RESPONSES TO COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT
Volume 3

Potrero Power Station Mixed-Use Development Project

SAN FRANCISCO PLANNING DEPARTMENT
CASE NO. 2017-011878ENV
STATE CLEARINGHOUSE NO. 2017112005

Draft EIR Publication Date:	OCTOBER 3, 2018
Draft EIR Public Hearing Date:	NOVEMBER 8, 2018
Draft EIR Public Comment Period:	OCTOBER 4, 2018 – NOVEMBER 19, 2018
Responses to Comments Publication Date:	DECEMBER 11, 2019
Final EIR Certification Hearing Date:	JANUARY 9, 2020

SAN FRANCISCO
PLANNING
DEPARTMENT

Written comments should be sent to:
San Francisco Planning Department
Attention: Rachel Schuett, PPS EIR Coordinator
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ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
ADA	Americans with Disabilities Act
AWSS	Auxiliary Water Supply System
BART	Bay Area Rapid Transit
BCDC	San Francisco Bay Conservation and Development Commission
BMP	Best Management Practice
CalOSHA	California Division of Occupational Safety and Health
Caltrans	California Department of Transportation
CD	compact disc
CEQA	California Environmental Quality Act
cfs	cubic-foot-per-second
D for D	Design for Development
dBA	A-weighted decibel
DDT	dichloro-diphenyl-trichloroethane
DNAPL	dense non-aqueous phase liquid
DEHP	di (2 ethylhexyl) phthalate
DSM	Deep Soil Mixing
DTR	Downtown Residential District
EDD	Employment Development Department
EIR	environmental impact report
ERO	Environmental Review Officer
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
GHG	greenhouse gas
gpm	gallons per minute
gsf	gross square feet
HRER	Historic Resources Evaluation Responses
HVAC	heating/ventilation/air conditioning
in/sec	inches per second
I-80	Interstate 80
I-280	Interstate 280
kV	kilovolt
LEED	Leadership in Energy and Environmental Design

L_{dn}	day-night noise level
L_{eq}	steady-state energy level
L_{max}	root mean squared maximum level of a noise source or environment
LMI	Labor Market Information
LOS	Level of Service
LTS	less than significant
mg/kg	milligrams per kilogram
mg/L	milligrams per liter
MLLW	Mean Lower Low Tide
MS4	Municipal Separate Storm Sewer Systems
MTC	Metropolitan Transportation Commission
Muni	San Francisco Municipal Transportation Agency
NAVD88	North American Vertical Datum of 1988
NI	no impact
NOAA	National Oceanic and Atmospheric Administration
NOP	notice of preparation
NPDES	National Pollutant Discharge Elimination System
PG&E	Pacific Gas and Electric Company
PCB	polychlorinated biphenyl
PDA	Priority Development Area
PDR	Production, Distribution and Repair
PPV	peak particle velocity
PS	potentially significant
R&D	research and development
RMS	root-mean-square pressure level
ROSE	Recreation and Open Space Element
SEL	sound exposure level
sf	square feet
SFMTA	City and County of San Francisco Municipal Transportation Agency
SFPUC	San Francisco Public Utilities Commission
SoMa	South of Market Area
SU	significant and unavoidable
SUD	Special Use District
TAZ	Traffic Analysis Zones
TDM	Transportation Demand Management
U.S. EPA	U.S. Environmental Protection Agency
U.S. 101	United States Highway 101
VMT	vehicle miles traveled
WETA	Water Emergency Transportation Authority

CHAPTER 8
Introduction to Responses to Comments

8.A Purpose of the Responses to Comments Document

This Responses to Comments document is Volume 3 of the environmental impact report (EIR) analyzing potential environmental effects associated with the Potrero Power Station Mixed-Use Development Project (proposed project or project) as proposed by the California Barrel Company LLC. The San Francisco Planning Department, as lead agency responsible for administering the environmental review for projects in the City and County San Francisco, published a Draft EIR[1] on the proposed project on October 3, 2018, and the public review period ended on November 19, 2018. The Draft EIR (Volumes 1 and 2) together with this Responses to Comments document constitute the Final EIR for the proposed project, consistent with CEQA Guidelines section 15132 and in fulfillment of requirements of the California Environmental Quality Act (CEQA) and San Francisco Administrative Code Chapter 31.

This Responses to Comments document provides written responses to comments received during the public review period. It contains the following: (1) a list of persons, organizations, and public agencies commenting on the Draft EIR; (2) copies of comments received on the Draft EIR; (3) written responses to those comments; and (4) revisions to the Draft EIR to clarify or correct information in the Draft EIR. See Section 8.C, below, for a description of the overall contents and organization of the combined Draft EIR and Responses to Comments document.

This Responses to Comments document also includes a description of a "project variant" and analysis of its associated environmental effects at an equal level of detail to that of the proposed project. As described further in the next chapter, subsequent to publication of the Draft EIR, the project sponsor has updated and refined select elements of the proposed project that was described and analyzed in the Draft EIR. The sponsor has incorporated these changes into a variation on the project, which is referred to as the "project variant" and is currently the project sponsor's preferred project. The planning department has determined that the project variant and its environmental impacts are sufficiently similar to the proposed project and its impacts that this EIR also provides complete environmental review under CEQA for the variant. Thus, the written responses to comments received on the proposed project as presented in the Draft EIR also incorporate responses, as applicable, to the project variant.

[1] State Clearinghouse No. 2017112005, and San Francisco Planning Department Case No. 2017-011878ENV.

The Final EIR has been prepared in compliance with CEQA (California Public Resources Code, Sections 21000 et seq.) and the CEQA Guidelines. It is an informational document for use by (1) governmental agencies and the public to aid in the planning and decision-making process by disclosing the physical environmental effects of the project (and variant) and identifying possible ways of reducing or avoiding their potentially significant impacts; and (2) the City and County of San Francisco prior to making a decision to approve, disapprove, or modify the proposed project (or variant). If the City and County of San Francisco approves the proposed project (or variant), CEQA requires that the City adopt the CEQA findings as well as the Mitigation Monitoring and Reporting Program (MMRP) to ensure that mitigation measures identified in the Final EIR will be implemented as part of the project (or variant). See Section 8.B, below, for further description of the environmental review process.

8.B Environmental Review Process

CEQA Guidelines sections 15080 to 15097 set forth the EIR process, which includes multiple phases involving notification and input from responsible agencies and the public. The main steps in this process are described below.

8.B.1 Notice of Preparation and Public Scoping

As described in the EIR, on November 1, 2017, the planning department issued a Notice of Preparation (NOP) of an EIR on the proposed project and made the NOP available on its website. The NOP was sent to governmental agencies, organizations, and persons interested in the proposed project, and publication of the NOP initiated the 30-day public scoping period for this EIR, which ended on December 1, 2017. During the public scoping period, the planning department accepted comments from agencies and interested parties identifying environmental issues that should be addressed in the EIR. The planning department held a public scoping meeting on Wednesday, November 15, 2017 at the project site, 420 23rd Street, San Francisco, to receive oral comments on the scope of the EIR. The comment letters received in response to the NOP, both written and oral,[2] are included in EIR Appendix A and are available for review at the San Francisco Planning Department as part of Case File No. 2017-011878ENV. The planning department has considered the scoping comments made by the public and agencies in preparing the EIR on the proposed project.

8.B.2 Draft EIR Public Review

The planning department published the Draft EIR on the proposed project on October 3, 2018 and circulated it to local, state, and federal agencies and to interested organizations and individuals for their review and comment. On October 3, 2018, the planning department also distributed notices of availability in a newspaper of general circulation in San Francisco and posted notices at the project site. The public review period for the Draft EIR was from October 4, 2018 through November 19, 2018. Paper copies of the Draft EIR were made available for public

[2] A transcript of the oral comments received at the November 15, 2017 public scoping meeting is included in Draft EIR, Appendix A.

review at the following locations: (1) San Francisco Planning Department, 1660 Mission Street, 1st Floor, Planning Information Counter, San Francisco, California; (2) San Francisco Main Library, 100 Larkin Street, San Francisco, California; and (3) San Francisco Library, Potrero Branch, 1616 20th Street, San Francisco, California. Electronic copies of the Draft EIR and the record of proceedings were made available and can be accessed through the internet on the planning department's website at https://sfplanning.org/environmental-review-documents.

During the public review period, the planning department conducted a public hearing to receive oral comments on the Draft EIR. The public hearing was held before the San Francisco Planning Commission on November 8, 2018 at San Francisco City Hall. A court reporter present at the public hearing transcribed the oral comments verbatim and prepared a written transcript. See Appendix K in this Responses to Comments document for the public hearing transcript. During the Draft EIR public review period, the planning department received written and oral comments from a total of four public agencies, seven non-governmental organizations, and 33 individuals. See Chapter 10, List of Persons Commenting, for a complete list of persons commenting on the Draft EIR.

8.B.3 Responses to Comments Document and Final EIR under CEQA

On December 11, 2019 the planning department published and distributed this Responses to Comments document for review to persons who commented on the Draft EIR and to the San Francisco Planning Commission and in compliance with CEQA Guidelines section 15088. The planning commission will hold a public hearing on January 9, 2020 at San Francisco City Hall to consider the adequacy of the Final EIR — consisting of the Draft EIR and the Responses to Comments document — in complying with the requirements of CEQA. If the planning commission finds that the Final EIR complies with CEQA requirements, it will certify the Final EIR.

Following certification of the Final EIR, the City decision-makers will review and consider the certified Final EIR and the associated MMRP before making a decision and taking an approval action on the proposed project or project variant. Consistent with CEQA Guidelines section 15097, the MMRP is a program designed to ensure that the mitigation measures identified in the Final EIR and adopted by decision-makers to lessen or avoid the significant environmental effects of the project (or variant) will be implemented. CEQA also requires the adoption of findings prior to approval of a project for which a certified EIR identifies significant environmental effects (CEQA Guidelines sections 15091 and 15092). If the EIR identifies significant adverse impacts that cannot be mitigated to less-than-significant levels, the findings must include a statement of overriding considerations for those impacts (CEQA Guidelines section 15093[b]) if the project is approved. The board of supervisors will be required to adopt the CEQA findings and the MMRP as conditions of project approval actions.

8.C Document Organization

This Responses to Comments document is organized to complement the Draft EIR and follows the sequential numbering of chapters in the Draft EIR. The Draft EIR consists of Chapter S plus Chapters 1 through 7 and Appendices A through I as follows:

- **Chapter S, Summary.** This chapter summarizes the contents of the Draft EIR, including an overview of the project description and, in a tabular format, a summary of the environmental impacts that would result from project implementation and the mitigation measures identified to reduce or avoid significant impacts. It also briefly describes the alternatives to the proposed project and the areas of controversy.
- **Chapter 1, Introduction.** This chapter describes the purpose of the EIR, the environmental review process, the public and agency comments received on the scope of the EIR, and the organization of the EIR.
- **Chapter 2, Project Description.** This chapter provides a detailed description of the proposed project—including project background, objectives, location, existing site land use characteristics, project components and characteristics, development schedule (including anticipated construction activities)—and identifies required project approvals.
- **Chapter 3, Plans and Policies.** This chapter provides a summary of the plans and policies of local, regional, state, and federal agencies that could be applicable to the proposed project and identifies if the proposed project would be inconsistent with any of those plans and policies.
- **Chapter 4, Environmental Setting, Impacts and Mitigation Measures.** This chapter covers a comprehensive range of environmental resource topics that have a potential for significant adverse impacts and/or known sensitivity (resource topics determined to have less-than-significant impacts are analyzed in the initial study, see Appendix B). Each environmental topic is discussed in a separate section within this chapter, and each section describes the existing and/or baseline conditions relative to that resource; applicable regulatory framework; significance criteria used to assess the severity of the impacts; approach to and methodologies used in the impact analysis; and individually numbered impact statements and associated discussion of project-specific and cumulative impacts of the proposed project and a determination of the significance of each impact. For impacts determined to be significant, mitigation measures that would reduce or avoid those impacts are presented. In some cases, for impacts determined to be less than significant, improvement measures are presented that would further reduce or lessen a less-than-significant impact. This chapter contains the following sub-sections and environmental resource topics:

  A. Impact Overview
  B. Land Use and Land Use Planning
  C. Population and Housing
  D. Cultural Resources
  E. Transportation and Circulation
  F. Noise and Vibration
  G. Air Quality
  H. Wind and Shadow
  I. Biological Resources
  J. Hydrology and Water Quality
  K. Hazards and Hazardous Materials

- **Chapter 5, Other CEQA Issues.** Pursuant to section 15126.2 of the CEQA Guidelines, this chapter summarizes any growth-inducing impacts that could result from the proposed project, irreversible changes to the environment, and significant and unavoidable environmental impacts, and this chapter presents areas of controversy to be resolved.

- **Chapter 6, Alternatives.** This chapter presents and evaluates alternatives to the proposed project that could feasibly attain most of the project objectives as well as reduce identified significant adverse impacts of the project. It also identifies the environmentally superior alternative and describes other alternatives that were considered but rejected.

- **Chapter 7, Report Preparers.** This chapter lists the EIR authors and consultants; project sponsor and consultants; and agencies and persons consulted.

- **Appendices.** The planning department prepared an initial study on the project (see Appendix B), which analyzed select topics determined to result in less-than-significant impacts; topics analyzed in the initial study include archeological resources, human remains, tribal cultural resources, greenhouse gas emissions, recreation, utilities and service systems, public services, geology and soils, mineral and energy resources, and agriculture and forest resources. The appendices in the Draft EIR include the following:

  A. Notice of Preparation and Scoping Comments
  B. Initial Study
  C. Transportation Supporting Information
  D. Noise Analyses Supporting Information
  E. Air Quality Supporting Information
  F. Wind and Shadow Supporting Information
  G. Biological Resources Supporting Information
  H. Water Supply Assessment
  I. Historic Resources Evaluation and Historic Resources Evaluation Response

This Responses to Comments document consists of Chapters 8 through 12 plus supplemental appendices, as follows:

- **Chapter 8, Introduction to Responses to Comments.** This chapter describes the purpose of the Responses to Comments document, the environmental review process, and the organization of the overall EIR.

- **Chapter 9, Project Variant.** This chapter describes the variant to the proposed project that was developed since publication of the Draft EIR. It also considers a scenario of the variant in which the PG&E subarea would not be developed. The project variant updates or refines certain aspects of the proposed project description. This chapter describes all potential environmental impacts associated with the project variant and discusses how the environmental impacts and mitigation measures are not substantially different from those identified for the proposed project in the Draft EIR.

- **Chapter 10, List of Persons Commenting.** This chapter describes the coding and organization of comments and lists the persons and organizations that submitted comments on the Draft EIR.

- **Chapter 11, Comments and Responses.** This chapter reproduces the substantive comments received on the Draft EIR together with written responses to those comments. The comments and responses in this chapter are organized by topic, including those environmental topics

addressed either in Chapter 4 of the EIR or in Appendix B, Initial Study. Similar comments on the same topic received from multiple commenters are grouped together and a single, comprehensive response is provided, with each individual comment assigned a unique comment code. The complete letters, emails, and transcript containing the comments and assigned comment code are included in Appendices J (comment letters and emails) and K (transcripts) to this document. Where applicable, the responses also address issues relevant to the project variant. The sub-sections in this chapter are as follows:

11.A General Comments
11.B Project Description
11.C Plans and Policies
11.D Population and Housing
11.E Historic Architectural Resources
11.F Transportation and Circulation
11.G Noise
11.H Air Quality
11.I Shadow
11.J Hydrology and Water Quality
11.K Alternatives
11.L Initial Study

- **Chapter 12, Draft EIR Revisions.** This chapter presents changes and revisions to the Draft EIR. The planning department has made changes and revisions to the Draft EIR either in response to comments received on the Draft EIR, to include updated information, or as necessary to clarify statements and conclusions made in the Draft EIR. In all cases, changes are provided to clarify or correct content in the Draft EIR or to add information received after the release of the Draft EIR. None of the changes and revisions in Chapter 12 substantially affect the analysis or conclusions presented in the Draft EIR.

- **Responses to Comments Document Appendices.** The appendices include full copies of the written comments received on the Draft EIR (Appendix J, Draft EIR Comment Letters) and transcripts of the public hearing on the Draft EIR (Appendix K, Draft EIR Hearing Transcript). Appendix J and Appendix K also show, in the margin of each letter or transcript, the bracketing and comment code used to identify comments and the topic code assigned to the corresponding response. In addition, the technical appendices in the Draft EIR are augmented as necessary to present updated information or updated analysis to support the project variant. The additional appendices are as follows:

  C-1. Transportation Supporting Information, Project Variant
  E-1. Air Quality Supporting Information, Project Variant
  F-1. Wind and Shadow Supporting Information, Project Variant
  H-1. Updated Water Supply Assessment
  J. Draft EIR Comment Letters
  K. Draft EIR Hearing Transcript

CHAPTER 9
Project Variant

9.A Introduction

Since publication of the Draft EIR on October 3, 2018, the project sponsor, California Barrel Company LLC, has updated and refined select elements of the proposed project that was described and analyzed in the Draft EIR (referred to as the "proposed project") as part of the project development and design process. The sponsor has incorporated these changes into a variation on the project, which is referred to as the "project variant" or "variant." The project variant would be substantially the same as the proposed project but would include retention of some historic features that were to be demolished under the proposed project. This chapter describes and discusses how the project variant would result in the same or less severe impacts as the proposed project.

In addition, as stated in Chapter 2, Project Description, in the Draft EIR, the project sponsor does not control the PG&E subarea (about 4.8 acres on the northwest corner of the project site, see Chapter 2, Figure 2-2, page 2-6), and development of land uses within the PG&E subarea would only occur when and if PG&E determines it is feasible to relocate the existing utility infrastructure and operations. Therefore, the project sponsor has also identified a "no PG&E scenario" of the project variant that excludes the PG&E subarea from the proposed development. This chapter also discusses how the no PG&E scenario would result in the same or less severe impacts as the proposed project.

The chapter is organized into five sections as follows:

- Section 9.A, Introduction;
- Section 9.B, Comparison of the Project, Variant, and No PG&E Scenario;
- Section 9.C, Description of the Variant;
- Section 9.D, Environmental Impacts and Mitigation Measures of the Variant; and
- Section 9.E, Summary of Impacts and Mitigation Measures of the Variant.

The impact analyses of the project variant and no PG&E scenario, presented in Section 9.D below, specifically address the environmental effects of the new project elements that differ from the proposed project, but the analyses also consider the impacts of the project variant and no PG&E scenario as a whole. However, to avoid unnecessary repetition, the impact analyses refer extensively to the information and analysis presented in Chapters 4, 5, and 6 of the Draft EIR where the environmental impacts would be substantially the same as those of the proposed project.

As disclosed in this chapter, the description and analyses of the project variant, with or without the PG&E subarea, add no *significant* new information to the EIR per CEQA Guidelines section 15088.5. The conclusions presented in the Draft EIR for the proposed project remain largely the same for the project variant, including the no PG&E scenario, with all impact conclusions either the same or less severe than previously identified for the proposed project. Any new information presented in the responses to comments document serves to clarify, amplify, and/or update information presented in the Draft EIR, providing appropriate information in the context of the project variant.

The information presented in Section 9.D provides the supporting analysis that indicates the following overall conclusions for the project variant, including the no PG&E scenario: (1) no new significant effects or substantially more severe significant effects would result beyond those identified in the Draft EIR for the proposed project; (2) no new mitigation measures are identified that would be required to mitigate new or more severe significant impacts; (3) with implementation of mitigation measures identified in the EIR, no substantial increase in the severity of an environmental impact would result; and (4) no additional alternatives or mitigation measures considerably different from those presented and analyzed in the Draft EIR are needed to satisfy CEQA requirements for environmental review of the project variant, with or without the PG&E subarea.

9.B Comparison of the Project, Variant, and No PG&E Scenario

9.B.1 Project Objectives and Location

The objectives and location of the project variant are identical to those of the proposed project, as presented in EIR Chapter 2, Sections 2.B (pp. 2-3 to 2-4) and 2.C (pp. 2-5 to 2-6), respectively. The variant would achieve all of the project objectives at a level comparable to the proposed project, although the no PG&E scenario would not increase the number of dwelling units to the same extent as the proposed project or variant.

9.B.2 Comparison of Program Characteristics

The project variant and no PG&E scenario would have the same overall characteristics and components as the proposed project, including rezoning and establishing development controls for a multi-phased, mixed-use development at the project site. Like the proposed project, the variant and no PG&E scenario would include amendments to the San Francisco general plan and planning code and would create a new Potrero Power Station Special Use District (SUD), including a new Potrero Power Station Design for Development document (D for D). The overall site layout and land use plan would be generally the same for the variant and no PG&E scenario as described in the Draft EIR for the proposed project (pp. 2-15 to 2-17), with the same general block and street network. However, the site layout and land use plan for the project variant would differ from the proposed project in two ways: (1) Blocks 6 (designated for residential use) and 10 (designated for office or R&D use) under the proposed project are combined under the project variant and the no PG&E scenario and replaced with a new long and thin Block 15 (designated for office or R&D use); and (2) the variant

would allow for R&D and/or office uses to be developed on Blocks 2 and 3 instead of just R&D uses. The change in block configuration under the project variant enables retention of certain historic features of the existing Station A, which would be completely demolished under the proposed project. The site layout and land use plan for the no PG&E scenario would generally be the same as that for the variant except it would exclude the 4.8-acre PG&E subarea in the northwest corner of the site and associated modifications to circulation on the remainder of the site.

Table 9-1, **Characteristics of Proposed Project, Project Variant, and No PG&E Scenario**, provides a comparative overview of the three scenarios. As indicated, the project variant and no PG&E scenario would have generally the same characteristics as those of the proposed project, with slight variations in the total amount of certain land uses and some changes to allowable heights and roadway configurations. Detailed descriptions of the project variant and no PG&E scenario, including figures showing specific details, are presented in Section 9.C.

9.C Description of Project Variant

9.C.1 Project Variant Characteristics

As described above, the project variant would have most of the same characteristics and components as the proposed project but would include a few modifications to the allowable building heights, configuration of blocks and land uses, and the overall land use program. The proposed rezoning under the variant would modify the existing height limits of 40 and 65 feet to various heights ranging from 65 to 240 feet (instead of a maximum of 300 feet under the proposed project). Also, under the project variant, Blocks 4, 12, and 14 have been designated for residential, commercial, and residential land uses, respectively, whereas under the proposed project those blocks were "flex blocks" designated for either residential or commercial uses. Block 9 would still be designated as a flex block for either hotel or residential use, and like the proposed project, the preferred option would be the hotel use on Block 9.

Table 9-2, **Potrero Power Station Mixed-Use Development Project Variant Characteristics**, summarizes the project variant's characteristics, including a description of the types and amounts of proposed land uses, details regarding proposed dwelling units, building heights, vehicle and bicycle parking, and other features. As indicated in Tables 9-1 and 9-2, the project variant would have a slightly larger total building area than the proposed project, but only a 0.6 percent increase. The gross square footage of residential uses would decrease by 6 percent, although the number of residential units would decrease by 3 percent. The gross square footage of hotel uses would remain the same, although the number of hotel rooms would increase from 220 to 250. Commercial office space would increase by 36 percent, but production/distribution/repair (PDR) space would decrease by 22 percent and retail space would decrease by 7 percent. Commercial research and development (R&D) space would remain the same. Community facilities space would decrease by about half, although entertainment/assembly space would remain the same. Parking area would increase by 5 percent, and the number of parking spaces would increase by 2 percent. The number of bicycle parking spaces, however, would decrease by 5 percent, from 1,950 to 1,862. Under the project variant, proposed open space would increase from 6.2 to 6.9 acres, over an 11 percent increase.

TABLE 9-1
CHARACTERISTICS OF PROPOSED PROJECT, PROJECT VARIANT, AND NO PG&E SCENARIO

Characteristic	Proposed Project	Project Variant	No PG&E Scenario
Land Uses			
Area of site, acres	29.0	Same as project	24.2
Residential, dwelling units	2,682	2,601	1,466
Residential, gsf	2,682,427	2,522,970	1,422,436
Hotel, rooms	220	250	Same as variant
Hotel, gsf	241,574	Same as project	Same as project
Commercial (office), gsf	597,723	814,240	Same as variant
Commercial (R&D), gsf	645,738	Same as project	Same as project
Commercial (PDR), gsf	45,040	35,000	15,000
Commercial (retail),[a] gsf	107,439	99,464	Same as variant
Community Facilities,[b] gsf	100,938	50,000	Same as variant
Entertainment/Assembly, gsf	25,000	Same as project	Same as project
Parking, no. of spaces	2,622	2,686	2,056
Parking, gsf	921,981	965,458	736,361
Total Building Area, gsf	5,367,860	5,399,444	4,049,813
Open Space, acres	6.2	6.9	6.6
Land Uses by Block			
Block 1	Residential	Same as project	Same as project (but reduced in size)
Block 2	R&D	Office or R&D	Same as variant
Block 3	R&D	Office or R&D	Same as variant
Block 4	Flex Residential/R&D or Office	Residential	Same as variant
Block 5	Residential	Same as project	Same as project
Block 6	Residential	NA (part of Block 15)	Same as variant
Block 7	Residential	Same as project	Same as project
Block 8	Residential	Same as project	Same as project
Block 9	Flex Residential/Hotel	Same as project	Same as project
Block 10	Office or R&D	NA (part of Block 15)	Same as variant
Block 11	Office or R&D	Same as project	Same as project
Block 12	Flex Residential/R&D or Office	Office or R&D	Same as variant
Block 13	Residential	Same as project	Not developed
Block 14	Flex Residential/Office	Residential	Not developed
Block 15	NA (same as Blocks 6 +10)	Office or R&D	Same as variant
Building Characteristics			
Stories, no.	5 to 30	5 to 24	Same as variant
Height, feet	65 to 300	65 to 240	Same as variant
Towers (building >179 ft), no.	1 300-ft tower, 3 180-ft towers	1 240-ft tower, 1 220-ft tower, 1 180-ft tower	Same as variant
Residential Buildings, LEED gold standard	Yes	Same as project	Same as project
Transportation Features			
Bicycle parking, class 1, no. of spaces	1,577	1,513	1,006
Bicycle parking, class 2, no. of spaces	373	349	285
Total bicycle parking, no of spaces	1,950	1,862	1,291

TABLE 9-1 (CONTINUED)
CHARACTERISTICS OF PROPOSED PROJECT, PROJECT VARIANT, AND NO PG&E SCENARIO

Characteristic	Proposed Project	Project Variant	No PG&E Scenario
Transportation Features (cont.)			
Space for future Muni bus stop on 23rd Street	Yes	Same as project	Same as project
Sidewalk Improvements, Illinois St	Yes	Same as project	Same as project, plus also between 23rd and Humboldt Streets
On-street passenger loading spaces	25	22	15
On-street commercial loading spaces	34	34	30
Off-street loading commercial spaces	20	20	16
Signal on Illinois/23rd	Yes	Same as project	Same as project
Signal on Illinois/Humboldt	Yes	Same as project	No
Bay Trail	Yes	Same as project	Same as project
TDM Plan	Yes	Same as project	Same as project
Transit Shuttle Service	Yes	Same as project	Same as project
Connections to External Street Network:			
▪ 22nd Street	Yes	Same as project	Yes, but no access through Georgia St
▪ 23rd Street	Yes	Same as project	Same as project
▪ Illinois Street	Yes	Same as project	No (no connection via Humboldt Street)
Other Features			
Dock Facility	Yes	Same as project, but larger and with the wharfs on two levels	Same as variant
Rooftop Playing Field	Yes	Same as project	Same as project
Onsite Historical Resources			
Station A	Demolish	Retain south and east walls and portions of the north and west walls	Same as variant
Meter House	Demolish	Same as project	Same as project
Compressor House	Demolish	Same as project	Same as project
Gate House	Demolish	Same as project	Same as project
Unit 3 Power Block	Retain or Demolish	Same as project	Same as project
Unit 3 Boiler Stack	Retain	Same as project	Same as project
Construction			
Start Date[c]	2020	Same as project	Same as project
End Date	2034	2035	2033
Total Duration, years	15	16	14
Construction phases	6, plus Phase 0	6, plus Phase 0	5, plus Phase 0

[a] Commercial retail is assumed to include a supermarket, sit-down restaurants, and quick service restaurants. See Table 9-4 for assumed breakdown of these uses.
[b] Community facilities is assumed to include childcare, library, and other community facilities. See Table 9-4 for assumed breakdown of these uses.
[c] Actual construction start date would be affected by PG&E's ongoing remediation process and market conditions, and construction would not start until all necessary permits are secured.

TABLE 9-2
POTRERO POWER STATION MIXED-USE DEVELOPMENT PROJECT VARIANT CHARACTERISTICS[a]

Project Characteristic	Metric	
Project Site Size and Shape	***Dimensions***	
Area	29.0 acres	
Maximum Length and Width	Approximately 1,650 feet by 950 feet	
Proposed Land Use Program[b]	***Area (gsf)***	
Residential	2,522,970	
Commercial (Retail)	99,464	
Commercial (Office)[c]	814,240	
Commercial (R&D)[c]	645,738	
Commercial (Hotel)	241,574[d]	
Commercial (PDR)	35,000	
Community Facilities	50,000	
Entertainment/Assembly	25,000	
Parking	965,458	
Total Building Area	**5,399,444 gsf**	
Proposed Dwelling Units	***Number***	***Percentage (approximate)***
Studio	377	14.5%
1-Bedroom	1,124	43.2%
2-Bedroom	840	32.3%
3-Bedroom	260	10.0%
Total Dwelling Units	**2,601**	100%
Proposed Parking	***Number***	
Vehicle Parking Spaces[e]	**2,686**	
Car Share Spaces	40	
Bicycle Parking[f]		
Bicycle Parking class 1	1,513	
Bicycle Parking class 2	349	
Total Bicycle Parking	**1,862**	
Open Space	***Area (gsf)***	
Publicly Accessible Open Space	Approximately 6.9 acres	
Private Open Space	36 square feet per unit if located on balcony, or 48 square feet per unit if commonly accessible to residents. For Group Housing or Single Room Occupancy units, the minimum open space requirements shall be one-third the amount specified in this subsection for a dwelling unit.	
Building Characteristics	***Area (gsf)***	
Stories	5 to 24 stories	
Height	65 to 240 feet	
Ground Floor	All blocks would include ground floor active/retail/production space	
Basements	All development blocks would allow but not require one below-grade level of vehicle parking spaces[g]	

NOTES: gsf = gross square feet; R&D = research and development; PDR = production, distribution, and repair

a All numbers in this table are approximate.

b The project variant includes one flex block, for which either residential or hotel uses may ultimately be selected. The numbers shown in this table show the anticipated development of the flex block, assuming a targeted hotel development at the flex block. The EIR addresses the potential for variation in the total amount of residential and hotel development on the flex block. See below section on maximum residential scenario of the project variant.

c Office and R&D (Life Science / Laboratory) uses are permitted on Blocks 2, 3, 11, 12 and 15, subject to the following: (i) One or more of the foregoing blocks must be developed with a building of no less than 130,000 gsf in size that is entirely Life Science / Laboratory above the basement and ground floor; (ii) The amount of office shall not exceed 815,000 gsf unless or until one or more of the foregoing blocks is developed with a Life Science / Laboratory Building of no less than 130,000 gsf in size; (iii) If the total amount of Life Science / Laboratory developed on Blocks 2, 3, 11, 12 and/or 15 is less than 650,000 gsf, then the total amount of office shall be capped according to the following:

TABLE 9-2 (CONTINUED)
POTRERO POWER STATION MIXED-USE DEVELOPMENT PROJECT VARIANT CHARACTERISTICS[a]

Life Science / Lab to be built (gsf)	Maximum Office Allowed (gsf)
130,000 to 249,000	1,220,000
250,000 to 349,000	1,176,000
350,000 to 449,000	1,098,000
450,000 to 549,000	998,000
550,000 to 649,000	898,000

[d] The hotel would have 250 hotel rooms.

[e] Per the proposed D for D document, the number of vehicle parking spaces is based on 0.6 space per residential unit; one space per 1,500 square feet of commercial office, R&D/life science, or PDR uses; three spaces per 1,000 square feet of grocery store use; and one space per each 16 hotel guest rooms. Dedicated car share spaces would be as required by planning code section 166. The number of car share spaces is based on one car share space per residential building with 50 to 200 dwelling units; for residential buildings with over 200 dwelling units, two car share spaces plus one for every 200 dwelling units over 200; for non-residential buildings, providing between 25 and 49 parking spaces, one car share space; for non-residential buildings providing 50 or more parking spaces, one car share space plus one for every 50 parking spaces over 50.

[f] Per the proposed D for D document, the number of bicycle parking spaces reflects planning code requirements, as follows.

- Residential: One class 1 bicycle parking space for each dwelling unit up to 100 plus one space for every four units in excess of 100; one class 2 bicycle parking space for every 20 dwelling units.
- Office: One class 1 bicycle parking space for every 5,000 square feet of occupied floor area. Minimum two spaces for any Office Use greater than 5,000 square feet of OFA, and one class 2 space for each additional 50,000 occupied square foot.
- PDR, R&D/life science: One class 1 bicycle parking space for every 12,000 square feet of OFA; except no less than two Class 1 spaces for any use larger than 5,000 occupied square foot; minimum two class 2 bicycle parking. Four class 2 spaces for any use larger than 50,000 square feet of OFA.
- Retail: One class 1 bicycle parking space per 7,500 square feet of OFA; minimum two class 2 bicycle parking spaces; one per 2,500 square feet of OFA. For uses larger than 50,000 square feet, 10 class 2 spaces plus an additional class 2 space for each additional 10,000 square feet.
- Eating and drinking, Personal Services, Financial Services: One class 1 bicycle space for every 7,500 square feet of OFA; Minimum two class 2 spaces. One class 2 space for every 750 square foot of OFA.
- Garage: One class 2 bicycle parking space for every 20 car spaces.
- Community Facility: Minimum two spaces. One class 1 space for every 5,000 square feet of OFA; Minimum two spaces or one Class 2 space for every 2,500 occupied square feet of publicly-accessible or exhibition area.
- Hotel: One class 1 space per 30 rooms; one class 2 space per 30 rooms and one class 1 space per 5,000 square feet of conference space.

[g] Basement parking is accounted for in the above line item for parking.

Under the variant, the maximum building height would be reduced from 300 to 240 feet, and instead of one 300-foot tower and three 180-foot towers, the variant would include one 240-foot tower, one 220-foot tower, and one 180-foot tower. Shoreline improvements would be somewhat expanded under the project variant, but transportation features and utilities would all remain essentially the same as described for the proposed project. Unlike the proposed project, however, the project variant would retain portions of Station A, restoring and incorporating some of its existing features into a new building at the same location. Like the proposed project, the variant would demolish three other onsite historic structures (Meter House, Compressor House, and Gate House), but would retain and restore the Boiler Stack and possibly the Unit 3 Power Block. Construction of the project variant is anticipated to require 16 years, instead of 15 years for the proposed project due to the addition of one year to Phase 0.

9.C.2 Project Variant Land Use Plan

Figure 9-1, Project Variant Land Use Plan, presents the revised land use plan. The major change in the plan is that Blocks 6 (residential) and 10 (office or R&D) under the proposed project have been combined to form a new long and thin Block 15 (office or R&D) under the project variant. The block numbering system under the project variant omits Blocks 6 and 10. The flexible land uses on Blocks 4, 12, and 14 under the proposed project are no longer included in the project variant, but instead, these blocks have specifically designated land uses, as shown on Figure 9-1. Block 9 continues to have a flexible land use program for either hotel or residential uses. The other major change in the project variant land use plan is that open space increased from 6.2 to 6.9 acres. The

SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-1
Project Variant Land Use Plan

increase is primarily due to the addition of a new open space Illinois Plaza (approximately 0.3 acres) and the inclusion of the following areas that were previously excluded in the total open space acreage of the proposed project: the recreational dock, wharf areas and bay overlook at 23rd Street (approximately 0.3 acres), and the plaza in front of the Unit 3 hotel (approximately 0.2 acres). **Figure 9-2**, **Project Variant from Oblique Aerial Perspective**, illustrates the land use program under the project variant from an aerial perspective and indicates the general massing and heights of the proposed structures; this figure shows the preferred land use plan in which Unit 3 is repurposed as a hotel on Block 9. In the scenario where Block 9 is developed for residential uses, not hotel use, the total open space would be 7.1 acres.

Similar to the proposed project, the project variant would demolish about 20 existing structures on the project site, including two historic structures (the Meter House and the Compressor house) and one contributor to the Third Street Historic District (the Gate House). But unlike the proposed project, the project variant would retain portions of Station A, including saving and restoring the south and east walls of Station A as well as portions of the north and west walls, and incorporating these existing features into a new building on Block 15, with the design subject to the provisions of the D for D. However, the proposed retention of these features of Station A may not meet the Secretary of Interior's Standards. Similar to the proposed project, the project variant would retain the Boiler Stack, and retain or demolish the Unit 3 Power Block.

Figure 9-3, **Project Variant Ground Floor Land Use Plan**, presents the proposed ground floor use plan at the project site. Ground floor frontages under the project variant would be essentially the same as described for the proposed project, with the main difference being that the new Block 15 would include continuous usages along its ground floor, where under the proposed project, the ground floor uses were distinct on Blocks 6 and 10. Other minor differences between the proposed project and project variant ground floor land use plans include some variation in the active use and active lane frontages in the northern part of the site, and the addition of two additional active corners, one each on Blocks 7 and 11.

9.C.3 Building Heights and Building Setbacks

Figure 9-4, **Project Variant Height District Plan**, presents the proposed height district plan for the project variant. Similar to the proposed project, the project variant would amend the Zoning Map (except with respect to portions of the project site owned by the Port), but it would modify the existing height limits of 40 and 65 feet to heights ranging from 65 to 240 feet, rather than to a maximum height of 300 feet. As a result, the number of stories in the proposed buildings would range from five to 24 stories, instead of five to 30 stories. Under the project variant, there would be one 240-foot tower on Block 7, one 220-foot tower on Block 5, and one 180-foot tower on Block 1. This compares to the proposed project, under which there would be one 300-foot tower on Block 6, and three 180-foot towers on Blocks 1, 5, and 7. Other differences in allowable height limits under the project variant include a 5-foot increase on Blocks 2, 3, 11, and 12; and a 40-foot increase on the southeast portion of Block 13. On Block 9, a flex block, with the retention of the Unit 3 Power Block, the height limits would change from 65 and 128 feet to 65 and 130 feet; and without the Unit 3 Power Block, the height limits would change from 65 to 85 and 125 feet. There would be no changes to the height plan for Blocks 1, 4, 8, and 14.

SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-2
Project Variant, Oblique Aerial Perspective

Notes:
1. Where Station A walls are retained, Active Use and Active Lane Frontage controls do not apply.
2. Potential mid-block alley crossing. Exact location of mid-block alley is to be determined during design of Block 13. Active Lane Frontage is required on both sides of mid-block alley.
3. Potential mid-block passage location. Exact location of mid-block passage is to be determined during the design of Block 15.

SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-3
Project Variant Ground Floor Land Use Plan

SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-4
Project Variant Height District Plan

Figure 9-5, **Project Variant Building Setbacks**, depicts the proposed building setback plan, which has been modified from what was previously presented in Figure 6.4.5 of the October 3, 2018 Design for Development document and was assumed for the proposed project. This modification has been included for the project variant to better accommodate various construction types, setback transitions, and ground floor uses. The streetwall heights as presented for the proposed project in the Draft EIR have been increased from a maximum of 45, 65, and 85 feet to a maximum of 50, 70, 85 and 90 feet, respectively, as shown in Figure 9-5. In addition, the proposed depth of setback along the north side of Blocks 2 and 3 (fronting Craig Lane) is reduced from 15 to 10 feet under the project variant.

9.C.4 Open Space Improvements

As shown in **Figure 9-6**, **Project Variant Park and Open Space Plan**, the preferred project variant would provide approximately 6.9 acres of publicly accessible open space, compared to 6.2 acres for the proposed project. This plan is substantially the same as described in the Draft EIR for the proposed project with the following exceptions:

- ***Waterfront Park.*** This waterfront park would be 4.0 acres under the variant, instead of 3.7 acres, due to the expanded recreational dock and the inclusion of the wharf areas, bay overlook, and plaza in front of the Unit 3 hotel in the total acreage. If Unit 3 is repurposed as a hotel, there would be a minimum 70-foot wide access through the building for public access to waterfront park (this project element is the same for the proposed project and project variant but it was not called out specifically as part of the proposed project in the Draft EIR). In the scenario where Unit 3 is not repurposed, waterfront park increases to 4.25 acres.

- ***Louisiana Paseo.*** This proposed plaza-type open space would be adjacent to Block 15, instead of Blocks 6 and 10, and would no longer include the space between the former Blocks 6 and 10, reducing this open space area from 0.70 to 0.63 acre.

- ***Power Station Park.*** This central green space would be slightly expanded under the project variant, at 1.29 acres, instead of 1.22 acre. Similar to the proposed project, the park could contain play or fitness structures, art, trellis structures, and outdoor dining areas (though not barbecues), and the park would contain a flexible lawn area large enough to accommodate two U-6 soccer fields.

- ***Rooftop Soccer Field***. Similar to the proposed project, the project variant would include a 0.68 acre public open space on the roof of the parking structure on Block 5 for a U-10 soccer field.

- ***Illinois Street Plaza.*** Unique to the project variant, a proposed 0.28-acre linear plaza would stretch between 22nd Street and Humboldt Street along the west side of Block 13. The plaza would serve as spill out space for ground floor uses. Additional amenities could include art, trellis structures, and seating areas.

Notes:
1. Setbacks do not apply to district parking garage (see Figure 6.22.1 for potential locations).
2. On frontages facing mid-block alley/passage, buildings shall be set back at least 10 feet from the Streetwall at a height of 70 feet.
3. Potential mid-block alley crossing. Loading Bays and Off-Street Parking entries permitted along mid-block alley frontages. Exact location of mid-block alley is to be determined during design of Block 13.
4. Potential mid-block passage location. Exact location of mid-block passage is to be determined during the design of Block 15.

SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-5
Project Variant Building Setbacks

SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-6
Project Variant Park and Open Space Plan

9.C.5 Vehicle Parking and Loading

Parking

Figure 9-7, **Potential Off-street Parking Supply**, illustrates the proposed locations of off-street parking under the project variant, with the potential number of parking spaces per block. As shown in Table 9-2, the project variant would provide a total of approximately 2,686 off-street vehicle parking spaces, compared to 2,622 for the proposed project. The main changes would be as follows: Block 7 would have 203 rather than 92 spaces; Block 13 would have 506 rather than 420 spaces; and Block 15 would have 70 spaces rather than 203 spaces on Blocks 6 and 10. A centralized parking facility would be located at the intersection of Humboldt Street and Georgia Street and would contain approximately 819 parking spaces, same as for the proposed project. The remaining 1,867 off-street parking spaces would be dispersed in below-grade or podium-level parking structures on other development blocks. The project variant would have a total of 52 on street parking spaces, including 10 on-street Americans with Disabilities Act (ADA) accessible vehicle parking spaces, compared to 55 on street parking spaces for the proposed project, including 11 on-street ADA accessible vehicle parking spaces.

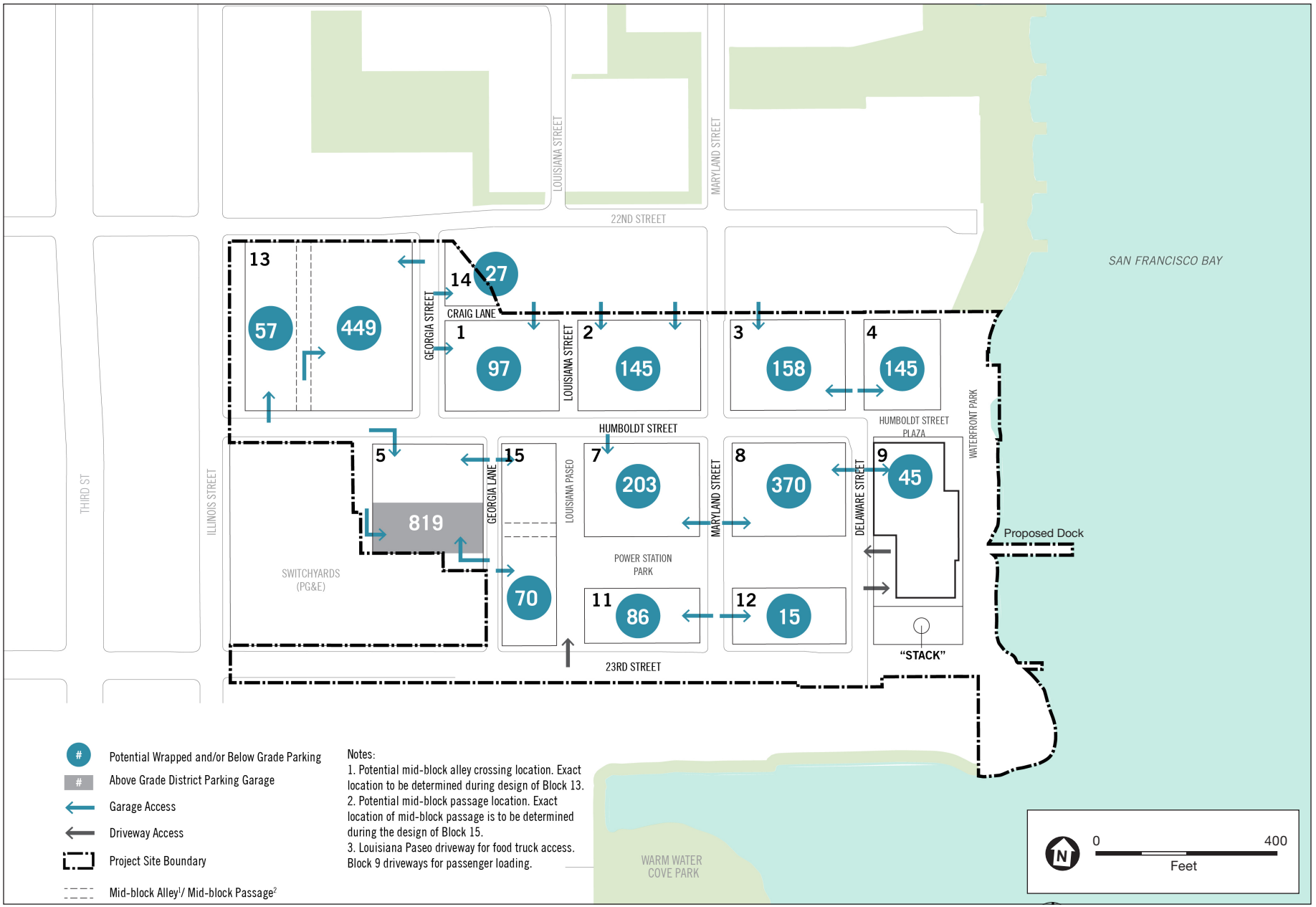
Loading

The project variant would provide 22 on-street passenger loading/unloading spaces (15 standard and seven universal spaces) along the internal streets, compared to 25 for the proposed project (18 standard and seven universal). As with the proposed project, the project variant would provide 34 on-street commercial vehicle loading spaces along the internal streets, and approximately 20 off-street commercial loading spaces through in-building loading docks. Additionally, project variant would provide four additional driveways that were not included in the proposed project: one driveway on 23rd Street at the paseo between Blocks 10 and 11 to allow for food truck access to the paseo, two driveways on Delaware Street for passenger loading at the hotel and waterfront and one driveway on Maryland Street for access to Block 8.

9.C.6 Transportation and Circulation Plans

Figure 9-8, **Project Variant Street Type Plan**, shows the proposed street plan, which is essentially unchanged from that of the proposed project, with Georgia Lane abutting the new Block 15 under the project instead of the discrete Blocks 6 and 10 under the proposed project. In addition, Delaware Street and Louisiana Street north of Humboldt street are designated as "Alley" rather than as "Shared Street (curb-less)."

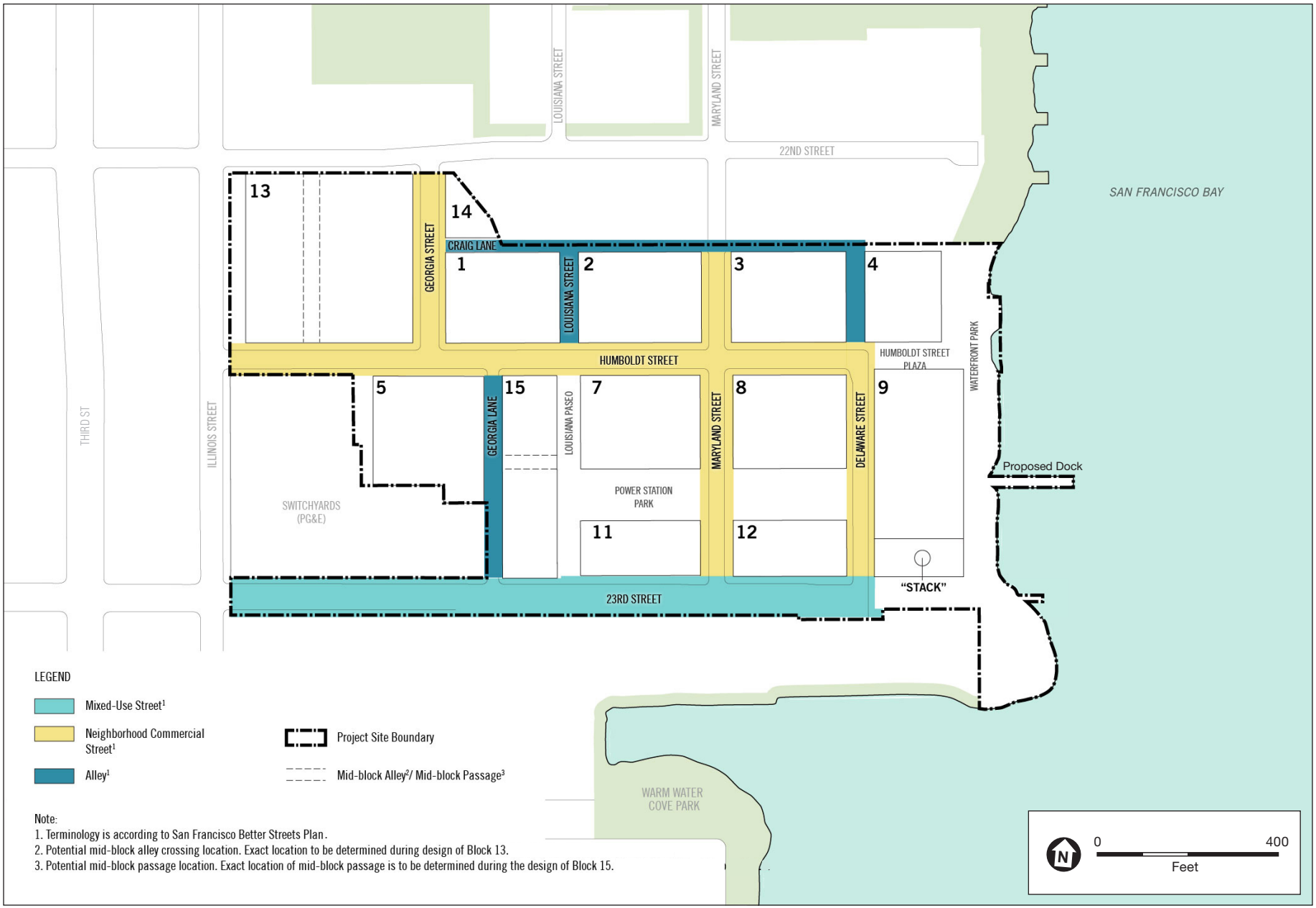
Figure 9-9, **Project Variant Bicycle Facilities Plan**, shows the proposed bicycle circulation plan and **Figure 9-10**, **Project Variant Pedestrian Network**, illustrates the proposed pedestrian network. Both of these plans are the same as that of the proposed project but for the combining of Blocks 6 and 10 into a new Block 15, which does not affect bicycle or pedestrian circulation.



SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

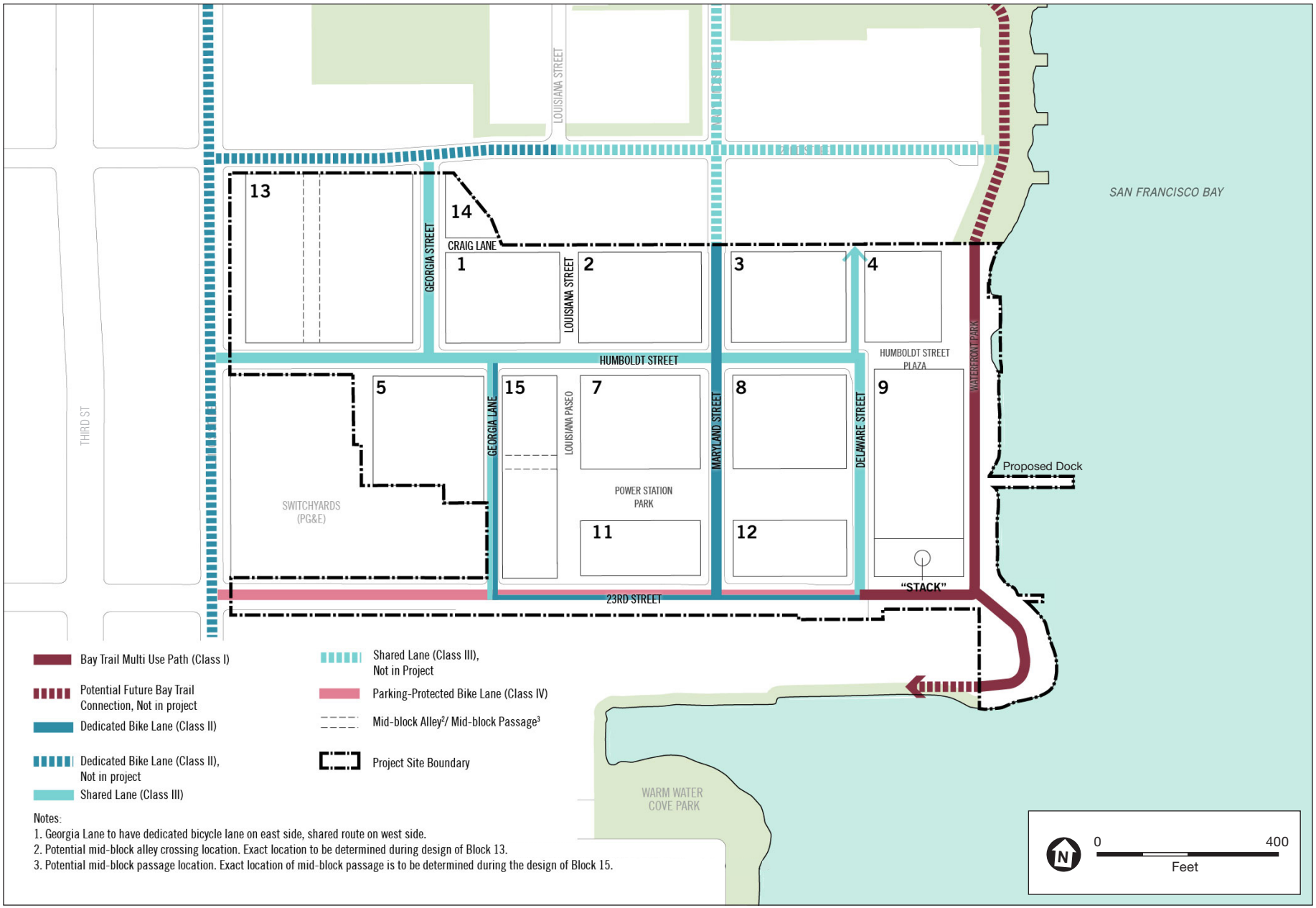
Figure 9-7
Potential Off-Street Parking Supply



SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-8
Project Variant Street Type Plan



SOURCE: Perkins+Will, 2019

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Figure 9-9
Project Variant Bicycle Facilities Plan

SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-10
Project Variant Pedestrian Network

Figure 9-11, **Preliminarily Proposed Project Variant Transit Bus Plan,** depicts the proposed plan to accommodate the potential expansion of a bus route into the project site, and **Figure 9-12**, **Project Variant Transit Shuttle Plan**, presents the proposed shuttle route on and near the project site. The transit route is the same as under the proposed project; however, under the project variant an interim shuttle stop would be located on 23rd Street. The interim shuttle stop would be used until the Muni 55 Dogpatch service begins; at that time, the shuttle stop would be relocated to Delaware Street.

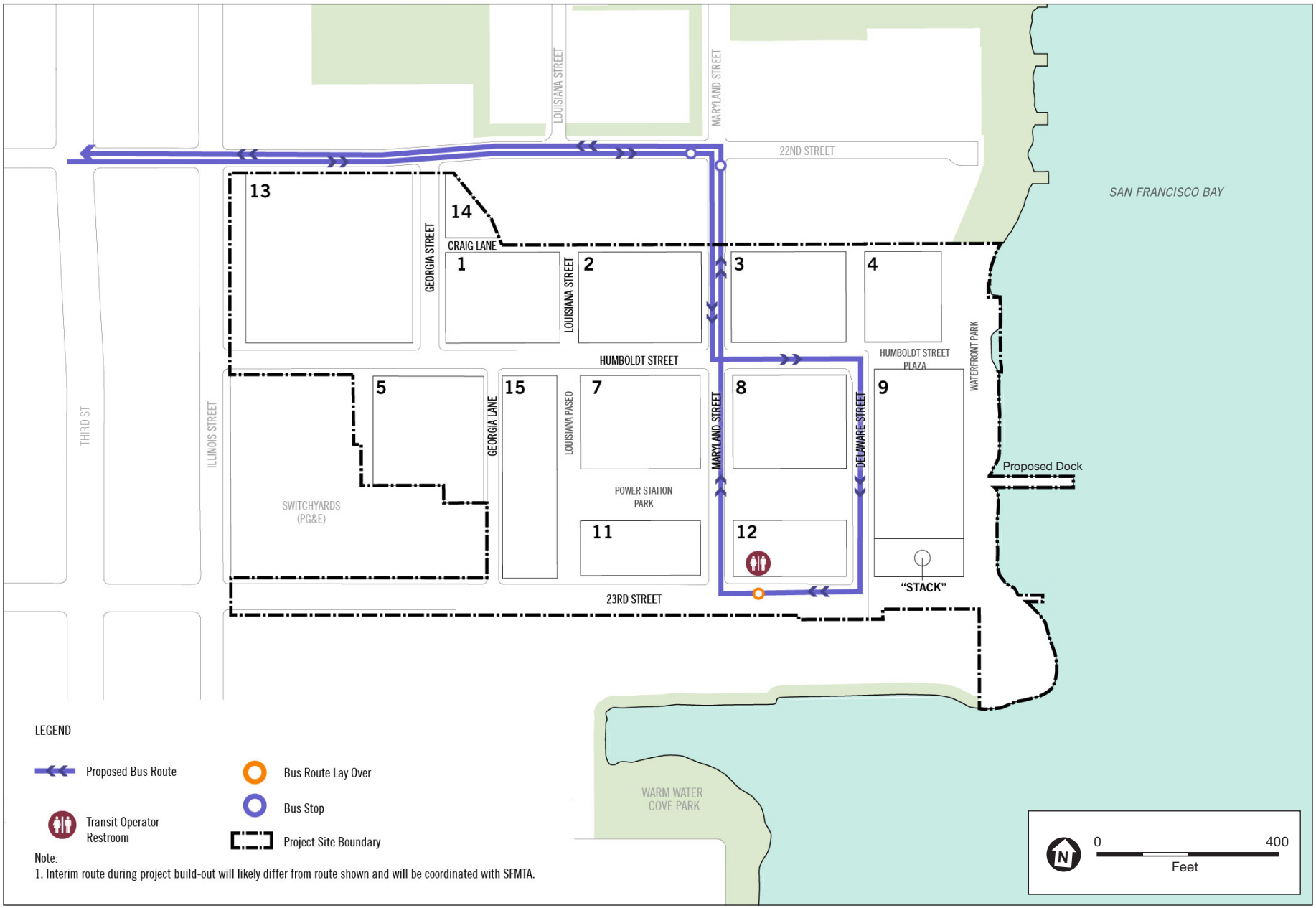
Figure 9-13, **Project Variant Street Tree Plan**, illustrates that the proposed street tree plan under the variant is unchanged but for the combining of Blocks 6 and 10 into a new Block 15.

9.C.7 Infrastructure and Utilities

Infrastructure and utilities for the project variant would be essentially identical to that described for the proposed project, with the major differences being the change from Blocks 6 and 10 under the proposed project to a single larger Block 15 under the variant and a few refinements of additional details and specifications for non-potable water system. The following figures present the utilities for the project variant: **Figure 9-14**, **Project Variant Potable Water Plan**; **Figure 9-15**, **Project Variant Non-Potable Water Plan**; **Figure 9-16**, **Project Variant Auxiliary Water Supply System Plan**; **Figure 9-17**, **Project Variant Dual System (Combined Sewer/Separated Sewer) Option (Preferred Project)**; **Figure 9-18**, **Project Variant-Wide Combined Sewer System Option**; and **Figure 9-19**, **Project Variant Thermal Energy Plan**.

As shown in Figure 9-15, the non-potable water plan for the project variant includes as one option a graywater diversion, treatment, and reuse system, similar to that for the proposed project, except with an expanded network of treatment plants. Blocks 1, 4, 5, 7, 8, 9, and 13 (compared to Blocks 1, 5, 6, 7, and 8 under the proposed project) would include localized graywater collection (e.g., from showers and washing machines), storage and treatment facilities that would distribute the treated graywater via pressurized non-potable water distribution lines to all project site buildings for toilet and urinal flushing, irrigation in landscaped areas, and potentially cooling towers and other non-potable uses. In addition to the two options for complying with the City's Non-Potable Water Ordinance identified in EIR Chapter 2 for the proposed project (one option is the graywater collection and treatment plants described above, and the other option is to connect to a regional non-potable water facility if the City were to construct it), the project variant would pursue one additional option, which is a centralized wastewater treatment plant likely located in Block 8. The centralized treatment plant would receive and treat wastewater from the sanitary sewer system. The non-potable water would be delivered to development parcels through a new private non-potable water distribution system within the public right-of-way. In this case, the project variant would not construct a separate graywater diversion, treatment, and reuse systems on the other private parcels, as described above.

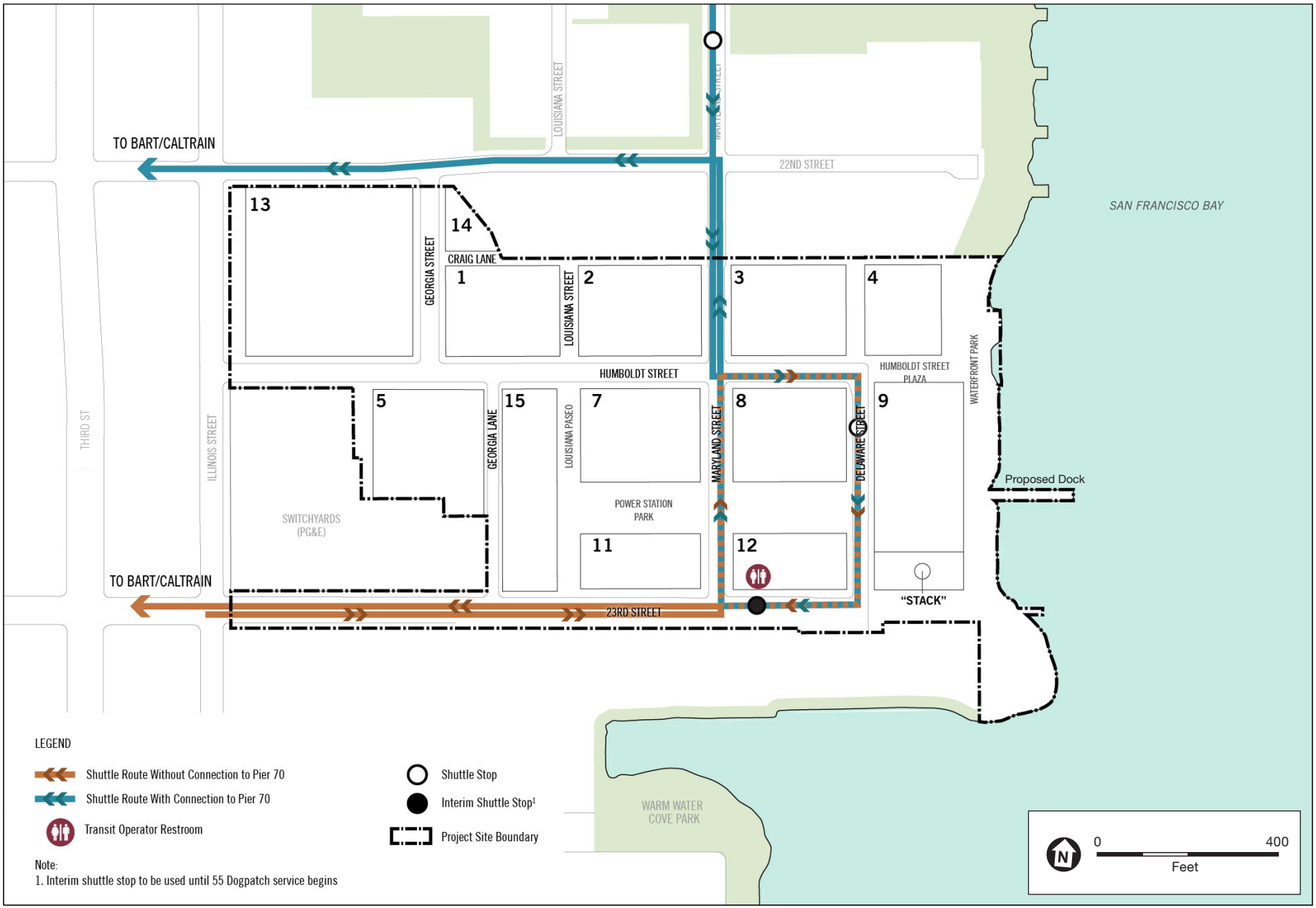
The thermal energy system for the project variant would be the same as that for the proposed project on Blocks 2, 3, 11, and 12, but the proposed plant on Block 10 would be eliminated, as shown in Figure 9-19.



SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

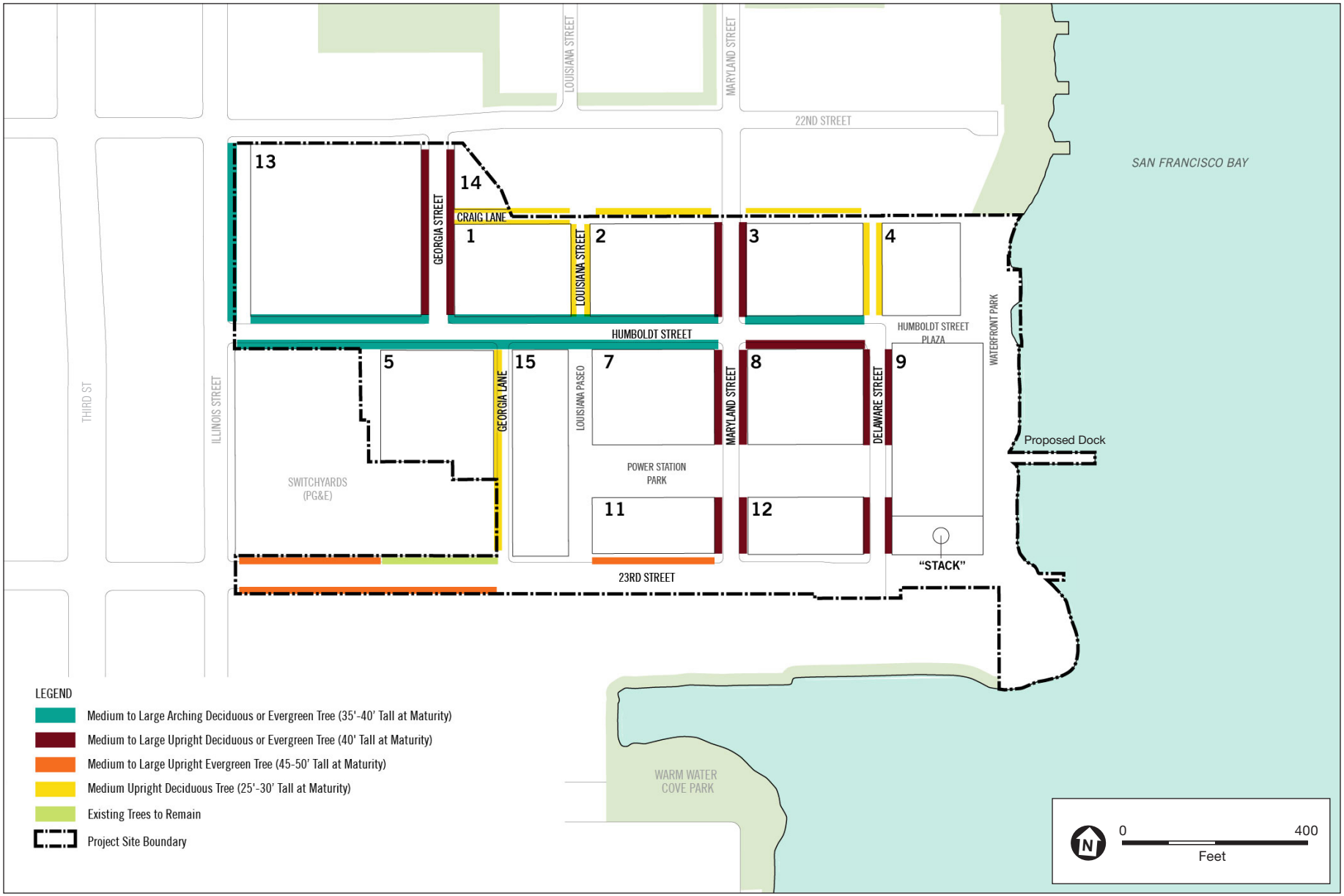
Figure 9-11
Preliminarily Proposed Project Variant Transit Bus Plan



SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

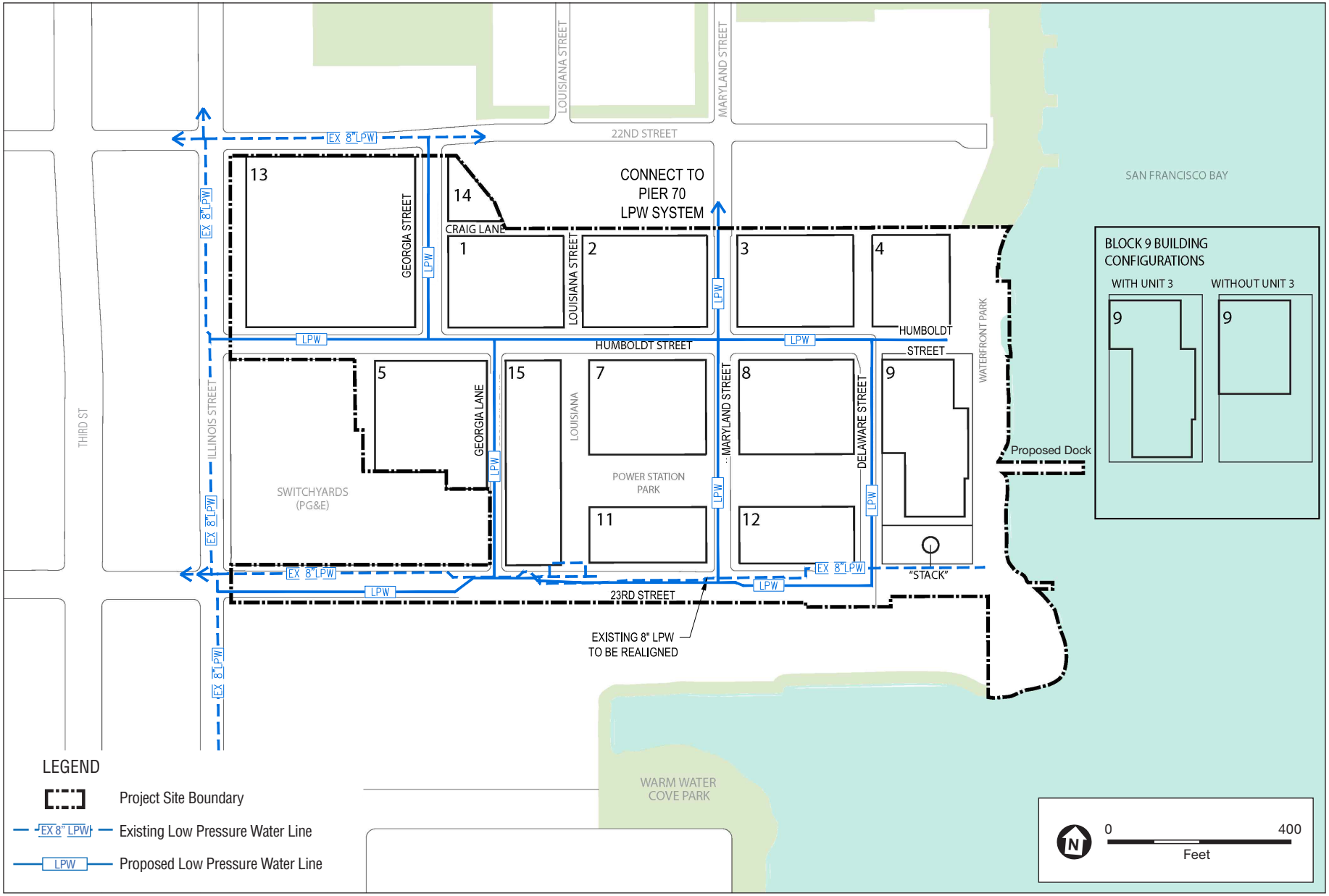
Figure 9-12
Project Variant Transit Shuttle Plan



SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-13
Project Variant Street Tree Plan



SOURCE: Perkins+Will, 2019

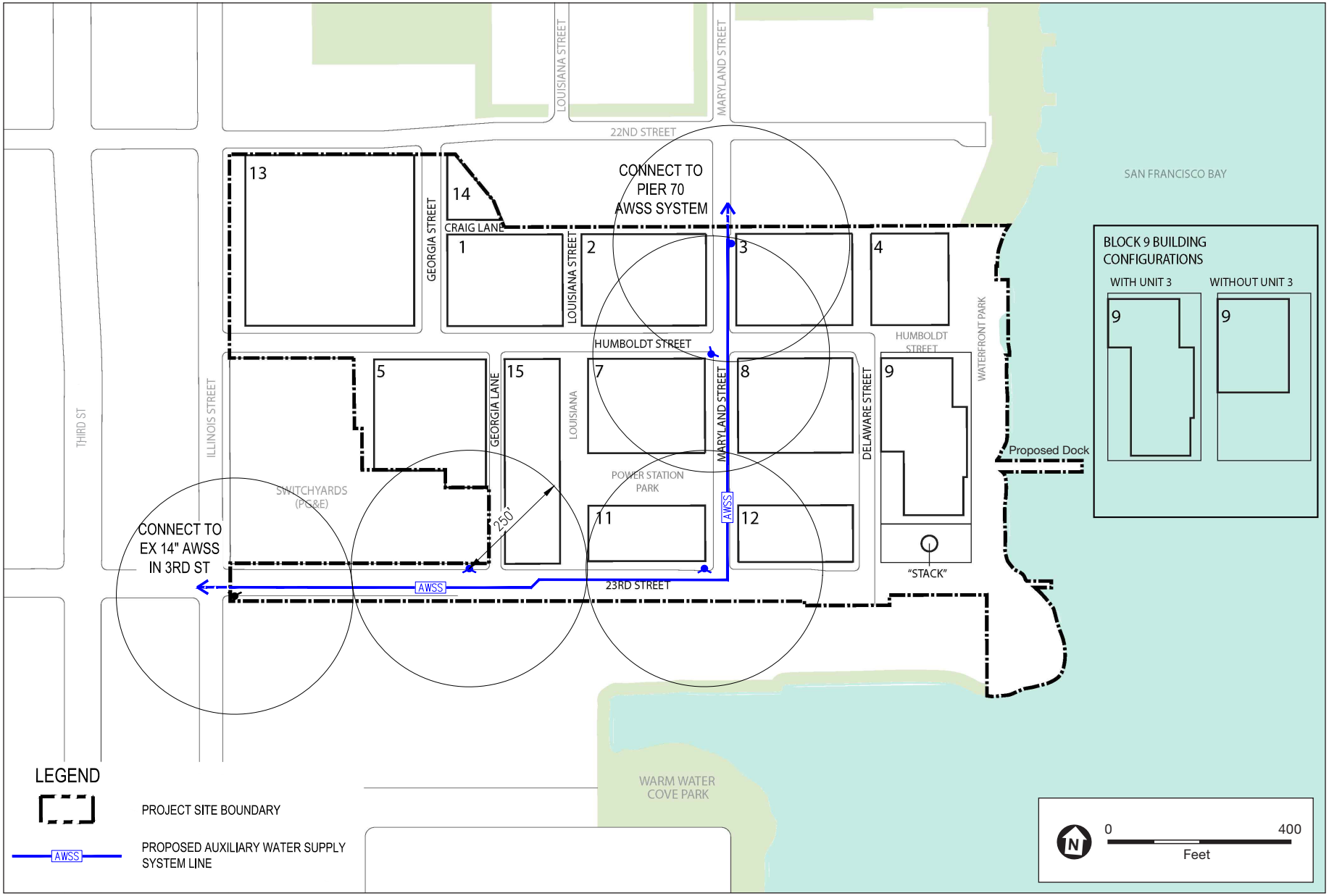
Potrero Power Station Mixed-Use Development Project

Figure 9-14
Project Variant Potable Water Plan

SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

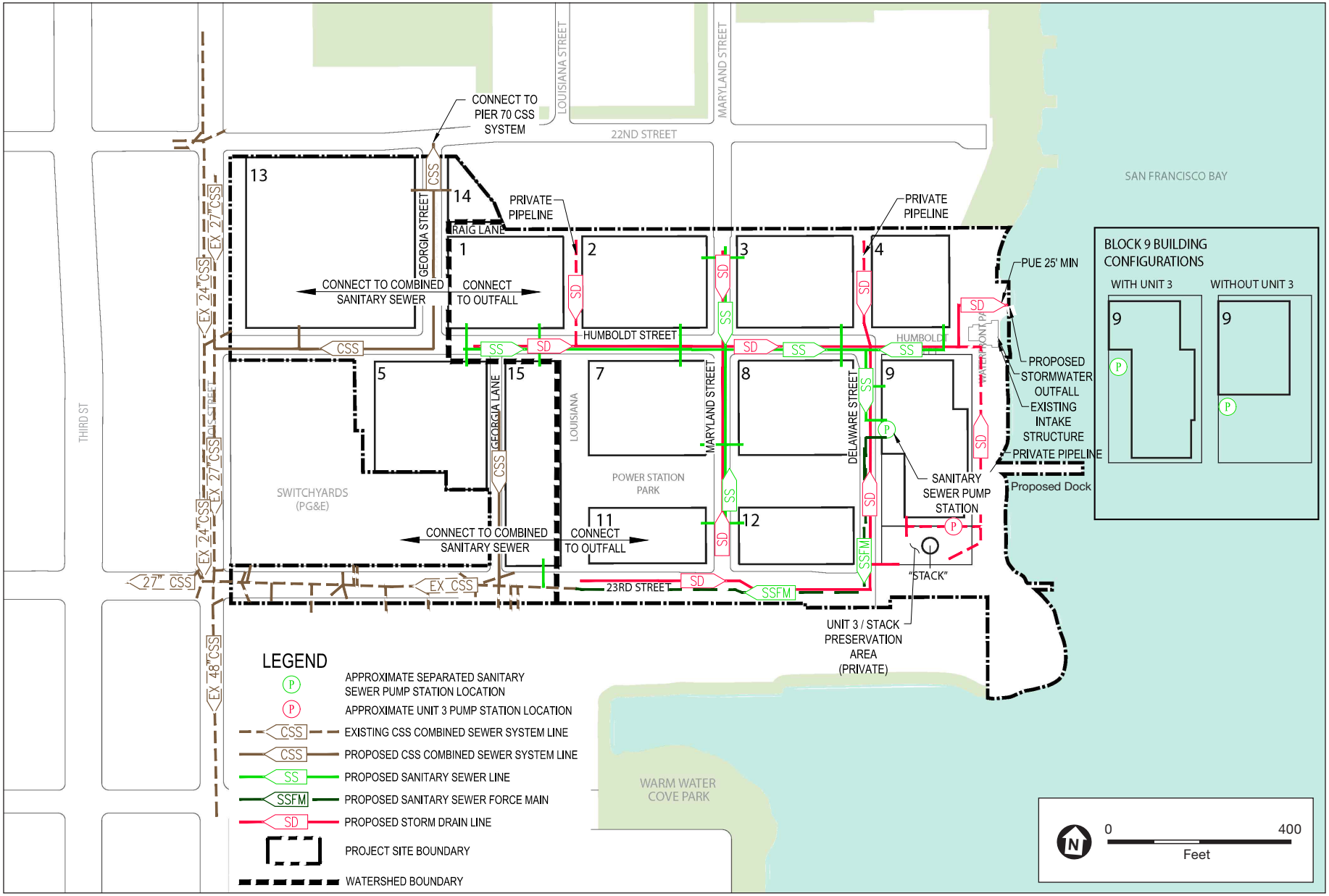
Figure 9-15
Project Variant Non-Potable Water Plan



SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-16
Project Variant Auxiliary Water Supply System Plan

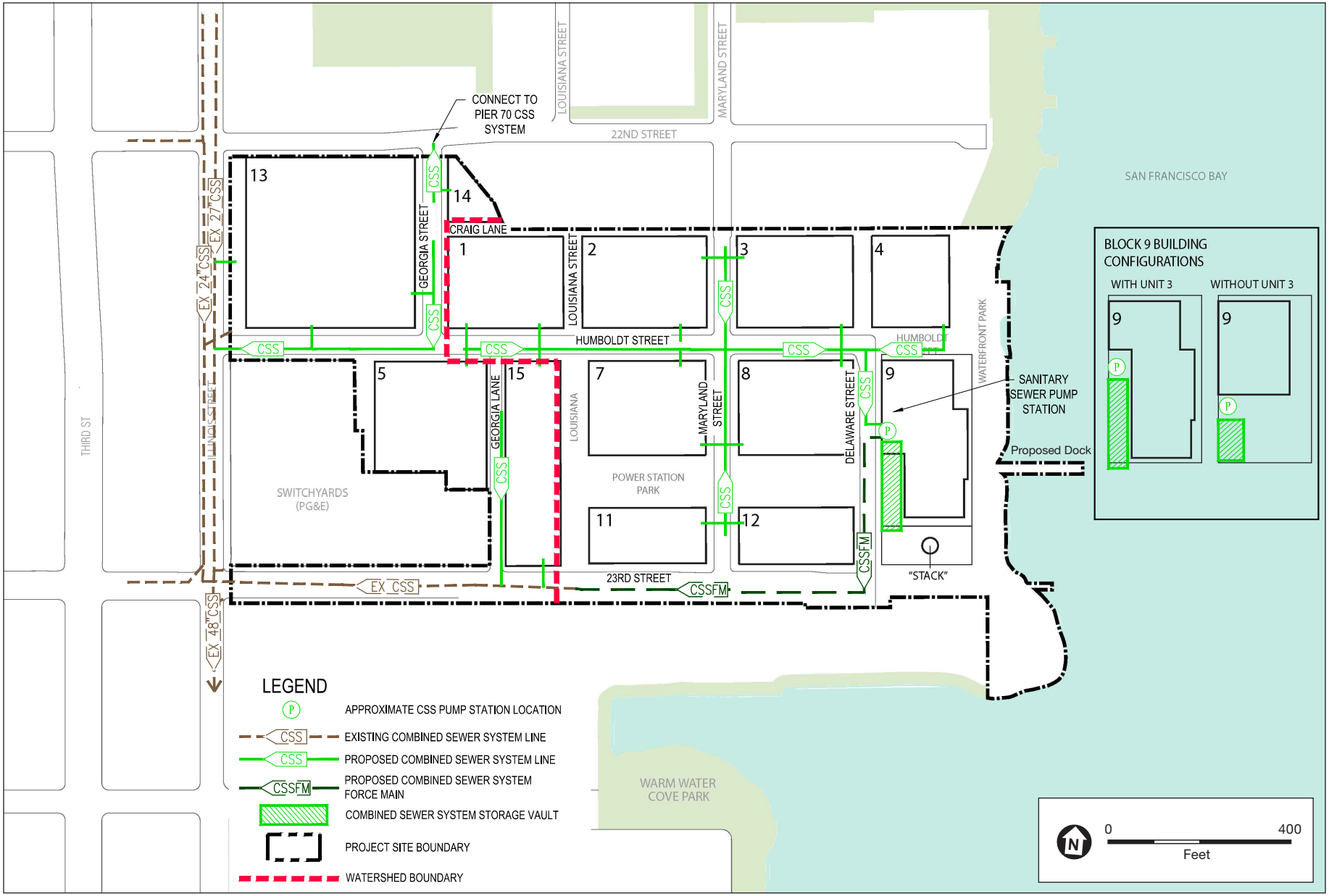


SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-17

Project Variant Dual System (Combined Sewer/Separated Sewer) Option (Preferred Project)



SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-18
Project Variant-Wide Combined Sewer System Option

SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-19
Project Variant Thermal Energy Plan

9.C.8 Proposed Dock Facility and Other Shoreline Features

Proposed Dock

Like the proposed project, the project variant would include construction of a dock facility, consisting of a fixed wharf structure, gangway, and floating dock that would be located along the bay shoreline just south of the existing Unit 3 Power Block outfall, at the south end of an existing seawall, as shown in **Figure 9-20**, **Project Variant Recreational Dock**. However, under the project variant, the wharf deck design would be slightly larger than the proposed project's design, and it would include two wharf decks at different elevations instead of only one deck, which would require more intensive construction.

Under the proposed project, the single wharf deck would be approximately 65 feet in length (parallel to the shoreline) and 35 feet in width, supported on nine 24-inch concrete piles. In comparison, under the project variant, the wharf's upper deck would be constructed at elevation 17.5 feet NAVD88 (North American Vertical Datum of 1988) and would measure approximately 63 feet in length (parallel to the shoreline) by 42 feet in width. The wharf's upper deck would be supported on sixteen 24-inch steel or concrete piles driven into the soil and resting on the underlying bedrock at approximately -75 feet NAVD88. Ten of the 16 piles would be driven in water, and the remaining six piles would be installed on land above the mean high water (MHW) elevation. The wharf's lower deck would be constructed at an elevation of 11.5 feet NAVD88 and connected to the shoreline by both stairs and a universally accessible path, and would measure approximately 23 feet in length (parallel to the shoreline) by 43 feet in width. The wharf's lower deck would be supported on eight 24-inch steel or concrete piles, similarly driven to the top of the underlying bedrock. Four of the eight piles would be driven in water, while the other four piles would be installed on land above MHW elevation.

Pile installation would initially be conducted using a vibratory hammer, which is anticipated to be adequate to penetrate the first 54 feet, and then an impact hammer would be used to drive the piles an estimated additional 20 feet to the top of the bedrock. Similar to the proposed project, the project variant would incorporate standard best management practices for in-water construction. Accordingly, the project would observe the National Marine Fisheries Service approved in-water work windows and cushion blocks would be used during impact pile driving to reduce noise and bioacoustic impacts. Both vibratory and impact pile driving would implement the "soft-start" method to allow wildlife the opportunity to move away from the construction area before piles are driven at full impact. For construction of the wharf, approximately three to four piles would be installed per day.

Under the proposed project, the aluminum gangway would measure approximately 80 feet in length by 3 feet in width, but under the project variant, the gangway design would be slightly larger, at 100 feet in length by 5 feet in width (passage width is 5 feet, but overall width of the gangway including guard rails and structure would be about 6 to 6.5 feet). The proposed gangway would span from the proposed wharf's lower deck to the floating dock. The proposed project's design of the floating dock would be constructed of reinforced concrete boxes with foam infill, and measure approximately 120 feet in length and 15 feet in width, while under the project variant, the floating

SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-20
Project Variant Recreational Dock

dock design would be constructed of similar materials, and be the same length, although 9 feet wider at 24 feet in width. As with the proposed project, the project variant floating dock design would be held in place by four 42-inch diameter steel guide piles. Each pile would be driven into the underlying bedrock, first using a vibratory hammer through the top 40 to 50 feet and then an impact hammer to the top of the bedrock. As with the installation for the wharf piles, a pile driving cushion would be used for installation of the floating dock piles to reduce bioacoustic disturbance.

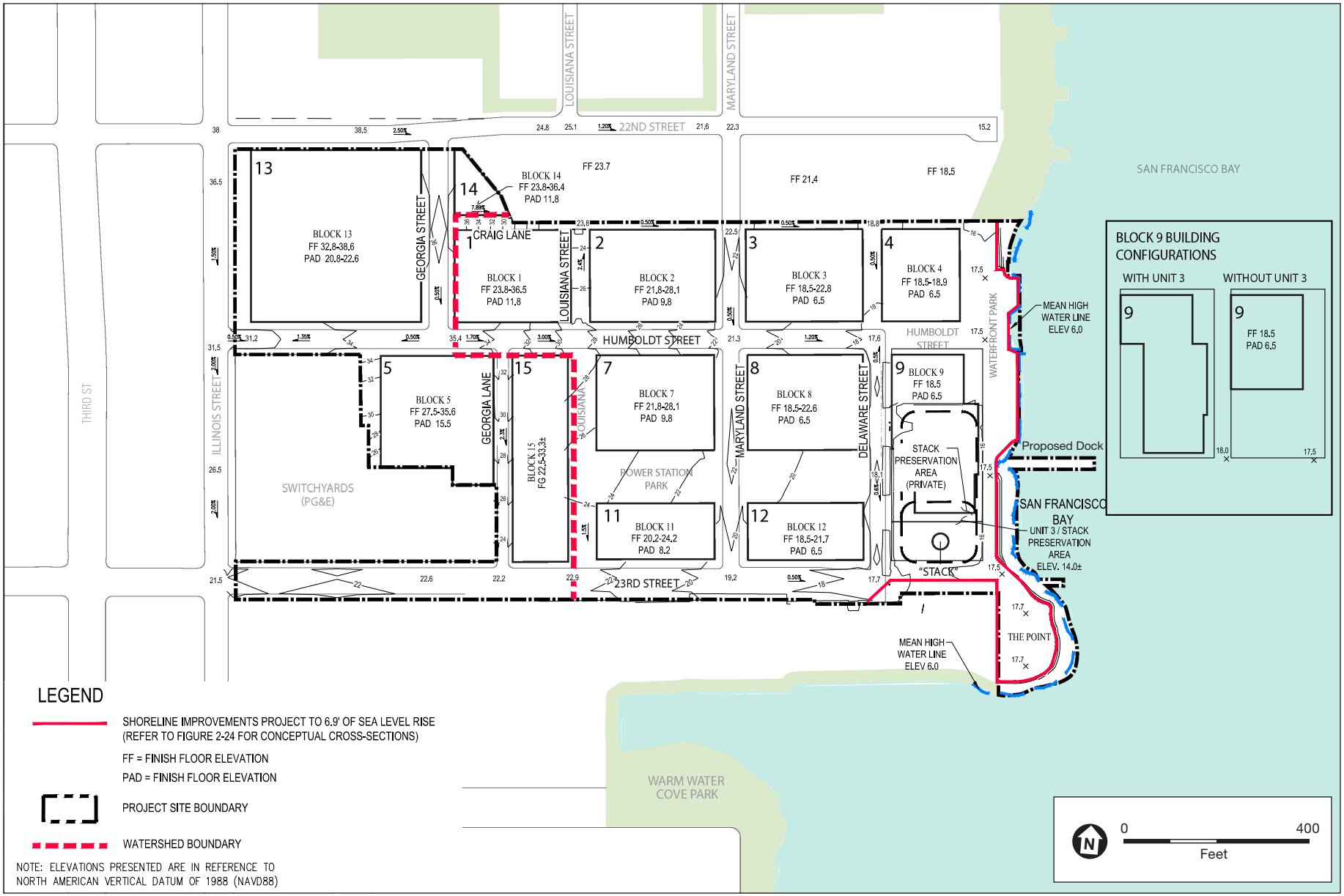
It should be noted that in the event that future sea level rise were to affect operation of the lower wharf deck, some minor modifications would be made, such as potentially removing or raising the lower deck, and/or relocating the gangway to the upper wharf deck. Similar to the proposed project, preliminary evaluation by the project sponsor indicates that the existing water depth at this location, even at extremely low tides, is sufficient to accommodate safe navigation and berthing of vessels of up to 45 feet in length at the proposed dock, without the need for initial dredging. The dock would have a 100-foot wide navigation corridor. The northernmost boundary of the navigation corridor would be located a minimum of 10 feet to the south of the nearest offshore remediation cell (PG&E Sediment Remediation Zone Cell 16, see EIR Figure 4.K-1, p. 4.K-5) so as to avoid disturbance of the natural sediment cover in that cell. The minimum water depth at the berth and navigation corridor is 6 feet at the mean lower low water (MLLW) elevation.

However, as under the proposed project, occasional future maintenance dredging is anticipated to be needed to maintain the minimum water depth required for vessel access during project operation. Maintenance dredging is not expected to be required until 2050. As with the proposed project, construction of the dock and future maintenance dredging operations would take place during the approved work windows set forth by the appropriate regulatory agencies (see EIR Section 2.F.3, pp. 2-57 to 2-58).

Shoreline Improvements to Address Sea Level Rise

Like the proposed project, the project variant would address potential future flooding through a number of physical shoreline improvements, including rock slope revetments, berms and bulkheads, as well as grade elevation inland (as described in EIR Chapter 2, pp. 2-47 through 2-49). **Figure 9-21**, **Project Variant Grading Plan and Location of Shoreline Improvements**, presents the proposed grading plan and location of shoreline improvements, which, with the exception of the seawall design described below, would be the same under the proposed project and the project variant. The conceptual waterfront cross-sections for the shoreline improvements shown in EIR Figure 2-24 (page 2-49), Conceptual Shoreline Improvements Cross-sections, also apply to the project variant at Block 4, Unit 3 Power Block, and Waterfront Park, but the cross-section for Block 9 is revised as shown in **Figure 9-22**, **Proposed Seawall Retrofit Cross-section**.

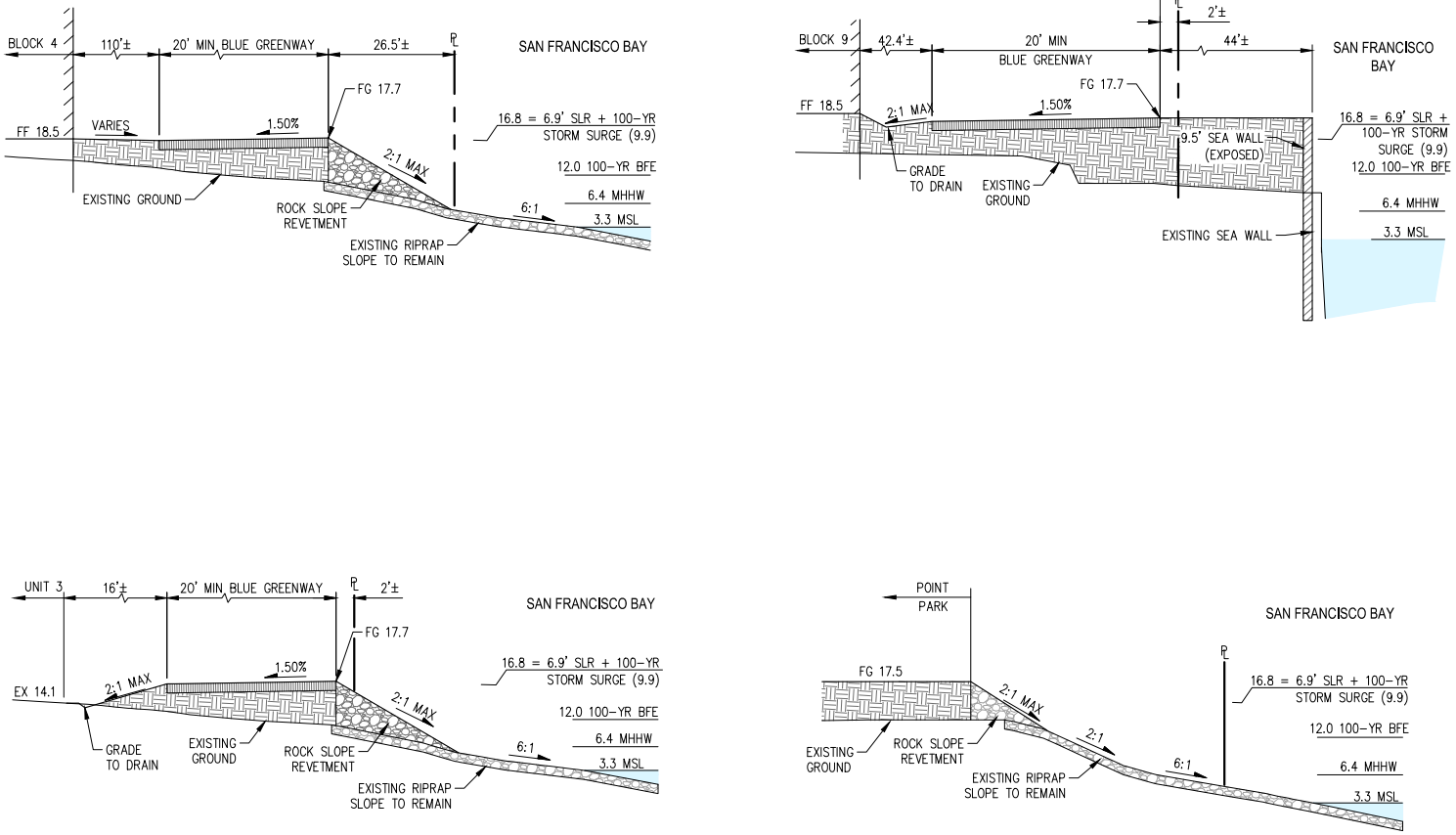
Under the project variant, the project sponsor has revised the design of the seawall to reduce the amount of new bay fill that would occur compared to what was described in the Draft EIR for the proposed project. The proposed project would retain the existing approximate 185-foot-long brick seawall that currently extends along the shoreline between the Unit 3 intake and outfall structures and install a new concrete seawall section immediately adjacent to and west (inland) of the existing seawall. The project variant has refined this design. To construct the seawall, the project variant



SOURCE: CBG, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-21
Project Variant Grading Plan and Location of Shoreline Improvements



SOURCE: CBG, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-22
Proposed Seawall Retrofit Cross-section

proposes to first remove soil backfill adjacent to and inland of the existing seawall. The new seawall section would then be constructed parallel to, but approximately 3 feet west of, the alignment that was designed for the proposed project (approximately 5 feet west of alignment of the existing seawall), as shown in Figure 9-21. As with the proposed project, the seawall under the project variant would consist of a reinforced concrete wall, supported on 20 steel or concrete piles, installed above the MHW elevation. The existing seawall section would then be removed, and existing rip-rap along this section of the shoreline would be replaced with new rip rap.

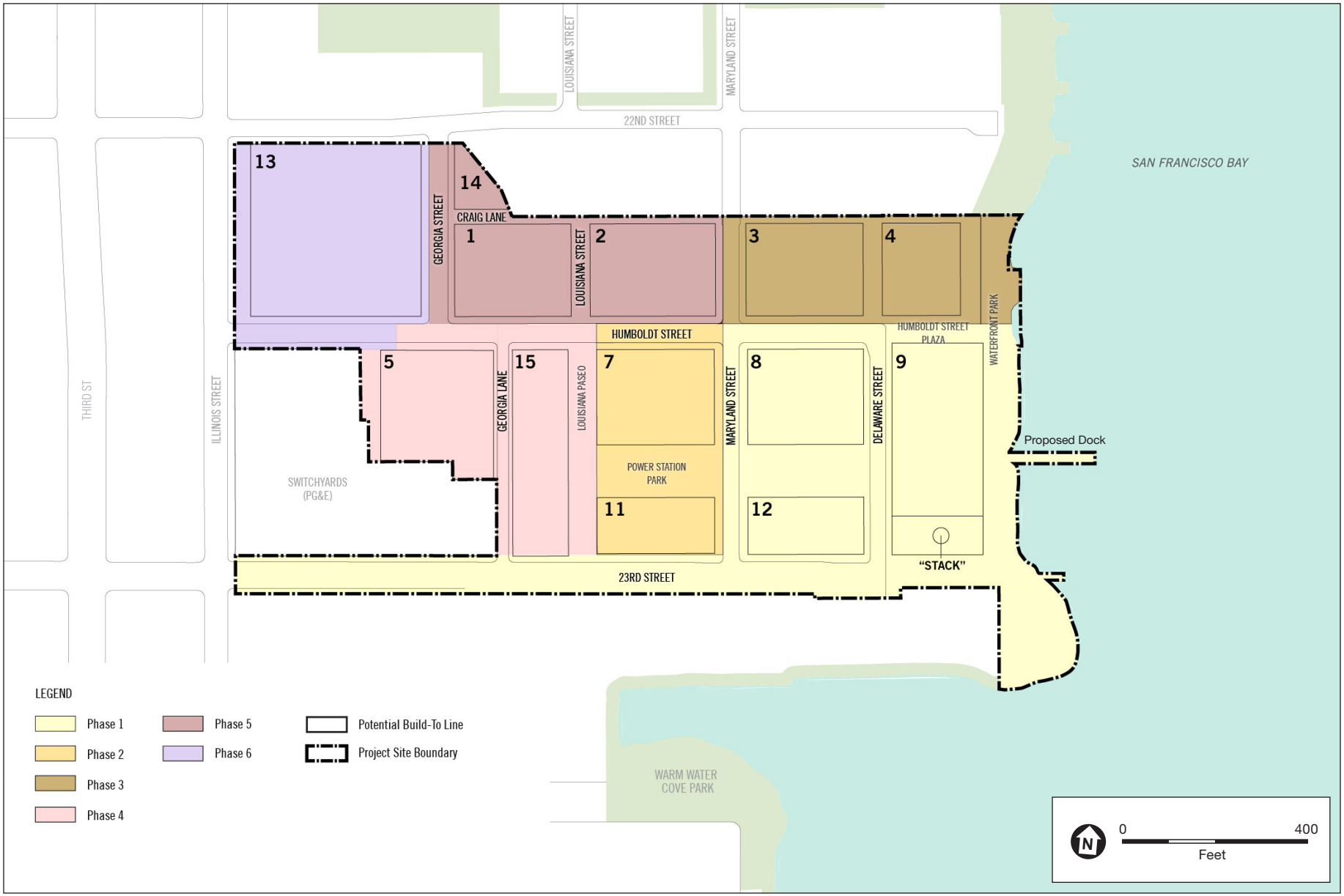
Bay Overlook

As shown on Figure 9-6, the project variant would include the construction of a bay overlook on top of the existing Station A intake structure that would provide public access over the bay directly from the Blue Greenway; this project element was not called out specifically as part of the proposed project. The existing Station A intake structure is a concrete box culvert that extends into the bay and is partially submerged (top of culvert is at an elevation of 6 feet NAVD88). The proposed bay overlook platform would be attached to the top of the concrete culvert by way of a 10-foot-high steel brace and concrete frame, with the platform deck at an elevation of 17.5 feet NAVD88. The approximately 12-foot-wide platform would extend over the length of the culvert (approximately 85 feet). The bay overlook platform would be constructed of concrete or wood and would include safety guardrails.

9.C.9 Construction Phasing and Schedule

Like the proposed project, the project variant would be constructed in several phases with generally the same phasing plan for the development blocks, but with certain street segments of Humboldt Street and Georgia Street shifted to different phases, as shown in **Figure 9-23**, **Project Variant Construction Phasing Plan**.

The construction schedule for the project variant would vary slightly from that of the proposed project (as presented in Table 2-2 in the Draft EIR Project Description). As shown in **Table 9-3**, **Project Variant Construction Schedule**, Phase 0 (horizontal construction phase, such as demolition, site stabilization, site preparation and rough grading, including interim surface parking improvements for construction vehicles) would be extended by one additional year to 2023, for a total duration of four years (2020 through 2023, instead of 2020 through 2022 for the proposed project). Consequently, Phases 1 through 6 (vertical construction phases) for the project variant would now shift ahead one year, occurring over 13 years from 2023 through 2035. Therefore, the overall construction duration would be extended by one year to a total of 16 years, compared to the anticipated 15-year construction schedule for the proposed project. **Figure 9-24**, **Project Variant Foundation Type Plan**, shows the proposed foundation type plan for the project site, including the foundation plan for the new Block 15, which is very similar to the foundation plan for the proposed project.



SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-23
Project Variant Construction Phasing Plan

SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-24
Project Variant Foundation Type Plan

TABLE 9-3
PROJECT VARIANT CONSTRUCTION SCHEDULE, BY PHASE[a]

Construction Phase	Start	Finish	Duration
Phase 0[b]	2020	2023	4 years
Phase 1	2023	2026	4 years
Phase 2	2025	2027	3 years
Phase 3	2026	2029	4 years
Phase 4	2028	2032	5 years
Phase 5	2031	2033	3 years
Phase 6	2031	2035	5 years

[a] All start/finish dates in Table 9-3 are approximate and could be affected by market conditions, PG&E's remediation process (as may be required by applicable laws and regulations), the City's permitting process, among other factors.

[b] Phase 0 includes a subphase (Phase 0.1) that involves site preparation activities in the future PG&E remediation area (the "Tank Farm Area"). The schedule for Phase 0.1 is likely to extend beyond 2023, depending on the PG&E remediation schedule (as may be required by applicable laws and regulations).

SOURCE: California Barrel Company, 2019

9.C.10 Graphic Exhibits of the Project Variant

A number of graphic exhibits depicting the project variant are presented in **Figures 9-25** to **9-28** at the end of this section for informational purposes. Figure 2-31 (p. 2-66) from Chapter 2 is a rendering of the project looking north along 23rd Street, and this rendering also applies to the project variant as there would be no visual difference between the project and variant at this location.

9.C.11 Overall Comparison of Project Variant and the Proposed Project

Sections 9.C.2 through 9.C.10 above focus on the aspects of the project variant that differ from the proposed project. Unless explicitly indicated, all other aspects of the project variant would be the same as the proposed project as described in Chapter 2 of the Draft EIR.

9.C.12 Maximum Residential Scenario of the Project Variant

As described in EIR Chapter 4, Impact Overview (pp. 4.A-7 to 4.A-10), the impact analysis of the proposed project provides for the reasonable worst-case analysis by considering the full range of uses that could be implemented under the proposed flexible land use program designated for specific development blocks. The same is true for the project variant. Therefore, because the project variant includes flexible land uses for Block 9—either hotel or residential—and because the preferred option is hotel uses (as described above in Tables 9-1 and 9-2), an additional scenario is presented in **Table 9-4**, **Project Variant and Potential Residential and Employment Population**, to describe the maximum residential scenario. The project variant represents the maximum office scenario. These scenarios are used where appropriate in Section 9.D, below, in analyzing the impacts of the project variant in order to disclose the reasonable worst-case analysis.

SOURCE: Steelblue LLC

Potrero Power Station Mixed-Use Development Project

Figure 9-25
Rendering Looking North Along Proposed Waterfront Park – Variant

SOURCE: Steelblue LLC

Potrero Power Station Mixed-Use Development Project

Figure 9-26
Rendering Looking North Along Proposed Waterfront Park
With Pier 70 Mixed-Use District Project (under construction), as Massing in Distance – Variant

SOURCE: Steelblue LLC

Potrero Power Station Mixed-Use Development Project

Figure 9-27
Rendering Looking East Along Proposed Power Station Park
Towards Unit 3 Power Block, the Boiler Stack, and the Bay – Variant

SOURCE: Steelblue LLC

Potrero Power Station Mixed-Use Development Project

Figure 9-28
Rendering Looking East Along Proposed Humboldt Street Extension Towards Proposed Humboldt Street Plaza and the Bay – Variant

TABLE 9-4
PROJECT VARIANT AND POTENTIAL RESIDENTIAL AND EMPLOYMENT POPULATION

Land Use Type	Population Generation Rate	Proposed Project		Project Variant		Variant, Maximum Residential	
		Metric	Population	Metric	Population	Metric	Population
Residential Population							
Residential (units)	2.27 resident/unit[a]	2,682	6,088	2,601	5,904	2,748	5,541
Total Residents		**6,088**		**5,904**		**6,238**	
Employee Population							
Residential (units)	1 employee/32 units[b]	2,682	84	2,601	81	2,748	86
Hotel (rooms)	0.9 employee/ room[c]	220	198	250	225	0	0
General Office (sf)	276 sf/employee[c]	597,723	2,166	814,240	2,950	814,240	2,950
Research & Development (sf)	405 sf/employee[d]	645,738	1,594	645,738	1,594	645,738	1,594
PDR (sf)	276 sf/employee[e]	45,040	163	35,000	127	35,000	127
General Retail (sf)	350 sf/employee[c]	10,744	31	10,744	31	10,744	31
Supermarket (sf)	350 sf/employee[c]	42,975	123	35,000	100	35,000	100
Sit-down Restaurant (sf)	350 sf/employee[c]	16,116	46	16,116	46	16,116	46
Quick Service Restaurant (sf)	350 sf/employee[c]	37,604	107	37,604	107	37,604	107
Childcare (sf)	345 sf/employee[d]	15,000	43	15,000	43	15,000	43
Library (sf)	850 sf/employee[d]	10,000	12	10,000	12	10,000	12
Other Community Facilities (sf)	780 sf/employee[d]	75,938	97	25,000	32	25,000	32
Entertainment (sf)	350 sf/employee[f]	25,000	71	25,000	71	25,000	71
Public Open Space (acres)	3.9 acre/employee[g]	6.2	2	6.9	2	7.15	2
Parking (space)	270 spaces/employee[h]	2,622	10	2,686	10	2,759	10
Total Employees		**4,747**		**5,431**		**5,211**	

NOTES:

[a] Residential population generation rate is based off of the U.S. Census 2012-2016 ACS data for San Francisco.

[b] "Residential" employee rate is based off Seawall Lot 337 and Pier 48 Mixed-Use Project Draft EIR Table 4.9-C.

[c] Table C-1 of the Transportation Impact Guidelines provided the generation rates for "Hotel," "General Office," "General Retail," "Supermarket," "Sit-down," and "Composite Rate." Note, the composite rate is used over the fast food rate, as the nature of the project would not lend itself to a typical drive-through fast food establishment

[d] "Research and Development," "Childcare," "Library," and "Other Community Facilities," employee generation rates are based on Adavant Consulting, April 30, 2018, Estimation of Project Travel Demand -- Appendix F, they were determined using Trip ITE estimates from the Mission Bay EIR, and are comparable to Candlestick Point-Hunters Point Shipyard Phase II Development Plan EIR rates.

[e] PDR employee generation rates assume the more conservative rate of 276 square feet per employee, consistent with "General Office," as opposed to "Research and Development," consistent with the Pier 70 Mixed-Use District EIR.

[f] "Entertainment" assumes "Eating/Drinking" generation rate of 350 square feet per employee based on Table C-1 of the Transportation Impact Guidelines.

[g] "Public Open Space" was calculated using the Candlestick Point-Hunters Point Shipyard Phase II Development Plan EIR considered 0.26 employees per acre, equivalent to approximately 3.9 acres per employee, this is more conservative than 0.1 employees per acre considered in the Pier 70 Mixed-Use District EIR.

[h] "Public Open Space" and "Parking" employee generation rate was calculated using 270 spaces per employee based on Table III.C-7 from the Candlestick Point-Hunters Point Shipyard Phase II Development Plan EIR, consistent with Pier 70 Mixed-Use District EIR.

SOURCE: California Barrel Company, Potrero Power Station – SF Allocation by Block, October 14, 2017 and June 2019.

Table 9-4 includes the same information on the proposed project for comparison, reproducing information from Table 4.A-1 in the Draft EIR (page 4.A-10). Table 4.A-1 presents similar information for the proposed project and includes the total residents and total employees for a maximum residential and maximum office scenario when considering the flex block land uses under the proposed project. **Table 9-5**, **Comparison of Proposed Project and Project Variant Maximum Residential and Employment Population**, summarizes the two tables and shows that under the project variant, both the maximum residential and employment populations would be less than the population assumptions used in the Draft EIR impact analysis for the proposed project.

TABLE 9-5
COMPARISON OF PROPOSED PROJECT AND PROJECT VARIANT
MAXIMUM RESIDENTIAL AND EMPLOYMENT POPULATION

Population Metric	Proposed Project, Flex Block Scenario		Project Variant, Flex Block Scenario	
	Maximum Residential	Maximum Office	Maximum Residential	Maximum Office
Total residents	6,842	5,541	6,238	5,904
Total employees	3,923	5,524	5,211	5,431

9.C.13 No PG&E Scenario of the Project Variant

As described in Section 9.A above, the no PG&E scenario is the same as the project variant except without the 4.8-acre PG&E subarea in the northwest corner of the project site. This scenario represents what could occur if the PG&E subarea is excluded from the proposed development. Under this scenario, the overall site layout and land uses would be the same as for the project variant, except that without the PG&E subarea, Blocks 13 and 14 would not be developed and Block 1 would be diminished in size. Table 9-1 above lists the characteristics of the no PG&E scenario and compares them to the proposed project and variant.

As indicated in Table 9-1, the no PG&E scenario would be smaller than both the project and variant in nearly all respects. Total site acreage would be reduced from 29 to 24.2 acres. Total potential building area would be about 25 percent smaller than the proposed project or variant. The gross square footage for residential uses would be 47 percent less than the project (44 percent less than the variant), with 1,216 fewer dwelling units than the project, and 1,135 fewer than the variant. The hotel, office, R&D, retail, community facilities, and entertainment/assembly uses would have the same gross square footage as the variant, but PDR space would be 67 percent less than the project (and 57 percent less than the variant). Parking area and the number of parking spaces would be about 20 percent less than the project (and about 24 percent less than the variant). The number of bicycle parking spaces would be 34 percent less than the project. Open space under the no PG&E scenario would increase from 6.2 to 6.6 acres compared to the project, over a 6 percent increase, which is slightly less than the increase from 6.2 to 6.9 acres (over an 11 percent increase) under the project variant.

Building heights, treatment of historical resources, proposed dock facilities, and recreation features would all be the same under the no PG&E scenario as under the variant. However, with the reduced size of the development, construction duration would be reduced by one year compared to the project and would have one less construction phase.

Figure 9-29, **Land Use Plan**, **No PG&E Scenario**, shows the reduced program under this scenario. With the removal of the PG&E subarea, Blocks 13 and 14 would not be developed nor would the northeast corner of Block 1. Humboldt Street would not connect to Illinois Street, and instead, there would be a turnaround at the west end of Humboldt Street north of Block 5. In addition, Georgia Street would not connect to 22nd Street, and the western end of Craig Lane would terminate at Louisiana Street. All the remaining portions of the site would have the same land use plan as that of the variant.

Under the no PG&E scenario, the ground floor land use plan would be the same as shown for variant in Figure 9-3, with the removal of the PG&E subarea, including the removal of ground floor uses on the west side of Block 1. Similarly, the height district plan and building setbacks would be same as shown in Figures 9-4 and 9-5, with the removal of the PG&E subarea. The park and open space plan would be the same as the variant (Figure 9-6) except that the approximately 0.3 acre Illinois Plaza would not be included since it would be located in the PG&E subarea. As a result, the total open space would be 6.6 acres instead of 6.9 acres with the removal of the PG&E subarea.

As indicated in Table 9-1, total off-street parking spaces would be 2,056, which would be distributed as shown in Figure 9-7 for the variant, except all parking spaces on Blocks 1, 13, and 14 would be removed. The street type plan would also be the same as for the variant (Figure 9-8), however the western end of Humboldt Street would end north of Block 5 and would not connect to Illinois Street, Georgia Street would not be developed, and the western end of Craig Lane would end at Louisiana Street (see **Figure 9-30, Street Classification, No PG&E Scenario**).

The bicycle facilities plan would be similar to the variant (Figure 9-9), however, the shared bicycle lane on Humboldt Street would not connect to Illinois Street, and there would be no connection from Georgia Street to 22nd Street.

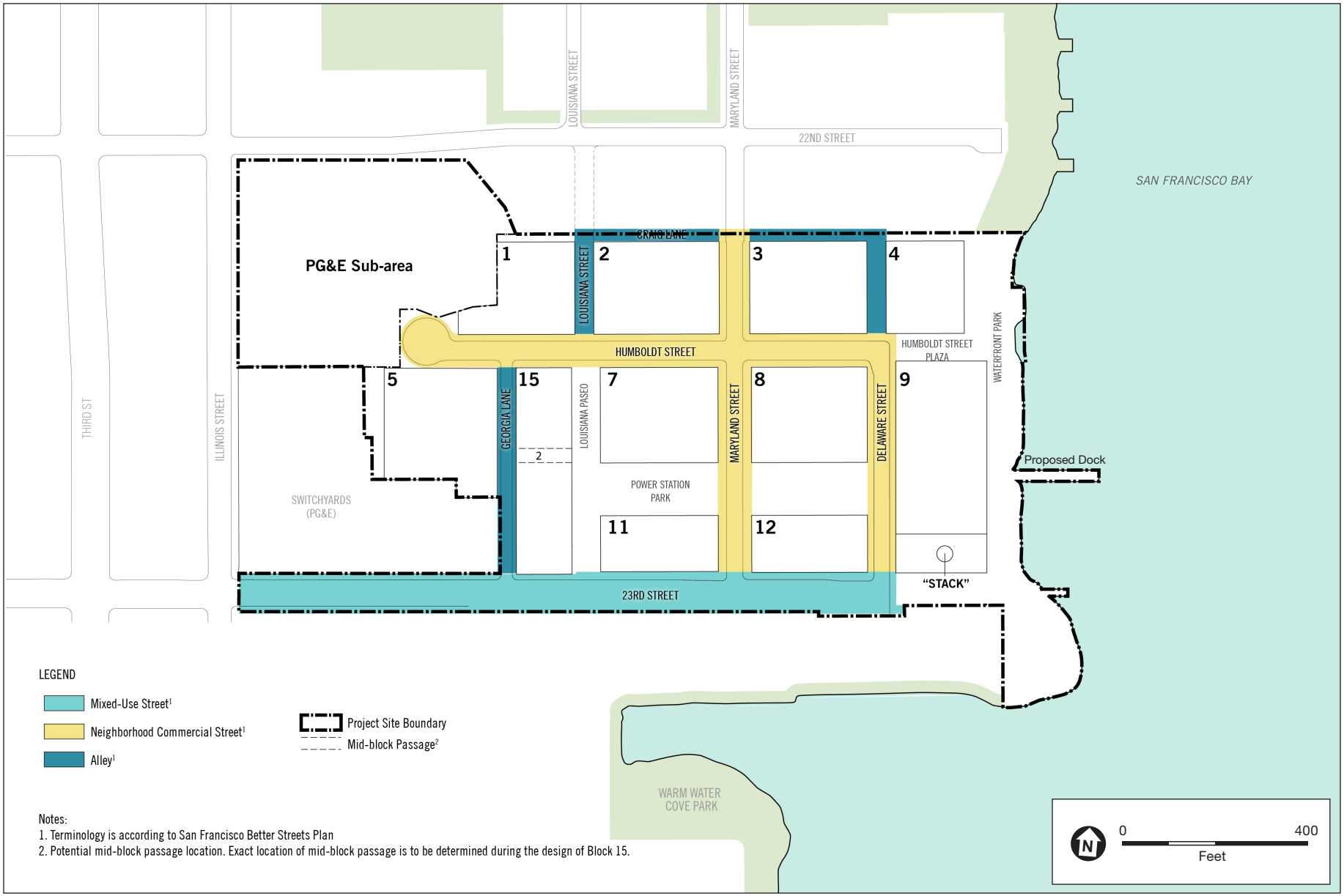
Figure 9-31, Pedestrian Network, No PG&E Scenario, shows that the pedestrian network for this scenario would vary slightly from that of the variant. Under the no PG&E scenario, the project sponsor would construct continuous sidewalk improvements along Illinois Street from 22nd to 23rd streets, adding a segment of improvements between Humboldt and 23rd streets.

With respect to utilities that would extend through the PG&E subarea under the project variant, under the no PG&E scenario, the majority of the infrastructure within the PG&E subarea would not be constructed. The western extent of Humboldt Street and utilities (except low pressure, potable water pipelines), would be terminated at the western boundary of the Power Station subarea (north of Block 5), and Humboldt Street would include a San Francisco Fire Department Fire Code compliant turnaround (see Figure 9-29). The width of the sidewalk adjacent to the turnaround would be reduced to 6 feet. The western extent of Craig Lane would terminate at the intersection with Louisiana Street. A private driveway would be provided from this intersection to the loading dock planned on the north side of Block 1. The low pressure potable water pipelines may be extended through the PG&E subarea during Phase 1 in order to provide a redundant point of connection. This pipeline would be installed within the existing water line easement that extends along Humboldt Street from the Power Station subarea west to Illinois Street.

SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-29
Land Use Plan, No PG&E Scenario



SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-30
Street Classification, No PG&E Scenario

SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-31
Pedestrian Network, No PG&E Scenario

All other aspects of the no PG&E scenario would be the same as under the variant except for the removal of the PG&E subarea, including the following: the preliminarily proposed transit bus plan (Figure 9-11), transit shuttle plan (Figure 9-12), street tree plan (Figure 9-13), potable water plan (Figure 9-14), non-potable water plan (Figure 9-15), auxiliary water supply system plan (Figure 9-16), combined sewer/separated sewer options (Figure 9-17 and 9-18), thermal energy plan (Figure 9-19), recreational dock (Figure 9-20), grading plan and shoreline improvements (Figure 9-21), seawall retrofit cross-section (Figure 9-22), and foundation type plan (Figure 9-24).

Figure 9-32, Construction Phasing Plan, No PG&E Scenario, shows a reduced construction plan compared to the project or variant. Under this scenario, construction duration would be 14 years (2020 to 2033), compared to 15 years (2020 to 2034) for the project and 16 years (2020 to 2035) for the variant. Construction phasing would be similar to that described for the variant in Table 9-3 above, except it would only include five phases, the sixth phase would be omitted.

SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-32
Construction Phasing Plan, No PG&E Scenario

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9.D Environmental Impacts and Mitigation Measures

The impact analysis below presents the impact analysis of the project variant, including consideration of the maximum residential and the no PG&E scenarios as appropriate, at an equal level of detail as that presented in the Draft EIR for the proposed project. For all impact topics, the reader is referred to EIR Chapter 4 and EIR Appendix B, Initial Study, for the environmental setting, regulatory framework, significance criteria, and approach to analysis, since the identical information applies to both the proposed project and project variant. For the cumulative impact analyses using the list-based approach, the same list of projects identified in EIR Section 4.A is used for the project variant. Where the impacts and mitigation measures are substantially the same as those for the proposed project, the discussion below summarizes the impacts analysis, and the reader is referred to Chapters 4, 5, and 6 of the Draft EIR for the detailed analysis. The full text of all impact statements, significance determinations, and mitigation measures are included in the impact summary table in Section 9.E, below.

In summary, the evaluation below concludes that the project variant, with or without the PG&E subarea, would not result in any new or more severe impacts than those identified in the Draft EIR, and all the same mitigation measures (with minor refinements to four of the mitigation measures) and improvement measures would apply to the project variant. The most notable difference between the impacts of the project variant and those of the proposed project is that the project variant would substantially lessen two historic architectural resources impacts related to the Third Street Industrial District that were identified in the Draft EIR for the proposed project. Under the project variant, there would be two fewer significant and unavoidable impacts: the severity of the impact on the Third Street Industrial District at both a project-specific and cumulative level would be reduced from significant and unavoidable to less than significant with mitigation.

9.D.1 Land Use

Physically Divide an Established Community

Like the proposed project, the project variant (including the maximum residential and no PG&E scenarios) would not physically divide an established community. As described in EIR Chapter 4, Section 4.B, **Impacts LU-1 and C-LU-1** (EIR pp. 4.B-10, 4.B-15), the project site is isolated from the Central Waterfront area, and any development on the project site, such as those described for either the proposed project or project variant, would reconnect the site to the established surrounding community, both through the proposed street network and publicly accessible open spaces and shoreline access. Similarly, the project variant would enhance circulation options and connections to cumulative projects in the area, including the approved Pier 70 and Mission Rock projects. Therefore, like the proposed project, this impact related to physical division of a community, both at a project level and at a cumulative level, would be ***less than significant*** for the project variant, with or without the PG&E subarea.

Conflict with Applicable Land Use Plans

Like the proposed project, the project variant would not conflict with applicable land use plans or policies adopted for purposes of avoiding or reducing environmental impacts, such that a substantial

adverse physical change in the environment related to land use would result. The maximum residential and maximum office development scenarios under the project variant are not substantially different from the proposed project with respect to **Impacts LU-2 and C-LU-2** (EIR pp. 4.B-12, 4.B-15). If the San Francisco Board of Supervisors finds that amendments to the San Francisco General Plan and Planning Code are warranted to allow for implementation of the project variant, conflicts between the general plan and planning code, and the project variant would be resolved through legislative amendment to the general plan and planning code. If approved by the planning commission and board of supervisors, the SUD would establish land use controls for the project site and incorporate design standards and guidelines in a new Potrero Power Station D for D document, while the new height and bulk map within the Zoning Map would change the existing height limits of 40 and 65 feet to height limits ranging from 65 to 240 feet. To the extent that physical environmental impacts may result from such conflicts for the project variant, this section discloses and analyzes these physical impacts under the relevant environmental topic sections, below. Therefore, like the proposed project, this impact related to conflicts with applicable land use plans, both at a project level and a cumulative level, would be ***less than significant*** for the project variant, with or without the PG&E subarea.

9.D.2 Aesthetics

Like the proposed project, the project variant would be located on an infill site, within a transit priority area, and would include an employment center, and would meet the definition of a mixed-use residential project under CEQA section 21099.[1] Therefore, as described under EIR Section 4.A, Impact Overview, aesthetics are not to be considered in determining significant environmental effects of the project variant.

9.D.3 Population and Housing

Population Growth due to Construction

As described in EIR Chapter 4, Section 4.C under **Impact PH-1** (EIR p. 4.C-15), the proposed project would not induce substantial population growth related to construction, because construction workers would likely be drawn from the local and regional construction work force. The magnitude and duration of construction for the project variant would be similar to that of the proposed project, and would be less for the no PG&E scenario given that the reduced size of the development would eliminate one phase of construction. For the same reasons described in Chapter 4, Section 4.C, construction workers for the project variant would also likely be drawn from the local and regional construction work force such that the project variant would not induce population growth by attracting a substantial number of construction workers from outside of the region. Therefore, like the proposed project, project variant construction would not create demand for additional housing or other facilities and services associated with growth, and the growth-inducing impact of construction of all scenarios under the project variant would be ***less than significant***.

[1] San Francisco Planning Department, Eligibility Checklist: CEQA Section 21099—Modernization of Transportation Analysis for the Potrero Power Station Mixed-Use Development Project Variant, August 29, 2019.

Population Growth due to Operations

Similar to the proposed project, the operation of the project variant would not induce substantial population growth beyond growth planned for San Francisco or the region. In all scenarios, the project variant development plan would be similar to or smaller than that of the proposed project, such that residential population growth and employment growth generated by the project variant would be the same as or less than that of the proposed project (see Tables 9-1 and 9-5 above). This growth would be consistent with the City's and regional plans for growth in the area. Therefore, as described in **Impacts PH-2 and C-PH-1** (EIR pp. 4.C-16 to 4.C-17), like the proposed project, the operational growth-inducing impacts of all scenarios under the project variant, at both a project and cumulative level, would be ***less than significant***.

As described in Chapter 4, Section 4.C, like the proposed project, the project variant would not displace existing housing or substantial numbers of people because the project site is currently a mostly vacant industrial site, which does not include residential uses. Therefore, like the proposed project, there would be ***no impact*** on housing or population displacement for the project variant.

9.D.4 Cultural Resources

The impacts of the proposed project related to cultural resources are described in EIR Chapter 4, Section 4.D (historic architectural resources), and the initial study (archeological and tribal cultural resources, and human remains) in EIR Appendix B (EIR pp. B-5 to B-14). As described below, cultural resources impacts of the project variant would be similar to those of the proposed project, and impacts of the no PG&E scenario would be the same as those for the variant, since none of the changes under this scenario would affect impacts related to cultural resources. See EIR Section 4.D and the initial study (EIR Appendix B) for a more detailed description of the proposed project impacts.

Archeological Resources, Human Remains, and Tribal Cultural Resources

As described in the initial study in Appendix B under **Impacts CR-1, CR-2, and CR-3** (EIR pp. B-5 to B-13)**,** any ground-disturbing activities during project construction—particularly excavation, grading, and foundation work—could have the potential to uncover terrestrial prehistoric archeological resources, submerged prehistoric archeological resources, historic archeological resources, tribal cultural resources, and/or human remains. The same would be true for the project variant, since ground-disturbing activities, including excavation, would be required for construction. However, implementation of **Mitigation Measures M-CR-1, Archeological Testing**, and **M-CR-3, Tribal Cultural Resources Interpretive Program**, would (1) require the development of an archeological testing program to determine presence or absence of such resources; (2) ensure that work would halt if sensitive resources are inadvertently discovered during project implementation; and (3) require that proper procedures are followed to ensure appropriate treatment of significant resources, including tribal cultural resources. Therefore, by implementing the same project mitigation measures, project variant impacts on archeological resources, human remains, and tribal cultural resources would be ***less than significant with mitigation***. As described for the proposed project in **Impact C-CR-1** (EIR p. B-13), there are no cumulative projects that would affect the same archeological resources as the project variant, and this impact would be ***less than significant***.

Historic Architectural Resources

Impacts on Individual Historical Resources

Like the proposed project, the project variant would demolish the Meter House and the Compressor House, two individually eligible resources, a significant unavoidable impact. Additionally, while the project variant would retain portions of Station A, including restoring the south and east walls and portions of the north and west walls, the proposed retention of these portions of Station A would not necessarily meet the Secretary of Interior's Standards, and thus the project variant's treatment of Station A would also potentially be significant and unavoidable.[2] Similar to the proposed project, the project variant would retain the Boiler Stack, and potentially retain the Unit 3 Power Block (although Unit 3 could be demolished, as with the project).Therefore, under **Impact CR-4**, (EIR pp. 4.D-27 to 4.D-28) the project variant's impacts on individually eligible historical resources would be ***significant and unavoidable with mitigation***, although the effects would be less substantial than those of the proposed project due to the partial retention and reuse of Station A.

Demolition and Alteration Impacts on the Third Street Industrial District

The project variant would retain substantial portions of Station A, including south and east walls and portions of the north and west walls and would incorporate those walls into a new building up to 160 feet tall on Block 15. Because Station A is the largest and one of the most visually prominent buildings on the project site, and one of the oldest buildings in the district, it represents a relatively rare typology of large industrial brick building within the district and is associated with the site's long history of power generation. Under **Impact CR-5** (EIR pp. 4.D-28 to 4.D-33) for the project variant, retention and reuse of major portions of this building, along with retention and rehabilitation of the Boiler Stack and, potentially, the Unit 3 Power Block, would lessen effects on the Third Street Industrial District, compared to those of the proposed project, which would demolish Station A. Character-defining features of Station A that would be retained under the variant include portions of the Turbine Hall, the lot line-to-lot line footprint between 23rd and Humboldt streets, massive brick masonry construction, classical decorative brick quoin patterning, multi-lite, deeply recessed steel sash windows at the south façade, symmetrical window pattern at the north and south facades, and irregular window pattern at the east façade. Lost would be full expression of Station A's rectangular plan (because of partial demolition of the north and west walls), the slightly pitched gable roof with steel trusses, the corrugated metal roof material on the northern portion of the building, and the high volume and industrial character of the interior. The Machine Shop and the Machine Shop Office would also be removed, although like the proposed project, the Greek Revival façade of the Machine Shop Office may be salvaged and reused. Additionally, the attached switching station would be retained, along with its concrete construction with brick cladding, multi-lite steel-sash windows, corbelled brick detailing at the parapet, decorative quoin patterning, and engraved signage reading "Station A" and "Pacific Gas and Electric Company." Removed would be the full expression of the rectangular plan, four-story height and flat

[2] The portions of the north and west walls of Station A that would be removed constitute the Machine Shop and Machine Shop Office, both of which are attached to the Boiler Hall, which is the largest portion of Station A. The Switching Center, adjacent to the southern portion of the Boiler Hall, would be retained.

roof. Importantly, from major public viewpoints such as Illinois Street to the west and 23rd Street to the south, the bulk and exterior walls of Station A would remain largely intact.

Under the project variant, treatment of the Gate House, Meter House, Compressor House, Unit 3 Power Block, and the Boiler Stack would be the same as described for the proposed project in Impact CR-5 (pp. 4.D-28 to 4.D-33), so **Mitigation Measures M-CR-5a, 5b, 5c, and 5d** regarding documentation, video recordation, public interpretation/salvage, and rehabilitation of the Boiler Stack would be required to reduce the severity of this impact to the extent feasible. **Mitigation Measure M-CR-5e**, Historic Preservation Plan and Review Process for Alteration of the Boiler Stack would also be required under the project variant but would be modified as shown below to be applicable to the portions of Station A to be retained (new text shown in double underline). In addition, **Mitigation Measures M-NO-4a, 4b, and 4c** regarding vibration monitoring and vibration controls would be required to ensure that these historic resources would be protected during construction of the rest of the development. Therefore, because it would retain much of the visually prominent and architecturally distinctive features of Station A and thus would retain a link to the project site's history of electrical generation, effects of the project variant on the Third Street Industrial District, unlike the proposed project, would be ***less than significant with mitigation***.

Mitigation Measure M-CR-5e (Variant): Historic Preservation Plan and Review Process for Alteration of Station A and the Boiler Stack

Prior to the approval of the first building permit for construction of Phase 1, a historic preservation plan establishing protective measures shall be prepared and implemented to aid in preserving and protecting portions of Station A and the Boiler Stack, which would be retained as part of the project. The historic preservation plan shall be prepared by a qualified architectural historian who meets the Secretary of Interior's Professional Qualification Standards (36 Code of Federal Regulations Part 61). The plan shall establish measures to protect the retained character-defining features during construction of the project, such as avoiding construction equipment inadvertently coming in contact with Station A and the Boiler Stack, to minimize construction-related damage to Station A and the Boiler Stack, and to ensure that any such damage is documented and repaired. If deemed necessary upon further condition assessment of the resource, the plan shall include stabilization of Station A and the Boiler Stack prior to construction to prevent deterioration or damage. Where pile driving and other construction activities involving the use of heavy equipment would occur in proximity to Station A and the Boiler Stack, the project sponsor shall undertake a vibration monitoring program as described in Mitigation Measure M-NO-4a, including establishing a maximum vibration level that shall not be exceeded based on existing conditions, character-defining features, soils conditions, and anticipated construction practices in use at the time. The project sponsor shall ensure that the contractor follows these plans. The preservation and protection plan, specifications, monitoring schedule, and other supporting documents shall be incorporated into the building or site permit application plan sets. The documentation shall be reviewed and approved by Planning Department Preservation staff.

Infill Construction Impacts on the Third Street Industrial District

As with the proposed project, under **Impact CR-6** (EIR pp 4.D-33 to 4.D-28), new construction under the project variant could be of a size, scale, and density and/or could use exterior materials that would be incompatible with the Third Street Industrial District. This would adversely affect the integrity of the Third Street Industrial District's setting and feeling. However, in and of itself and apart from the demolition and/or adverse alteration of several district contributors, evaluated above, the density and height of new construction would not necessarily affect the historic district's overall integrity such that the district would no longer be able to convey its historic significance. As with the proposed project, new construction under the project variant could be incompatible with the Third Street Industrial District, a significant impact. However, implementation of **Mitigation Measure M-CR-6, Design Controls for New Construction,** future new construction would be compatible with the character-defining features of the Third Street Historic District. Therefore, like the proposed project, this impact of the project variant would be ***less than significant with mitigation***.

Impacts on the Union Iron Works Historic District

Like the proposed project, under **Impact CR-7** (EIR pp 4.D-38 to 4.D-39), the project variant could have an indirect visual impact on the Union Iron Works Historic District located directly north of the project site. However, the Pier 70 Mixed-Use District project to the north includes planned infill construction between the closest contributing properties in this historic district and the project site. The planned infill construction on the Pier 70 site will introduce a new roadway and new construction with heights up to 90 feet along the southern edge of the Union Iron Works Historic District. As with the proposed project, new construction under the project variant would be more than 200 feet away from contributing properties in this historic district. Additionally, new construction under the variant would be contemporary in design and materials such that the character-defining features and form of the Union Iron Works Historic District would be clearly differentiated from new development on the project site. For these reasons, the indirect visual impacts of the variant, like those of the proposed project, would be ***less than significant***.

Cumulative Impacts on Third Street Industrial District

As described above, retention of the majority of Station A under the project variant would avoid the proposed project's significant impact on the Third Street Industrial District. Because of this, although cumulative projects will result in the loss of seven contributing resources to the district, the project variant, unlike the proposed project, would not contribute considerably to this impact. Under **Impact C-CR-2** (EIR pp 4.D-40 to 4.D-42), with implementation of **Mitigation Measures M-CR-5a, 5b, 5c, 5d, and 5e (Variant) and M-NO-4a, 4b, and 4c**, the cumulative effects of the project variant on the Third Street Industrial District would be ***less than significant with mitigation***.

9.D.5 Transportation and Circulation

Transportation impacts of the proposed project are described in EIR Chapter 4, Section 4.E, and as described below, transportation impacts of the project variant, including the no PG&E scenario, would be similar. See Section 4.E for a more detailed description of the proposed project impacts.

Project Variant Travel Demand

As described above and shown in Table 9-2, the project variant would provide an additional 216,517 square feet of office space to the 597,723 square feet included as part of the proposed project and an additional 30 hotel rooms to the 220 rooms included as part of the proposed project. The project variant would also provide 81 fewer residential units than the proposed project, 10,040 fewer square feet of PDR uses, 7,975 fewer square feet of supermarket uses, and 50,938 fewer square feet of community center uses. Based on the same methodology used for the proposed project, the project variant travel demand was calculated to reflect the change in person and vehicle trips from that of the proposed project due to the differences in project variant land uses. **Table 9-6**, **Proposed Project and Project Variant Trip Generation by Mode and Time Period – External Trips Only**, presents the comparison of person and vehicle trips for the proposed project as presented in Table 4.E-12 (EIR p. 4.E-47) and trip generation with those of the project variant. The travel demand calculations for the project variant are included in Appendix C-1.

TABLE 9-6
PROPOSED PROJECT AND PROJECT VARIANT TRIP GENERATION BY MODE AND TIME PERIOD – EXTERNAL TRIPS ONLY[a,b]

Time Period/Proposed Project/ Project Variant/No PG&E Scenario	Person Trips by Travel Mode				Vehicle Trips
	Auto	Transit	Other[c]	Total	
Daily					
Proposed Project	33,495	15,969	18,351	67,814	19,522
Project Variant	32, 510	15, 706	17, 515	65, 731	19, 113
% Change compared to the Proposed Project	-2.9%	-1. 6%	-4.6%	-3.1%	-2.1%
Project Variant No PG&E Subarea Scenario	32,022	14,178	18,439	64,639	17,812
% Change compared to the Proposed Project	-4.4%	-11.2%	0.5%	-4.7%	-8.8%
a.m. Peak Hour					
Proposed Project	2,472	1,796	871	5,139	1,862
Project Variant	2,498	1,822	833	5, 154	1,897
% Change compared to the Proposed Project	1.1%	1.4%	-4. 3%	0.3%	1.9%
Project Variant No PG&E Subarea Scenario	2,139	1,444	712	4,295	1,543
% Change compared to the Proposed Project	-13.5%	-19.6%	-18.2%	-16.4%	-17.1%
p.m. Peak Hour					
Proposed Project	3,835	2,223	1,764	7,823	2,540
Project Variant	3,681	2,165	1,628	7, 474	2, 483
% Change compared to the Proposed Project	-4.0%	-2.6%	-7.7%	-4.5%	-2. 2%
Project Variant No PG&E Subarea Scenario	3,508	1,836	1,675	7,020	2,213
% Change compared to the Proposed Project	-8.5%	-17.4%	-5.0%	-10.3%	-12.9%

NOTES
[a] Numbers may not sum to total due to rounding.
[b] External trips are those whose origin or destination is outside the project site.
[c] Other modes include walk, bicycle, motorcycle, and additional modes such as taxis.

SOURCE: Estimation of Project Variant Travel Demand, September 2019. See Appendix C-1.

As shown on Table 9-6**,** compared to the proposed project the project variant would result in fewer daily and p.m. peak hour person trips, while during the a.m. peak hour the number of person trips would increase minimally. As shown on Table 9-6**,** the number of external (trips traveling to and from the project site, not including trips internal to the site) daily person trips would decrease by 2,083 trips (a decrease of 3.1 percent), while daily vehicle trips would decrease by 409 vehicle trips (a decrease of 2.1 percent). Peak hour person trips would increase by 15 person trips during the a.m. peak hour and would decrease by 349 person trips during the p.m. peak hour, while vehicle trips would increase by 35 vehicle trips during the a.m. peak hour and decrease by 57 vehicle trips during the p.m. peak hour. The change from the proposed project in person trips by all modes represents a minimal increase of 0.3 percent during the a.m. peak hour, and a decrease of 4.5 percent during the p.m. peak hour.

Under the project variant's no PG&E subarea scenario, the overall land use plan would be similar to, the project variant, but reduced in scale with 1,200 fewer residential units and about 20,000 gsf less PDR use. As shown in Table 9-6**,** the number of external trips traveling to and from the project site by all travel modes would be less for the no PG&E scenario than for the proposed project (e.g., on a daily basis there would be a decrease in the number of total person trips of about 4.7 percent from the proposed project, and a decrease in the number of vehicle trips of about 8.8 percent from the proposed project). Further, Humboldt Street would not connect to Illinois Street, and instead, there would be a turnaround at the west end of Humboldt Street north of Block 5. In addition, Georgia Street would not connect to 22nd Street, and the western end of Craig Lane would terminate at Louisiana Street.

Similar to the proposed project, the project variant would include development controls for the site that would allow for flexibility of uses on certain blocks, depending on future market conditions. The travel demand analysis developed a proposed project combined scenario which selected the maximum number of inbound and outbound vehicle and transit trips among the proposed project and flex block analysis scenarios, and the quantitative analysis for the proposed project's transit, air quality, and noise impacts assumed the maximum number of trips under the proposed project combined scenario. Under the project variant, Blocks 4, 12, and 14 are no longer "flex blocks" (i.e., residential or commercial) and have been designated for single uses only (residential, office or R&D, and residential, respectively). Block 9 would still be designated as a flex block for either hotel use or residential use. Therefore, similar to the analysis for the proposed project described on EIR p. 4.E-49, to account for the potential differences in uses on the Block 9, the travel demand analysis was conducted for an additional land use program scenario for the project variant to determine whether the possible changes in the flex block would generate more travel demand than used in the quantitative analysis for the proposed project. As with the proposed project, a project variant combined scenario was developed which consists of the maximum inbound and outbound vehicle and transit trips during each peak hour of analysis. This analysis is presented on **Table 9-7**, **Proposed Project and Project Variant Vehicle and Transit Trip Generation Used in Quantitative Analysis.** As shown on Table 9-7, the number of vehicle and transit trips for the project variant's combined scenario are slightly less than those used in the proposed project combined scenario (i.e., 86 fewer vehicle trips and 80 fewer transit trips during the a.m. peak hour, and 145 fewer vehicle trips and 150 fewer transit trips during the p.m. peak hour.) Because the project variant combined scenario would generate fewer vehicle and transit trips than the proposed project combined scenario, the

quantitative operational analyses results for the proposed project would also be applicable to the quantitative operational analyses for the project variant with or without the PG&E subarea.

TABLE 9-7
PROPOSED PROJECT AND PROJECT VARIANT
VEHICLE AND TRANSIT TRIP GENERATION USED IN QUANTITATIVE ANALYSIS[a,b]

Trip Type/Proposed Project/ Project Variant	a.m. Peak Hour			p.m. Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Vehicle Trips						
Proposed Project	1,015	848	1,862	1,230	1,310	2,540
Project Variant	1,073	825	1,897	1,167	1,315	2,483
Proposed Project Combined Scenario	1,103	904	2,006	1,245	1,399	2,644
Project Variant Combined Scenario	1,073	848	1,920	1,184	1,315	2,491
Transit Trips						
Proposed Project	921	875	1,796	1,134	1,089	2,223
Project Variant	968	853	1,822	1,075	1,090	2,165
Proposed Project Combined Scenario	994	932	1,926	1,170	1,164	2,335
Project Variant Combined Scenario	969	878	1,846	1,096	1,090	2,185

NOTE:
[a] Numbers may not sum to total due to rounding. Includes only external trips with origins or destinations outside of the project site.
[b] As shown on Table 9-6, the no PG&E subarea scenario would also generate fewer vehicle and transit trips (i.e., 319 fewer a.m. peak hour and 827 p.m. peak hour vehicle trips, and 352 fewer a.m. peak hour and 387 p.m. peak hour transit trips).

SOURCE: Estimation of Project Variant Travel Demand, September 2019. See Appendix C-1.

Construction-related Transportation Impacts

The project variant would include similar construction activities as the proposed project presented in **Impact TR-1** (EIR pp. 4.E-58 to 4.E-62) because the project variant would involve construction of a similar number of buildings and buildout of the internal street network as the proposed project. The construction duration of the project variant would be one year longer (16 years) than the proposed project (15 years). The peak number of construction trips (equipment and materials deliveries and haul trips) would occur in 2023 and 2025 (instead of in 2022 and 2024 for the proposed project as presented on EIR p. 4.E-59). The peak number of construction trucks per day would remain similar (with about 112 trucks per day six months in 2023, and with about 201 trucks per day for four months in 2025). Under the no PG&E subarea scenario, fewer buildings would be constructed and thus the construction duration would be one year shorter (14 years) than the proposed project (15 years). However, the number of construction trips per day would be similar to the proposed project.

Improvement Measure I-TR-A, **Construction Management Plan and Public Updates**, identified for the proposed project, would be applicable the project variant. Therefore, like the proposed project, the construction-related transportation impacts of the project variant, with or without the PG&E subarea, would be ***less than significant*** both individually **(Impact TR-1)** and cumulatively **(Impact C-TR-1)**.

VMT Impacts

As described for the proposed project in **Impact TR-2** (EIR pp. 4.E-62 – 4.E-63), the project variant would be located in an area of the city where the existing vehicle miles traveled (VMT) is more than 15 percent below the existing regional average for residential and non-residential uses. In addition, the project site meets the "Proximity to Transit" screening criterion, which also indicates that the proposed uses under the project variant would not result in substantial additional VMT. As presented in Table 9-6 above, the project variant would generate between 2.1 and 8.8 percent fewer daily vehicle trips than the proposed project and therefore would generate less daily VMT than the proposed project. The project variant would include a transportation demand management (TDM) plan that would be the same as for the proposed project. In addition, similar to the proposed project, the project variant's features that would alter the transportation network (e.g., buildout of the internal street network, reconstruction of the sidewalk on the north side of 23rd Street, and restriping of 23rd Street east of Illinois Street to provide bicycle lanes in both directions and new traffic signals) would fit within the general types of projects that would not substantially induce automobile travel. Therefore, similar to the proposed project, the impacts of the project variant, with or without the PG&E subarea, related to VMT would be ***less than significant*** both individually **(Impact TR-2)** and cumulatively **(Impact C-TR-2)**.

Traffic Hazard Impacts

Traffic hazard impacts associated with the project variant would be similar to the proposed project, as described in **Impact TR-3** (EIR pp. 4.E-63 to 4.E-66), and like the proposed project, these impacts would be less than significant. As with the proposed project, street network designs would be required to undergo more detailed design and review to ensure that they are designed to meet City design standards. The street designs of the project variant would be subject to approval by the SFMTA, Public Works, and the San Francisco Fire Department, along with other City agencies, so that the streets are designed consistent with City policies and design standards and do not result in traffic hazards. Under the project variant, the proposed district parking garage would be located on Block 5 and would have the same number of vehicle parking spaces (i.e., 819 vehicle parking spaces) as the proposed project. In addition, the project variant would have the same alternate locations for the district parking garage on Blocks 1 and 13 as the proposed project. Under the no PG&E subarea scenario, the alternate location on Block 13 would not occur, and access to the garage on Blocks 1 and 5 would be modified. However, similar to the proposed project, the district parking garage under the project variant with or without the PG&E subarea would accommodate vehicle queuing onsite without spilling back into the adjacent travel lanes or blocking sidewalks. **Improvement Measure I-TR-B**, **Monitoring and Abatement of Queues**, identified for the proposed project, would also be applicable to the project variant with or without the PG&E subarea.

Under the project variant, the street network within the project site would be similar to the proposed project. The project variant would include four additional driveways than the proposed project, however, these additional driveways would not substantially change on-site circulation from that described for the proposed project. The driveway on the north side of 23rd Street was added to provide vehicular access for food trucks to the paseo. Two driveways were added on Delaware Street for passenger loading at the hotel and waterfront. The driveway on Maryland Street was added to support development on Block 8 and would reduce the potential for vehicles to double park within

the northbound bicycle lane on Maryland Street or to interfere with the private shuttle operations on Maryland Street. In addition, similar to the proposed project, the project variant would include new traffic signals at the intersections of Illinois Street/23rd Street and Illinois Street/Humboldt Street. Under the no PG&E scenario, the westernmost portion of Humboldt Street would not connect to Illinois and instead, there would be a turnaround at the west end of Humboldt Street north of Block 5. In addition, Georgia Street would not connect to 22nd Street, and the western end of Craig Lane would terminate at Louisiana Street. In addition, under the no PG&E scenario, the intersection of Illinois Street/Humboldt Street would not be signalized. Under the project variant, with or without the PG&E subarea, the street network would be designed consistent with the Better Streets Plan to prioritize safe bicycle and pedestrian travel within the site, limit curb cuts into garages and loading facilities, and provide adequate turning radii and sight distances at intersections and driveways.

The project variant would generate between 2.1 and 8.8 percent fewer daily vehicle trips than the proposed project (19,113 daily vehicle trips for the project variant and 17,812 daily vehicle trips for the no PG&E scenario, compared to 19,522 vehicle trips for the proposed project), and similar to what was described for the proposed project, this increase in traffic volumes on the surrounding roadways would not be considered a traffic hazard. Therefore, similar to the proposed project, the impacts of the project variant, with or without the PG&E subarea, related to traffic hazards would be ***less than significant*** both individually (**Impact TR-3**) and cumulatively (**Impact C-TR-3**).

Transit Impacts

Transit impacts for the project variant would be similar to those described for the proposed project in **Impacts TR-4 through TR-6** (EIR pp. 4.E-66 to 4.E-76).[3] As discussed in Chapter 12, **Impact TR-4** regarding transit ridership and capacity utilization for local transit and the portion of **Impact TR-6** regarding transit ridership and capacity utilization for regional transit are no longer applicable to either the proposed project or the project variant.

Similar to the proposed project, the project variant would include transit shuttle service between the project site and Caltrain's 22nd Street station, and BART's 16th Street station and a shuttle stop/bus layover facility would be provided within the project site. On a daily basis, the project variant would generate about 1.6 percent fewer transit trips than the proposed project. During the weekday a.m. peak hour, the project variant would generate 1,822 transit trips compared to 1,796 transit trips for the proposed project (i.e., 26 more transit trips), and during the weekday p.m. peak hour the project variant would generate 2,165 transit trips compared to 2,223 transit trips for the proposed project (i.e., 58 fewer transit trips). Under the no PG&E scenario, fewer transit trips would be generated than for the proposed project (i.e., 1,791 fewer daily transit trips, 352 fewer a.m. peak hour and 387 fewer p.m. peak hour transit trips than the proposed project).

Although the project variant, with or without the PG&E subarea, would generate fewer vehicle trips than the proposed project, similar to **Impact TR-5** for the proposed project, the project variant,

[3] Per the 2019 Transportation Impact Analysis Guidelines, transit capacity is no longer considered in assessing the environmental impacts of a project on public local or regional transit operations to be consistent with state guidance regarding not treating addition of new users as an adverse impact and to reflect funding sources and policies that encourage additional ridership. Therefore, discussion of transit ridership and capacity utilization for local and regional transit in Impacts TR-4, TR-6, C-TR-4 and C-TR-6 of the proposed project in the Draft EIR, Section 4.E, are no longer applicable, and are therefore not discussed for the project variant.

with or without the PG&E subarea, would still result in significant impacts on Muni transit operations on the 22 Fillmore and 48 Quintara/24th Street bus routes due to increases in transit travel times. Therefore, **Mitigation Measure M-TR-5, Implement Measures to Reduce Transit Delay**, would be applicable to the project variant with or without the PG&E subarea. Similar to the proposed project, because it is not certain that implementation of this mitigation measure would reduce project-generated vehicles to mitigate significant impacts of the project variant to less-than-significant levels, the impact of the project variant, with or without the PG&E subarea, on Muni transit operations would be ***significant and unavoidable with mitigation*** both individually **(Impact TR-5)** and cumulatively **(Impact C-TR-5).** Mitigation Measure M-TR-5 has been modified (new text shown in double underline) for the project variant to reflect the change in the number of weekday p.m. peak hour vehicle trips by phase, as follows:

"Mitigation Measure M-TR-5 (Variant): Implement Measures to Reduce Transit Delay

Performance Standard. The project sponsor shall be responsible for implementing transportation demand management (TDM) measures to limit the number of project-generated vehicle trips during the p.m. peak hour to a maximum of 89 percent of the EIR-estimated values of each of the phases of project development (performance standard), as shown in the table below. The number of vehicle trips by phase to meet the above stated performance standard shall be included in the approved TDM Plan.

Project Development Phase	Maximum P.M. Peak Hour Vehicle Trips			
	Project Variant		No PG&E Subarea Scenario	
	Phase Total	Running Total	Phase Total	Running Total
Phase 1	370	370	370	370
Phase 2	440	810	440	810
Phase 3	250	1,060	250	1,060
Phase 4	630	1,690	670	1,730
Phase 5	240	1,930	240	1,970
Phase 6	280	2,210	NA	NA

Monitoring and Reporting. Within one year of issuance of the project's first certificate of occupancy, the project sponsor shall retain a qualified transportation consultant approved by the SFMTA to begin monitoring daily and p.m. peak period (4 p.m. to 7 p.m.) vehicle trips in accordance with an SFMTA and San Francisco Planning Department agreed upon monitoring and reporting plan, which shall be included as a part of the approved TDM Plan. The vehicle data collection shall include counts of the number of vehicles entering and exiting the project site on internal streets at the site boundaries on 22nd, Illinois, and 23rd streets for three weekdays. The data for the three weekdays (Tuesday, Wednesday or Thursday) shall be averaged, and surveys shall be conducted within the same month annually. A document with the results of the annual vehicle counts shall be submitted to the Environmental Review Officer and the SFMTA for review within 30 days of the data collection, or with the project's annual TDM monitoring report as required by the TDM Plan (if the latter is preferable to Environmental Review Officer in consultation with the SFMTA).

The project sponsor shall begin submitting monitoring reports to the Planning Department 18 months following 75 percent occupancy of the first phase. Thereafter, annual monitoring

reports shall be submitted (referred to as "reporting periods") until eight consecutive reporting periods show that the fully built project has met the performance standard, or until expiration of the project's development agreement, whichever is earlier.

If the City finds that the project exceeds the stated performance standard for any development phase, the project sponsor shall select and implement additional TDM measures in order to reduce the number of project-generated vehicle trips to meet the performance standard for that development phase. These measures could include expansion of measures already included in the project's proposed TDM Plan (e.g., providing additional project shuttle routes to alternative destinations, increases in tailored transportation marketing services, etc.), other measures identified in the City's TDM Program Standards Appendix A (as such appendix may be amended by the Planning Department from time to time) that have not yet been included in the project's approved TDM Plan, or, at the project sponsor's discretion, other measures not included in the City's TDM Program Standards Appendix A that the City and the project sponsor agree are likely to reduce peak period driving trips.

For any development phase where additional TDM measures are required, the project sponsor shall have 30 months to demonstrate a reduction in vehicle trips to meet the performance standard. If the performance standard is not met within 30 months, the project sponsor shall submit to the Environmental Review Officer and the SFMTA a memorandum documenting proposed methods of enhancing the effectiveness of the TDM measures and/or additional feasible TDM measures that would be implemented by the project sponsor, along with annual monitoring of the project-generated vehicle trips to demonstrate their effectiveness in meeting the performance standard. The comprehensive monitoring and reporting program shall be terminated upon the earlier of (i) expiration of the project's development agreement, or (ii) eight consecutive reporting periods showing that the fully built project has met the performance standard. However, compliance reporting for the City's TDM Program shall continue to be required.

If the additional TDM measures do not achieve the performance standard, then the City shall impose additional measures to reduce vehicle trips as prescribed under the development agreement, which may include on-site or off-site capital improvements intended to reduce vehicle trips from the project. Capital measures may include, but are not limited to, peak period or all-day transit-only lanes (e.g., along 22nd Street), turn pockets, bus bulbs, queue jumps, turn restrictions, pre-paid boarding pass machines, and/or boarding islands, or other measures that support sustainable trip making.

The monitoring and reporting plan described above may be modified by the Environmental Review Officer in coordination with the SFMTA to account for transit route or transportation network changes, or major changes to the development program. The modification of the monitoring and reporting plan, however, shall not change the performance standard set forth in this mitigation measure."

The project variant, with or without the PG&E subarea, would not affect regional transit operations. Therefore, similar to the proposed project, the impact of the project variant with or without the PG&E subarea on regional transit operations would be ***less than significant***, both individually (**Impact TR-6**) and cumulatively (**Impact C-TR-6**).

Walking/Accessibility Impacts

Walking/accessibility impacts for the project variant would be similar to those described for the proposed project in **Impact TR-7** (EIR pp. 4.E-76 to 4.E-78). The project variant would include similar street network changes within the project site and offsite improvements as under the proposed project (e.g., signalization of the intersections of Illinois Street/23rd Street and Illinois Street/Humboldt Street, sidewalk reconstruction on the east side of Illinois Street between Humboldt and 23rd streets) to accommodate pedestrian travel within and adjacent to the project site. If Unit 3 is repurposed as a hotel on Block 9, there would be a minimum 70-foot wide access through the building for public access to waterfront park. As shown on **Figure 9-10**, the project variant street network would be the same as the proposed project, but for combining of Blocks 6 and 10 into a new Block 15. Under the no PG&E scenario, the street network would not include a connection between the project site at Illinois Street via Humboldt Street, and would not include Georgia Street between Humboldt and 22nd streets. However, the no PG&E scenario would include sidewalk reconstruction on the east side of Illinois Street between 22nd and 23rd streets, in addition to the portion between Humboldt and 22nd streets under the proposed project and variant.

The project variant would generate a similar number of person trips to the proposed project and fewer person trips would be generated under the no PG&E scenario (see Table 9-6). Similar to the proposed project, it is anticipated that the existing and proposed pedestrian-related features would accommodate people walking within the site and would not result in hazardous conditions or present barriers to people walking to and from the project site. However, similar to the proposed project, the combination of existing conditions at the intersection of Illinois Street/22nd Street, project-generated increases in vehicular travel on Illinois Street, and the large number of people who may be walking between the project site and destinations to the north and west, would result in significant impacts related to pedestrian safety and accessibility. **Mitigation Measure M-TR-7**, **Improve Pedestrian Facilities at the Intersection of Illinois Street/22nd Street**, would be applicable to the project variant, and with implementation of this measure, the impacts of the project variant, with or without the PG&E subarea, on people walking, similar to the proposed project, would be ***less than significant with mitigation***. Similar to the proposed project, the project variant, with or without the PG&E subarea, would result in ***less-than-significant*** cumulative impacts related to people walking (**Impact C-TR-7**).

Bicycle Impacts

Bicycle impacts for the project variant would be similar to those described for the proposed project in **Impact TR-8** (EIR pp. 4.E-78 to 4.E-80). The project variant would provide a similar street network including bicycle facilities (e.g., class 1 and class 2 bicycle parking spaces, bicycle lanes) within the project site and would result in about 4.6 percent fewer daily bicycle trips. Under the no PG&E scenario, the number of daily bicycle trips would remain similar to the proposed project, with fewer trips in the p.m. peak hour. The no PG&E scenario would also not include a connection of Georgia Street between Humboldt Street within the project site and 22nd Street, however, alternate connections similar to the proposed project would be provided (e.g., Maryland Street).

Under the project variant with or without the PG&E subarea, similar to the proposed project, it is anticipated that the existing, planned, and proposed bicycle facilities in the project vicinity would be well utilized, and the increase in the number of vehicle trips would not be substantial enough to create potentially hazardous conditions for bicyclists, or interfere with bicycle accessibility. Therefore, similar to the proposed project, the impacts of the project variant, with or without the PG&E subarea, on bicyclists would be ***less than significant*** both individually (**Impact TR-8**) and cumulatively (**Impact C-TR-8**).

Loading Impacts

Loading impacts for the project variant would be similar to those described for the proposed project in **Impact TR-9** (EIR pp. 4.E-80 to 4.E-83). Similar to the proposed project, the project variant would include on- and off-street commercial loading spaces and on-street passenger loading/unloading zones to accommodate the projected demand for loading spaces. The project variant would provide 20 onsite and 34 on-street commercial loading spaces the same as the proposed project. The project variant would provide 22 on-street passenger loading/unloading zones throughout the project site, compared to 25 for the proposed project.

The project variant would include similar land uses as the proposed project and would therefore generate a similar number of delivery/service vehicle trips (710 daily delivery/service vehicle trips for the project variant, compared to 686 for the proposed project, a 3 percent increase). These delivery/service vehicle trips would result in a peak loading space demand of 43 spaces, which would be accommodated within the 54 onsite and on-street loading spaces.

Under the no PG&E scenario, 16 onsite and 30 on-street commercial loading spaces and 15 on-street passenger loading spaces would be provided. This scenario would generate 673 daily delivery/service vehicle trips, which would result in a peak commercial loading demand of 40 spaces. This peak loading demand would be accommodated within the 46 onsite and on-street commercial loading spaces.

Since the proposed supply of commercial loading spaces under the project variant with or without the PG&E subarea would exceed the commercial loading space demand during the peak hour of loading operations, the commercial loading demand would be accommodated without resulting in double-parking of trucks within travel lanes or bicycle lanes, or affect transit, vehicle, bicycle or pedestrian circulation. Therefore, similar to the proposed project, the project variant would accommodate the commercial and passenger loading demand, and the impacts of the project variant, with or without the PG&E subarea, related to loading would be ***less than significant*** both individually (**Impact TR-9**) and cumulatively (**Impact C-TR-9**).

Parking Impacts

Parking impacts for the project variant would be similar to those described for the proposed project in **Impact TR-10** (EIR pp. 4.E-83 to 4.E-86). The project variant would provide 64 more onsite off-street vehicle parking spaces than the proposed project (2,686 vehicle parking spaces for the project variant, compared to 2,622 vehicle parking spaces for the proposed project), and, similar to the proposed project, the project variant would include a district parking garage. The vehicle parking

demand generated by the project variant would be about 4,415 spaces during the midday period and 2,967 spaces during the evening period (210 more spaces than the proposed project during the midday period, and 42 fewer spaces during the evening period). Under the no PG&E scenario, 2,056 off-street vehicle parking spaces would be provided, and there would be a parking demand of about 3,839 spaces during the midday period and 2,168 spaces during the evening period (366 fewer than the proposed project during the midday period and 841 fewer during the evening period).

Similar to the proposed project, the parking demand for the project variant with or without the PG&E subarea would not be accommodated onsite, and drivers may seek parking elsewhere or change travel modes to transit, walking, bicycling, or other modes. However, this would not create hazardous conditions affecting transit, traffic, bicycling, or people walking, or significantly delay transit.

On-street parking within the project site would be limited, and 52 on-street vehicle parking spaces (42 standard and 10 ADA spaces) would be provided under the project variant, compared to 55 spaces under the proposed project (44 standard and 11 ADA spaces). Under the no PG&E subarea scenario, 31 on-street vehicle parking spaces would be provided (25 standard and 6 ADA spaces). These minor reductions in on-street vehicle parking from the proposed project would not substantially change the parking analysis and the project variant's secondary parking impacts would be *less than significant*. Therefore, similar to the proposed project, the impacts of the project variant, with or without the PG&E subarea, related to parking would be ***less than significant*** both individually (**Impact TR-10**) and cumulatively (**Impact C-TR-10**).

Emergency Access Impacts

Emergency access impacts for the project variant would be similar to those described for the proposed project in **Impact TR-11** (EIR pp. 4.E-86 to 4.E-87). The internal street network for the project variant would be the same as for the proposed project, except that the midblock alley between Humboldt and 23rd streets would be removed due to the combining of Blocks 6 and 10 into a new Block 15. The project variant would include new traffic signals at the intersections of Illinois Street/23rd Street and Illinois Street/Humboldt Street. Under the no PG&E scenario, the western end of Humboldt Street would end north of Block 5 and would not connect to Illinois Street, Georgia Street would not be developed, the western end of Craig Lane would end at Louisiana Street and only one new traffic signal would only be provided, at the intersection of Illinois Street/23rd Street. However, as under the proposed project, the streets would be designed to accommodate fire department vehicles and new traffic signals would not impede emergency vehicle access.

The project variant with or without the PG&E subarea would generate fewer daily vehicle trips than the proposed project (19,113 daily vehicle trips for the project variant and 17,812 daily vehicle trips for the no PG&E scenario, compared to 19,522 vehicle trips for the proposed project), and, similar to the proposed project, this increase in traffic volumes on the surrounding roadways would also not impede or hinder emergency vehicles. Therefore, similar to the proposed project, the impact of the project variant, with or without the PG&E subarea, on emergency access would be ***less than significant*** both individually (**Impact TR-11**) and cumulatively (**Impact C-TR-11**).

9.D.6 Noise and Vibration

Noise impacts of the proposed project are described in EIR Chapter 4, Section 4.F, and as described below, the noise and vibration impacts of the project variant would be similar. Impacts of the no PG&E scenario would be the same as or less than those for the variant and for the proposed project, since this scenario would have reduced construction (both in magnitude and duration) and reduced overall development (no development on Blocks 13 and 14 and reduced development on Block 1) compared to both the variant and the proposed project. See Section 4.F for a more detailed description of the proposed project impacts, and mitigation and improvement measures.

Chapter 12, Draft EIR Revisions, adds two noise-related improvement measures, which apply to both the proposed project and project variant, and they are discussed below in the impact analysis of the project variant. The primary changes associated with the project variant that could alter construction-related noise impacts are proposed changes to the dock and shoreline improvements as well as proposed changes in phasing and the construction schedule. With respect to operational noise, the variant's proposed changes to the land use plan, reduction of the building setback along Craig Lane, and relocation of off-street parking spaces could alter estimated noise increases along local streets and noise exposure at future sensitive receptors.

Construction Impacts: Exposure to Noise Levels in Excess of Standards

Given that the project variant would use the same types of construction equipment as the proposed project, impacts for the project variant would be similar to those described for the proposed project in **Impact NO-1 (**EIR pp. 4.F-28 to 4.F-32). As indicated in Impact NO-1, project construction could expose people to or generate noise levels in excess of standards in the Noise Ordinance (Article 29 of the San Francisco Police Code) or applicable standards of other agencies. Like the proposed project, operation of some types of construction equipment under the project variant would also be expected to exceed the City's noise ordinance limit for equipment (86 dBA at 50 feet) and implementation of **Mitigation Measure M-NO-1, Construction Noise Control Measures** (EIR p. 4.F-30), would be required.

Similar to the proposed project, nighttime construction activities would also occur during Phase 1 under the project variant and would be limited to the construction of utilities and street improvements along 23rd Street. Noise generated by these activities could also exceed the City's noise ordinance criteria for nighttime construction (a 5 dBA increase in noise above ambient noise levels). Like the proposed project, if nighttime noise levels exceed this nighttime noise limit, section 2908 would require that a special permit be obtained from the City to ensure that section 2908 ordinance requirements are met (EIR p. 4.F-28).

Construction Phasing and Schedule. The project variant would extend the construction period by one year and proposed phasing changes and durations would only alter the timing of noise increases and not their extent. Thus, proposed phasing changes would not alter the potential for compliance with Noise Ordinance standards during project construction.

Therefore, like the proposed project the impact related to construction-related noise levels in excess of the noise ordinance limit would be ***less than significant with mitigation*** for the project variant, with or without the PG&E subarea (Impact NO-1, EIR p. 4.F-28).

Construction Impacts: Increase in Ambient Noise Levels at Sensitive Receptors

Overall noise impacts at sensitive receptors resulting from construction-related noise increases during the daytime and nighttime hours under the project variant would be similar to the proposed project as described in EIR Chapter 4, Section 4.F under **Impact NO-2** (EIR pp. 4.F-32 to 4.F-45).

Proposed Dock and Other Shoreline Features. The project variant's changes in the design of some shoreline improvements would result in the following minor differences in associated noise impacts:

- The project variant's recreational dock would be slightly larger than the proposed project's design and would require 13 additional piles (nine in-water and four on land) but would not increase the proximity of proposed construction activities to existing and future sensitive receptors along the shoreline from what was assumed in the Draft EIR. Furthermore, the increase in the number of piles represents about a two percent increase in the total number of piles proposed to be driven at the site adding up to as many as three to five days of pile driving activities (if pile driving is done in sequence), which is not a substantial increase from what was assumed in the Draft EIR.

- The project variant floating dock design would increase the size of the four steel guide piles supporting this dock (increasing from 36 inches to 42 inches). Although the piles would be larger, the same pile installation methods would be used, a vibratory hammer would be used through the top 40 to 50 feet and then an impact hammer would be used for the final 20 feet or so to the top of the bedrock to reduce bioacoustic disturbance. As with the installation for the wharf piles, a pile driving cushion would be used for installation of the floating dock piles, and a bubble curtain would be installed, if necessary. With implementation of these bioacoustic protection measures (see Mitigation Measure M-BI-4, Fish and Marine Mammal Protection during Pile Driving), the increase in the size of the steel guide piles associated with the project variant would not substantially increase the duration of pile driving activities or their associated noise levels.

- The project variant would have the same shoreline improvements to address sea level rise as the proposed project except the seawall design would be modified such that construction activities would move approximately 3 feet to the west. This small increase in proximity to sensitive receptors to the west would not substantially alter estimated construction-related noise levels at the closest existing offsite sensitive receptors.

- The project variant would also include a bay overlook along the shoreline and no additional pile driving would be required for this facility. Since the Draft EIR already assumed that construction activities would occur in this area, construction-related noise at the closest receptors would be approximately the same as that identified for the proposed project.

Construction Phasing and Schedule. The project variant would alter construction phasing for the northern Waterfront area, Georgia Lane, and Humboldt Street, which could increase the number of future onsite or planned offsite sensitive receptors that could be exposed to construction noise as follows:

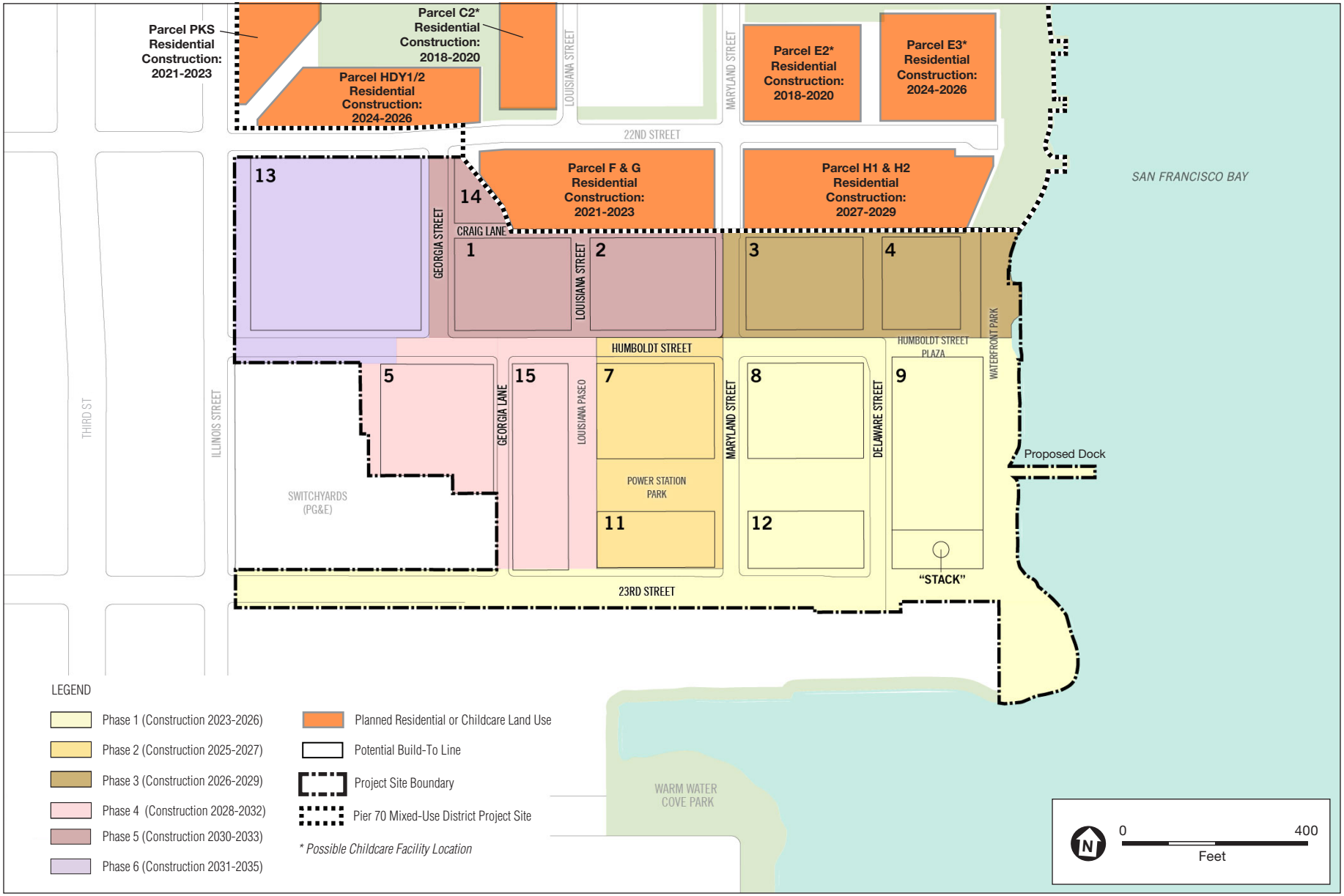
- Construction of the northernmost portion of the Waterfront area during Phase 3 instead of Phase 1would not substantially alter noise increases identified in the Draft EIR. The Draft EIR assumed that planned offsite noise-sensitive uses on Pier 70's Parcels H1, H2, and E3 (the closest adjacent parcels to the northern Waterfront construction area) would not be occupied until 2028 or 2029 (see **Figure 9-33**, **Proposed Construction Phasing on the Project Site for Project Variant and Planned Future Sensitive Receptors on Pier 70 Site**). With proposed Phase 3 construction ending in 2028, it is unlikely these offsite sensitive receptors would be exposed to construction noise from Phase 3 activities, but if there is any overlap it would be for a limited duration and therefore, these receptors are not expected to be significantly more affected by this proposed change in phasing. Although future onsite Phase 1 sensitive receptors occupying Block 9 would be subject to construction noise in the northern Waterfront area, the Draft EIR already determined that these receptors would be subject to significant construction-related noise impacts from construction during Phases 2 through 6 even with mitigation (Impact NO-2, EIR p. 4.F-39).

- Construction of Georgia Lane and the section of Humboldt Street adjacent to Blocks 5 and 15 during Phase 4 instead of Phase 1 would not alter the Draft EIR significance determination for Impact NO-2 (EIR p. 4.F-39). Proposed residential and possible childcare uses on adjacent Blocks 1, 13, and 14 would not be developed until Phases 5 and 6, and therefore, would not be adversely affected by noise from road construction activities during Phase 4.

- Construction of Humboldt Street adjacent to Block 7 during Phase 2 instead of Phase 1 would not alter the Draft EIR significance determination for Impact NO-2. Phase 1 residential receptors on Block 8 would be subject to noise from road construction activities, construction activities associated with Humboldt Street would not be any closer to Block 8 than concurrent Phase 2 construction activities on Block 7. Therefore, construction noise levels estimated in the Draft EIR for Phase 1 onsite receptors (EIR p. 4.F-39) would remain the same under the project variant.

The project variant's 16-year construction period would be one year longer than the proposed project's 15-year construction period; Phase 0 being extended by one year, from 2020 through 2023 instead of 2020 through 2022. One additional year of Phase 0 (demolition, site preparation, and rough grading) activities would not increase noise impacts on future onsite sensitive receptors since they would not yet be present on the project site during this phase. The future planned offsite noise-sensitive uses on Pier 70's Parcels F and G (the closest adjacent parcels with the earliest completion dates) would be occupied sometime during 2023 (see Figure 4.F-5 on EIR p. 4.F-24), and therefore, there could be some overlap with the completion of Phase 0 work in 2023. The Draft EIR (EIR p. 4.F-43) acknowledged the possibility that Phase 0 work could be extended and noted that "if Phase 0 construction activities were delayed or extended and the Pier 70 buildings adjacent to the project site's northern boundary became occupied before Phase 0 was completed, the project's construction noise would exceed the Federal Transit Administration's standard of 90 dBA and would also exceed the "Ambient + 10 dBA" standard at the closest planned offsite sensitive receptor locations, and planned residential receptors on the Pier 70 site could be significantly affected by project-related construction activities during Phase 0, resulting in a significant noise impact."

Delaying Phases 1 through 6 (vertical construction phases) by one year under the project variant would not alter the potential for exposure of future onsite sensitive receptors to construction noise as described in Impact NO-2 (EIR p. 4.F-39). Since all construction phases would be delayed by one year (but the duration would remain the same), occupation of future onsite residences and exposure of



SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 9-33
Proposed Construction Phasing on the Project Site for Project Variant and Planned Future Sensitive Receptors on Pier 70 Site

these future residents to construction noise from later phases would be the same, but one year later. The delay in vertical construction also would not increase the number of future planned offsite sensitive receptors that could be exposed to construction noise (Impact NO-2, EIR p. 4.F-43). The duration of this impact would be the same, but it would occur one year later. The Draft EIR identified the potential for significant noise impacts on the closest planned offsite receptors on the adjacent Pier 70 site, and this would still occur with the proposed delay in vertical construction under the project variant. Therefore, the project variant, with or without the PG&E subarea, would have the same ***significant and unavoidable with mitigation*** significance determination for Impact NO-2 (EIR p. 4.F-42), and all of the same noise mitigation and improvement measures identified in Chapter 4, Section 4.F (**Mitigation Measure M-NO-1, Construction Noise Control Measures**, and **Improvement Measure I-NO-A, Nighttime Construction Noise Control Measures,** as modified in Chapter 12) would also apply to the project variant.

Construction Impacts: Offsite Haul Truck Traffic Noise

Average construction-related haul and vendor truck traffic increases on local access streets under the project variant would be approximately the same as the proposed project. Phasing changes and durations under the project variant would only alter the timing of truck traffic noise increases (including peak number of overlapping construction vehicle trips) but not their extent. Under the variant and no PG&E scenario, the peak number of construction vehicle trips (equipment and materials deliveries, and haul trips) would be delayed about one year, with peak overlapping volumes of about 112 trucks per day occurring during the latter half of 2023 (instead of 100 to 150 trucks per day occurring over all of 2022 under the proposed project) and about 200 trucks per day for four months in 2025 (instead of 2024 under the proposed project). Therefore, under **Impact NO-3** (EIR p. 4.F-45) for the project variant, the minor differences in the number of offsite construction-related trucks would not substantially increase the associated traffic noise impacts. Like the proposed project, this impact would be ***less than significant*** for the project variant, with or without the PG&E subarea. Further, **Improvement Measure I-NO-A, Nighttime Construction Noise Control Measures, Improvement Measure I-NO-B, Avoidance of Residential Streets** (as modified in Chapter 12), and **Improvement Measure I-TR-A, Construction Management Plan and Public Updates** (EIR p. 4.E-61), would be implemented under the project variant in order to minimize potential disturbance of residents in the Dogpatch neighborhood from the construction-related truck noise increases and the combined truck noise increases resulting from the overlapping construction schedules of the project variant and Pier 70.

Construction Impacts: Vibration

Construction of the project variant would require similar equipment and activities as the proposed project, and therefore would result in similar construction-related vibration impacts. However, there would be two areas where the project variant's vibration impacts would vary slightly from the proposed project and they are described as follows.

Proposed Dock and Other Shoreline Features. The project variant's recreational dock would require 13 additional piles (nine in-water and four on land). Additional pile driving under the variant would generate the same vibration levels on land and in water as the proposed project, but the variant would extend the duration by three to five more days than under the proposed project. Such a small

extension of the duration of pile driving activities would not significantly increase the degree of impact on sensitive receptors on land or in water. As indicated above under construction-related noise, implementation of bioacoustic protection measures such as use of a pile driving cushion and a bubble curtain as necessary would reduce vibration impacts on sensitive marine receptors (see Mitigation Measure M-BI-4, Fish and Marine Mammal Protection during Pile Driving).

Construction Phasing and Schedule. Extending the construction duration by one year and changing the phases when the northern Waterfront shoreline improvements, Georgia Lane, and Humboldt Street would be constructed would result in vibration impacts similar to the proposed project with one exception. Construction activities in the northern Waterfront area during Phase 3 instead of Phase 1 would increase the potential for construction-related vibration impacts if any adjacent planned offsite buildings on Pier 70 Parcels H1, H2, or E3 or future onsite buildings on Block 4 are constructed prior to any shoreline pile driving activities occurring in the northern Waterfront area. As with the proposed project the exact location of vibration-generating activities (pile driving and controlled rock fragmentation) is unknown. Therefore, implementation of the same mitigation measures specified in the EIR for Impact NO-4 (**Mitigation Measures M-NO-4a, Construction Vibration Monitoring, M-NO-4b, Vibration Control Measures During Controlled Blasting and Pile Driving, M-NO-4c, Vibration Control Measures During Use of Vibratory Equipment** [EIR pp. 4.F-48 to 4.F-51], and **Mitigation Measure M-CR-5e, Historic Preservation Plan and Review Process for Alteration of the Boiler Stack** [see EIR Chapter 4, Section 4.D, Impact CR-5, EIR p. 4.D-32]) would also be required for the project variant. With inclusion of these mitigation measures, like the proposed project, construction-related vibration impacts would be ***less than significant with mitigation*** for the project variant, with or without the PG&E subarea.

Operational Impacts: Exposure to Noise Levels in Excess of Standards

Operation of the variant, , with or without the PG&E subarea, like the proposed project, would similarly increase ambient noise levels on and near the project site from the onsite use of stationary equipment (i.e., heating/ventilation/air conditioning systems and emergency generators), as identified in Chapter 4, Section 4.F, **Impact NO-5** (EIR p. 4.F-56). Like the proposed project, this impact would be ***less than significant with mitigation*** specified in **Mitigation Measure M-NO-5, Stationary Equipment Noise Controls** (EIR p. 4.F-59).

Operational Impacts: Exposure to Noise Levels from Events that include Outdoor Amplified Sound

The project variant would include slightly more open space area (6.9 acres instead of 6.2), but open space uses would be similar to the proposed project. Similar increases in ambient noise levels in public open spaces on the project site, therefore, would occur under the project variant, with or without the PG&E subarea, as those identified in **Impact NO-6 (**EIR p. 4.F-60). Like the proposed project, compliance with noise limits established under the police and health codes (which limits residential interior noise levels to 45 dBA or less between 10 p.m. and 7 a.m.), time restrictions (i.e., amplified sound cannot be audible at 50 feet from the property line after 10 p.m.), and other permit requirements specified in sections 49 and 1060 of the police code would ensure that periodic and temporary noise increases from amplified sound associated with such events would be ***less than significant*** under the project variant, with or without the PG&E subarea.

Operational Impacts: Exposure to Noise Levels from Rooftop Bars and Restaurants

Like the proposed project, rooftops of any non-residential buildings under the project variant could be developed with bars and restaurants and these uses could include playing of amplified music in outdoor areas during the evening/nighttime hours, as described in **Impact NO-7 (**EIR p. 4.F-62). The project variant would eliminate flexible land uses on Blocks 4 and 14 and designate residential uses on these blocks. This change in land use designations would reduce the number of blocks where rooftop bars and restaurants could be developed from seven to five blocks. Like the proposed project, compliance with noise limits established under the police and health codes (which limits residential interior noise levels to 45 dBA or less between 10 p.m. and 7 a.m.), time restrictions (i.e., amplified sound cannot be audible at 50 feet from the property line after 10 p.m.), and other permit requirements specified in sections 49 and 1060 of the police code would ensure that periodic and temporary noise increases from amplified sound at rooftop bars and restaurants would be ***less than significant*** under the project variant, with or without the PG&E subarea.

Operational Impacts: Offsite and Onsite Traffic Noise Increases

The project variant would generate slightly fewer daily vehicle trips than the proposed project (3.4 percent less), which would not measurably reduce project-related traffic noise increases along roadway segments that were described for the proposed project in **Impact NO-8** (EIR p. 4.F-63). The project variant, similar to the proposed project, would still result in significant traffic noise increases (increases would be more than 5 dBA) along three street segments (22nd Street, Humboldt Street, and 23rd Street) east of Illinois Street and on the western portion of the project site as well as the segments of 22nd Street and 23rd Street between Third and Illinois streets, west of the project site. The traffic noise impacts of the variant, with or without the PG&E subarea, on existing and planned offsite receptors under Impact NO-8 would be ***significant and unavoidable with mitigation***, the same as the proposed project (see EIR p. 4.F-66). Like the proposed project, **Mitigation Measure M-TR-5**, **Implement Measures to Reduce Transit Delay** (EIR p. 4.E-93), would also be required under the project variant.

Land Use Designations

As stated above, the project variant would generate slightly fewer daily vehicle trips than the proposed project. However, the reduction in vehicle trips would be too small to measurably reduce project-related traffic noise. The project variant would also eliminate flexible land uses on Blocks 4, 12, and 14 and designate residential uses only on Blocks 4 and 14 and office uses on Block 12. The Draft EIR assumed that all three blocks would be developed with noise-sensitive residential uses to reflect the maximum impact. Under the project variant residential noise compatibility would be same as the proposed project at Blocks 4 and 14, since they would be residential uses. At Block 12, the noise compatibility would be the same under the project variant as described for the proposed project, assuming childcare uses could occur as part of office or R&D uses. For these reasons, traffic noise impacts on future onsite receptors due to the variant's changes in land uses would be ***less than significant with mitigation*** for **Impact NO-8**, similar to that described for the proposed project (EIR p. 4.F-67)**,** and implementation of the same **Mitigation Measure M-NO-8,**

Design of Future Noise-Sensitive Uses (EIR p. 4.F-67), would also be required under the variant, with or without the PG&E subarea.

Building Setbacks

The project variant would reduce the building setback along Craig Lane by 5 feet (from 15 to 10 feet). This reduction would not substantially change noise exposure of project residences fronting on this street because this street is designated as an alley where traffic noise levels would be low. When the variant's building setbacks (shown in Figure 9-5, Project Variant Building Setbacks) are added to distances indicated in cross-sections for Illinois, 22nd, and 23rd, the building setbacks from the roadway centerlines would be 50 feet or more. Noise levels for the proposed project were calculated at 50 feet from the roadway centerline (see Table 4.F-14, EIR p. 4.F-64 and Table 4.F-15, EIR p. 4.F-75); therefore, the change in building setbacks would not change the expected noise levels along Illinois, 22nd, and 23rd streets.

The setback would be 45 feet along the Humboldt Street frontages of Blocks 1, 5, 7, and 8 (where residential uses are proposed), increasing estimated noise levels at residential receptors by 0.7 dBA. Future noise levels on Humboldt Street would be 61.1 dBA (L_{dn}/CNEL) at 45 feet with the project variant (recalculated from Table 4.F-14, EIR p. 4.F-64) and 60.5 dBA (L_{dn}/CNEL) at 45 feet under cumulative conditions (recalculated from Table 4.F-15 (EIR p. 4.F-75). Like the proposed project, future noise levels would be Conditionally Acceptable for residential use along Illinois, 22nd, 23rd and Humboldt streets.

Implementation of **Mitigation Measure M-NO-8, Design of Future Noise-Sensitive Uses** (EIR p. 4.F-67), would ensure that acceptable interior noise levels are achieved at any adjacent residential, childcare, and hotel uses located along project streets. Therefore, similar to the proposed project, Impact NO-8 for the project variant, with or without the PG&E subarea, would be ***less than significant with mitigation***. Mitigation Measure M-NO-8 has been modified (modified text shown in double underline) for the project variant to reflect the 1-dB noise increase on Humboldt Street due to the reduced building setback along sections of this street, as follows:

> **"Mitigation Measure M-NO-8 (Variant): Design of Future Noise-Sensitive Uses**
>
> Prior to issuance of a building permit for vertical construction of a residential building or a building with childcare or hotel uses, a qualified acoustical consultant shall conduct a noise study to determine the need to incorporate noise attenuation features into the building design in order to meet a 45-dBA interior noise limit. This evaluation shall be based on noise measurements taken at the time of the building permit application and the future cumulative traffic (year 2040) noise levels expected on roadways located on or adjacent to the project site (i.e., 67 dBA on Illinois Street, 66 dBA on 22nd Street, 61 dBA on Humboldt Street, and 64 dBA on 23rd Street at 50 feet from roadway centerlines) to identify the STC ratings required to meet the 45-dBA interior noise level. The noise study and its recommendations and attenuation measures shall be incorporated into the final design of the building and shall be submitted to the San Francisco Department of Building Inspection for review and approval. The project sponsor shall implement recommended noise attenuation measures from the approved noise study as part of final project design for buildings that would include residential, hotel, and childcare uses."

Parking

While about half of the off-street parking spaces would be provided on the project site's westernmost blocks (Blocks 5 and 13) under the proposed project, the project variant increases the total number of off-street parking spaces by 64 and redistributes off-street spaces so that approximately half of the off-street parking spaces would be provided on these westernmost blocks.[4] Under the variant, the number of vehicles traveling on internal streets would be approximately the same as the proposed project, since additional parking spaces would be provided at the west end of the project site. Therefore, the variant would not alter the estimated future noise levels on the sections of 22nd, Humboldt, and 23rd streets east of Illinois Street (listed in Table 4.F-14 on EIR p. 4.F-64).

Cumulative Impacts: Construction

Similar to the proposed project as described in **Impact C-NO-1 (**EIR p. 4.F-70), concurrent construction of the project variant, the adjacent Pier 70 Mixed-Use District project, and other cumulative development in the area would result in cumulative construction-related noise and vibration impacts on certain future planned offsite and proposed onsite receptors. These cumulative noise increases might not be reduced to less-than-significant levels even with implementation of **Mitigation Measure M-NO-1, Construction Noise Control Measures**. Therefore, like the proposed project, this cumulative impact would be ***significant and unavoidable with mitigation*** under the project variant, with or without the PG&E subarea. The project's contribution to cumulative vibration impacts could be reduced to less than significant with implementation of **Mitigation Measure M-NO-4a, Vibration Control Measures during Controlled Blasting and Pile Driving**, because this measure would establish a performance standard that would ensure this threshold is not exceeded at identified historic structures regardless of the vibration sources. Therefore, this cumulative vibration impact under the project variant, with or without the PG&E subarea, would be the same as the proposed project, ***less than significant with mitigation***.

Construction Phasing and Schedule

Under the proposed project and the project variant, construction on Blocks 1, 2, 3, 4 and 14 would be completed after the residential development on Pier 70's Parcels F, G, H1, H2 and E3 are occupied, resulting in significant construction-related noise impacts on future Pier 70 sensitive receptors. Therefore, the variant's contribution to this cumulative impact would be the same as the proposed project, ***significant and unavoidable with mitigation***. Even though Block 14 would not be constructed under the no PG&E scenario, the impacts associated with Blocks 1, 2, 3, and 4 would still occur, so the same impact conclusion applies.

The project variant's proposed 16-year construction period (2020 to 2035) would not alter the potential for overlap with offsite haul truck traffic generated by the Pier 70 Mixed-Use District project during its proposed 11-year construction duration (2018 to 2029). There would still be a potential for overlap between 2020 and 2029; the variant's two peak truck traffic increases in 2023 and 2025 would

[4] Of the 2,686 spaces proposed under the project variant, 1,325 spaces would be located on Blocks 5 and 13 with 819 spaces proposed on Block 5 and 506 spaces proposed on Block 13. Under the variant, the number of spaces would be the same on Block 5 as for the proposed project and would increase by 86 spaces on Block 13.

overlap with Pier 70 construction one year later than under the proposed project. Given that the variant's peak truck trips would occur for a limited time (six months in 2023 and four months in 2025), the low likelihood that peak truck traffic increases from both projects would overlap, and limited potential cumulative noise increase (a maximum 4.0 dBA increase on Illinois Street and 1.4 dBA increase on Third Street was estimated under the proposed project on EIR p. 4.F-72 and this increase would also occur under the variant because the number peak truck trips for the variant would be the same as the proposed project), cumulative haul truck traffic noise increases from both projects is considered to be ***less than significant*** for the variant, just as it would be for the proposed project. Since these less-than-significant cumulative noise increases would still increase ambient noise levels along truck routes as a result of these two projects' overlapping construction schedules and could result in disturbance of residents in the Dogpatch neighborhood, the same improvement measures that are included for the proposed project (**Improvement Measure I-NO-A, Avoidance of Residential Streets**, as modified in Chapter 12 and **Improvement Measure I-TR-A, Construction Management Plan and Public Updates**) are also included for the project variant.

Cumulative Impacts: Operation

As noted above, the project variant would generate slightly fewer daily vehicle trips than would be generated by the proposed project (3.4 percent less), which would not measurably reduce the project's contribution to cumulative traffic noise increases along some roadway segments that are described in **Impact C-NO-2 (**EIR p. 4.F-73). Traffic noise increases related to cumulative development in the area (including the project variant and Pier 70 project) would result in significant traffic noise increases (increases would be more than 5 dBA) on 26 street segments (listed in Chapter 4, Section 4.F, EIR p. 4.F-74), which would be a cumulatively significant impact. The significance of this impact and requirement of **Mitigation Measure M-NO-8, Design of Future Noise-Sensitive Uses (Variant)** and **Mitigation Measure M-TR-5 (Variant), Implement Measures to Reduce Transit Delay** (EIR p. 4.E-93), under the variant, with or without the PG&E subarea, would be the same as the proposed project, and would be ***significant and unavoidable with mitigation***.

9.D.7 Air Quality

Air quality impacts of the proposed project are described in EIR Chapter 4, Section 4.G, and as described below, air quality impacts of the project variant would be similar. Impacts of the no PG&E scenario would be the same as or less than those for the variant and for the proposed project, since this scenario would have reduced construction, since this scenario would have reduced construction (both in magnitude and duration) and reduced overall development (no development on Blocks 13 and 14 and reduced development on Block 1) compared to both the variant and the proposed project. See Section 4.G for a more detailed description of the proposed project impacts.

Construction Impacts: Fugitive Dust Emissions

Similar to the proposed project, fugitive dust emissions during construction of the project variant would be substantially the same as qualitatively described for the proposed project in **Impact AQ-1** (EIR pp. 4.G-32 to 34). The nature and the extent of construction activities would be substantially the same, and the project variant would be subject to the same dust control regulations and requirements as those described for the proposed project. Compliance with the regulations and

procedures set forth by the Construction Dust Control Ordinance would ensure that impacts related to fugitive dust emissions under the project variant, with or without the PG&E subarea, would be ***less than significant***.

Construction and Overlapping Operational Impacts: Criteria Air Pollutant Emissions

As described in Chapter 4, Section 4.G, Air Quality, **Impact AQ-2** (EIR pp. 4.G-34 to 4.G-47), criteria air pollutant emissions during project construction and overlapping operations would be significant and unavoidable even with implementation of **Mitigation Measures M-AQ-2a** (Construction Emissions Minimization), **M-AQ-2b** (Diesel Backup Generator Specifications), **M-AQ-2c** (Promote Use of Green Consumer Products), **M-AQ-2d** (Electrification of Loading Docks), **M-TR-5** (Implement Measures to Reduce Transit Delay), **M-AQ-2e** (Additional Mobile Source Control Measures), and **M-AQ-2f** (Offset Construction and Operational Emissions). Specifically, emissions of ozone precursors (reactive organic gases, ROG, and oxides of nitrogen, NOx) would exceed significance thresholds, even with mitigation. As shown in Section 4.G, Tables 4.G-7A and 4.G-7B (EIR pp. 4.G-41 to 4.G-42), the highest mitigated construction-related emissions of ROG was estimated to be 94 pounds per day (lb/day) for the proposed project, which would occur during the Phase 6 construction and concurrent operation of Phases 1 through 5, which are conservatively assumed to be occupied at that time. As shown in Table 4.G-7A, mitigated emissions of NOx for the proposed project reached a maximum of 88 lb/day during the construction of Phases 4, 5, and 6 and concurrent operation of Phases 1 through 3.

Emissions from construction activities and operations associated with the project variant were calculated using the same assumptions presented in the Draft EIR. Construction activity data (i.e., construction equipment quantities and usage data) specific to the construction activities and construction schedule that would occur under the project variant are used to calculate construction emissions using the California Emissions Estimator Model (CalEEMod). A full explanation of the methodology is provided in Appendix E-1.

Mitigated construction criteria air pollutant (CAP) emissions from construction and operation of the project variant by phase are presented in **Table 9-8A** for average daily emissions and in **Table 9-8B** for maximum annual emissions. Project variant emissions in these tables are compared to those from the proposed project. As shown in these tables, the significance of mass emissions for the project variant would be the same as those presented for the proposed project in the Draft EIR. The offset payment predicted under **Mitigation Measure M-AQ-2e** under the project variant would increase to14 tons per year of ozone precursors above the 10 ton per year threshold, as estimated for the proposed project. The significance of this impact and requirement of **Mitigation Measures M-AQ-2a though M-AQ-2f and M-TR-5** under the variant, with or without the PG&E subarea, would be the same as the proposed project except that the offset amount under Mitigation Measure M-AQ2f should be 14 tons of ozone precursors per year, and the impact would be ***significant and unavoidable with mitigation***.

TABLE 9-8A
MITIGATED AVERAGE DAILY EMISSIONS FOR THE PROPOSED PROJECT AND PROJECT VARIANT DURING CONSTRUCTION, INCLUDING OVERLAPPING CONSTRUCTION AND OPERATION IN LB/DAY

	Average Daily Emissions (lb/day)* Project/Variant			
	ROG	NOx	PM_{10}	$PM_{2.5}$
Significance Thresholds	**54**	**54**	**82**	**54**
Phase 0 Construction	2.6/2.2	19/16	0.52/0.43	0.51/0.43
Above Threshold?	No/No	No/No	No/No	No/No
Phases 0 and 1 Construction	19/18	43/41	0.88/0.84	0.87/0.84
Above Threshold?	No/No	No/No	No/No	No/No
Phases 1 and 2 Construction	31/31	36/37	0.50/0.55	0.49/0.55
Above Threshold?	No/No	No/No	No/No	No/No
Phases 0.1, 1 and 2 Construction	32/32	47/48	0.59/0.65	0.59/0.64
Above Threshold?	No/No	No/No	No/No	No/No
Phases 1, 2 and 3 Construction	39/38	48/49	0.67/0.72	0.67/0.72
Above Threshold?	No/No	No/No	No/No	No/No
Phases 2 and 3 Construction + Phase 1 Operation	46/45	**55/54**	12/12	4.3/4.4
Above Threshold?	No	**Yes**	No/No	No/No
Phase 3 Construction + Phases 1 and 2 Operation	48/49	**54/55**	17/18	6.1/6.4
Above Threshold?	No/No	**Yes/Yes**	No/No	No/No
Phases 3 and 4 Construction + Phases 1 and 2 Operation	**60/59**	**71/70**	17/18	6.3/6.6
Above Threshold?	**Yes/Yes**	**Yes/Yes**	No/No	No/No
Phase 4 Construction + Phases 1 through 3 Operation	**60/60**	**67/64**	20/20	7.2/7.4
Above Threshold?	**Yes/Yes**	**Yes/Yes**	No/No	No/No
Phases 4, 5 and 6 Construction + Phases 1 through 3 Operation	**85/86**	**88/86**	20/20	7.4/7.6
Above Threshold?	**Yes/Yes**	**Yes/Yes**	No/No	No/No
Phases 5 and 6 Construction + Phases 1 through 4 Operation	**94/93**	**86/86**	28/27	10/10
Above Threshold?	**Yes/Yes**	**Yes/Yes**	No/No	No/No
Phase 6 Construction + Phases 1 through 5 Operation	**94/93**	**84/81**	32/31	12/12
Above Threshold?	**Yes**	**Yes**	No/No	No/No
Phases 1 through 6 Operation**	**101/102**	**85/83**	37/36	14/14
Above Threshold?	**Yes**	**Yes**	No/No	No/No

NOTES: **Bolded** numerical values are totals during construction of a given phase with the addition of operational emissions from previous phases. If the total exceeds a threshold, then the exceedance is identified by shading and a **bolded** "Yes" response.

For each construction phase, annual emissions are divided over the number of construction days for the given phase, to determine the average daily emissions.

* Average daily construction emissions in lb/day are calculated by taking the total construction emissions for a phase and dividing by the number of working days (260 construction working days in a year).

** Note that totals may not match sums of intermediate values presented in this table or Air Quality Appendix tables due to rounding.

SOURCE: Ramboll, Tables, Figures and CalEEMod Output, 2019. See Appendix E-1.

TABLE 9-8B
MITIGATED MAXIMUM ANNUAL EMISSIONS FOR THE PROPOSED PROJECT AND PROJECT VARIANT DURING CONSTRUCTION, INCLUDING OVERLAPPING CONSTRUCTION AND OPERATION IN TON/YEAR

	Maximum Annual Emissions (tons/year) Project/Variant			
	ROG	NOx	PM_{10}	$PM_{2.5}$
Significance Threshold	**10**	**10**	**15**	**10**
Phase 0 Construction	0.34/0.29	2.5/2.0	0.067/0.055	0.067/0.055
Above Threshold?	No/No	No/No	No/No	No/No
Phases 0 and 1 Construction	2.5/2.4	5.6/5.3	0.11/0.11	0.11/0.11
Above Threshold?	No/No	No/No	No/No	No/No
Phases 1 and 2 Construction	4.1/4.0	4.7/4.8	0.064/0.072	0.064/0.071
Above Threshold?	No/No	No/No	No/No	No/No
Phases 0.1, 1 and 2 Construction	4.1/4.0	5.2/5.2	0.069/0.076	0.068/0.075
Above Threshold?	No/No	No/No	No/No	No/No
Phases 1, 2 and 3 Construction	5.1/5.0	6.3/6.4	0.087/0.094	0.087/0.094
Above Threshold?	No/No	No/No	No/No	No/No
Phases 2 and 3 Construction + Phase 1 Operation	7.2/7.1	8.7/8.6	2.2/2.2	0.78/0.78
Above Threshold?	No/No	No/No	No/No	No/No
Phase 3 Construction + Phases 1 and 2 Operation	8.3/8.6	9.2/9.4	3.1/3.2	1.1/1.2
Above Threshold?	No/No	No/No	No/No	No/No
Phases 3 and 4 Construction + Phases 1 and 2 Operation	9.9/9.9	**11/11**	3.1/3.2	1.1/1.2
Above Threshold?	No/No	**Yes/Yes**	No/No	No/No
Phase 4 Construction + Phases 1 through 3 Operation	**10/10**	**11/11**	3.6/3.7	1.3/1.3
Above Threshold?	**Yes/Yes**	**Yes/Yes**	No/No	No/No
Phases 4, 5 and 6 Construction + Phases 1 through 3 Operation	**14/14**	**14/14**	3.6/3.7	1.3/1.4
Above Threshold?	**Yes/Yes**	**Yes/Yes**	No/No	No/No
Phases 5 and 6 Construction + Phases 1 through 4 Operation	**16/16**	**15/15**	5.0/5.0	1.8/1.8
Above Threshold?	**Yes/Yes**	**Yes/Yes**	No/No	No/No
Phase 6 Construction + Phases 1 through 5 Operation	**17/17**	**15/15**	5.9/5.7	2.2/2.1
Above Threshold?	**Yes/Yes**	**Yes/Yes**	No/No	No/No
Phases 1 through 6 Operation**	**18/19**	**15/15**	6.7/6.7	2.5/2.5
Above Threshold?	**Yes/Yes**	**Yes/Yes**	No/No	No/No

NOTES: **Bolded** numerical values are totals during construction of a given phase with the addition of operational emissions from previous phases. If the total exceeds a threshold, then the exceedance is identified by shading and a **bolded** "Yes" response.

For each construction phase, annual emissions are divided over the number of construction days for the given phase, to determine the average daily emissions.

* Average daily construction emissions in lb/day are calculated by taking the total construction emissions for a phase and dividing by the number of working days (260 construction working days in a year).

** Detailed construction and operational emissions by Phase can be found in Appendix E-1.

*** Note that totals may not match sums of intermediate values presented in this table or Air Quality Appendix tables due to rounding.

SOURCE: Ramboll, Tables, Figures and CalEEMod Output, 2019. See Appendix E-1.

Mitigation Measure M-AQ-2f parts (1) and (2) have been modified for the project variant to reflect the 1 ton per year increase of ozone precursor, with 14 tons per year instead of 13 tons per year (modified text shown in double underline).

Mitigation Measure M-AQ-2f (Variant): Offset Construction and Operational Emissions

Prior to issuance of the final certificate of occupancy for the final building associated with Phase 1, the project sponsor, with the oversight of the ERO, shall either:

(1) ***Directly fund or implement a specific offset project within San Francisco*** to achieve the equivalent to a one-time reduction of 14 tons per year of ozone precursors. To qualify under this mitigation measure, the specific emissions offset project must result in emission reductions within the San Francisco Bay Area Air Basin that would not otherwise be achieved through compliance with existing regulatory requirements. A preferred offset project would be one implemented locally within the City and County of San Francisco. Prior to implementing the offset project, it must be approved by the ERO. The project sponsor shall notify the ERO within six months of completion of the offset project for verification; or

(2) ***Pay mitigation offset fees*** to the Bay Area Air Quality Management District Bay Area Clean Air Foundation. The mitigation offset fee, currently estimated at approximately $30,000 per weighted ton, plus an administrative fee of no more than 5 percent of the total offset, shall fund one or more emissions reduction projects within the San Francisco Bay Area Air Basin. The fee will be determined by the planning department, the project sponsor, and the air district, and be based on the type of projects available at the time of the payment. This fee is intended to fund emissions reduction projects to achieve reductions of 14 tons of ozone precursors per year, which is the amount required to reduce emissions below significance levels after implementation of other identified mitigation measures as currently calculated.

The offset fee shall be made prior to issuance of the final certificate of occupancy for the final building associated with Phase 1 of the project (or an equivalent of approximately 360,000 square feet of residential, 176,000 square feet of office, 16,000 square feet of retail, 15,000 square feet of PDR, 240,000 square feet of hotel, and 25,000 square feet of assembly) when the combination of construction and operational emissions is predicted to first exceed 54 pounds per day. This offset payment shall total the predicted 14 tons per year of ozone precursors above the 10 ton per year threshold after implementation of Mitigation Measures M-AQ-2a though M-AQ-2e and M-TR-5.

The total emission offset amount was calculated by summing the maximum daily construction and operational emissions of ROG and NO_x (pounds/day), multiplying by 260 work days per year for construction and 365 days per year for operation, and converting to tons. The amount represents the total estimated operational and construction-related ROG and NOx emissions offsets required.

Operational Impacts: Criteria Air Pollutant Emissions

As described in Chapter 4, Section 4.G, Air Quality, **Impact AQ-3** (EIR pp. 4.G-47 to 4.G-51), criteria air pollutant emissions during project operations would be significant and unavoidable even with implementation of Mitigation Measures, M-AQ-2b (Diesel Backup Generator Specifications), M-AQ-2c (Promote Use of Green Consumer Products), M-AQ-2d (Electrification of Loading Docks),

M-TR-5 (Implement Measures to Reduce Transit Delay), M-AQ-2e (Additional Mobile Source Control Measures), and M-AQ-2f (Offset Construction and Operational Emissions). Specifically, emissions of ROG and NOx would exceed significance thresholds, even with mitigation. As shown in Section 4.G, Table 4.G-9 (EIR p. 4.G-50), the highest mitigated operational emissions of ROG were estimated to be 101 lb/day and mitigated emissions of NOx for the proposed project were 85 lb/day.

Emissions from operations associated with the project variant were calculated using the same assumptions presented in the Draft EIR for the proposed project. Land use data specific to the project variant were used to calculate construction emissions using CalEEMod. A full presentation of the modeling is provided in Appendix E-1.

Mitigated operational criteria air pollutant emissions from full-buildout operation of the project variant are presented in **Table 9-9** for average daily emissions and for maximum annual emissions. Project variant emissions in these tables are compared to those from the proposed project. As shown in these tables, the significance of mass emissions for the project variant would be the same as those presented for the proposed project in the Draft EIR. There would be a marginal increase in ROG emissions due to increased consumer product emissions associated with land use changes under the project variant. The significance of this impact and requirement of **Mitigation Measures M-AQ-2b** though **M-AQ-2f and M-TR-5** under the variant, with or without the PG&E subarea, would be the same as the proposed project except that the offset amount under Mitigation Measure M-AQ2f should be 14 tons of ozone precursors per year, and the residual impact would be ***significant and unavoidable with mitigation***.

Toxic Air Contaminants, Construction and Operation

Like the proposed project, the analysis of toxic air contaminants (TAC) impacts for the project variant focuses on increased cancer risk. Localized concentrations of fine particulate matter ($PM_{2.5}$) were well below localized concentration thresholds without mitigation for the proposed project and it is reasonable to assume that they would also be well below thresholds for the project variant. The analysis of TAC impacts also conservatively focuses on cumulative impacts to demonstrate whether the project variant would result in any new or more severe impacts than the proposed project. Cumulative health risks were assessed based on cumulative emissions sources within 1,000 feet of the project site, inclusive of the planned Pier 70 Mixed-Use District project.

The analysis below focuses on the cumulative (year 2040) health risk scenario because this scenario had the highest cumulative health risks. This is primarily because the cumulative scenario considers the additional risk contributions of construction activities at the adjacent Pier 70 development project site. The cumulative scenario also considers the presence of future receptors at the adjacent Pier 70 project site. By demonstrating that the resultant health risks of the project variant would be below the air pollutant exposure zone criteria under the cumulative scenario, it can reasonably be expected that the existing plus variant scenario would also be below the air pollutant exposure zone criteria.

As described in Chapter 4, Section 4.G, Air Quality, **Impact AQ-4** (EIR pp. 4.G-51 to 4.G-57), TAC exposures during project construction and operations would be less than significant with implementation of Mitigation Measures M-AQ-2a (Construction Emissions Minimization), M-AQ-2b

TABLE 9-9
MITIGATED AVERAGE DAILY AND MAXIMUM ANNUAL OPERATIONAL EMISSIONS AT PROJECT BUILDOUT FOR THE MAXIMUM OFFICE SCENARIO[a]

	Average Daily Emissions (lb/day) Project/Variant			
	ROG	**NOx**	**PM_{10}**	**$PM_{2.5}$**
Area Source	87/90	1.8/1.8	2.1/2.3	2.1/2.3
Natural Gas Combustion	2.2/2.2	19/19	1.5/1.5	1.5/1.5
Mobile	12/11	54/55	33/33	10/10
Stationary Source (generators)	0.27/0.27	8.7/8.7	0.066/0.066	0.066/0.066
Transportation Refrigeration Units	0.050/0.050	0.38/0.38	0.0023/0.0023	0.0021/0.0020
Total	**101/102**	**85/85**	**37**	**14/14**
Significance Threshold	54	54	82	54
Above Threshold?	**Yes**	**Yes**	No	No
	Maximum Annual Emissions (ton/year)			
Area Source	16/17	0.32/0.33	0.39/0.42	0.39/0.42
Natural Gas Combustion	0.40/0.40	3.5/3.5	0.27/0.27	0.27/0.27
Mobile	2.1/2.0	9.9/10	6.1/6.0	1.8/1.8
Stationary Source (generators)	0.049/0.049	1.6/1.6	0.012/0.012	0.012/0.012
Transportation Refrigeration Units	0.0091/0.0091	0.068/0.068	0.00041/0.0004	0.00038/0.0037
Total	**18/19**	**15/15**	**6.7/6.7**	**2.5/2.5**
Significance Threshold	10	10	15	10
Above Threshold?	**Yes**	**Yes**	No	No

NOTE: **Bolded** numerical values are totals during operation. If the total exceeds a threshold, then the exceedance is identified by a **bolded** "Yes" response.

[a] The Maximum Office Scenario reflects the worst-case emissions of possible development options because vehicle trip generation would be the greatest under this option. However, ROG emissions reflect the maximum residential development scenario which would result in the greatest area source emissions.

* Note that totals may not match sums of intermediate values presented in this table or Air Quality Appendix tables due to rounding.

SOURCE: Ramboll, Tables, Figures and CalEEMod Output, 2019. Appendix E-1).

(Diesel Back-up Generator Specifications), and M-AQ-4 (Siting of Uses that Emit Toxic Air Contaminants). Specifically, while increased cancer risks at both on-site and offsite receptors would be significant without mitigation, implementation of Mitigation Measure M-AQ-2a alone would be sufficient to reduce the impact of the proposed project to a less than significant level, and the excess cancer risk impact to both onsite and offsite receptors for the proposed project was determined to be less than significant with mitigation. The Draft EIR also determined that the potential for future health risk impacts from laboratory emissions is less than significant with implementation of Mitigation Measure M-AQ-4, Siting of Uses that Emit Toxic Air Contaminants.

The health risk assessment (HRA) for the project variant was performed using the same methods used in the Draft EIR. The AERMOD dispersion model was used to calculate dispersion factors from the modified construction areas (Phases 1, 2, 3, 4 and 6). Dispersion factors for other sources that would be the same under the variant and the proposed project (e.g., construction Phases 0, 0.1

and 5, construction staging areas, marine construction and haul routes) and operational emergency generators were taken from calculations performed for the Draft EIR.

Intake factors were re-calculated to reflect the changes in construction phase start dates and durations. Default exposure parameters recommended by the Office of Environmental Health Hazard Assessment (OEHHA) and BAAQMD were used as presented in the Draft EIR. On-site residents were assumed to move into each completed phase at the conclusion of construction and to be exposed to all subsequent phases of construction and operational emissions. Exposure at off-site receptors was assumed to begin in 2020 for school and off-site resident receptors, while Pier 70 receptors were assumed to begin exposure in 2024; this hypothetical scenario resulted in the most conservative risk estimate. Though operational traffic volumes are expected to decrease in the project variant relative to the proposed project analyzed in the Draft EIR, the same risk impacts from operational traffic as those presented in the Draft EIR were assumed in order to be conservative. Other assumptions for cumulative impacts from Pier 70 construction and the San Francisco Community Risk Reduction Program (CRRP) background modeling are the same as those presented in the DEIR.

Table 9-10 shows the cumulative cancer risk estimates at the off-site maximally exposed individual receptors for both the proposed project and the project variant, while **Table 9-11** shows cumulative cancer risk estimates at the on-site maximally exposed individual receptor for both the proposed project and the project variant. The cancer risk estimates are compared to the cumulative cancer risk criteria of 100 per one million. The locations of the maximally exposed individual receptors for each population shown in the table remained the same as presented in the Draft EIR. As shown in Table 9-10, while the excess cancer risk for the offsite receptor at Pier 70 would be increased by one in one million under the project variant compared to the proposed project, the resultant cumulative risk would still be well below the air pollutant exposure zone criteria of a cancer risk of 100 in one million. Risks for all other offsite receptors under the project variant would be the same as under the proposed project.

As shown in Table 9-11, the project variant would result in a marginal reduction of excess cancer risk for the onsite receptor by one in one million compared to the proposed project. The resultant cumulative risks would still be well below the air pollutant exposure zone criteria of a cancer risk of 100 in one million.

Similar to the proposed project, the health risk assessment for the project variant determined that impacts associated with excess cancer risk at both offsite and onsite receptors would exceed significance thresholds without mitigation, but implementation of **Mitigation Measures M-AQ-2a (Construction Emissions Minimization) and M-AQ-2b (Diesel Back-up Generator Specifications)** would reduce this impact to less than significant. Also, like the proposed project, future land uses under the project variant could include science laboratories and PDR activities, which have the potential for TAC emissions. However, implementation of **Mitigation Measure M-AQ-4 (Siting of Uses that Emit Toxic Air Contaminants)** would reduce this impact to less than significant. Therefore, like the proposed project, the impact related to exposure of sensitive receptors to substantial pollutant concentrations for the project variant, with or without the PG&E subarea, would be ***less than significant with mitigation***.

TABLE 9-10
CUMULATIVE MITIGATED CANCER RISK OFFSITE RECEPTORS FOR THE PROPOSED PROJECT AND THE PROJECT VARIANT

Source	Lifetime Excess Cancer Risk (in one million)	
	Proposed Project	Project Variant
Residential and Daycare Receptors (Pier 70)[a]		
Background 2040	30	30
Pier 70 Construction + Operation, Maximum Office Scenario (Mitigated)[b]	4.7	4.7
Project Construction – Off-road Emissions	32	33
Project Construction – Vehicle Traffic	0.0057	0.0047
Project Operation – Emergency Generators	0.38	0.39
Project Operation – Vehicle Traffic	0.49	0.49
Cumulative Total	**68**	**69**
APEZ Criteria	100	100
Significant?	No	No
Residential Receptor (non-Pier 70)[d]		
Background 2040	56	56
Pier 70 Construction + Operation, Maximum Office Scenario (Mitigated)[e]	6.9	6.9
Project Construction – Off-road Emissions	4.2	4.0
Project Construction – Vehicle Traffic	0.012	0.010
Project Operation – Emergency Generators	0.053	0.046
Project Operation – Vehicle Traffic	4.4	4.4
Cumulative Total	**71**	**71**
APEZ Criteria	100	100
Significant?	No	No
School Receptor[c,e]		
Background 2040	46	46
Pier 70 Construction + Operation, Maximum Office Scenario (Mitigated)[d]	1.8	1.8
Project Construction – Off-road Emissions	1.0	1.0
Project Construction – Vehicle Traffic	0.0022	0.0020
Project Operation – Emergency Generators	0.0051	0.0038
Project Operation – Vehicle Traffic	1.5	1.5
Cumulative Total	**51**	**51**
APEZ Criteria	100	100
Significant?	No	No

NOTES:

[a] Assumes Pier 70 resident will move in while construction of the proposed project is ongoing. The cancer risk contribution from project emissions for the Pier 70 resident assumes exposure to project emissions begins in 2024.

[b] For the purpose of the cumulative analysis for the Pier 70 resident, the Pier 70 construction schedule was modified to represent a reasonable worst case exposure scenario for potential future Pier 70 receptors. It was assumed Phase 2-5 construction emissions from Pier 70 are mitigated using Tier 4 equipment consistent with the Pier 70 EIR mitigation requirements.

[c] The cancer risk associated with project emissions for non-Pier 70 populations assumes exposure to project emissions begins in 2020.

[d] For the purpose of the cumulative analysis for non- Pier 70 populations, the original Pier 70 construction schedule and mitigation scenarios as presented in the Pier 70 Project EIR is used as this resulted in the maximum cancer risks.

[e] This analysis assumes the school receptor MEI is exposed to the project and Pier 70 emissions concurrently.

* Note that totals may not match sums of intermediate values presented in this table or Air Quality Appendix tables due to rounding.

SOURCE: Ramboll, Tables, Figures and CalEEMod Output, 2019.

TABLE 9-11
CUMULATIVE MITIGATED CANCER RISK AT ONSITE RECEPTORS[a] UNDER THE PROPOSED PROJECT AND PROJECT VARIANT

Source	Lifetime Excess Cancer Risk (in one million)	
	Proposed Project	Project Variant
Background (2040)	38	38
Pier 70 Construction + Operation, Maximum Office Scenario (Mitigated)[b]	11	10.9
Construction – Off-road Emissions	36	35
Construction – Vehicle Traffic	0.023	0.021
Operation – Emergency Generators	0.78	0.83
Operation – Vehicle Traffic	3.2	3.2
Total	**89**	**88**
APEZ Criteria	100	100
Significant?	No	No

NOTES:
[a] Onsite receptors include residences and potential daycare centers.
[b] For the purpose of the cumulative analysis, the original Pier 70 Mixed-Use District project construction schedule and mitigation scenarios as presented in the EIR is used as this resulted in the maximum (worst-case) cancer risks.

* Note that totals may not match sums of intermediate values presented in this table or Air Quality Appendix tables due to rounding.

SOURCE: Ramboll, Tables, Figures and CalEEMod Output, 2019.

Consistency with Clean Air Plan

As described for the proposed project under **Impact AQ-5** (EIR pp. 4.G-57 to 4.G-65), the project variant could conflict with implementation of the Bay Area 2017 Clean Air Plan. Table 4.G-12 (EIR pp. 4.G-59 to 4.G-63) lists the proposed project's consistency with applicable control measures of the 2017 Clean Air Plan, and the same information is applicable to the project variant, with or without the PG&E subarea. Without certain mitigation measures incorporated into the project variant, the project variant would not include applicable control measures from the 2017 Clean Air Plan. Because the project variant would result in significant and unavoidable criteria air pollutant emissions, similar to the proposed project (see Impact AQ-2 and AQ-3) and because the project variant would not include all applicable control measures from the 2017 Clean Air Plan, this impact would be significant. However, as with the proposed project, with implementation of **Mitigation Measure M-AQ-5, Include Spare the Air Telecommuting Information in Transportation Welcome Packets** (EIR p. 4.G-58), plus the other mitigation measures identified in the EIR, as shown in Table 4.G-12, the project variant would include applicable control strategies contained in the 2017 Clean Air Plan for the basin, and the impact would be ***less than significant with mitigation***.

Odors

Like the proposed project and for the same reasons described in **Impact AQ-6** (EIR p. 4.G-65), the project variant, with or without the PG&E subarea, would not create objectionable odors that would affect a substantial number of people, and this impact would be ***less than significant***.

Cumulative Impacts: Regional Air Quality

As described in the Approach to Analysis on page 4.G-31 of the Draft EIR, the project-level thresholds for criteria air pollutants are based on levels below which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the project variant's emissions exceed the project-level thresholds as explained above, like the proposed project, the project variant, with or without the PG&E subarea, would also result in a considerable contribution to cumulative regional air quality impacts, and **Impact C-AQ-1** (EIR p. 4.G-66) would be a significant impact. As discussed above, implementation of **Mitigation Measures M-AQ-2a through M-AQ-2f and M-TR-5** would reduce the severity of this impact, however, due to uncertainties in the implementation of these measures (particularly Mitigation Measure M-AQ-2f (Variant), Offset Construction and Operational Emissions), these measures would not reduce the project variant's contribution to the cumulative impact to a less-than-significant level for the same reasons described above. Therefore, similar to the proposed project, the project variant's emissions of criteria air pollutants would be cumulatively considerable, and this cumulative impact for the variant, with or without the PG&E subarea, would be ***significant and unavoidable with mitigation***.

Cumulative Impacts: Health Risk

The above analysis regarding the health risk impacts of the project variant conservatively focuses on cumulative 2040 impacts to demonstrate whether the project variant would result in any new or more severe impacts than the proposed project. As discussed above, the project variant would result in a marginal reduction of excess cancer risk for the onsite receptor by one in one million compared to the proposed project, while the project variant would result in a marginal increase of excess cancer risk for the offsite receptor by one in one million compared to the proposed project. The resultant cumulative risks would still be well below the air pollutant exposure zone criteria of 100 in one million with mitigation. Increased cancer risks of the project variant, with or without the PG&E subarea, at both on-site and offset receptors would be significant without mitigation due to the contribution of construction activities but like the proposed project, implementation of **Mitigation Measure M-AQ-2a** alone would be sufficient to reduce the impact of the project variant to a less than significant level, and the excess cancer risk impact to both onsite and offsite receptors under **Impact C-AQ-2** (EIR pp. 4.G-67 to 4.G-72) would be ***less than significant with mitigation***.

9.D.8 Greenhouse Gas Emissions

Impacts related to greenhouse gas emission (GHG) for the project variant would be essentially the same as those described in the initial study in Appendix B for the proposed project under **Impact C-GG-1** (EIR pp. B-18 to B-20), since the nature and magnitude of the development of the project variant are so similar to the proposed project. GHG emissions of the no PG&E scenario would be less than those for the variant or project, since this scenario would have reduced construction and reduced overall development. As with the proposed project, construction and operation of the project variant, with or without the PG&E subarea, would be subject to and comply with GHG reduction measures,[5] and this impact would be ***less than significant***.

[5] San Francisco Planning Department. Greenhouse Gas Analysis Compliance Checklist for the Potrero Power Station Project Variant, dated August 29, 2019.

9.D.9 Wind and Shadow

Wind and shadow impacts of the proposed project are described in EIR Chapter 4, Section 4.H, and as described below, the wind and shadow impacts of the project variant would be similar. Impacts of the no PG&E scenario would be the same as or less than those for the variant and the proposed project, since this scenario would have reduced overall development (no development on Blocks 13 and 14 and reduced development on Block 1) compared to both the variant and the proposed project. See Section 4.H for a more detailed description of the proposed project impacts.

Wind

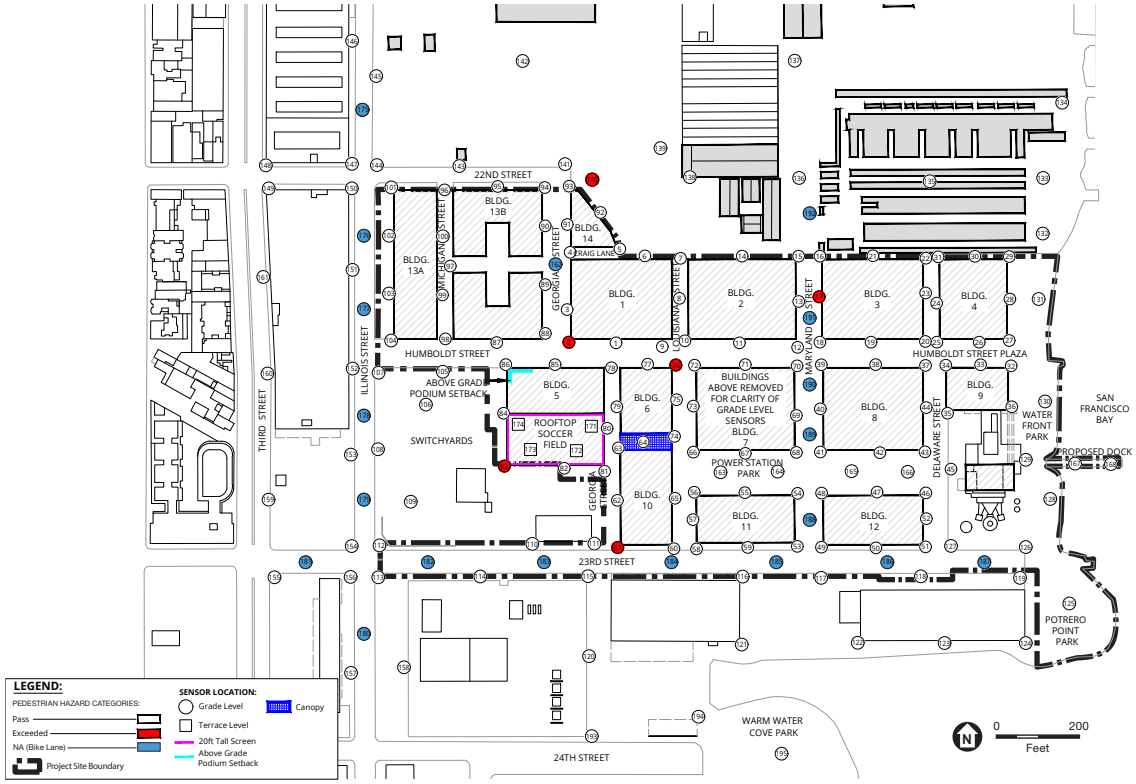
Wind tunnel testing was conducted for the project variant using a physical model of the variant and following the same procedures as were undertaken for wind analysis of the proposed project and evaluating the same pedestrian test points, except that one test point (test point 64) was not included because it would be covered by a portion of the Block 15 building under the project variant. Therefore, a total of 169 pedestrian test points were evaluated (see Appendix F-1).[6] The results of the wind tunnel testing indicate that wind conditions would be improved with the project variant, compared to conditions with the proposed project. **Figure 9-34** compares the wind hazard test results of the project variant with those of the proposed project.

Under existing conditions, there are nine pedestrian hazard exceedances over 38 hours per year. The proposed project would reduce this to six hazard exceedances over 28 hours per year. The project variant would further reduce wind impacts to three pedestrian wind hazard exceedances, over a total of 23 hours per year. The average wind speed exceeded one hour per year with the project variant would be 23 mph, slightly less than the 25 mph under the proposed project (both less than the existing 28 mph).

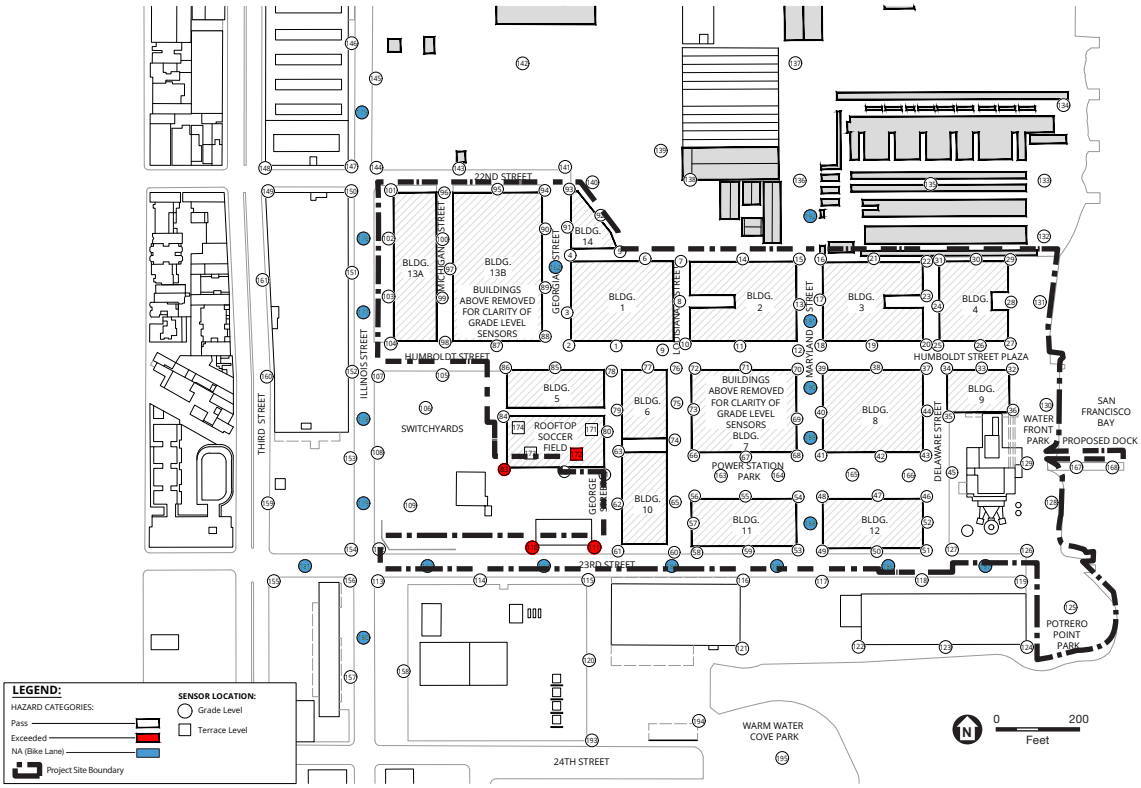
Of the three hazard exceedances with the project variant, one would be at the same location as a project exceedance—test point 83, at the southwest corner of Block 5. This would be consistent with wind tunnel results elsewhere in San Francisco's environment of prevailing westerly, northwesterly, and southwesterly winds, which often reveal that the locations most affected by a project are the southwestern and northwestern building corners. At this location, the wind hazard speed would be exceeded 14 hours per year with the project variant, compared to four hours per year with the proposed project. The wind speed would be exceeded one hour per year would be 41 mph with the project variant, compared to 39 mph with the proposed project. This increase is likely the result of the building on the north side of Block 5 being proposed at a height of up to 220 feet under the project variant, compared to 180 feet under the proposed project.

Just to the south, the project variant would result in two wind hazard exceedances at the project site's southwest corner along 23rd Street at Georgia Lane, where wind speeds at test point 110 would exceed the hazard criterion for two hours per year, and at test point 111, for seven hours per year. This would likely be the result of both the taller building on Block 5 and the taller building

[6] RWDI, Potrero Power Station Plan Project, San Francisco, CA: Updated Pedestrian Wind Study, September 9, 2019. (Appendix F-1



Proposed Project Pedestrian Wind Hazards (EIR Figure 4.H-4)



Project Variant Pedestrian Wind Hazards

SOURCE: RWDI

Potrero Power Station Mixed-Use Development Project

Figure 9-34
Comparison of Pedestrian Wind Hazards, Proposed Project and Project Variant

on new Block 15 (formerly Blocks 6 and 10), at the Station A location.[7] The increase in the wind speed exceeded one hour per year, compared to that under the project, would be 3 mph at test point 110, from 35 mph to 38 mph. The increase at test point 111 would be 11 mph, from 29 mph to 40 mph, as this point would be proximate to the 160-foot-tall portion of the proposed building on Block 15.[8]

Conversely, the project variant would not result in wind hazard exceedances at three locations on the project site (test points 2 and 76, on Humboldt Street, and test point 17, on Maryland Street) where exceedances would occur with the proposed project. At these three test points, the wind speeds exceeded one hour per year would decrease by 14 mph, 14 mph, and 5 mph, respectively, compared to wind speeds with the proposed project; the resulting wind speeds exceeded one hour per year would be 28 mph, 22 mph, and 33 mph, respectively. The project variant would also avoid the wind hazard exceedance at test point 140 (located just north of the project site and within the approved Pier 70 Mixed-Use District project site) that would occur with the proposed project. Here, the wind speed exceeded one hour per year would decrease by 12 mph, compared to that with the project, to 24 mph. The relatively large decrease in one-hour-exceeded wind speeds at test points 2 and 76 compared to the proposed project would likely be the result of the elimination of the proposed 300-foot tower on Block 6 (now the northern portion of Block 15).

Like the proposed project, under **Impact WS-1** (EIR pp. 4.H-10 to 4.H-14), the wind impacts of the variant, with or without the PG&E subarea, would be ***less than significant***, and implementation of **Improvement Measure I-WS-1**, **Wind Reduction Features for Block 1**, would minimize pedestrian-level winds created by development on Block 1. However, also like the proposed project, the project variant's phased construction could potentially result in localized wind conditions that could be worse than those reported for the project at full buildout during the interim phases of development, and thus the effects of phased buildout under **Impact WS-2** (EIR pp. 4.H-14 to 4.H-16) would be ***significant and unavoidable with mitigation*** and the same **Mitigation Measure M-WS-2**, **Identification and Mitigation of Interim Hazardous Wind Impacts**, would be required.

Under the variant plus cumulative conditions, there would be three exceedances of the pedestrian wind hazard criterion, the same as under existing plus variant conditions, five fewer than under existing conditions, and one fewer than the four hazard exceedances under project plus cumulative conditions. The three hazard exceedances would occur at the same three locations as under existing plus variant conditions (test points 83, 110 and 111).[9] The total number of hours during which the hazard criterion would be exceeded would be 19 hours per year, four fewer hours than with the variant alone, half of the 38 hours of wind hazard exceedance under existing conditions, and the

[7] An additional, non-pedestrian, hazard exceedance would occur with the project variant on the project's proposed rooftop soccer field on Block 5, for two hours per year.

[8] An additional, non-pedestrian, hazard exceedance would occur with the project variant on the project's proposed rooftop soccer field on Block 5, for seven hours per year. This exceedance could likely be avoided by installation of a combination of both porous and solid screening, with porous screens along the west and south edges of the field and solid screens along the north and east edges (Frank Kriksic, RWDI, e-mail correspondence, July 3, 2019).

[9] As with the variant plus existing conditions, an additional, non-pedestrian, hazard exceedance would occur with the project variant on the project's proposed rooftop soccer field on Block 5, for six hours per year. This exceedance could likely be avoided by installation of a combination of both porous and solid screening, with porous screens along the west and south edges of the field and solid screens along the north and east edges (Frank Kriksic, RWDI, e-mail correspondence, July 3, 2019).

same as the number of hours of hazard exceedances under project plus cumulative conditions. The average wind speed exceeded one hour per year with the project variant plus cumulative conditions would be 25 mph, 2 mph more than the 23 mph under both existing plus variant conditions and project plus cumulative conditions (all less than the existing 28 mph). Therefore, like the project, under **Impact C-WS-1** (EIR p. 4.H-17), the project variant, with or without the PG&E subarea, would have a ***less-than-significant*** cumulative wind impact.

Shadow

As with the proposed project, shadow effects of the project variant were evaluated through the use of a digital 3D model (see Appendix F-1).[10] The analysis shows that shadow cast by the project variant would generally be similar to that cast by the proposed project, although in most instances shadow from the proposed variant would have a maximum extent that would cover slightly less ground than would shadow from the proposed project. That is because the tallest new element under the project variant—a 240-foot-tall tower on Block 7—would be shorter and farther east than the tallest new element under the proposed project (a 300-foot tower on Block 6). One substantive result of this shorter and relocated tallest tower is that the project variant would not cast any new shadow on Woods Yard Park, a publicly accessible open space at 22nd and Minnesota streets, in front of the San Francisco Municipal Transit Agency Woods Division motor coach yard and maintenance facility. Although the project variant would also include a 220-foot-tall tower on Block 5 (40 feet taller than the proposed project's 180-foot tower at that location), Woods Yard Park is west-northwest of the project site and not subject to the longest shadows emanating from the project site, which fall to the southwest and northwest. For the same reasons, the project variant would cast considerably less shadow on Angel Alley (along Tennessee Street between 22nd and 23rd streets) and the 1201 Tennessee mid-block alley than would the proposed project. Shadow effects of the project variant on the San Francisco Bay Trail and on streets and sidewalks near the project site would be very similar to that cast by the proposed project. Like the proposed project, the project variant would not add net new shadow to Esprit Park or any other parks under the jurisdiction of the Recreation and Park Commission and subject to San Francisco Planning Code section 295, nor would the project variant add net new shadow to the non-section 295 open spaces Warm Water Cove Park, Progress Park, or Minnesota Grove.

The project variant would develop buildings other than the 240-foot and 220-foot towers that in most instances would range from 5 feet to 35 feet taller than buildings on the same blocks under the proposed project. The variant would not increase heights on Block 13, at 22nd and Illinois streets; on Block 4, at the northeast corner of the project site; Block 1, at Humboldt and Georgia streets and Block 14 immediately to the north; on Block 8, adjacent to the Unit 3 Power Block; and on the northern and eastern portions of Block 13. The most pronounced effect of the taller buildings under the project variant would be to increase shadow to the southwest of the site in the early morning around the summer solstice, although the effect would mainly be seen on an existing surface parking lot at a truck rental facility. Elsewhere, the added height would incrementally increase shadow on the

[10] PreVision Design, Shadow Analysis Report for the Proposed Potrero Power Plant Project Variant, June 24, 2019 (included in Appendix F-1). The building designs for the project variant are more fully developed than was the case when the shadow analysis of the proposed project was undertaken. Therefore, unlike the 3D model used in the project's shadow analysis, the 3D model of the project variant includes upper-story setbacks and building articulation and therefore more precisely portrays shadow effects of the proposed variant.

proposed variant's open spaces, compared to that cast by the proposed project. This would affect Power Station Park, for example, during times when the project would partially shade the park (for example, during the midday period around the spring and fall equinoxes) and the added 5 feet of height on Blocks 11 and 12 would increase the length of project variant shadows.

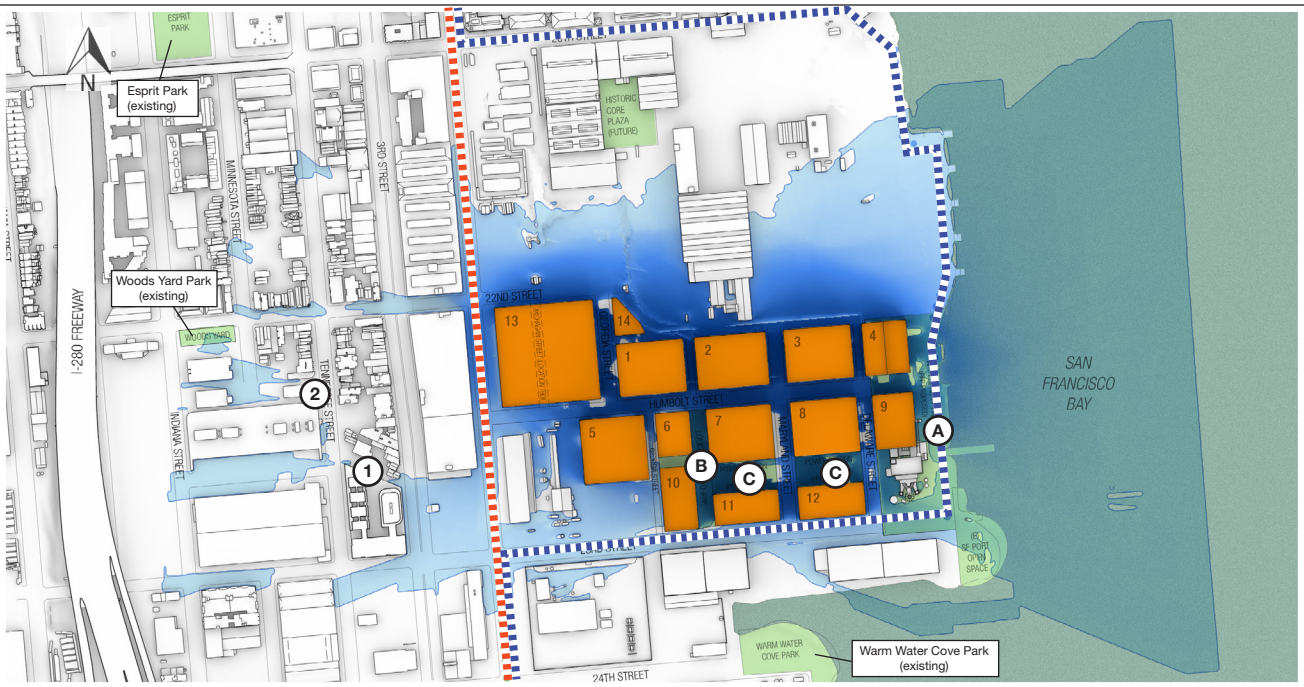
In addition, under cumulative conditions, the increased height under the project variant along the western portion of Block 13 would cast a small amount of shadow on the potential rooftop open space of the Pier 70 Mixed-Use Project building at 22nd and Louisiana streets; this shadow would reach this open space only in the late afternoon around the winter solstice. The project variant would not add shadow to any other open spaces at the Pier 70 Mixed-Use Project or the Historic Core Project at Pier 70 that would not be shaded by the proposed project, and its shading of open spaces that the proposed project would also shade would be similar to the effects of the project.

Figure 9-35, **Comparison of Annual Net New Shadow, Proposed Project and Project Variant**, illustrates the similarity in annual shadow.

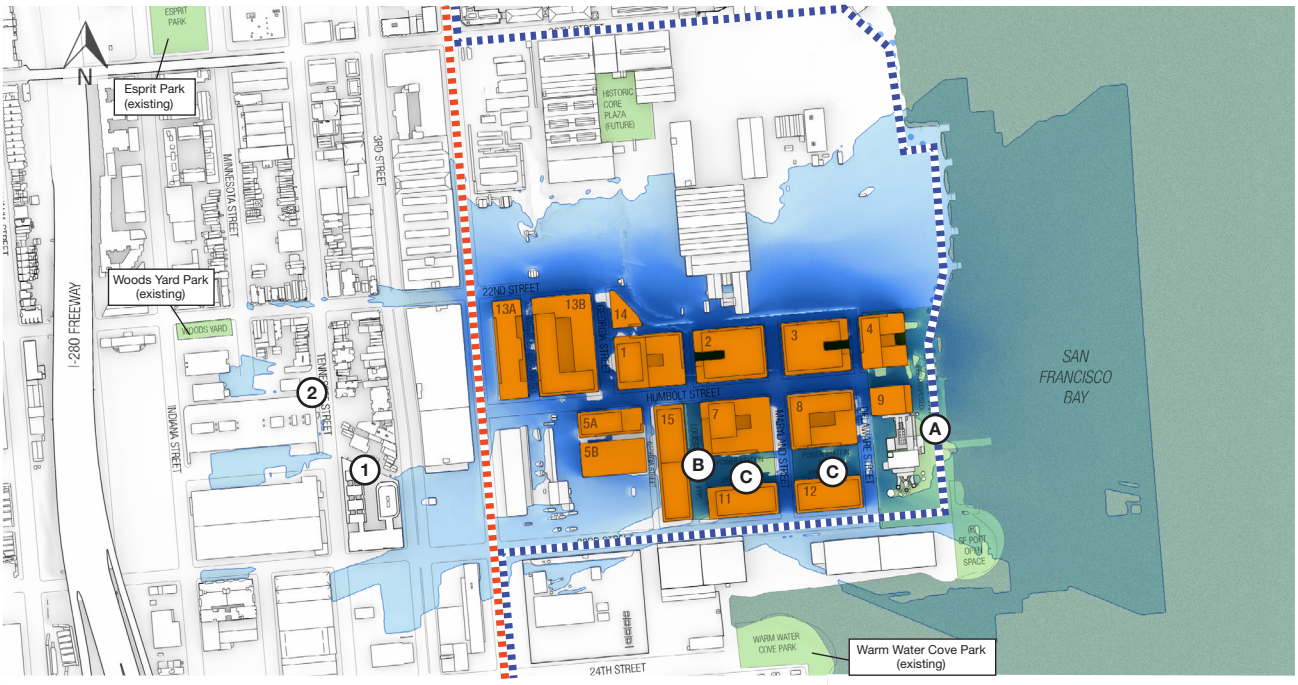
In general, shadow effects of the proposed variant would be similar to, but slightly less substantial than, those of the proposed project, and shadow impacts of the no PG&E scenario would be even less. For **Impacts WS-3** and **C-WS-2**, the project variant, like the proposed project, would cast new shadow on existing open spaces, including San Francisco Bay Trail, and sidewalks near the project site, the extent and duration of the increased shadow coverage would be limited and would not be expected to adversely affect the use of these areas. Therefore, as with the proposed project, shadow impacts of the project variant, with or without the PG&E subarea, at both a project and cumulative level would be ***less than significant***.

9.D.10 Recreation

Similar to the proposed project, as described under **Impacts RE-1 and C-RE-1** in the initial study in EIR Appendix B (EIR pp. B-25 to B-28), the project variant would increase the use of existing neighborhood parks and other recreational facilities, but not to such an extent such that substantial physical deterioration of the facilities would occur or be accelerated, or such that the construction of new or expanded facilities would be required. The initial study (see Appendix B) concluded that this would be a less-than-significant impact for the proposed project because the proposed development of 6.3 acres of open space and recreational facilities would offset the increased demand for open space and recreation by future residents at the project site, and therefore any increase in use of existing public facilities would not be expected to result in substantial physical deterioration of public parks or recreational facilities. The project variant would provide approximately 6.9 acres of open space and recreational facilities, and the residential demand for the project variant under the maximum residential scenario would be of similar magnitude or slightly less than the proposed project (see Table 9-5, above); therefore, this impact would also be less than significant. Impacts of the no PG&E scenario would be less than that of the project and variant because fewer residential units would result in reduced demand and almost the same amount of open space (6.6 acres) would be provided. Therefore, like the proposed project, impacts of the project variant, with or without the PG&E subarea, on recreational resources at both a project- and cumulative level, would be ***less than significant***.



Proposed Project Annual Shadow
(EIR Figure 4.H-8)



Project Variant Annual Shadow

SOURCE: PreVision Design

Potrero Power Station Mixed-Use Development Project

Figure 9-35
Comparison of Annual Net New Shadow, Proposed Project and Project Variant

9.D.11 Utilities and Service Systems

Water Supply

Impact UT-1 in Draft EIR Appendix B, Initial Study (EIR pp. B-29 to B-31), determined that the proposed project would not require expansion of the city's water supply system and would not adversely affect the city's water supply, and that this would be a less than significant impact. Subsequent to the publication of the Draft EIR, actions by the San Francisco Public Utilities Commission (SFPUC) and the California State Water Resources Control Board have altered the water supply projections in the 2015 Urban Water Management Plan, and the SFPUC prepared and approved a revised Water Supply Assessment for the proposed project.[11] The two actions affecting the water supply projects are: (1) SFPUC amended its 2009 Water Supply Agreement between the SFPUC and its wholesale customers in December 2018; and (2) the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, referred to as the Bay Delta Plan Amendment, also in December 2018.

Chapter 12 of this Responses to Comments document includes the revised water supply impact analysis presented in Impact UT-1, which describes the City's updated water supply conditions and analyzes the proposed project's impacts on water supply in light of the 2018 amendments to the 2009 Water Supply Agreement and the Bay-Delta Plan. In summary, the analysis determined that sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay-Delta Plan Amendment is implemented. If the Bay-Delta Plan Amendment is implemented, the SFPUC may develop new or expanded water supply facilities to address shortfalls in single and multiple dry years but this would occur with or without the proposed project. Impacts related to new or expanded water supply facilities cannot be identified at this time, so the analysis conservatively assumes that the construction and/or operation of such facilities could result in a significant cumulative impact.

However, the proposed project would represent 0.36 percent of the total water demand in San Francisco in 2040, and new or expanded water supplies would be needed to address dry-year supply shortfalls resulting from the Bay-Delta Plan Amendment with or without the proposed project. Therefore, the proposed project would not have a considerable contribution to any significant cumulative impacts that could result from the construction and/or operation of new or expanded water supply facilities that would be required if the Bay-Delta Plan Amendment is implemented.

The analysis also acknowledges that given the long lead times associated with developing additional water supplies, the SFPUC would likely address any supply shortfalls through increased rationing for the next 10 to 30 years (or more) rather than the construction of new facilities. The higher levels of rationing on a citywide basis could also result in significant cumulative effects (such as loss of vegetation), but the project would also not make a considerable contribution to impacts from increased rationing. Therefore, under the revised impact analysis for

[11] San Francisco Public Utilities Commission, 2019. Resolution No. 19-0161 approving the Revised Water Supply Assessment for the proposed Potrero Power Station Project dated August 13, 2019.

Impact UT-1, the impact conclusion remains unchanged from the Draft EIR, and this impact would be less than significant. See Chapter 12 for the detailed analysis of the revised water supply impact.

Under the project variant, the maximum residential scenario would have nine percent fewer residential units (2,748 compared to 3,014) and nine percent fewer residents (6,238 compared to 6,842) than the maximum residential scenario under the proposed project. The no PG&E scenario would have 1,216 fewer dwelling units than the variant. Consequently, water demands of the project variant, with or without development of the PG&E subarea, would be less than that of the proposed project, as shown in **Table 9-12**, **Water Demands of the Proposed Project and Project Variant,** below for buildout conditions in 2035. Therefore, for the reasons summarized above and described in detail in the revised Impact UT-1 in Chapter 12 of this document**, Impacts UT-1 and C-UT-1** (with respect to water supply) for the project variant, with or without the PG&E subarea, would be ***less than significant***.

TABLE 9-12
WATER DEMANDS OF THE PROPOSED PROJECT AND PROJECT VARIANT
(million gallons per day, or mgd)

Scenario	Average Daily Potable Water Demand, 2035	Average Daily Non-Potable Water Demand, 2035
Proposed Project	0.22	0.079
Maximum Residential	0.25	0.074
Maximum Commercial	0.20	0.079
Project Variant	0.21	0.079
Maximum Residential	0.22	0.077

SOURCE: CBG, March 2018 and updated May 2019

Wastewater

Like the proposed project, as described in the initial study (see Appendix B, EIR pp. B-31 to B-33, B-37) under **Impacts UT-2, UT-3 and C-UT-1** (with respect to wastewater), the project variant would not exceed wastewater treatment requirements of the Southeast Water Pollution Control Plant, and it would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Wastewater demand is related to water demand,[12] which as described above in Impact UT-1, would be less for the project variant than for the proposed project, and even less for the no PG&E scenario. Therefore, like the proposed project, the project variant's impact on wastewater, with or without the PG&E subarea, both at a project-specific and cumulative level, would be ***less than significant.***

[12] For the purposes of environmental review the sewer demand is estimated to be 95 percent of the indoor potable water demand and 100 percent of the indoor non-potable water demand. See DEIR Appendix B, Initial Study, p. B-32.

Stormwater

Like the proposed project, as described in the initial study (see Appendix B, EIR pp. B-33, B-37) under **Impacts UT-4 and C-UT-1** (with respect to stormwater), the project variant would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The proposed stormwater improvements would accommodate stormwater runoff in compliance with applicable regulations and no new or expanded stormwater drainage facilities beyond those included as part of the project variant would be required. Therefore, like the proposed project, impacts of the variant, with or without the PG&E subarea, related to stormwater drainage, both at a project-specific and cumulative level, would be ***less than significant***.

Solid Waste

As described in the initial study (see Appendix B, EIR pp. B-34 to B-37) for the proposed project under **Impacts UT-5, UT-6, and C-UT-1** (with respect to solid waste), the project variant would result in increased generation of solid waste, but the increases would be served by a landfill with sufficient capacity. The project variant would comply with all applicable statutes and regulations related to solid waste, which would minimize the amount of solid waste generated during construction and operations. Because the magnitude of development under the project variant would be similar to or less than that of the proposed project, the estimated solid waste generated by the project variant would be similar to or less than that of the project; solid waste generated by the no PG&E scenario would be less than both the project and the variant due to the reduced size of the development. Therefore, like the project, existing landfill capacity would accommodate solid waste disposal needs. Therefore, like the proposed project, construction and operation of the project variant would not exceed available permitted landfill capacity, and the project variant would comply with all applicable statutes and regulations related to solid waste. Therefore, like the proposed project, impacts of the project variant, with or without the PG&E subarea, related to solid waste, both at a project-specific and cumulative level would be ***less than significant***.

9.D.12 Public Services

Like the project, as described in the initial study (see Appendix B, EIR p. B-39 to B-48) under **Impacts PS-1, PS-2, and C-PS-1**, neither construction nor operation of the project variant would result in an increase in demand for police protection, fire protection, schools, libraries, or other services to an extent that would result in substantial adverse physical impacts associated with the construction or alteration of governmental facilities and emergency medical services. The nature and magnitude of construction and operation of the project variant would be similar to or of lesser magnitude than that of the proposed project, which would be even less under the no PG&E scenario due to the reduced size of the development. Therefore, for the same reasons described in the initial study for the proposed project, these impacts under the project variant, with or without the PG&E subarea, both at a project-specific and cumulative level would also be ***less than significant.***

9.D.13 Biological Resources

Special Status and Migratory Birds

As described for the proposed project in EIR Chapter 4, Section 4.I (EIR pp. 4.I-36, 4.I-60) under **Impact BI-1 and C-BI-1** (as it relates to nesting birds), construction of the project variant could have a substantial adverse effect either directly or through habitat modifications on migratory birds and/or on bird species identified as special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Because the project variant would require substantially the same nature and magnitude of construction activities, the same mitigation measure as identified for the proposed project, **Mitigation Measure M-BI-1**, **Nesting Bird Protection Measures** (EIR p. 4.I-38), would reduce this potential impact to less than significant. Therefore, as with the proposed project, Impact BI-1 for the project variant, with or without the PG&E subarea, both at a project-specific and cumulative level would be ***less than significant with mitigation***.

Also like the proposed project, under **Impact BI-2** (EIR p. 4.I-39), operation of the project variant, with or without the PG&E subarea, would have a ***less than significant*** impact on special status and migratory bird species because compliance with the *Standards for Bird-Safe Buildings*, as administered by the San Francisco Planning Department, would avoid or minimize the adverse effects of avian collisions during project operation.

Special Status and Otherwise Protected Bats

As described for the proposed project in EIR Chapter 4, Section 4.I (EIR pp. 4.I-40, 4.I-60) under **Impact BI-3 and C-BI-1** (as it relates to protected bats), construction of the project variant, with or without the PG&E subarea, could have a substantial adverse effect either directly or through habitat modification on bats identified as special-status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U. S. Fish and Wildlife Service. Because the project variant would require substantially the same nature and magnitude of construction activities, the same mitigation measure as identified for the proposed project, **Mitigation Measure M-BI-3**, **Avoidance and Minimization Measures for Bats** (EIR p. 4.I-41), would reduce this potential impact to less than significant. Therefore, as with the proposed project, Impact BI-3 for the project variant, with or without the PG&E subarea, both at a project-specific and cumulative level would be ***less than significant with mitigation***.

Special Status Marine Species

As described for the proposed project in EIR Chapter 4, Section 4.I (EIR pp. 4.I-43 to 4.I-49, 4.I-60) under **Impact BI-4 and C-BI-1** (as it relates to marine species), construction of the project variant could have a substantial adverse effect, either directly or through habitat modification, on marine species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration. Although the nature of near shore and in-water construction activities would be substantially the same as for the proposed project, the magnitude of construction activities associated with the project variant—specifically the pile

driving activities required for construction of the larger design of the wharf and floating dock—would be greater than what was anticipated for the proposed project and could result in more severe bioacoustic effects on fish and marine mammals. Both the number and size of piles would be increased for project variant construction. Instead of nine 24-inch concrete piles required for the wharf under the proposed project, the project variant would require sixteen 24-inch steel or concrete piles and eight 24-inch steel or concrete piles. Similarly, instead of four 36-inch steel piles for the proposed project's floating dock, the project variant would require four 42-inch diameter steel guide piles.

However, although the increased number and larger size piles have the potential to result in higher underwater sound levels that could travel longer distances, use of bubble curtains for sound attenuation has been shown to effectively and substantially reduce underwater sound levels and the distance the sound travels, including for impact driving of the larger 42-inch steel piles.[13] Furthermore, as described in Impact BI-4 for the proposed project, the project variant would incorporate standard in-water work best management practices. These practices would include the observance of the National Marine Fisheries Service approved in-water work windows, which were developed for San Francisco Bay as part of section 7 consultations with resource agencies (National Marine Fisheries Service and U.S. Fish and Wildlife Service) for the Long Term Management Strategy Management Program for managing sediment within San Francisco Bay. These regionally-specific windows are designed based on the life history of special-status fish species to reduce the likelihood that these fish species might occur within the area in which in-water work is proposed. Additionally, the project sponsor has indicated that the project variant would employ best management practices related specifically to the in-water installation of piles, when feasible, including the use of vibratory hammers in place of impact hammers, the use of cushion blocks, and the implementation of a "soft start" technique. The soft start technique gives any fish or marine mammals present a chance to leave the immediate area before piles are driven at full impact.

Nevertheless, as identified for the proposed project, there remain uncertainties regarding the exact pile configuration and installation methods to be used for proposed in-water construction, and consequently, there remains a potential that construction of the project variant could have an adverse effect on protected fish or marine mammals, a significant impact. However, implementation of the proposed in-water construction best management practices together with **Mitigation Measure M-BI-4, Fish and Marine Mammal Protection during Pile Driving** (EIR p. 4.I-48), would ensure that any potential for increased severity of potential impacts from pile installation under the project variant would be effectively mitigated to less-than-significant levels for both fish and marine mammals.

With respect to the refined seawall design, construction of the seawall under the project variant would use the same number and size of piles as described for the proposed project in the Draft EIR, but the additional in-water construction associated with removal of the existing seawall and rip-rap along this section of the shoreline and replacement with new rip-rap would incrementally

[13] Steel piles represent a conservative assumption as they are known to generate larger sound profiles than concrete piles of a similar size. Caltrans, *Technical Guidance for Assessment and Mitigation of the Hydroacoustic Effects of Pile Driving on Fish*, Final Report, prepared for California Department of Transportation by ICF Jones & Stokes and Illingworth & Rodkin, Inc., 2015.

increase the construction disturbance to marine species compared to what was assumed for the proposed project. This additional disturbance, however, would result in similar effects on marine species that are described in the Draft EIR, and the same mitigation measures would effectively reduce these impacts to less-than-significant. Therefore, construction impacts on special-status marine species for the project variant, with or without the PG&E subarea, both at a project-specific and cumulative level would be ***less than significant with mitigation***.

As described for the proposed project in EIR Chapter 4, Section 4.I under **Impact BI-5** (EIR p. 4.I-50), operation of the project variant would not have a substantial adverse effect, either directly or through habitat modification, on marine species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Marine Fisheries Service. Potential impacts associated with increased vessel traffic and operation of the proposed stormwater outfall would be the same for the project variant as described in the EIR for the proposed project, since these aspects are identical for the variant and the proposed project. However, with the project variant, the refined dock design would increase the area of overwater shading by about 1,600 square feet in the vicinity of the area that is substantially shaded by the Unit 3 Power Block. As described in the Draft EIR, the existing benthic habitat in this area is of poor quality given its extended history adjacent to heavy industrial land uses, and the long term effects of the refined dock would result in a negligible change from the existing conditions and would have a very limited impact on listed marine species. Therefore, like the proposed project, operational effects on special-status marine would be ***less than significant*** under the project variant, with or without the PG&E subarea.

Sensitive Natural Communities

As described for the proposed project in EIR Chapter 4, Section 4.I under **Impact BI-6** (EIR p. 4.I-52), the project variant would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game U.S. Fish and Wildlife Service, or the National Marine Fisheries Service. This is because the project variant is located at the same project site. Therefore, like the proposed project, impacts of the project variant, with or without the PG&E subarea, on sensitive natural communities would be ***less than significant.***

Jurisdictional Waters

As described for the proposed project in EIR Chapter 4, Section 4.I (EIR pp. 4.I-53, 4.I-60) under **Impact BI-7** and **C-BI-1** (as it relates to jurisdictional waters), construction of the project variant could have an adverse effect on federally protected waters as defined by section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means. Construction of physical shoreline improvements to protect against future sea level rise and/or for a new stormwater outfall for discharging stormwater could result in placement of fill within the jurisdictional waters of the San Francisco Bay. In addition, construction of a floating dock would also result in placement of fill within jurisdictional waters, and the design under the project variant would be about 60 percent larger than under the proposed project. However, under the project variant, the revised design of the seawall would reduce the amount of new bay fill compared to the proposed project.

Nevertheless, any activities resulting in the placement of fill in the bay or other disturbances to jurisdictional water would require permit approval from the U.S. Army Corps of Engineers and a water quality certification from the Regional Water Quality Control Board. As part of the permit conditions, the project sponsor would be required to avoid or minimize to the maximum extent practicable placement of fill in jurisdictional waters. In addition, permanent placement of new fill resulting in the loss of jurisdictional waters may trigger a requirement for compensatory mitigation aimed at restoring or enhancing similar ecological functions and services as those displaced. Implementation of **Mitigation Measure M-BI-7, Compensation for Fill of Jurisdictional Waters** (EIR p. 4.I-54), like the proposed project, would reduce this impact to a less-than-significant level. Therefore, like the proposed project, the construction impacts of the project variant, with or without the PG&E subarea, on jurisdictional waters both at a project-specific and cumulative level would be ***less than significant with mitigation***.

Similarly, like the proposed project under **Impact BI-8** (EIR pp. 4.I-55 to 4.I-58), operation of the project variant would not be expected to have a substantial adverse effect on jurisdictional waters. Potential effects associated with maintenance dredging for vessel access, resuspension of sediments during dredging, and mobilization of chemicals of concern associated with the recreational dock would be minimized through required compliance with the long-term management strategy for dredging in San Francisco Bay and with any applicable regional-board approved risk management plans. Therefore, like the proposed project, impacts on jurisdictional waters associated with operation of the project variant, with or without the PG&E subarea, would be ***less than significant***.

Wildlife Movement

As described for the proposed project in EIR Chapter 4, Section 4.I under **Impact BI-9** (EIR p. 4.I-58), the project variant could interfere substantially with the movement of wildlife species. Similar to the proposed project, construction of the project variant, with or without the PG&E subarea, could affect nesting birds and construction of the dock could generate high levels of underwater noise that is harmful to the movement of fish and marine mammals. However, implementation of **Mitigation Measure M-BI-1, Nesting Bird Protection Measures**, and **Mitigation Measure M-BI-4, Fish and Marine Mammal Protection during Pile Driving**, would reduce this impact to ***less than significant with mitigation***.

Plans and Policies Related to Biological Resources

As described in EIR Chapter 4, Section 4.I under **Impact BI-10** (EIR p. 4.I-60), there are no adopted habitat conservation or natural community conservation plans that apply to the terrestrial or marine areas on or adjacent to the project site, and there are no protected significant or landmark trees on the project site. Therefore, like the proposed project, the project variant would not conflict with any local policies or ordinances protecting biological resources or the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, like the proposed project, the impacts of the project variant, with or without the PG&E subarea, related to plans and policies related to biological resources would be ***less than significant***.

9.D.14 Geology, Soils, and Paleontological Resources

Geologic Hazards, Soils, Topography

Impacts related to geologic hazards, soil erosion/loss of topsoil, unstable geologic unit, expansive or corrosive soils, and topography for the project variant would be the same as those of the proposed project, as described in the initial study (see Appendix B, EIR p. B-50 to B-64). This is because the project variant would be located on the same project site and would involve substantially the same nature and magnitude of construction activities. The foundation requirements could be somewhat reduced under the project variant because the maximum building height would be 240 feet instead of 300 feet. Therefore, as described in the initial study in EIR Appendix B, like the proposed project, **Impacts GE-1 through GE-5, and C-GE-1** for the project variant, with or without the PG&E subarea, would all be ***less than significant***, at both a project and cumulative level.

Paleontological Resources

As described for the proposed project in the initial study (see Appendix B, EIR p. B-62) under **Impact GE-6**, the project variant could directly or indirectly destroy a unique paleontological resource because some of the geologic materials underlying the site have the potential to contain significant fossils, which could be encountered during construction. However, like the proposed project, implementation of **Mitigation Measure M-GE-6, Paleontological Resources Monitoring and Mitigation Program** (EIR p. B-63)**,** would ensure that the project variant would not cause a substantial adverse change to the scientific significance of a paleontological resource and would reduce this impact to a less-than-significant level. Therefore, like the proposed project, potential impacts of the variant, with or without the PG&E subarea, on paleontological resources, both at a project-specific and cumulative level, would be ***less than significant with mitigation***, with implementation of the same mitigation measure identified for the proposed project.

9.D.15 Hydrology and Water Quality

Hydrology and water quality impacts of the proposed project are described in EIR Chapter 4, Section 4.J, and as described below, the hydrology and water quality impacts of the project variant would be similar. Impacts of the no PG&E scenario would be the same as or less than those for the variant, since this scenario would have reduced construction (both in magnitude and duration) and reduced overall development (no development on Blocks 13 and 14 and reduced development on Block 1) compared to both the variant and the proposed project.
See Section 4.J for a more detailed description of the proposed project impacts.

Construction Impacts

As described for the proposed project in EIR Chapter 4, Section 4.J under **Impacts HY-1** (EIR pp. 4.J-37 to 4.J-46) **and C-HY-1** (as it relates to construction impacts, EIR p. 4.J-58), construction of the project variant could violate water quality standards or otherwise degrade water quality, but water quality impacts to the bay from both on-land and in-water construction activities would be minimized through implementation of control measures and best management practices specified under state and local regulations. These include the construction general stormwater permit, the City's construction site runoff control permit, erosion and sediment control plan, stormwater pollution

prevention plan, permit requirements, and water quality certification. Even though the project variant would involve more intensive in-water construction associated with the larger dock design, the removal of the existing seawall, and construction of a new seawall, compliance with applicable regulations would ensure water quality protection to acceptable standards. Therefore, like the proposed project, this impact for the project variant, with or without the PG&E subarea, at both a project-specific and cumulative level would be ***less than significant***.

Operational Impacts

As described for the proposed project in EIR Chapter 4, Section 4.J under **Impacts HY-2** (EIR pp. 4.J-46 to 4.J-54) and **C-HY-1** (as it relates to operational impacts, EIR p. 4.J-59), operation of the project variant would not violate a water quality standard or waste discharge requirement or otherwise substantially degrade water quality, and runoff would not exceed the capacity of a storm drain system or provide a substantial source of stormwater pollutants. Like the proposed project, the project variant would be required to comply with comprehensive regulations and to implement required measures designed to reduce pollutant loading and protect water quality, thereby avoiding or minimizing water quality effects from potential sources of water pollutants associated with project operations. Therefore, operational water quality impacts of the project variant, with or without the PG&E subarea, at both a project-specific and cumulative level would be ***less than significant***.

Alteration of Drainage Patterns

As described for the proposed project in EIR Chapter 4, Section 4.J under **Impacts HY-3** (EIR p. 4.J-55) and **C-HY-1** (as it relates to drainage patterns, EIR p. 4.J-60), the project variant, with or without the PG&E subarea, would not substantially alter the existing drainage pattern at the site. The existing grading at the site is relatively flat, and proposed changes to grading would be similar to that for the proposed project and would be designed to address sea level rise but not to otherwise substantially alter the existing drainage pattern. Furthermore, neither alteration of existing drainage patterns at the project site nor changes in stormwater runoff volumes would result in substantial erosion, siltation, or flooding onsite or offsite. Like the proposed project, this impact would be ***less than significant***, both at a project-specific and cumulative level.

Flooding

As described for the proposed project in EIR Chapter 4, Section 4.J under **Impacts HY-4, HY-5** (EIR pp. 4.J-55 to 4.J-57), and **C-HY-1** (as it relates to flooding, EIR p. 4.J-60), the project variant would not place housing within a 100-year flood zone or place structures within an existing or future 100-year flood zone that would impede or redirect flood flows. Although the shoreline portions of the project site are located within a 100-year flood zone identified on the City's 2008 Interim Flood azard Maps, the project variant would include construction of shoreline pr otection improvements to protect the waterfront from the damaging effects of wave action, as well. In addition, to address sea level rise, the project variant would raise the elevation of the entire waterfront portion of the project site above the existing 100-year flood elevation and above the projected worst-case future flood elevation in 2100 estimated by the National Research Council in combination with storm surge [i.e., an elevation 15.4 feet North American Vertical Datum of 1988 (NAVD88)]. The only

difference between the proposed project and the project variant is that under the variant, a portion of the wharf deck is lowered to meet ADA requirements and would be constructed at an elevation of 11.5 feet NAVD88, which is below the 15.4 feet NAVD88 scenario described above. In the future, the project sponsor would modify or remove this lower portion of the wharf deck as necessary to provide protection against sea level rise. Regardless, the final slope and shape of the shoreline along the waterfront portion of the project site would be substantially the same as under the existing conditions, and the patterns of flood flows at the project site or in the vicinity would not be substantially affected, and like the project, the variant would not exacerbate future flood hazards related to sea level rise. Therefore, like the proposed project, flooding impacts under the project variant, with or without the PG&E subarea, at both a project-specific and cumulative level would be ***less than significant***.

Risk of Inundation by Seiche, Tsunami, or Mudflow

The majority of the project site is located in an area identified for potential inundation in the event of a tsunami or seiche based on existing site grades. However, as described for the proposed project in EIR Chapter 4, Section 4.J under **Impacts HY-6 (**EIR pp. 4.J-57 to 4.J-58) and **C-HY-1** (as it relates to risk of inundation by seiche or tsunami, EIR p. 4.J-60), the project variant, with or without the PG&E subarea, would raise the elevation of the entire waterfront portion of the project site above the existing 100-year flood elevation and above the projected worst-case future flood elevation to address sea level rise, which is above the maximum tsunami elevation. Like the proposed project, this impact would be ***less than significant,*** both at a project-specific and cumulative level.

9.D.16 Hazards and Hazardous Materials

Impacts related to hazards and hazardous materials for the project variant would be the same as those described in EIR Chapter 4, Section 4.K (EIR pp. 4.K-43 to 4.K-56). All of the same assumptions used in the analysis of these impacts would be identical for the project variant as those described in EIR Chapter 4, Section 4.K.4. For both construction and operational impacts, the project variant would involve the same nature and magnitude of hazardous materials exposure, handling, and usage, and the same regulatory requirements pertaining to hazardous materials management apply. Therefore, for the same reasons as described for the proposed project, the impact conclusions for **Impacts HZ-1** through **HZ-6** and **C-HZ-1** for the project variant, with or without the PG&E subarea, would all be ***less than significant***.

9.D.17 Mineral and Energy Resources

As described for the proposed project (see initial study, Appendix B, EIR pp. B-66 to B-70), the project variant would not result in the use of large amounts of fuel, water, or energy, or use of these materials in a wasteful manner, either at a project or cumulative level, because the nature and magnitude of usage of these resources would be substantially the same. Given compliance with applicable regulations, including the Non-potable Water Program (which requires onsite non-potable water systems to minimize wasteful use of potable water), and the Green Building Code (which requires energy efficiency measures), **Impacts ME-1 and C-ME-1** for the project variant, with or without the PG&E subarea, would be ***less than significant***.

9.D.18 Agricultural and Forest Resources

As described for the proposed project (see initial study, Appendix B, EIR p. B-71), the project site does not contain agricultural or forest resources, nor is the site zoned or designated for agricultural, forest, or timberland uses; therefore this topic is not applicable to the proposed project or the variant.

9.D.19 Alternatives Analysis

EIR Chapter 6, Alternatives, satisfies all CEQA requirements for alternatives analysis with respect to the project variant as well as the proposed project, and no additional alternatives analysis is warranted. As described above, when compared to the proposed project, the project variant would result in no new significant impacts nor would it substantially increase the severity of any impacts. All significant impacts identified for the project variant are addressed in EIR Chapter 6. In fact, the project variant is similar to Alternative E (Partial Preservation of Station A), and similar to Alternative E, implementation of the project variant would result in all of the same impacts and require essentially the same mitigation measures as the proposed project, with one exception. The one exception is that as with Alternative E, the project variant would reduce the severity of impacts related to the effects on the physical characteristics of the Third Street Industrial District at both a project-specific and cumulative level from a significant and unavoidable impact to less than significant with mitigation.

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9.E Summary of Impacts of the Project Variant Compared to the Proposed Project

Table 9-13 summarizes all of the impacts of the project variant, identifies the significance of each impact, presents the full text of the recommended mitigation measures and improvement measures.[1] In nearly all cases, the impacts and mitigation measures are identical for the proposed project and project variant, but where there are differences, the modified text for the project variant is shown in double underline compared to the text for the proposed project. Similar to the format of Table S-2 in the Summary chapter, the summary table includes all impacts and mitigation/improvement measures applicable to the proposed project variant, with the EIR sections presented first, followed by the initial study sections.

As indicated on Table 9-13, this EIR determined that the project variant would result in two fewer significant and unavoidable impacts than the proposed project, and both impacts are related to historic architectural resources, as follows:

- **Historic architectural resources:** impacts on the integrity of a historic district at a project-specific and cumulative level (Impact CR-5, and Impact C-CR-2) would be less than significant with mitigation, and the same mitigation measures identified for the proposed project would still apply, although modified as appropriate for the variant.

Otherwise, the project variant would result in significant and unavoidable impacts in the same resource areas as the proposed project, even with implementation of feasible mitigation measures, as follows:

- **Historic architectural resources:** impacts on individually significant buildings (Impact CR-4)
- **Transportation and circulation:** transit capacity and transit operations, both at a project-specific and cumulative level (Impact TR-4, Impact TR-5, Impact C-TR-4, and Impact C-TR-5)
- **Noise:** construction noise levels at noise-sensitive receptors, cumulative construction noise, operational noise increases along roadways, and cumulative traffic noise increases (Impact NO-2, Impact NO-8, Impact C-NO-1, and Impact C-NO-2)
- **Air quality:** criteria air pollutant emissions during construction and overlapping operations, criteria air pollutant emissions during operations, and cumulative regional air quality impacts (Impact AQ-2, Impact AQ-3, and Impact C-AQ-1)
- **Wind:** potential for hazardous wind conditions during interim periods during phased construction and/or due to changes in the building layout and/or massing. (Impact WS-2)

[1] Mitigation measures are feasible measures that would avoid, lessen, or reduce significant impacts, and would be required to be implemented if the project is approved. Improvement measures would also lessen or reduce impacts, but unlike mitigation measures, implementation of improvement measures is not required under CEQA because they apply only to impacts determined to be less than significant. However, all improvement measures identified in this EIR would be incorporated into conditions of approval and therefore would also be required to be implemented if the project is approved.

The significance determinations for all other impacts would be the same for the project variant as those for the proposed project, and with the exceptions noted below, all of the exact same mitigation measures identified for the proposed project apply to the project variant, with or without the PG&E subarea. The changes in the mitigation measures are attributed to minor differences in the results of the project variant impact analyses.

- **Mitigation Measure M-CR-5e (Variant): Historic Preservation Plan and Review Process for Alteration of Station A and the Boiler Stack.** The change for the project variant reflects the retention and preservation of portions of Station A.

- **Mitigation Measure M-TR-5 (Variant): Implement Measures to Reduce Transit Delay.** The change for the project variant reflects the change in the number of weekday p.m. peak hour vehicle trips by phase specific to the variant and the no PG&E scenario.

- **Mitigation Measure M-NO-8 (Variant): Design of Future Noise-Sensitive Uses.** The change for the project variant reflects the 1-dB noise increase on Humboldt Street (61 dB instead of 60 dB) due to the reduced building setback along sections of this street.

- **Mitigation Measure M-AQ-2f (Variant): Offset Construction and Operational Emissions.** The change for the project variant reflects the 1 ton per year increase of ozone precursor, with 14 tons per year instead of 13 tons per year.

TABLE 9-13
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.B Land Use and Land Use Planning				
Impact LU-1: The proposed project would not physically divide an established community.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact LU-2: The proposed project would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact C-LU-1: The proposed project, in combination with past, present, or reasonably foreseeable future projects, would not contribute considerably to significant cumulative land use impacts related to physical division of an established community.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact C-LU-2: The proposed project, in combination with past, present, or reasonably foreseeable future projects, would not contribute considerably to significant cumulative land use impacts related to conflicts with applicable land use plans, policies, and/or regulations adopted for the purpose of avoiding or mitigating an environmental effect.	LTS	No mitigation required.	NA	Same as the project (LTS)
EIR Section 4.C Population and Housing				
Impact PH-1: Construction of the proposed project would not induce substantial population growth in an area.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact PH-2: Operation of the proposed project would not induce substantial population growth in an area.	LTS	No mitigation required.	NA	Same as or less than the project (LTS)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.C Population and Housing (cont.)				
Impact C-PH-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to significant cumulative population and housing impacts.	LTS	No mitigation required.	NA	Same as or less than the project (LTS)
EIR Section 4.D Historic Architectural Resources				
Impact CR-4: The proposed demolition of individually significant buildings would materially alter, in an adverse manner, the physical characteristics that justify their inclusion in the California Register of Historical Resources.	S	**Mitigation Measure M-CR-5a: Documentation** (see Impact CR-5, below) **Mitigation Measure M-CR-5b: Video Recordation** (see Impact CR-5, below) **Mitigation Measure M-CR-5c: Public Interpretation and Salvage** (see Impact CR-5, below)	SUM	Same as or less than the project (SUM)
Impact CR-5: The proposed demolition, substantial alteration, and rehabilitation of contributing buildings would materially alter, in an adverse manner, the physical characteristics of the Third Street Industrial District that justify its inclusion in the California Register of Historical Resources.	S	**Mitigation Measure M-CR-5a: Documentation** Before any demolition or rehabilitation activities within the project site, the project sponsor shall retain a professional who meets the Secretary of the Interior's Professional Qualification Standards for Architectural History to prepare written and photographic documentation of Station A, the Compressor House, the Meter House, the Gate House, the Boiler Stack, and Unit 3. The documentation shall be prepared based on the National Park Service's Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) Historical Report Guidelines. The HABS/HAER package shall jointly document the Third Street Industrial District contributors and individually eligible resources to be demolished or otherwise adversely affected. This type of documentation is based on a combination of both HABS/HAER standards and National Park Service's policy for photographic documentation, as outlined in the National Register and National Historic Landmarks Survey Photo Policy Expansion. The documentation shall be scoped and approved by Planning Department Preservation staff and will include the following: • *Measured Drawings:* A set of measured drawings that depict the existing size, scale, and dimension of Station A, the Compressor House, the Meter House, the Gate House, and the Unit 3 Power Block. Planning Department Preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc.). Planning Department Preservation staff will assist the consultant in determining the appropriate level of measured drawings; • *HABS-Level Photography:* Either HABS standard large-format or digital photography shall be used. The scope of the photographs shall be reviewed by Planning Department Preservation staff for concurrence. All digital photography shall be conducted according to the latest National Park Service standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS	LSM	Less than the project (LSM instead of SUM)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.D Historic Architectural Resources (cont.)				
Impact CR-5 (cont.)		photography. Photograph views for the dataset shall include (a) contextual views; (b) views of each side of each building and interior views; (c) oblique views of the buildings; and (d) detail views of character-defining features, including features on the interior. All views shall be referenced on a photographic key. This photographic key shall be on a map of the property and shall show the photograph number with an arrow to indicate the direction of the view. Historical photographs shall also be collected, reproduced, and included in the dataset; and • *HABS Historical Report:* A written historical narrative and report, per HABS Historical Report Guidelines. • *Print-On-Demand Book*: A Print On Demand softcover book will be produced that includes the content of the HABS historical report, historical photographs, HABS-level photography, measured drawings and field notes. The project sponsor shall transmit such documentation to the San Francisco Planning Department, the Port of San Francisco, and to repositories including the History Room of the San Francisco Public Library, San Francisco Heritage, Internet Archive, the California Historical Society, the Potrero Hill Archives Project, and the Northwest Information Center of the California Historical Information Resource System. All documentation will be reviewed and approved by the San Francisco Planning Department's Preservation staff prior to granting any demolition or site permit. **Mitigation Measure M-CR-5b: Video Recordation** Prior to any demolition or substantial alteration of an individual historical resource or contributor to a historic district on the project site, the project sponsor shall retain a qualified professional to undertake video documentation of the affected historical resource and its setting. The documentation shall be conducted by a professional videographer with experience recording architectural resources. The professional videographer shall provide a storyboard of the proposed video recordation for review and approval by Planning Department preservation staff. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations, Part 61). The documentation shall include as much information as possible—using visuals in combination with narration—about the materials, construction methods, current condition, historical use, and historic context of the historic resources. Archival copies of the video documentation shall be submitted to the Planning Department, and to repositories including: the San Francisco Planning Department, the Port of San Francisco, the San Francisco Public Library, San Francisco Heritage, Prelinger Archives, the California Historical Society, the Potrero Hill Archives Project, and the Northwest Information Center of the California Historical Information Resource System. This mitigation measure would supplement the traditional HABS documentation, and would enhance the collection of reference materials that would be available to the public and inform future research. The video documentation shall be reviewed and approved by the San Francisco Planning Department's preservation staff prior to issuance of a demolition permit or site permit or issuance of any Building Permits for the project.		

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.D Historic Architectural Resources (cont.)				
Impact CR-5 (cont.)		**Mitigation Measure M-CR-5c: Public Interpretation and Salvage** Prior to any demolition or rehabilitation activities that would remove character-defining features of an individual historical resource or contributor to a historic district on the project site, the project sponsor shall consult with planning department preservation staff as to whether any such features may be salvaged, in whole or in part, during demolition/alteration. The project sponsor shall make a good faith effort to salvage materials of historical interest to be utilized as part of the interpretative program. This could include reuse of the Greek Revival façade of the Machine Shop Office, Gate House or a portion of the Unit 3 Power Block. Following any demolition or rehabilitation activities within the project site, the project sponsor shall provide within publicly accessible areas of the project site a permanent display(s) of interpretive materials concerning the history and architectural features of the individual historical resources and Third Street Industrial District. The content of the interpretive display(s) shall be coordinated and consistent with the site-wide interpretive plan prepared in coordination with planning department preservation staff, and may include the display of salvaged features recovered through the process described above. The specific location, media, and other characteristics of such interpretive display(s) shall be presented to planning department preservation staff for review prior to any demolition or removal activities. The historic interpretation plan shall be prepared in coordination with an architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards and an exhibit designer or landscape architect with historical interpretation design experience. As feasible, coordination with local artists should occur. Interpretive display(s) shall document both the Third Street Industrial District and individually eligible resources to be demolished or rehabilitated. The interpretative program should also coordinate with other interpretative displays currently proposed along the Bay, specifically at Pier 70, those along the Blue Greenway, and others in the general vicinity. The interpretative plan should also explore contributing to digital platforms that are publicly accessible. A proposal describing the general parameters of the interpretive program shall be approved by planning department preservation staff prior to issuance of a site permit. The substance, media and other elements of such interpretive display shall be approved by planning department preservation staff prior to issuance of a Temporary Certificate of Occupancy. **Mitigation Measure M-CR-5d: Rehabilitation of the Boiler Stack** Prior to the issuing of building permits associated with modifications to the exterior of the Boiler Stack, planning department preservation staff shall review the proposed design and confirm that it conforms to the Secretary of the Interior's Standards for Rehabilitation and the Design for Development standards and guidelines. **Mitigation Measure M-CR-5e (Variant): Historic Preservation Plan and Review Process for Alteration of Station A and the Boiler Stack** Prior to the approval of the first building permit for construction of Phase 1, a historic preservation plan establishing protective measures shall be prepared and implemented to aid in preserving and protecting portions of Station A and the Boiler Stack, which would be retained as part of the project. The historic preservation plan shall be prepared by a qualified architectural historian who meets the Secretary of Interior's Professional Qualification Standards (36 Code of Federal Regulations Part 61). The plan shall establish		

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.D Historic Architectural Resources (cont.)				
Impact CR-5 (cont.)		measures to protect the retained character-defining features during construction of the project, such as avoiding construction equipment inadvertently coming in contact with Station A and the Boiler Stack, to minimize construction-related damage to Station A and the Boiler Stack, and to ensure that any such damage is documented and repaired. If deemed necessary upon further condition assessment of the resource, the plan shall include stabilization of Station A and the Boiler Stack prior to construction to prevent deterioration or damage. Where pile driving and other construction activities involving the use of heavy equipment would occur in proximity to Station A and the Boiler Stack, the project sponsor shall undertake a vibration monitoring program as described in Mitigation Measure M-NO-4a, including establishing a maximum vibration level that shall not be exceeded based on existing conditions, character-defining features, soils conditions, and anticipated construction practices in use at the time. The project sponsor shall ensure that the contractor follows these plans. The preservation and protection plan, specifications, monitoring schedule, and other supporting documents shall be incorporated into the building or site permit application plan sets. The documentation shall be reviewed and approved by Planning Department Preservation staff. **Mitigation Measure M-NO-4a: Construction Vibration Monitoring** (see Section 4.F, Noise and Vibration, Impact NO-4) **Mitigation Measure M-NO-4b: Vibration Control Measures During Controlled Blasting and Pile Driving** (see Section 4.F, Noise and Vibration, Impact NO-4) **Mitigation Measure M-NO-4c: Vibration Control Measures During Use of Vibratory Equipment** (see Section 4.F, Noise and Vibration, Impact NO-4)		
Impact CR-6: The proposed infill construction could materially alter, in an adverse manner, the physical characteristics of the Third Street Industrial District that justify its inclusion in the California Register of Historical Resources.	S	**Mitigation Measure M-CR-6: Design Controls for New Construction** The SUD and Design for Development (D for D) shall contain design standards and guidelines that ensure that new construction and site development within the SUD shall be compatible with the character of the Third Street Industrial District. Beyond the site-wide standards and guidelines developed for open space, buildings, and streetscapes in the D for D, the D for D shall contain design controls for the Third Street Industrial District, as outlined below (see site-wide design controls below). Additional design standards shall apply to the western façades of new buildings fronting Illinois Street, the southern façades of new buildings fronting 23rd Street, and the eastern and/or southern façades of new **Figure M-CR-6**, **Site Frontages Subject to Design Controls**). These façades would all face contributors to the Third Street Industrial District. The additional design standards that shall apply specifically to those frontages are included below. These design controls in the D for D shall be compatible with the Secretary of the Interior Standards for Rehabilitation, Standard 9. Standard 9 states that new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the integrity of the historic district and its environment.	LSM	Same as the project (LSM)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.D Historic Architectural Resources (cont.)				
Impact CR-6 (cont.)		 SOURCE: Perkins+Will 2018 **Figure M-CR-6** Site Frontages Subject to Design Controls ***Review Process*** New construction in the Special Use District will be subject to administrative design review prior to the issuing of building permits. Planning staff along with Preservation staff will review new projects to ensure compatibility with the Third Street Industrial District as determined in the above standards and guidelines and identified in the D for D. The D for D shall contain the following Third Street Industrial District Frontage Design Controls: • *Block and Frontage-Specific Design Controls Ground Floor Height for Blocks 11, 12, and 13: For Ground Floor of Blocks 11 and 12 facing 23rd Street Sugar Warehouses and Block 13 facing American Industrial Center all ground floor spaces shall have a minimum floor-to-floor height of 15 feet as measured from grade.* • *Height + Massing along 23rd and Illinois street frontages. In order for 23rd and Illinois streets to appear balanced on either side, new construction shall respect existing heights of contributors to the Third Street Industrial District by referencing their heights with an upper level 10-foot setback at approximately 65 feet.* • *Awnings on Blocks 10, 11, 12, and 13. An awning shall be provided on the southern facades of Blocks 10, 11, and 12 that face 23rd Street at a height of 15 to 25 feet above sidewalk grade to reference the industrial awning at the westernmost Sugar Refinery Warehouse. Awnings at this location may project up to 15 feet into the public realm. Should the southern façade of Station A be retained, an awning on Block 10 would not be required. For Block 13 frontages facing Illinois Street, canopies and awnings should only be located at the retail land use at the corner of Illinois and 22nd streets.*		

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.D Historic Architectural Resources (cont.)				
Impact CR-6 (cont.)		The character, design and materials used for such awnings shall be industrial in character and design, suggestions are the following: – They should be flat or pitched, and should not be arched. The functional supporting structure and/or tieback rods should be clearly read [i.e., remain apparent to the observer]. – Materials used for canopies and awnings should be utilitarian. Suggested materials include wood, standing seam or louvered metal panels, and corrugated metal. • *Openings along 23rd and Illinois street frontages*. To the extent allowed by the Department of Public Health, large doors, such as sliding or roll-up doors that facilitate the movement of people, equipment, and goods in and out of the ground floor of new construction on Blocks 10-13 shall be incorporated along 23rd Street and Illinois Street. • *Special Corners on Block 12*. To frame the view of the iconic Boiler Stack, the northeast corner of Block 12 should include the use of high quality materials, such as brick, concrete, copper, steel, glass, and wood, and in addition shall include: – Volumetric shaping of the area of a building within 15-feet of the northeastern corner of Block 12 with architectural treatments including but not limited to chamfers, round edges, setbacks, and/or protrusions to highlight views or relate to the shape of the Boiler Stack from the public realm. • *Special Corners Block 9 without Unit 3*. To create an open and inviting entrance to Waterfront Park and Stack Plaza from Delaware Street and Power Station Park, the southwest corner of Block 9 without Unit 3 should use high-quality materials, such as brick, concrete, copper, steel, glass, and wood, and in addition shall include: – Volumetric shaping of any building in the area within 15-feet of the southwest corner of Block 9 with architectural treatments including but not limited to chamfers, round edges, setbacks, and/or protrusions to highlight views or relate to the shape of the Boiler Stack from the public realm. • *Block 9 without Unit 3*. For deference to the historic Stack, and to create more physical space between the Stack and new construction, the building of Block 9 without Unit 3 shall be designed such that the overall bulk is reduced by at least 10 percent from the maximum permitted floor area, with a focus along the southern façade of the new building, facing the Stack. A potential distribution of bulk reduction, for example, could result in an 8 percent reduction along the southern façade with a 2 percent reduction elsewhere. The building should interact meaningfully with the Boiler Stack, such as referencing the existing relationship between it and Unit 3 (i.e., the simple, iconic form of the Boiler Stack in contrast to the highly complex, detailed form of the Unit 3 Power Block). Retain the existing exhaust infrastructure connecting the Unit 3 Power Block with the Boiler Stack and incorporating it into the new structure as feasible. Consider preserving other elements of the Unit 3 Power Block, such as portions of the steel gridded frame structure, in new construction.		

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.D Historic Architectural Resources (cont.)				
Impact CR-6 (cont.)		• *Architectural Features on Blocks 10, 11, 12, and 13*. Regularly-spaced structural bays should be expressed on the exterior of the lower massing through the use of rectangular columns or pilasters, which reference the rhythm of loading docks on the Western Sugar Refinery Warehouses and American Industrial Center. Bay widths shall be no larger than 30 feet on center. Architectural features such as cornice lines, belt courses, architectural trim, or change in materiality or color should be incorporated into the building design to reference heights and massing of the Western Sugar Refinery Warehouses on 23rd Street and American Industrial Center on Illinois Street at areas of the façade that are not required to be set back. • *Third Street District Fenestration*. Operable windows shall be single or double hung wood sash, or awning, pivot, or other industrial style steel or aluminum fenestration. Casement windows shall be avoided at lower building massing. Divided lite windows are appropriate. Ground level glazing shall incorporate transom windows if not utilizing roll up or full height sliding doors. Upper level glazing shall consist of regular repeated punched openings with divided lites. Punched openings shall be rectangular in proportion; an exception is the use of segmentally arched openings if the building material is brick. • *Third Street District Building Rooftops*. Rooftops shall reflect the historic industrial character of the district and include flat, monitor, or shallow shed roofs. Gable or hipped roofs shall be avoided as primary features. ***The D for D shall contain the following Site Wide Design Controls:*** • *Recommended Materials.* Recommended materials should be incorporated into building design. Recommended materials include brick, concrete, copper, steel, glass, smooth stucco and wood. Avoid using veneer masonry panels except as described in the Depth of Façade, below. Avoid using smooth, flat, or minimally detailed glass curtain walls; highly reflective glass; coarse-sand finished stucco as a primary siding material; bamboo wood siding as a primary siding material; laminated timber panels; or black and dark materials should not be used as a predominate material. Where metal is used, selection should favor metals with naturally occurring patina such as copper, steel, or zinc. Metals should be matte in finish. Where shiny materials are used, they should be accent elements rather than dominant materials, and are generally not encouraged. • *Depth of Façade.* The façade should be designed to create a sense of durability and substantiality, and to avoid a thin or veneer-like appearance. Full brick or masonry is a preferred material. If thin brick or masonry or panel systems are used, these materials should read as having a volumetric legibility that is appropriate to their thickness. For example, masonry should turn the corner at a depth that is consistent with the typical depth of a brick. Windows and other openings are an opportunity to reinforce the volumetric legibility of the façade, with an appropriate depth that relates to the material selected. For example, the depth of the building frame to the glazing should be sufficiently deep to convey a substantial exterior wall, and materials should turn the corner into a window reveal.		

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.D Historic Architectural Resources (cont.)				
Impact CR-6 (cont.)		• *Quality and Durability.* Exterior finishes should have the qualities of permanence and durability found in similar contextual building materials used on neighboring sites and in the Central Waterfront. Materials should be low-maintenance, well suited to the specific maritime microclimate of the neighborhood, and able to naturally weather over time without extensive maintenance and upkeep. Materials characteristic of the surrounding context, such as brick, concrete, stone, wood, and glass, and, are envisioned on site and are good candidates to meet durability needs. ***The D for D shall contain the following Street and Open Spaces Design Controls:*** • *Stack Plaza*. No more than one-third of the area within 45 feet of the Boiler Stack shall be planted. Paving and hardscape elements shall incorporate industrial elements and materials into the design. Design elements should use simple geometric forms, regular or repeating paving patterns and utilitarian materials such as simple masonry pavers or salvaged masonry units if feasible and safe for public use. Stack Plaza design elements, such as planters and native planting, should be kept low to the ground to complement and not distract from the Boiler Stack. Surfaces should not be designed with elaborately applied patterns. Any patterning should be the pragmatic result of the use of unit pavers or concrete score joints. • *23rd Street Streetscape*. The streetscape design of 23rd Street should balance the historic utilitarian character of the Third Street Industrial District with welcoming design gestures for this important entrance to the Potrero Power Station development. To that end, the following guidelines shall be followed: – Landscape elements should feel additive to the industrial streetscape. Examples include potted or otherwise designed raised beds of plants and trees that are placed onto paved surfaces; small tree wells within paved surfaces; green walls; and raised or lowered beds edged with industrial materials such as brick, low granite curbs, or steel. – Tree planting locations should be irregularly spaced or placed in small groupings along the street, in contrast with standard Better Street Plan requirements, in order to provide better compatibility with the historic district. – A tree and vegetation palette should be used that does not detract from the industrial character. Green walls, planter boxes, and vegetation should be considered rather than trees for storm water management. – Public art installations, such as murals, are encouraged. • *Transit Bus Shelter.* The bus shelter should be utilitarian in materiality and design to reflect the industrial nature of the nearby Western Sugar Refinery Warehouse buildings. The bus shelter shall be coordinated with the building design on Block 12. • *23rd Street and Illinois Paving*. Sidewalk paving at 23rd Street and Illinois Street should be more industrial in character compared to sidewalk paving at other portions of the site. Consider varying sidewalk concrete score joint patterns or pavers from block to block. Design must be reviewed and approved by San Francisco Public Works and San Francisco Municipal Transportation Agency as part of the Street Improvement Plans.		

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.D Historic Architectural Resources (cont.)				
Impact CR-6 (cont.)		• *23rd Street Transit Island Paving*. Pavement at the transit boarding island should incorporate concrete or stone pavers or enhanced cast-in-place concrete with smaller scale joint patterns for a more refined appearance. Integral color and decorative aggregates may be selected for aesthetic quality and shall meet accessible design requirements for slip-resistance. Design must be reviewed and approved by San Francisco Public Works and San Francisco Municipal Transportation Agency as part of the Street Improvement Plans. • *Signage*. Tenant signage facing contributing buildings to the Third Street Industrial District should be utilitarian in design and materiality to reflect the adjacent historic resources and strengthen the 23rd Street streetscape. Backlit signage should be avoided.		
Impact CR-7: The proposed project would not materially alter, in an adverse manner, the physical characteristics of the adjacent Union Iron Works Historic District that justify its inclusion in the California Register of Historical Resources.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact C-CR-2: The impacts of the proposed project, in combination with those of past, present, and reasonably foreseeable future projects, would materially alter, in an adverse manner, some of the physical characteristics of the Third Street Industrial District that justify its inclusion in the California Register of Historical Resources, resulting in a cumulative impact.	S	**Mitigation Measure M-CR-5a: Documentation (**see Impact CR-5, above) **Mitigation Measure M-CR-5b: Video Recordation** (see Impact CR-5, above) **Mitigation Measure M-CR-5c: Public Interpretation and Salvage** (see Impact CR-5, above) **Mitigation Measure M-CR-5d: Rehabilitation of the Boiler Stack** (see Impact CR-5, above) **Mitigation Measure M-CR-5e (Variant): Historic Preservation Plan and Review Process for Alteration of Station A and the Boiler Stack** (see Impact CR-5, above) **Mitigation Measure M-CR-6: Design Controls for New Construction** (see Impact CR-6, above) **Mitigation Measure M-NO-4a: Construction Vibration Monitoring** (see Section 4.F, Noise and Vibration, Impact NO-4) **Mitigation Measure M-NO-4b: Vibration Control Measures During Controlled Blasting and Pile Driving** (see Section 4.F, Noise and Vibration, Impact NO-4) **Mitigation Measure M-NO-4c: Vibration Control Measures During Use of Vibratory Equipment** (see Section 4.F, Noise and Vibration, Impact NO-4)	LSM	Less than the project (LSM instead of SUM)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.E Transportation and Circulation				
Impact TR-1: Construction of the proposed project would not result in substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas, and would not result in potentially hazardous conditions.	LTS	**Improvement Measure I-TR-A: Construction Management Plan and Public Updates** • ***Construction Management Plan***—The project sponsor will develop and, upon review and approval by the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works, implement a Construction Management Plan, addressing transportation-related circulation, access, staging and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The Construction Management Plan would supplement and expand, rather than modify or supersede, the regulations, or provisions set forth by the SFMTA, Public Works, or other City departments and agencies, and the California Department of Transportation. Management practices could include: best practices for accommodating pedestrians and bicyclists, identifying routes for construction trucks to utilize, actively managing construction truck traffic, and minimizing delivery and haul truck trips during the morning (7 a.m. to 9 a.m.) and evening (4 p.m. to 6 p.m.) peak periods (or other times, as determined by the SFMTA). If construction of the proposed project is determined to overlap with nearby adjacent project(s) using the same truck access routes in the project vicinity, the project sponsor or its contractor(s) will consult with various City departments, as deemed necessary by the SFMTA, Public Works, and the Planning Department, to develop a Coordinated Construction Truck Routing Plan to minimize the severity of any disruption of access to land uses and transportation facilities. The plan will identify optimal truck routes between the regional facilities and the project sites, taking into consideration truck routes of other development and infrastructure projects and any construction activities affecting the roadway network. • ***Carpool, Bicycle, Walk, and Transit Access for Construction Workers***—To minimize parking demand and vehicle trips associated with construction workers, the construction contractor will include as part of the Construction Management Plan methods to encourage carpooling, bicycle, walk and transit access to the project site by construction workers. These methods could include providing secure bicycle parking spaces, participating in free-to-employee and employer ride matching program from www.511.org, participating in the emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers. • ***Project Construction Updates for Nearby Businesses and Residents***—To minimize construction impacts on access to nearby residences and businesses, the project sponsor will provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities, travel lane closures, and parking lane and sidewalk closures (e.g., via the project's website). A regular email notice will be distributed by the project sponsor that would provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.	NA	Similar to the project (LTS)
Impact TR-2: The proposed project would not cause substantial additional VMT or induced automobile travel.	LTS	No mitigation required.	NA	Similar to the project (LTS)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.E Transportation and Circulation (cont.)				
Impact TR-3: The proposed project would not create major traffic hazards.	LTS	**Improvement Measure I-TR-B: Monitoring and Abatement of Queues** As an improvement measure to reduce the potential for queuing of vehicles accessing the project garages, it will be the responsibility of the project sponsor to ensure that recurring vehicle queues or vehicle conflicts do not occur adjacent to garage entries. A vehicle queue is defined as one or more vehicles blocking any portion of adjacent sidewalks, bicycle lanes, or travel lanes for a consecutive period of three minutes or longer on a daily and/or weekly basis. If recurring queuing occurs, the owner/operator of the facility will employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable). Suggested abatement methods include, but are not limited to the following: redesign of facility to improve vehicle circulation and/or onsite queue capacity; employment of parking attendants; installation of "GARAGE FULL" signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of other garages on the project site; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking. If the planning director, or his or her designee, determines that a recurring queue or conflict may be present, the planning department will notify the project sponsor in writing. Upon request, the owner/operator will hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant will prepare a monitoring report to be submitted to the planning department for review. If the planning department determines that a recurring queue or conflict does exist, the project sponsor will have 90 days from the date or the written determination to abate the recurring queue or conflict.	NA	Similar to the project (LTS)
~~**Impact TR-4:** The proposed project would result in a substantial increase in transit demand that could not be accommodated by nearby Muni transit capacity.~~	~~S~~	~~**Mitigation Measure M-TR-4: Increase Capacity on Muni 22 Fillmore and 48 Quintara/Street Routes**~~ ~~The project sponsor shall provide capital costs to the San Francisco Municipal Transportation Agency (SFMTA) that allow for increased capacity on each affected route to be provided in a manner deemed acceptable by SFMTA through the following means:~~ • ~~The project sponsor shall pay the capital costs, adjusted for inflation, for the additional buses that would be necessary to accommodate the projected travel demand within the 85 percent capacity utilization standard. The additional capacity required to reduce the capacity utilization to below the 85 percent standard would be one additional bus on the 48 Quintara/24th Street route when the proposed project is 35 percent built out (i.e., prior to construction of Phase 3 of the project) and one additional bus on the 22 Fillmore route when the project is 65 percent built out (i.e., prior to construction of Phase 5 of the project). While the project sponsor will provide funding for procurement of the two buses, the SFMTA would need to identify funding to pay for the added operating cost associated with operating increased service made possible by the increased vehicle fleet. The source of that funding has not been established.~~	~~SUM~~	No longer applicable to the proposed project or variant (NA)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.E Transportation and Circulation (cont.)				
~~**Impact TR-4 (cont.)**~~		• ~~Alternatively, if the SFMTA determines that the options described below increase capacity along the route would more effectively address the impacts of the project on affected routes at 35 or 65 percent buildout, the project sponsor shall pay an amount equivalent to the cost of two buses toward completion of one or more of the following options, as determined by the SFMTA:~~ – ~~Convert to using higher-capacity vehicles on the 22 Fillmore (or alternative route) and 48 Quintara/24th Street routes. In this case, the project sponsor funding shall be used to pay a portion of the capital costs to convert the route from standard buses (with a capacity of 63 passengers) to articulated buses (with a capacity of 94 passengers). Some bus stops along the routes may not currently be configured to accommodate the longer articulated buses. Some bus zones could likely be extended by removing one or more parking spaces; in some locations, appropriate space may not be available. The project sponsor's contribution may not be adequate to facilitate the full conversion of the route to articulated buses. The source of funding needed to complete the remainder, including improvements to bus stop capacity at all of the bus stops along the route that do not currently accommodate articulated buses, has not yet been established.~~ ~~Increase bus travel speeds along the route. In this case, the project sponsor's funding would be used to fund a study to identify appropriate and feasible improvements and/or implement a portion of the improvements that would increase bus travel speeds sufficiently to increase capacity along the affected route(s) such that the project's impacts along the route(s) would be determined to be less than significant. Increased speeds could be accomplished by funding a portion of the current 16th Street Improvement Project along 16th Street between Church and Kansas streets. Adding a traffic signal with transit signal priority at the intersection of Pennsylvania Avenue/ Street may increase travel speeds on this relatively short segment of the 48 Quintara/24th Street bus route. The project sponsor's funding may not be adequate to fully achieve the capacity increases needed to reduce the project's impacts and SFMTA may need to secure additional sources of funding.~~ – ~~Another option to increase capacity in the vicinity of the project site is to add a new Muni service route in this area. By providing an additional service route, a percentage of the current transit riders on the 22 Fillmore and 48 Quintara/ Street would likely shift to the new route, lowering the capacity utilization below the 85 percent utilization standard for the 22 Fillmore (or the alternative route) and 48 Quintara/24th Street. The SFMTA may need to secure funding to pay for operating the new route.~~		
Impact TR-5: The proposed project would result in a substantial increase in delays or operating costs such that significant adverse impacts to Muni would occur.	S	**Mitigation Measure M-TR-5 (Variant): Implement Measures to Reduce Transit Delay** ***Performance Standard.*** The project sponsor shall be responsible for implementing transportation demand management (TDM) measures to limit the number of project-generated vehicle trips during the p.m. peak hour to a maximum of 89 percent of the EIR-estimated values of each of the phases of project development (performance standard), as shown in the table below. The number of vehicle trips by phase to meet the above stated performance standard shall be included in the approved TDM Plan.	SUM	Similar to the project (SUM)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

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<tr><th>Environmental Impact</th><th>Level of Significance prior to Mitigation</th><th>Mitigation and Improvement Measures</th><th>Level of Significance after Mitigation</th><th>Impact Comparison with Proposed Project</th></tr>
<tr><td colspan="5">EIR Section 4.E Transportation and Circulation (cont.)</td></tr>
<tr><td>Impact TR-5 (cont.)</td><td></td><td>
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<tr><th rowspan="3">Project Development Phase</th><th colspan="4">Maximum P.M. Peak Hour Vehicle Trips</th></tr>
<tr><th colspan="2"><u>Project Variant</u></th><th colspan="2"><u>No PG&E Subarea Scenario</u></th></tr>
<tr><th>Phase Total</th><th>Running Total</th><th>Phase Total</th><th>Running Total</th></tr>
<tr><td>Phase 1</td><td><u>370</u></td><td><u>370</u></td><td><u>370</u></td><td><u>370</u></td></tr>
<tr><td>Phase 2</td><td><u>440</u></td><td><u>810</u></td><td><u>440</u></td><td><u>810</u></td></tr>
<tr><td>Phase 3</td><td><u>250</u></td><td><u>1,060</u></td><td><u>250</u></td><td><u>1,060</u></td></tr>
<tr><td>Phase 4</td><td><u>630</u></td><td><u>1,690</u></td><td><u>670</u></td><td><u>1,730</u></td></tr>
<tr><td>Phase 5</td><td><u>240</u></td><td><u>1,930</u></td><td><u>240</u></td><td><u>1,970</u></td></tr>
<tr><td>Phase 6</td><td><u>280</u></td><td><u>2,210</u></td><td><u>NA</u></td><td><u>NA</u></td></tr>
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Monitoring and Reporting. Within one year of issuance of the project's first certificate of occupancy, the project sponsor shall retain a qualified transportation consultant approved by the SFMTA to begin monitoring daily and p.m. peak period (4 p.m. to 7 p.m.) vehicle trips in accordance with an SFMTA and San Francisco Planning Department agreed upon monitoring and reporting plan, which shall be included as a part of the approved TDM Plan. The vehicle data collection shall include counts of the number of vehicles entering and exiting the project site on internal streets at the site boundaries on 22nd, Illinois, and 23rd streets for three weekdays. The data for the three weekdays (Tuesday, Wednesday or Thursday) shall be averaged, and surveys shall be conducted within the same month annually. A document with the results of the annual vehicle counts shall be submitted to the Environmental Review Officer and the SFMTA for review within 30 days of the data collection, or with the project's annual TDM monitoring report as required by the TDM Plan (if the latter is preferable to Environmental Review Officer in consultation with the SFMTA).
The project sponsor shall begin submitting monitoring reports to the Planning Department 18 months following 75 percent occupancy of the first phase. Thereafter, annual monitoring reports shall be submitted (referred to as "reporting periods") until eight consecutive reporting periods show that the fully built project has met the performance standard, or until expiration of the project's development agreement, whichever is earlier.
If the City finds that the project exceeds the stated performance standard for any development phase, the project sponsor shall select and implement additional TDM measures in order to reduce the number of project-generated vehicle trips to meet the performance standard for that development phase. These measures could include expansion of measures already included in the project's proposed TDM Plan (e.g., providing additional
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TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.E Transportation and Circulation (cont.)				
Impact TR-5 (cont.)		project shuttle routes to alternative destinations, increases in tailored transportation marketing services, etc.), other measures identified in the City's TDM Program Standards Appendix A (as such appendix may be amended by the Planning Department from time to time) that have not yet been included in the project's approved TDM Plan, or, at the project sponsor's discretion, other measures not included in the City's TDM Program Standards Appendix A that the City and the project sponsor agree are likely to reduce peak period driving trips. For any development phase where additional TDM measures are required, the project sponsor shall have 30 months to demonstrate a reduction in vehicle trips to meet the performance standard. If the performance standard is not met within 30 months, the project sponsor shall submit to the Environmental Review Officer and the SFMTA a memorandum documenting proposed methods of enhancing the effectiveness of the TDM measures and/or additional feasible TDM measures that would be implemented by the project sponsor, along with annual monitoring of the project-generated vehicle trips to demonstrate their effectiveness in meeting the performance standard. The comprehensive monitoring and reporting program shall be terminated upon the earlier of (i) expiration of the project's development agreement, or (ii) eight consecutive reporting periods showing that the fully built project has met the performance standard. However, compliance reporting for the City's TDM Program shall continue to be required. If the additional TDM measures do not achieve the performance standard, then the City shall impose additional measures to reduce vehicle trips as prescribed under the development agreement, which may include on-site or off-site capital improvements intended to reduce vehicle trips from the project. Capital measures may include, but are not limited to, peak period or all-day transit-only lanes (e.g., along 22nd Street), turn pockets, bus bulbs, queue jumps, turn restrictions, pre-paid boarding pass machines, and/or boarding islands, or other measures that support sustainable trip making. The monitoring and reporting plan described above may be modified by the Environmental Review Officer in coordination with the SFMTA to account for transit route or transportation network changes, or major changes to the development program. The modification of the monitoring and reporting plan, however, shall not change the performance standard set forth in this mitigation measure.		
Impact TR-6: The proposed project would not result in a substantial increase in regional transit demand that could not be accommodated by regional transit capacity and would not result in a substantial increase in delays or operating costs such that significant adverse impacts to regional transit would occur.	LTS	No mitigation required.	NA	Similar to the project (LTS)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.E Transportation and Circulation (cont.)				
Impact TR-7: The proposed project would not create hazardous conditions for people walking, or otherwise interfere with accessibility for people walking to the site or adjoining areas, but existing pedestrian facilities could present barriers to accessible pedestrian travel.	S	**Mitigation Measure M-TR-7: Improve Pedestrian Facilities at the Intersection of Illinois Street/22nd Street** In the event that the Pier 70 Mixed-Use District project does not implement improvements at the intersection of Illinois Street/22nd Street, as part of the proposed project's sidewalk improvements on the east side of Illinois Street between 22nd and 23rd streets, the project sponsor shall work with SFMTA to implement the following improvements: • Install a traffic signal, including pedestrian countdown signal heads at the intersection of Illinois Street/22nd Street. • Stripe marked crosswalks in the continental design. • Construct/reconstruct ADA compliant curb ramps at the four corners, as necessary. In the event that the Pier 70 Mixed-Use District project does not implement these improvements, the project sponsor shall be responsible for costs associated with design and implementation of these improvements. The SFMTA shall determine whether the SFMTA or the project sponsor would implement these improvements.	LSM	Similar to the project (LSM)
Impact TR-8: The proposed project would not result in potentially hazardous conditions for bicyclists, or otherwise interfere with bicycle accessibility to the project site or adjacent areas.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Impact TR-9: The proposed project would accommodate its commercial vehicle and passenger loading demand, and proposed project loading operations would not create potentially hazardous conditions or significant delays for transit, bicyclists, or people walking.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Impact TR-10: The proposed project would not result in a substantial parking deficit and thus the project's parking supply would not create potentially hazardous conditions or significant delays affecting transit, bicyclists, or people walking.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Impact TR-11: The proposed project would not result in inadequate emergency vehicle access.	LTS	No mitigation required.	NA	Similar to the project (LTS)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.E Transportation and Circulation (cont.)				
Impact C-TR-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in cumulative construction-related transportation impacts.	LTS	No mitigation required. **Improvement Measure I-TR-A: Construction Management Plan and Public Updates** (see Impact TR-1, above)	NA	Similar to the project (LTS)
Impact C-TR-2: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not contribute considerably to significant cumulative impacts related to VMT.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Impact C-TR-3: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impacts related to traffic hazards.	LTS	No mitigation required. **Improvement Measure I-TR-B: Monitoring and Abatement of Queues** (see Impact TR-3, above)	NA	Similar to the project (LTS)
~~**Impact C-TR-4:** The proposed project, in combination with past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative transit impacts related to transit capacity utilization on Muni routes.~~	~~S~~	~~**Mitigation M-TR-4: Increase Capacity on Muni 22 Fillmore and 48 Quintara/Street Routes** (see Impact TR-4, above).~~	~~SUM~~	No longer applicable to the proposed project or variant (NA)
Impact C-TR-5: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative transit impacts related to travel delay or operating costs on Muni.	S	**Mitigation: Mitigation Measure M-TR-5 (Variant): Implement Measures to Reduce Transit Delay** (see Impact TR-5, above)	SUM	Similar to the project (SUM)
Impact C-TR-6: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not contribute considerably to significant cumulative transit impacts on regional transit providers.	LTS	No mitigation required.	NA	Similar to the project (LTS)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.E Transportation and Circulation (cont.)				
Impact C-TR-7: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in significant cumulative pedestrian impacts.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Impact C-TR-8: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in significant cumulative bicycle impacts.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Impact C-TR-9: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in significant cumulative loading impacts.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Impact C-TR-10: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in significant cumulative parking impacts.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Impact C-TR-11: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in significant cumulative emergency access impacts.	LTS	No mitigation required.	NA	Similar to the project (LTS)
EIR Section 4.F Noise and Vibration				
Impact NO-1: Project construction could expose people to or generate noise levels in excess of standards in the Noise Ordinance (Article 29 of the San Francisco Police Code) or applicable standards of other agencies.	S	**Mitigation Measure M-NO-1: Construction Noise Control Measures** The project sponsor shall implement construction noise controls as necessary to ensure compliance with the Noise Ordinance limits and to reduce construction noise levels at sensitive receptor locations to the degree feasible. Noise reduction strategies that could be implemented include, but are not limited to, the following: • Require the general contractor to ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds).	LSM	Same as the project (LSM)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.F Noise and Vibration (cont.)				
Impact NO-1 (cont.)		• Require the general contractor to locate stationary noise sources (such as the rock/concrete crusher, or compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and/or to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, to the maximum extent practicable. • Require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which would reduce noise levels by as much as 10 dBA. Include noise control requirements for construction equipment and tools, including specifically concrete saws, in specifications provided to construction contractors. Such requirements could include, but are not limited to, erecting temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses; utilizing noise control blankets on a building structure as the building is erected to reduce noise levels emanating from the construction site; performing all work in a manner that minimizes noise; using equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants; and selecting haul routes that avoid residential uses. • Prior to the issuance of each building permit, along with the submission of construction documents, submit to the Planning Department and Department of Building Inspection or the Port, as appropriate, a plan to track and respond to complaints pertaining to construction noise. The plan shall include the following measures: (1) a procedure and phone numbers for notifying the San Francisco Department of Building Inspection or the Port, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted onsite describing permitted construction days and hours, noise complaint procedures, and a complaint hotline number that shall be answered at all times during construction; (3) designation of an onsite construction compliance and enforcement manager for the project; and (4) notification of neighboring residents and non residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (such as pile driving and blasting) about the estimated duration of the activity. • Wherever pile driving or controlled rock fragmentation/rock drilling is proposed to occur, the construction noise controls shall include as many of the following control strategies as feasible: – Implement “quiet” pile-driving technology such as pre-drilling piles where feasible to reduce construction-related noise and vibration. – Use pile-driving equipment with state-of-the-art noise shielding and muffling devices. – Use pre-drilled or sonic or vibratory drivers, rather than impact drivers, wherever feasible (including slipways) and where vibration-induced liquefaction would not occur. – Schedule pile-driving activity for times of the day that minimize disturbance to residents as well as commercial uses located onsite and nearby.		

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.F Noise and Vibration (cont.)				
Impact NO-1 (cont.)		– Erect temporary plywood or similar solid noise barriers along the boundaries of each project block as necessary to shield affected sensitive receptors. – Implement other equivalent technologies that emerge over time. – If controlled rock fragmentation (including rock drills) were to occur at the same time as pile driving activities in the same area and in proximity to noise-sensitive receptors, pile drivers should be set back at least 100 feet while rock drills should be set back at least 50 feet (or vice-versa) from any given sensitive receptor. – If blasting is done as part of controlled rock fragmentation, use of blasting mats and reducing blast size shall be implemented to the extent feasible in order to minimize noise impacts on nearby sensitive receptors.		
Impact NO-2: Project construction would cause a substantial temporary or periodic increase in ambient noise levels at noise-sensitive receptors, above levels existing without the project.	S	**Mitigation Measure M-NO-1: Construction Noise Control Measures** (see Impact NO-1, above) **Improvement Measure I-NO-A, Nighttime Construction Noise Control Measures** The following shall occur to reduce potential conflicts between nighttime construction activities on the project site and residents of the Pier 70 project: • Nighttime construction noise shall be limited to 10 dBA above ambient levels at 25 feet from the edge of the Power Station project boundary. • Temporary noise barriers installed in the line-of-sight between the location of construction and any occupied residential uses. • Construction contractor(s) shall be requested to make best efforts to complete the loudest construction activities before 8 p.m. and after 7 a.m. • Further, notices shall be provided to be mailed or, if possible, emailed to residents of the Pier 70 project at least 10 days prior to the date any nighttime construction activities are scheduled to occur and again within three days of commencing such work. Such notice shall include: i. a description of the work to be performed; ii. two 24-7 emergency contact names and cell phone numbers; iii. the exact dates and times when the night work will be performed; iv. the name(s) of the contractor(s); and v. the measures that the contractor will perform to reduce or mitigate night noise. • In addition to the foregoing, the Developer shall work with building managers of occupied residential buildings in the Pier 70 project to post a notification with the aforementioned information in the lobby and other public meeting areas in the building.	SUM	Same as the project (SUM)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.F Noise and Vibration (cont.)				
Impact NO-3: Construction truck traffic would not cause a substantial temporary or periodic increase in ambient noise levels along access streets in the project vicinity	LTS	**Improvement Measure I-NO-A, Nighttime Construction Noise Control Measures** **Improvement Measure I-NO-B: Avoidance of Residential Streets** Trucks should be required to use routes and queuing and loading areas that avoid existing and planned residential uses to the maximum extent feasible, including existing residential development on Third Street (north of 23rd Street), existing residential development on Illinois Street (north of 20th Street), and planned Pier 70 residential development (north of 22nd Street). **Improvement Measure I-TR-A, Construction Management Plan and Public Updates** (see Section 4.E, Transportation and Circulation, Impact TR-1)	NA	Similar to the project (LTS)
Impact NO-4: Project construction would generate excessive groundborne vibration that could result in building damage.	S	**Mitigation Measure M-CR-5e (Variant): Historic Preservation Plan and Review Process for Alteration of Station A and the Boiler Stack** (see Impact CR-5) **Mitigation Measure M-NO-4a: Construction Vibration Monitoring** The project sponsor shall undertake a monitoring program to ensure that construction-related vibration does not exceed 0.5 in/sec PPV at the Boiler Stack, the American Industrial Center South building, and the Western Sugar Warehouses as required pursuant to Mitigation Measures M-NO-4b (Vibration Control Measures During Controlled Blasting and Pile Driving), M-NO-4c (Vibration Control Measures During Use of Vibratory Equipment), and M-CR-5e (Historic Preservation Plan and Review Process for Alteration of the Boiler Stack). The monitoring program shall include the following components: • Prior to any controlled blasting, pile driving, or use of vibratory construction equipment (vibration-inducing construction), the project sponsor shall engage a historic architect or qualified historic preservation professional and a qualified acoustical/vibration consultant or structural engineer to undertake a pre-construction survey of the Boiler Stack, the American Industrial Center South building, and the Western Sugar Warehouses to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource, a structural engineer or other qualified entity shall establish a maximum vibration level that shall not be exceeded based on existing conditions, character-defining features, soils conditions and anticipated construction practices in use at the time. The qualified consultant shall conduct regular periodic inspections of each historical resource within 80 feet of vibration-inducing construction throughout the duration of vibration-inducing construction. The pre-construction survey and inspections shall be conducted in concert with the Historic Preservation Plan required pursuant to Mitigation Measure M-CR-5e, Historic Preservation Plan and Review Process for Alteration of the Boiler Stack. • Prior to the start of any vibration-inducing construction, the qualified acoustical/vibration consultant or structural engineer shall undertake a pre-construction survey of any offsite structures or onsite structures constructed by the project within 80 feet of such vibration inducing construction. The qualified acoustical/vibration consultant or structural engineer shall conduct periodic inspections of all other non-historic structures throughout the duration of vibration inducing construction. • The qualified historic and acoustical/structural consultant shall submit monitoring reports to San Francisco Planning documenting vibration levels and findings from regular inspections.	LSM	Similar to the project (LSM)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.F Noise and Vibration (cont.)				
Impact NO-4 (cont.)		• Based on planned construction activities for the project and condition of the adjacent structures, an acoustical consultant shall monitor vibration levels at each structure and shall prohibit vibration inducing construction activities that generate vibration levels in excess of 0.5 in/sec PPV. Should vibration levels be observed in excess of 0.5 in/sec PPV or should damage to any structure be observed, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. For example, smaller, lighter equipment might be able to be used or pre-drilled piles could be substituted for driven piles, if soil conditions allow. **Mitigation Measure M-NO-4b: Vibration Control Measures During Controlled Blasting and Pile Driving** Vibration controls shall be specified to ensure that the vibration limit of 0.5 in/sec PPV can be met at all nearby structures when all potential construction-related vibration sources (onsite and offsite) are considered. These controls could include smaller charge sizes if controlled blasting is used, pre-drilling pile holes, using the pulse plasma fragmentation technique, or using smaller vibratory equipment. This vibration limit shall be coordinated with vibration limits required under Mitigation Measure M-BI-4, Fish and Marine Mammal Protection during Pile Driving, to ensure that the lowest of the specified vibration limits is ultimately implemented. **Mitigation Measure M-NO-4c: Vibration Control Measures During Use of Vibratory Equipment** In areas with a "very high" or "high" susceptibility for vibration-induced liquefaction or differential settlement risks, as part of subsequent site-specific geotechnical investigations, the project's geotechnical engineer shall specify an appropriate vibration limit based on proposed construction activities and proximity to liquefaction susceptibility zones. At a minimum, the vibration limit shall not exceed 0.5 in/sec PPV, unless the geotechnical engineer demonstrates, to the satisfaction of the Environmental Review Officer (ERO), that a higher vibration limit would not result in building damage. The geotechnical engineer shall specify construction practices (such as using smaller equipment or pre-drilling pile holes) required to ensure that construction-related vibration does not cause liquefaction hazards at nearby structures. The project sponsor shall ensure that all construction contractors comply with these specified construction practices. This vibration limit shall be coordinated with vibration limits required under Mitigation Measure M-BI-4, Fish and Marine Mammal Protection during Pile Driving, to ensure that the lowest of the specified vibration limits is ultimately implemented.		
Impact NO-5: Operation of the stationary equipment on the project site could result in a substantial permanent increase in ambient noise levels in the immediate project vicinity, and permanently expose noise-sensitive receptors to noise levels in excess of standards in the San Francisco Noise Ordinance.	S	**Mitigation Measure M-NO-5: Stationary Equipment Noise Controls** For all stationary equipment on the project site, noise attenuation measures shall be incorporated into the design of fixed stationary noise sources to ensure that the noise levels meet section 2909 of the San Francisco Police Code. A qualified acoustical engineer or consultant shall verify the ambient noise level based on noise monitoring and shall design the stationary equipment to ensure that the following requirements of the noise ordinance are met:	LSM	Similar to the project (LSM)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.F Noise and Vibration (cont.)				
Impact NO-5 (cont.)		• Fixed stationary equipment shall not exceed 5 dBA above the ambient noise level at the property plane at the closest residential uses (Blocks 1, 5 - 8, 13 and possibly Blocks 4, 9, 12, and 14, depending on the use ultimately developed) and 8 dBA on blocks where commercial/industrial uses are developed (Blocks 2, 3, 10, 11, and possibly Blocks 4, 12, and 14, depending on the use ultimately developed); • Stationary equipment shall be designed to ensure that the interior noise levels at adjacent or nearby sensitive receptors (residential, hotel, and childcare receptors) do not exceed 45 dBA. Noise attenuation measures could include installation of critical grade silencers, sound traps on radiator exhaust, provision of sound enclosures/barriers, addition of roof parapets to block noise, increasing setback distances from sensitive receptors, provision of intake louvers or louvered vent openings, location of vent openings away from adjacent residential uses, and restriction of generator testing to the daytime hours. The project sponsor shall demonstrate to the satisfaction of the Environmental Review Officer (ERO) that noise attenuation measures have been incorporated into the design of all fixed stationary noise sources to meet these limits prior to approval of a building permit. **Improvement Measure I-NO-C: Design of Future Noise-Generating Uses near Residential Uses:** The following improvement measures will be implemented to reduce the potential for disturbance of Pier 70 residents from other traffic-related, noise-generating activities located near the northern PPS site boundary: a. *Design of Building Loading Docks and Trash Enclosures*. To minimize the potential for sleep disturbance at any potential adjacent residential uses, exterior facilities such as loading areas / docks and trash enclosures associated with any non-residential uses along Craig Lane, shall be located on sides of buildings facing away from existing or planned Residential or Child Care uses, if feasible. If infeasible, these types of facilities associated with non-residential uses along Craig Lane shall be enclosed. If residential uses exist or are planned on Craig Lane, on-street loading activities on Craig Lane shall occur between the hours of 7:00 a.m. and 8:00 p.m. on weekdays, and 9:00 a.m. to 8:00 p.m. on Saturdays, Sundays, and federal holidays. Off-street loading outside of these hours shall only be permitted only if such loading occurs entirely within enclosed buildings b. *Design of Above-Ground Parking Structure*. Any parking structure shall be designed to shield existing or planned residential uses from noise and light associated with parking cars. c. *Restrict Hours of Operation of Loading Activities on Craig Lane*. To reduce potential conflicts between loading activities for commercial uses and potential residential uses, the project sponsor will seek to restrict loading activities on Craig Lane to occur only between the hours of 7 a.m. and 8 p.m. In the event Craig Lane is a private street, such restriction may be included in the Covenants, Conditions, and Restrictions applicable to the project site. If San Francisco Public Works accepts Craig Lane, the project sponsor will seek to have SFMTA impose these restrictions.		

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.G Air Quality				
Impact NO-6: Events that include outdoor amplified sound would not result in substantial temporary or periodic increases in ambient noise levels.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Impact NO-7: Proposed rooftop bars and restaurants that include outdoor amplified sound would not result in substantial temporary or periodic increases in ambient noise levels.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Impact NO-8: Project traffic would result in a substantial permanent increase in ambient noise levels.	S	**Mitigation Measure M-TR-5: Implement Measures to Reduce Transit Delay** (see Impact TR-5) **Mitigation Measure M-NO-8 (Variant): Design of Future Noise-Sensitive Uses** Prior to issuance of a building permit for vertical construction of a residential building or a building with childcare or hotel uses, a qualified acoustical consultant shall conduct a noise study to determine the need to incorporate noise attenuation features into the building design in order to meet a 45-dBA interior noise limit. This evaluation shall be based on noise measurements taken at the time of the building permit application and the future cumulative traffic (year 2040) noise levels expected on roadways located on or adjacent to the project site (i.e., 67 dBA on Illinois Street, 66 dBA on 22nd Street, ~~60~~ 61 dBA on Humboldt Street, and 64 dBA on 23rd Street at 50 feet from roadway centerlines) to identify the STC ratings required to meet the 45-dBA interior noise level. The noise study and its recommendations and attenuation measures shall be incorporated into the final design of the building and shall be submitted to the San Francisco Department of Building Inspection for review and approval. The project sponsor shall implement recommended noise attenuation measures from the approved noise study as part of final project design for buildings that would include residential, hotel, and childcare uses.	SUM (offsite receptors) p. 4.F-66 and LSM (future onsite receptors) p. 4.F-67	Similar to the project (SUM)
Impact C-NO-1: Cumulative construction of the proposed project combined with construction of other past, present, and reasonably foreseeable future projects would cause a substantial temporary or periodic increase in ambient noise levels.	S	**Mitigation Measure M-NO-1: Construction Noise Control Measures** (see Impact NO-1) **Mitigation Measure M-NO-4a: Vibration Control Measures During Controlled Blasting and Pile Driving** (see Impact NO-4) **Improvement Measure I-NO-A: Avoidance of Residential Streets** (see Impact NO-3) **Improvement Measure I-TR-A, Construction Management Plan and Public Updates** (see Impact TR-1)	SUM	Same as the project (SUM)
Impact C-NO-2: Cumulative traffic increases would cause a substantial permanent increase in ambient noise levels in the project vicinity.	S	**Mitigation Measure M-TR-5 (Variant): Implement Measures to Reduce Transit Delay** (see Impact TR-5) **Mitigation Measure M-NO-8 (Variant), Design of Future Noise-Sensitive Uses** (see Impact NO-8)	SUM	Same as the project (SUM)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.G Air Quality (cont.)				
Impact AQ-1: During construction the proposed project would not generate fugitive dust but would not violate an air quality particulate standard, contribute substantially to an existing or projected particulate violation, or result in a cumulatively considerable net increase in particulate concentrations.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact AQ-2: During construction (including construction phases that overlap with project operations), the proposed project would generate criteria air pollutants which would violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants.	S	**Mitigation Measure M-AQ-2a: Construction Emissions Minimization** The project sponsor or the project sponsor's contractor shall comply with the following: ***A. Engine Requirements.*** 1. The project sponsor shall also ensure that all on-road heavy-duty diesel trucks with a gross vehicle weight rating of 19,500 pounds or greater used at the project site (such as haul trucks, water trucks, dump trucks, and concrete trucks) be model year 2010 or newer. 2. All off-road equipment (including water construction equipment used onboard barges) greater than 25 horse power shall have engines that meet Tier 4 Final off-road emission standards. Tugs shall comply with U.S. EPA Tier 3 Marine standards for Marine Diesel Engine Emissions. 3. Since grid power will be available, portable diesel engines shall be prohibited. 4. Renewable diesel shall be used to fuel all diesel engines if it can be demonstrated to the Environmental Review Officer (ERO) that it is compatible with on-road or off-road engines and that emissions of ROG and NOx from the transport of fuel to the project site will not offset its NOx reduction potential. 5. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit. 6. The contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications. ***B. Waivers.*** The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use other off-road equipment. If	SUM	Similar to the project (SUM)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.G Air Quality (cont.)				
Impact AQ-2 (cont.)		the ERO grants the waiver, the contractor must use the next cleanest piece of off-road equipment, according to the table below. The ERO may waive the equipment requirements of Subsection (A)(2) if: a particular piece of off-road equipment with an engine meeting Tier 4 Final emission standards is not regionally available to the satisfaction of the ERO. If seeking a waiver from this requirement, the project sponsor must demonstrate to the satisfaction of the ERO that the health risks from existing sources, project construction and operation, and cumulative sources do not exceed a total of 10 µg/m3 or 100 excess cancer risks for any onsite or offsite receptor. The ERO may waive the equipment requirements of Subsection (A)(3) if: an application has been submitted to initiate on-site electrical power, portable diesel engines may be temporarily operated for a period of up to three weeks until on site electrical power can be initiated or, there is a compelling emergency. ***C. Construction Emissions Minimization Plan.*** Before starting onsite construction activities, the contractor shall submit a Construction Emissions Minimization Plan to the ERO for review and approval. The plan shall state, in reasonable detail, how the contractor will meet the requirements of Section A, Engine Requirements. 1. The Construction Emissions Minimization Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. 2. The project sponsor shall ensure that all applicable requirements of the Construction Emissions Minimization Plan have been incorporated into the contract specifications. The plan shall include a certification statement that the contractor agrees to comply fully with the plan. 3. The contractor shall make the Construction Emissions Minimization Plan available to the public for review onsite during working hours. The contractor shall post at the construction site a legible and visible sign summarizing the plan. The sign shall also state that the public may ask to inspect the plan for the project at any time during working hours and shall explain how to request to inspect the plan. The contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way. ***D. Monitoring.*** After start of construction activities, the contractor shall submit quarterly reports to the ERO documenting compliance with the Construction Emissions Minimization Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the plan.		

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.G Air Quality (cont.)				
Impact AQ-2 (cont.)		**Mitigation Measure M-AQ-2b: Diesel Backup Generator Specifications** To reduce NOx associated with operation of the proposed project, the project sponsor shall implement the following measures. A. All new diesel backup generators shall: 1. Have engines that meet or exceed California Air Resources Board Tier 4 off-road emission standards which have the lowest NOx emissions of commercially available generators; and 2. Be fueled with renewable diesel, if commercially available[2], which has been demonstrated to reduce NOx emissions by approximately 10 percent. B. All new diesel backup generators shall have an annual maintenance testing limit of 50 hours, subject to any further restrictions as may be imposed by the Bay Area Air Quality Management District in its permitting process. C. For each new diesel backup generator permit submitted to Bay Area Air Quality Management District for the project, the project sponsor shall submit the anticipated location and engine specifications to the San Francisco Planning Department environmental review officer for review and approval prior to issuance of a permit for the generator from the San Francisco Department of Building Inspection. Once operational, all diesel backup generators shall be maintained in good working order for the life of the equipment and any future replacement of the diesel backup generators shall be required to be consistent with these emissions specifications. The operator of the facility at which the generator is located shall be required to maintain records of the testing schedule for each diesel backup generator for the life of that diesel backup generator and to provide this information for review to the planning department within three months of requesting such information. **Mitigation Measure M-AQ-2c: Promote Use of Green Consumer Products** The project sponsor shall provide educational programs and/or materials for residential and commercial tenants concerning green consumer products. Prior to receipt of any certificate of final occupancy and every five years thereafter, the project sponsor shall work with the San Francisco Department of Environment to develop electronic correspondence to be distributed by email annually to residential and/or commercial tenants of each building on the project site that encourages the purchase of consumer products that generate lower than typical VOC emissions. The correspondence shall encourage environmentally preferable purchasing and shall include contact information and website links to SF Approved (www.sfapproved.org). This website also may be used as an informational resource by businesses and residents.		

[2] Neste MY renewable Diesel is available in the Bay Area through Western States Oil.

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.G Air Quality (cont.)				
Impact AQ-2 (cont.)		**Mitigation Measure M-AQ-2d: Electrification of Loading Docks** The project sponsor shall ensure that loading docks for retail, light industrial, or warehouse uses that will receive deliveries from refrigerated transport trucks incorporate electrification hook-ups for transportation refrigeration units to avoid emissions generated by idling refrigerated transport trucks. **Mitigation Measure M-TR-5, Implement Measures to Reduce Transit Delay** (see Impact TR-5, above) **Mitigation Measure M-AQ-2e: Additional Mobile Source Control Measures** The following Mobile Source Control Measures from the Bay Area Air Quality Management District's 2010 Clean Air Plan shall be implemented: • Promote use of clean fuel-efficient vehicles through preferential (designated and proximate to entry) parking and/or installation of charging stations beyond the level required by the City's Green Building code, from 8 to 20 percent. • Promote zero-emission vehicles by requesting that any car share program operator include electric vehicles within its car share program to reduce the need to have a vehicle or second vehicle as a part of the TDM program that would be required of all new developments. **Mitigation Measure M-AQ-2f (Variant): Offset Construction and Operational Emissions** Prior to issuance of the final certificate of occupancy for the final building associated with Phase 1, the project sponsor, with the oversight of the Environmental Review Officer (ERO), shall either: (1) ***Directly fund or implement a specific offset project within San Francisco*** to achieve equivalent to a one-time reduction of 14 tons per year of ozone precursors. This offset is intended to offset the combined emissions from construction and operations remaining above significance levels after implementing the other mitigation measures discussed. To qualify under this mitigation measure, the specific emissions offset project must result in emission reductions within the San Francisco Bay Area Air Basin that would not otherwise be achieved through compliance with existing regulatory requirements. A preferred offset project would be one implemented locally within the City and County of San Francisco. Prior to implementing the offset project, it must be approved by the ERO. The project sponsor shall notify the ERO within six (6) months of completion of the offset project for verification; or (2) ***Pay mitigation offset*** fees to the Bay Area Air Quality Management District Bay Area Clean Air Foundation. The mitigation offset fee, currently estimated at approximately $30,000 per weighted ton, plus an administrative fee of no more than 5 percent of the total offset, shall fund one or more emissions reduction projects within the San Francisco Bay Area Air Basin. The fee will be determined by the planning department, the project sponsor, and the air district, and be based on the type of projects available at the time of the payment. This fee is intended to fund emissions reduction projects to achieve reductions of 14 tons of ozone precursors per year, which is the amount required to reduce emissions below significance levels after implementation of other identified mitigation measures as currently calculated.		

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.G Air Quality (cont.)				
Impact AQ-2 (cont.)		The offset fee shall be made prior to issuance of the final certificate of occupancy for the final building associated with Phase 1 of the project (or an equivalent of approximately 360,000 square feet of residential, 176,000 square feet of office, 16,000 square feet of retail, 15,000 square feet of PDR, 240,000 square feet of hotel, and 25,000 square feet of assembly) when the combination of construction and operational emissions is predicted to first exceed 54 pounds per day. This offset payment shall total the predicted 14 tons per year of ozone precursors above the 10 ton per year threshold after implementation of Mitigation Measures M-AQ-2a though M-AQ-2e and M-TR-5. The total emission offset amount was calculated by summing the maximum daily construction and operational emissions of ROG and NOX (pounds/day), multiplying by 260 work days per year for construction and 365 days per year for operation, and converting to tons. The amount represents the total estimated operational and construction-related ROG and NOx emissions offsets required. (3) ***Additional mitigation offset fee***. The need for an additional mitigation offset payment shall be determined as part of the performance standard assessment of Mitigation Measure M-TR-5. If at that time, it is determined that implementation of Mitigation Measure M-TR-5 has successfully achieved its targeted trip reduction at project buildout, or the project sponsor demonstrates that the project's emissions upon the earlier of: (a) full build-out or (b) termination of the Development Agreement are less than the 10-ton-per-year thresholds for ROG and NOx, then no further installment shall be required. However, if the performance standard assessment determines that the trip reduction goal has not been achieved, and the project sponsor is unable to demonstrate that the project's emissions upon the earlier of: (a) full build-out or (b) termination of the Development Agreement are less than the 10-ton-per-year thresholds for ROG and NOx, then an additional offset payment shall be made in an amount reflecting the difference in emissions, in tons per year of ROG and NOx, represented by the shortfall in trip reduction. Documentation of mitigation offset payments, as applicable, shall be provided to the planning department. When paying a mitigation offset fee, the project sponsor shall enter into a memorandum of understanding (MOU) with the Bay Area Air Quality Management District Clean Air Foundation. The MOU shall include details regarding the funds to be paid, the administrative fee, and the timing of the emissions reductions project. Acceptance of this fee by the air district shall serve as acknowledgment and a commitment to (1) implement an emissions reduction project(s) within a time frame to be determined, based on the type of project(s) selected, after receipt of the mitigation fee to achieve the emissions reduction objectives specified above and (2) provide documentation to the planning department and the project sponsor describing the project(s) funded by the mitigation fee, including the amount of emissions of ROG and NOx reduced (tons per year) within the San Francisco Bay Area Air Basin from the emissions reduction project(s). To qualify under this mitigation measure, the specific emissions reduction project must result in emission reductions within the basin that are real, surplus, quantifiable, and enforceable and would not otherwise be achieved through compliance with existing regulatory requirements or any other legal requirement. The requirement to pay such mitigation offset fee shall terminate if the project sponsor is able to demonstrate that the project's emissions upon the earlier of: (a) full build-out or (b) termination of the Development Agreement are less than the 10-ton-per-year thresholds for ROG and NOx.		

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.G Air Quality (cont.)				
Impact AQ-3: During project operations, the proposed project would result in emissions of criteria air pollutants at levels that would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants.	S	**Mitigation Measure M-AQ-2b: Diesel Backup Generator Specifications** (see Impact AQ-2) **Mitigation Measure M-AQ-2c: Promote Use of Green Consumer Products** (see Impact AQ-2, above) **Mitigation Measure M-AQ-2d: Electrification of Loading Docks** (see Impact AQ-2, above) **Mitigation Measure M-TR-5 (Variant), Implement Measure to Reduce Transit Delay** (see Section 4.E, Transportation and Circulation) **Mitigation Measure M-AQ-2e: Additional Mobile Source Control Measures** (see Impact AQ-2, above) **Mitigation Measure M-AQ-2f (Variant): Offset Construction and Operational Emissions** (see Impact AQ-2, above)	SUM	Similar to the project (SUM)
Impact AQ-4: Construction and operation of the proposed project would generate toxic air contaminants, including diesel particulate matter, which could expose sensitive receptors to substantial pollutant concentrations.	S	**Mitigation Measure M-AQ-2a: Construction Emissions Minimization** (see Impact AQ-2, above) **Mitigation Measure M-AQ-2b: Diesel Backup Generator Specifications** (see Impact AQ-2, above) **Mitigation Measure AQ-4: Siting of Uses that Emit Toxic Air Contaminants** For new development including R&D/life science uses and PDR use or other uses that would be expected to generate toxic air contaminants (TACs) as part of everyday operations, prior to issuance of the certificate of occupancy, the project sponsor shall obtain written verification from the Bay Area Air Quality Management District either that the facility has been issued a permit from the air district, if required by law, or that permit requirements do not apply to the facility. However, since air district could potentially issue multiple separate permits to operate that could cumulatively exceed an increased cancer risk of 10 in one million, the project sponsor shall also submit written verification to the San Francisco Planning Department that increased cancer risk associated with all such uses does not cumulatively exceed 10 in one million at any onsite receptor. This measure shall be applicable, at a minimum, to the following uses and any other potential uses that may emit TACs: gas dispensing facilities; auto body shops; metal plating shops; photographic processing shops; appliance repair shops; mechanical assembly cleaning; printing shops; medical clinics; laboratories, and biotechnology research facilities.	LSM	Same as the project (LSM)
Impact AQ-5: The proposed project could conflict with implementation of the Bay Area 2017 Clean Air Plan.	S	**Mitigation Measure M-AQ-2a: Construction Emissions Minimization** (see Impact AQ-2, above) **Mitigation Measure M-AQ-2b: Diesel Backup Generator Specifications** (see Impact AQ-2, above) **Mitigation Measure M-AQ-2d: Electrification of Loading Docks** (see Impact AQ-2, above) **Mitigation Measure M-TR-5 (Variant): Implement Measures to Reduce Transit Delay** (see Section 4.E, Transportation and Circulation) **Mitigation Measure M-AQ-2e: Additional Mobile Source Control Measures** (see Impact AQ-2, above)	LSM	Same as the project (LSM)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.G Air Quality (cont.)				
Impact AQ-5 (cont.)		**Mitigation Measure M-AQ-4: Siting of Uses that Emit Toxic Air Contaminants** (see Impact AQ-4, above) **Mitigation Measure AQ-5: Include Spare the Air Telecommuting Information in Transportation Welcome Packets** The project sponsor shall include dissemination of information on Spare The Air Days within the San Francisco Bay Area Air Basin as part of transportation welcome packets and ongoing transportation marketing campaigns. This information shall encourage employers and employees, as allowed by their workplaces, to telecommute on Spare The Air Days.		
Impact AQ-6: The proposed project would not create objectionable odors that would affect a substantial number of people.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact C-AQ-1: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project area, would contribute to cumulative regional air quality impacts.	S	**Mitigation Measure M-AQ-2a: Construction Emissions Minimization** (see Impact AQ-2, above) **Mitigation Measure M-AQ-2b: Diesel Backup Generator Specifications** (see Impact AQ-2, above) **Mitigation Measure M-AQ-2c: Promote Use of Green Consumer Products** (see Impact AQ-2, above) **Mitigation Measure M-AQ-2d: Electrification of Loading Docks** (see Impact AQ-2, above) **Mitigation Measure M-TR-5 (Variant), Implement Measures to Reduce Transit Delay** (see Section 4.E, Transportation and Circulation) **Mitigation Measure M-AQ-2e: Additional Mobile Source Control Measures** (see Impact AQ-2, above) **Mitigation Measure M-AQ-2f (Variant): Offset Operational Emissions** (see Impact AQ-2, above)	SUM	Similar to the project (SUM)
Impact C-AQ-2: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project area, could contribute to cumulative health risk impacts on sensitive receptors.	S	**Mitigation Measures M-AQ-2a: Construction Emissions Minimization** (see Impact AQ-2, above)	LSM	Same as the project (LSM)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.H Wind and Shadow				
Impact WS-1: Full build out of the proposed project would not alter wind in a manner that substantially affects public areas on or near the project site.	LTS	**Improvement Measure I-WS-1: Wind Reduction Features for Block 1** As part of the schematic design of building(s) on Block 1, the project sponsor and the Block 1 architect(s) should consult with a qualified wind consultant regarding design treatments to minimize pedestrian-level winds created by development on Block 1, with a focus on the southwest corner of the block. Design treatments could include, but need not be limited to, inclusion of podium setbacks, terraces, architectural canopies or screens, vertical or horizontal fins, chamfered corners, and other articulations to the building façade. If such building design measures are found not to be effective, landscaping (trees and shrubs), street furniture, and ground-level fences or screens may be considered. If recommended by the qualified wind consultant, the project sponsor should subject the building(s) proposed for this block to wind tunnel testing prior to the completion of schematic design. The goal of this measure is to improve pedestrian wind conditions resulting from the development of Block 1. The project sponsor should incorporate into the design of the Block 1 building(s) any wind reduction features recommended by the qualified wind consultant.	NA	Similar to the project (LTS)
Impact WS-2: The phased construction of the proposed project could alter wind in a manner that substantially affects public areas on or near the project site.	S	**Mitigation Measure M-WS-2: Identification and Mitigation of Interim Hazardous Wind Impacts** Prior to the approval of building plans for construction of any proposed building, or a building within a group of buildings to be constructed simultaneously, at a height of 85 feet or greater, the project sponsor (including any subsequent developer) shall submit to the San Francisco Planning Department for review and approval a wind impact analysis of the proposed building(s). The wind impact analysis shall be conducted by a qualified wind consultant. The wind impact analysis shall consist of a qualitative analysis of whether the building(s) under review could result in winds throughout the wind test area (as identified in the EIR) exceeding the 26-mph wind hazard criterion for more hours or at more locations than identified for full project buildout in the EIR. That is, the evaluation shall determine whether partial buildout conditions would worsen wind hazard conditions for the project as a whole. The analysis shall compare the exposure, massing, and orientation of the proposed building(s) to the same building(s) in the representative massing models for the proposed project and shall include any then-existing buildings and those under construction. The wind consultant shall review the proposed building(s) design taking into account feasible wind reduction features including, but not necessarily limited to, inclusion of podium setbacks, terraces, architectural canopies or screens, vertical or horizontal fins, chamfered corners, and other articulations to the building façade. If such building design measures are found not to be effective, landscaping (trees and shrubs), street furniture, and ground-level fences or screens may be considered. Comparable temporary wind reduction features (i.e., those that would be erected on a vacant site and removed when the site is developed) may be considered. The project sponsor shall incorporate into the design of the building(s) any wind reduction features recommended by the qualified wind consultant. If the wind consultant is unable to determine that the building(s) under consideration would not result in a net increase in hazardous wind hours or locations under partial buildout conditions compared to full buildout conditions, the building(s) under review shall undergo wind tunnel testing. The wind tunnel testing shall evaluate the building(s) to determine whether an adverse impact would occur. An adverse wind impact is defined as an aggregate net increase of 1 hour during which, and/or a net increase of 2 locations at which, the wind hazard criterion is exceeded, compared to full buildout conditions identified in the EIR and based on the existing	SUM	Similar to the project (SUM)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.H Wind and Shadow (cont.)				
Impact WS-2 (cont.)		conditions at the time of the subsequent wind tunnel test. As used herein, the existing conditions at the time of the subsequent testing shall include any completed or under construction buildings on the project site. As with the qualitative review above, the evaluation shall determine whether partial buildout conditions would worsen wind hazard conditions for the project as a whole. Accordingly, wind tunnel testing, if required, would include the same test area and test points as were evaluated in the EIR. If the building(s) would result in an adverse impact, as defined herein, additional wind tunnel testing of mitigation strategies would be undertaken until no adverse effect is identified, and the resulting mitigation strategies shall be incorporated into the design of the proposed building(s) and building site(s). All feasible means as determined by the Environmental Review Officer (such as reorienting certain buildings, sculpting buildings to include podiums and terraces or other wind reduction treatments noted above or identified by the qualified wind consultant, or installing landscaping) to eliminate hazardous winds, if predicted, shall be implemented.		
Impact WS-3: The proposed project would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Impact C-WS-1: The proposed project at full buildout, when combined with other cumulative projects, would not alter wind in a manner that substantially affects public areas.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Impact C-WS-2: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the project vicinity, would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas.	LTS	No mitigation required.	NA	Similar to the project (LTS)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.I Biological Resources				
Impact BI-1: Construction of the proposed project could have a substantial adverse effect either directly or through habitat modifications on migratory birds and/or on bird species identified as special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	S	**Mitigation Measure M-BI-1: Nesting Bird Protection Measures** The project sponsor shall require that all construction contractors implement the following measures for each construction phase to ensure protection of nesting birds and their nests during construction: 1. To the extent feasible, conduct initial project activities outside of the nesting season (January 15–August 15). These activities include, but are not limited to: vegetation removal, tree trimming or removal, ground disturbance, building demolition, site grading, and other construction activities that may impact nesting birds or the success of their nests (e.g., controlled rock fragmentation, blasting, or pile driving). 2. For construction activities that occur during the bird nesting season, a qualified wildlife biologist[3] shall conduct pre-construction nesting surveys within 14 days prior to the start of construction or demolition at areas that have not been previously disturbed by project activities or after any construction breaks of 14 days or more. Surveys shall be performed for suitable habitat within 100 feet of the project site in order to locate any active passerine (perching bird) nests and within 100 feet of the project site to locate any active raptor (birds of prey) nests, waterbird nesting pairs, or colonies. 3. If active nests protected by federal or state law[4] are located during the preconstruction bird nesting surveys, a qualified biologist shall evaluate if the schedule of construction activities could affect the active nests and if so, the following measures would apply: a. If construction is not likely to affect the active nest, construction may proceed without restriction; however, a qualified biologist shall regularly monitor the nest at a frequency determined appropriate for the surrounding construction activity to confirm there is no adverse effect. The qualified biologist would determine spot-check monitoring frequency on a nest-by-nest basis considering the particular construction activity, duration, proximity to the nest, and physical barriers that may screen activity from the nest. The qualified biologist may revise his/her determination at any time during the nesting season in coordination with the Environmental Review Officer (ERO). b. If it is determined that construction may affect the active nest, the qualified biologist shall establish a no-disturbance buffer around the nest(s) and all project work shall halt within the buffer until a qualified biologist determines the nest is no longer in use. Given the developed condition of the site, initial buffer distances are 100 to 250 feet for passerines and 100 to 500 feet for raptors; however, the qualified biologist may adjust the buffers based on the nature of proposed activities or site specific conditions.	LSM	Same as the project (LSM)

[3] Typical experience requirements for a "qualified biologist" include a minimum of four years of academic training and professional experience in biological sciences and related resource management activities, and a minimum of two years of experience conducting surveys for each species that may be present within the project area.

[4] These would include species protected by FESA, MBTA, CESA, and California Fish and Game Code and does not apply to rock pigeon, house sparrow, or European starling. USFWS and CDFW are the federal and state agencies, respectively, with regulatory authority over protected birds and are the agencies who would be engaged with if nesting occurs onsite and protective buffer distances and/or construction activities within such a buffer would need to be modified while a nest is still active.

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.I Biological Resources (cont.)				
Impact BI-1 (cont.)		c. Modifying nest buffer distances, allowing certain construction activities within the buffer, and/or modifying construction methods in proximity to active nests shall be done at the discretion of the qualified biologist and in coordination with the ERO, who would notify CDFW. d. Any work that must occur within established no-disturbance buffers around active nests shall be monitored by a qualified biologist. If the qualified biologist observes adverse effects in response to project work within the buffer that could compromise the active nest, work within the no-disturbance buffer(s) shall halt until the nest occupants have fledged. e. With some exceptions, birds that begin nesting within the project area amid construction activities are assumed to be habituated to construction-related or similar noise and disturbance levels. Exclusion zones around such nests may be reduced or eliminated in these cases as determined by the qualified biologist in coordination with the ERO, who would notify CDFW. Work may proceed around these active nests as long as the nests and their occupants are not directly impacted.		
Impact BI-2: Operation of the proposed project would not have a substantial adverse effect either directly or through habitat modifications on migratory birds and/or on bird species identified as special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact BI-3: Construction of the proposed project could have a substantial adverse effect either directly or through habitat modification on bats identified as special-status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service.	S	**Mitigation Measure M-BI-3: Avoidance and Minimization Measures for Bats** A qualified biologist[5] who is experienced with bat surveying techniques (including auditory sampling methods), behavior, roosting habitat, and identification of local bat species shall be consulted prior to demolition or building rehabilitation activities to conduct a pre-construction habitat assessment of the project site (focusing on buildings to be demolished or rehabilitated under the project) to characterize potential bat habitat and identify potentially active roost sites. No further action is required should the pre-construction habitat assessment not identify bat habitat or signs of potentially active bat roosts within the project site (e.g., guano, urine staining, dead bats, etc.). The following measures shall be implemented should potential roosting habitat or potentially active bat roosts be identified during the habitat assessment in buildings to be demolished or rehabilitated under the proposed project:	LSM	Same as the project (LSM)

[5] Typical experience requirements for a qualified biologist include a minimum of four years of academic training and professional experience in biological sciences and related resource management activities, and a minimum of two years of experience conducting surveys for each species that may be present within the project area.

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.I Biological Resources (cont.)				
Impact BI-3 (cont.)		1. In areas identified as potential roosting habitat during the habitat assessment, initial building demolition or rehabilitation shall occur when bats are active, approximately between the periods of March 1 to April 15 and August 15 to October 15, to the extent feasible. These dates avoid the bat maternity roosting season and period of winter *torpor*.[6] 2. Depending on temporal guidance as defined below, the qualified biologist shall conduct pre-construction surveys of potential bat roost sites identified during the initial habitat assessment no more than 14 days prior to building demolition or rehabilitation. 3. If active bat roosts or evidence of roosting is identified during pre-construction surveys, the qualified biologist shall determine, if possible, the type of roost and species. A no-disturbance buffer shall be established around roost sites until the qualified biologist determines they are no longer active. The size of the no-disturbance buffer would be determined by the qualified biologist and would depend on the species present, roost type, existing screening around the roost site (such as dense vegetation or a building), as well as the type of construction activity that would occur around the roost site. 4. If special-status bat species or maternity or hibernation roosts are detected during these surveys, appropriate species- and roost-specific avoidance and protection measures shall be developed by the qualified biologist in coordination with the California Department of Fish and Wildlife. Such measures may include postponing the removal of buildings or structures, establishing exclusionary work buffers while the roost is active (e.g., 100-foot no-disturbance buffer), or other avoidance measures. 5. The qualified biologist shall be present during building demolition or rehabilitation if potential bat roosting habitat or active bat roosts are present. Buildings with active roosts shall be disturbed only under clear weather conditions when precipitation is not forecast for three days and when daytime temperatures are at least 50 degrees Fahrenheit. 6. The demolition or rehabilitation of buildings containing or suspected to contain bat roosting habitat or active bat roosts shall be done under the supervision of the qualified biologist. When appropriate, buildings shall be partially dismantled to significantly change the roost conditions, causing bats to abandon and not return to the roost, likely in the evening and after bats have emerged from the roost to forage. Under no circumstances shall active maternity roosts be disturbed until the roost disbands at the completion of the maternity roosting season or otherwise becomes inactive, as determined by the qualified biologist.		

[6] Torpor refers to a state of decreased physiological activity with reduced body temperature and metabolic rate.

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.I Biological Resources (cont.)				
Impact BI-4: Construction of the proposed project could have a substantial adverse effect, either directly or through habitat modification, on marine species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration.	S	**Mitigation Measure M-BI-4: Fish and Marine Mammal Protection during Pile Driving** Prior to the start of any in-water construction that would require pile driving, the project sponsor shall prepare a National Marine Fisheries Service-approved sound attenuation monitoring plan to protect fish and marine mammals, and the approved plan shall be implemented during construction. This plan shall provide detail on the sound attenuation system, detail methods used to monitor and verify sound levels during pile driving activities (if required based on projected in-water noise levels), and describe best management practices to reduce impact pile-driving in the aquatic environment to an intensity level less than 183 dB (sound exposure level, SEL) impulse noise level for fish at a distance of 33 feet, and 160 dB (root mean square pressure level, RMS) impulse noise level or 120 dB (RMS) continuous noise level for marine mammals at a distance of 1,640 feet. The plan shall incorporate, but not be limited to, the following best management practices: • All in-water construction shall be conducted within the established environmental work window between June 1 and November 30, designed to avoid potential impacts to fish species. • To the extent feasible vibratory pile drivers shall be used for the installation of all support piles. Vibratory pile driving shall be conducted following the U.S. Army Corps of Engineers "Proposed Procedures for Permitting Projects that will Not Adversely Affect Selected Listed Species in California." U. S. Fish and Wildlife Service and National Marine Fisheries Service completed section 7 consultation on this document, which establishes general procedures for minimizing impacts to natural resources associated with projects in or adjacent to jurisdictional waters. • A soft start technique to impact hammer pile driving shall be implemented, at the start of each work day or after a break in impact hammer driving of 30 minutes or more, to give fish and marine mammals an opportunity to vacate the area. • If during the use of an impact hammer, established National Marine Fisheries Service pile driving thresholds are exceeded, a bubble curtain or other sound attenuation method as described in the National Marine Fisheries Service-approved sound attenuation monitoring plan shall be utilized to reduce sound levels below the criteria described above. If National Marine Fisheries Service sound level criteria are still exceeded with the use of attenuation methods, a National Marine Fisheries Service-approved biological monitor shall be available to conduct surveys before and during pile driving to inspect the work zone and adjacent waters for marine mammals. The monitor shall be present as specified by the National Marine Fisheries Service during impact pile driving and ensure that: – The safety zones established in the sound monitoring plan for the protection of marine mammals are maintained. – Work activities are halted when a marine mammal enters a safety zone and resumed only after the animal has been gone from the area for a minimum of 15 minutes. This noise level limit shall be coordinated with vibration limits required under Mitigation Measures M-NO-4a, Construction Vibration Monitoring, M-NO-4b, Vibration Control Measures During Controlled Blasting and Pile Driving, and M-NO-4c, Vibration Control Measures During Use of Vibratory Equipment, to ensure that the lowest of the specified vibration limits is ultimately implemented.	LSM	Similar to the project (LSM) Impact would be slightly more severe than the project, but the same mitigation measure would reduce the impact to LTS

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.I Biological Resources (cont.)				
Impact BI-5: Operation of the proposed project would not have a substantial adverse effect, either directly or through habitat modification, on marine species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Marine Fisheries Service.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact BI-6: Construction and operation of the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game U.S. Fish and Wildlife Service, or the National Marine Fisheries Service.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact BI-7: Construction of the proposed project could have a substantial adverse effect on San Francisco Bay through direct removal, filling, hydrological interruption, or other means.	S	**Mitigation Measure M-BI-7: Compensation for Fill of Jurisdictional Waters** The project sponsor shall provide compensatory mitigation for placement of fill associated with maintenance or installation of new structures in the San Francisco Bay as further determined by the regulatory agencies with authority over the bay during the permitting process. Compensation may include onsite or offsite shoreline improvements or intertidal/subtidal habitat enhancements along San Francisco's waterfront through removal of chemically treated wood material (e.g., pilings, decking, etc.) by pulling, cutting, or breaking off piles at least 1 foot below mudline or removal of other unengineered debris (e.g., concrete-filled drums or large pieces of concrete).	LSM	Same as the project (LSM)
Impact BI-8: Operation of the proposed project would not have a substantial adverse effect on state and federal waters through direct removal, filling, hydrological interruption, or other means.	LTS	No mitigation required.	NA	Same as the project (LTS)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.I Biological Resources (cont.)				
Impact BI-9: The proposed project could interfere substantially with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	S	**Mitigation Measure M-BI-1: Nesting Bird Protection Measures** (see Impact BI-1, above) **Mitigation Measure M-BI-4: Fish and Marine Mammal Protection during Pile Driving** (see Impact BI-4, above)	LSM	Same as the project (LSM)
Impact BI-10: The proposed project would not conflict with any local policies or ordinances protecting biological resources; and would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact C-BI-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, could result in a cumulatively considerable contribution to significant impacts on biological resources.	S	**Mitigation Measure M-BI-1: Nesting Bird Protection Measures** (See Impact BI-1, above.) **Mitigation Measure M-BI-3, Avoidance and Minimization Measures for Bats** (See Impact BI-3, above.) **Mitigation Measures M-BI-4, Fish and Marine Mammal Protection during Pile Driving** (See Impact BI-4, above.) **Mitigation Measure M-BI-7, Compensation for Fill of Jurisdictional Waters** (See Impact BI-7, above.)	LSM	Similar to the project (LSM)
EIR Section 4.J Hydrology and Water Quality				
Impact HY-1: Construction of the proposed project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact HY-2: Operation of the proposed project would not violate a water quality standard or waste discharge requirement or otherwise substantially degrade water quality, and runoff from the proposed project would not exceed the capacity of a storm drain system or provide a substantial source of stormwater pollutants.	LTS	No mitigation required.	NA	Same as the project (LTS)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.J Hydrology and Water Quality (cont.)				
Impact HY-3: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion, siltation, or flooding on or off site.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact HY-4: Operation of the proposed project would not place housing within a 100-year flood zone or place structures within an existing 100-year flood zone that would impede or redirect flood flows.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact HY-5: Operation of the proposed project would not place structures within a future 100-year flood zone that would impede or redirect flood flows.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact HY-6: The proposed project would not expose people or structures to substantial risk of loss, injury, or death due to inundation by seiche, tsunami, or mudflow.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact C-HY-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would not result in a considerable contribution to cumulative impacts on hydrology and water quality.	LTS	No mitigation required.	NA	Same as the project (LTS)
EIR Section 4.K Hazards and Hazardous Material				
Impact HZ-1: Construction and operation of the proposed project would not create a significant hazard through routine transport, use, or disposal of hazardous materials.	LTS	No mitigation required.	NA	Same as the project (LTS)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.K Hazards and Hazardous Material (cont.)				
Impact HZ-2: Demolition and renovation of buildings during construction would not expose workers or the public to hazardous building materials including asbestos-containing materials, lead-based paint, PCBs, di (2-ethylhexyl) phthalate (DEHP), and mercury, or result in a release of these materials into the environment.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact HZ-3: Project development within the Power Station and PG&E sub-areas would be conducted on a site included on a government list of hazardous materials sites, but would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact HZ-4: Construction and operation of developments within the Port, City, and Southern sub-areas could encounter hazardous materials in the soil and groundwater, but would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact HZ-5: The proposed project would not handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Although construction activities would emit diesel particulate matter and naturally occurring asbestos, these emissions would not result in adverse effects on nearby schools.	LTS	No mitigation required.	NA	Same as the project (LTS)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
EIR Section 4.K Hazards and Hazardous Material (cont.)				
Impact HZ-6: The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving fires, nor would it impair implementation of or physically interfere with and adopted emergency response plan or emergency evacuation plan.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact C-HZ-1: The proposed project, in combination with other past, present or reasonably foreseeable future projects in the project vicinity, would not result in a considerable contribution to significant cumulative impacts related to hazards and hazardous materials.	LTS	No mitigation required.	NA	Same as the project (LTS)
Initial Study E.3 Cultural Resources				
Impact CR-1: The project could cause a substantial adverse change in the significance of an archeological resource.	S	**Mitigation Measure M-CR-1: Archeological Testing** Based on a reasonable presumption that archeological resources may be present within the project site in locations determined to have moderate or high archeological sensitivity, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the San Francisco rotational Department Qualified Archeological Consultants List maintained by the San Francisco Planning Department archeologist. The project sponsor shall contact the department archeologist to obtain the names and contact information for the next three archeological consultants on the list. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the City's appointed project Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the review officer, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines section 15064.5 (a) and (c).	LSM	Same as the project (LSM)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
Initial Study E.3 Cultural Resources (cont.)				
Impact CR-1 (cont.)		***Consultation with Descendant Communities:*** On discovery of an *archeological site*[7] associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an *appropriate representative*[8] of the descendant group and the review officer shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the review officer regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group. ***Archeological Testing Program.*** The archeological consultant shall prepare and submit to the review officer for review and approval an archeological testing plan. The archeological testing program shall be conducted in accordance with the approved archeological testing plan. The archeological testing plan shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA. At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the review officer. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the review officer in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the review officer or the planning department archeologist. If the review officer determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B. A data recovery program shall be implemented, unless the review officer determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.		

[7] The term archeological site is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

[8] An appropriate representative of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
Initial Study E.3 Cultural Resources (cont.)				
Impact CR-1 (cont.)		***Archeological Monitoring Program.*** If the review officer in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions: • The archeological consultant, project sponsor, and review officer shall meet and consult on the scope of the archeological monitoring plan reasonably prior to any project-related soils disturbing activities commencing. The review officer in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context; • The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the project sponsor, archeological consultant, and the Environmental Review Officer (ERO) until the review officer has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving or deep foundation activities (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving or deep foundation activities may affect an archeological resource, the pile driving or deep foundation activities shall be terminated until an appropriate evaluation of the resource has been made in consultation with the review officer. The archeological consultant shall immediately notify the review officer of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.		

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
Initial Study E.3 Cultural Resources (cont.)				
Impact CR-1 (cont.)		***Archeological Data Recovery Program.*** The archeological data recovery program shall be conducted in accord with an archeological data recovery plan. The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the archeological data recovery plan prior to preparation of a draft plan. The archeological consultant shall submit a draft plan to the ERO. The archeological data recovery plan shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the archeological data recovery plan will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. The scope of the archeological data recovery plan shall include the following elements: • *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations. • *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures. • *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies. • *Interpretive Program.* Consideration of an onsite/offsite public interpretive program during the course of the archeological data recovery program. • *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • *Final Report.* Description of proposed report format and distribution of results. • *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. ***Human Remains, Associated or Unassociated Funerary Objects.*** The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable state and federal laws, including immediate notification of the Office of the Chief Medical Examiner of the City and County of San Francisco and in the event of the medical examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission who shall appoint a Most Likely Descendant (Public Resource Code section 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and a most likely descendant shall have up to but not beyond six days after the discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or		

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
Initial Study E.3 Cultural Resources (cont.)				
Impact CR-1 (cont.)		unassociated funerary objects with appropriate dignity (CEQA Guidelines section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing state regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of a most likely descendant. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached, state regulations shall be followed including the reburial of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Public Resource Code section 5097.98). ***Final Archeological Resources Report.*** The archeological consultant shall submit a Draft Final Archeological Resources Report to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing//recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report. Once approved by the ERO, copies of the Final Archeological Resources Report shall be distributed as follows: California Historical Resource Information System Northwest Information Center shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the report to the Northwest Information Center. The San Francisco Planning Department Environmental Planning Division shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the report along with copies of any formal site recordation forms (California Department of Parks and Recreation 523 form) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.		
Impact CR-2: The project could disturb human remains, including those interred outside of dedicated cemeteries.	S	**Mitigation Measure M-CR-1: Archeological Testing (see Impact CR-1, above)**	LSM	Same as the project (LSM)
Impact CR-3: The project could result in a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074.	S	**Mitigation Measure M-CR-1: Archeological Testing (see Impact CR-1, above)** **Mitigation Measure M-CR-3: Tribal Cultural Resources Interpretive Program** If the ERO determines that a significant archeological resource is present, and if in consultation with the affiliated Native American tribal representatives, the review officer determines that the resource constitutes a tribal cultural resource and that the resource could be adversely affected by the proposed project, the proposed project shall be redesigned so as to avoid any adverse effect on the significant tribal cultural resource, if feasible.	LSM	Same as the project (LSM)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
Initial Study E.3 Cultural Resources (cont.)				
Impact CR-3 (cont.)		If the ERO, in consultation with the affiliated Native American tribal representatives, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, the project sponsor shall implement an interpretive program of the tribal cultural resource in consultation with affiliated tribal representatives. An interpretive plan produced in consultation with the ERO and affiliated tribal representatives, at a minimum, and approved by the ERO would be required to implement the interpretive program. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.		
Impact C-CR-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, would not result in cumulative impacts to archeological resources, tribal cultural resources, and human remains.	LTS	No mitigation required	NA	Same as the project (LTS)
Initial Study E.7 Greenhouse Gas Emissions				
Impact C-GG-1: The proposed project, in combination with past, present and future projects would not generate GHG emissions at levels that would result in a significant impact on the environment but may conflict with a policy, plan, or regulation adopted for the purpose of reducing GHG emissions.	LTS	No mitigation required.	NA	Same as the project (LTS)
Initial Study E.9 Recreation				
Impact RE-1: The project would increase the use of existing neighborhood parks and other recreational facilities, but not to such an extent such that substantial physical deterioration of the facilities would occur or be accelerated or such that the construction of new or expanded facilities would be required.	LTS	No mitigation required.	NA	Less than and similar to the project (LTS)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
Initial Study E.9 Recreation (cont.)				
Impact C-RE-1: The proposed project, in combination with other past, present, and reasonably foreseeable development within approximately 0.5 mile of the project site, would not increase the use of existing neighborhood parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated or such that the construction of new or expanded facilities would be required.	LTS	No mitigation required.	NA	Less than and similar to the project (LTS)
Initial Study E.10 Utilities and Service Systems				
Impact UT-1: ~~The City's water service provider would have sufficient water supply available to serve the proposed project from existing entitlements and resources. The proposed project would not require new or expanded water supply resources or entitlements or the construction of new or expanded water treatment facilities.~~ Sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay Delta Plan Amendment is implemented; in that event the SFPUC may develop new or expanded water supply facilities to address shortfalls in single and multiple dry years but this would occur with or without the proposed project. Impacts related to new or expanded water supply facilities cannot be identified at this time or implemented in the near term; instead, the SFPUC would address supply shortfalls through increased rationing, which could result in significant cumulative effects, but the project would not make a considerable contribution to impacts from increased rationing.	LTS	No mitigation required.	NA	Similar to the project (LTS)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
Initial Study E.10 Utilities and Service Systems (cont.)				
Impact UT-2: The proposed project would not exceed wastewater treatment requirements of the Southeast Water Pollution Control Plant.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Impact UT-3: The proposed project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, nor would the project result in a determination by the SFPUC that it has inadequate capacity to serve the project's projected demand in addition to its existing commitments.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact UT-4: The proposed project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact UT-5: Project construction and operation would result in increased generation of solid waste but would be served by a landfill with sufficient capacity to accommodate the proposed project's solid waste disposal needs.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Impact UT-6: The construction and operation of the proposed project would comply with all applicable statutes and regulations related to solid waste.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact C-UT-1: The proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in significant adverse cumulative impacts on utilities and service systems.	LTS	No mitigation required.	NA	Similar to the project (LTS)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
Initial Study E.11 Public Services				
Impact PS-1: Construction of the project would not result in an increase in demand for police protection, fire protection, schools, or other services to an extent that would result in substantial adverse physical impacts associated with the construction or alteration of governmental facilities.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Impact PS-2: The operation of the proposed project would not result in an increase in demand for police protection, fire protection, schools, or other services to an extent that would result in substantial adverse physical impacts associated with the construction or alteration of governmental facilities.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Impact C-PS-1: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would not have a substantial cumulative impact to public services.	LTS	No mitigation required.	NA	Similar to the project (LTS)
Initial Study E.13 Geology and Soils				
Impact GE-1: The proposed project would not exacerbate the potential for the project to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving fault rupture, seismic ground shaking, seismically induced ground failure, or seismically induced landslides.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact GE-2: The proposed project would not result in substantial erosion or loss of topsoil.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact GE-3: The project site would not be located on a geologic unit or soil that is unstable, or that could become unstable as a result of the proposed project.	LTS	No mitigation required.	NA	Same as the project (LTS)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
Initial Study E.13 Geology and Soils (cont.)				
Impact GE-4: The proposed project would not create substantial risks to life or property as a result of locating buildings or other features on expansive or corrosive soils.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact GE-5: The proposed project would not substantially change the topography or any unique geologic or physical features of the site.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact GE-6: The proposed project could directly or indirectly destroy a unique paleontological resource or site.	S	**Mitigation Measure M-GE-6: Paleontological Resources Monitoring and Mitigation Program** Prior to issuance of a building permit for construction activities that would disturb the deep fill area, where Pleistocene-aged sediments, which may include Colma Formation, bay mud, bay clay, and older beach deposits (based on the site-specific geotechnical investigation or other available information) may be present, the project sponsor shall retain the services of a qualified paleontological consultant having expertise in California paleontology to design and implement a Paleontological Resources Monitoring and Mitigation Program. The program shall specify the timing and specific locations where construction monitoring would be required; inadvertent discovery procedures; sampling and data recovery procedures; procedures for the preparation, identification, analysis, and curation of fossil specimens and data recovered; preconstruction coordination procedures; and procedures for reporting the results of the monitoring program. The program shall be consistent with the Society for Vertebrate Paleontology Standard Guidelines for the mitigation of construction-related adverse impacts to paleontological resources and the requirements of the designated repository for any fossils collected. During construction, earth-moving activities that have the potential to disturb previously undisturbed native sediment or sedimentary rocks shall be monitored by a qualified paleontological consultant having expertise in California paleontology. Monitoring need not be conducted when construction activities would encounter artificial fill, Young Bay Mud, or non-sedimentary rocks of the Franciscan Complex. If a paleontological resource is discovered, construction activities in an appropriate buffer around the discovery site shall be suspended for a maximum of 4 weeks. At the direction of the Environmental Review Officer (ERO), the suspension of construction can be extended beyond four (4) weeks if needed to implement appropriate measures in accordance with the program, but only if such a suspension is the only feasible means to prevent an adverse impact on the paleontological resource. The paleontological consultant's work shall be conducted at the direction of the City's environmental review officer. Plans and reports prepared by the consultant shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO.	LSM	Same as the project (LSM)

TABLE 9-13 (CONTINUED)
SUMMARY OF IMPACTS OF THE PROJECT VARIANT AS COMPARED TO THE PROPOSED PROJECT

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation	Impact Comparison with Proposed Project
Initial Study E.13 Geology and Soils (cont.)				
Impact C-GE-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impacts on geology and soils or paleontological resources.	LTS	No mitigation required.	NA	Same as the project (LTS)
Initial Study E.16 Mineral and Energy Resources				
Impact ME-1: The project would not result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner.	LTS	No mitigation required.	NA	Same as the project (LTS)
Impact C-ME-1: The project, in combination with other past, present, and reasonably foreseeable future projects, would not result in significant adverse cumulative impacts on energy resources.	LTS	No mitigation required.	NA	Same as the project (LTS)
Initial Study E.17 Agriculture and Forest Resources				
NA	NA	NA	NA	Same as the project (NA)

NOTES:

[a] Improvement Measure I-NO-A Nighttime Construction Noise Control Measures, is added to both the proposed project and project variant and the previous Improvement Measure A is now labeled "B." Therefore, these do not demarcated as a new measure unique to the variant.

IMPACT CODES:

NA: Not Applicable
NI: No impact
LTS: Less than significant or negligible impact; no mitigation required
LSM: Less than significant mitigation; after mitigation
S: Significant
SU: Significant and unavoidable adverse impact, no feasible mitigation
SUM: Significant and unavoidable adverse impact, after mitigation

CHAPTER 10
List of Persons Commenting

This Responses to Comments document responds to all substantive comments that the San Francisco Planning Department received on the Draft EIR. This includes written comments submitted by letter or email, as well as written and oral comments presented at the public hearing. This section lists all agencies, organizations, and individuals who submitted comments on the Draft EIR. Commenters are grouped according to whether they commented as individuals or represented a public agency or non-governmental organization. **Table 10-1**, **Persons Commenting on the Draft EIR**, lists the commenters' names, along with the corresponding commenter codes used in Chapter 11, Comments and Responses, to denote each set of comments, the comment format, and the comment date. The complete set of written and oral comments received on the Draft EIR is provided in Appendix J, Draft EIR Comment Letters, and Appendix K, Draft EIR Hearing Transcript.

In this Responses to Comments document, each comment letter or public hearing speaker is assigned a unique commenter code in the following manner:

- Commenters from agencies are designated by "A-" and the agency's name or acronym thereof. If more than one comment letter is received from the same agency, then following the agency's name or acronym is a number denoting if it is the first or second letter.
- Commenters from organizations are designated by "O-" and the organization's name or acronym thereof. If more than one comment letter is received from the same organization, then following the organization's name or acronym is a number denoting if it is the first or second letter.
- Commenters as individuals are designated by "I-" and the commenter's last name.
- Commenters who spoke at the public hearing are designated by "PH-" and the commenter's last name.

Similarly, each comment is assigned a unique comment code. Within each comment letter or public hearing testimony, individual comments on separate topics are bracketed and numbered sequentially; these numbers follow the commenter code described above, separated by a hyphen. For example, the first comment from the first letter submitted by the California Department of Transportation is designated as A-Caltrans1-1, the second comment as A-Caltrans1-2, and so on; the first comment from the second letter (email) submitted by the California Department of Transportation is designated as A-Caltrans2-1. In this way, the reader can locate a particular comment in a comment letter or the public hearing testimony by referring to the comment's coded designation. Appendices J and K include the bracketing and coding of all substantive comments. These comment codes are used in Chapter 11 to identify which responses apply to which comment.

TABLE 10-1
PERSONS COMMENTING ON THE DRAFT EIR

Comment Code	Name of Person and Agency Submitting Comments	Comment Format	Comment Date
Public Agencies			
A-BCDC	Rebecca Coates-Maldoon, Principal Permit Analyst, San Francisco Bay Conservation & Development Commission	Email	11/19/2018
A-Caltrans1	Jannette Ramirez, Associate Transportation Planner, California Department of Transportation, District 4 Patricia Maurice, District Branch Chief	Email Transmittal (letter attachment)	11/16/2018
A-Caltrans2	Jannette Ramirez, Associate Transportation Planner, California Department of Transportation, District 4 Patricia Maurice, District Branch Chief	Email Transmittal (copy of 11/16 letter attachment)	01/24/2019
A-BayTrail	Maureen Gaffney, Principal Planner, SF Bay & Water Trail Programs, ABAG/MTC	Email	11/19/2018
A-SFHPC	Andrew Wolfram, President, San Francisco Historic Preservation Commission	Letter	11/02/2018
Non-Governmental Organizations			
O-CAN	Rick Hall, Cultural Action Network	Email	11/19/2018
O-GPR1	Alison Heath, Grow Potrero Responsibly	Letter to HPC	10/16/2018
O-GPR2	Sean D. Angles, Grow Potrero Responsibly	Letter	11/19/2018
O-LIUNA	Komalpreet Toor, Laborers International Union of North America, Local Union 261 Michael R. Lozeau, Laborers International Union of North America, Local Union 261	Email transmittal Email letter attachment	11/15/2018
O-PBNA1	J.R. Eppler, Potrero Boosters Neighborhood Association	Letter to HPC	10/17/2018
O-PBNA2	J.R. Eppler, President, and Alison Heath, Secretary, Potrero Boosters Neighborhood Association	Letter (email attachment)	11/19/2018
O-PHAP1	Peter Linenthal, Director, Potrero Hill Archives Project	Letter to HPC	10/17/2018
O-PHAP2	Peter Linenthal, Director, Potrero Hill Archives Project	Email	11/17/2018
O-SFH	Mike Buhler, President and CEO of San Francisco Heritage	Letter (email attachment)	11/19/2018
O-STH	Rodney Minott, Save The Hill	Letter to HPC	10/17/2018
Individuals			
I-Anasovich	Anasovich, Philip	Email to HPC	10/17/2018
I-Carpinelli	Carpinelli, Janet	Letter	11/08/2018
I-Doumani	Doumani, Katherine	Email	11/11/2018
I-Green	Green, Andrew	Email	11/15/2018
I-Hong	Hong, Dennis	Email	11/08/2018
I-Huie	Huie, Bruce	Email	11/19/2018
I-Hutson	Hutson, Richard C.	Email	11/12/2018
I-Minott	Minott, Rodney	Email	11/16/2018
I-Ronsaville	Ronsaville, Rebecca	Email	11/16/2018
I-Sundell	Sundell, Carol	Email	11/16/2018
I-Wellner	Wellner, Pamela	Email	11/18/2018

TABLE 10-1 (CONTINUED)
PERSONS COMMENTING ON THE DRAFT EIR

Comment Code	Name of Person and Agency Submitting Comments	Comment Format	Comment Date
Public Hearing Comments			
PH-Miguel	Ron Miguel	Transcript	11/08/2018
PH-Petrin	Katherine Petrin	Transcript	11/08/2018
PH-Browne	Zach Browne	Transcript	11/08/2018
PH-Eppler	J.R. Eppler - Potrero Boosters Neighborhood Association President	Transcript	11/08/2018
PH-Linenthal	Peter Linenthal - Potrero Hill Archive Project	Transcript	11/08/2018
PH-Aquino	Vanessa Aquino	Transcript	11/08/2018
PH-Pearl	Emily Pearl - Lundberg Design	Transcript	11/08/2018
PH-Doumani	Katherine Doumani	Transcript	11/08/2018
PH-Kline	Scott Kline	Transcript	11/08/2018
PH-Colen	Tim Colen - San Francisco Housing Action Coalition	Transcript	11/08/2018
PH-Hernandez	Ray Hernandez	Transcript	11/08/2018
PH-Hutson	Richard Hutson	Transcript	11/08/2018
PH-Larner	John Larner	Transcript	11/08/2018
PH-Anasovich	Philip Anasovich	Transcript	11/08/2018
PH-Hall	Rick Hall	Transcript	11/08/2018
PH-Carson	Guy Carson	Transcript	11/08/2018
PH-Warshell	Jim Warshell - SF Victorian Alliance	Transcript	11/08/2018
PH-Angles	Sean Angles - Grow Potrero Responsibly	Transcript	11/08/2018
PH-Heath	Alison Heath - Potrero Boosters	Transcript	11/08/2018
PH-Clark	Laura Clark - YIMBY Action	Transcript	11/08/2018
PH-Carpinelli	Janet Carpinelli	Transcript	11/08/2018
PH-Huie	Bruce Huie	Transcript	11/08/2018
PH-Richards	Commissioner Richards	Transcript	11/08/2018
PH-Hills	Planning Commission President Hills	Transcript	11/08/2018
PH-Koppel	Commissioner Koppel	Transcript	11/08/2018
PH-Fong	Commissioner Fong	Transcript	11/08/2018

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CHAPTER 11
Comments and Responses

This section presents the substantive comments received on the Draft EIR and responses to those comments. In order to provide an equal level of detail for the CEQA environmental review of the project variant, the responses to the comments address the project variant as well as the proposed project where appropriate. The comments and responses are organized by subject and are generally in the same order as presented in the Draft EIR, with general comments on the EIR, including comments on the merits of the proposed project, grouped together at the beginning of the chapter. Comments unrelated to a specific impact category are also classified as general comments. Comments on the Summary or specific mitigation measures are included under the comments regarding the relevant topical section of the EIR. The order of the comments and responses in this chapter is shown below, along with the prefix to the topic and response codes (indicated in square brackets):

- 11.A General Comments [G]
- 11.B Project Description [PD]
- 11.C Plans and Policies [PP]
- 11.D Population and Housing [PH]
- 11.E Historic Architectural Resources [HR]
- 11.F Transportation and Circulation [TR]
- 11.G Noise and Vibration [NO]
- 11.H Air Quality [AQ]
- 11.I Shadow [SH]
- 11.J Hydrology [HY]
- 11.K Alternatives [ALT]
- 11.L Initial Study Topics
  - Greenhouse Gas Emissions [GHG]
  - Public Services [PS]
  - Recreation [RE]
  - Utilities [UT]

Within each section under each topic area, similar comments are grouped together and identified using the topic code prefix and sequential numbering for each subtopic. For example, Project Description comments [PD] are listed as PD-1, PD-2, PD-3, and so on; the responses to each subtopic are similarly coded as Response PD-1, PD-2, PD-3, etc. Each topic code has a corresponding heading that introduces the comment subject; these subsections reproduce the comments verbatim and include the commenter's name and the comment code described in Chapter 10, *List of Persons Commenting*. The reader is referred to Appendices J and K for the full text and context of each comment letter or email, as well as the public hearing transcript. In those appendices, the bracketing of the substantive comments and the associated comment code and response code are provided in the margin of each comment, allowing the reader to locate the response to an individual comment.

Following each comment or group of comments, a comprehensive response is provided to address issues raised in the comment and to clarify or augment information in the Draft EIR, as appropriate. Response numbers correspond to the topic code; for example, the response to comment PD-1 is

presented under Response PD-1. The responses may clarify the Draft EIR text or revise or add text to the EIR. Revisions to the Draft EIR are shown as indented text. New or revised text, including text changes initiated by planning department staff, is double underlined; deleted material is shown in ~~strikethrough~~.

Footnotes included in written comments are numbered as in the original letter or email and thus may be non-consecutive. Footnotes to responses are indicated by consecutive letters.

11.A General Comments

The comments and corresponding responses in this section cover a variety of general topics and opinions of commenters relevant to the Draft EIR but not related to any specific topics. The comments in this section include to the following:

- Comment G-1: CEQA Process
- Comment G-2: General Comments on Draft EIR
- Comment G-3: Non-Specific List of Multiple Issues
- Comment G-4: Aesthetics
- Comment G-5: SB743
- Comment G-6: AB 900
- Comment G-7: Opinions Related to the Project
- Comment G-8: Support or Opposition
- Comment G-9: Recommendations for Project Approval

Comment G-1: CEQA Process

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Patricia Maurice, A-Caltrans1-5
J.R. Eppler, PH-Eppler-2
Sean D. Angles, O-GPR2-14, and PH-Angles-2

"Furthermore, since this project meets the criteria to be deemed of statewide, regional, or areawide significance per CEQA Guidelines Section 15206, the DEIR should be submitted to the Metropolitan Transportation Commission, Association of Bay Area Governments and the San Francisco Metropolitan Transportation Agency for review and comment." (*Patricia Maurice, California Department of Transportation, letter attachments, November 16, 2018 [A-Caltrans1-5]*)

"I urge the Planning Department to order a 'time out' halt to this poor proposal and all future projects around Dog Patch and Potrero Hill until the cumulative negative impacts caused by current projects that are already rapidly deteriorating our neighborhood's quality of life are assessed and mitigated." (*Sean D. Angles, Grow Potrero Responsibly, letter, November 19, 2018 [O-GPR2-14]*)

"I really want to urge the Commission to order a time-out, halt to this proposal and to all future projects along Third Street until these cumulative impacts that are already rapidly deteriorating our neighborhood's quality are assessed and mitigated. Examples are the Warriors Stadium, Pier 70, the Exchange Building, which is imminent to beginning opening for DropBox.

"Today, this Draft EIR, which we're here to talk about, ignores all, right now, the realtime evidence of the impacts that are caused by massive over-development in the Eastern Neighborhoods." (*Sean Angles, public hearing transcript, November 8, 2018 [PH-Angles-2]*)

"I want you to know that they [neighbors] are motivated to ensure the success of this project. They want a project that is successful for itself and one that is successful for the surrounding community. And that motivation will express itself in two different ways. One, of course, is excitement. Excitement because, as with Pier 70, the project to the north, this project will open up the waterfront to our community and our city in exciting ways.

"The other way it will express itself is concern. And that concern is not just about the magnitude of the impacts that we'll be discussing today, great though they be, because as you all well know, in our neck of the wood, we're actually accustomed to working through these massive impacts; we've had a lot of them over the last decade.

"But that concern is actually based on a process that began with the preferred project design and a process that, despite scores of meetings and office hours, remains with the preferred project design, a concern that we've been handed a pre-baked project that does not adequately address neighborhood concern and the impacts of the project.

"Now, I hope that the CEQA process, clumsy as it is, provides a means of addressing our community concerns and results in a project that the community can be truly excited by. And we of course look forward to continuing our work with Associate Capital and American Barrel Company and the City to ensure that these concerns are remedied." (*J.R. Eppler, Potrero Boosters Neighborhood Association, public hearing transcript, November 8, 2018 [PH-Eppler-2]*)

Response G-1: CEQA Process

In response to Comment A-Caltrans-5, the planning department confirms that the Metropolitan Transportation Commission, Association of Bay Area Governments, and the San Francisco Municipal Transportation Agency were all included on the mailing list for distribution of the Draft EIR. A copy of the complete mailing list is available at the San Francisco Planning Department under Case No. 2017-011878ENV and can be accessed through the internet on the planning department's website at https://sfplanning.org/environmental-review-documents.

Comments O-GPR2-14 and PH-Angles-2 are from the same commenter, requesting that the planning department and commission to "order a time-out" and to halt future development along Third Street and around Dogpatch and Potrero Hill until the cumulative impacts are assessed and mitigated. The San Francisco Planning Department is the lead agency in San Francisco responsible for implementing CEQA as applicable to all future development along Third Street and around Dogpatch and Potrero Hill, including the proposed project. Consistent with the requirements of CEQA, environmental review of all development projects requires consideration of cumulative impacts. Cumulative impacts, as defined in CEQA Guidelines section 15355, refer to two or more individual effects that, when taken together can compound or increase the severity of one or more environmental impact. Thus, similar to the CEQA environmental review for the other projects identified on the cumulative projects list (see EIR Table 4.A-2, pp. 4.A-13 to 4.A-15), the EIR for the proposed project and project variant includes detailed analysis of cumulative impacts of the proposed project and project variant, which considers impacts of the project or variant in combination with past, present and reasonably foreseeable future projects. This includes, to use the commenter's phrase, consideration of "real time" impacts associated with current projects in the Eastern Neighborhoods. Where cumulative impacts are determined to be significant, the EIR

identifies mitigation measures to reduce those cumulative impacts to less than significant to the extent feasible. For example, the EIR determined in Impact C-AQ-2 that the proposed project and project variant, in combination with past, present, and reasonably foreseeable future development in the project area could contribute to significant cumulative health risk impacts on sensitive receptors, but with implementation of Mitigation Measure M-AQ-2a, Construction Emissions Minimization, the severity of this impact under both the proposed project and the project variant would be reduced to less than significant.

Comment PH-Eppler-1 requests that the CEQA process provide a means of addressing the community concerns and result in a project that the community can be excited by. As described in EIR Chapter 1, the CEQA Guidelines and San Francisco Administrative Code chapter 31 encourage public participation in the planning and environmental review processes. The San Francisco Planning Department provides opportunities for the public to present comments and concerns regarding the scope of the EIR as well as to review and comment on the EIR and its appendices, including the initial study (Appendix B). The planning department welcomes public comments, either in writing or in person during advertised public meetings. The planning department then provides written responses to all substantive comments on the Draft EIR as part of preparation of the Final EIR so that decision-makers will consider the full content of the Final EIR prior to taking an approval action on the proposed project or project variant. Please note that in addition to the CEQA process, the City provides other opportunities for public input as part of the overall planning, development, and project approval processes. As described in Chapter 9 of this document, the project sponsor is now proposing a project variant, which incorporates reduced building heights and preservation elements in response to concerns raised by the community.

Comment G-2: General Comments on Draft EIR

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Rick Hall, O-CAN-1
Sean D. Angles, O-GPR2-13
Michael Lozeau, O-LIUNA-1
J.R. Eppler, O-PBNA1-3
Rodney Minott, I-Minott-1

"**The scope of the EIR is flawed**

"The scoping which includes the speculative PG & E property is too large to allow the public to understand the environmental impacts of the Power Plant Project. This fatal flaw results in the inability to identify the impacts of the project at hand and thus to provide appropriate mitigations." (*Rick Hall, Cultural Action Network, email, November 19, 2018 [O-CAN-1]*)

"I believe the Draft EIR report presents false conclusions." (*Sean D. Angles, Grow Potrero Responsibly, letter, November 19, 2018 [O-GPR2-13]*)

"After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. LIUNA requests that the Planning Department address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist*., 60 Cal. App. 4th 1109, 1121 (1997)." (*Michael R. Lozeau, Laborers International Union of North America, email, November 15, 2018 [O-LIUNA-1]*)

"[*This comment consists of reproductions of the following tables and figures from the Draft EIR.*]

"**Table 6-6: Comparison of Environmental Impacts of the Project to Impacts of the Alternatives**

"**Table 6-1: Characteristics of Proposed Project and Alternatives**

"**Figures 6-1 through 6-8**"

(*J.R. Eppler, Potrero Boosters Neighborhood Association, letter, October 17, 2018 [O-PBNA1-3]*)

"I'm writing in regards to Case No. 2017 011878ENV, the Potrero Power Station draft EIR. After reviewing the draft Environmental Impact Report (DEIR) I believe the document is inadequate and flawed and therefore does not fully comply with requirements of the California Environmental Quality Act (CEQA)." (*Rodney Minott, email, November 16, 2018 [I-Minott-1]*)

Response G-2: General Comments on Draft EIR

This group of comments presents general, non-specific statements indicating concerns that the Draft EIR is inadequate, but provides no explanation or specific details as to the nature of their concerns.

Comment O-CAN-1 asserts that the scope of the Draft EIR is flawed due to the inclusion of the large PG&E property. However, by including the large PG&E property as part of the proposed project, the EIR analyzes a reasonable worst case scenario of the maximum development that could feasibly be implemented; if all or part of the PG&E property becomes unavailable for future development, the resultant impacts would likely be less severe than what is identified in the EIR and mitigation measures would likely be the same or more effective than what is identified in the EIR. Thus, the EIR discloses the worst-case environmental impacts of the proposed project. In addition, note that Chapter 9 of this Responses to Comments document describes and analyzes a project variant and a "No PG&E Scenario" that explicitly addresses the project without the development of the PG&E subarea.

Comment O-GPR2-13 states that the commenter believes the Draft EIR presents false conclusions but does not identify specific examples and provides no basis for this conclusion.

Similarly, Comment O-LIUNA-1 states that the Draft EIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the project's impacts. However, the commenter provides no basis for this conclusion and offers no additional "feasible" mitigation measures. The impact analyses in the Draft EIR are based on scientific and professionally accepted methodologies and were conducted by experienced professionals and experts in their respective fields. The planning department has determined that all mitigation measures identified in the EIR are feasible, based on long standing experience in implementing and monitoring effectiveness of mitigation measures in San Francisco.

Comment O-PBNA1-3 accurately reproduces selected tables and figures from the EIR with no comment or discussion. No response is required.

Comment I-Minott-1 states that the Draft EIR is inadequate and flawed and does not comply with CEQA, but does not provide any specifics or basis for this assertion. The Draft EIR has been prepared in full compliance with CEQA, the CEQA Guidelines, and chapter 31 of the San Francisco Administrative Code.

Comment G-3: Non-Specific List of Multiple Issues

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Sean D. Angles, O-GPR2-2
J.R. Eppler, O-PBNA2-1
Pamela Wellner, I-Wellner-4
Katherine Doumani, PH-Doumani-1

"I observed the ignored issues of insufficient prerequisite infrastructure to mitigate (1) flooding by bay water table rise due to global warming which will flood this location, (2) insufficient transportation infrastructure for +140,000 new daily trips to/from the Power Plant area, (3) inadequate parks/recreations open space for new residents, (4) gridlock traffic on streets, (5) delivery vehicle loading impacts, (6) noise and vibration, and (7) permanently deteriorated air quality." (*Sean D. Angles, Grow Potrero Responsibly, letter, November 19, 2018 [O-GPR2-2]*)

"Thank you for the opportunity to submit comments on the Potrero Power Station Draft Environmental Impact Report ("DEIR"). Our overarching concerns include the lack of reasonable alternatives; inaccurate population growth assumptions; outdated methodology; inconsistencies with the objectives of established land use plans; unmitigated transportation impacts and impacts to historic resources; and shadowing of open space." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-1]*)

"**More Traffic, Transit Delay, Dirty Air.** The draft Environmental Impact Report (DEIR) for the Potrero Power Station acknowledges: the project will burden the City's public transit system with more demand and delays – impacts that the DEIR admits cannot be mitigated; substantial noise and decline in air quality will occur during many years of construction; and traffic will be so bad

that it will permanently increase air pollution to levels that violate air quality standards." (*Pamela Wellner, email, November 18, 2018 [I-Wellner-4]*)

"First, I want to say that we have an open, communicative, and mutually supportive relationship with the developer and the whole Associate team. That said, similar to working with the Pier 70 and Forest City, when you are building a new village from the whole cloth, it takes time to plan within a current community and city to get it right, as you only get one chance.

"Also, just because you can build doesn't mean that you should. And we need to look hard and break out of our set thinking that anything goes when you're adding more housing, and start thinking about livability and quality of life for everyone who is here now and will come as these developments march down the waterfront from Mission Rock to Mission Bay, the Warriors, UCSF, Pier 70, this site, India Basin, and Hunters Point.

"In regards to the DEIR and historic resources and project alternatives, I would like to discuss the current population, the homes, and the -- how it relates to the rec and park and public housing – sorry -- public resources." (*Katherine Doumani, public hearing transcript, November 8, 2018 [PH-Doumani-1*])

Response G-3: Non-Specific List of Multiple Issues

This group of comments presents lists of multiple issues related to environmental impacts of the proposed project; however, these comments are non-specific and provide no explanation or details as to the nature of the issue or to an inadequacy of the EIR. In most cases, the comment serves as an introductory paragraph for a more specific and detailed list of issues that follows (which are bracketed as separate comments and responded to elsewhere in this document under each specific topic). Therefore, this response provides a cross-reference to the sections of the EIR and this Responses to Comments document where the detailed responses to the specific environmental issues are provided.

Topic	Comment Code	Location in Draft EIR with Discussion of Issue	Location in RTC with Detailed Response
Flooding	O-GPR2-2	Section 4.J	Section 11.J
Traffic and Transportation, Loading	O-GPR2-2, O-PBNA2-1, I-Wellner-4, O-GPR2-2	Section 4.E	Section 11.F
Parks/Recreation	O-GPR2-2, PH-Doumani-1	Appendix B, Initial Study	Section 11.L
Noise and Vibration	O-GPR2-2, I-Wellner-4	Section 4.F	Section 11.G
Air Quality	O-GPR2-2, I-Wellner-4	Section 4.G	Section 11.H
Alternatives	O-PBNA2-1, PH-Doumani-1	Chapter 6	Section 11.K
Population and Housing	O-PBNA2-1, PH-Doumani-1	Section 4.C	Section 11.D
Land Use plans	O-PBNA2-1	Chapter 3	Section 11.C
Historic Resources	O-PBNA2-1, PH-Doumani-1	Section 4.D	Section 11.E
Shadow	O-PBNA2-1	Section 4.H	Section 11.I
Public Services	PH-Doumani-1	Appendix B, Initial Study	Section 11.L

Comment G-4: Aesthetics

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Richard C. Hutson, I-Hutson-2, and PH-Hutson-1
Rodney Minott, I-Minott-3
Pamela Wellner, I-Wellner-2

"The proposed project fails to adequately protect the public view of the Bay from Potrero Hill and will create a wall of buildings along the waterfront blocking the public view of the bay and the hills beyond. It will also diminish, if not hide, the iconic stack which the developer claims as the focal point of the project. This issue can be addressed by significantly reducing overall building heights and with more separation between the taller structures.

"I've heard a lot of criticism of Mission Bay for its lack of variation in building heights and design, but at least, except for the black monstrosity of the Exchange building, it does not totally obliterate the public view of bay. Allowing a block of 150' – 300' buildings on the Power Plant site is irresponsible planning.

"I have included for your reference a photo that was taken at the corner of Pennsylvania Ave and 20th Street showing how the stack relates to the site and the public view from Potrero Hill to provide some context for my comments." (*Richard C. Hutson, email, November 12, 2018 [I-Hutson-2]*)

"I brought this photograph today to speak to one of the concerns I have about the project, which is the obstruction of the public view. This photograph was taken from the corner of Pennsylvania Avenue and 20th Street. And as you can see, if you drew a line across up in the clouds where the 300-foot tower is, a massing of 300-, 200-foot buildings in that area is going to totally block out the bay and the East Bay hills.

"And I think that the project, as one of the earlier speakers said, should be revisited to open up the density of the massing. I'm not against developing the project down there. I think it's wonderful to open the waterfront. But I don't think the waterfront -- or I don't think the bay should be blocked off from public view.

"If any of you take a stroll down the north end of Van Ness Avenue, you'll see a project that came up in the late '50s, early '60s, the Fontana Apartments. And they're only 17 stories high. I think that's probably half of 300 feet. So that will just give you an idea of what, you know, a big, massive block of buildings will do to the public view of the bay." (*Richard Hutson, public hearing transcript, November 8, 2018 [PH-Hutson-1]*)

"- **A Wall of Highrises.** The developer plans to erect one high rise tower that'll reach 300 feet in height, and construct multiple other buildings ranging between 90 to 180 feet in height. Collectively, they will form a huge wall along the public waterfront. The development will be considerably taller and denser than what was approved for the adjacent Pier 70 project." (*Rodney Minott, email, November 16, 2018 [I-Minott-3]*)

"***A Wall of Highrises.** The developer plans to erect one high- rise tower that'll reach 300 feet in height, and construct multiple other buildings ranging between 90 to 180 feet in height. Collectively, they will form a huge wall along the public waterfront. The development will be considerably taller and denser than what was approved for the adjacent Pier 70 project." (*Pamela Wellner, email, November 18, 2018 [I-Wellner-2]*)

Response G-4: Aesthetics

These comments all relate to potential effects of the proposed project on views of the bay along the waterfront. Comments I-Hutson-2 and PH-Hutson-1 assert that the project will block public views of the bay and the East Bay hills. Similarly, Comments I-Minott-3 and I-Wellner-2 assert that the project will form "a huge wall along the public waterfront." While the planning department acknowledges these concerns related to the potential for the project to block certain views, as described in EIR Section 4.A (pp. 4.A-2 to 4.A-3), CEQA section 21099(d) states that "Aesthetic … impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment." The proposed project and project variant meet these criteria, and consequently, this EIR does not consider aesthetics, including effects of the project or variant on views of the bay, in determining the significance of project impacts under CEQA.

However, CEQA section 21099(d)(2)(A) states that a lead agency may consider aesthetic impacts under local design review ordinances or other discretionary powers. The planning department recognizes that the public and decision-makers may be interested in information pertaining to the aesthetic effects of the project and therefore has included visual depictions of the proposed project in EIR Chapter 2 (pp. 2-62 to 2-66) and of the project variant in Chapter 9. This information will be provided to the decision-makers for their consideration in taking any approval actions on the project.

Comment G-5: SB743

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

J.R. Eppler, O-PBNA2-15

"SB 743 is applied for projects that are located within areas served by transit and where the VMT criteria "promote[s] the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses". (New Public Resources Code Section 21099(b)(1).) Here, the Proposed Project results in acknowledged impacts to transportation networks and increases reliance on cars by substantially increasing automobile trips. It should not have qualified for SB 743." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-15]*)

Response G-5: SB743

In 2013, Governor Jerry Brown signed Senate Bill (SB) 743, which added section 21099 to CEQA regarding analysis of aesthetics and parking impacts for urban infill projects. As described in EIR Section 4.A (pp. 4.A-2 to 4.A-3), CEQA section 21099 states that "… parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment." The proposed project and the project variant meet the *urban infill* criteria under CEQA section 21099 because it would be both a mixed-use residential project and an employment center and would be located on an infill site within a transit priority area. This determination and supporting analysis is documented in "San Francisco Planning Department Eligibility Checklist CEQA Section 21099—Modernization of Transportation Analysis for the Potrero Power Station Mixed-Used Development Project" (September 13, 2018) and in "San Francisco Planning Department Eligibility Checklist CEQA Section 21099—Modernization of Transportation Analysis for the Potrero Power Station Mixed-Used Development Project - Variant" (August 29, 2019), which are available for review at 1650 Mission Street, Suite 400, San Francisco, California as part of Case No. 2017-011878ENV. Therefore, contrary to the commenter's assertion, CEQA section 21099 applies to the proposed project.

Comment G-6: AB 900

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

J.R. Eppler, O-PBNA2-16

"The Proposed Project also should not have qualified for AB 900 which requires that the project will achieve at least 15% greater transportation efficiency than comparable projects." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-16]*)

Response G-6: AB 900

As described in EIR Section 1.D.3 (p. 1-9), Assembly Bill (AB) 900 is also known as the Jobs and Economic Improvement through Environmental Leadership Act of 2011. This act provides streamlining benefits under CEQA for environmental leadership development projects that meet specified criteria, including the following: the project is residential, retail, commercial, sports, cultural, entertainment, or recreational in nature; the project upon completion will qualify for LEED gold certification or better; the project will achieve at least 15 percent greater transportation efficiency than comparable projects; the project is located on an infill site and in an urbanized area; and the project is consistent with applicable greenhouse gas emission reduction targets. On October 8, 2018, the proposed project was certified by Governor Jerry Brown as an environmental leadership development project under AB 900. Neither AB 900, nor any other portion of CEQA

provides for an EIR to review whether the criteria for certification of an environmental leadership development project have been met; that decision is vested solely with the Governor (with review by the Joint Legislative Budget Committee) via a process separate from the EIR.

Comment G-7: Opinions Related to the Project

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Janet Carpinelli, I-Carpinelli-2, I-Carpinelli-3, I-Carpinelli-4, PH-Carpinelli-2, and PH-Carpinelli-3
Carol Sundell, I-Sundell-2, and I-Sundell-3
Rick Hall, PH-Hall-3
Guy Carson, PH-Carson-1
Sean Angles, PH-Angles-6
President Hillis, PH-Hillis-1, and PH-Hillis-3
Commissioner Koppel, PH-Koppel-1
Commissioner Fong, PH-Fong-1

"What is left of the important older historic brick buildings should be preserved. Unit 3 Power Block is not within the important historic time period and is just an unpleasant looking structure which mars the waterfront! That structure should be demolished to make way for more public open space on the waterfront -something this project is short of.

"On the other hand the Unit 3 *Boiler* Stack of the later period, is an icon for our neighborhood and the city and anyone who sails in the Bay. It is a beautiful and simple architectural structure. Retain and restore this icon.

"In general, as far as historic preservation within this site, this developer has given short-shrift to the importance of physical preservation. I attended and spoke at the Alternative -to demolish all of the old, historic brick buildings. The hearing concluded with one commissioner's comment that none, or very little preservation of the older brick buildings is a non-starter. I agree." (*Janet Carpinelli, letter, November 8, 2018 [I-Carpinelli-2]*)

"**A few other issues I want to comment on:**

"1. The 300 foot tall tower is out of scale in height and bulk and does not belong on this part of the waterfront. It also will detract from and overpower the presence of the important iconic stack which will and should be the architectural element that beckons people to the area. Any new tower needs to have a considerably narrower, shorter and more elegant footprint than what is proposed.

"2. In general the project is over-programmed with too many large buildings and not enough open space. As proposed, the project will not fit in even with the newer height and densities of Pier 70, which this developer likes to say this project is emulating." (*Janet Carpinelli, letter, November 8, 2018 [I-Carpinelli-3]*)

"3. Surrounding Infrastructure and especially transportation issues need to be carefully considered as far as the density of this project. The Central Waterfront is already experiencing gridlock and accompanying air pollution and road safety issues. There have been too many major projects with less than stellar planning in the past several years. Let's not let this project add to those problems." (*Janet Carpinelli, letter, November 8, 2019 [I-Carpinelli-4]*)

"However, I would like to include the demolition of the Unit 3 Power Block. I just don't see the point in preserving that at all, and we can therefore have more open space if we do not need to keep that Power Block.

"On the other hand, I would love to see the -- where am I here?

"I would love to see the Unit 3 Boiler Stack of that later period preserved. It's an icon for our neighborhood in the City and anyone who sails in the bay. It's a beautiful and simple architectural structure. Retain and restore that icon.

"In general, as far as the historic preservation within this site, this development has given short shrift to the importance of the physical preservation.

"I attended and spoke at the -- at the HPC hearing. And at the hearing, it was concluded by one Commissioner that very little preservation or no preservation of the old brick buildings would be a nonstarter, and I agree with that." (*Janet Carpinelli, public hearing transcript, November 8, 2018 [PH-Carpinelli-2]*)

"A few of the other issues I want to comment on: The 300-foot tower is out of scale in height and bulk and does not belong in this part of the waterfront. It will also detract from and overpower the presence of the important iconic Stack, which will be and should be the architectural element that beckons people to the area.

"Any new tower needs to have a considerably narrower, shorter, and more elegant footprint than what's proposed. And I know one of the speakers talked about how it's only showing what could happen there. But as we've seen in other developments, what could happen there does happen there, and we shouldn't have that.

"In general, the project is a bit over-programmed with too many large buildings and not enough open space. As proposed, the project will not fit in even with the newer height and densities of Pier 70, which this developer likes to say this project is emulating.

"Additionally, the surrounding infrastructure and especially transportation issues need to be carefully considered as far the density of this project. The Central Waterfront has already experienced gridlock and accompanying air pollution and road safety issues. There have been too many major projects with less than stellar planning in the past several years. Let's not let this project add to those problems." (*Janet Carpinelli, public hearing transcript, November 8, 2018 [PH-Carpinelli-3]*)

"1. The 300 and 90-180 foot heights near the water front are shocking....blocking sun light, casting shadows, increasing strains on transportation and traffic that the area is not prepared to handle.

Why are the standards that were applied to the pier 70 projects not applied to this project? Please take this into your consideration." (*Carol Sundell, email, November 16, 2018 [I-Sundell-2]*)

"2. The open space is a bare minimum…please increase this." (*Carol Sundell, email, November 16, 2018 [I-Sundell-3]*)

"This project also disrespects the desires of San Francisco people, you know, by scoping a 300-foot luxury tower along the waterfront. I understand they have the right to do that, but you don't have to approve it." (*Rick Hall, public hearing transcript, November 8, 2018 [PH-Hall-3]*)

"I originally was going to come here today and tell you how excited I was about the 20 new restaurants, bars, cafes, and assembly space that this village envisions and how it's one of the first times we've had a good solid, quote, "plan for fun," which we've been railing about for years. It's safe, sane, and sensible. And we're very excited. And we think it would make a perfect complement to Dogpatch to complete it and make it an exciting, vital place to be.

"Rather, though, I'd like to talk a little bit about preservation just because I happen to know the developer. I sold him a business, Swedish American Hall, up on Market Street.

"And I would say he was -- I mean, I can bring up 25 Swedes here to testify to this. But he has been a remarkable partner in preservation. He is – he brought in almost $5 million in funding to completely redo the Swedish-American Hall, which became a historic landmark last year -- or two years ago.

"And I would say all of the Swedish society -- as I just attended an awards ceremony earlier this week, and they're absolutely thrilled with the love and devotion that he has for that building, for buildings old and venerable.

"And I've known him now for five or six years. He's been completely consistent with this. And I think he will honor that within this community. I think, you know, preservation's going to be a big issue. And I think we're going to have to also, though, weigh that some of these buildings are basically in ruins. Some of them -- and would be better used in other ways, for community, for housing projects.

"And I spoke with the developer at length on Monday night about the housing that he has planned for homeless mothers, et cetera, et cetera.

"Anyway, he's a upstanding guy. He knows more about preservation than, I think, anyone does -- of any developer I've met, certainly, he cares more about it." (*Guy Carson, public hearing transcript, November 8, 2018 [PH-Carson-1]*)

"I'm seeing 17 percent of the entire building area is for parking of this project, which is ridiculous." *Sean Angles, public hearing transcript, November 8, 2018 [PH-Angles-6]*)

"I'm going to just echo some of the comments Commissioner Richards made. For one, it's a great – I think there were some members of the public that touched on this. It's a great site for housing and for redevelopment. There's vast areas of this – although we talk about the kind of importance of it historically -- that are nothing, you know, just wide areas of open space that should be redeveloped." (*President Hillis, public hearing transcript, November 8, 2018 [PH-Hillis-1]*)

"And former Commissioner Miguel, I think, raised an interesting issue about passive versus active recreation space.

"We continually see, I think, on Port property, this kind of passive, sit-around open space and not soccer fields and baseball fields. And I think you see this in Mission Bay, where there's some park property, some of it passive, but others where there's temporary soccer fields and things like that. And those are the most active used portions of that open space.

"So I encourage you to look beyond just kind of the rooftop of the garage to get -- because there's a lot of open space here for active fields and recreational uses because they're needed throughout the City." (*President Hillis, public hearing transcript, November 8, 2018 [PH-Hillis-3]*)

"Glad to see the project here today in front of us. It's great to see the east and the southeast sector of the city materializing and soon to be, you know, a nice little community down here. I do see a lot of potential here for this site.

"Some of the buildings are preservable; some of them are not. I also took a tour of the site, and it's amazing to see what the current condition of some of these buildings are actually in, some of them better than others.

"But, again, a lot of potential here. This is the first of many hearings to come for this project, so we're not going to get too far ahead of ourselves here today. But I am, you know, seeing a lot of -- again, a lot of potential here. And I'm in favor of some of the heights that are proposed. And, again, you know, let's try and make the most of this and these parcels while we can." (*Commissioner Koppel, public hearing transcript, November 8, 2018 [PH-Koppel-1]*)

"Yes, just very quickly, 15 years ago, when I was serving on the Port Commission, I took the very first tour -- growing up here as well -- but really got to study the opportunity there and been watching it for the last 15 years go through this whole legal battle and finally, hopefully, prepared to move forward.

"And I actually agree with Laura Clark's comment about the longer it sits there, the further it's eroding. And so I'm excited to get going on it." (*Commissioner Fong, public hearing transcript, November 8, 2018 [PH-Fong-1]*)

Response G-7: Opinions Related to the Project

These comments all represent the opinions of the commenters regarding various aspects of the proposed project. None of the comments raise significant environmental points or identify issues

related to the adequacy or accuracy of the EIR. The opinions of the commenters will be provided to the decision-makers for their consideration prior to taking an approval action on the project. Responses to the specific details of each comment as they relate to environmental issues are presented to below.

Comments I-Sundell-2 and PH-Hall-3 express concern regarding the proposed heights of the structures near the waterfront. EIR Chapter 9 describes the project variant, which would have a 60- foot-lower maximum building height compared to the proposed project. The EIR analyzes potential shadow impacts associated with the proposed project structures in EIR Chapter 4, Section 4.H, and the shadow impacts of the project variant structures in Chapter 9, Section 9.C.9; these sections include numerous figures that depict the extent of shadows that would occur during various times of the year. The EIR analyzes potential project impacts on transportation and traffic in EIR Chapter 4, Section 4E, and variant impacts in Chapter 9, Section 9.C.5. The commenter asks "why the standards that were applied to the pier 70 projects not applied to this project?" Both the proposed project and the Pier 70 Mixed Use District project were subject to the same City processes for development projects, including complying with the requirements of CEQA and approval of any applicable amendments to the San Francisco General Plan, Planning Code, and Zoning Map. Furthermore, both projects engaged in public planning process to establish project-specific design and development standards. The Pier 70 design and development standards were not intended to apply to the Potrero Power Station site. Comment I-Sundell-3 states the commenter's opinion that the open space is at a bare minimum and requests that it be increased; the planning department acknowledges this request. The project variant would have increased open space compared to the proposed project, with 6.9 instead of 6.2 acres. The open space improvements under the proposed project and project variant are described in EIR Chapter 2, Section 2.E.5 (pp. 2-22 to 2-23) and Chapter 9, Section 9.B.5, respectively.

Comment PH-Carson-1 describes the commenter’s experience and respect for the developer with respect to preservation; the planning department acknowledges this comment. Preservation aspects of the proposed project and project variant are described in EIR Chapter 2, Section 2.E.1 (pp. 2-17 and 2-22) and Chapter 9, Section 9.B.3, respectively.

Comment PH-Angles-6 states the commenter’s opinion that the proposed 17 percent of the building area for parking is "ridiculous." The planning department acknowledges this comment and notes that the project variant would have about the same percentage of building area allocated for parking. EIR Section 4.E, Transportation and Circulation, includes description of existing parking conditions in the project area (pp. 4.E-19 to 4.E-20) and analyzes parking impacts of the project under Impact TR-10 (pp. 4.E-83 to 4.E-86) and impacts of the variant in Chapter 9.

Comment PH-Carpinelli-2 expresses the commenter’s opinion that the Unit 3 Power Block be demolished, but the Boiler Stack be preserved; EIR Section 2.E.1 (p. 2-17) describes plans for the Unit 3 Power Block and Boiler Stack under the proposed project, which would be the same under the project variant. The commenter also indicates her opinion regarding the preservation of the old brick buildings; EIR Chapter 6, Alternatives, discusses issues related to the preservation of the existing brick buildings on the project site. EIR Chapter 9 describes the project variant, which would preserve certain features of Station A, including saving and restoring its south and east brick walls.

Comments PH-Carpinelli-3 and I-Carpinelli-2 express concern for the height of the proposed 300-foot tower and its effect on the Stack as well as the commenter's opinion of what the tower should be. EIR Chapter 9 describes the project variant, which would have a maximum building height of 240 feet instead of 300 feet. EIR Section 4.D, Impact CR-6 (pp. 4.D-33 to 4.D-38) analyzes the proposed project with respect to its potential effects on the physical characteristics of the Third Street Industrial District, of which the Boiler Stack is identified as a contributor, and determined that with implementation of Mitigation Measure M-CR-6, Design Controls for New Construction, the proposed new construction would be compatible with the character-defining features of the Third Street Industrial District. Chapter 9, Section 9.C.4 analyzes this same impact regarding the project variant, which would result in the same impact conclusion. The commenter also expresses her opinion that the project is "over-programmed" and there is "not enough open space." Further, in Comments PH-Carpinelli-3 and I-Carpinelli-4, the commenter indicates that the surrounding infrastructure, transportation issues, air pollution, and road safety issues need to be considered. The initial study in Appendix B of the EIR provides an analysis of the project's impacts on recreational facilities and utilities and service systems. EIR Section 4.E analyzes transportation issues associated with the project, and EIR Section 4.G analyzes the project's effects on air quality; Chapter 9 presents the analysis of the variant's impacts on these same resources. For all of these issues, the EIR and initial study analyze the cumulative effects of the project in combination with other reasonably foreseeable future projects in the vicinity.

Comments PH-Hillis-1 and -3 describe the commenter's impressions of the site with regard to the site's suitability for housing, redevelopment, and active recreational uses; the planning department acknowledges this comment.

Comment PH-Koppel-1 states the potential for redevelopment of this portion of the city and support for some of the heights that are proposed. Similarly, Comment PH-Fong-1 expresses excitement for the project moving forward. The planning department acknowledges these comments.

Comment G-8: Support or Opposition

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Sean D. Angles, O-GPR2-1, and PH-Angles-1
Andrew Green, I-Green-1
Dennis Hong, I-Hong-1
Bruce Kin Huie, I-Huie-1, and PH-Huie-1
Rebecca Ronsaville, I-Ronsaville-1
Carol Sundell, I-Sundell-1
Zach Browne, PH-Browne-1
Vanessa Aquino, PH-Aquino-1
Emily Pearl, PH-Pearl-1
Scott Kline, PH-Kline-1
Tim Colen, PH-Colen-1
Ray Hernandez, PH-Hernandez-1
John Larner, PH-Larner-1
Philip Anasovich, PH-Anasovich-1
Laura Clark, PH-Clark-1

"I am opposed to the current proposal for Potrero Power Plant, and I disagree with findings of the Draft Environmental Impact Report**."** (*Sean D. Angles, Grow Potrero Responsibly, letter, November 19, 2018 [O-GPR2-1]*)

"I'd like express, to begin, that I'm opposed to the current proposal at the Potrero site due to lack of public community benefits and the consequential significant increase of cumulative negative impacts, which we've been talking about a lot over the last couple of years." (*Sean Angles, public hearing transcript, November 8, 2018 [PH-Angles-1]*)

"I am writing to express my opposition to the Potrero Power Station development project (Case No. 2017 011878NEV). The demolition of historic buildings and the excessive height of the proposed buildings make this project inappropriate for this location and disrespectful of the character of San Francisco and the surrounding neighborhood

"Please consider my opposition representative of the feelings of many people who didn't know of the project or take the time or have the time to write to you today." (*Andrew Green, email, November 15, 2018 [I-Green-1]*)

"I fully support item number 13 on your agenda – **DEIR - 2017-011878ENV - POTRERO POWER STATION – Draft Environmental Impact Report.** I'm currently reviewing this DEIR and as noted, I will submit my comments to this DEIR by November 19, 2018. Both the Developer and the San Francisco Planning Department has done a fine job with this Document. Let me rough in my initial comments.

"Your Recommendation; Review and Comments, good or bad - can help in expediting the RTC process and getting a final Certification.

"This Mixed use Project shows great promise. This area has several major, if not many other projects both in the pipeline and under review. All these projects will help this semi blighted area in it's [*sic*] revitalization. This includes Table 2-1 on pages 2-14 of Volume 1 which pretty much says it all – a well thought out Project from the Developer with a good use of retail and office space, 2,682 housing units, hotel, PDR and more. Wow where else can you get so many units to be added to the our City?

"I see this as another ideal project that will bring so much additional housing, retail, office, PDF and other mixed use to this area. Just think per table 2-1 it shows an additional 2,682 housing units from this Project alone.

"I hope we do not loose [*sic*] the opportunity to get this project approved. Only because I feel that these Developers are moving on with their projects some where else, only because so much time passes on with this process, construction costs keep rising and it hurts their bottom line.

"Okay, as usual, said enough, more of my comments will be submitted later. I'm a resident of San Francisco for more than 74 Plus years. Now retired. Can I have everyone's support on this Project too? If you have any question regarding my email, please reach out and let me know what your concerns are.

"Please include this as part of the DEIR Document/file.

"Honorable Commissioners, with all that said, can I have your support and any comments to help expedite this project thru the system, as I believe it will help with the RTC." (*Dennis Hong, email, November 8, 2018 [I-Hong-1]*)

"I live on 23rd Street at Indiana – 3 blocks to the West of the Power Station site. The Power Station is within Dogpatch. I support the addition of housing, recreation and transportation options outlined in the project DEIR to fill in current gaps in complete neighborhood services.

"As many in Dogpatch learned during the Dogpatch Central Waterfront Public Realm Plan – Dogpatch is a neighborhood with gaps in neighborhood serving capabilities – lack of street lights, no sidewalks in many locations including along 23rd St to the West of the site, no community facilities such as a library, athletic center or community center and some but limited green space with urban recreation. Local property owner reaction was the creation of Green Benefit District to maintain current street parks serving new developments and within a few blocks of the Power Station site. One recreation site is Progress Park that opened in 2012 and offers a bocce ball court and a new exercise area underneath the 280-freeway onramp.

"There are 3 priority areas where continued detailed discussions between project sponsor and neighbors continue with the current DEIR:

"ACTIVE RECREATION & OPEN SPACE WITH NEW WATERFRONT ACCESS

"On recreation, neighbors continue discussions with the project sponsor on details to add detail of open space with active recreation for all generations – young children, adolescents, those with families and most important to my generation – active senior services. More is better.

"COMMUNITY SERVICES WITH NEW HOUSING DENSITY

"Public community services that serve multiple generations such as community center, library or active athletic centers do not exist in Dogpatch, but do exist in neighborhoods to the West, to the South and built out to the North of Dogpatch with new development. All are missing in Dogpatch and needed with the population bump up over the next 10-15 years.

"There is good news to report – those new and long term neighbors in Dogpatch and adjacent neighborhoods continue the process of community meetings and ongoing discussions using the Draft EIR and Design for Development documents to guide conversations. Key benefits to current and future Dogpatch locals – more housing options, addition of community serving facilities and new recreation uses not seen in Dogpatch is the proposed addition of a recreational dock on page 2-45 of the DEIR is a great example to honor on-the-water recreation. A detailed investment plan at each phase of the discussion is needed, as the population will grow exponentially over the next 10 years from the initial 1,800 people in 2016.

"CONSERVATION OF DOGPATCH HISTORY

"Safeguarding history is an ongoing priority in Dogpatch. More is better. The current plan to outline the priority of key structures should be studied and outlined carefully to insure Dogpatch history does not disappear.

"I support more housing and workplace density in Dogpatch presented by the project sponsor to focus attention on open space active recreation, new and current transportation options and

preservation of historic neighborhood assets along the Southeast San Francisco Waterfront." (*Bruce Kin Huie, email, November 19, 2018 [I-Huie-1]*)

"The Power Station is within Dogpatch. Many of us in Dogpatch look forward to the addition of housing, recreation, and transportation options from this project to fill in current gaps in the neighborhood, complete services.

"As many of us learned during the Dogpatch/Central Waterfront Public Realm Plan, Dogpatch is a neighborhood with gaps in neighborhood-serving capabilities. Lack of streetlights, no sidewalks in many locations, including along 23rd Street to the west of the site, no community facilities such as a library, athletic center, or community center, and some but limited green space with urban recreation.

"Local property owners' -- myself included -- reaction was the creation of the Green Benefit District to maintain current street parks serving new developments within southern Dogpatch and within a few blocks of the Power Station site.

"One recreation site is Progress Park that opened in 2012 with Mayor Ed Lee and offers a bocce ball court and a new exercise area underneath the 280 Freeway onramp.

"But this is not enough. There are three priority areas where continued detailed discussions between the project sponsor and neighbors would help many: active recreation, because it is unique for this property; neighborhood-serving services; and preservation of history on the site.

"Our recreation neighbors continue discussions with the project sponsor on details, that detail of open space and those active uses for all generations. Many children are in the neighborhood at this point. Ten years ago, we had very a [*sic*] little.

"Adolescents and those with families and, most important for my generation, active senior services, public community services that serve multiple generations such as a community center, library, or athletic center do not exist in Dogpatch but do exist in the neighborhoods to the west, up the hill, to the south, and built out in the north of Dogpatch in Mission Bay. All are missing in Dogpatch and needed within the population bump.

"Lastly, conservation of history is an ongoing priority in Dogpatch. More is actually better for us." (*Bruce Huie, public hearing transcript, November 8, 2018 [PH-Huie-1]*)

"I'm writing to express my unhappiness and frustration with the proposed project at the Potrero power plant site. A 300 foot tower will completely change the feel of the eastern part of the city, be out of line, and does not abide by what the development site was originally approved for.

"The eastern expansion continues to overshadow the existing neighborhoods, leaving hardworking taxpaying citizens rightly frustrated and ready to move out.

"Please do not approve this project. It changes the character of the neighborhood and does not abide by what was approved. Least of all, it demolishes a historic site." (*Rebecca Ronsaville, email, November 16, 2018 [I-Ronsaville-1]*)

"I have many objections and concerns about the proposed Potrero Power Station. I supported the Pier 70 project...but what is being proposed for the Potrero Power Station is unbelievable." (*Carol Sundell, email, November 16, 2018 [I-Sundell-1]*)

"First, as a resident of San Francisco and living in the Mission, I've struggled with housing the whole time I've been here. I've fought off evictions. And density and housing in this city is very important to me and a lot of the people I know here as well. I hope to some day, you know, own a home here and live here for a very long time. I love this city. And to see projects like this really excites me -- that we're adding more density to neighborhoods that, you know, I some day want to live in.

"Second, as a walking tour guide and historical tour guide of the Dogpatch neighborhood for the past four years, I've seen a lot of really positive changes in the development and the growth of the neighborhood. From a historical preservation standpoint and from a density standpoint, a lot of developers have added a lot of positive value to the places there.

"A lot of new shops and new restaurants and new places are popping up now that more housing is available to people in the neighborhood. And it's been a really positive trend that I've seen over the years. And I see projects like this as continuing that growth and that path in the neighborhood.

"And, you know, myself, I look forward to seeing more density and more historical preservation and reuse and more people caring about these places as they move in, as they live and they work in this neighborhood and continuing on.

"I've been a part of their public outreach and engagement and brought other people into the mix as well. And everything about the project has really excited me so far, from density, from historic preservation, and from the positive impacts that will continue from development like this in the neighborhood." (*Zach Browne, public hearing transcript, November 8, 2018 [PH-Browne-1]*)

"I'm here to show my continued support for Dogpatch Power Station. As board member of Dogpatch Neighborhood Association, DNA, for the past ten years, Dogpatch block party organizer, I have seen amazing changes and growth all around the neighborhood. It's growing fast. New neighbors are moving in by the minute, and it's exciting.

"Here's why I support Dogpatch Power Station project. Dogpatch Power Station has been very active in our community about their project for the past couple of years, which they hosted numerous outreach workshops, extensive coordination with DNA, public tours, community events, office hours at various Dogpatch businesses. They are passionate about engaging with community and keeping us informed.

"What I find exciting is the future access to the waterfront, businesses, housing, jobs, open space, art space, green space, which is much, much needed in the great historical meaning of the area. Like Pier 70 project, Dogpatch Power Station will enhance for the betterment of the Eastern Neighborhood, which is part of our amazing city, San Francisco." (*Vanessa Aquino, public hearing transcript, November 8, 2018 [PH-Aquino-1]*)

"We think that the proposed Power Station development, massing, programming, and adaptive reuse objectives are a breath of fresh air in comparison to other local developments like the Mission Bay that, as many know, are primarily single-program, monolithic mid-rise structures with little pedestrian activity or diversity and personality.

"And in contrast, the tower density of the proposed project allows for a more interesting series of building shapes and sizes across the site and is a much more urban and, therefore, appropriate solution and one for which the team, the project team, should be commended. It goes without saying that we enthusiastically support this proposed direction.

"The Unit 3 hotel in particular is a programmatically strong idea. We think that the different experience of the Bay or the City that it will provide both residents and visitors will be tremendous.

"You know, the current nexus of hotels in the City is in a very highly touristed area. A lot of people aren't actually crazy about being there. And it also supports the site being active throughout the day and the week, provides public amenities, and of course has the adaptive reuse of the existing and important historical building.

"Opening up the waterfront and placemaking and creating connectivity and continuation of our existing waterfront's extremely important. And it also offers an incredible vantage point that is contextual and offers a different experience than we currently have of our waterfront.

"And additionally, this strengthens the connectivity of the Dogpatch area to the rest of the City which, coincidently, has some of the best weather, as we know.

"Additionally, the 60 percent program of housing is incredibly important, and it is more sensitively interspersed in the site. And this will again help create a variety of uses throughout the day and the week, which will be very important.

"And as we know and as we have heard, housing is desperately needed. I am a Bay Area native myself, and I've had many friends and family that are not only in the arts, but academia, engineering, science, real estate, entrepreneurs all be pushed out of the city based on a lack of housing.

"I should also mention that we, myself personally, our office, we love Station A. We think that building is fantastic. I don't know any architect that doesn't think it's absolutely beautiful. But we need to remember that adaptive reuse needs to also be financially feasible.

"So to that end, you know, we are open to considering possibilities where that gets saved or other ways in which it can get saved but not at the expense of the entire project.

"I should also mention lastly that no one should look at the massing diagrams that are shown here as actual designs of any of these buildings. They're really just used to show square footages and general placement along the site. And I think all of the efforts that are focused on making this tower go away should actually be focused on making a great tower with an incredible design that is slender and elegant." (*Emily Pearl, public hearing transcript, November 8, 2018 [PH-Pearl-1]*)

"I think Associate Capital has come into the neighborhood and really kind of woven themselves into the neighborhood and tried to keep that in mind when building the project.

"I'm going to focus more on what this brings to the neighborhood that isn't there now, particularly the hotel, with a very amazing view from the top, which is going to have a roof bar open to the public. I think this is an amenity that would be really unique to Dogpatch and we don't have much of south of the ballpark.

"The open space and shore access there is going to be incredible, particularly when it's woven in with Pier 70 and the Crane Cove Park.

"We don't have a grocery store in Dogpatch. This project is committed to bringing a large-scale grocery store to the neighborhood, which is much needed. The closest is the clear across -- almost to 101 at Whole Foods.

"And then finally, I think the biggest amenity that this brings to the City is more housing. We all know what -- what a problem that is in the City, how the rents have gotten high. I've had lots of friends leave the city. I'd like to see more of them be able to stay. So I'm supportive of this project." (*Scott Kline, public hearing transcript, November 8, 2018 [PH-Kline-1]*)

"And can't tell you how pleased and excited we are to see projects like this come forward that give evidence that finally, decades, decades later our old industrial lands are being repurposed in ways that meet the challenges we face.

"Big fans of the Dogpatch Power Station. While it's admittedly too early for the HAC to review it yet, there's not any firm numbers to analyze, we're big fans of the work that Perkins + Will does, land use planning. We'd urge the developer and the architects and the planners to build in the maximum flexibility in land uses because it's going to be years before a lot of this comes to the market, and things change. Job trends change, retail changes as we see almost by the minute. So it would be good that it's flexible.

"It appears that the DEIR is -- it's on the right approach. We like the approach. It appears balanced; it appears thorough. And we look forward to reviewing this in more detail but really want this to move forward as quickly as possible." (*Tim Colen, public hearing transcript, November 8, 2018 [PH-Colen-1]*)

"First, I would like to point out there was more of myself and my other neighbors that were here, but unfortunately, we ran late, and they had life to go back to. And they were here in support.

"I'm also here in support of one of the biggest things, which is housing and what they're doing. I know there's been a lot of discussions about views and about shadows. These are things that come, you know, living in the city. It's just unavoidable.

"But I'm looking forward with the work that -- what they're doing and making sure that a lot of our neighbors, like Bayview, have more housing to come into and be able to merge the two.

"So we are here in support, and we really love what they're doing. There's a lot of concerns that a lot of people are bringing. And those are absolutely valid, but please just remember that, you know, it's not the problem; come here with solutions. And I'm sure that Associate Capital and Enrique and Hassim [phonetic] will be more than happy to see what they can do within reason to make sure that everybody in the community feels heard." (*Ray Hernandez, public hearing transcript, November 8, 2018 [PH-Hernandez-1]*)

"I can't say how excited I am to see this go up. I think that the revitalization and added vibrancy that this will bring to my neighborhood and our city is dramatic.

"To see the plans that they've put together that have varied sizes and shapes that will add a different look to the -- what has become more cookie-cutter look to many buildings and new developments the City is really exciting to me and to my neighbors.

"Again, like somebody said earlier, I saw about 20 or 25 of my neighbors here earlier, and I think we were whittled down over time to about eight of us in dramatic support of this. And I think the key for me is seeing the interest and excitement from the developers and getting involved in the neighborhood.

"And whether that's having office hours at local restaurants and participating and sharing their space for events like Decompression or supporting a fantastic local nonprofit like La Cocina and supporting -- offering them the space for their street food festival to have an opportunity to raise money in support of their program, I consider these people, from my perspective, as what I would call white hat developers.

"They're in it for the good of us, for the good of the city. There may be specific issues that people have with density, et cetera. I know, as a hospitality professional in San Francisco and somebody who employs, in combined between my two businesses, over a hundred people, that having more places for them to live, more places for them to get out and enjoy the city is very important. And that level of density is valuable to us.

"With the inclusion of Crane Cove Park down the street, we will have beautiful open spaces. We'll have places to go. The opportunity to walk down to the bay and enjoy that view up close and personal rather than, as we saw in that -- from up on the hill is -- will be a dramatic difference. We've had no access to that. And these gentlemen and ladies that are participating in this development will be bringing that to us in a dramatic way. And I'm very excited to see it, and I'm full support." (*John Larner, public hearing transcript, November 8, 2018 [PH-Larner-1]*)

"Unfortunately, the design presented by the developer is the worst that we've seen. It combines some of the disappointing failings of recent developments in the city, demolishes historic resources, and creates a myriad of problems for the city that they will have to address.

"The proposed project would demolish historic buildings that contribute to the Third Street Industrial District. This greatly reduces the existing unique character of the area and forever loses to us a tremendous historic group of structures that are of national significance.

"If these historic resources are preserved, they will be encircled by buildings which tower over them, casting shadows, and which belittle the original context of these structures. These historic buildings will be overwhelmed by the bulk of the new and cut off from the bay.

"The environment would be affected by a permanent increase of ambient noise, and the impact on air quality would be in violation of air quality standards, impacting regional air quality.

"This issue is precisely why the Power Plant was torn down. The design as proposed would cast shadows on public open space nearly year round. It will result in the substantial shadowing of

lower buildings as well and potentially limit Forest City's flex buildings along 22nd Street to office uses instead of housing, an undesirable outcome that will skew the jobs-housing balance.

"The basic layout of the project creates a grid that is very similar the disastrous plan that has bemoaned the Mission Bay developments nearby. This layout presents an inflexible, closed, and monotonous built environment that features large unbroken blocks and contrasts sharply with the proposed development at nearby Pier 70.

"Because of the east-west orientation of the Central Power Station Park and unbroken massing of the buildings throughout, much of the open space is in shadow and vistas of historic resources and the bay are obscured. What is proposed creates the effect of a wall that substantially cuts off views of the bay.

"The DEIR shows that approved and proposed projects would add up to approximately 22,734 net new residents and 10,015 units. The density proposed is comparable to the current density in Manhattan. We are virtually taking the population of an American town and putting it down on a 29-acre site.

"This is substantially more than the nearby --

"-- Pier 70 project." (*Philip Anasovich, public hearing transcript, November 8, 2018 [PH-Anasovich-1]*)

"I think it's important to think about the costs and benefits of a project like this. A lot of people are talking about the historic preservation aspect. I recommend all of you go out and visit it because, if you go out and visit it, you can see how much history is being lost by it rotting away.

"You can't really visit and can't enjoy a historic artifact unless it's infused with life, unless it's redeveloped and becomes something worth visiting.

"If we're talking about preserving the brick buildings, that's where the housing has the potential to go. So we're talking about cutting the bit of housing in this project, and we're talking about preserving something that is a rusting hulk of industrialism. It reminds me of places where I used to club and have illegal parties back in the day when I was cool. But I would not say that a rusting post-industrial -- I mean, it's cool. Right? I did club there.

"But, like, we can do better. We can redevelop these places into something that people can enjoy every day. What is the point of our waterfront if it is not infused with life? People should be living there.

"I don't believe this, frankly, crap about how we can't increase our public transportation and run more bus lines and infuse this area with a transit-oriented, walkable community. I think it's great. We're talking about dumping a whole town right there. And that's frickin phenomenal. That's what we need to happen next. We need more life in our city, not a rusting hunk of junk.

"Keep the Stack; that's cool. Have the hotel built around it. I think that sounds really cool. Please do not listen to the people who are telling you that the thing they want less of is density and housing. The thing that they are putting up on the chopping block for this project is the housing aspect of this project. And if we lose that, this project will not be worth it.

"So, please, preserve the housing package of this, and make sure that we do get more transit out there. Make sure that this entire community continues to take the forward march of history and thrive." (*Laura Clark, public hearing transcript, November 8, 2018 [PH-Clark-1]*)

Response G-8: Support or Opposition

This group of comments all express support of or opposition to the proposed project, along with various reasons for support or opposition. None of the comments raise significant environmental points or identify issues related to the adequacy or accuracy of the EIR. The comments will be provided to the decision-makers for their consideration prior to taking an approval action on the project. Responses to the specific details of certain comments, where they refer to an environmental issue, are presented to below.

Comment PH-Pearl-1 expresses support for the project but also mentions concern for saving Station A if it is financially feasible. EIR Chapter 9 describes the project variant, which would preserve certain features of Station A. See also Response G-9 regarding recommendations and opinions for approving an alternative that would preserve historic resources.

Comment PH-Hernandez-1 expresses support for the project but also mentions issues related to views and shadows. EIR Section 4.H analyzes shadow impacts of the project, and Section 9.C.9 analyzes the impacts of the variant. EIR Section 4.A discusses why aesthetics (views) are not considered in determining if a project has the potential to result in significant environmental effects under CEQA, but that a lead agency may consider aesthetic impacts under local design review ordinances or other discretionary powers. See also Response G-4, above.

Comment PH-Anasovich-1 expresses opposition to the project and also mentions environmental issues related to historic resources, shadows, noise, and air quality. EIR Section 4.D, Historic Architectural Resources, analyzes the impacts of the project on historic resources; EIR Section 4.H, Wind and Shadow, analyzes shadow impacts of the project on open spaces; EIR Section 4.F, Noise analyzes noise impacts of the project; and EIR Section 4.G analyzes impacts of the project on air quality; Chapter 9 presents the analysis of the variant's impacts on these same resources. The commenter also mentions effects of the project on jobs-housing balance. EIR Section 4.C, Population and Housing, includes a discussion on jobs-housing balance. In addition, the commenter states his opinions on the proposed project's site plan; EIR Section 2.E.4 (pp. 2-21 to 2-22), describes the Design for Development process for the proposed project that would provide design standards and guidelines and related design controls for the development.

The commenter states that "approved and proposed projects would add up to approximately 22,734 net new residents and 10,015 units." Presumably, these numbers are based on information presented in the EIR (Table 4.A-1, p. 4.A-1), where under the maximum residential scenario, the proposed project could result in up to 3, 014 additional units, which when added to the maximum number of dwelling units of 7,001 that could occur if all cumulative projects presented in Table 4.A-2 (pp. 4.A-13 to 4.A-14) would result in 10,015 units. Assuming 2.27 persons per unit would result in 22,734 residents, as indicated by the commenter. However, the commenter is incorrect in stating

that the proposed density is comparable to Manhattan (approximately 66,940 people per square mile); the area of San Francisco that is considered in the cumulative projects assumption is approximately 1.5 square miles, and with a maximum future cumulative residential population of 22,734 people, the density would be about 15,000 people per square mile, or less than one fourth the density of Manhattan.

Comment PH-Clark-1 expresses support for the project but also indicates the need for increased transit in the area. EIR Section 4.E, Transportation and Circulation, includes analysis of transit impacts of the project under Impacts TR-4, TR-5, and TR-6 (pp. 4.E-66 to 4.E-76).

Comment G-9: Recommendations for Project Approval

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Andrew Wolfram, A-SFHPC-3	Janet Carpinelli, I-Carpinelli-1, and PH-Carpinelli-1
Mike Buhler, O-SFH-3	Jim Warshell, PH-Warshell-1
Rodney Minott, O-STH-3	President Hillis, PH-Hillis-2

"• The HPC agreed that they recommend adoption of Full Preservation Alternative C as it avoids significant impacts to the historic resource by rehabilitating all historic resources on site and maintaining the same general development program as the proposed project.

"• The HPC also supported adoption of one of the Partial Preservation Alternatives or a combination of partial preservation alternatives, such as retaining the Meter House and Compressor House and allowing for retention of a portion of Station A. The HPC President noted, further, that the HPC highly encourages the Planning Commission to look at a project that preserves historic resources even if there are some trades off, such as a small reduction of square footage or densification of the development program." (*Andrew Wolfram, San Francisco Historic Preservation Commission, letter, November 2, 2018 [A-SFHPC-3]*)

"San Francisco's conversion of the Ghirardelli Chocolate Factory and Del Monte cannery – between 1964 and 1968 - into shops, restaurants, galleries, and offices is widely credited with starting the international trend for waterfront rehabilitation of industrial buildings. In the ensuing decades, historic preservation became a central tenet of the city's waterfront revitalization efforts, as reflected in the triumphant adaptive reuse of the Ferry Building and the Port's historic finger piers, and the ongoing redevelopment of the Union Iron Works Historic District at Pier 70. Like the industrial structures at Potrero Point, many of these projects faced daunting challenges and costs.

"In his 2011 essay for the National Trust's *Forum Journal,* "Preserving Industrial Heritage: Challenges, Options, and Priorities," Duncan Hay of the Society for Industrial Archeology describes various techniques for preserving and interpreting historic industrial facilities, including: (1) continued industrial use, (2) adaptive use to non-industrial functions, (3) curation,

(4) documentation, and/or (5) preservation of fragments as monuments.[3] Recognizing the inherent challenges posed by large, often derelict industrial structures, Hay advocates a pragmatic, flexible approach:

> [W]e need to recognize that preserving industrial heritage usually requires more than saving and finding new uses for old buildings. In many of the most successful projects, developers and preservationists cleared the guts in order to save the skin. That, by itself, is no sin. We simply need to recognize that the reuse of industrial properties, like many preservation projects, requires compromises and tradeoffs.[4]

"In this spirit, the HPC has implored the Planning Commission to require greater preservation of historic resources at Potrero Point "even if there are some trades [sic] offs, such as a small reduction of square footage or densification of the development program,"[5] while simultaneously expressing an openness to "creative solutions that are out of the typical preservation lexicon."[6] Features highlighted by the HPC as especially worthy of retention include the small neoclassical façade of the Station A Machine Shop Office and the exposed, artfully besotted interior brick wall of Station A.

"Heritage generally agrees with the HPC's recommended approach, while calling for preservation of the entire Station A complex. Of the brick structures that remain, the awesome size, scale, and evolution of Station A — including several accretions and subtractions over time — best tell the messy, evolving story of Potrero Point. Accordingly, we feel that preservation of Station A and its components (Turbine Hall, Switching Station, and Machine shop Office) should be prioritized in any development program to complement the sponsor's existing plans to repurpose Unit 3 and the Boiler Stack.

Footnotes:

"[3] Proposed Mitigation Measure M-CR-5c, "Public Interpretation and Salvage," would require the project sponsor to "make a good faith effort to salvage materials of historical interest to be used as part of the interpretative [sic] program. This could include reuse of the Greek Revival façade of the Machine Shop Office, Gate House or a portion of the Unit 3 Power Block."

"[4] Duncan Hay, "Preserving Industrial Heritage: Challenges, Options, and Priorities," *Forum Journal* (Spring 2011, Vol. 25, No. 3), at p.11.

"[5] HPC comment letter to Planning Commission, November 2, 2018.

"[6] HPC hearing transcript, October 17, 2018."

(*Mike Buhler, San Francisco Heritage, letter [email attachment], November 19, 2018, [O-SFH-3]*)

"We urge the Historic Preservation Commission to do the right thing by insisting that the Potrero Power Station project and the draft EIR be significantly revised in favor of a plan that feasibly preserves, protects, and reuses the multiple existing historic structures on the site that date back to the early 20th century." (*Rodney Minott, Save The Hill, letter, October 14, 2018, [O-STH-3]*)

"**I urge you to recommend a balance between Alternative B -a less dense project, and Alternative C but to include the demolition of the Unit 3 Power Block.**" (*Janet Carpinelli, letter, November 8, 2018 [I-Carpinelli-1]*)

"And I am here today to urge you to recommend a balance between Alternative B, a less dense project, and Alternative C." (*Janet Carpinelli, public hearing transcript, November 8, 2018 [PH-Carpinelli-1]*)

"That there is a preservation Alternative C that gets all the metrics, all the housing, all the gross area, and also does full preservation of the historic assets is obviously good. So the HPC was very thoughtful in making that their first recommendation, and I really endorse that.

"Every time we do one of these big projects and so much is new, incorporating the old into it and making the whole project richer because it embraces the history and creates something more than it would be if we hadn't done that, you have to applaud creative efforts to do that.

"So, again, to keep it short, I'm at two minutes, please, save the brick buildings. They are part of the history. They define the area. Please support them." (*Jim Warshell, public hearing transcript, November 8, 2018 [PH-Warshell-1]*)

"And I think we're kind of -- we don't think about this site because we don't walk through it or bike through it or drive through it. It's pretty much hidden back beyond some of these historic buildings. And the same, I was able to tour the main kind of historic building. It's vast. And I think it's a great old building.

"And I think the developer thinks the same way, but what it could be or how it could be reused is difficult to imagine. It's just a vast, open building with not too many windows and no roof.

"So I don't -- you know, I agree with kind of Mr. Wolfram's comments from the Historic Preservation Commission. You know, sometimes when it's all new, it lacks some authenticity. So some preservation of that, some ability to keep the smaller buildings, or you know, this may be a good case for a façade or a partial -- you know, keeping a partial portion of a building. but it will be interesting to see, and it will be good to hear from Heritage and others on how that could be done." (*President Hillis, public hearing transcript, November 8, 2018 [PH-Hillis-1]*)

Response G-9: Recommendations for Project Approval

These seven comments all represent the opinions of the commenters regarding their recommendations for project approval. None of the comments raise significant environmental points or identify issues related to the adequacy or accuracy of the EIR. Comment O-SFH-3 requests that "the draft EIR be significantly revised in favor of a plan that feasibly preserves, protects, and reuses the multiple existing historic structures on the site." However, this request is contrary to the purpose of the EIR, which is to provide an objective analysis of the physical environmental effects of the project, as proposed, in order to enable decision makers to make an informed decision that considers environmental consequences. The EIR does not favor any given plan, but rather objectively analyzes a project as proposed by the project sponsor and identifies alternatives that would lessen or avoid any significant impacts of the project.

All seven commenters express support for adoption of an alternative that would provide various degrees of preservation of historic resources at the project site. These recommendations will be provided to the decision-makers for their consideration prior to taking an approval action on the project. Note that EIR Chapter 9 describes the project variant, which would preserve certain features of Station A.

11.B Project Description

The comments and corresponding responses in this section cover topics in EIR Chapter 2, Project Description. These include topics related to:

- Comment PD-1: Project Characteristics
- Comment PD-2: Adjacent Land Uses

Comment PD-1: Project Characteristics

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Rebecca Coates-Maldoon, A-BCDC-2	Rebecca Coates-Maldoon, A-BCDC-4
Rebecca Coates-Maldoon, A-BCDC-3	J.R. Eppler, O-PBNA2-27

"2. **Sea Level Rise.** The Ocean Protection Council and California Natural Resources Agency released a State of California Sea Level Rise Guidance document earlier this year, which provides guidance on sea level rise risk analysis and planning based on probabilistic projections. It would be helpful to include information based on this Guidance as part of the discussion in Section 2.E.10, to understand how the proposed improvements to address sea level rise relate to the Guidance. Additionally, please note that BCDC will evaluate the proposed project for consistency with our laws and policies through the permitting process, including as they pertain to sea level rise. The San Francisco Bay Plan Climate Change policies state, in part, that "when planning shoreline areas or designing larger shoreline projects, a risk assessment should be prepared…" and that "…within areas that a risk assessment determines are vulnerable to future shoreline flooding that threatens public safety, all projects…should be designed to be resilient to a mid-century sea level rise projection. If it is likely the project will remain in place longer than mid-century, an adaptive management plan should be developed to address the long-term impacts that will arise based on a risk assessment using the best available science-based projection for sea level rise at the end of the century." The Bay Plan Public Access policies also state, in part, "[p]ublic access should be sited, designed, managed and maintained to avoid significant adverse impacts from sea level rise and shoreline flooding" and that "[a]ny public access provided as a condition of development should either be required to remain viable in the event of future sea level rise or flooding, or equivalent access consistent with the project should be provided nearby." (*Rebecca Coates-Maldoon, Principal Permit Analyst, San Francisco Bay Conservation & Development Commission, email, November 19, 2018 [A-BCDC-2]*)

"3. **Bay Fill Clarification.** Please provide clarification on the amount of bay fill associated with the proposed dock and related components, which is described as "a new 80-foot long and 3-foot wide floating dock" on page 4.I-53. These are the dimensions of the gangway described on page 2-45, and the dock there is described as being 120 feet by 15 feet." (*Rebecca Coates-Maldoon, Principal Permit Analyst, San Francisco Bay Conservation & Development Commission, email, November 19, 2018 [A-BCDC-3]*)

"4. **Temporary Events.** Page 2-22 of the DEIR states that "Temporary events would be allowed in all open spaces on site. Events could include movie nights in the park, farmers markets, fairs, performances, food trucks, block parties, and weddings, any of which would be allowed in all open space areas." Please note that the baseline for public access areas required by BCDC as a condition of development is that those areas would be made available for public use at all times. Requests for special events or reasonable rules and restrictions on public access would need to be evaluated through the BCDC permitting process." (*Rebecca Coates-Maldoon, Principal Permit Analyst, San Francisco Bay Conservation & Development Commission, email, November 19, 2018 [A-BCDC-4]*)

"**VII. Project Description**

"The Proposed Project incorporates a flexible land use program in which certain blocks permit both residential and commercial uses. Future market conditions and other economic considerations may ultimately determine the type and amount of residential and commercial land uses to be developed.

"The specific uses would be determined after the EIR is adopted and after Project approval. This type of scheme shortcuts the required public review process that is meant to occur prior to adoption of a project.

"The "worst case" analysis states that under a maximum commercial scenario, impacts are based on office use, but the specifics are unclear. For example, would it include the grocery store that has been promised to the neighborhood, and generates far more trips than office, or even general retail?

"It is unclear as to whether Block 9 will be developed as residential vs. hotel and it is not explained whether ancillary restaurant or retail uses in the hotel were included in the analysis. Both of these uses generate far more trips and employee density than hotel or even office uses.

"Another unknown is whether the PG&E subarea will be developed as part of the Proposed Project. Its provision of housing will be critical to maintaining a good jobs/housing balance and affordable housing. The proposed new Georgia Street is within the subarea and infrastructure improvements including utilities and transportation are dependent on the subarea's inclusion. A much-needed San Francisco Recreation and Parks recreation center has been proposed for this location. This would help mitigate recreation impacts from massive population growth. Whether or not it would be built if the subarea is not developed under the Proposed Project is unclear.

"An accurate, stable and consistent project description is necessary to an adequate evaluation of the project's impacts; the project description should describe the physical development that will result if the project is approved; and the description should be sufficiently detailed to provide a foundation for a complete analysis of environmental impacts." (*J.R. Eppler Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-27]*)

Response PD-1: Project Characteristics

Sea Level Rise

EIR Section E.2.10 is the part of the project description that describes improvements that would be constructed under the proposed project to address sea level rise. The best science and current guidance regarding sea level rise are discussed in EIR Section 4.J, Hydrology and Water Quality, including the Ocean Protection Council's *State of California Sea-Level Rise Guidance: 2018 Update*, which is referenced by the commenter. Impact HY-5 (pp. 4.J-56 to 4.J-57) discusses how the proposed improvements would address sea level rise. Please also refer to Response HY-1 in Section 11.J of this document for a discussion of this topic.

The project sponsor acknowledges that as part of the project approval actions, the Bay Conservation and Development Commission (BCDC) will evaluate the consistency of the project with BCDC laws and policies through the permitting process, including those that pertain to sea level rise. A risk assessment will be submitted, as required by BCDC policies related to sea level rise, to demonstrate that the project would not endanger public safety. As discussed in EIR Impact HY-5 and Response HY-1, the project would be resilient to projected sea level rise through the end of the century (2100). Therefore, the project exceeds the requirement that the project be resilient to mid-century sea level rise projections. The project also includes the adaptive capacity to be resilient to sea level rise should the actual amount of sea level rise be greater than what is projected by either the NRC or the Ocean Protection Council. Further, all public access such as the proposed recreational dock, is designed to be above the projected sea level rise elevation through at least the end of the century. Therefore, the public access features would not be adversely affected by sea level rise or shoreline flooding.

Bay Fill Clarification

The commenter is correct in noting that the proposed gangway spanning the wharf and the floating dock would be 80 feet long and 3 feet wide. In addition, as described on page 2-45, the proposed dock would include a wharf deck 65 feet long by 35 feet wide, and a floating dock 120 feet by 15 feet. The text on page 4.I-53 is revised as follows to clarify this description (text changes shown in <u>double underlined</u>):

> The proposed project includes several components that could result in placement of fill within jurisdictional waters of the San Francisco Bay. To address the potential hazard of future sea-level rise in combination with storm and high tide conditions, the proposed project includes physical shoreline improvements consisting of rock slope revetments, berms and bulkheads, and grading elevation inland, some of which would require work below the high tide line and mean high water line. Should a dual sewer and stormwater system be selected instead of the combined scenario (see Chapter 2, Project Description, and Section 4.J, Hydrology, Water Quality, and Sea Level Rise,) then a new stormwater outfall for discharging runoff from the project site would be installed in the vicinity of the existing Unit 3 Power Block outlet structure and below the high tide line and mean high water line. Additionally, the proposed project would include installation of a new 80-foot long and 3-foot wide <u>gangway and 120-foot long by 15-foot wide</u> floating dock. The wharf portion of the dock would require nine 24-inch support piles, six of which would be

> installed landside (though potentially below the high tide line and within the U.S. Army Corps of Engineers section 404 jurisdiction), and three of which would occur below the mean higher high water line (and within the army corps section 10 jurisdiction). The floating dock would be held in place by guide piles, either four 36-inch diameter steel piles or 14 24-inch diameter concrete piles. No other project work is planned to occur below the high tide line or mean higher high water line that would affect the bay.

This revision does not change the analysis or conclusions presented in the EIR.

Under the project variant, as described in Chapter 9, the proposed gangway and floating dock would be slightly larger; the gangway would be 100 feet long by about 6.5 feet wide, and the floating dock would be 120 feet long by 24 feet wide. Regardless of the dimensions of the proposed shoreline improvements, the specific amounts of bay fill that would occur under the project or the variant have not been calculated, but as described in Impact BI-7 (pp. 4.I-53 to 4.I-54), the quantity of permanent fill in the bay attributable to the project and resulting in the loss of jurisdictional waters, if any, would be determined during the required permitting process and through project review by regulatory agencies with authority over the San Francisco Bay. The EIR identifies all potential environmental construction and operational impacts associated with the creation of new bay fill under the project, discloses the required regulatory permits the project would be subject to, and identifies mitigation measures to reduce impacts. Implementation of **Mitigation Measure M-BI-7, Compensation for Fill of Jurisdictional Waters** (EIR p. 4.I-54), under either the proposed project or the project variant, would reduce this impact to a less-than-significant level.

Please also refer to Chapter 9, Project Variant, in this Responses to Comments document. As discussed in that chapter, under the variant, the dimensions of the proposed revised dock facility would be somewhat larger than the original design, which would increase the amount of bay fill associated with that project feature, but the amount of bay fill would be reduced by demolishing the existing approximate 200-foot-long seawall section, removing adjacent inland soil backfill, and then constructing the new concrete seawall section parallel to, but approximately 3 feet west of, the alignment proposed under the project design (approximately 5 feet west of alignment of the existing seawall). Nevertheless, as for the proposed project, the quantity of permanent fill in the bay attributable to the project variant, if any, would be determined during the required permitting process, and implementation of Mitigation Measure M-BI-7 would reduce this impact to a less-than-significant level.

Temporary Events

The project sponsor acknowledges that under either the proposed project or the project variant, BCDC would require as a condition of development that public access areas would be made available for public use at all times, and that any requests for special events or reasonable rules and restrictions on public access would need to be evaluated through the BCDC permitting process.

Project Description

As the commenter notes, the proposed project incorporates a flexible land use program, in which certain flex blocks permit both residential and commercial uses; and that future market conditions and other economic considerations may, ultimately, determine the type and amount of residential and commercial land uses to be developed on the flex blocks. The proposed land use plan (Chapter 2, Project Description, Figure 2-5, p. 2-16) indicates the potential land use(s) allowed on each block.

As discussed in Section 4.A, Impact Overview, the EIR acknowledges that due to the potential land use variation that could occur under the flex blocks and with Unit 3, implementation of the proposed project could result in a range of impacts. Therefore, in order to provide the reasonable worst-case analysis under each impact topic, the EIR notes that two scenarios bracket the full range of potential impacts: (1) development that maximizes residential uses is considered the *maximum residential scenario*, and (2) development that maximizes office space and commercial uses is considered the *maximum office scenario*. The impact analysis in the EIR assumes the development scenario that would have the greatest impact on a topic by topic basis to identify the maximum potential impact on a resource. As a result, all potential environmental impacts associated with the project are appropriately disclosed in the EIR. This approach to analysis for addressing flex blocks was also conducted for the project variant, as described in Chapter 9.

The EIR assumed a grocery store would be developed at the project site under either the maximum residential or maximum office scenario; as such, the EIR appropriately addressed the potential environmental impacts of that land use.

With respect to the inquiry if ancillary restaurant or retail uses were included in the analysis, the EIR analysis assumed the hotel could have ancillary restaurant or retail uses, similar to other hotels in San Francisco. For example, the trip generation rates used in the EIR reflect the total number of individuals or vehicles entering or leaving the site, including those who may also attend its supporting facilities such as restaurants, cocktail lounges, or retail stores.[1] As indicated above and described in detail in Appendix C, the travel demand assumptions used in the transportation analysis for the proposed project were based on the scenario (either maximum residential or maximum office) with the higher trip generation for both the inbound and outbound direction. For example, for the p.m. peak hour of analysis inbound trips generally are from the maximum residential scenario to capture the larger number of residents returning back to the project site from work outside the project site, while the outbound trips generally are from the maximum commercial scenario to capture the larger number of persons leaving the commercial uses on the project site. As such, the EIR addressed the potential environmental impacts of the hotel and associated ancillary uses as appropriate to reflect the highest number of potential trips.

[1] The trip generation rates presented in the SF Guidelines are based counts collected by the planning department at various locations in the City, supplemented with data obtained from the Institute of Transportation Engineers Trip Generation Manual Report.

PG&E Subarea

Regarding the PG&E sub-area portion of the project site, as discussed in the EIR Project Description, p. 2-5, the project sponsor has received letters of authorization from PG&E to study the proposed project within the PG&E sub-area, but it has not determined whether to develop this property as part of the project. PG&E has not determined the feasibility of relocating the utility facilities in the PG&E sub-area, or whether PG&E will sell the PG&E sub-area to any other entity to be redeveloped. PG&E's decision regarding relocating facilities and a possible sale will require regulatory review and approval by the California Public Utilities Commission and Federal Energy Regulatory Commission. As shown in Figure 2-5, p. 2-16, in the EIR Project Description, the proposed project land use plan designates the majority of the PG&E sub-area as residential, with a small portion designated as flex residential or office. This potential development in the PG&E sub-area was analyzed as part of the overall proposed project in the EIR, and all impacts associated with that development are disclosed.

Chapter 9 of this Responses to Comments document describes and analyzes the environmental impacts of a project variant, including a "no PG&E scenario" of the project variant that excludes the PG&E subarea from the proposed development. Under the no PG&E scenario, Humboldt Street would not connect to Illinois Street, and instead, there would be a turnaround at the west end of Humboldt Street north of Block 5. In addition, Georgia Street would not connect to 22nd Street, and the western end of Craig Lane would terminate at Louisiana Street. Under the no PG&E scenario, the project variant would not result in any new or substantially increased significant impacts as compared to the proposed project.

With respect to transportation impacts, the analysis indicates that under the no PG&E scenario the transportation impact conclusions identified in the Draft EIR (as revised in Chapter 12 of this document) remain unchanged. Similarly, under the no PG&E scenario in which residential land uses would be substantially reduced (and associated demand for recreational resources would also be reduced) and the majority of the utilities infrastructure in the PG&E subarea would not be constructed, the recreation and utilities impact conclusions in the Draft EIR also remain unchanged. Please see Chapter 9 for further description and analysis of potential impacts of development without the PG&E subarea. Given all the factors discussed above, the EIR adequately characterizes the proposed project (Chapter 2) and project variant (Chapter 9) at a sufficient level of detail in order to provide an adequate evaluation of the project's or variant's impacts as required under CEQA. Furthermore, adequate mechanisms exist to ensure that should any future project changes arise that would substantially alter the existing project description, then the City would conduct appropriate additional environmental review and public notification if needed to assess and disclose potential changes to impacts and mitigation identified in this EIR.

Comment PD-2: Adjacent Land Uses

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

Commissioner Richards, PH-Richards-4

"I am concerned, the PG&E Transmission Station next door seems to be an issue. Is the long-term plan to have that always be there, or will that be relocated somewhere else, thereby mitigating the need to demolish the buildings because they're actually not usable because of the ongoing, you know, electrical-generating transmission activity right next door." (*Commissioner Richards, public hearing transcript, November 8, 2018 [PH-Richards-4]*)

Response PD-2: Adjacent Land Uses

As described in the EIR, PG&E switchyard facilities are located on PG&E-owned land both within the project site (i.e., within the PG&E sub-area), and adjacent to the project site. The PG&E switchyard facilities within the project site are discussed in response PD-1 above. With regard to the PG&E facilities adjacent to the project site, the planning department is not aware of any plans to relocate those facilities, nor of any relationship between the location of those facilities and the decision of whether to demolish buildings on the project site.

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11.C Plans and Policies

The comments and corresponding responses in this section cover topics in EIR Chapter 3, Plans and Policies. These include topics related to:

- Comment PP-1: San Francisco General Plan
- Comment PP-2: Eastern Neighborhood Plans
- Comment PP-3: Central Waterfront Area Plan
- Comment PP-4: Historic Resources Policies
- Comment PP-5: Shadow Policies
- Comment PP-6: Open Space Policies
- Comment PP-7: San Francisco Bay Plan
- Comment PP-8: BCDC Bay Jurisdiction
- Comment PP-9: San Francisco Bay Trail Plan

Comment PP-1: San Francisco General Plan

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

J.R. Eppler, O-PBNA2-21, and O-PBNA2-25

"There are a number of clear inconsistencies with the Central Waterfront Plan, Plan Bay Area, Waterfront Land Use Plan, and General Plan which must be considered as part of the CEQA review. The DEIR cherry picks its analysis, overlooking inconsistencies with a number of local and regional plan policies. The DEIR admits that it doesn't provide a comprehensive analysis of general plan consistency and asserts that this will be considered in future staff reports. However CEQA requires the EIR to discuss and analyze the Project's inconsistency with area plans and policies. (CEQA Guidelines § 15125(d).)" (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-21]*)

"*Housing Element of the General Plan*

"The San Francisco Housing Element requires that infrastructure needs be planned and coordinated to accommodate new development, but the Proposed Project conflicts with a number of objectives and policies of the General Plan's Housing Element, and in particular fails to balance housing growth with adequate infrastructure, particularly public transit. Analysis of consistency with the Housing Element is omitted entirely despite the fact that the Proposed Project will disproportionately burden the neighborhood with growth well beyond any previous projections and concentrate it in an area with inadequate public services. Among the policies and objectives that should have been considered are the following:

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*.

Policy 1.2: *Focus housing growth and infrastructure necessary to support growth according to community plans*.

Policy 4.6: *Encourage an equitable distribution of growth according to infrastructure and site capacity*.

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*.

"*Transportation Element of the General Plan*

"The Proposed Project is car-centric with a large parking component. Nearly 50% of the external person trips each day will be by private automobile and parking comprises 17% the entire building area. Given the Project's location within a congested area underserved by transit, inconsistencies with the *Transportation Element* that should have been considered but were omitted include the following:

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 *Transportation Element* also requires that developers coordinate land use with transit service and mitigate traffic problems. Instead the Proposed Project will burden transit and increase traffic. The severity of these impacts, their adherence with the following policy, is not considered:

Policy 11.3: *Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems*."

(*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-25]*)

Response PP-1: San Francisco General Plan

This response applies to both the proposed project and project variant, given the basic similarities between the two land use plans.

The first comment introduces more specific comments related to consistency with various plans and policies. Responses to specific comments concerning the San Francisco General Plan are provided here. Responses to comments concerning the Central Waterfront Plan, an area plan within the San Francisco General Plan, are provided in Response PP-3, below. Although the comment also alleges project inconsistencies with Plan Bay Area (the region's Sustainable Communities Strategy and Regional Transportation Plan, the current version of which was adopted by the Metropolitan Transportation Commission and Association of Bay Area Governments in July 2017), no specific comments regarding consistency with this plan were made. Likewise, the comment suggests inconsistencies with the Port of San Francisco's Waterfront Land Use Plan, but no specifics were given. Therefore, no response is provided concerning inconsistencies with these last two plans.

Please note that comments specifically concerning policies with respect to historical resources, shadow, and open space are presented and responded to separately below.

The second comment states that the EIR does not describe potential conflicts with the San Francisco General Plan with respect to ensuring that housing development is balanced with growth of infrastructure, particularly transit; and with respect to project-generated traffic congestion and its effect on transit.

First, it is not required that an EIR discuss every relevant policy of the San Francisco General Plan. The primary purpose of an EIR is "to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project" (CEQA section 21061). CEQA defines a significant effect as "a substantial, or potentially substantial, adverse change in the environment," and the "environment" consists of "the physical conditions that exist within the area which will be affected by a proposed project" (CEQA sections 21068 and 21060.5). Thus, a conflict with a plan or policy does not, in and of itself, indicate a significant effect on the environment. Rather, that conflict is an indication that a potential physical effect could occur and serves as guidance to the EIR preparer that further investigation of such physical effect may be warranted. Accordingly, as explained in EIR Chapter 3, Plans and Policies, physical effects that could result from conflicts with general plan policies are investigated in the EIR, in the relevant topical sections. However, in the larger sense as explained on EIR p. 3-2, "potential conflicts with the general plan are considered by the decision-makers (in the case of a general plan amendment, the planning commission and board of supervisors) independently of the environmental review process. Thus, in addition to considering inconsistencies that affect environmental issues, the decision-makers consider other potential inconsistencies with the general plan as part of the decision to approve or disapprove a proposed project." Thus, the City's process of considering the project for approval will involve a thorough review of applicable plans and policies beyond those that could result in physical effects.

As further explained in EIR Chapter 3, the focus of the EIR's analysis of conflicts with the San Francisco General Plan is the Central Waterfront Area Plan, which is the area plan that governs the project site and vicinity. As explained in the Introduction to the San Francisco General Plan, and stated on EIR p. 3-2, in an area plan, "the more general policies in the General Plan elements are made more precise as they relate to specific parts of the city." Therefore, the EIR appropriately focuses the discussion of the project's general plan consistency on consistency with the Central Waterfront Area Plan.

Concerning housing growth, it should be noted firstly that the proposed project is not solely a proposal for new housing development. Rather, as stated on EIR p. 2-13, the project proposes some 2,682 dwelling units, along with approximately 1.6 million square feet of commercial uses (office, R&D/life science, retail, hotel, and PDR), approximately 25,000 gross square feet (gsf) of entertainment/assembly uses, about 100,000 gsf of community facilities (potentially including a recreational space, community center, library, and/or childcare; see EIR p. 2-17), and 6.2 acres of publicly accessible open space. Similarly, the project variant proposes 2,601 dwelling units, 1.8

million square feet of commercial uses, 25,000 gsf of entertainment/assembly uses, 50,000 gsf of community facilities, and 6.9 acres of open space. The land use diversity would allow residents and employees to meet many daily needs within the project site. As such, the EIR transportation analysis assumes that more than one-fourth of daily person-trips generated at the project site would not leave the site. This would reduce transportation impacts—including, among other things, traffic and transit delay. Moreover, one of the project objectives, set forth on EIR p. 2-4, is: "Increase the city's supply of housing to contribute to meeting the San Francisco General Plan Housing Element goals, and the Association of Bay Area Governments' Regional Housing Needs Allocation for San Francisco by optimizing the number of dwelling units, particularly housing near transit."

Additionally, as noted, the project would include approximately 100,000 gsf of community facilities (and 50,000 gsf for the project variant), which could consist of a recreation space, community center, library, and/or childcare facility. Thus, the project would include "quality of life elements" called for in Housing Element Policy 12.2. Furthermore, most of the Housing Element objectives and policies cited by the commenter are, in fact, set forth in the EIR's analysis of population and housing in Section 4.C, p. 4.C-7. Inasmuch as that analysis identifies no significant housing effects of the project, no conflicts with Housing Element policies have been identified that would result in adverse physical impacts under CEQA.

However, the EIR does find that the proposed project would result in a significant unavoidable impact due to project-generated transit ridership that could not be accommodated by nearby Muni transit capacity (specifically on the 22 Fillmore and the 48 Quintara Muni lines) and would result in a substantial increase in transit delay on line 22 (see Impacts TR-4 and TR-5 in Chapter 4, Section 4.E, Transportation and Circulation). Accordingly, in Chapter 3, the EIR concludes that the project could conflict with Objective 4.1 of the Central Waterfront Area Plan (Improve public transit to better serve existing and new development in Central Waterfront).

Comment PP-2: Eastern Neighborhood Plans

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

Rick Hall, O-CAN-6, and PH-Hall-2

"**The EIR scopes an illegal project.**

"The scope is not in compliance with zoning and plans (including the EN Plan) and is thus an illegal project. This flaw also makes it a mockery of all of the community and city work that went into creating the EN Plan." (*Rick Hall, Cultural Action Network, email, November 19, 2018 [O-CAN-6]*)

"Essentially, this DEIR does not comply with the growth plans under the EN plan. And instead, it discusses amending the Central Waterfront Plan of the Eastern Neighborhoods Plan. Well,

those are maxed out in 2017, essentially, as determined by the EN monitoring report." (*Rick Hall, public hearing transcript, November 8, 2018 [PH-Hall-2]*)

Response PP-2: Eastern Neighborhood Plans

The comments state that the proposed project does not comply with the "Eastern Neighborhoods Plan," particularly with respect to "growth plans." This response applies to both the proposed project and project variant, given the basic similarities between the two land use plans and development programs.

For context, the Eastern Neighborhoods Rezoning and Area Plans project was a multi-year planning process that culminated in 2008 with adoption by the San Francisco Board of Supervisors of four separate area plans within the San Francisco General Plan—the Central Waterfront Area Plan, the East SoMa (South of Market) Area Plan, the Mission Area Plan, and the Showplace Square/Potrero Area Plan. Subsequently, the Western SoMa Area Plan was adopted in 2013 and the Central SoMa Area Plan was adopted in 2018; these latter two plans also cover portions of the Eastern Neighborhoods.[1]The Central Waterfront Area Plan is the area plan applicable to the project site and vicinity. As stated on EIR p. 3-3, the Central Waterfront Area Plan is one of the four original area plans adopted in 2008 as part of the Eastern Neighborhoods Rezoning and Area Plans project. The 21 area plans within the San Francisco General Plan, including the Central Waterfront Area Plan, set forth goals and objectives for specific geographic planning areas of San Francisco. As explained on EIR p. 3-2, "In an area plan, 'the more general policies in the General Plan elements are made more precise as they relate to specific parts of the city' (San Francisco General Plan, Introduction). The area plans contain specific policies and objectives that address land use and planning issues in the local context."

With respect to the growth assumed under the Eastern Neighborhoods Plans, a program EIR (PEIR) was prepared for the Eastern Neighborhoods Rezoning and Area Plans project; the PEIR was certified in 2008. The Eastern Neighborhoods PEIR contains projections of population and housing growth through the year 2025, which were based upon the best estimates available at the time the PEIR was prepared. However, neither the PEIR nor the area plans themselves include these population and housing projections as a cap or limit to growth within the areas that would be subject to the Eastern Neighborhoods Area Plans, nor would exceedance of the growth projections necessarily result in significant physical environmental impacts beyond those identified in the PEIR. "?"Accordingly, this EIR evaluates the physical environmental effects of the proposed Potrero Power Station Mixed-Use Development and project variant but does not undertake this evaluation by comparing growth under the proposed project to earlier growth projections.

[1] Litigation is under way with respect to the Central SoMa Plan environmental impact report, but as of this writing, no legal injunction has been issued and the Plan, therefore, remains in effect.

To correct a reference to the Eastern Neighborhoods Plans, the paragraph under the heading "General Plan Land Use Designations" on EIR p. 2-9 is revised as follows (new text is shown in double underlined):

> The project site is centrally located within the eastern portion of the Central Waterfront Area Plan area (shown on Figure 2-1), which is one of the five plan areas included in the Eastern Neighborhoods Area Plans, adopted in 2008 and that took effect in January 2009.

This revision does not change the analysis or conclusions presented in the EIR.

Concerning the commenter's reference to the EIR being "not in compliance with zoning and plans," the project sponsor is working with the City to apply for new zoning, height limits, building controls, etc., for the project site, which would be revised as part of the project through the SUD, the D for D and the development agreement, and the planning department is generally supportive of these changes. EIR Chapter 3, Plans and Policies, finds that the proposed project would be substantially consistent with relevant plans and policies, with partial exceptions concerning historical resources and the city's Transit First Policy; this conclusion would also apply to the project variant. The commenter's assertion that the proposed project is illegal is false; as evidenced by the information presented in the EIR, the project sponsor is currently undergoing the City's prescribed process for planning and implementing a development project. EIR Chapter 2, pp. 2-58 to 2-61 describes the approvals required for the proposed project to inform the public and decision makers of legal requirements to which the project will be subject.

Comment PP-3: Central Waterfront Area Plan

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

J.R. Eppler, O-PBNA2-22
Richard C. Hutson, I-Hutson-1

"Please state how the Project is consistent with the following plan policies:

"*Central Waterfront Area Plan*

"The Eastern Neighborhoods Plan promised 'a full array of public benefits'. Unfortunately the City has failed to provide most of the necessary infrastructure to support existing development, let alone massive unanticipated growth in an area already underserved by public transit and other public services. Rather than adhering to the objectives and policies of the Plan, the Proposed Project discusses amending it to address inconsistencies. The Power Station site is very much part of the Central Waterfront Area. It was specifically mentioned in the Plan and its location 'west of Illinois' and 'historically set off from the rest of the Central Waterfront Area' doesn't exempt it from Central Waterfront Area Plan policies.

"The Proposed Project is broadly inconsistent with the Central Waterfront Area Plan. The DEIR identifies some, but fails to properly identify all inconsistencies. While acknowledging a failure to meet objectives for noise and air quality, it also notes that the project is inconsistent with the Plan's anticipated use of the site:

"The Central Waterfront Plan anticipated that the Power Plant site would be used for large-scale commercial and research development:

> Policy 1.1.8: *Consider the Potrero Power Plant site as an opportunity for reuse for larger-scale commercial and research establishments*.

"Remarkably, the DEIR erroneously concludes, based simply on a presumption that hazardous materials onsite could be remediated to instead allow for residential uses, that the project would avoid 'any physical effects' due to these inconsistencies with the Area Plan. The opposite is true. The sheer scale and density of the Proposed Project as a mixed-use development with non-industrial uses would result in a number of significant physical impacts, both individual and cumulative that were never anticipated or analyzed in the Eastern Neighborhoods Plan EIR.

"The Plan sought to protect manufacturing. One of two key policy goals was ensuring a stable future for Production, Distribution and Repair ('PDR') businesses in the city, mainly by reserving a certain amount of land for this purpose. Although the proposed project includes 45,040 gross square feet of PDR and 645,738 gross square feet of Research and Development ('R&D') space, this amounts to only .08% PDR and 12% R&D of the total proposed building area. The vast majority of the space will go to Residential, Retail, and Office uses, which are generally more impactful than traditional industrial uses. Considerably denser than what was anticipated under the central Waterfront Plan, the Proposed Project will further exacerbate impacts and the need for infrastructure improvements.

"As noted in the Transportation section of the DEIR, proposed mitigations fail to adequately address existing transportation issues as well as those from future development. The Proposed Project is inconsistent with the following public transit objectives and policies in the Central Waterfront Area Plan:

> 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 to the 22nd Street Caltrain Station and Third Street Light Rail.*
>
> Objective 4.10: *Develop a comprehensive funding plan for transportation improvements.*
>
> Objective 4.3: *Establish parking polices that improve the quality of neighborhoods and reduce congestion and private vehicle trips by encouraging travel by non-auto modes.*

"The scale of the historic Dogpatch neighborhood was to be protected by lower height limits under the Central Waterfront Area Plan. The site was zoned for heights of 40 to 65 feet, with area heights stepping down eastward from the Caltrain station and elevated freeway to the water's edge. Views from Potrero Hill were not to be affected. With increased heights and density from rezoning under the Proposed Project, views of the Bay and historic features from the west will be greatly diminished in conflict with the following Central Waterfront policy:

"Policy 3.1.5: *Respect Public View Corridors*

"The DEIR fails to consider this loss of public vistas as inconsistent with the Central Waterfront Plan. CEQA section 21099 doesn't preclude the application of local general plan policies related to protected views." (J*.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-22]*)

"Page 34 of the Central Waterfront Plan – *Generally, building heights should not obstruct public views of the Bay from Potrero Hill. Public "windows" to the bay should be maintained or created from within the Central Waterfront by extending the street grid as much as possible through Port lands to give views of the water or maritime activities*.

"It is my understanding that except for a 100' strip along the Bay that belongs to the Port, this project is on private land, but it seems like the same objectives should apply to any project that close to the Bay." (*Richard C. Hutson, email/letter, November 12, 2018 [I-Hutson-1]*)

Response PP-3: Central Waterfront Area Plan

The first comment states that the proposed project's land uses, development density, and building heights are inconsistent with those envisioned for the site in the Central Waterfront Area Plan, and that adverse transportation effects will occur as a result of the project. This comment also states that the Central Waterfront is currently underserved with respect to infrastructure, notably transportation, and that amending the area plan to allow for development of the proposed project would worsen this condition. Another comment states that the proposed project's building heights would not be consistent with policy language concerning protection of views from Potrero Hill. This response applies to both the proposed project and project variant, given the basic similarities between the two land use plans and development programs.

Regarding the project's consistency with permitted land uses, density, and building heights set forth in the Central Waterfront Area Plan, the commenter is correct that the area plan and the San Francisco Planning Code (including the Zoning Maps) would be amended to change the current industrial use zoning to use district(s) that would permit the project's or variant's proposed residential, retail, office, research and development, hotel, community, and entertainment/assembly uses and to increase the allowable building heights. To the extent that these changes would result in physical effects, those effects are fully analyzed in the EIR. In particular, as noted above in Response PP-1, the EIR finds that the project or variant would result in a significant unavoidable impact due to project-generated transit ridership that could not be accommodated by nearby Muni transit capacity and would result in a substantial increase in transit delay. Accordingly, in Chapter 3, the EIR concludes that the project could conflict with Objective 4.1 of the Central Waterfront Area Plan (Improve public transit to better serve existing and new development in Central Waterfront); this conclusion also applies to the project variant. The objective and the policies listed in the comment are applicable to City actions and not to specific projects. For information, the following is provided.

Concerning 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), since adoption of the Central Waterfront Plan, the City began construction of the extension of the Central Subway, which will extend the Third Street light rail line into Chinatown and remove the northern end of the route from on-street operation, where traffic can slow light rail. This will improve service on the Third Street light rail line, which is the backbone of Central Waterfront transit operations. SFMTA also implemented a new crosstown route just north of the Central Waterfront, the 55 16th Street line, which connects Mission Bay and the 16th Street BART station. Additionally, the 48 Quintara/24th Street line, which serves the 22nd Street Caltrain station, was rerouted to provide more direct access to the 24th Street BART station.

Regarding Objective 4.10 (Develop a comprehensive funding plan for transportation improvements), the accompanying text in the Central Waterfront Plan states that new development in the Eastern Neighborhoods, including the Central Waterfront" will exert significant strain on the area's existing transportation infrastructure," and therefore the City must identify new funding sources for transit, pedestrian, and bicycle improvements. Accordingly, accompanying Policy 4.10.1 states that the City should "pursue funding for transit, pedestrian, bicycle and auto improvements through developer impact fees, in-kind contributions, community facilities districts, dedication of tax revenues, and state or federal grant sources." The project sponsor would be required to pay developer fees as mandated by the City (including the Transportation Sustainability Fee), a portion of which would be devoted to transportation improvements. Therefore, the project would be consistent with Objective 4.10. Moreover, as noted on EIR page 3-4, the proposed project itself would include a number of on- and off-site transportation enhancements, including an on-site pedestrian and bicycle network, accommodation of Muni buses that could serve the site, shuttle service to BART and Caltrain, an open space network including Bay access and extension of the Bay Trail, centralized parking in a district parking garage, freight loading spaces both on- and off-street, and a transportation demand management plan to reduce vehicle trip generation.

Finally, concerning Objective 4.3 (Establish parking polices that improve the quality of neighborhoods and reduce congestion and private vehicle trips by encouraging travel by non-auto modes), it is noted that the planning code now incorporates many of the accompanying Central Waterfront policies, such as elimination of minimum off-street parking requirements and establishment of parking caps for both residential and non-residential development (Policies 4.3.1 and 4.3.2) and separate pricing of parking from residential space (Policy 4.3.3). Moreover, the proposed project's district parking garage would be consistent with Policy 4.3.5's direction that new parking garages should be "part of shared parking arrangements that efficiently use space, are appropriately designed, and reduce the overall need for off-street parking in the area," as well as Policy 4.3.4's direction to "encourage, or require where appropriate, innovative parking arrangements that make efficient use of space, particularly where cars will not be used on a daily basis."

The EIR also identifies significant unavoidable impacts for both the proposed project and project variant with respect to historic architectural resources, noise, air quality, and wind effects on pedestrians. Accordingly, in EIR Chapter 3, Plans and Policies, potential conflicts with the

San Francisco General Plan are identified with respect to transit, historic architectural resources, noise, and air quality; and these conclusions also apply to the project variant.[2]

Both the proposed project and project variant would include over 600,000 gsf of research and development uses and about one million gsf of other commercial uses. As stated EIR p. 4.B-12, the project therefore "would include the 'larger-scale commercial and research establishments' called for in the Central Waterfront Area Plan" (Policy 1.1.8 quoted by the commenter). Moreover, as also stated on p. 4.B-12, "As called for in the Central Waterfront Plan [text accompanying Objective 1.1], the project sponsor has undertaken a 'community planning process,' with numerous public meetings and open houses."

The commenter also miscalculates the percentage of PDR under the proposed project, which is 0.8 percent and not 0.08 percent (the 12 percent calculation of R&D is correct). In comparison, the total building area for the project variant would be 0.6 percent PDR and 12 percent R&D. This EIR evaluates the physical environmental effects of the proposed project and project variant, including effects on infrastructure (see Appendix B, Initial Study, for a discussion of impacts on utilities and service systems).

Concerning transportation issues, EIR Chapter 4, Section 4.E, provides a comprehensive analysis of transportation and circulation effects of the project, including transit effects and cumulative conditions. The project sponsor has been working with the planning department and the San Francisco Municipal Transportation Agency to coordinate the proposed development with the City's transit plans. Accordingly, the project or variant would be designed to accommodate future bus service (see Figure 2-13 and Figure 9-11 for the preliminarily proposed transit bus plan for the project and variant, respectively).

Concerning building heights and the potential for views from Potrero Hill to be obstructed, as explained in EIR Section 4.A, pursuant to CEQA section 21099, "aesthetic impacts of a residential or mixed-use residential project on an in-fill site in a transit priority area *shall* not be considered significant impacts on the environment." [Emphasis added.] Therefore, the EIR does not evaluate the effects on views from Potrero Hill. Nevertheless, as stated in Response PP-1, the decision-makers will consider all policy matters in their deliberations on the project. It is also noted that views of San Francisco Bay through the project site are limited under existing conditions because of the presence of existing structures. Additionally, because there is limited public access to the site under existing conditions, views of San Francisco Bay from the site are not generally available. Therefore, neither the proposed project nor the project variant would substantially diminish public vistas of San Francisco Bay and would, instead, increase access to such views by providing for public access to the bay shoreline.

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2 There are no general plan policies addressing pedestrian winds.

Comment PP-4: Historic Resources Policies

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

J.R. Eppler, O-PBNA2-6, and O-PBNA2-23
Alison Heath, O-GPR1-4
Rodney Minott, O-STH-2

"As noted in the section on Area Plans and Policies, the Proposed Project is in conflict with several policies protecting historic resources." (*J.R. Eppler, President, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-6]*)

"The proposed project conflicts with the following objective to preserve historic resources. Preserving the Stack is not a substitute for preservation of more significant resources. The Proposed Project is inconsistent with the following:

> Objective 8.2: *Protect, preserve and reuse historic resources within the Central Waterfront Area.*
>
> 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.*"

(*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-23]*)

"The Proposed Project is inconsistent with the *Central Waterfront Plan*, the Urban *Design Element* and the *Housing Element*.

"Specifically the project is at odds with the *Central Waterfront's Plan Objective 8.2* that protects historic resources within the Area, particularly those east of Illinois, and the *Urban Design Element* that seeks to preserve notable areas of historic value." (*Alison Heath, Grow Potrero Responsibly, letter, October 16, 2018 [O-GPR1-4]*)

"Additionally, the Potrero Power Station project remains inconsistent with the Central Waterfront Area Plan. Objective 8.2 of the Central Waterfront Plan calls for protecting, preserving, and reusing historic resources within the Area Plan — particularly those east of Illinois Street." (*Rodney Minott, Save The Hill, letter, October 17, 2018 [O-STH-2]*)

Response PP-4: Historic Resources Policies

This group of comments restates the finding of the EIR Chapter 3, p. 3-6, that "because it would demolish several historical resources, the proposed project would result in a significant effect, even with mitigation, with respect to historic architectural resources and would be at least partially inconsistent with" Central Waterfront Plan Area Plan Objective 8.2 (Protect, preserve, and reuse historic resources within the Central Waterfront area plan) and 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). This same finding applies to the project variant, as described in Chapter 9, although the project variant includes partial façade retention of Station A. The third comment also alleges inconsistencies with the general plan Urban Design Element and Housing Element but provides no detail as to how or what aspect of the project is inconsistent with these elements of the general plan. Regarding how the proposed project relates to the San Francisco General Plan Housing Element goals, see the response to Comment PP-1, above. However, because the commenter provides no additional detail, no further response is provided.

Comment PP-5: Shadow Policies

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

J.R. Eppler, O-PBNA2-20, and O-PBNA2-24

"Shadowing of planned open space doesn't comply with protections in the San Francisco General Plan, Urban Design Element and Central Waterfront Plan:

Recreation and Open Space Element

Policy 1.9: *Preserve sunlight in public open space.*

Urban Design Element

Objective 3: *Moderation of Major New Development to Complement the City Pattern, the Resources to be Conserved, and the Neighborhood Environment*.

Accompanying text as part of "Fundamental Principles for New Development" states, "Plazas or parks located in the shadows cast by large buildings are unpleasant for the user.

"A. Large buildings can be oriented to minimize shadows falling on public or semi-public open spaces.

"B. The height and mass of tall, closely packed buildings can be shaped to permit sunlight to reach open spaces."

Policy 3.4: *Promote building forms that will respect and improve the integrity of open spaces and other public areas*.

Central Waterfront Area Plan

Policy 5.2.6: *Ensure quality open space is provided in flexible and creative ways, adding a well used, well-cared for amenity for residents of a highly urbanized neighborhood. Private open space should meet the following design guidelines:*

A. Designed to allow for a diversity of uses, including elements for children, as appropriate.

B. Maximize sunlight exposure and protection from wind.

C. Adhere to the performance-based evaluation tool."

(J.*R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-20]*)

"*General Plan*

"The Proposed Project will conflict with the following General Plan policy by blocking public vistas of the Bay and historic buildings, while shadowing the Bay shoreline and much of the onsite open space. The DEIR doesn't address inconsistences with this policy:

> Priority Policy 8: *That our parks and open space and their access to sunlight and vistas be protected from development*.

(*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-24]*)

Response PP-5: Shadow Policies

The comments state that the EIR does not describe potential conflicts with the San Francisco General Plan with respect to shading of, and loss of views from, parks and open space.

The first comment cites one of the San Francisco General Plan's eight "priority policies," which are also codified in section 101.1 of the San Francisco Planning Code. These policies are discussed in EIR Chapter 3 on p. 3-10, where it is explained:

> Prior to issuing a permit for any project that requires an initial study under CEQA, and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that requires a finding of consistency with the general plan, the City must find that the proposed project or legislation is consistent with the Priority Policies. In evaluating general plan consistency of the proposed project, the planning commission and/or planning department would make the necessary findings of consistency with the Priority Policies. The staff report for the planning commission will analyze the proposed project's consistency with general plan policies and zoning, and will discuss in detail any modifications required in connection with plan adoption.

As stated above in Response PP-3, in accordance with CEQA section 21099, the EIR does not consider effects on views of or from parks as potentially significant. Response PP-3 also notes that the project would not substantially diminish public vistas of San Francisco Bay and would, instead, increase access to such views by providing for public access to the bay shoreline. Nevertheless, pursuant to the language above, the planning commission will consider Priority Policy No. 8, "That our parks and open space and their access to sunlight and vistas be protected from development." Please see also the response to Comment G-4 for additional information concerning aesthetics.

As to shadow on the bay shoreline and the project's own open space, including its proposed Waterfront Park along the San Francisco Bay shoreline, the EIR explains, on p. 4.H-66, that, because these open spaces do not currently exist, and because CEQA concerns itself with the impacts of a project on existing conditions, there is no shadow impact, under CEQA, to these

open spaces. Accordingly, the EIR finds no conflict with plans or policies that could result in an adverse physical impact under CEQA with respect to shadow. Nevertheless, the decision-makers, in their deliberations on the proposed project, will consider project consistency with the San Francisco General Plan, including the Priority Policy regarding open space.

Comment PP-6: Open Space Policies

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

Sean D. Angles, O-GPR2-7

"(3) PARKS and RECREATION

"I strongly believe the Potrero Power Plant would be better suited for OPEN SPACE and PUBLIC PARKS AND RECREATION as a natural extension to fulfill the promised benefits of the Eastern Neighborhood Plans.

"Here are specific references to open space and recreation that should be addressed in the EIR for the Potrero Power Plant.

"**Eastern Neighborhoods Plans**
Chapter 5:
OBJECTIVE 5.1
PROVIDE PUBLIC PARKS AND OPEN SPACES THAT MEET THE NEEDS OF RESIDENTS, WORKERS AND VISITORS

"Page 51 of Showplace Square/Potrero Hill Area Plan December 2008 adopted version:

"It is critical that at least one new substantial open space be provided as part of this Plan. The Planning Department will continue working with the Recreation and Parks Department to identify a site in Showplace / Potrero for a public park and will continue to work to acquire additional open spaces."

"Page 52 of Showplace Square/Potrero Hill Area Plan December 2008 adopted version:

"**POLICY 5.1.1**
Identify opportunities to create new public parks and open spaces and provide at least one new public park or open space serving the Showplace / Potrero." (*Sean D. Angles, Grow Potrero Responsibly, letter, November 19, 2018 [O-GPR2-7]*)

Response PP-6: Open Space Policies

The commenter states that the project site should be used as open space rather than be developed as proposed and recites policy language from the Showplace Square/Potrero Hill Area Plan in support of this contention.

However, the Showplace Square/Potrero Hill Area Plan does not apply to the project site, which is within the Central Waterfront Area Plan area. However, the Central Waterfront Plan, contains the same Policy 5.1, "Provide public parks and open spaces that meet the needs of residents, workers and visitors." Like the Showplace Square/Potrero Hill Plan, the Central Waterfront Plan also identifies a critical need for "at least one substantial new open space" in the Plan area. The Central Waterfront Plan identifies potential open space locations, including "the area behind the IM Scott School site," … expansion of Warm Water Cove and the development of Crane Cove Park on Pier 70." The Plan also notes the potential for new open space surrounding Irish Hill as part of development at Pier 70. Since the Central Waterfront Plan was adopted by the Board of Supervisors in 2008, both Crane Cove Park and the Irish Hill area have been approved for new open space. Crane Cove, a 7-acre public park located on Port of San Francisco land east of Illinois Street between Mariposa Street and a new extension of 19th Street, is being developed by the Port. Construction began in late 2018, and the park is anticipated to be completed by late 2019. The area surrounding the last remnant of Irish Hill will be privately developed as a publicly accessible playground within the Pier 70 redevelopment project, which was approved in 2018. The 2-acre Irish Hill Playground would include children's play areas and other recreation opportunities, a picnic grove, walkways, and passive open space, and would be part of the Pier 70 project's 9 acres of publicly accessible open space. Irish Hill Playground is anticipated to be developed by about 2023.[3] Based on these new and planned open spaces, no conflict is identified with Policy 5.1 of the Central Waterfront Plan.

Comment PP-7: San Francisco Bay Plan

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

J.R. Eppler, O-PBNA2-26

"*BCDC Bay Area Plan*

"Although the Proposed Project includes only a 100-foot swath of land along the shoreline, the proposed hotel and other private uses such as cafes and private events may encroach on this land. With a hotel complex as tall as 128 feet extending across much of the waterfront, views of the Bay will be impacted and private access may be compromised. The DEIR fails in consistency with the following policies:

> *The most important uses of the Bay are those providing substantial public benefits and treating the Bay as a body of water, not as real estate.*
>
> *Views from vista points and from public roads should be protected and scenic roads and trails should be built in accordance with the policies on Appearance, Design, and Scenic Views.*

[3] *Pier 70 Mixed-Use District Project Final EIR* (Case No. 2014-001272ENV); Final EIR certified August 24, 2017; and Addendum to the Final EIR, April 16, 2018. Available on the internet at: https://sf-planning.org/environmental-impact-reports-negative-declarations; reviewed January 18, 2019.

All bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay. Maximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline, especially from public areas, from the Bay itself, and from the opposite shore.

Views of the Bay from vista points and from roads should be maintained by appropriate arrangements and heights of all developments and landscaping between the view areas and the water."

(*J.R. Eppler, President, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-26]*)

Response PP-7: San Francisco Bay Plan

The comment states that the proposed project would be inconsistent with policies in the San Francisco Bay Plan adopted by the Bay Conservation and Development Commission (BCDC), particularly with respect to public access to the bay and views of the bay as a result of the project's proposed hotel and related components.

As described in EIR Chapter 2, Project Description (pp. 2-13, 2-15, and 2-17) and in Chapter 9, Project Variant, the preferred option for either the proposed project or the project variant would include a hotel on the project's Block 9, at the location of the existing 128-foot-tall Unit 3 Power Block. Because the existing Unit 3 Power Block occupies most of the project's proposed Block 9, at heights of about 30 feet to as much as 143 feet, development at this location would not result in substantially altered views of the bay compared to existing conditions. Under the proposed project or the project variant, public access to San Francisco Bay, and views of the bay, would be substantially enhanced, compared to existing conditions, under which no public access to the bay is available on the project site. Moreover, a hotel use would be anticipated to attract people to the bay shoreline, further enhancing public access. This is also the case with respect to the project's proposed ground-floor retail use, described on p. 2-17 and shown in Figure 2-6, Proposed Ground Floor Land Use Plan, (p. 2-18) and Figure 9-3, Project Variant Ground Floor Land Use Plan.

As stated on EIR p. 3-11, under the San Francisco Bay Plan, the Bay Conservation and Development Commission "has permit authority over the placement of fill, extraction of materials, and substantial changes in use of land, water, or structures within its jurisdiction, and to enforce policies aimed at protecting the bay and its shoreline, **as well as maximizing public access to the bay**" (emphasis added). BCDC typically requires public access along the entire bay frontage of development such as the proposed project, and that such access be permanently guaranteed. The proposed project and project variant would fulfill this requirement through creation of its proposed Waterfront Park along the entire bay shoreline of the project site, as described on EIR p. 2-22 and illustrated in EIR Figure 2-8, p. 2-23, and Figure 9-6.

Comment PP-8: BCDC Bay Jurisdiction

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

Rebecca Coates-Maldoon, A-BCDC-1

"1. **Project Components Within BCDC Jurisdiction.** In Section 3.C.2, the DEIR describes the project as partially occurring within BCDC's 100-foot shoreline band jurisdiction. Please note that some portions of the project, including the proposed recreational dock and shoreline protection, appear to be located within BCDC's Bay jurisdiction, and are therefore subject to the laws and policies that apply to work in this jurisdiction." (*Rebecca Coates-Maldoon, San Francisco Bay Conservation & Development Commission, email, November 19, 2018 [A-BCDC-1]*)

Response PP-8: BCDC Bay Jurisdiction

The comment states that a portion of the proposed project would fall under the jurisdiction of the Bay Conservation and Development Commission (BCDC) with respect to development within San Francisco Bay, whereas the EIR Section 3.C.2, p. 3-11 makes reference only to BCDC's jurisdiction over a 100-foot wide band along the bay shoreline.

The commenter is correct that the proposed recreational dock and potentially stabilization of certain shoreline features, described in Chapter 2, Project Description on p. 2-45, Proposed Dock and Other Shoreline Features, as well as shoreline protection measures, described on p. 2-47 in Section 2.E.10, Proposed Improvements to Address Sea Level Rise, would potentially occur within San Francisco Bay and thus would be subject to BCDC's Bay jurisdiction. Also subject to BCDC's Bay jurisdiction would be a portion of the Block 9 where rehabilitation of the Unit 3 Power Block is proposed for hotel use and construction of a new stormwater outfall if a separate stormwater system is constructed in the eastern portion of the project site, as described on p. 2-39. The same improvements and activities would be subject to BCDC's Bay jurisdiction under the project variant; see Chapter 9, Project Variant. Physical effects of in-water construction are discussed primarily in EIR Section 4.J, Biological Resources, and Section 4.J, Hydrology and Water Quality.

To acknowledge in-water construction in EIR Chapter 3, Plans and Policies, the first two paragraphs on EIR p. 3-11, under the heading, San Francisco Bay Plan, are revised as follows (new text is <u>double underlined</u>; deleted text is shown in ~~strikethrough~~):

> The San Francisco Bay Conservation and Development Commission (BCDC) is the state's coastal management agency for San Francisco Bay. The San Francisco Bay Plan, as amended through 2011, guides the protection and use of the bay and its shoreline. The commission has permit jurisdiction over portions of the nine Bay Area counties subject to tidal action up to the mean high tide line, including <u>the bay, its</u> sloughs, tidelands, submerged lands, and certain marshlands, as well as over land lying within a 100-foot-

wide shoreline band upland from the bay shoreline. The commission has permit authority over the placement of fill, extraction of materials, and substantial changes in use of land, water, or structures within its jurisdiction, and to enforce policies aimed at protecting the bay and its shoreline, as well as maximizing public access to the bay.

At the project site, the shoreline band under BCDC jurisdiction encompasses an area within 100 feet inland of the mean high tide line. The proposed project would require commission approval of activities within this shoreline band and those activities proposed in San Francisco Bay, including construction of a recreational dock, shoreline protection and other shoreline features, a portion of the Unit 3 Power Block rehabilitation, and a potential new stormwater outfall. Because only recreational, open space, and public access uses and certain shoreline improvements are proposed for the portions of the project site within the shoreline band or in the bay, the project does not appear to conflict with the San Francisco Bay Plan or BCDC regulations. However, the commission will make the final determination of consistency with plans and policies for the portions of the project site that are within its permit jurisdiction.

This revision does not change the analysis or conclusions presented in the EIR.

Comment PP-9: San Francisco Bay Trail Plan

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

Maureen Gaffney, A-BayTrail-1

"*Plans and Policies*

"The list of relevant Plans and Policies omits the San Francisco Bay Trail Plan, adopted in 1989 by the Association of Bay Area Governments (ABAG)." (*Maureen Gaffney, SF Bay & Water Trail Programs, email, November 19, 2018 [A-BayTrail-1]*)

Response PP-9: San Francisco Bay Trail Plan

The comment states that the EIR should discuss the adopted San Francisco Bay Trail Plan.

The Bay Trail Plan is discussed in EIR Section 4.E, Transportation and Circulation, on p. 4.E-22. The text there notes that the Plan is administered by the Association of Bay Area Governments, and that the Bay Trail "is a multi-purpose recreational trail that, when complete, would encircle San Francisco Bay and San Pablo Bay with a continuous 500-mile network of bicycling and hiking trails. To date, more than 350 miles of the alignment have been completed."

As discussed in the EIR, the proposed project would include development of an open space network that includes public access to San Francisco Bay and extension of the planned Bay Trail through the project site (see, for example, pp. 3-5 and 3-7 in EIR Chapter 3, Plans and Policies). To add a reference to the Bay Trail Plan to EIR Chapter 3, the paragraph under the heading "3.C.3, Other Regional Plans and Policies," on EIR p. 3-12 is revised as follows (new text is double underlined; deleted text is shown in ~~strikethrough~~):

> Other regional plans and policies, such as the Association of Bay Area Governments' 1989 San Francisco Bay Trail Plan, the Bay Area Air Quality Management District's 2017 Clean Air Plan, and the San Francisco Bay Regional Water Quality Control Board's Water Quality Control Plan for the San Francisco Bay Basin, directly address specific environmental resources and contain objectives or standards to maintain or improve specific characteristics of the city's, as well as the region's, physical environment. These matters are discussed in the relevant resource sections of this EIR. As explained therein, the proposed project is not expected to conflict substantially with any of these objectives or standards.

This revision does not change the analysis or conclusions presented in the EIR.

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11.D Population and Housing

The comments and corresponding responses in this section cover topics in EIR Section 4.C, Population and Housing. These include topics related to:

- Comment PH-1: Growth
- Comment PH-2: Jobs-Housing Balance

Comment PH-1: Growth

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Sean D. Angles, O-GPR2-12
J.R. Eppler, O-PBNA2-28
Katherine Doumani, I-Doumani-3
Rick Hall, PH-Hall-1

"Studies are out of date: The City is relying on a document (Eastern Neighborhoods Final EIR) that is 10 years old and is now stale for the environmental review. Some of the studies and research rely on data that is as old as the 2000 census." (*Sean D. Angles, Grow Potrero Responsibly, letter, November 19, 2018 [O-GPR2-12]*)

"**VIII. Population and Housing**

"Impacts to Population and Housing should be classified as significant. The Proposed Project will result in significant population increases with the potential to result in adverse physical impacts. A full and accurate analysis of physical impacts resulting from that growth should be provided.

"Individually the project would increase the residential population by 6,842 people, an increase of 51% in the area from the 2012-2016 baseline. Cumulatively the DEIR shows that approved and proposed projects, when combined with the proposed project, would add up to approximately 22,734 net new residents in 10,015 units in the vicinity. Once complete, the Project would bring up to 5524 jobs and cumulatively 25,066. However, cumulative analysis omits major developments including India Basin, UCSF medical office expansion and dorms, The Exchange, Uber offices at 1455 Third, and some smaller residential projects, all within a .5 mile radius of the proposed project.

"The DEIR analysis of cumulative growth employs a faulty methodology by which it looks at combined growth from nearby projects and then compares them to citywide Plan Bay Area projections. The comparison of population increase directly resulting from the Proposed Project to projected overall population throughout San Francisco is not a valid basis; the proper comparison is the Project's cumulative contribution within the area.

"The DEIR states that the level of population growth can be accommodated under "the City's existing zoning (height and bulk controls) … and the existing controls for the project site are not a barrier to growth". This is a nonsensical statement given the dramatic upzoning, density and land uses for the Proposed Project. Zoning controls established under the Eastern Neighborhoods Plan anticipated industrial and R&D uses at the site with heights ranging from 40 to 65 feet. Concentrating development in this area would not only push growth well beyond what was

anticipated under the Eastern Neighborhoods Plan, the level of growth cannot be accommodated by existing services and infrastructure. Clear evidence of this can be found in the DEIR's analyses of significant and immitigable impacts.

"As noted in the DEIR, the project would "generate a cumulatively significant impact… should the cumulative residential or employment growth substantially exceed planned growth, and… [if]… the growth could not be accommodated by existing services and infrastructure". Physical impacts directly related to population increases acknowledged throughout the DEIR include significant impacts to transportation, along with impacts to air quality and ambient noise from motorized vehicles. These physical impacts can't be simply dismissed as the result of an economic or social change. They are directly related to an increase in population.

"The Association of Bay Area Governments ("ABAG") projections and Plan Bay Area goals are for the whole region and cannot be the sole measure of growth at the neighborhood level. It's unreasonable to label impacts from the Project's population growth as "less than significant" by simply claiming the Project is a consistent with Plan Bay Area's goals for the entire region. In fact, under Plan Bay Area, population increases for the entire Port of San Francisco Priority Development Area ("PDA") and Eastern Neighborhoods PDA are already on track to well exceed 2040 targets without inclusion of Proposed Project. ABAG has a "Fair Share" policy to ensure that individual PDAs do not shoulder too much of the responsibility for meeting the region's housing needs. That is exactly what is occurring in both PDA's where anticipated residential growth exceeds the policy's 110% threshold. To make matters worse, Plan Bay Area does not address the need for infrastructure improvements at the project or neighborhood level, nor does it provide any direct funding to mitigate impacts for the significant population increase in the vicinity of the Project.

"Rather than confronting the fact that residential growth in the Eastern Neighborhoods Plan has been exceeded, the DEIR discusses amending the Central Waterfront Area Plan. The Central Waterfront growth projections for residential development in the Eastern Neighborhoods Plan were already maxed out by 2017. As noted in the *2010-2015 Monitoring Report*, over 2704 residential units had been constructed or were in the pipeline in the Central Waterfront at the end of 2015, with hundreds more submitted for review in 2016. Additional projects currently underway will result in approximately 7900 new residential units in an area that had planned for just 2020 units. Meanwhile, infrastructure improvements and community benefits to mitigate impacts of projected, let alone actual development have lagged way behind what was promised in the Eastern Neighborhoods Plan.

"The Proposed Project may result in adverse and direct physical environmental effects due to population growth from a large commercial component. Employment opportunities at the Power Station and nearby developments will induce massive population growth, exacerbating the demand for additional housing locally as well as throughout the region. The DEIR considers some regional impacts, but should also analyze neighborhood and citywide impacts from cumulative job growth in the Central Waterfront and nearby Mission Bay.

"Growth-inducing impacts under CEQA are defined as "the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment". The Proposed Project is growth-inducing because it would accommodate new residential and employment growth in an undeveloped area with a direct increase in population on a very large scale, resulting in direct and cumulative adverse physical environmental effects due to that population growth." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-28]*)

"**2008 EN Plan growth projections and how these relate to current housing development, infrastructure and estimated levels of service for recreation/public services/amenities:**

"EN Plan Growth Projections

"• the DEIR discusses amending the Central Waterfront Area Plan because growth projections for residential development in the EN Plan were maxed out by 2017.

"To make matters worse, infrastructure improvements and community benefits to mitigate impacts of projected, let alone actual development, have lagged way behind what was promised in the Eastern Neighborhoods Plan." (*Katherine Doumani, email, November 11, 2018 [I-Doumani-3]*)

"I spoke earlier at general public comment on the need for an additional planning process tool to help analyze what CEQA doesn't. And I think what you're hearing today and what you see in this DEIR probably really does show we need a different tool to go along with this.

"But since we're looking at the DEIR, it should be as best as it can be. And you know, essentially, in it's analyses, the population growth in this -- in this DEIR omits India Basin, the UCSF Medical Offices and Uber offices at 1455 Third, the Exchange, and other smaller projects within a half a mile radius. So, you know, it -- it does not include a proper population analysis.

"And on some cases, you know, people impose sort of ABAG, Plan Bay Area Growth projections. But those are useless at neighborhood levels." (*Rick Hall, public hearing transcript, November 8, 2018 [PH-Hall-1]*)

Response PH-1: Growth

The comments about growth-related impacts of the project fall into three primary subcategories 1) that the EIR's analysis of population and housing is inadequate because it is does not consider an adequate range of cumulative development, 2) that the methodology is flawed because it is based on outdated reports and inappropriately compares growth regionally as opposed to locally, and 3) that the EIR does not appropriately consider impacts related to project/cumulative growth. This response addresses each of these distinct yet related comments.

Cumulative List

With respect to project-generated population and housing impacts, the EIR identifies cumulative projects in EIR Section 4.A.6, Approach to Cumulative Impact Analysis (pp. 4.A-9 to 4.A-15). The approach to cumulative development impact analysis for resource topics using the list-based approach identifies cumulative projects and their status as of the date of the Notice of Preparation (November 1, 2017), as explained on EIR p. 4.A-11. The list of cumulative projects considered is presented in Table 4.A-2, Cumulative Projects in the Project Vicinity, pp. 4.A-14 to 4.A-15. This list was prepared by considering projects in the following categories: under construction, building permit approved, planning entitled or under review and was based on the San Francisco Planning Department, Quarter 4, 2017 Pipeline Report. In order to capture a larger range of projects than from a 0.25-mile radius, as is typically adequate for nearby cumulative impacts, the EIR considers a list of projects within a 0.5-mile radius due to the magnitude of the

proposed project. In addition, in order to capture the most meaningful growth by cumulative projects, the list also considers projects not yet complete but considered under the adjacent Pier 70 Mixed-Use District Project EIR analysis. However, the list excluded projects of a small scale because their contributions to cumulative impacts were deemed to be negligible compared to those of the numerous large-scale projects in the vicinity. Comments by both O-PBNA2-28 and PH-Hall-1 reference excluded projects, including developments within India Basin, UCSF medical office expansion and dorms, the Exchange, Uber offices at 1455 Third, and some smaller residential projects; these projects were not included because they do not meet the criteria for projects considered in the cumulative impact analysis. Specifically, these projects are either located beyond the 0.5 mile distance criteria, or are smaller than nine units. To clarify the projects included in this list the EIR text has been revised on p. 4.A-11 to read (deleted text is shown as ~~strikethrough~~ and new text is double underlined):

> "For the resource topics using the list-based approach, **Table 4.A-2**, **Cumulative Projects in the Project Vicinity**, presents a comprehensive list of cumulative development and infrastructure projects generally located within 0.5 mile of the project site that are considered in the various cumulative analyses. ~~(~~t~~T~~hough in order to consider larger projects this table considers some projects beyond 0.5 mile when they were also included in the adjacent Pier 70 Mixed-Use District Project EIR cumulative list (beginning on Pier 70 Mixed-Use District Project EIR p. 4.A-12) and generally excludes projects that are smaller than nine new units or primarily entail renovations~~)~~."

This revision does not change the analysis or conclusions presented in the EIR.

Methodology

This section addresses the comments that suggest the EIR methodology considered for population and housing impacts is flawed.

Comment O-GPR2-12 incorrectly states that data relied on in the consideration of impacts to population and housing is outdated. Where census data from before 2015 is referenced in the context of EIR Section 4.C.2, Environmental Setting, this information is included for context to provide data on historic trends. The EIR describes the methodology and data relied on for population and housing impacts on pp. 4.C-13 through 4.C-15, which included the most current data available.

Comment O-PBNA2-28 correctly states that the EIR population and housing analysis compares cumulative project growth to overall population growth projected by the City planning documents, including *Plan Bay Area 2040*. Population and housing impacts are by nature a citywide issue. In contrast, neighborhood level impacts such as impacts on public services are considered appropriately in the individual sections of EIR Chapter 4, Appendix B, Initial Study, and Chapter 9.C, Project Variant, Environmental Impacts and Mitigation Measures. Project impacts to population and housing, as described in the EIR Section 4.C, Population and Housing, and 9.C.3, Population and Housing, are considered consistent with the environmental checklist in Appendix G of the CEQA Guidelines, as modified by the San Francisco Planning Department. As discussed on EIR p. 4.C-14, the methodology for analysis of cumulative growth impacts relies on

CEQA Guidelines section 15130(b)(1)(B), and therefore uses population forecasts presented in the Plan Bay Area 2040. The analysis compares growth associated with the list of probable future projects as presented in Table 4.A-2, Cumulative Projects in the Project Vicinity, on p. 4.A-14, to the growth projections contained in published regional planning documents.

Following this, Comments O-PBNA2-28, I-Doumani-3, and PH-Hall-1 state that it is not appropriate to compare project population and housing impacts to citywide growth, and state that the Bay Area models are useless at neighborhood levels. Because population growth is a citywide constraint, that is, the public services and infrastructure that support population are allocated on a citywide basis, the cumulative analysis relies on the citywide projections provided in the Plan Bay Area 2040 Final, which serve as a proxy for planned City growth. The EIR makes references to the Eastern Neighborhoods Area Plan Final EIR only in the context of Section 3.B Plans and Policies/Local Plans and Policies, and not in a comparative manner for analysis. As discussed in Impact PH-2, implementation of the project would not result in increased growth beyond the City's and ABAG's 2040 growth projections. In other words, the project would not create new jobs or new demand for housing in San Francisco or the Bay Area in excess of that which is currently planned.

The proposed project would result in a higher portion of anticipated growth to occur at the project site, which is within two designated regional Priority Development Areas (PDAs), rather than elsewhere in the city. Pursuant to ABAG projections, the same level of employment and population growth would occur in San Francisco with or without the proposed project. Without adoption of the project, however, this growth would be more dispersed. Consistent with Plan Bay Area, development under the project would accommodate a large part of the city's share of anticipated regional growth in jobs and housing and would reduce greenhouse gas emissions per person.

Comment O-PBNA2-28 also states that full impacts related to growth should be discussed, and that the level of growth by the project cannot be accommodated by existing services and infrastructure and references impacts to transportation, noise, and air quality. Physical impacts related to growth that would be generated by the project are discussed in all other topical sections in the EIR along with Appendix B, Initial Study. CEQA Guidelines section 15382, "Significant Effects on the Environment," defines a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." Please see EIR Sections 4.E, 4.F, and 4.G for analysis of the project's physical impacts on transportation, noise, and air quality, respectively. Please see EIR Appendix B, Initial Study, Sections E.11 and E.12 for analysis of the project's physical impacts on utilities/service systems and public services, respectively.

As discussed in EIR Section 4.E, Transportation and Circulation, the proposed project would result in a lower average daily VMT than the regional average which also reduces greenhouse

gas emissions; this is also true of the project variant, as discussed in Chapter 9. As stated above, all of the physical and environmental effects of project growth are analyzed in the EIR and Appendix B, Initial Study.

Growth Inducement

Comment O-PBNA2-28 states that the proposed project is growth inducing. EIR Chapter 5, Section 5.A, Growth Inducement (pp. 5-1 to 5-2), provides an evaluation of the potential growth-inducing impacts of the project. The EIR determined that the proposed project would not result in a significant growth-inducing impact, either directly or indirectly. This conclusion also applies to the project variant, which would result in fewer residents than the proposed project (see Table 9-5).

The proposed project and the project variant would not have a substantial direct growth-inducing impact for two reasons: (1) while the project would increase the residential population on the site, this growth is accounted for within the planned growth for San Francisco; and (2) while the project would increase housing demand by creating new jobs, this demand would be offset the proposed project's housing units. Further, as addressed under their respective topics in the EIR and initial study, this project-related growth would be served by existing infrastructure, and public services. Furthermore, the proposed project and project variant would not indirectly result in growth inducement because it would be located on an infill site in an urbanized area. Although the proposed project and variant would involve extensions of roads and other infrastructure, such facilities would serve the project site only and would not enable additional development in currently undeveloped areas. The project and variant would also not remove any existing barriers to growth in the surrounding area. Thus, for the reasons summarized above and described in the EIR, the project's growth inducement impacts would be less than significant.

Comment PH-2: Jobs-Housing Balance

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

J.R. Eppler, O-PBNA2-32

"**XII. Jobs Housing Balance**

"The DEIR includes housing numbers for the adjacent PG&E parcel, which comprises 27% of the total, but there are no guarantees that the PG&E site will be developed for residential use in the foreseeable future. If not developed, the ratio of jobs to housing will be even higher, exacerbating the local and regional imbalances in the growth of jobs versus the growth of housing.

"Analysis of the jobs housing balance is critical because commercial uses tend to be more intensive then residential ones, and impacts on transportation are worse with commuters traveling within the region to jobs.

"Analysis of Jobs Housing Balance impacts was omitted in the DEIR and should be included." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-27]*)

Response PH-2: Jobs-Housing Balance

The EIR provides information on the topic of jobs-housing balance in EIR Section 4.C, Population and Housing on pp. 4.C-15, 4.C-18, and 4.C-19. As stated in this section on p. 4.C-15, "While regional and local governments may use jobs-housing balance as a planning tool to weigh particular policy outcomes, it does not necessarily imply a physical change to the environment or relate to any recognized criteria under CEQA... For local and regional land use planning purposes, the balance between jobs and housing is assessed on citywide and regional scales, rather than on a project-by-project basis."

The EIR on pp. 4.C-18 through 19, further describes that the "non-residential development at the project site would be subject to San Francisco's Jobs-Housing Linkage Fee (Planning Code section 413 et seq.) and could be modified by the project's development agreement. The fee would apply to the gross square feet of new office, retail, and restaurant uses to mitigate the impact of employment growth on housing supply and affordability. The Jobs-Housing Linkage Fee revenue would be deposited in the Citywide Affordable Housing Fund to be used to increase the supply of affordable housing in San Francisco. For the reasons stated above, a maximum office scenario would not create a substantial demand for housing that could not be accommodated by on-site residential development and by anticipated citywide and regional development, including affordable housing that would be developed as a result of Jobs-Housing Linkage Fee revenue." Because the proposed project or project variant would include residential and commercial uses and would be subject to San Francisco's Jobs-Housing Linkage Fee, development of the project or variant would not create a substantial demand for housing that could not be met by supply.

The commenter is correct in stating that that "there are no guarantees that the PG&E site will be developed for residential use in the foreseeable future." Chapter 9 describes and analyzes a "no PG&E scenario" that excludes the PG&E subarea from the proposed development. If the PG&E subarea were not to be developed, but the remainder of the project site were to be developed as proposed under the project variant, then the number of residential units would be reduced to 1,466 under the no PG&E scenario compared to 2,682 for the proposed project and 2,601 for the variant (see Chapter 9, Table 9-1). The percent increase in housing in San Francisco would be reduced from 0.68 percent under the project (see EIR p. 4.C-18) to 0.37 percent under the no PG&E scenario (and to 0.66 percent under the variant).[1] This reduced percentage would still remain relatively balanced with the projected increase in jobs, which is 0.67 percent for the

[1] The proposed project would provide 2,682 housing units, while the project variant would provide 2,601 new housing units and the no PG&E scenario would provide 1,466 new housing units (see Chapter 9, Table 9-1). As addressed on EIR p. 4.C-18, 382,000 housing units in San Francisco in 2017 are used as the basis for calculating the percentage increase in housing for the different scenarios.

project and 0.76 percent for the no PG&E scenario (and 0.77 percent for the variant),[2] but the relative citywide balance would be about the same. However, it is speculative at this time to know what will occur in the future at the PG&E subarea, let alone its effects on the citywide and regional jobs-housing balance. As stated on EIR p. 2-5, PG&E has authorized the project sponsor to study the proposed project on its property, and the EIR reflects a blueprint for potential development that provides continuity across the entire project site and analyzed the potential environmental impacts of the project as a whole, as required under CEQA.

Regardless, and as stated in this section, in Impact PH-1 (p. 4C.15), and in Chapter 9, development under the project or project variant, with or without the no PG&E subarea, would not stimulate new population or job growth within San Francisco that is not already projected by the City, as well as in regional growth forecasts and regional air quality planning efforts. Therefore, revisions to the Draft EIR to address these comments are not required. The comment will be transmitted to City decision makers for consideration in their deliberations on the proposed project.

[2] The project variant would provide about 5,431 new jobs (see Chapter 9, Table 9-4), and the no PG&E scenario would provide slightly fewer, about 5,320 jobs. As addressed on EIR p. 4.C-18, 703,600 jobs in San Francisco in 2016 are used as the basis for calculating the percentage increase in housing for the different scenarios.

11.E Historic Architectural Resources

The comments and corresponding responses in this section cover topics in EIR Section 4.D, Historic Architectural Resources. These include topics related to:

- Comment HR-1: CEQA Adequacy
- Comment HR-2: Effects on Historic Architectural Resources
- Comment HR-3: Period of Significance
- Comment HR-4: Adequacy of Mitigation Measures

Comment HR-1: CEQA Adequacy

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

Andrew Wolfram, A-SFHPC-1

"• The HPC agreed that the analysis of historic resources in the DEIR was adequate and clear." (*Andrew Wolfram, San Francisco Historic Preservation Commission, letter, November 2, 2018*)

Response HR-1: CEQA Adequacy

The planning department acknowledges the comment from Commission President Wolfram. No further response is required.

Comment HR-2: Effects on Historic Architectural Resources

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Alison Heath, O-GPR1-2
J.R. Eppler, O-PBNA1-2, O-PBNA2-2, and O-PBNA2-5
Rodney Minott, O-STH-1
Philip Anasovich, I-Anasovich-1
Pamela Wellner, I-Wellner-1
Katherine Petrin, PH-Petrin-1
Katherine Doumani, PH-Doumani-2
Mike Buhler, O-SFH-2
Peter Linenthal, O-PHAP1-1, O-PHAP1-3, O-PHAP2-1, O-PHAP2-3, PH-Linenthal-1, and PH-Linenthal-3

"The *Preferred Project Alternative* would irreparably harm the Third Street Industrial District and adjacent Districts.

"The Third Street Industrial District encompasses the highest concentration of significant light industrial and processing properties remaining in the Central Waterfront Area. Along with the

neighborhood's other two historic districts, this is the only area in San Francisco that still retains the infrastructure of a historic mixed-use industrial and residential community, once the most important industrial zone on the West Coast.

"The Power Station represents 1/2 of the entire Third Street Industrial District, with six remaining structures identified as contributors to the District. Demolition under the Preferred Project plan would destroy four or five of the six identified structures. Station A, the Gate House, the Meter House, and the Compressor House would all be lost, along with their history of early power generation and gas manufacturing in San Francisco. These precious resources are some of the oldest in the district and important examples of the character-defining typology of brick industrial buildings from this significant period in the city's industrial history.

"According to the HRER, the demolition of these four buildings would result in loss of the "characteristics that justify, in part, the district's eligibility for the California Register" and would "remove historic materials, features, and spaces that characterize the historic district and justify the existing district boundary, and … result in physical destruction, damage or alteration such that the significance of the district [would] be materially impaired.

"The buildings slated for demolition connect the portion of the district along San Francisco Bay with the rest of the district and other nearby districts. Their loss would create a physical gap between remaining historic buildings along the waterfront including the Spreckels Sugar Refinery warehouse south of the project site, Irish Hill, and all of the district contributors along Third Street." (*Alison Heath, Grow Potrero Responsibly, letter, October 16, 2018 [O-GPR1-2]*)

"The Power Station site comprises half of the area of the Third Street Industrial District, and includes six structures that are identified as contributors to the Central Waterfront's mixed-use industrial past. That history runs deep, from the area's days as a sugar refinery and its earliest use as a power generating facility. Full loss of Station A, the Gate House, the Meter House and the Compressor House would remove all tangible association with that history.

"In exchange for the complete loss of these historical contributors, the project proposes to save the boiler stack and Unit 3. While these are interesting and appreciated ideas, their historic significance, especially Unit 3's, should not be conflated with the historic significance of the elements slated for removal. This concern is exacerbated by the uncertainty around whether Unit 3 may be physically repurposed as a hotel in a way that maintains any historic relevance.

"The Draft EIR proposes a question: it is adequate to preserve only those historic features that are most marketable, whether as a revenue generator (Unit 3's hotel) or an iconic place maker (the boiler stack), or should the goal of preservation be to reach back and tell a richer, more complete story of the site? *We* believe that it is the latter, and we look forward to working with you, and continuing our work with Associate Capital, to creatively, and tangibly, incorporate the site's built history into the overall project." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter, October 17, 2018 [O-PBNA1-2]*)

"**I. Historic Architectural Resources**

"The Proposed Project would demolish individually significant historic buildings as well as buildings that contribute to the Third Street Industrial District and justify its inclusion in the California Register of Historical Resources. These buildings are representative of the explosion of

industry on Potrero Point from the mid-19th to early 20th centuries. This was the most important power plant west of the Mississippi. The District is part of the only area in San Francisco that combines industrial and residential communities." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-2]*)

"The Proposed Project will rehabilitate the Boiler Stack, but there is little likelihood that Unit 3 will be retained to the extent that it would retain any historic significance whatsoever. The Boiler Stack would be the last remaining historic resource, and its integrity would be compromised in setting and feeling as it would be surrounded by new buildings and overwhelmed in scale by the bulk of the 300' tower to the west." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-5]*)

"The historic brick buildings on the Potrero Power Station site have extraordinary local and national significance, offering a connection to:

—the explosion of industry on Potrero Point from the mid 19th to the early 20th centuries
--until 1913, the most important power plant on the west coast
—competition between power producing industries which led to PG&E's 99 years on the site
--worker's neighborhood of Irish Hill just to the north
—and the rebuilding of San Francisco following the earthquake & fire of 1906.
—In addition these buildings are part of the only historic district in San Francisco combining industrial & residential communities, the only buildings which give context to the last remaining Spreckels Sugar warehouses across the street

"History gave us these buildings and we must respond to them." (*Peter Linenthal, Potrero Hill Archives Project, letter, October 17, 2018 [O-PHAP1-1]*)

"Public awareness of these buildings is just beginning; most people have no idea at all what's there. The historic buildings are largely hidden from view and inaccessible even on Power Station tours. My article and photos in the September Potrero View was an attempt to raise awareness. We will be circulating a 'Save historic Potrero Power Station Brick Buildings' petition which we will give to you.

"The developer makes a point of using materials and design elements in new construction which reflect the site's industrial past. To tear down the few buildings which actually ARE PART of that past makes absolutely no sense.

"If Associate Capital truly intends the Power Station development to merge with Pier 70's development to the north, why is the Power Station development preserving fewer of its historic buildings? Why is it denser than Pier 70? Why does it offer a smaller percentage of open space?" (*Peter Linenthal, Potrero Hill Archives Project, letter, October 17, 2018 [O-PHAP1-3]*)

"Building our future does not require throwing away our past.

"The historic brick buildings on the Potrero Power Station site have extraordinary national significance, offering a connection to:

—the explosion of industry on Potrero Point starting in the 1860s

—until 1913, the most important power plant on the west coast

—PG&E's 99 years on the site

—Irish Hill to the north

—and the rebuilding of San Francisco following 1906.

—These buildings are part of the only historic district in San Francisco combining industrial & residential communities, and give context to the remaining Spreckels Sugar warehouses across the street." (*Peter Linenthal, Potrero Hill Archives Project, email, November 17, 2018 [O-PHAP2-1]*)

"Most people have no idea what's on this site. The historic buildings are largely hidden from view and inaccessible even on Power Station tours. My article in the September Potrero View was an attempt to raise awareness. We will be circulating a 'Save the Historic Potrero Power Station Brick Buildings' petition. The developer wants the development to reflect the site's history but to tear down the few buildings which are part of that history makes absolutely no sense.

"If Associate Capital intends the development to merge with Pier 70 to the north, why is the Power Station development preserving fewer historic buildings? Why is it denser than Pier 70? Why does it offer a smaller percentage of open space?" (*Peter Linenthal, Potrero Hill Archives Project, email, November 17, 2018 [O-PHAP2-3]*)

"I'm concerned about the future of the brick buildings on the site. Building our future does not have to mean throwing away our past. The historic brick buildings on the Potrero Power Station site have extraordinary national significance, offering a connection to the explosion of industry on Potrero Point starting in the 1860s and, until 1913, the most important Power Plant on the West Coast.

"PG&E has 99 years on this site. Irish Hill is to the north. And the Power Station was crucial in the rebuilding of San Francisco following the destruction of 1906. These buildings are part of the only historic district in San Francisco which combines industrial and residential communities, and it gives context to the remaining Spreckles [*sic*] Sugar warehouses just across the street.

"I was heartened by Mark Buhler and San Francisco's Heritage strong support for saving as many of these historic brick buildings as possible at the HPC." (*Peter Linenthal, public hearing transcript, November 8, 2018 [PH-Linenthal-1])*

"Most people have no idea at all what's on this site. The historic brick buildings are largely hidden from view and inaccessible even on Power Station tours. My article in the Potrero View, which I'll give you copies of today, was an attempt to raise awareness. We're also circulating a Save the Historic Brick Buildings petition now.

"The developer wants the development to reflect the site's history, but to tear down the very few remaining buildings which actually are part of that history makes absolutely no sense.

"If Associate Capital intends the development to merge with Pier 70 to the north, why is the Power Station development preserving fewer historic buildings? Why is it denser than Pier 70, and why does it offer a smaller percentage of open space?" (*Peter Linenthal, public hearing transcript, November 8, 2018 [PH-Linenthal-3]*)

"Based on information presented in the Draft EIR, the preferred project would erase all traces of the site's early industrial brick buildings from the turn-of-the-twentieth-century, primarily represented by the Meter House (1902), Gate House (1914), Compressor House (1924), and the Station A Turbine Hall, Switching Station, and Machine Shop Office (1901-1902, 1930-1931).[2] With the exception of the Gate House, all are individually eligible for the California Register of Historical Resources. Despite suffering severe neglect, disrepair, and partial demolition, the EIR concludes that they retain sufficient physical integrity to convey their importance to San Francisco's industrial past. Their demolition would result in significant, irreversible adverse impacts on historic resources. The EIR analyzes an array of less harmful preservation options, including one full preservation and four partial preservation alternatives.

"Although not included in the Draft EIR's project description, the sponsor is currently developing an innovative concept to convert Unit 3, built in 1965, into a hotel and public amenity. Heritage applauds and encourages these efforts, as Unit 3 and the iconic Boiler Stack are important latter-day contributors to the Third Street Industrial District and, together, they tell the story of the power plant's final phase of development.

Footnote:

"[2] The Station A Boiler Hall, formerly attached to the east side of the Station A Turbine Hall, was demolished in 1983, reducing the size of the Station A power plant by more than 50%."

(*Mike Buhler, San Francisco Heritage, letter, November 19, 2018 [O-SFH-2]*)

"After review, STH believes the draft EIR contains serious flaws related to analysis of significant impacts on historic resources and the feasibility of alternatives.

"Save The Hill was founded in 2012 as a grassroots neighborhood group dedicated to the health, culture, heritage, and scenic beauty of Potrero Hill. We enjoy the support of hundreds of our fellow neighbors. Our mission is to protect and promote Potrero Hill's unique identity, to support its locally run businesses and to ensure that neighborhood growth promotes the highest standards of urban development and planning.

"As currently proposed by the developer, the Potrero Power Station project would irreparably alter, harm, and undermine the integrity of the historic Third Street Industrial District by demolishing buildings eligible for the California Historic Register. The Potrero Power Station site alone comprises about half of this special district and houses at least six structures that contribute significantly to the area's rich industrial history. Yet the developer's project proposes to demolish up to four or five of these buildings — buildings that are among the oldest in the area. The DEIR simply fails to offer additional reasonable and feasible alternatives that would save and repurpose the oldest of these structures.

"Merely preserving the site's Boiler Stack, as the developer proposes, isn't enough to satisfy good and meaningful standards of historic preservation. For one, any significance of the Boiler Stack would be vastly compromised and overshadowed by multiple new high-rises the developer proposes to build on the site. In contrast, development of the adjacent Pier 70 property site has been a model of retaining and repurposing historic resources while also respecting visual and historic context — largely by keeping building heights at reasonable levels unlike the Potrero Power Station plan." (*Rodney Minott, Save The Hill, letter, October 17, 2018 [O-STH-1]*)

"The single most important issue that is being dealt with is not the development itself, but what it proposes for a group of extremely historically important structures on the site. These buildings represent a critical phase in the early industrial history of the City of San Francisco. These buildings are: the old PG&E Station 'A' Turbine Hall, Machine Shop, Office and Switching Center; the Meter House, the Compressor House and the small Gate House. There are also 2 mid-century structures under consideration for preservation, one a smoke stack.

"But these early 20th century brick buildings, whether abandoned, decayed, or in ruins, cluster in an area that lies in the center of the project. It is critical that they be saved for future generations. There are alternate plans in the DEIR that propose solutions which address these structures with a sense of respect and true interest in preservation, and which propose to save *all* the structures. Other alternative schemes either call for partial demolition, total incorporation into new unsympathetic uses, or in the extreme case mitigation by filming the buildings, saving fragments, and creating a sad post demolition narrative.

"I can only support the full preservation outcome with any enthusiasm, and I will be the first to admit that it may require some adjustment, and possible trimming of size and scope. A truly sensitive adaptive reuse strategy may be appropriate in some cases. We must save these early 20th century industrial buildings." (*Philip Anasovich, email, October 17, 2018 [I-Anasovich-1]*)

"*__Demolition of Historic Buildings.__ All of the historically significant brick buildings on the 28+ acre industrial site will be destroyed under plans for the proposed project. These unique structures are representative of the City's famed industrial past at Potrero Point in the mid-19th to early 20th centuries." (*Pamela Wellner, email, November 18, 2018 [I-Wellner-1]*)

"With the exception of the Smoke Stack in Unit 3, none of the site's historic resources will be retained as part of the overall development plan. Based on the information in the Draft EIR, the preferred project would erase all traces of the site's highly significant early industrial development, making it difficult to engage in a meaningful dialog to determine what is actually possible in terms of historic preservation, both in terms of financial and technical feasibility." (*Katherine Petrin, public hearing transcript, November 8, 2018 [PH-Petrin-1]*)

"The proposed project considers demolishing individually significant 19th century historic buildings. This was the most important Power Plant west of the Mississippi. The District is part of the only area of San Francisco that combines industrial and residential communities.

"I know that the Historic Preservation Commission recommended that Associate Capital study innovative ways to capture and reuse parts of these buildings to assure that the story and the character of these buildings are not lost. I also know that the developer and his team are working creatively on this challenge.

"In the DEIR, this would have been clearer if viable alternatives were considered that would reuse portions of the most important historic structures.

"I strongly urge that creative reuse of these walls and volumes happen to prevent the wholesale demolition of such a significant portion of our community and city's history. It is in these seams of old and new, industrial and residential, gritty and natural, that bring such vibrancy to our beloved and still mixed-use neighborhood." (*Katherine Doumani, public hearing transcript, November 8, 2018 [PH-Doumani-2]*)

Response HR-2: Effects on Historic Architectural Resources

Each of the comments related to this topic object to the project's effects on historic architectural resources due to the proposed demolition of buildings that are individually eligible for the California Register of Historical Resources and/or are contributors to the California Register-eligible Third Street Industrial District. These impacts are identified and fully documented in the EIR (Impact CR-4, p. 4.D-28, and Impact CR-5, p. 4.D-29). The EIR identifies these impacts as *significant and unavoidable*, even with implementation of identified mitigation measures. The comments do not, however, object to the EIR's analysis. Therefore, these comments do not relate to the adequacy or accuracy of the EIR. The comments opposing the demolition of these historic resources are noted and will be considered by the decision-makers in their deliberations on the proposed project.

Per CEQA Guidelines section 15093, quoted below, it is up to the decision-making agency to determine whether there are overriding considerations related to the benefits of a proposed project that would render its environmental impacts acceptable:

> CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

To the extent that comments in this topic allege inadequacy in the EIR's identification of a reasonable range of alternatives to reduce or avoid effects on historic architectural resources, please see the response to Comment ALT-2 in Section 11.K of this document, concerning the range of alternatives analyzed.

Comment HR-3: Period of Significance

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Alison Heath, O-GPR1-3
J.R. Eppler, O-PBNA2-4
Peter Linenthal, O-PHAP1-2, O-PHAP2-2, and PH-Linenthal-2

"Extending the period of significance to 1965 to include the Boiler Stack and Unit 3 establishes a false equivalency between these two 1965 structures and considerably older, more significant resources.

"Unlike the Boiler Stack and Unit 3, the older Station A, Meter House, and Compressor House are individually eligible for listing on the California Register. With the Gate House, these four late-19th and early 20th century structures have extraordinary local and national significance and must be saved.

"The historic significance of the Boiler Stack and Unit 3 is dubious. As noted in the HRE, the design and construction of Unit 3 isn't unique. It wasn't the first natural gas power plant of its kind. Dozens of additional power plants of similar design were constructed in the latter half of the twentieth century and early 2000s.

"The DEIR analysis assumes that Unit 3 would be demolished or would be repurposed in a manner such that it would no longer convey whatever historical significance justifies its eligibility for the California Register as a contributor. In fact, it might simply act a placeholder, allowing a hotel ranging in height from 65 to 143 feet to be constructed within 80-100 feet of the waterfront, running along nearly 2/3 the length of the public shoreline. This would compromise the relatively narrow dimensions of the Waterfront Park, and obscure vistas. While the Boiler Stack may serve as an iconic feature, its context as the only historic element onsite would limit any remaining historic relevance. The integrity of its setting would be lost amidst surrounding new buildings, overwhelmed in scale by the combined bulk and height of the proposed 300 foot tower and other large buildings to the west." (*Alison Heath, Grow Potrero Responsibly, letter, October 16, 2018 [O-GPR1-3*)

"The only structures that would be retained as part of the Proposed Project would be the Boiler Stack and possibly Unit 3, both built in 1965. The analysis done for the DEIR extended the period of significance to the mid-1960s to include these structures. Although they are character defining, their design and construction isn't unique. Dozens of additional power plants of similar design were constructed in the latter half of the twentieth century and early 2000s." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-4]*)

"The proposed project would demolish four brick buildings; and extend the historic period to include Unit 3 and the Stack. I challenge anyone to make the case that the 1960s were as significant as the 1870s to the early 1900s on the Power Station site. The '60s saw technological development at PG&E while the earlier period saw the birth and growth of industries and businesses that transformed San Francisco and California. Saving the '60s structures is fine but only if priority is

given to the cluster of the much more significant brick buildings." (*Peter Linenthal, Potrero Hill Archives Project, email, November 17, 2018 [O-PHAP1-2]*)

"The proposed project in the DEIR would demolish four brick buildings, extending the historic period to include Unit 3 and the Stack, both built in the 1960s. I challenge anyone to make the case that the 1960s were as significant as the late 19th & early 20th century periods on this site. Saving the "60s structures is fine but only if priority is given to the cluster of more significant brick buildings." (*Peter Linenthal, Potrero Hill Archives Project, email, November 17, 2018 [O-PHAP2-2]*)

"The proposed project would demolish four brick buildings extending the historic period to include Unit 3 and the Stack. I really challenge anyone in the world to make the case that the 1960s were as significant as the earlier period on this site. Saving the '60s structures is fine, but only if priority is given to the cluster of much more significant brick buildings." (*Peter Linenthal, public hearing transcript, November 8, 2018 [PH-Linenthal-2]*)

Response HR-3: Period of Significance

These comments object to the EIR's identification of an extended period of significance for the California Register-eligible Third Street Industrial District, and also allege that the extended period of significance falsely equates the newer Unit 3 Power Block and Boiler Stack in historical significance with the older brick buildings associated with the Station A power generating facility.

The EIR Section 4.D, on p. 4.D-16, presents the following justification for extending the period of significance:

> The original period of significance of the Third Street Industrial District was 1872 to 1958, with the end date being 50 years prior to the district designation. The HRE identified, and the HRER concurred with, an extension of the period of significance for the Third Street Industrial District to an end date of 1965, which the HRER notes was "the start of the decline in manufacturing and industry in the area and therefore marks another potential date for the district's period of significance." The change in end date resulted in the addition to the district of two contributing buildings that were not previously evaluated: the Unit 3 Power Block and the Boiler Stack, both constructed in 1965. With these additions, there are six buildings on the project site that contribute to the Third Street Industrial District.

As further explained in the HRE, the original end date of the district's period of significance, 1958, "was justified as 50 years prior to the time of survey in 2008, which means that it may be considered somewhat arbitrary."[1] Because of the original decision to limit the end date of this historic district to 1958, the Unit 3 Power Block and Boiler Stack were outside the period of significance of the Third

[1] Page & Turnbull, *Potrero Power Station Final Historic Resource Evaluation, Part 1,* February 8, 2018, p. 101. It is noted that 50 years is the typical minimum age for a building or structure to be identified as a historical resource unless it is of exceptional importance (see National Park Service, "National Register Bulletin No. 15," revised 2002. Available at: https://www.nps.gov/nr/publications/bulletins/nrb15/. Reviewed February 2, 2019.

Street Industrial District and were not identified for historical significance in 2008. With the passage of an additional 10 years, the HRE and HRER reconsidered resources not originally identified as district contributors. As explained in the HRE:

> "The year 1958 was an arbitrary date that cuts short a sustained period of productive industrial activity lasting until 1965, despite a post-World War II decline in employment. … Industrial productivity through 1965 and the area's subsequent decline suggest that the Third Street Industrial District's period of significance could be extended beyond 1958 to 1965.[2]

As for the comments regarding a "false equivalency" between district contributors, one contributor to a historic district is not necessarily more or less significant than another, nor does it imply equivalency between contributors. Rather contributors are identified because they meet the threshold of significance and integrity. Under CEQA no ranking of resources is involved or required for the impact analysis. Finally, it is noted that even if the period of significance had not been extended to 1965, this would not change the EIR's conclusion that impacts to historic architectural resources would be significant and unavoidable with mitigation.

Comment HR-4: Adequacy of Mitigation Measures

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Peter Linenthal, O-PHAP1-4, O-PHAP2-4, and PH-Linenthal-4

J.R. Eppler, O-PBNA2-3

"Mitigations offered in the DEIR for the proposed destruction of the brick buildings are offensive. Does anyone imagine that books-printed-on-demand, videos, displays or salvaged fragments would compensate for the loss of these historic structures? The history held by these buildings belongs to everyone and should not be taken away." (*Peter Linenthal, Potrero Hill Archives Project, letter, October 17, 2018 [O-PHAP1-4]*)

"Some of the mitigations offered are insulting. Can anyone imagine that books printed-on-demand, videos, or salvaged fragments would compensate for the loss of historic structures?" (*Peter Linenthal, Potrero Hill Archives Project, email, November 17, 2018 [O-PHAP2-4]*)

"Some of the mitigations offered are, frankly, insulting. Can anyone imagine that books printed on demand, videos, or salvaged fragments would compensate for the loss of historic structures?" (*Peter Linenthal, public hearing transcript, November 8, 2018 [PH-Linenthal-4]*)

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[2] Page & Turnbull, *Potrero Power Station Final Historic Resource Evaluation, Part 1,* February 8, 2018, p. 101.

"Proposed mitigation measures, such as books-printed-on-demand, videos, displays or salvaged fragments, and design controls for new construction will never compensate for the loss of these historic structures." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-3]*)

Response HR-4: Adequacy of Mitigation Measures

These comments state that the mitigation measures identified in the Draft EIR are not adequate to compensate for the project's proposed demolition of historical resources.

The EIR identifies significant and unavoidable impacts to historic architectural resources, even with mitigation. Therefore, the EIR clearly states that proposed measures would not reduce the impacts of the project to a less-than-significant level. Rather, the planning department concluded that, even with mitigation, impacts to historic architectural resources are significant and unavoidable.

Proposed mitigation measures are not intended to offend or insult, contrary to what the commenters suggest. The mitigation measures included in the EIR are the same or similar to those commonly used by the City and County of San Francisco and in other jurisdictions in California and across the nation.

As required by CEQA, in addition to evaluating potential mitigation measures for the impact to historic resources, the EIR identifies and analyzes two full preservation alternatives and four partial preservation alternatives (see EIR Chapter 6) as means of avoiding or reducing impacts on historical resources.

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11.F Transportation and Circulation

The comments and corresponding responses in this section cover topics in EIR Section 4.E, Transportation and Circulation. These include topics related to:

- Comment TR-1: Transportation Setting
- Comment TR-2: Travel Demand Methodology and Results
- Comment TR-3: I-280 Interchange Operations
- Comment TR-4: Traffic Congestion
- Comment TR-5: Transit Impacts
- Comment TR-6: Loading Impacts
- Comment TR-7: Transportation Mitigation Measures
- Comment TR-8: Proposed Project TDM Plan
- Comment TR-9: Proposed Project Shuttle Service

Comment TR-1: Transportation Setting

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Maureen Gaffney, A-BayTrail-2 Patricia Maurice, A-Caltrans1-3

"*Transportation and Circulation*

"It is extremely important that connections through the site to the waterfront, as well as the "existing" Bay Trail on Illinois are safe, inviting and comfortable. The current facility on Illinois Street represents the least desirable form of Bay Trail—a Class II bike lane with poor paving coupled with discontinuous, uneven sidewalks. The project development should include improvements to the bike lanes and sidewalks on Illinois Street as part of the project.

"Page 4.E-15 states that "Class II bikeways are bicycle lanes striped within the paved areas of roadways and established for the preferential use of bicycles. They include a striped, marked and signed bicycle lane buffered from vehicle traffic." Class II bike lanes are generally not "buffered from vehicle traffic." Class IV facilities are buffered, and the distinction is important so that the reader/commenter can fully understand the type of facility that is being proposed.

"Page 4.E-17 states that "At various locations, the Bay Trail consists of paved multi-use paths, dirt trails, bicycle lanes, sidewalks or city streets signed as bicycle routes." This is not accurate. As noted above, the Bay Trail's mission is a Class I, fully separated bicycle and pedestrian facility located as close to the shoreline as feasible. When no option for a shoreline alignment is possible, as is currently the case along Illinois Street, the Bay Trail Steering Committee can decide, on a case-by-case basis, to accept Class II or Class IV bike lanes and sidewalks as "complete" Bay Trail. The Bay Trail does not recognize Class III bicycle routes as an acceptable trail facility within our system—Class III bike routes are considered gaps until such time as they can be upgraded to Class I, or II/IV with sidewalks." (*Maureen Gaffney, SF Bay & Water Trail Programs, email, November 19, 2018 [A-BayTrail-2]*)

"***Project Site Maps***

"The project site map in Figure 4.E-1 on page 4.E-2 incorrectly shows the project site as being near I-80. The freeway shown in this Figure should be labeled I-280. The same error is found in the figures following Figure 4.E-1." (*Patricia Maurice, California Department of Transportation, letter attachment, November 16, 2018 [A-Caltrans1-3]*)

Response TR-1: Transportation Setting

Class II bicycle lanes can be buffered to provide a greater separation from an adjacent travel lane or between the bicycle lane and on-street vehicular parking, and these facilities are still considered class II bikeways. These buffers are typically provided by using chevrons or diagonal pavement markings. A class IV facility is physically separated from vehicular traffic.[1] There are a number of class II bicycle lanes in San Francisco that are buffered from the adjacent travel with pavement markings. In response to the comment regarding the accuracy of the description of class II bikeways, the text on EIR p. 4.E-15 was clarified as follows (deleted text is shown as ~~strikethrough~~ and new text is double underlined):

> "The study area in the vicinity of the project site is flat, with minimal changes in grades, facilitating bicycling within and through the area. However, to the west of Pennsylvania Avenue, the change in grade associated with the Potrero Hill and the U.S. 101 freeway create discontinuities in the east-west roadway network. There are several bicycle routes near the project site. These include city routes that are part of the San Francisco Bicycle Network and regional routes that are part of the San Francisco Bay Trail system. **Figure 4.E-3**, **Existing Bicycle Network**, identifies the bicycle facilities within the study area. Bicycle facilities are typically classified as class I, class II, class III or class IV facilities.[2] Class I bikeways are bike paths with exclusive right-of-way for use by bicyclists and pedestrians. Class II bikeways are bicycle lanes striped within the paved areas of roadways and established for the preferential use of bicycles. They include a striped, marked and signed bicycle lane and can be buffered from vehicle traffic. These facilities are located on roadways and reserve 4 to 5 feet of space exclusively for bicycle traffic. Class III bikeways are signed bicycle routes that allow bicyclists to share travel lanes with vehicles, and may include sharrow markings. A class IV bikeway is an exclusive bicycle facility that is separated and protected from vehicular traffic and parked cars by a buffer zone (sometimes referred to as a cycle track)."

This revision does not change the analysis or conclusions presented in the EIR.

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1 See http://www.dot.ca.gov/d4/bikeplan/docs/caltrans-d4-bike-plan_bikeway-classification-brochure_072517.pdf.

2 Bicycle facilities are defined by the State of California in the California Streets and Highway Code section 890.4.

In response to the comment regarding the description of the Bay Trail, the text on EIR p. 4.E-17 was clarified as follows (deleted text is shown as ~~strikethrough~~ and new text is double underlined):

> "Figure 4.E-3 also shows the San Francisco Bay Trail. The San Francisco Bay Trail is designed to create recreational pathway links to the commercial, industrial and residential neighborhoods that abut San Francisco Bay. In addition, the trail connects points of historic, natural, and cultural interest as well as recreational areas such as beaches, marinas, fishing piers, boat launches, and numerous parks and wildlife preserves. The Bay Trail's mission is a class I, fully separated facility for people walking and bicycling located as close to the shoreline as possible. At various locations, the Bay Trail currently consists of paved multi-use paths, dirt trails, ~~bicycle lanes, sidewalks~~ or city streets ~~signed as bicycle routes~~. In the project vicinity, the Bay Trail currently runs as an on-street segment along Illinois Street between Cargo Way and Terry A. Francois Boulevard, where it continues north as a paved path along the shoreline within the area currently being developed as part of the Mission Bay Plan as the Bayfront Park."

This revision does not change the analysis or conclusions presented in the EIR.

One comment states that the proposed project should include improvements to the bicycle lanes and sidewalks on Illinois Street. As noted in the EIR 4.E-32, the proposed project would construct the Bay Trail/Blue Greenway multi use path (class I facility) along the waterfront within the project site and would include a network of bicycle lanes within the project site. However, no bicycle network improvements are proposed outside of the project site (e.g., on Illinois Street). The project would reconstruct the existing sidewalk on the east side of Illinois Street adjacent to the project site.

In response to the comment that Figure 4.E-1 through Figure 4.E-4 incorrectly label I-80 as I-280, these figures have been corrected, and the revised figures are included in Chapter 12, Draft EIR Revisions. These revisions do not change the analysis or conclusions presented in the EIR.

Comment TR-2: Travel Demand Methodology and Results

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Rick Hall, O-CAN-2
Sean D. Angles, O -GPR2-8
J.R. Eppler, O-PBNA2-10, O-PBNA2-11, and O-PBNA2-14
Sean Angles, PH-Angles-5
Commissioner Richards, PH-Richards-1

"The transportation study uses outdated data and is invalid

"TNC's are not even considered." (*Rick Hall, Cultural Action Network, email, November 19, 2018 [O-CAN-2]*)

"(4) TRAFFIC

"Adequate analysis of noise, air quality, greenhouse gas emissions, emergency vehicle access, pedestrian and bike safety are all dependent on accurate and realistic traffic and mode share projections, rather than the outdated modeling from SF-CHAMP and 2002 SF Guidelines. Traffic is considered only indirectly, but its impacts are undeniable.

"This is a very private car-centric project. With a total of 2622 parking places, parking comprises 921,981 gsf or 17% of the entire building area. Analysis in the DEIR shows the proposed project would generate 93,609 person trips daily, with nearly half of external trips made by private automobile. There is no recognition of TNC's as a transit mode so it's likely that the number of person trips by private automobile is even higher."

"A discussion of automobile delay impacts under LOS is relevant and should be provided at least for informational purposes to better determine traffic-related impacts and inform a more realistic TDM plan." (*Sean D. Angles, Grow Potrero Responsibly, letter, November 19, 2018 [O-GPR2-8*])

"Transportation analysis is based on outdated projections. Mode analysis for the project is derived from the outdated *SF Guidelines* from 2002. This analysis didn't consider Transportation Network Companies ("TNCs") as a unique transit mode although the DEIR includes a footnote about "app-based ride-hailing services" in Table 4.E-11 without explanation as to how this was determined or how it would have been an option in 2002." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-10]*)

"The *Potrero Power Station Mixed-Use Development Project Estimation of Project Travel Demand*, contained in Appendix C and cited in the DEIR, is confusing, lacks transparency and contradicts some of what is in the DEIR itself. It appears to be based on outdated methodology, supplemented with speculative assumptions of future conditions with little empirical basis. For example, it seems to arbitrarily determine that mode share for the project would be some combination of the 2002 NE (downtown) Quadrant and 2002 SE Quadrant. The analysis goes on to cite national trends from the 2010 *Improved Estimation of Internal Trip Capture for Mixed-Use Development*, a *Presidio Trust Management Plan* from 2002, and the *Final Mission Bay Subsequent EIR*, dated 1998. None of these are relevant to current or anticipated conditions in the area of the Power Station.

"Glaring discrepancies between and Table 4.E-11 in the DEIR and Table 9 in Appendix C must be clarified. For example, is the auto share 35.7% or 47.2%?"

TABLE 4.E-11
PROPOSED PROJECT TRAVEL MODE SPLIT – INTERNAL AND EXTERNAL TRIPS

Mode	Daily	AM Peak Hour	PM Peak Hour
Auto[a]	35.7%	37.0%	34.2%
Transit	17.1%	27.0%	19.8%
Other modes[b]	47.2%	36.0%	46.0%
Total	**100.0%**	**100.0%**	**100.0%**

NOTES:
[a] Auto mode includes persons traveling by private auto, carpool, app-based ride-hailing services (e.g., Uber, Lyft)
[b] Other modes include walk, bicycle, motorcycle, and additional modes such as taxis. Internal trips, generally by walking and bicycling, are also included within the "other" mode.

SOURCE: Technical Memorandum – Potrero Power Station Mixed-Use Development Project Estimation of Project Travel Demand, April 2018. See Appendix C.

Table 9
Potrero Power Station Modal Split Comparison by Scenario
Before and After Estimation of Internal Trips
Internal + External Person-trips [a]

Scenario	Daily		AM Peak Hour		PM Peak Hour	
	Before [b]	After [c]	Before [b]	After [c]	Before [b]	After [c]
Proposed Project						
Auto	47.2%	35.8%	46.2%	37.1%	46.8%	34.2%
Transit	24.2%	17.1%	34.3%	27.0%	28.1%	19.8%
Other [d]	28.6%	47.2%	19.5%	36.0%	25.1%	46.0%
Total Proposed Project	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**
Scenario A – Maximum Residential						
Auto	46.9%	34.2%	45.5%	35.8%	46.3%	31.9%
Transit	24.6%	16.8%	34.9%	26.8%	28.5%	19.4%
Other [d]	28.5%	49.1%	19.6%	37.4%	25.2%	48.8%
Total Scenario A	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**
Scenario B – Maximum Commercial						
Auto	47.4%	36.6%	46.8%	38.2%	47.2%	35.1%
Transit	24.0%	17.3%	34.0%	27.1%	27.9%	20.1%
Other [d]	28.6%	46.0%	19.2%	34.7%	24.9%	44.9%
Total Scenario B	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Notes:
[a] Numbers may not sum to total due to rounding.
[b] Generally based on US Census and *SF Guidelines* data; treats all person-trips as external to the project site.
[c] Calculates the proportion of person-trips that would be internal to the project and shifts them to use non-motorized modes of travel.
[d] "Other" includes walk, bicycle, motorcycle, and additional modes such as taxis and limousines.

Source: Adavant Consulting – April 2018.

(*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-11]*)

"This is a very car-centric project. With a total of 2,622 parking places, parking comprises 921,981 gross square feet or 17% of the entire building area. Adequate analysis of noise, air quality, greenhouse gas emissions, emergency vehicle access, pedestrian and bike safety are all dependent on accurate and realistic traffic and mode share projections, rather than outdated modeling from SFCHAMP and 2002 *SF Guidelines*. Traffic is considered only indirectly, but its impacts are undeniable.

"There is no recognition of TNCs as a transit mode anywhere in the DEIR or Transportation Analysis outside of one unexplained footnote. Recent analysis by the SF County Transit Authority (*TNCs and Congestion*) shows that these vehicles are responsible for 51% of the increase in daily vehicle hours of delay and 47% of increase in Vehicle Miles Travelled ("VMT"). These impacts are particularly acute in urban areas, throwing into question the accuracy of VMT analysis.

"The VMT analysis also fails to incorporate recent San Francisco County Transportation Authority ("SFCTA") analysis showing that a substantial share of TNC trips have shifted away from public transit. SFCTA's publication *TNCs Today* estimates conservatively that TNCs contribute 570,000 VMT on a typical workday. Urban areas are experiencing especially acute increases in traffic due to this shift. We can no longer assume that a project's location in an urban area will automatically result in reduced traffic." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-14]*)

"I'd like to also highlight the transportation analysis in the DEIR is based on outdated methodology. It's using the SF Guidelines 2002 analysis, which is a very long time ago.

"I'd also like to talk about traffic briefly. There's inadequate analysis of noise, air quality, and greenhouse gasses, and emergency vehicle access has not been looked at. They're, again, using outdated guidelines from SF-CHAMP. And this project is very private-car centric." (*Sean Angles, public hearing transcript, November 8, 2018 [PH-Angles-5]*)

"So the items that concern me most are around the outdated transportation figures that I think we struggle with when we get to do these EIRs over and over and somebody gets up and says "We're using 2002 data that doesn't do TNCs." I still struggle with that. And I'd still like some, something in the record around why we're continuing to use old data and what's the plan to start using better data." (*Commissioner Richards, public hearing transcript, November 8, 2018 [PH-Richards-1]*)

Response TR-2: Travel Demand Methodology and Results

Various comments state that the travel demand analysis presented in the EIR for the proposed project is based on outdated methodology, citing the *San Francisco Transportation Impact Analysis Guidelines for Environmental Review* (SF Guidelines) and the SF-CHAMP travel demand forecasting model as examples. The description of the travel demand assumptions, methodology, and results are presented in Section 4.E, Transportation and Circulation of the EIR, pp. 4.E-41 to 4.E-52. In addition, Appendix C, Transportation Supporting Information includes additional descriptions and data regarding travel demand, contained in a technical memorandum (*Potrero Power Station Mixed-Use Development Estimation of Project Travel Demand*, pp. C-99 through C-214) dated April 30, 2018. Travel demand for the project variant was calculated using the same methodology and assumptions, and is presented in Chapter 9 and Appendix C-1.

The travel demand analysis for the proposed project was not based on an outdated methodology. It was conducted based on sound methodology and the best information available at the time of the analysis. The San Francisco Guidelines for Environmental Review, prepared by the San Francisco Planning Department in October 2002 (2002 SF Guidelines), were the most current guidelines for transportation impact analysis at the time that the transportation analysis was undertaken for the proposed project. The SF Guidelines are not prescriptive and the planning department allows for adjustments and refinements in their application based on updated or better

applicable information to account for the specific characteristics of each project. As described on EIR pp. 4.E-42 to 4.E-46, and in Appendix C, the methodology and data presented in the SF Guidelines were updated for this EIR in the following ways:

- The most recent mode of travel and origin/destination information available from the U.S. Census at the time of the analysis (American Community Survey 5-year estimate 2011-2015, published in January 2017) was used for the analysis of the residential components of the proposed project.
- The modal split assumptions for non-residential uses were based on an average of the travel characteristics presented in the SF Guidelines for San Francisco Superdistrict 3 (SE quadrant, where the project is located) and Superdistrict 1 (NE quadrant, located to the north and directly adjacent to Superdistrict 3), and were updated to reflect the increase in non-automobile travel that has been observed south of the Mission Creek Channel, the effects of transportation improvements that have occurred in San Francisco and in the area since the preparation of the SF Guidelines, and the transportation enhancements to be implemented by the project, such as a robust shuttle bus service.
- Trip generation rates for some of the non-residential land uses were obtained from the Institute of Transportation Engineers, Trip Generation Report, published in 2012, which is a nationally recognized source for trip generation rates.

The SF-CHAMP travel demand forecasting model, which was originally developed by the San Francisco County Transportation Authority in 2002 to assess the impacts of land use, socioeconomic, and transportation system changes on the performance of the local transportation system in San Francisco, has been enhanced and updated several times over the years. The SF-CHAMP model data used in the EIR analysis (SF-CHAMP 4.3.1, 2012 Base Year Model Run) were the same as those used in the Central SoMa EIR. The data, methodology and results of the SF-CHAMP model are consistent with those of other travel demand forecasting models in the Bay Area, namely the BAYCAST model prepared and regularly updated by the Metropolitan Transportation Commission (MTC). Furthermore, the future population and socio-economic input data in the SF-CHAMP model are consistent with the projections developed by the Association of Bay Area Governments (ABAG) for the entire Bay Area, including San Francisco, and which are regularly updated every couple of years.

The planning department released a comprehensive update to the Transportation Impact Analysis Guidelines on February 14, 2019. The revised Transportation Impact Analysis Guidelines (2019 SF Guidelines) are available on the planning department's website at https://sfplanning.org/project/impact-analysis-guidelines-environmental-review-update.

In response to this comment, the planning department compared the transportation impacts of the proposed project under the 2002 Guidelines with the same impacts under the 2019 SF Guidelines and found that no new or more severe impacts would occur.[3]

[3] Wietgrefe, Wade, Transportation Review Team Manager, San Francisco Planning Department, 2019. Potrero Power Station Draft Environmental Impact Report and Transportation Impact Analysis Guidelines, Memorandum, August 12, 2019. Case No. 2017.011878ENV.

The CEQA transportation analysts compared the p.m. peak hour travel demand estimates resulting from the use of the trip generation and modal split presented in the 2019 SF Guidelines with those shown in the Draft EIR. The comparison included project land uses for which trip generation rates are presented in the 2019 SF Guidelines, such as residential, office, retail, restaurant, supermarket, and hotel.[4] The results are presented in Appendix C-1 (p. 71) and summarized below.

The comparison test showed that the person-trip travel demand generated by all of the above project land uses during the p.m. peak hour using the 2019 SF Guidelines data was 18 percent lower than the travel demand generated using the 2002 SF Guidelines. When the p.m. peak hour person-trips generated by the remainder of the project land uses (R&D, childcare, library, community center, and open space), as calculated in the EIR were added, the resulting project total travel demand was 14 percent lower than the travel demand presented in the EIR.

A comparison of mode of travel splits shows similar values for the three major categories (auto, transit, and other) with a slight shift from auto and transit usage (about 4 percentage points each) towards other modes of travel, such as walking and bicycling. In summary, based on the comparison test described above, the estimated travel demand resulting from the application of the 2019 SF Guidelines would result in lower overall trip generation, less vehicles, a reduction in transit utilization, and higher walk and bicycle travel.

Another comment states that the citation of trends from analyses conducted as part of the *2010 Improved Estimation of Internal Trip Capture for Mixed-Use Development*, the Presidio Trust Management Plan from 2002, and the Final Mission Bay Plan Subsequent EIR, dated 1998 are irrelevant or obsolete data. As described in the technical memorandum in Appendix C (pp. C-99 through C-214), these reports, as well as others, such as those prepared for the Mission Rock project and the Pier 70 Mixed Use District project are not cited as sources of information, rather as examples of when a similar approach and methodology has been used to evaluate internal trip capture in large mixed-use projects in San Francisco. The methodology has proven to be valid over the years, after minor adjustments have been made to take into account the specific nature and land uses of each project.

Some of the comments indicate that the potential effects of vehicles belonging to app-based ride-hail services (also known as Transportation Network Companies or TNCs) such as Uber and Lyft have not been considered in the transportation analysis, and that they should be recognized and added as a separate transit mode. As stated on EIR p. 4.E-42 and subsequent pages, the estimated "auto" mode trips resulting from the updates to the SF Guidelines assumptions described above include persons traveling by app-based ride hailing services (e.g., Uber, Lyft), in the same way as they include drive alone and carpool trips. Given that travel by app-based ride-hail companies are made in motor vehicles, the categorization of such trips within the auto mode rather than transit mode is more appropriate. In this way, the person trips made by app-based ride hailing services can be easily converted into vehicle trips and analyzed accordingly.

[4] The 2019 SF Guidelines trip generation rates were updated based on substantial data collection and analysis, primarily at newer development sites.

A commenter states that app-based ride-hail services (TNCs) trips represent a substantial share in the urban mobility market in San Francisco, referencing a SFCTA report (*TNCs Today-A profile of San Francisco Transportation Network Company Activity*, Final Report, SFCTA June 2017) that estimates that such trips represent approximately 570,000 vehicle-miles of travel (VMT) on a typical weekday. The reference to 570,000 daily VMT associated with ride hailing service vehicles is correct, as it is shown in Table 4 (p. 18) of the SFCTA report; this includes both on-service (miles traveled when transporting a passenger) and out-of-service miles (miles traveled while circulating to pick up a passenger). Caltrans estimates that the daily VMT in San Francisco in 2017 was approximately 9.65 million miles (Table 6, p. 100; *California Public Road Data 2017*). As such, travel by ride hailing service vehicles on a typical day represent less than 6 percent of the total daily VMT in San Francisco. Thus, although travel by ride hailing service vehicles is one component of urban mobility in San Francisco and has been growing over the past few years, its contribution to overall VMT is less than 6 percent of the total VMT.

SFCTA's report *TNCs & Congestion* (October 2018, pp. 20-21) indicates that according to analysis conducted using the SF-CHAMP model, ride hailing service vehicles are responsible for an increase of approximately 300,000 daily VMT between 2010 and 2016. The daily VMT on the study roadways in San Francisco for 2016 are also presented in the SFCTA report, and correspond to 5.6 million daily miles. As such, the contribution of ride hailing service vehicles to the daily VMT on a typical day in 2016 was approximately 5.5 percent, which is consistent with the Caltrans estimate of less than 6 percent in 2017. Thus, although travel by ride hailing service vehicles has increased rapidly over the past few years, and contributes to more than half of the growth in VMT during the same period, its contribution to the overall VMT is less than 6 percent of the total VMT in San Francisco.

A comment states that the VMT analysis in the EIR is inaccurate because it does not take into account that ride hailing service vehicles are responsible for 51 percent of the increase in daily vehicle hours of delay (VHD), as well as a 47 percent increase in daily VMT.

Following the State Office of Planning and Research's (OPR) guidelines for evaluating transportation impacts in CEQA, the planning department uses VMT, rather than VHD, as a parameter to determine if a project would have a significant effect on the environment. Existing and future average daily VMT per capita for residents, employees, and visitors for the area where the project is located are estimated using the SF-CHAMP travel demand model. If the proposed project is located within an area of the city where the existing and future VMT per capita is more than 15 percent below the average VMT values for all purposes for the Bay Area region as a whole, then, it is considered that potential project VMT impacts would be less than significant.

The same comment further states that the VMT analysis in the EIR fails to include the fact that a substantial component of travel by ride hailing service vehicles are shifted away from public transit, citing information presented in a report by the SFCTA. In reality, the state of current research has not yet been able to determine how ride hailing services actually affect transit ridership. As stated in SFCTA's *Emerging Mobility Evaluation Report* (July 2018) citing recent research conducted at U.C. Davis and U.C. Berkeley (pp. 27-28), there is currently insufficient data to evaluate whether, or to what extent, ride hailing services support, rather than compete with public transit services. The

same report cites examples of cities in the U.S. and Europe that are exploring partnerships with ride hailing companies to integrate their services with public transit by supplementing transit service offerings or providing first and last mile travel solutions. Researchers have published numerous other studies on the effects of transportation network companies the last few years. Some studies acknowledge that transportation network companies increase VMT due to items like induced vehicle trips, driving without any passengers, and people switching some trips from non-vehicular or transit travel to transportation network company trips. However, total VMT is not the metric used to evaluate VMT impacts. No known studies attribute VMT increases to land uses or locations or provide the opportunity for an "apples-to-apples" comparison in a CEQA VMT analysis.[5]

A comment states that information presented in the technical memorandum included in Appendix C (Potrero Power Station Mixed-Use Development Estimation of Project Travel Demand, April 2018) is confusing, lacks transparency and contradicts some of the data presented in Chapter 4, Section 4.E, Transportation and Circulation, of the EIR. The example provided in the comment compares the data in Table 4.E-11: Proposed Project Travel Mode Split–Internal and External Trips (EIR p. 4.E-46) of the EIR with Table 9: Potrero Power Station Modal Split Comparison by Scenario–Before and After Estimation of Internal Trips, Internal + External Person Trips (p. C-108) in the technical memorandum. The comment points out that the daily mode share for auto travel generated by the proposed project as shown in Table 4.E-11 is 35.7 percent, while Table 9 shows 47.2 percent. Both tables, Table 4.E-11 in the EIR and Table 9 in the technical memorandum are correct; they represent different conditions. Table 9 in the technical memorandum compares the modal split of proposed project trips before and after the internal project site trips were taken into consideration. The methodology for estimation of internal project site trips is also described in the technical memorandum (pp. C-107 and C-108). For each time period (daily, a.m. peak hour, and p.m. peak hour), the values before the internal trip estimation are shown on the left, and the values after the internal trip estimation are shown on the right. The values on the right shown in Table 9 of the technical memorandum are the same as those shown in Table 4.E-11 in the EIR; minor rounding adjustments (+ or – 0.001) have been made in Table 4.E-11 so that the totals in the table add up to 100 percent.

Refer to Response TR-4 regarding the comment that intersection LOS traffic operations analysis is still relevant and should be included in the EIR, at least for informational purposes.

Regarding the amount of space allocated and number of vehicular parking spaces, see Response G-7 Opinions Related to the Project.

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[5] Fehr & Peers, "Estimated TNC Share of VMT in Six US Metropolitan Regions (Revision 1)", August 6, 2019 also does not allow for such comparison. The study identifies the percent of VMT attributable to the TNC companies within the bay area region and San Francisco County during September 2018. This study does not attribute VMT increases to land uses or refined locations (e.g., transportation analysis zones) or identify the percentage of people switching from non-vehicular or transit travel to TNC trips. This study also does not provide TNC data for independent verification of the study's findings or independent analysis to facilitate attribution of VMTs to particular land uses, locations, or mode choices.

Comment TR-3: I-280 Interchange Operations

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Patricia Maurice, A-Caltrans1-1, and A-Caltrans1-2

Jannette Ramirez, A-Caltrans2-1

"**Interchange Operations**

The proposed development will likely affect operations at the 1-280/25th Street interchange traffic signals. As a result, possible signal timing adjustments may be required. Signal-related work will have to be coordinated, reviewed, and approved by the Caltrans Office of Signal Operations.

Please provide dual-turn lanes at signalized intersections with turning movement demands exceeding 300 vehicles per hour, see current Highway Design Manual (HDM) sections 405.2 and 405.3. Additional through-traffic lanes may also be required if the existing number of through-traffic lanes in each direction cannot accommodate forecasted traffic." (*Patricia Maurice, California Department of Transportation, letter attachment, November 16, 2018 [A-Caltrans1-1]*)

"Based on further review of the information provided to this day, there is no action needed at the I-280/25th Street Interchange (refer to comment on Interchange Operations in the attached comment letter)." (*Jannette Ramirez, California Department of Transportation, email, January 24, 2019 [A-Caltrans2-1]*)

Response TR-3: I-280 Interchange Operations

Caltrans submitted two comments pertaining to interchange operations in their comment letter dated November 16, 2018. The planning department followed up directly with Caltrans for clarification of their comments, and Caltrans submitted a follow-up email on January 24, 2019 retracting their previous request. No response is required regarding operations of the I-280/25th Street interchange.

Comment TR-4: Traffic Congestion

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Sean D. Angles, O-GPR2-5, and PH-Angles-2

J.R. Eppler, O-PBNA2-17

"The 280 freeway is now chronic gridlock from 8am to 8pm during weekdays.

"This Potrero Power Plant development will add hundreds of thousands of new trips to/from the neighborhood." (*Sean D. Angles, Grow Potrero Responsibly, letter, November 19, 2018 [O-GPR2-5]*)

"Highlights of the concerns of this DEIR I'd like to talk about are transportation and circulation. This project will be contributing to the traffic gridlock we are experiencing every day in the Eastern Neighborhoods." (*Sean Angles, public hearing transcript, November 8, 2018 [PH-Angles-2]*)

"Traffic congestion is already a fact of life in the area. Third Street is limited in its carrying capacity and cannot be widened. Without adequate transit, traffic on this major artery heading downtown and towards SOMA will only get worse. This will have a profound effect on the community's quality of life and must be considered so that appropriate mitigation measures and alternatives to the Project may be fairly reviewed and proposed for implementation within the context of the DEIR.

"The DEIR considers existing traffic volumes but doesn't include any analysis of projected impacts even though Appendix C contains detailed raw Level of Service ("LOS") data. A discussion of automobile delay impacts under LOS is relevant and should be provided for informational purposes to better determine traffic-related impacts and thus provide a fair analysis of alternatives and inform a more realistic TDM plan." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-17]*)

Response TR-4: Traffic Congestion

As noted in the EIR on p. 4.E-22, the City and County of San Francisco has determined that vehicular congestion is not, by itself, to be used to determine whether a project would have a significant effect on the environment. Therefore, intersection level of service (LOS) analyses are no longer included in analysis of environmental impacts nor are they required to be presented in the EIR for informational purposes. However, the secondary effects of vehicular congestion, in terms of delays to transit, hazards to pedestrians and bicyclists, air pollution emissions, noise, and other environmental topic areas, are still considered.

To the extent the proposed project would generate vehicle trips, the effects of that travel are described and evaluated in the discussion of vehicle miles traveled as part of Impact TR-2 (pp. 4.E-62—4.E-63) and cumulative Impact C-TR-2 (pp. 4.E-89—4.E-90) and in Chapter 9 for the project variant, which were found to be less than significant. The basis and support for the City's adoption of new metrics for traffic analysis is summarized in the EIR on pp. 4.E-21—4.E-22 and presented in the planning department staff memorandum to the San Francisco Planning Commission on March 3, 2016. See also the Office of Planning and Research revised draft CEQA Guidelines, cited in footnote 21 on EIR p. 4.E-35.

As noted above, the environmental effects of vehicular traffic and traffic congestion on other travel modes are discussed in the EIR. Specifically, intersection operations analyses were used to calculate the impact of the additional vehicular traffic on transit travel times. The effects of

project-generated vehicles and congestion on transit operations are evaluated in Impact TR-5 (pp. 4.E-69—4.E-74) and cumulative Impact C-TR-5 (pp. 4.E-93—4.E-94), which were found to be significant. Mitigation Measure M-TR-5, Implement Measures to Reduce Transit Delay (pp. 4.E-72—4.E-74), would require the sponsor to adjust the proposed project's TDM Plan and implement measures to limit the number of project-generated vehicles to specified levels for each phase of development to mitigate impacts on bus operations. However, even with a reduction in the number of vehicle trips generated by the proposed project or project variant, impacts to bus operations would remain significant and unavoidable.

The effects of additional vehicular traffic and congestion on people walking are discussed in Impact TR-7 (pp. 4.E-76—4.E-78) for the proposed project and in Chapter 9 for the project variant. The analysis concludes that impacts would be less than significant within the project site and nearby, however, a significant impact could result at the intersection of Illinois Street/22nd Street, which currently does not have a traffic signal (this intersection is planned to be signalized as part of the nearby Pier 70 development project). Implementation of Mitigation Measure M-TR-7 (p. 4.E-78), Improve Pedestrian Facilities at the Intersection of Illinois/22nd Street, would address the access and safety deficiencies for people crossing at this intersection, and would reduce the project's impacts to less than significant. The effects of additional vehicular traffic and congestion on people bicycling are discussed in Impact TR-8 (pp. 4.E-78 – 4.E-80) for the proposed project and in Chapter 9 for the project variant, and were found to be less than significant. The effects of project traffic following build-out of the site on air quality are discussed in EIR Section 4.G, Impact AQ-3 (pp. 4.G-47 – 4.G-51), and the effects of project traffic on noise are discussed in EIR Section 4F, Impact NO-8 (pp. 4.F-63– 4.F-67). For both impacts, implementation of Mitigation Measure M-TR-5 (described above) and a reduction in the number of vehicle trips generated by the proposed project or project variant is considered among other feasible mitigation measures to reduce both air quality and noise impacts, but in both cases, the EIR determined that the impacts would remain significant and unavoidable even with mitigation.

The identified significant and unavoidable impacts related to transit delay, noise, air quality, as well as those significant and unavoidable impacts not related to project travel demand on wind and historic resources were used to inform development of the seven alternatives to avoid or lessen the significant impacts of the proposed project or project variant. The impact analysis of the seven alternatives are presented in Chapter 6 of the EIR.

Comments relating to observations of existing traffic congestion are noted. Comments relating to the amount of vehicle traffic generated by the proposed project, and the associated effects on quality of life and convenience are comments on socio-economic effects and on the merits of the proposed project and are not related to environmental impacts under CEQA. Such comments may be taken into account by decision-makers in their consideration of project approvals.

See Response TR-2 regarding travel demand generated by the proposed project. As presented in Table 4.E-9: Proposed Project Person Trip Generation by Land Use and Time on EIR p. 4.E-43, the project would generate 93,609 person-trips to and from the project site by all modes of travel (e.g., by auto, transit, walking, bicycling) on a daily basis, and not hundreds of thousands of new trips as stated in a comment. Furthermore, as noted in Response TR-2, based on updated trip

generation rates contained in the recently-published 2019 SF Guidelines, the number of vehicle trips generated by the proposed project would be less than analyzed in the EIR, and therefore project impacts would be less.

Comment TR-5: Transit Impacts

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Sean D. Angles, O-GPR2-4, O-GPR2-6, and PH-Angles-4
J.R. Eppler, O-PBNA2-7, O-PBNA2-9, and O-PBNA2-13

"• Project will substantially increase transit demand that could not be accommodated by public transit. Predictably, the result is substantial transit delays and unaffordable public transit operating costs that cannot be mitigated to less than significant levels.

"• Proposed improvements to public transit are uncertain, as is obtaining adequate funding in current government budget trends. Improvements will require discretionary approvals by the SFMTA and other agencies.

"The cumulative impacts of the newly approved Warrior Stadium, UCSF Hospital, ATT Park and the accelerating overdevelopment around Potrero Hill and Dog Patch are already overwhelming the existing public transportation infrastructure along Third Street, which is the only major transportation connection connecting Potrero Power Plant to our city." (*Sean D. Angles, Grow Potrero Responsibly, letter, November 19, 2018 [O-GPR2-4]*)

"I urge the project sponsor to fund creative solutions such as an **aerial cable-propelled transit system** —as considered in Brooklyn, Washington, Chicago, San Diego, Seattle, Cleveland, Cincinnati, Buffalo, Baton Rouge, Austin, Tampa Bay, Miami, and as already existing in Mexico, Brazil, Bolivia, Colombia, the Dominican Republic, Ecuador, Peru and Venezuela— that could complement the traditional MUNI ground networks of buses and streetcars.

"An aerial system could be a "temporary" remediation that is removable after sufficient conventional transit improvements are afforded by MUNI.

"To service new Potrero Power Plant residents and workers, I would propose an aerial cable-propelled gondola transit system from Embarcadero BART > ATT Ballpark > Warriors > Potrero Power Plant > Caltrain 22th Street Station. 3 mile over 32 towers traveled in 17 minutes.

"A similar 3 miles aerial cable-propelled system in Mexico City opened in 2016 was constructed for $26 million.

"Highlights of the "Mexicable" aerial system in Mexico City:

- 3,000 passengers per hour each direction
- Zero CO2 emissions
- "Two stations will house daycare centers for children of working parents"

- A ticket costs eight pesos (43 cents)

"Here are more examples of aerial cable-propelled transit systems:

10 Urban Gondolas Changing the Way People Move

http://www.curbed.com/2016/7/25/12248896/urban-gondolas-cable-cars-cities

https://www.wsj.com/articles/uphill-climb-cities-push-gondolas-on-skepticalcommuters-1465237251

http://www.chicagotribune.com/news/local/breaking/ct-sky-gondolas-chicago-rivermet-0505-20160504-story.html

https://archpaper.com/2016/05/chicago-skyline-gondola-proposal/#gallery-0-slide-0

http://www.chicagotribune.com/news/local/breaking/ct-sky-gondolas-chicago-rivermet-0505-20160504-story.html" (*Sean D. Angles, Grow Potrero Responsibly, letter, November 19, 2018 [O-GPR2-6]*)

"This project will substantially increase transit demand that could be not be [*sic*] accommodated by extension of public transportation. The streets just aren't there to get people in and out of the project, regardless, along Third Street.

"Predictably, the result is substantial transit delays and unaffordable public transportation operating costs that cannot be mitigated to anything less than significant deteriorating levels.

"The proposed improvements to public transit are uncertain, and obtaining, as we know, adequate funding for -- in the current government budget trends for public transportation is uncertain. Improvements will require discretionary approvals by the SFMTA.

"I encourage the Planners to urge Muni to look at something a little bit more creative, such as where Mexico City has the Mexicable. Those are aerial cable-propelled gondolas that can transport people over Third Street. The three miles, if we can have an extension along Third, the Embarcadero, that three miles can be traversed in 17 minutes by aerial cable, and it can move 3,000 passengers in each direction every hour." (*Sean Angles, public hearing transcript, November 8, 2018 [PH-Angles-4]*)

"**II. Transportation and Circulation**

"Although the DEIR admits that the Proposed Project would result in substantial increases in transit demand and substantial delays to transit or operating costs that could not be mitigated, the inaccurate and inadequate analysis probably means that the actual impacts are far worse than stated. Additional analysis is necessary.

"Mitigations that rely on proposed improvements to public transit are uncertain, as is the availability of adequate funding. As noted in the DEIR, these improvements "are outside of the control of the project sponsor" and will require discretionary approvals by the San Francisco Municipal Transportation Agency ("SFMTA") and other agencies, as well as funding to operate

at increased frequencies. Sources for full funding have yet to be identified and it is unlikely they will be identified prior to the certification of the EIR.

"No reliable transportation options to downtown San Francisco from the project site currently exist. The effectiveness of planned improvements such as the new 55 Dogpatch and the Central Subway remain uncertain.

"We do know that the system is already near capacity on lines serving the area. As noted in the DEIR (4.E-10) the T-Third is already at or beyond capacity (103.7% outbound during a.m. peak; 119.2% inbound and 98.7% outbound during p.m. peak) during the peak hours.

"*T-third has never lived up to its promise*" as reported recently in the San Francisco Chronicle: https://www.sfchronicle.com/bayarea/article/The-T-line-never-lived-up-to-its-promise-Now-13306888.php.

"SFMTA data from July 2018 provides ample evidence that MUNI service is unreliable and getting worse. The 22 Fillmore had an on-time arrival only 57% of the time, for the 48 Quintara it was 31%, and the T-Third was on time only 14% of the time.

"A Civil Grand Jury Report on the Port of San Francisco in 2014 stated that:

> *The City's transportation plans so far have not provided a solution, and its planning for increased traffic resulting from new development would not resolve the current situation but would only attempt to mitigate additional transportation needs. It is critically important that any waterfront future development place heavy emphasis on transportation needs in practice as well as in theory. Adding additional parking, for example, assures additional roadway traffic.*
>
> *The current transportation system of light rail and vehicular traffic is inadequate. The Embarcadero has been closed to traffic entirely in order to accommodate special needs such as cruise ship passengers arriving or departing. Other events along the waterfront may also result in lengthy backups. Of greater concern, there are times when emergency service vehicles cannot use the roadbed but must instead drive on the light rail tracks."*

(*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-7]*)

"Although a ferry and water taxi landing is planned at Mission Bay, the possibility of providing a water taxi landing at the Power Station has also been mentioned. If this is a serious proposal that could effectively mitigate some transportation impacts, it should be analyzed in the final EIR, and formalized in the Development Agreement, Design for Development ("D4D") and Transportation Demand Management ("TDM") plans." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-9]*)

"Additional transit analysis that uses accurate data with realistic projections must be provided and funding sources need to be in place before the project is entitled." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-13]*)

Response TR-5: Transit Impacts

Some comments state that the transit analysis is inaccurate and inadequate, and that impacts would be worse than disclosed in the EIR, but do not provide specific examples of how the analysis is inaccurate or inadequate. The transit impact analysis methodologies for the transit capacity utilization and transit operations analyses are presented on EIR pp. 4.E-38 and 4.E-39. The analyses were based on the established methodologies used in assessing transit impacts for development projects in San Francisco, and used the most current information available from the SFMTA, field data collection conducted as part of the EIR, as well as projected project travel demand for transit and vehicle trips. The input into the analyses and analysis result were reviewed by city agencies, and were determined to accurately reflect existing and future conditions. Therefore, the transit impact analysis presented in the EIR adequately addresses project impacts, and additional analysis is not required. In addition, see Response TR-2 for more information regarding travel demand methodology and analysis. As noted in Response TR-2, based on updated trip generation rates contained in the recently-published 2019 Guidelines, the number of trips by all modes of travel would be less than analyzed in the EIR, and therefore project impacts would also be less.

The transit impact analysis is presented in Impact TR-4 through Impact TR-6 on EIR pp. 4.E-66 – 4.E-76 for existing plus project conditions, and in Impact C-TR-4 through Impact C-TR-6 on EIR pp. 4.E-91 – 4.E-96 for cumulative conditions, and are presented in Chapter 9 for the project variant. The cumulative impact analysis took into account the cumulative development and transportation projects in the area noted in a comment. The transit impact analysis included impacts of additional transit ridership generated by the proposed project on local and regional transit providers, as well as the impact of the additional vehicles generated by the project on transit operations in terms of increases to transit travel times. The analysis for the proposed project and project variant found that the additional project ridership on the 22 Fillmore and the 48 Quintara/24th Street bus routes would result in capacity utilization exceeding the SFMTA's standards for crowding, and that the additional vehicles generated by the proposed project would substantially increase bus travel times. The project would result in significant project and cumulative impacts related to Muni transit capacity utilization (ridership) and bus operations, and mitigation measures were identified. Implementation of the proposed project or project variant, however, would not have significant impacts on the T Third or regional transit capacity utilization or operations.

Two mitigation measures — Mitigation Measures M-TR-4, Increase Capacity on the Muni 22 Fillmore and 48 Quintara/24th Street Routes, and Mitigation Measure M-TR-5, Implement Measures to Reduce Transit Delay — were identified to mitigate the significant project impacts on transit.

- Mitigation Measure M-TR-4 would require the project sponsor to provide capital costs to the SFMTA to allow for increased transit capacity on bus routes serving the project vicinity. While the project sponsor would be required to provide funding for capital costs of additional buses (or other options as identified by the SFMTA in the mitigation measure), SFMTA would need to allocate funding to operate increased frequencies on the affected routes.

- Mitigation Measure M-TR-5 would require the sponsor to implement TDM measures to limit the number of project-generated vehicles to specified levels for each phase of development to mitigate impacts on bus operations.

A comment states that funding sources need to be in place before the proposed project is entitled. However, as stated on EIR pp. 4.E-67 and 4.E-68, public agencies subject to CEQA cannot commit to implementing any part of a proposed project, including proposed mitigation measures, until environmental review is complete. Thus, while the SFMTA has reviewed the feasibility of the options described below, implementation of these options cannot be assured prior to certification of this EIR. Because certification of the Final EIR must occur prior to project approval by the Planning Commission, funding sources for the additional service cannot be in place prior to project entitlement.

One comment states that there currently is no reliable transportation option to downtown from the project site. Muni service between the project site and downtown is provided by the T Third light rail line that runs along Third Street. As described on EIR p. 4.E-8 and presented on Figure 4.E-2 on p. 4.E-7, the T Third light rail operates in a semi-exclusive center median right-of-way with center platform stops at 20th and 23rd streets. The T Third light rail service is scheduled to run every eight minutes during the a.m. and p.m. peak periods. The T Third light rail line operations in terms of passenger crowding on the train approach capacity in the direction towards downtown during the a.m. peak hour (with the greatest number of passengers on the train at the Van Ness station), and both towards and away from downtown during the p.m. peak hour (with the greatest number of passengers on the train at the stop on The Embarcadero at Harrison Street). However, this service would be revised when the Central Subway service is initiated, and additional capacity would be provided (i.e., increased service frequencies and two-car trains). The service characteristics and additional capacity that would be provided by the Central Subway is currently known by the SFMTA. Implementation of the Central Subway would provide additional capacity at the maximum load point and would address the near-capacity conditions cited in the comment and disclosed in the EIR for the existing T Third operations at the maximum load point[6]. Because the Central Subway project will be completed in 2019, before any of the proposed project land uses are built out and occupied, the additional service on the T Third was considered in the transit analysis for the proposed project.

In addition, the Port of San Francisco and the SFMTA contested in writing the findings of the report prepared by the San Francisco Civil Grand Jury in June 2014. In a letter dated August 15, 2014, the Port cited the creation of the Waterfront Transportation Assessment in 2012 as an example of coordination between the Port, SFMTA, other public agencies, development project sponsors, and community stakeholders on transportation and land use planning and identifying transportation options to respond to demands associated with future growth. Similarly, on August 12, 2014, the SFMTA acknowledged that future growth along the waterfront would add new demands on the transportation network; however, the SFMTA wholly disagreed with the

[6] Maximum load point refers to the stop along the specific transit route where the transit vehicle has the greatest passenger demand.

statements that transportation along the waterfront did not meet its needs and that the SFMTA was not addressing development on Port lands.

The cumulative transit analysis assumed implementation of a new route that would replace portions of the 22 Fillmore currently serving Potrero Hill and the Dogpatch (referred to as the 55 Dogpatch in a comment, and referred to in the EIR as Route XX). The new 55 Dogpatch route will be an extension of the existing 55 16th Street route. The SFMTA has been working with the community on the Dogpatch-Central Waterfront Transit Connections Study and the Muni Forward 16th Street Improvement Project to identify the route and service plan for the new 55 Dogpatch route. Implementation of the new route is anticipated to be in 2019.[7]

Comments on the quality of Muni service in the Potrero Hill area and vicinity are noted. As described above, both the 55 Dogpatch/Route XX route and the Central Subway project would enhance transit service in the project vicinity.

Implementation of an aerial cable-propelled transit system, such as that suggested in a few comments, would require a network of towers and stations that would require major citywide planning and coordination. Such an undertaking is beyond the scope of an individual project or a single project sponsor. The comments and website links will be forwarded to the SFMTA for its consideration. As described on EIR p. 4.E-57, other transit service, such as expansion of ferry and water taxi facilities and service are being pursued by the Port of San Francisco and the Water Emergency Transportation Authority (WETA) to enable regional water-based public transportation, to support current and future travel demand, and reduce vehicle trips.[8]

Comment TR-6: Loading Impacts

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Rick Hall, O-CAN-3
J.R. Eppler, O-PBNA2-18
Sean D. Angles, O-GPR2-9, and PH-Angles-7

"**The transportation study uses outdated data and is invalid**
"The package delivery factors used are off by a factor of 100." (*Rick Hall, Cultural Action Network, email, November 19, 2018 [O-CAN-3]*)

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7 Available: https://www.sfmta.com/projects/55-dogpatch

8 City and County of San Francisco, Mission Bay Ferry Landing and Water Taxi Landing, Final Mitigated Negative Declaration, June 18, 2018. Planning Department Case File No. 2017-008824ENV.

"(5) DELIVERY VEHICLE LOADING IMPACTS

"The Loading Demand analysis is not accurate. Delivery vehicle impacts are vastly understated by reliance on the outdated 2002 SF Guidelines that show only 81 daily delivery trips for 2682 residential units (or .03 deliveries per 1000 gsf)." (*Sean D. Angles, Grow Potrero Responsibly, letter, November 19, 2018 [O-GPR2-9]*)

"We haven't talked about delivery of vehicle loading impacts." (*Sean Angles, public hearing transcript, November 8, 2018 [PH-Angles-7]*)

"The Loading Demand analysis doesn't recognize potentially significant impacts and should be redone. Delivery vehicle use is vastly understated by reliance on the outdated *2002 SF Guidelines.* For example the DEIR states that there would be 80 deliveries a day for 2,622 units. Analysis in Appendix C shows 81 daily delivery trips for 2,682 residential units (or .03 deliveries per 1000 gross square feet). This amounts to roughly 3 deliveries per day for 100 units. No doubt this is because the SF Guidelines use studies done in the *Center City Pedestrian Circulation and Goods Movement Study (Wilbur Smith & Associates for San Francisco Department of City Planning)* which was published in September 1980.

"In the age of Amazon, Blue Apron, Caviar and a host of other delivery dependent services, reliance on 1980 loading demand data is extraordinarily misplaced." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-18]*)

Response TR-6: Loading

The impact of the proposed project on loading is presented in Impact TR-9, on EIR pp. 4.E-80 through 4.E-83; it includes a discussion of truck and service vehicle loading demand, accommodation of loading demand, move-in and move-out activities, and passenger loading/unloading activities. Analysis of the project variant is presented in Chapter 9. The analysis determined that the proposed project or project variant would adequately accommodate both commercial vehicle and passenger loading demand within onsite facilities and within on-street facilities within the project site, and loading impacts would be less than significant.

As described in Impact TR-9, the proposed project would provide both off-street loading spaces (i.e., truck loading docks) and on-street commercial loading spaces to support the commercial vehicle loading demand. A total of 54 loading spaces would be provided, of which 20 standard truck loading spaces would be within buildings and 34 commercial loading spaces would be located on-street within the project site. A minimum of one truck loading space would be provided within each building, with the larger residential buildings on Blocks 1, 7, and 13 containing two onsite loading spaces. The buildings on Blocks 2 and 3, envisioned to house laboratory/life sciences uses may include more and larger onsite truck loading docks, with larger loading dock entries to accommodate the larger trucks associated with these uses. In addition, the potential supermarket use on Block 5 may include more and larger loading docks to accommodate the specific delivery and trash removal needs. As described in Chapter 9, the project variant would provide 54 commercial loading spaces similar to the proposed project.

The *SF Guidelines* methodology for estimating truck and service vehicle loading demand assesses whether the peak loading demand could be accommodated within the proposed facilities, and considers the loading demand for the nine-hour period between 8 a.m. and 5 p.m. The loading demand does not take into account delivery trips that occur during the early morning (i.e., trash removal) or late in the evening (e.g., restaurant food delivery). These types of delivery trips are typically not accommodated onsite and generally occur outside of the peak commute periods when the number of pedestrians, bicyclists, transit and other vehicles is lowest. The use of the SF Guidelines rates for estimating loading demand is the best available information to estimate the demand for loading spaces during the peak hour of loading activities; the loading demand calculations were not modified in the 2019 SF Guidelines.

The comment that states that the package delivery factors are off by a factor of 100 is not accompanied with evidence supporting this claim. Buildings with multiple units, such as those in the proposed project, multiple residents are served with a single delivery trip (e.g., UPS delivers multiple packages to one building address at one time). For example, surveys of loading operations conducted in 2017 at the NEMA building at 8 Tenth Street (754 residential units and 12,500 square feet of ground floor retail) in San Francisco found that there were 14 trucks delivering a total of 365 packages. Thus, on average, there were 26 packages per truck delivery.[9]

As stated on EIR p. 4.E-29, the project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within the proposed onsite off-street loading facilities or within convenient on-street loading zones, and if it would create potentially hazardous conditions affecting traffic, transit, bicycles, or pedestrians, or significant delays affecting transit. As stated on EIR p. 4.E-81, during the peak hour of daytime loading activities, the project is projected to generate a demand for 42 loading spaces. As noted above, the proposed project would provide 54 loading spaces, which would exceed the estimated demand during the peak hour of loading activities by 12 spaces. As described in Chapter 9, the project variant would also provide 54 onsite and on-street loading spaces, which would exceed the estimated demand during the peak hour of loading activities by 11 spaces. Thus, even if there were more deliveries than estimated in the EIR, the loading supply for the proposed project or project variant could accommodate them.

At other times the demand for loading spaces would be less, and thus the number of loading spaces available during the non-peak hours of loading activities would be greater. Therefore, adequate loading supply would be available even if the number of truck trips to the site were to increase during the peak hour of loading activities or during non-peak hours. The proposed onsite and on-street loading facilities for the proposed project or project variant would be sufficient to accommodate the estimated loading demand.

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[9] CHS Consulting, 10 South Van Ness Avenue Development – Supplemental Transportation Study Memorandum – October 2018.

Comment TR-7: Transportation Mitigation Measures

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Patricia Maurice, A-Caltrans1-4
Commissioner Richards, PH-Richards-2

"***Lead Agency***

"As the Lead Agency, the City of San Francisco is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and Lead Agency monitoring should be fully discussed for all proposed mitigation measures." (*Patricia Maurice, California Department of Transportation, letter attachment, November 16, 2018 [A-Caltrans1-4]*)

"The other thing that is interesting from a transportation point of view that I actually really like is the fact that the project sponsor is going to fund capital -- expenditures for Muni to buy new buses, actually bringing people in and out of the new project that going to be metered based on the percent growth. I think that's an innovative and great thing. However, the issue that I have with that is there's no operating funds dedicated to that. So it's some mitigation measure that's not backed up by money to actually run the things. That concerns me. I think there needs to be coordination with MTA." (*Commissioner Richards, public hearing transcript, November 8, 2018 [PH-Richards-2]*)

Response TR-7: Transportation Mitigation Measures

None of the project's planned improvements or mitigation measures in the EIR would occur on Caltrans right-of-way, and therefore, there is no need to identify the project's fair share contribution, financing, scheduling, or implementation responsibilities for any projects on Caltrans right-of way.

The commenter is correct in stating that Mitigation Measures M-TR-4, Increase Capacity on the Muni 22 Fillmore and 48 Quintara/24th Street Routes (pp. 4.E-68 through 4.E-69), would enable the SFMTA to provide additional buses to accommodate increased ridership demands generated by the proposed project. As stated in the mitigation measure on EIR p. 4.E-68, the SFMTA would need to identify funding to pay for the additional operating costs associated with operating increased service made possible by the increased bus fleet, and the planning department did coordinate with SFMTA in the developing and determining the feasibility of this mitigation measure. However, as stated on EIR p. 4.E-69, due to the uncertainty at this time of the SFMTA obtaining funding for operating costs for increased service, the impact of the proposed project on transit would remain significant and unavoidable with mitigation.

Comment TR-8: Proposed Project TDM Plan

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

J.R. Eppler, O-PBNA2-12

"The TDM Plan for the project is not adequate and once build-out begins, there will be a significant time lag between annual transportation monitoring reports and any required increase in TDM measures, allowing 30 months to improve performance. At the end of the 30 months there would be another opportunity to demonstrate improvements. As a result several years could pass before effective measures would be implemented." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-12]*)

Response TR-8: Proposed Project TDM Plan

The commenter does not specify why the TDM Plan is not adequate and may be confusing the implementation of Mitigation Measure M-TR-5, Implement Measures to Reduce Transit Delay, with the implementation of the proposed project's TDM Plan. As described in Chapter 2, Project Description, p. 2-29, finalization and implementation of a TDM Plan approved by the planning department and SFMTA is included as part of the proposed project to support sustainable land use development. A working draft of the TDM Plan is included in the EIR in Appendix C. The draft TDM Plan includes measures that are consistent with measures identified as part of the TDM Program Standards Appendix A, as well as additional TDM strategies specific to the project. The draft TDM Plan includes TDM measures to prioritize pedestrian and bicycle access and implement measures to encourage alternative modes of transportation and to support a dense, walkable, mixed-use, transit-oriented development that prioritizes safety. The TDM measures within the proposed TDM Plan are summarized on EIR pp. 4.E-33—4.E-34.

The Potrero Power Station draft TDM Plan is currently being refined and will include additional details regarding each measure, as well as the implementation, monitoring and reporting program for the TDM Plan, and the TDM Plan would also be applicable to the project variant. This draft TDM Plan will be reviewed and approved by the SFMTA and the planning department prior to the Planning Commission's taking an approval action on the project. The final TDM Plan will be attached to the project's development agreement that would require approval by the San Francisco Board of Supervisors. Based on similar TDM plans for large development projects, such as the Pier 70 and India Basin developments, implementation of the physical elements of the project's TDM Plan would be initiated prior to issuance of the first certificate of occupancy. Annual monitoring of the daily and p.m. peak period vehicle trips would be initiated within one year of issuance of the project's first certificate of occupancy. Thus, the physical TDM measures included in the project's TDM Plan would be in place at the initiation of occupancy of the first phase of the proposed project, and performance of the TDM Plan would be monitored annually.

The 30-month period that the commenter refers to is not related to the monitoring requirements of the TDM Plan, but instead refers to the additional monitoring requirement included as part of Mitigation Measure M-TR-5, Implement Measures to Reduce Transit Delay (EIR pp. 4.E-72 through 4.E-74). This mitigation measure specifies a standard that limits the number of project-generated vehicle trips during the p.m. peak hour to a maximum of 89 percent of the EIR-estimated values of each of the phases of project development. The mitigation measure requires that, if the number of vehicles traveling to and from the project site exceeds the amount specified for the phase, the project sponsor shall implement additional measures to achieve the standard. The project sponsor then has 30 months to demonstrate that the additional implemented measures provide a reduction in vehicle trips that allows the project to meet the performance standard. The 30-month period identified in the mitigation measure to demonstrate effectiveness of any additional measure(s) was selected because it provides sufficient time for the new measure(s) to become effective. This requirement would not replace the annual monitoring of the TDM Plan.

Comment TR-9: Proposed Project Shuttle Service

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

J.R. Eppler, O-PBNA2-8

"The full details and extent of the Proposed Project's private shuttle service, as well as coordination with the Pier 70 shuttle, have not been determined so it is impossible to gauge its effectiveness in supplementing public transit." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-8]*)

Response TR-9: Shuttle Service

The proposed project's shuttle service is a key component of the project's TDM Plan, and it was developed in coordination with the SFMTA and the planning department. Adequate information on the proposed shuttle operations (e.g., route, stops, hours of operation, service frequency during the peak hours, as presented on EIR p. 2-29 and p. 4.E-31) was provided by the project sponsor, and therefore the shuttle service was considered as part of the proposed project (i.e., it was not a mitigation measure) and was included in the travel demand estimates and transportation impact analysis. Prior to implementation of shuttle operations, the shuttle program would be reviewed by the SFMTA and the planning department as part of the TDM Plan review so that the shuttle operations are implemented considering the transportation network conditions at that time (e.g., location of stops, streets that the shuttle runs on, and hours of operation). The proposed shuttle service would also be applicable to the project variant.

As stated on EIR p. 4.E-31, when the proposed project roadway network connects with the planned Pier 70 Mixed-Use District project's street network, it may be possible to connect the project's shuttle service with the shuttle service that the Pier 70 Mixed-Use District project will provide. However, the project impact analysis assumed that the proposed project shuttle service would be provided regardless of similar service planned for the Pier 70 development site, and did not assume integration with the planned Pier 70 shuttle. The timing of possible integration with the Pier 70 shuttle would depend on the actual buildout of the transportation network within the project site and at the Pier 70 project site, and in particular construction and connection of Maryland Street on both sites. Within the project site, the segment of Maryland Street that connects with the Pier 70 site would be constructed as part of the third phase of project construction, which for the proposed project would occur between 2025 and 2028 (see Figure 2-25, Proposed Project Phasing Plan, on EIR p. 2-51 and Table 2-2, Approximate Construction Schedule by Phase, on EIR p. 2-52) and for the project variant would occur between 2026 and 2029 (see Chapter 9, Figure 9-23, Project Variant Construction Phasing Plan and Table 9-3). Any changes to the proposed shuttle service, including integration with the Pier 70 shuttle, would need to be reviewed and approved by SFMTA and the planning department as part of the project's TDM Plan review that would occur prior to each phase of development. Items for consideration by the SFMTA and the planning department in determining whether the shuttle services should be integrated would include, but would not be limited to, the actual shuttle operations at that time, actual and projected ridership levels, and status of possible extension of Muni route(s) into the sites, such as the planned 55 Dogpatch route. Please see Chapter 9, Project Variant, in this Responses to Comments document for the project variant's proposed transit shuttle plan, which would also include an interim shuttle stop on 23rd Street to be used until the Muni 55 Dogpatch service begins.

Shuttle bus service is identified in the City's TDM Program Standards Appendix A[10] as a high occupancy vehicle measure, and is among the TDM measures that are most effective in supporting sustainable transportation in San Francisco. Development projects providing shuttle bus service would encourage residents, visitors, tenants and employees to use sustainable transportation options, and may also indirectly encourage trips by public transit by offering first and last-mile connections, which enable residents, visitors, tenants and employees to make longer transit-based trips. Free shuttle services, such as the one proposed for the project, have been implemented as part of numerous projects in San Francisco (e.g., the Mission Bay TMA shuttles, UCSF shuttles) and have demonstrate their effectiveness in reducing vehicle trips, encouraging transit use, and supplementing existing Muni routes.[11]

[10] San Francisco TDM Program Standards Appendix A, June 2018. Available at: http://default.sfplanning.org//tdm/TDM_Measures.pdf

[11] Review of the Mission Bay Transportation Management Agency (TMA) transportation surveys conducted in 2012, 2013 and 2014 as part of the Event Center and Mixed-use Development at Mission Bay Blocks 29-32 EIR indicated a transit mode (including TMA shuttles) of more than 60 percent while the transit mode for the SF Guidelines Superdistrict 3 in which the site is located in was 20 percent. (Event Center and Mixed-use Development at Mission Bay Blocks 29-32 SEIR, Appendix TR, page TR-41).

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11.G Noise

The comments and corresponding responses in this section cover topics in EIR Section 4.F, Noise and Vibration. These include topics related to:

- Comment NO-1: Noise Impacts

Comment NO-1: Noise Impacts

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

Sean D. Angles, O-GPR2-10

"(6) NOISE AND VIBRATION

"This projects [*sic*] adds substantial increase in ambient noise levels despite noise control measures.

"Increased traffic will be a substantial and permanent increase in ambient noise." (*Sean D. Angles, Grow Potrero Responsibly, letter, November 19, 2018 [O-GPR2-10]*)

Response NO-1: Noise Impacts

This comment states that the project would increase ambient noise levels and is consistent with EIR Section 4.F and Section 9.C.6, which identifies substantial temporary and permanent noise increases that would result from project and project variant construction and operation (including traffic noise increases). However, some noise increases would be reduced to less-than-significant levels with implementation of specified noise control measures (i.e., impact would be less than significant with mitigation), while other impacts would not be reduced to less-than-significant levels even with specified measures (i.e., impact would be significant and unavoidable with mitigation).

The EIR's determination of noise impacts before and after implementation of specified noise controls for both the proposed project and project variant are summarized as follows:

- **Construction Impacts.** Temporary noise increases due to project construction would be significant when compared to the Noise Ordinance standards but would be reduced to less-than-significant levels with implementation of noise controls specified in Mitigation Measure M-NO-1, Construction Noise Control Measures (Impact NO-1, ***less than significant with mitigation***). However, when compared to the "Ambient + 10 dBA" standard, significant construction-related noise increases at proposed on-site (project) and planned off-site (Pier 70) noise-sensitive receptors[1] would not necessarily be reduced to less-than-significant levels with implementation of these noise controls. Although most construction-related noise levels could

[1] The Federal Transit Administration's standard of 90 dBA would also be exceeded at some future planned Pier 70 receptors.

be reduced to less-than-significant levels (i.e., below applied standards), the determination of ***significant and unavoidable*** was made only because feasibility of the quieter, alternative pile driving methods in all areas cannot be determined at this time (Impact NO-2). Similarly, cumulative construction-related noise increases from concurrent construction of the proposed project or project variant and Pier 70 project could result in significant temporary cumulative noise increases that would not necessarily be reduced to less-than-significant levels with these noise controls. Again, most cumulative construction-related noise levels could be reduced to less-than-significant levels (i.e., below applied standards), but the determination of ***significant and unavoidable*** was made only because of the uncertain feasibility of using alternative pile driving methods (Impact C-NO-1).

- **Operational Impacts.** Long-term noise increases associated with operation of stationary equipment on the project site would be significant at proposed on-site (project) and planned off-site (Pier 70) noise-sensitive receptors but would be reduced to less-than-significant levels with implementation of noise controls specified in Mitigation Measure M-NO-5, Stationary Equipment Noise Controls (Impact NO-5, ***less than significant with mitigation***). However, project-related traffic increases would result in substantial permanent increases in ambient noise levels (up to 18.8 dBA at times) on the following seven street segments, a significant noise impact:

  – Illinois Street between 20th and 22nd streets (adjacent to Pier 70 site)
  – Illinois Street between 22nd Street and Humboldt Street (adjacent to project site)
  – 22nd Street east of Illinois Street (at the project site and Pier 70 boundaries)
  – 22nd Street between Third and Illinois streets (adjacent to the project site)
  – Humboldt Street east of Illinois Street (on the project site)
  – 23rd Street east of Illinois Street (at southern project boundary)
  – 23rd Street between Third and Illinois streets (adjacent to the project site)

  Implementation of vehicle trip reduction measures (Mitigation Measure M-TR-5, Implement Measures to Reduce Transit Delay) would not reduce project-related traffic noise increases to a less-than-significant level and therefore, traffic noise increases on these segments would likely continue to be ***significant and unavoidable*** because there are no other feasible measures that could further reduce project-related vehicle trips and consequent traffic noise (Impact NO-8). Similarly, significant cumulative traffic noise increases (up to 18.3 dBA at times) could occur on up to 28 street segments, and implementation of these vehicle trip reduction measures would not reduce cumulative traffic noise increases to a less-than-significant level on 23 of these street segments. Therefore, cumulative traffic noise increases on these 23 segments would likely continue to be ***significant and unavoidable*** because there are no other feasible measures that could further reduce cumulative vehicle trips and associated traffic noise (Impact C-NO-2).

  With respect to the streets on the project site, future with-project and cumulative traffic noise levels along the sections of 22nd, Humboldt, and 23rd streets east of Illinois Street and along the section of Illinois Street adjacent to the project site are considered to be Conditionally Acceptable for residential, childcare, and hotel uses, a significant impact. However, with the required incorporation of noise attenuation measures, as specified in Mitigation Measure M-NO-8, Design of Future Noise-Sensitive Uses, these project and cumulative impacts would be reduced to less-than-significant levels (Impacts NO-8 and C-NO-2, ***less than significant with mitigation***).

11.H Air Quality

The comments and corresponding responses in this section cover topics in Draft EIR Section 4.G, Air Quality. These include topics related to:

- Comment AQ-1: Air Pollutant Emissions

Comment AQ-1: Air Pollutant Emissions

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Sean D. Angles, O-GPR2-11
Carol Sundell, I-Sundell-4

"(7) AIR QUALITY

"Construction will generate air pollution at unacceptable levels that violate air quality standards.

"Traffic and operations from the development would result in substantial and permanent increases in air pollutants that would violate air quality standards, and cumulatively impact regional air quality." (*Sean D. Angles, Grow Potrero Responsibly, letter, November 19, 2018 [O-GPR2-11]*)

"3. Please consider the Dog Patch and Potrero Hill neighborhoods who have been greatly impacted by numerous current developments w/o much consideration to how it effects the current residents in many negative ways...not to mention the pollution of 2 freeways." (*Carol Sundell, email, November 16, 2018 [I-Sundell-4]*)

Response AQ-1: Air Pollutant Emissions

These comments state that construction and operation of the proposed project would result in increases in air pollutant emissions. The EIR Section 4.G analyzes construction (pp. 4.G-34 through 4.G-37) and operational (pp. 4.G-47 through 4.G-50) air quality impacts of the proposed project and concludes that the project would generate criteria pollutant emissions that would exceed emissions thresholds established by the Bay Area Air Quality Management District resulting in a significant impact to air quality. Overall (construction and operational) criteria pollutant emissions are identified on EIR page 4.G-46 as significant and unavoidable after inclusion of all feasible mitigation, which includes Mitigation Measure M-AQ-2f that would offset project emissions. The EIR also analyzed the project variant and reached the same conclusions for these impacts (see Chapter 9, Section 9.C.7).

With respect to the request to consider impacts to the Dog Patch and Potrero Hill neighborhoods which "have been greatly impacted by numerous current developments … [and] 2 freeways," the Draft EIR has considered such impacts. Impacts from roadway-related pollutants are discussed on

EIR page 4.G.12, and major roadway contributing to air pollution in the surrounding neighborhood are identified on EIR page 4.G-15. As stated on page 4.G-14 of the EIR, "Existing sensitive receptors evaluated in this EIR include a representative sample of known residents (children and adults) in the surrounding neighborhood, and other sensitive receptors (school children, hospital/nursing home patients) located in the surrounding community and along the expected travel routes of the on-road delivery and haul trucks." The analysis specifically included Dogpatch Alternative School, Potrero Kids daycare, La Piccola Scuolo Italiana, and Friends of Potrero Hill Nursery School.

The mitigated condition in the health risk assessment for offsite receptors assumes the mitigated emissions from both the Pier 70 Mixed-Use District project and the proposed project, and it includes emission reductions quantified for Mitigation Measures M-AQ-2a (Construction Emissions Minimization) and M-AQ-2b (Diesel Backup Generator Specifications). As indicated in Table 4.G-14 (for the proposed project) and Table 9-10 (for the project variant), implementation of Mitigation Measure M-AQ-2a would be sufficient to reduce this impact at offsite receptors to a less than significant level. Therefore, the residual excess cancer risk impact would be *less than significant with mitigation* for offsite receptors, including residents of the Dogpatch and Potrero Hill neighborhoods.

11.I Shadow

The comments and corresponding responses in this section cover topics in EIR Section 4.H, Wind and Shadow. These include topics related to:

- Comment SH-1: Adequacy of Analysis

Comment SH-1: Adequacy of Analysis

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Rick Hall, O-CAN-5
J.R. Eppler, O-PBNA2-19
Katherine Doumani, I-Doumani-2, and PH-Doumani-3
Rodney Minott, I-Minott-4
Pamela Wellner, I-Wellner-3
Ron Miguel, PH-Miguel-2

"**Shadowing and open space cannot be properly defined and thus properly evaluated in the EIR**

"The flawed initial scoping of the EIR and its alternatives referenced above preclude proper EIR analysis of shadowing and open space." (*Rick Hall, Cultural Action Network, email, November 19, 2018 [O-CAN-5]*)

"Shadowing impacts on open space, nearby buildings and public space are potentially significant and demand further analysis.

"Planned public open space will be greatly impacted by shadowing, nearly year-round. Pervasive shade will greatly diminish the comfort and usability of open space onsite and at Pier 70. Shadowing diagrams show deep shadowing over much of the project and nearby area for much of the year. However, in analyzing shadow impacts, the DEIR erroneously concludes, "the proposed project would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas".

"Not only are impacts to planned public areas onsite and at Pier 70 not considered; neither are impacts to the existing Bay and shoreline, nearby sidewalks or Bay Trail.

"The Project's proposed street grid, height and massing of buildings will result in substantial shadowing of lower buildings as well and potentially limit Forest City's flex buildings along 22nd Street to office uses instead of housing, an undesirable outcome that will skew the jobs-housing balance and increase transportation impacts there.

"Since shadowing of planned onsite open space appears to be significant it must be considered in the EIR, along with mitigations. These mitigations could be provided in the design with height reductions, orienting planned open space from north to south to optimize sunlight, and larger breaks between buildings. There is no discussion of this anywhere in the alternatives analysis or elsewhere in either the DEIR or D4D. A good example of what should be considered is articulated in the *Urban Design Guidelines*:

- *Orient and design publicly accessible open space to maximize physical comfort. Consider solar orientation, exposure, shading, shadowing, noise, and wind.*
- *Mass buildings to minimize shadow impacts on residential areas, lower buildings, parks, and open space."*

(*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-19]*)

"**Shadowing Studies:**

"Because of the east-west orientation of the central Power Station project and unbroken massing of buildings throughout, much of the open space is in shadow, and vistas of historic resources and the Bay are Obscured.

"• As shadowing appears significant, mitigations must be considered. These could be provided in design with building height reductions, setbacks and air given to buildings with plazas, creative cutaways, open site [*sic*] lines, less blocky sitings and streets that don't follow a simple grid. Also, orienting buildings and planned open space from north to south to optimize sunlight, with much larger breaks between buildings." (*Katherine Doumani, email, November 11, 2018 [I-Doumani-2]*)

"In terms of shadowing, because the east-west orientation of the Central Power Station Project is unbroken, massing of the buildings throughout, much of the open space is in shadow, and vistas of historic resources and the bay are obscured.

"When shadowing appears significant, mitigations must be considered. These should be provided in design with building height reductions, setbacks, and air given to buildings with plazas, creative cutaways, open sight lines, less blocky sitings, and streets that don't follow a simple grid, also, orienting buildings and planned open space from north to south to optimize sunlight and with much larger breaks between the buildings." (*Katherine Doumani, public hearing transcript, November 8, 2018 [PH-Doumani-3]*)

"– **Major Shadowing of Open Spaces.** The recreational space planned for this project will be minimal and much of the open space will be compromised by shadowing from overly tall buildings." (*Rodney Minott, email, November 16, 2018 [I-Minott-4]*)

"***Major Shadowing of Open Spaces.** The recreational space planned for this project will be minimal and much of the open space will be compromised by shadowing from overly tall buildings." (*Pamela Wellner, email, November 18, 2018 [I-Wellner-3]*)

"My second point, shadowing, concerns the densities and heights noted in the proposed alternatives, particularly the preferred alternative. Although not specifically under the San Francisco General Plan, Urban Design Element, or the Central Waterfront Plan as to park and open space shadowing, those concepts and arguments must remain valid.

"Under certain of the alternatives, even shadowing between buildings also becomes a problem. I appreciate that the D4D has been released simultaneously, and I'll have more specific remarks as to that at a later date. However, I do not believe the DEIR sufficiently explores shadowing in any of the alternatives.

"These two points inevitably lead to orientation, density, and building heights. I'm not opposed to heights, and I know we need more density. However, I believe that the DEIR alternatives do not sufficiently explore the effect that this density will have on the extended community and its resources." (*Ron Miguel, public hearing transcript, November 8, 2018 [PH-Miguel-2]*)

Response SH-1: Adequacy of Analysis

Comment O-CAN-5 refers to another of the same commenter's contentions, O-CAN-1—that the project site is too large to permit proper analysis. This comment ties that contention to the EIR's analysis of shadow and open space but provides no specifics as to any alleged inadequacy in the analysis. Accordingly, no specific response can be provided. Please see the response to Comment G-2 in Section 11.A concerning the commenter's overall contention regarding the EIR's adequacy.

The remaining comments state that the EIR fails to fully analyze shadow that the project would cast on the project site, itself, and its planned onsite open spaces, as well as on the adjacent Pier 70 project; that such shadow would result in a significant impact (contrary to the EIR's conclusion), and that shadow on project open spaces—resulting in large part from the orientation of the project's street grid and buildings—would adversely affect the project's open spaces and must be mitigated through means such as building height reductions and setbacks, reorientation of buildings, and greater spacing between buildings. One comment states that project shadow would cause buildings on 22nd Street in the adjacent Pier 70 (Forest City) Mixed-Use District project to be developed as non-residential use. Another comment states that the inadequacy of shadow effects extends to the EIR's alternatives analysis.

EIR Section 4.H, Wind and Shadow, sets forth the parameters of the shadow analysis. "The purpose of this analysis is to inform decision-makers of the potential effects of the proposed project's shadow on existing public parks and publicly accessible open spaces, and to determine whether or not the project would create new shadow that would substantially affect the use and enjoyment of these facilities, a significant impact under CEQA" (EIR p. 4.H-28). That is, consistent with San Francisco's CEQA initial study checklist, the EIR's impact analysis is limited to effects on existing open spaces. The EIR also provides information on the project's shadow effects on planned open spaces, both on and near the project site—including at the Pier 70 project site—but this is provided for informational purposes, and not as part of the CEQA impact analysis. As explained on EIR p. 4.H-66, "Because none of the onsite open spaces would exist but for the proposed project, the CEQA analysis covers impacts of a project on existing conditions, and not on elements of the project itself. Therefore, there is no shadow impact, under CEQA, to these open spaces, which do not currently exist." Shadow impacts on existing open spaces were determined to be less than significant; therefore, under CEQA, no mitigation is required. This analysis was also conducted for the project variant (see Chapter 9, Section 9.C.9), which reached the same conclusions.

The figures accompanying the shadow analysis in Sections 4.H and 9.C.9 do illustrate shadow on both existing and planned open spaces. In particular, Figures 4.H-8 through 4.H-23, beginning on page 4.H-31, illustrate shadow conditions with implementation of the proposed project and depict shadow on project open spaces, including Waterfront Park, Louisiana Paseo, and Power Station Park. These figures also show project shadow on existing off-site open spaces, including Woods Yard Park (22nd and Minnesota Streets), Angel Alley and the 1201 Tennessee Street Mid-Block Walkway (Tennessee Street between 22nd and 23rd streets), and shadow on the existing Bay Trail route on Illinois Street and the planned Bay Trail route along the San Francisco Bay shoreline that would be developed as part of the proposed project. A narrative description of project shadow on the project's planned open spaces appears on EIR p. 4.H-66. As explained therein, both Louisiana Paseo and Power Station Park would be shaded throughout much of the day and much of the year, while Waterfront Park would be in sunlight in the morning year-round and subject to increasing shadow in the afternoon throughout the year.

Figures 4.H-24 through 4.H-39, beginning on p. 4.H-50, likewise depict project shadow under cumulative conditions, with implementation of the adjacent Pier 70 Mixed-Use District project and include project shadow that would be cast on Pier 70 open spaces.

The decision-makers will review the shadow analysis as part of their consideration of the proposed project. Design alterations, including suggestions made by the commenters, such as building height reductions and setbacks, reorientation of buildings, and greater spacing between buildings, could be considered as part of these deliberations, should the decision-makers determine that such revisions have merit.

Regarding how shadow effects on the Pier 70 project buildings on 22nd Street would result in those buildings being used for commercial rather than residential development, this comment does not address the adequacy or accuracy of the EIR. As can be seen in cumulative shadow Figures 4.H-24 through 4.H-39, buildings on the Pier 70 project site would, themselves, shade the buildings along 22nd Street.

Concerning the shadow analysis of project alternatives, the EIR provides a qualitative analysis of the comparative shadow impacts of each alternative relative to those of the proposed project (see EIR pp. 6-88 through 6-89, and Table 6-6, p. 6-120). Consistent with the state CEQA Guidelines, the analysis of effects of each alternative is less detailed than that of the proposed project. This is particularly warranted in the case of a topic such as shadow, for which the EIR identified no significant effects of the proposed project, given that "the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project" (CEQA Guidelines section 15126.6(b)).

In summary, the EIR adequately analyzes shadow effects of the proposed project and of the project variant on existing open spaces, adequately analyzes shadow effects of project alternatives, and also provides information concerning project shading on planned open spaces, including those proposed as part of the project.

11.J Hydrology and Water Quality

The comments and corresponding responses in this section cover topics in EIR Section 4.J, Hydrology and Sea Level Rise. These include topics related to:

- Comment HY-1: Flooding

Comment HY-1: Flooding due to Sea Level Rise

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

Sean D. Angles, O-GPR2-3

"1. FLOODING

"FLOODING: "NONE REQUIRED"

"I'm opposed to all conclusions of "NONE REQUIRED" for the bayside elevation zero development at the Potrero Power Plant.

"This EIR report is based on obsolete data as current neighbors observe the new and accelerating flooding along The Embarcadero and our bayside waterfront neighborhoods.

"I ask, "What world do San Franciscans live in surrounded on three sides by water? Was this draft EIR report written by incompetent out-of-state climate global warming denialist?"

"You, the planning officers, and the commissioners, need to decide now how to mitigate global warming impacts and to solve for imminent flooding at future development sites located along the sea level elevations. If you ignore the overwhelming scientific predictions of imminent rapid sea level rise --that will flood Potrero Power Plant -- you will negligently exposure [*sic*] San Francisco citizens to predictable flooding, massive property losses and unfunded mitigation solutions. In this decision, I urge you to consider if you would be willing to accept your own personal financial responsibility to pay for future property losses due to predictable flooding at this bayside elevation zero flood zone. Luckily, you aren't personally responsible; however, you will expose all of us to an unnecessary imminent loss if a new development is approved at this future flood site without expensive prerequisite preparations to this site.

"I urge you to HALT this project until fresh studies can assess the impacts of future flooding based on new climate models." (*Sean D. Angles, Grow Potrero Responsibly, letter, November 19, 2018 [O-GPR2-3]*)

Response HY-1: Flooding due to Sea Level Rise

Global sea level rise is expected to increase the severity of flooding in existing coastal flood hazard areas and to expand the areas that will be exposed to coastal flooding in the future. The California Supreme Court has determined that CEQA does not *generally* require lead agencies to consider how environment hazards such as flooding might impact a project's users or residents, except

where the project would exacerbate an existing environmental hazard.[1] Accordingly, hazards resulting from a project that places development in an existing or future flood hazard area are not considered impacts under CEQA unless the project would exacerbate the flood hazard. A project could exacerbate existing or future coastal flood hazards if the *project* would increase the frequency or severity of flooding or cause flooding in an area that would not be subject to flooding without the project.

Impacts related to sea level rise are addressed in EIR Section 4.J, Hydrology and Water Quality. The discussion provided under the heading "Sea Level Rise" (pp. 4.J-9 through 4.J-11) summarizes the best science currently available on sea level rise affecting San Francisco for both CEQA and planning purposes. The most current science includes The National Research Council's (NRC) 2012 report, *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future* (the National Research Council Report) and also the Ocean Protection Council's *State of California Sea-Level Rise Guidance: 2018 Update*, which is referenced by the San Francisco Bay Conservation & Development Commission in Comment A-BCDC-2, corroborating the validity of this reference document. Sea level rise projections developed by both the National Research Council (NRC) and the Ocean Protection Council in cooperation with the California Natural Resources Agency estimates that under worst case conditions, sea levels could rise by up to 66 inches along the California coast by the year 2100. When storm surge is considered in combination with 66 inches of sea level rise, water elevations at the project site could temporarily reach an elevation 15.4 feet North American Vertical Datum of 1988 (NAVD88).

As discussed in EIR Impact HY-5 (p. 4.J-56) and in Chapter 2, Project Description (Section 2.E.10, p. 2-47), the proposed project would include raising elevations at the shoreline by 3 to 7 feet and filling the majority of the low lying areas of the site to be resilient to sea level rise. The minimum elevation would be 17.5 feet NAVD88, which is above the projected worst-case future flood levels estimated by both the NRC and Ocean Protection Council. The finished floor elevation of all proposed development would also be set at an additional 1-foot above this elevation (18.5-feet NAVD88). The low-lying area around the Unit 3 Power Block and Boiler Stack would not be raised, but would be equipped with a local pump station and backflow prevention device to protect against inundation due to sea level rise. Further, the wharf deck for the recreational dock would be at an elevation of 17.5 feet NAVD88, also above the future flood level, and the floating dock would accommodate rising sea levels.

Therefore, the EIR does not ignore the potential effects of sea level rise. The EIR considers the best and most current science available and determined that the project would not exacerbate future flood hazards related to sea level rise and that the project would be designed to be resilient to sea level rise that could occur by 2100. As concluded in Impact HY-5 (p. 4.J-57), the project's impacts related to future flooding would be less than significant under CEQA because none of the project features would change bay circulation patterns, the configuration of the shoreline, or stormwater discharges in a way that would substantially change future flood flow patterns, or increase the potential for coastal erosion at the project site or in the vicinity.

[1] *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369.

As discussed on EIR p. 9-90, like the proposed project, the project variant would raise the elevation of the entire waterfront portion of the project site above the existing 100-year flood elevation and above the projected worst-case future flood elevation in 2100 estimated by the National Research Council and would include construction of shoreline protection improvements to protect the waterfront from the damaging effects of wave action. The only difference between the proposed project and the project variant is that under the variant, a portion of the wharf deck is lowered to meet ADA requirements and would be constructed at an elevation of 11.5 feet NAVD88, which is below the 15.4 feet NAVD88 scenario described above for the year 2100 in combination with storm surge. In the future, the project sponsor would modify or remove this lower portion of the wharf deck as necessary to provide protection against sea level rise. Like the proposed project, flooding impacts under the project variant at both a project-specific and cumulative level would be less than significant.

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11.K Alternatives

The comments and corresponding responses in this section cover topics in EIR Chapter 6, Alternatives. These include topics related to:

- Comment ALT-1: CEQA Adequacy
- Comment ALT-2: Range of Alternatives

Comment ALT-1: CEQA Adequacy

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

Andrew Wolfram, A-SFHPC-2

"• The HPC agreed that the DEIR analyzed an appropriate range of preservation alternatives to address historic resource impacts. Further, the HPC appreciated that the preservation alternatives avoided some or all of the identified significant impacts, that they also met or partially met the project objectives and that they explored similar development programs as the proposed project." (*Andrew Wolfram, San Francisco Historic Preservation Commission, Comment Type letter, November 2, 2018 [A-SFHPC-2]*)

Response ALT-1: CEQA Adequacy

The EIR preparers acknowledge the comment, which states that the range of preservation alternatives analyzed in the EIR is appropriate and that all of the preservation alternatives at least partially meet the project objectives.

Comment ALT-2: Range of Alternatives

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

Rick Hall, O-CAN-4, and PH-Hall-4
Alison Heath, O-GPR1-1, and PH-Heath-1
J.R. Eppler, O-PBNA1-1, and O-PBNA2-33
Mike Buhler, O-SFH-1, and O-SFH-4
Peter Linenthal, O-PHAP1-5, O-PHAP2-5, and PH-Linenthal-5
Katherine Doumani, I-Doumani-1
Rodney Minott, I-Minott-2, and I-Minott-5
Katherine Petrin, PH-Petrin-2
Commissioner Richards, PH-Richards-3, PH-Richards-5, and PH-Richards-7

"**The reduced density alternative scoping is biased.**

"All alternatives are solely based on historical resource alternatives and scoped in a manner to make them all infeasible and thus only support the sponsor's proposed project. No reduced density project was scoped, although many are available that would have lower environmental impact and still be economically feasible." (*Rick Hall, Cultural Action Network, email, November 19, 2018 [O-CAN-4]*)

"This DEIR neglects to provide a realistic reduced impact option that -- it appears to be scoped by the develop- -- to essentially make the developer's preferred option the only viable project.

"Now, I understand it was all done with regard to historic preservation, but what about an alternate that is a reduced density alternate and not just based on historic preservation issues? I mean, the project itself ends up unavoidably impacted. Doesn't need to." (*Rick Hall, Cultural Action Network, public hearing transcript, November 8, 2018 [PH-Hall-4]*)

"The Draft EIR's range of alternatives is not adequate or reasonable.

"There are aspects of each *Partial Preservation* alternative that could mitigate some impacts on historic resources, however they all fail to properly prioritize the most significant structures, preserving the Boiler Stack and Unit 3 while sacrificing more significant resources. The two *Full Preservation* alternatives have impediments that would likely render them infeasible. Viable alternatives must be in place to save the most important structures, in an appropriate context with ample open space and vistas." (*Alison Heath, Grow Potrero Responsibly, letter, October 16, 2018 [O-GPR1-1]*)

"Under CEQA, an EIR must study feasible alternatives that will lessen the environmental impacts of the project. The range of project alternatives in this Draft EIR is not adequate or reasonable.

"Every alternative has been burdened with inherent flaws that limit their feasibility and ability to mitigate significant impacts. The range of alternatives should have included a reduced density alternative.

"This was requested during scoping, specifically, an alternative with similar height and zoning controls as those approved for the Pier 70 mixed-use development under Forest City. Instead, a reduced program alternative was analyzed. This is not the same thing as a reduced density alternative. It retains roughly the same density and amount of open space as the proposed project, and simply lops off the top third of the buildings.

"Historic buildings lack appropriate context with ample open space and vistas, and almost all of the open space would be deeply shadowed by buildings as tall as 200 feet, limiting much needed recreational opportunities.

"Although the reduced program alternative is identified as environmentally superior, the Planning Department already stated at the HPC hearing that it would not meet some project objectives. My guess is that it will ultimately be deemed infeasible.

"Other alternatives include a full preservation alternative with similar program that is extremely dense and tall, with zero reduction in transportation, noise, air quality, and wind impacts. Shadowing would be much worse, and open space and the integrity of historic buildings would be severely compromised. Each partial preservation alternative might mitigate some impacts on historic resources, but none adequately reduces other significant impacts.

"And as far as historic preservation goes, they all fail miserably, prioritizing the 1965 Stack and Unit 3 over the most historically significant structures.

"So by default, we're left with the proposed project -- a poorly designed development providing few community benefits, a project that will obliterate a precious part of our waterfront history and permanently impact our quality of life.

"We urge the Planning Department and OEWD to work together with us and Associate Capital to develop a more reasonable alternative that adequately addresses significant impacts and provides a real and lasting benefit to our community." (*Alison Heath, public hearing transcript, November 8, 2018 [PH-Heath-1]*)

"The Potrero Boosters Neighborhood Association (the "Boosters") has been working with Associate Capital, project sponsors for the Potrero Power Station, on achieving creative ways to adequately acknowledge the history present on the Power Station site. Unfortunately, the alternatives presented in the Power Station Draft EIR fail to adequately achieve any reasonable preservation goals." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter, October 17, 2018 [O-PBNA1-1]*)

"**XIII. The Range of Project Alternatives**

"The range of project alternatives considered in the DEIR is not adequate or reasonable. Viable alternatives should have been considered that would save the most important historic structures, as well as reduce transportation, noise, air quality, wind and shadowing impacts. Given the acknowledged deficit of recreational facilities in the area, and stated project objectives to provide active uses, better consideration should be given to the quality and quantity of open space and recreation opportunities provided onsite. None of the proposed alternatives provided any additional open space than the Preferred Project, a serious omission.

"A *Reduced Density Alternative* should have been included and was not. This was requested in Scoping comments. A reduced height and density alternative would analyze a project under similar height and zoning controls as those approved for the Pier 70 mixed-used development under Forest City. Because of the east-west orientation of the central Power Station Park and unbroken massing of buildings throughout, much of the open space is in shadow, and vistas of historic resources and the Bay are obscured. The proposed project stands in stark contrast to Pier 70. An alternative should be considered that matches and complements Forest City's development in height and density; but also its awareness of the context of historic structures, fine grained massing of buildings, open sightlines, midblock passageways, and streets that don't follow a simple grid. Additional consideration should be given to reduce parking as a means to reduce impacts from private vehicles.

"The *Full Preservation Alternative with Reduced Program* (Alternative B) has been identified as the Environmentally Superior Alternative however it is not a Reduced Density Alternative, something that should have been included in the analysis. It retains the same footprint as the proposed project

and simply lops of the top third of each building. Under this alternative, historic resources would not be presented in an appropriate context with ample open space and vistas, and open space would be compromised. The Planning Department has already stated that it would not meet some project objectives and it will most likely be deemed infeasible.

"*The Full Preservation Alternative with Similar Program* (Alternative C) is extremely dense and tall, with no reduction in Transportation, Noise, Air Quality and Wind impacts. Shadowing and wind impacts would be worse than with the Proposed Project and the integrity of historic buildings would be severely compromised in setting and feeling.

"Aspects of each *Partial Preservation* alternative would mitigate some impacts on historic resources, but none reduces all impacts. They all fail to properly prioritize the most significant structures over the 1965 structures. Impacts to historic resources would remain significant with each, and none of the *Partial Preservation* alternatives adequately mitigate other significant environmental impacts." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2019 [O-PBNA2-33]*)

"The DEIR does not offer a reasonable range of alternatives. Saving as many of the brick buildings should be a priority; they form a visually cohesive cluster. Space inside the buildings could be used as public spaces, perhaps tennis & basketball courts and walled gardens. Additions are possible but should not overwhelming old buildings which need some breathing space. These buildings are truly irreplaceable and, I hope, will become incredible assets. The history held by these buildings belongs to everyone and should not be taken away." (*Peter Linenthal, Potrero Hill Archives Project, letter, October 17, 2018 [O-PHAP1-5]*)

"The DEIR does not offer a reasonable range of alternatives. A variety of adaptive reuse solutions should be considered. SF Heritage's proposed charrettes will be an excellent way to generate possibilities. Saving the brick buildings & maintaining their visually cohesive cluster should be a priority. Space inside could be public spaces, perhaps tennis & basketball courts and walled gardens. Additions are possible but should not overwhelming old buildings which need breathing space. Of course, consideration of alternatives must include Associate Capital's cost estimates. Without these estimates, how can alternatives be evaluated?

"These brick buildings are irreplaceable and, I hope, will become incredible assets. The history held by these buildings belong to everyone and should not be taken away." (*Peter Linenthal, Potrero Hill Archives Project, letter, November 19, 2018 [O-PHAP2-5]*)

"The DEIR does not offer a reasonable range of alternatives. Saving the brick buildings and maintaining their visually cohesive cluster should be a priority. Space inside could be public spaces --tennis courts, basketball courts, or gardens. The history held by these buildings belongs to everyone and should not be demolished." (*Peter Linenthal, Potrero Hill Archives Project, public hearing transcript, November 8, 2018 [PH-Linenthal-5]*)

"Heritage recognizes that the proposed transformation of the former Power Station site will be extraordinarily complex, requiring the city and project sponsor to balance a multitude of competing project objectives and public values, including affordable housing, infrastructure, open space, public access, and historic preservation. Nonetheless, we are dismayed by the extent of demolition proposed under the current development plan. With the exception of the iconic Boiler Stack, all other historic resources would be razed if the preferred project is approved.

"To the extent that the project will require up-zoning the site to achieve its goals, the desired rate of return, and other public benefits, Heritage believes that it is warranted to expect more in terms of historic preservation, even if it requires a small reduction of square footage, densification of the development program, and/or new financial incentives (i.e., tax-increment financing).[1] The adaptive reuse of building/s within Potrero Point's historic core would not only provide a strong visual link to the Pier 70 development and the Third Street Industrial District, but retain the authenticity of the industrial character and materiality that the project sponsor has stated is a priority.

Footnote:

"[1] In November 2, 2018 comments on the Draft EIR, the HPC encouraged the Planning Commission to "look at a project that preserves historic resources even if there are some trades [sic] offs, such as a small reduction of square footage or densification of the development program."

(*Mike Buhler, San Francisco Heritage, letter, November 19, 2018 [O-SFH-1]*)

"**A. <u>OPTIONS FOR ADAPTIVE REUSE AND EXPANSION OF "STATION A"</u>**

"In general, Heritage feels that the ElR's alternatives that retain Station A do not exemplify the best approach at this conceptual stage. Rather than build over Station A - as proposed in Alternatives 2, 3, and 4 - Heritage encourages the project sponsor to explore options that maintain Station A's existing scale and interior volume to the maximum extent possible. This could include inserting a new structural steel frame and mezzanine levels within Station A to provide seismic bracing and additional floor area, similar to the adapt created by building a large horizontal addition to Station A atop the footprint of the no longer-extant Boiler Hall (formerly attached to the east side of the Turbine Hall, demolished in 1983). Notably, a new addition occupying the Boiler Hall's former exterior envelope would more than double the size of the Station A. This design approach was used at The Octagon project on Roosevelt Island in New York City, profiled below. To facilitate restoration of the historic Octagon Building, two large residential additions were built atop the footprint of former hospital wings that had been demolished in the 1970s.

"Alternative approaches to preservation, reuse, and expansion of Station A (and other historic buildings) should be further studied and refined through a design charrette process. This process should take into account potential economic incentives that would enable greater preservation of historic structures, such as the 20% federal historic tax credit and/or tax-increment financing. Heritage has offered to convene a charrette for the benefit of the community, the project sponsor, and historic resources at the former Potrero Power Station site.

"**B. MODEL PROJECTS AND PRESERVATION APPROACHES FOR "STATION A"**

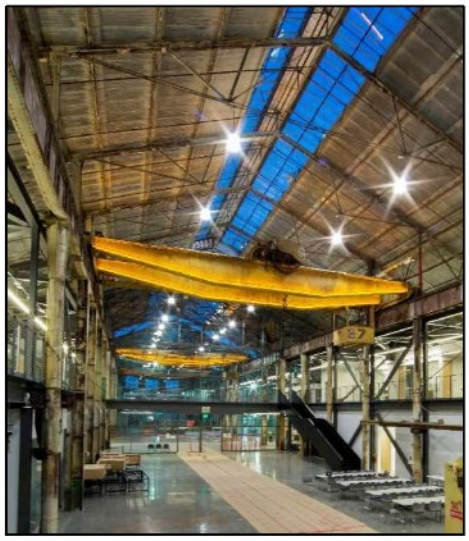
"**1. The Octagon – Roosevelt Island, New York City**

Opened in 1841, the New York Pauper Lunatic Asylum was built on the two-and-a-half-mile-long island in the East River that runs parallel to the Manhattan shoreline. After closing in the late 1950s, the hospital buildings slowly deteriorated and, in the late 1970s, the two wings flanking the historic Octagon Building were demolished to alleviate blight. Fires in 1982 and 1999 destroyed 90% of the Octagon. Completed in 2006, the restoration and conversion of the Octagon, which is listed in the National Register, was partially funded by $10.2 million in federal historic tax credits. Because there was so little left of the Octagon, developer Becker+ Becker did a historical restoration on the outside of the building and an interpretive restoration on the inside. Because the two (no-longer-extant) four-story hospital wings were not included in the historic designation, Becker+ Becker had flexibility to build two 14-story wings atop the footprints of the old structures. They house 400 market-rate apartments and 100 units affordable to middle-income families, who earn up to 150 percent of area median income. Each residential wing includes a four-story connector to the historic Octagon Building, matching the height and scale of the original hospital wings.[7]

Footnote:

"[7] Madhouse to green house," Multi-Housing Pro, February 1, 2007. See https://mhpmag.com/2007/02/madhouse-to-green-house/.

"**2. Union Iron Works Machine Shop, Pier 70 – San Francisco**

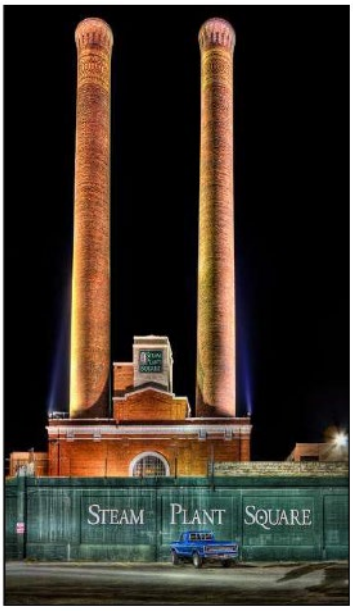


After languishing vacant for decades, the enormous Union Iron Works Machine Shop (Building 113/114), built in 1885-86, reopened as office and light-industrial space in 2018. Similar in size and scale to the Station A Turbine Hall, Buildings 113/114 were seismically vulnerable, lacked fire protection, were not ADA compliant, and had suffered heavy vandalism and weathering. A new structural steel frame was inserted within the 19th-century unreinforced masonry building, which had been red tagged for years and was crumbling by the time the project team began construction. To seismically brace the brick walls, a new perimeter mezzanine level was added near the wall mid-height. The approximately 40-foot-wide mezzanines run the length of the building on the north and south sides, substantially maintaining the interior volume (identified as a character-defining feature); the space is illuminated by a continuous skylight at the apex of the roof. The center connector building between Building 113 and 114, built in 1914, is now a breezeway that allows pedestrians to cross the building and reach a courtyard. The $118 million project qualified for the 20% federal rehabilitation tax credit.

"3. Elektrownia Powisle – Warsaw, Poland

Built in 1904, the EC Powisle Power Plant was expanded over time to become one of the largest and most modern powerhouses in Europe. After suffering damage during World War II, the plant started to generate electricity again in early 1945. In later years, its productivity declined as certain parts of the complex were demolished; electricity generation finally ceased in 2001. White Star Real Estate in collaboration with Tristan Capital Partners purchased the complex in 2015 and renamed it Elektrownia Powisle. The former power plant is currently being rehabilitated as the centerpiece of a sprawling mixed-use development that will open in 2019, including several new buildings hosting office, residential, hotel, retail, and recreational uses.

"4. Steam Plant Square – Spokane, WA



Built in 1916, Spokane's Central Steam Heat Plant powered over 300 buildings in downtown Spokane for over 70 years. After sitting vacant for over a decade, the building was renovated and reopened as Steam Plant Square in the late 1990s, including restaurant, office, and commercial spaces. Rather than gut the building, the development team reused as much of its unique infrastructure and original machinery as possible. The four massive steam boilers were converted into restaurant seating and a waterfall/wishing well. The 1,200-ton coal bunker became high-tech office space suspended from the ceiling. One of the stacks is a visitor attraction, while the other stack houses a conference room in one of the office spaces. The project eventually grew to include the adjacent Seehorn Lang and Courtyard buildings; all three buildings combine to create one contiguous property totaling more than 80,000 square feet of unique office, retail, and dining space. The project qualified for the 20% federal rehabilitation tax credit and received the National Preservation Honor Award from the National Trust for Historic Preservation in 2001.

"5. Arbuckle Brothers Sugar Refinery/10 Jay Street - Brooklyn, NY

Built in 1897 as a sugar refinery, 10 Jay Street was converted into a warehouse in 1945. The building's original red brick, river-fronting façade was replaced by concrete in later years. As part of its recent conversion into office space, the developer restored the historic brick facade on three sides and replaced the non-historic façade with a contemporary crystal-like elevation facing the East River. In close partnership with the New York City Landmarks Preservation Commission (LPC), architect ODA developed multiple concepts before finalizing a design that met LPC's standards for heritage. The project resulted in a highly contemporary façade facing the East

River; "a delicate balance of glass, steel, brick, and spandrels give the building gravitas without compromising industrial heritage." Originally two buildings with a shared, piecemeal interior façade, ODA made this violation part of the narrative by creating a variation on the faceted look. The LPC approved the sugar crystal-inspired facade for the building, and approved the plans in March 2015.

"**6. Elbphilharmonie - Hamburg, Germany**

Completed in 2016, the *Elbphilharmonie,* or Elphie, is a concert hall and mixed-use project built atop an old warehouse built in 1966. Located within a historic warehouse district, the original 1966 brick façade of the *Kaispeicher* A warehouse was retained at the base of the building. On top of this a footprint-matching superstructure rests on its own foundation exhibiting a glassy exterior and a wavy roof line. The building has 26 floors with the first eight floors within the brick façade. It reaches its highest point at over 300 feet at the western side. The *Elbphilharmonie* has three concert venues, including the Great Concert Hall, Recital Hall, and the Kaistudio for educational activities. The easternmost part of the building is occupied by the *Westin Hamburg Hotel,* and the upper floors west of the concert hall accommodate 45 luxury apartments. The complex also houses conference rooms, restaurants, bars, and a spa. A parking garage for 433 cars is part of the building complex as well.

"These projects illustrate how industrial buildings, in particular, are being reused around the world in ways that are more creative than previously contemplated. Heritage believes that the historic structures at the Potrero Point Power Station, especially Station A, have tremendous potential to be similarly reimagined. We look forward to continuing to engage the project sponsor, community members, and city officials to identify creative solutions and incentives to preserve and honor Potrero Point's rich industrial heritage." (*Mike Buhler, San Francisco Heritage, letter, November 19, 2018 [O-SFH-4]*)

"**Historic Resource Preservation:**

"• The proposed project considers demolishing individually significant 19th C historic brick buildings. This was the most important power plant west of the Mississippi. The District is part of the only area in San Francisco that combines industrial and residential communities.

"I watched at the HPC hearing the request that Associate capital study innovative ways to capture and reuse parts of these buildings to ensure that this story and the character of these buildings is not lost. I also know that the developer and his team are working creatively on this challenge.

"• In the DEIR, this would have been clearer if viable alternatives were considered that would reuse portions of the most important historic structures.

"I strongly urge an alternative that studies creative reuse of these walls and volumes to prevent the wholesale demolition of such significant portion of our community and City's history. It is in these seams of old and new, industrial and residential, gritty and natural that brings such vibrancy

to our beloved and *still* mixed use neighborhood." (*Katherine Doumani, email, November 11, 2018 [I-Doumani-1]*)

"- **Demolition of Historic Buildings.** All of the historically significant brick buildings on the 28+ acre industrial site will be destroyed under plans for the proposed project. These unique structures are representative of the City's famed industrial past at Potrero Point in the mid-19th to early 20th centuries. Alternatives presented in the DEIR fail to both adequately preserve these structures and mitigate multiple significant impacts of the proposed project. Additional alternatives reflecting these revisions should be included." (*Rodney Minott, email, November 16, 2018 [I-Minott-2]*)

"- **More Traffic, Transit Delay, Dirty Air.** The draft Environmental Impact Report (DEIR) for the Potrero Power Station acknowledges: the project will burden the City's public transit system with more demand and delays – impacts that the DEIR admits cannot be mitigated; substantial noise and decline in air quality will occur during many years of construction; and traffic will be so bad that it will permanently increase air pollution to levels that violate air quality standards. The DEIR fails to provide alternatives that mitigate these serious and significant. Additional alternatives addressing these shortcomings should be included.

"For all of the above reasons, I urge you to require major revisions of the draft EIR to address the shortcomings of both the document and the project itself as currently proposed. Additional alternatives that will mitigate the more serious and significant impacts of the project should be included." (*Rodney Minott, email, November 16, 2018 [I-Minott-5]*)

"In this regard, there is a disconnect between the timing and pace of the EIR process and the availability of essential information needed to assess the feasibility of various preservation options. With those caveats in mind, Heritage offers the following comments.

"To the extent that the project will require up-zoning to achieve the desired density, project objectives, and rate of return, Heritage believes that it is warranted to expect corresponding public benefits in terms of historic resource protection.

"Heritage feels that the preservation of the brick structures in the historic core would both link the site to the Pier 70 development and the Third Street Industrial District and retain the authenticity of the industrial character and materiality that the project sponsor has stated is a priority.

"We recognize that retaining all the historic contributors may not be possible, but the awesome size and scale of Station A tells a story of the site's history to the greatest degree and provides a strong visual link to the Third Street Industrial District.

"In general, Heritage feels that the alternatives that retain Station A do not exemplify the best approach at this conceptual stage. Heritage would prefer options that would build an addition to Station A within the building's original footprint, which was partially demolished in the 1990s.

"We are compiling examples of similar successful industrial reuse projects and are aware of one intriguing example on Roosevelt Island in New York City, where this approach was approved by

the National Park Service and with the project ultimately receiving a 20 percent historic preservation tax credit.

"Heritage is planning to convene a design charrette for the benefit of the community, the project sponsor, and the site. And Heritage also supports other economic incentives, such as tax increment financing, to enable a greater level of preservation on the site.

"Happy to answer any questions, and thank you for your attention." (*Katherine Petrin, public hearing transcript, November 8, 2018 [PH-Petrin-2]*)

"The third measure obviously is historic preservation. If we're asked to -- you know, we have 450 O'Farrell there recently. We're going to demolish entire building. It's a historic -- even – this Commission actually even said let's rip off the little facade that was pasted on.

"As I look over the alternatives to the proposed project, Alternative C really looks like it meets nearly everything identically to the proposed project, yet it allows us to preserve most or all the buildings.

"I toured the site. The Building A, I said to the developer, "Why would you spend a lot of money trying to do something with this? Perhaps Heritage can do a charrette, and they can show on -- is it Rikers Island, Roosevelt Island -- how you can actually do something with that building. But to dump a lot of money into there, I think it could be better spent preserving, maybe, the other buildings.

"So I really -- I like Alternative C. I wanted to also have a response on each one of the buildings themselves and why the need to actually demolish them with having alternatives. And I spoke to the project sponsor this morning, and he had some reasons around that. And I would like to have that detailed in the Response to Comments somehow." (*Commissioner Richards, public hearing transcript, November 8, 2018 [PH-Richards-3]*)

"I think the other thing is I asked the project sponsor -- I think Mr. Landa is a great person. He's done great preservation. He did the Swedish American Hall. He's been one of the most honest project sponsor developers I've ever met. I also asked him this morning can we change the way the street grid goes to actually allow us to be more creative around preservation and the programming of the site? Does it have to be the same continual blocky street grid -- because there are a couple of blocks there in the very middle of the project that are -- seem very, very big. So is there anything we can do around that?" (*Commissioner Richards, public hearing transcript, November 8, 2018 [PH-Richards-5*)

"One thing I forgot when I mentioned 450 O'Farrell, the thing that Table S-3 lacks for me is context financially.

"So on 450 O'Farrell, we had each one of the alternatives and what it cost out, whether it was feasible or not, was peer reviewed. So I was actually very confident that the project wasn't feasible the way it was presented with the program.

"So I'd like to see that with these alternatives so that we can really make an informed decision on which one of these we want to do with the proposed project." (*Commissioner Richards, public hearing transcript, November 8, 2018 [PH-Richards-7]*)

Response ALT-2: Range of Alternatives

Comments regarding the range of alternatives analyzed in the EIR generally fall into two categories: 1) the EIR should have considered alternatives beyond those focused specifically on reducing effects on historic architectural resources, including a "reduced density" alternative and reduced building heights; and 2) the EIR's consideration of six preservation alternatives is an insufficient range with respect to avoiding or reducing the project's significant effects on historic architectural resources. Comments in the first category request evaluation of alternative(s) that would reduce transportation, noise, air quality, wind, and shadow impacts. Other specific comments include consideration of alternative(s) that would increase on-site open space; that would be comparable in height and density to the adjacent approved Pier 70 Mixed-Use District Project; that would include a street layout that does not follow a grid pattern; and a request, from Planning Commissioner Dennis Richards, for information on the financial feasibility of each alternative. With respect to the second category, concerning preservation alternatives, comments state that the project proposes to preserve the Boiler Stack and potentially the Unit 3 Power Block, but not the older brick structures associated with the Station A power generating facility and that this improperly fails to prioritize the more important buildings on the project site. One comment suggests preservation of the large Station A building could be accomplished through adjacent new construction, a concept that was not studied in the Draft EIR. Comments were also received in support of specific alternatives.

The planning department disagrees with the commenters who state that the range of alternatives is inadequate. CEQA Guidelines section 15126.6 states that "an EIR shall describe a range of reasonable alternatives to the project… which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation." The range of alternatives analyzed in the EIR does precisely what the CEQA Guidelines specify. The planning department has determined that all alternatives analyzed in the EIR to be *potentially* feasible, consistent with the CEQA guidelines. Specific issues raised by the individual commenters are addressed below.

Reduced Density Alternative

Regarding the first category of comments concerning a reduced density alternative, the EIR does, in fact, consider two alternatives with substantially reduced development density, compared to the proposed project.[1] As shown in EIR Table 6-1, Characteristics of Proposed Project and Alternatives (p. 6-14), Alternative A, the No Project/Code Compliant Alternative Comments, would develop

[1] As commonly defined, a "reduced density" alternative entails development at an intensity of fewer residents or fewer employees—or both—per acre or per square mile. In this regard, both Alternative A and B are reduced density alternatives.

only about one-fourth of the total building floor area of the proposed project (i.e., 73 percent less gross square footage than the project). Alternative B, the Full Preservation/Reduced Program Alternative, would develop two-thirds of the total building floor area of the proposed project (i.e., more than 33 percent less gross square footage than the project). Alternative A would have maximum building heights of 40 feet, while Alternative B would have building heights of 45 to 120 feet, with one tower at 200 feet tall. This compares to the project's proposed building heights of 65 to 180 feet, with one tower at 300 feet tall. Based on this, both Alternatives A and B provide a reasonable range of reduced density alternatives with reduced building height. To the extent the comments alleging that the EIR lacks a reduced density alternative are requesting an alternative with fewer and/or smaller building footprints, the fact that the alternatives analyzed maintain the same street grid as that of the proposed project serves the purposes of a more valid comparison by keeping block sizes the same. Maximum permitted building heights, however, do vary at certain locations among alternatives. The figures in the EIR project description showing land uses and permitted building heights for each block (Figure 2-5, p. 2-16, and Figure 2-7, p. 2-20, respectively) should not be interpreted as requiring each block to be developed in one or two monolithic mass(es); in fact, the project's Design for Development would establish controls for bulk restriction, articulation and modulation, building materials and treatment, as stated on EIR p. 2-21, and thus the project as ultimately developed would not take the form of the simple boxes shown in these two figures.

One comment also suggests that additional consideration be given to reduced parking as part of a reduced density alternative. Reducing the amount of onsite parking would not reduce or eliminate significant environmental impacts associated with the proposed project; so a reduced parking alternative is not required under CEQA. However, it should be noted that all of the alternatives would have fewer parking spaces than the proposed project. Similarly, all of the alternatives (except Alternative A) include a reduced parking rate compared to the proposed project (measured as parking spaces per gsf of development).

As discussed in EIR Chapter 6 and summarized in Table 6-6 (pp. 6-117 to 6-121), both Alternatives A and B would lessen some of the significant impacts of the project. Alternative A is the CEQA-required no project alternative. Under Alternative A, all of the existing buildings would be demolished and the site would be developed consistent with the existing zoning. As such, Alternative A would not reduce the significant impacts on historical architectural resources; however, it would substantially reduce significant impacts related to transit capacity and operations, construction noise at onsite receptors, construction air quality, operational air quality, regional air quality, and interim wind hazards such that these impacts would be less than significant. Alternative B would substantially reduce significant impacts related to individual historic architectural resources, the historic Third Street Industrial District, and transit operations to a less-than-significant level, but impacts related to transit capacity, air quality and noise, while less severe than those of the project, would still exceed significance criteria and would remain significant and unavoidable. Thus, insofar as Alternatives A and B would avoid or substantially lessen some of significant effects of the project, these alternatives meet the CEQA requirements for alternatives and appropriately represent a range of reduced density scenarios. Although one commenter notes that many reduced density projects are available, as noted above, the CEQA Guidelines state that the EIR need not consider every conceivable alternative.

Regarding wind impacts, the EIR finds that full buildout of the project or project variant would result in less-than-significant wind impacts (Impact WS-1, EIR p. 4.H-10), and that pedestrian wind conditions would improve from those under existing conditions. Likewise, cumulative development, including the adjacent approved Pier 70 Mixed-Use District Project, would result in further improvements in pedestrian winds and a less-than-significant impact (Impact C-WS-1, p. 4.H-17). It is only with respect to interim conditions—during the phased buildout of the project or project variant—that the EIR conservatively identifies a significant impact with respect to pedestrian wind conditions (Impact WS-2, p. 4.H-14). This is because it is not possible to know if a particular configuration of buildings existing at some point during the project's phased construction might result in adverse wind conditions. As stated on EIR p. 4.H-15, "The wind tunnel analysis conducted for the proposed project does not provide test results for such interim wind conditions and, as a practical matter, cannot provide such information, due to the number of possible permutations of development and building designs."

Concerning shadow and the amount of open space proposed as part of the project, the EIR determined shadow effects to be less than significant, while the initial study (EIR Appendix B) identified a less-than-significant impact to recreational facilities given the amount of open space being provided. Accordingly, neither shadow nor the amount of open space was a concern in the development of alternatives since CEQA does not require that the alternatives address less-than-significant impacts. However, the commenter's concerns regarding shadow effects and that additional open space should be included in the project will be forwarded to the decision-makers for their consideration during deliberations on the proposed project.

Regarding the comments recommending development at a height and density comparable to those of the adjacent Pier 70 project, the two projects would in fact have similar overall development densities. The proposed Potrero Power Station project would be developed at a combined residential-commercial density of between 371 and 382 persons per acre, while the Pier 70 project would have a combined residential-commercial density of between 356 and 386 persons per acre.[2] While it is true that the Potrero Power Station project proposes greater heights than those approved at Pier 70, for most of the buildings that height difference is relatively modest. The most prevalent height limit at the proposed project would be 125 feet, which is only 35 feet, or three stories, higher than the most prevalent 90-foot height limit at the Pier 70 project. The primary difference is that the Pier 70 project would have a maximum height limit of 90 feet, while the proposed project would include one tower at 300 feet and three additional towers at 180 feet in height. The project variant, however, would have reduced building heights, with one tower at 240 feet and one tower at 220 feet in height, which are closer to the proposed building heights for the Pier 70 project.

The planning department has determined that the alternatives analyzed in the EIR sufficiently encompasses the range of conceptual approaches to lessening significant impacts of the project that a reduced density alternative would provide.

[2] Development densities for each project would vary depending on the ultimate mix of residential and non-residential uses. Source for density figures is EIR Table 4.A-1, p. 4.A-10, and Table 4.C.4 from the Pier 70 Final EIR, p. 4.C-21. Reviewed January 28, 2019, at: *http://sfmea.sfplanning.org/Pier70DEIR11_Chapter4SectionC.pdf*.

Regarding financial feasibility, the project sponsor has retained a consultant to conduct a financial feasibility analysis of the alternatives analyzed in the EIR in accordance with a scope of work and methodology approved by City staff. This feasibility analysis will be reviewed by City staff and subjected to a peer-review by an independent City-approved consultant. The project sponsor's financial feasibility analysis and the evaluation by the City and the peer review consultant will be available to the decision-makers, and the public, in advance of consideration of the proposed project for approval.[3]

Preservation Alternatives

Concerning the second category of comments regarding preservation alternatives, as explained above, CEQA does not require that all conceivable alternatives to a proposed project be evaluated. Instead, the standard is that a reasonable range of alternatives be studied. With two full preservation alternatives and four partial preservation alternatives fully analyzed, the EIR includes such a reasonable range, as evidenced by the comment under ALT-1 at the beginning of this section, from the Historic Preservation Commission (HPC), which is the City body with expertise in historic preservation matters. As stated in the HPC letter, "The HPC agreed that the DEIR analyzed an appropriate range of preservation alternatives to address historic resource impacts." The HPC further noted that the preservation alternatives that were fully analyzed at least partially met the project objectives and included similar development programs as the proposed project; such equivalency makes possible a truer comparison between the proposed project and the various alternatives.

As described in Chapter 9, subsequent to publication of the Draft EIR, the project sponsor has developed a project variant, which is now the preferred project. Among other modifications to the proposed project, the project variant would retain some historic features that were previously proposed for demolition under the proposed project. Specifically, the project variant would retain portions of Station A, including saving and restoring the south and east walls of Station A as well as portions of the north and west walls, and incorporating these existing features into a new building on Block 15.

Concerning the potential for new construction adjacent to the existing large Station A building, as described in EIR Section 4.D, Historic Architectural Resources, the Station A power plant originally consisted of a Turbine Hall and a Boiler Hall (built in 1901), along with accessory shops and offices. A comment suggested that adjacent new construction could be developed on the footprint of the former Boiler Hall, which could also provide an opportunity for seismic strengthening of the Turbine Hall. In order to respond to this comment, an alternative entailing New Construction Adjacent to the Station A Turbine Hall was evaluated but rejected from further consideration. Based on this

[3] It is not necessary for information on financial feasibility to be included in an EIR, as long as such information, if relied upon to determine one or more alternatives is infeasible, is included in the project's administrative record. It is most common for financial and other non-environmental information to be provided separately from the EIR. This practice is consistent with established CEQA case law distinguishing *potential* feasibility of alternatives analyzed in an EIR with the final decision made by decision makers in adopting CEQA findings regarding the *actual* feasibility of infeasibility of alternatives, which can be based on considerations outside of those evaluated in the EIR. (*California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 981.)

evaluation, the following text is added at the bottom of EIR p. 6-124, at the end of the section entitled, Other Preservation Alternatives (new text is shown in double underline).

- **New Construction Adjacent to Station A Turbine Hall.** This alternative concept would be another variation on retaining Station A. The Turbine Hall and Switching Station, built in 1930, together comprise the largest structure on the project site today, the four-story brick building that extends north from 23rd Street; the Turbine Hall portion reaches all the way north to Humboldt Street. Together, the Turbine Hall and Switching Station occupy a footprint of approximately 37,700 square feet. At a height of approximately 65 feet, this structure could accommodate rehabilitation that would provide five stories, for a total floor area of about 188,500 square feet. A reconstructed building occupying the mass of the former Boiler Hall, which was slightly wider than the Turbine Hall, and was over 80 feet tall, could accommodate seven stories and a total floor area of about 191,000 square feet. New construction adjacent to the Turbine Hall could be accomplished either in conjunction with a full preservation alternative or a partial preservation alternative. However, the footprint of the former Boiler Hall is at the location of the project's proposed Louisiana Paseo open space and also extends into the western portion of the project's Block 7 and Block 11, as well as the western portion of Power Station Park. Therefore, to meet most of the basic project objectives, Blocks 7 and 11 would have to be reduced in size, additional height would have to be permitted on those blocks and/or on other locations within the project site, and comparable open space would have to be developed elsewhere on the site. These changes would require changes to the site plan in a manner that is likely to impair the achievement of basic project objectives. Furthermore, new construction adjacent to the Station A Turbine Hall would not reduce effects on Station A to a greater degree than other fully analyzed alternatives that would preserve all or some portions of the Station A Turbine Hall (Alternatives B, C, and D). Therefore, this alternative was rejected from further consideration.

This revision does not change the analysis or conclusions presented in the EIR.

One commenter states that under Alternative C "the integrity of historic buildings would be severely compromised in setting and feeling." The EIR alternatives analysis does consider the context of historic structures as part of the analysis of the demolition, alteration, and infill impacts on the Third Street Industrial District, impacts on the Union Iron Works Historic District, and cumulative impacts on the Third Street Industrial District (see pp. 6-50 to 6-56). However, the EIR determined that with implementation of identified mitigation measures, impacts of Alternative C on the Third Street Industrial District would be less than significant both with respect to proposed alterations and to infill construction (see pp. 6-50 to 6-54). The EIR concluded that the density and height of new construction would not necessarily affect the historic district's overall integrity such that the district would no longer be able to convey it historic significance, and implementation of Mitigation Measure M-CR-6, Design Controls for New Construction, future construction would be compatible with the character-defining features of the Third Street Historic District.

Concerning the comment that the alternatives do not appropriately prioritize the existing older brick buildings associated with the Station A power generating facility, the planning department disagrees with this comment. Each of the six preservation alternatives is expressly devoted to preserving one or more of these buildings, and the two full preservation alternatives would retain all of the brick

structures. Comments that preserving the Boiler Stack and, potentially, the Unit 3 Power Block, and not preserving the older brick buildings are comments on the merits of the project and do not address the adequacy or accuracy of the EIR alternatives analysis; therefore, no further response is required. Likewise, comments in support of a particular alternative do not address the adequacy or accuracy of the EIR.

The planning department acknowledges the multiple examples submitted by the commenters of other adaptive reuse of historic structures that could provide preservation approaches for Station A. This information will be provided to the decision makers for their consideration in approving the proposed project or project variant.

11.L Initial Study

The comments and corresponding responses in this section cover topics in EIR Appendix B, Initial Study. These include topics related to:

- Comment GHG-1: Greenhouse Gas Emissions
- Comment PS-1: Public Services
- Comment RE-1: Recreation
- Comment UT-1: Water Supply

Greenhouse Gas Emissions

Comment GHG-1: Greenhouse Gas Emissions

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

J.R. Eppler, O-PBNA2-30

"**X. Greenhouse Gas Emissions**

"Despite greenhouse gas ("GHG") reduction measures, the *Initial Study* notes that proposed project "would contribute to annual long-term increases in GHGs". The DEIR simply assumes that all alternatives (except the No Project alternative) will produce similar levels of GHG Emissions based simply on adherence to particular policies. A full analysis that considers varying impacts with each alternative should be included in the EIR.

"Analysis of Greenhouse Gas Emissions impacts was omitted in the DEIR and should be included in the Final EIR." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-30]*)

Response GHG-1: Greenhouse Gas Emissions

The comment asserts that the EIR did not include a full analysis of greenhouse gas emissions for the project and the alternatives. Analysis of potential greenhouse gas emission impacts of the proposed project is addressed in EIR Appendix B, Initial Study, on pp. B-16 through B-20 and analysis of the project variant's impacts is addressed in Section 9.C.8. As stated in the analysis, CEQA Guidelines section 15064.4 allows lead agencies to rely on a qualitative analysis to describe GHG emissions resulting from a project, and CEQA Guidelines section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of greenhouse gas emissions. Consistent with these guidelines, the initial study provides a qualitative analysis of greenhouse gas emission impacts by demonstrating the project's consistency with the City's Greenhouse Gas Reduction Strategy. Contrary to the commenter's assertion, a quantitative analysis of greenhouse gas emissions is not required under CEQA. Similarly, a qualitative analysis of potential GHG impacts of all alternatives as compared to the impacts of the proposed project is

provided in EIR Chapter 6, on pp. 6-85 and 6-86. Like the proposed project, impacts related to GHG emissions for the project variant and for all alternatives would be less than significant. The commenter's assertion that analysis of greenhouse gas impacts was omitted from the Draft EIR is incorrect. Such impacts were analyzed in the initial study, which is a part of the Draft EIR (and therefore also of the Final EIR) through its inclusion as Appendix B.

Public Services

Comment PS-1: Public Services

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

J.R. Eppler, O-PBNA2-31
Katherine Doumani, I-Doumani-5

"**XI. Public Services**

"The need to construct facilities for Public Services is acknowledged in the *Initial Study* but never analyzed despite recognition there will be an increased need for these services because of population growth.

"Analysis of Public Services impacts was omitted in the DEIR and should be included in the Final EIR." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-31]*)

"**Studies of Public Services & Community Amenities**

"• The need to construct facilities for Public Services is acknowledged in the Initial Study but never analyzed despite recognition there will be an increased need for these services because of population growth. In-depth analysis based on accurate service need forecasting using current data needs to be conducted in the DEIR for schools, libraries and community centers. Note: There is not one pubic Middle School currently serving the Potrero/Dogpatch/Central Waterfront/Mission Bay area and Daniel Webster Elementary had the longest wait list of any elementary school in the district in 2018." (*Katherine Doumani, email, November 11, 2018, I-Doumani-5*)

Response PS-1: Public Services

The comments assert that the Draft EIR omitted analysis of public service impacts of the proposed project. This is incorrect. As correctly referenced by the commenter, analysis of potential impacts of the proposed project related to the construction of new or expanded public service facilities is addressed in EIR Appendix B, Initial Study, on pp. B-39 through B-48, and analysis of the project variant's impacts is addressed in Section 9.C.12.; This analysis addresses fire protection and emergency response services, police protection, schools, and libraries. For all services, the analyses

account for projected future population growth. For example, Impact PS-2, which relies on the most current available information, specifically states that operation of the project would not result in a significant impacts on the physical environment due to the construction of new or expanded schools, and states:

> "…Student enrollment as of fall 2016 was approximately 57,500 students, with an expected enrollment increase to 64,000-73,000 by *2030…* Ultimately, given the San Francisco Unified School District's overall capacity of almost 64,000 students, the estimated increase of up to 392 students under the project would not substantially change the demand for schools.[73] Project generated growth would be within the existing available capacity of the San Francisco Unified School District system. Therefore, implementation of the proposed project would not necessitate the need for new school facilities or the expansion of existing school facilities and the impacts would be **less than significant**."

[73] San Francisco Unified School District. *Growing Population, Growing Schools*. SPUR Forum Presentation, Slide 14. August 31, 2016. *https://www.spur.org/sites/default/files/events_pdfs/SPUR%20Forum_August%2031%202016.pptx_.pdf*. Accessed May 23, 2018.

Impact C-PS-3 addresses cumulative impacts related to the construction of new or expanded public services facilities, including the schools, and considers citywide growth. This cumulative analysis also relies on the most current information on school enrollment and capacity. Refer to Appendix B pp. B-47 and 48 for the complete discussion, which concludes that cumulative growth could result in a need for new capacity or facilities, but in the event that construction of new or expanded facilities should be warranted, the City's existing processes and regulations would ensure that any such construction would not result in significant environmental impacts. Therefore, the analysis determined that the cumulative impacts related to the construction of new or expanded public services would be less than significant.

The commenter's assertion that analysis of public services impacts was omitted from the Draft EIR is incorrect. Such impacts were analyzed in the initial study, which is a part of the Draft EIR (and therefore also of the Final EIR) through its inclusion as Appendix B.

Recreation

Comment RE-1: Recreation

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

J.R. Eppler, O-PBNA2-29
Katherine Doumani, I-Doumani-4, and PH-Doumani-4
Ron Miguel, PH-Miguel-1

"I**X. Recreation**

"The *Initial Study* asserts that the project would increase the use of existing neighborhood parks and other recreational facilities, but that the construction of new facilities would not be required. This conclusion is based on outdated population data from the 2010 census that was included in the 2014 *Recreation and Open Space Element (ROSE)*. The maps in *ROSE* show low population density in the area because intensive development of the Central Waterfront had not yet occurred. One of the maps projects just 0-33.41 potential new people per acre by 2040 at the Power Station site. Despite its drastically understated population projections, *ROSE* acknowledges that this as [*sic*] a "high needs area". In fact most, if not all, of the site is over one-half mile from any open space or facility for active uses and proposes [*sic*]. Furthermore, the proposed network of new open space onsite is inadequate, poorly designed, and includes very little active open space.

"Analysis of Recreation impacts was omitted in the DEIR and should be included in the Final EIR." (*J.R. Eppler, Potrero Boosters Neighborhood Association, letter [email attachment], November 19, 2018 [O-PBNA2-29]*

"**Studies of Need for Active Recreation Sites**

"• The Initial Study asserts that the project would increase the use of existing neighborhood parks and other recreational facilities, but that the construction of new facilities would not be required because it us [*sic*] using outdated 2010 census driven 2014 Rec and open space element maps.

"Given the acknowledged deficit of recreational facilities in the area, and stated project objectives to provide active uses, better consideration should be given to the quality and quantity of open space and recreation opportunities provided onsite." (*Katherine Doumani, email, November 11, 2018 [I-Doumani-4]*)

"This afternoon, I'll only touch on two important areas: public open space and shadowing, both of which have their roots in density.

"I am specifically not including the immediate waterfront area in these remarks. That acreage I consider entirely separate and to be developed appropriately.

"This project is on private land, not on Port land as is much of our waterfront, including other immediate developments such as Pier 70 and India Basin. Because of this difference, the Power Plant open space is under far less legal restraint and becomes an immense value to the general public as well as to those who will live and work there.

"The ability to create programmed space -- specified fields, playgrounds, and other uses not allowed on Port property -- must take high priority. Other than a single soccer field located on a building's roof, the plan is basically void of real usable programmable open space for the development itself or for the general public.

"As to that general public, the Power Plant site is adjacent to the fastest growing residential neighborhood in San Francisco. References to the 2014 recreation and open space element of the San Francisco General Plan rely on the 2010 census numbers and no longer have any viable relationship to this development.

"Nor is there consideration of other developments on the Planning Department's schedule. In my opinion, this concern is not sufficiently explored in the DEIR." (Ron Miguel, *public hearing transcript, November 8, 2018 [PH-Miguel-1]*)

"Most importantly, public services, especially community amenities, need to be discussed. Given the acknowledged deficit of recreational facilities in the area and the stated project objectives to provide active uses –

"-- better consideration should be given to the quality and quantity of open space and recreational opportunities." (*Katherine Doumani, public hearing transcript, November 8, 2018 [PH-Doumani-4]*)

Response RE-1: Recreation

The comments assert that the Draft EIR omitted an analysis of recreation impacts of the proposed project and better consideration should be given to the open space and recreational opportunities at the project site. The analysis of potential recreation impacts of the proposed project is addressed in EIR Appendix B, Initial Study, on pp. B-21 through B-28, and analysis of the project variant's impacts is addressed in Section 9.C.10. This analysis considers public property dedicated to open space uses as identified in the San Francisco General Plan Recreation and Open Space Element (ROSE) as well as recreational facilities that would be operational prior to project completion. Impact RE-1 and Impact C-RE-1, both rely on the most current available information with respect to the existing population and recreational facilities as well as anticipated population growth and planned recreational facilities. This analysis considers the availability of recreational resources within walking distance of the project site. As stated under Impact C-RE-1, the analysis identifies the current need for new or expanded recreational facilities and also identifies that there would be an anticipated increase in new parks and other recreational facilities within an approximately 0.5-mile radius of the project site. The impact analysis states the following:

> Taken collectively and including the project, the cumulative projects identified in Table 4.A-2, and as described above, would add approximately 1.77 million square feet (or 40.7 acres) of new parks and recreational facilities. These added facilities, as described above would provide both active use and passive use spaces, with multi-purpose uses such as plazas, open green spaces and lawns, shoreline access and trails, a recreational boat launch space, children's play areas and at least one new basketball court, along with the potential for additional court uses at Pier 70. Presently, the only active use/sports fields within 0.5 mile of the project site are the Potrero Hill Recreation Center and Esprit Park; however, with the added cumulative projects, there would be additional active space/sports fields located at Pier 70, Crane Cove Park, and the Bayfront Park, with a little league baseball field located further away at Pier 48, in addition to the U-6 and U-10 soccer fields proposed under the project.

For these reasons and others described in the initial study and in Section 9.C.10, the EIR concludes that the proposed project and the project variant would not result in cumulative impacts on recreational facilities or resources such that substantial physical deterioration of existing facilities would occur, and that cumulative impacts on recreational facilities would be less than significant.

Nevertheless, the planning department acknowledges the opinions of the commenters that the proposed open space is inadequate and poorly designed and it lacks "real usable programmable open space." These comments are being provided to the decision-makers for their consideration prior to taking an approval action on the project.

The commenter's assertion that analysis of recreation impacts was omitted from the Draft EIR is incorrect. Such impacts were analyzed in the initial study, which is a part of the Draft EIR (and therefore also of the Final EIR) through its inclusion as Appendix B.

Utilities

Comment UT-1: Water Supply

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

Commissioner Richards, PH-Richards-6

"The last thing -- and I'm going to submit some more detailed comments. I have a lot of little stickers here that I want to explore in writing. But I know we talk about -- I've mentioned this now several times. I know we talk about hydrology, you know, what's going happen to the groundwater and all those wonderful things. Yet -- and I bring this up every time because we're in the middle of having the State want to cut our water supply as a city. How do we actually handle population growth in the face of curbing deliveries of water to us? Do we have a desalinization plan? What's the plan so that the people that come here can actually have water to drink and all of us that actually live here have water to drink without significant rationing?

"I heard that, should the plan go through, we're all to having face a 40 percent reduction in an already economically state -- we use water very economically. So cutting it by half is -- would be a really, really hard thing for us as a city. So those are my initial comments." (*Commissioner Richards, public hearing transcript, November 8, 2018 [PH-Richards-6]*)

Response UT-1: Water Supply

The commenter raises the issue of potential future shortfalls to the City's water supply due to the adoption of the Bay-Delta Plan Amendments by the State Water Resources Control Board in December 2018. This action, which occurred subsequent to the publication of the Draft EIR, together with the San Francisco Public Utilities Commission's (SFPUC's) amendment to its 2009 Water Supply Agreement between the SFPUC and its wholesale customers in December 2018, have altered the water supply projections in the 2015 Urban Water Management Plan.[1]

[1] San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco*, June 2016.

As a result, the SFPUC prepared an updated Water Supply Assessment[2] for the proposed project (including the project variant), and the planning department revised Impact UT-1 in Draft EIR Appendix B, Initial Study (EIR pp. B-29 to B-31) regarding whether or not there would be sufficient water supply available to serve the project in normal, dry, and multiple dry years and whether or not the project would result in the construction of new or expanded water supply facilities, the construction of which could cause significant environmental effects.

Chapter 12 of this Responses to Comments document contains the full text of the revised Impact UT-1. In summary, the analysis determined that sufficient water supplies would be available to serve the proposed project (or project variant) and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay-Delta Plan Amendment is implemented. If the Bay-Delta Plan Amendment is implemented, the SFPUC may develop new or expanded water supply facilities to address shortfalls in single and multiple dry years but this would occur with or without the proposed project. Impacts related to new or expanded water supply facilities cannot be identified at this time, but the analysis assumes that construction and/or operation of such facilities could result in a significant cumulative impact. However, the proposed project would represent 0.36 percent of the total water demand in San Francisco in 2040. Thus, new or expanded dry-year water supplies would be needed under the Bay-Delta Plan Amendment regardless of whether the proposed project is constructed. Any physical environmental impacts related to the construction and/or operation of new or expanded water supplies would occur with or without the proposed project. Therefore, the proposed project would not have a considerable contribution to this significant cumulative impact.

The analysis also acknowledges that given the long lead times associated with developing additional water supplies, the SFPUC would likely address supply shortfalls through increased rationing for the next 10 to 30 years (or more). The higher levels of rationing on a citywide basis could result in significant cumulative effects, but neither the proposed project nor the project variant would make a considerable contribution to impacts from increased rationing. Therefore, under the revised impact analysis for Impact UT-1, the impact conclusion remains unchanged from the Draft EIR, and this impact would be ***less than significant*** for both the proposed project and the project variant. See Chapter 12 for the detailed analysis of the revised water supply impact.

[2] San Francisco Public Utilities Commission, 2019. Resolution No. 19-0161 approving the Revised Water Supply Assessment for the proposed Potrero Power Station Project dated August 13, 2019.

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CHAPTER 12
Draft EIR Revisions

This chapter presents revisions to the text, tables, and figures of the Potrero Power Station Mixed-Use Development Project Draft EIR published on October 3, 2018. The revisions to the Draft EIR are made in response to comments on the Draft EIR, as identified in Section 11, Comments and Responses, or are included to correct, clarify, or update the Draft EIR text, as planning department staff-initiated changes. Note that information on the project variant is presented in Chapter 9 and that insofar as certain aspects of the proposed project and its environmental impacts are the same for the project variant, the revisions presented in this chapter also apply to the project variant.

All revisions correct, clarify, expand, or update information and/or graphics presented in the Draft EIR. Staff-initiated changes to clarify information presented in the Draft EIR are highlighted with an asterisk (*) in the margin to distinguish them from text changes made in response to comments. For each revision, new language is double underlined, while deleted text is shown in ~~strikethrough~~. The changes are organized in the order of the EIR table of contents.

None of the revisions result in substantial changes in the analysis or conclusions presented in the Draft EIR. These revisions do not constitute "new information of substantial importance" within the meaning of CEQA Guidelines section 15162(a)(3); therefore, recirculation of the Draft EIR is not required.

Summary

* To be consistent with the revisions made under the applicable resource topics as well as to correct errors, the following revisions are made to Table S-1, Summary of Impacts of the Proposed Project—Disclosed in this EIR, starting on p. S-32, as shown below.

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
EIR Section 4.F Noise and Vibration			
Impact NO-1: Project construction could expose people to or generate noise levels in excess of standards in the Noise Ordinance (Article 29 of the San Francisco Police Code) or applicable standards of other agencies.	S	**Mitigation Measure M-NO-1: Construction Noise Control Measures** The project sponsor shall implement construction noise controls as necessary to ensure compliance with the Noise Ordinance limits and to reduce construction noise levels at sensitive receptor locations to the degree feasible. Noise reduction strategies that could be implemented include, but are not limited to, the following: • Require the general contractor to ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds). • Require the general contractor to locate stationary noise sources (such as the rock/concrete crusher, or compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and/or to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, to the maximum extent practicable. • Require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which would reduce noise levels by as much as 10 dBA. Include noise control requirements for construction equipment and tools, including specifically concrete saws, in specifications provided to construction contractors. Such requirements could include, but are not limited to, erecting temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses; utilizing noise control blankets on a building structure as the building is erected to reduce noise levels emanating from the construction site; performing all work in a manner that minimizes noise; using equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants; and selecting haul routes that avoid residential uses. • Prior to the issuance of each building permit, along with the submission of construction documents, submit to the Planning Department and Department of Building Inspection or the Port, as appropriate, a plan to track and respond to complaints pertaining to construction noise. The plan shall include the following measures: (1) a procedure and phone numbers for notifying the San Francisco Department of Building Inspection or the Port, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted onsite describing permitted construction days and hours, noise complaint procedures, and a complaint hotline number that shall be answered at all times during construction; (3) designation of an onsite construction compliance and enforcement manager for the project; and (4) notification of neighboring residents and non residential building managers within 300~~4~~ feet of the project construction area at least 30 days in advance of extreme noise-generating activities (such as pile driving and blasting) about the estimated duration of the activity.	LTS

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
EIR Section 4.F Noise and Vibration (cont.)			
Impact NO-1 (cont.)		• Wherever pile driving or controlled rock fragmentation/rock drilling is proposed to occur, the construction noise controls shall include as many of the following control strategies as feasible: – Implement "quiet" pile-driving technology such as pre-drilling piles where feasible to reduce construction-related noise and vibration. – Use pile-driving equipment with state-of-the-art noise shielding and muffling devices. – Use pre-drilled or sonic or vibratory drivers, rather than impact drivers, wherever feasible (including slipways) and where vibration-induced liquefaction would not occur. – Schedule pile-driving activity for times of the day that minimize disturbance to residents as well as commercial uses located onsite and nearby. Erect temporary plywood or similar solid noise barriers along the boundaries of each project block as necessary to shield affected sensitive receptors. – Implement other equivalent technologies that emerge over time. – If controlled rock fragmentation (including rock drills) were to occur at the same time as pile driving activities in the same area and in proximity to noise-sensitive receptors, pile drivers should be set back at least 100 feet while rock drills should be set back at least 50 feet (or vice-versa) from any given sensitive receptor. – If blasting is done as part of controlled rock fragmentation, use of blasting mats and reducing blast size shall be implemented to the extent feasible in order to minimize noise impacts on nearby sensitive receptors.	
Impact NO-2: Project construction would cause a substantial temporary or periodic increase in ambient noise levels at noise-sensitive receptors, above levels existing without the project.	S	**Mitigation Measure M-NO-1: Construction Noise Control Measures** (see Impact NO-1, above) **Improvement Measure I-NO-A: Nighttime Construction Noise Control Measures** The following shall occur to reduce potential conflicts between nighttime construction activities on the project site and residents of the Pier 70 project: • Nighttime construction noise shall be limited to 10 dBA above ambient levels at 25 feet from the edge of the Power Station project boundary. • Temporary noise barriers installed in the line-of-sight between the location of construction and any occupied residential uses. • Construction contractor(s) shall be required to make best efforts to complete the loudest construction activities before 8 p.m. and after 7 a.m. • Further, notices shall be provided to be mailed or, if possible, emailed to residents of the Pier 70 project at least 10 days prior to the date any nighttime construction activities are scheduled to occur and again within three days of commencing such work. Such notice shall include: i. a description of the work to be performed; ii. two 24-7 emergency contact names and cell phone numbers; iii. the exact dates and times when the night work will be performed; iv. the name(s) of the contractor(s); and	SUM

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
EIR Section 4.F Noise and Vibration (cont.)			
Impact NO-2 (cont.)		v. the measures that the contractor will perform to reduce or mitigate night noise. • In addition to the foregoing, the Developer shall work with building managers of occupied residential buildings in the Pier 70 project to post a notification with the aforementioned information in the lobby and other public meeting areas in the building.	
Impact NO-3: Construction truck traffic would not cause a substantial temporary or periodic increase in ambient noise levels along access streets in the project vicinity	LTS	**No Mitigation required.** **Improvement Measure I-NO-~~A~~B: Avoidance of Residential Streets** Trucks should be required to use routes and queuing and loading areas that avoid existing and planned residential uses to the maximum extent feasible, including existing residential development on Third Street (north of 23rd Street), existing residential development on Illinois Street (north of 20th Street), and planned Pier 70 residential development (north of 22nd Street). **Improvement Measure I-TR-A, Construction Management Plan and Public Updates** (see Section 4.E, Transportation and Circulation, Impact TR-1)	NA
Impact NO-5: Operation of the stationary equipment on the project site could result in a substantial permanent increase in ambient noise levels in the immediate project vicinity, and permanently expose noise-sensitive receptors to noise levels in excess of standards in the San Francisco Noise Ordinance.	S	**Mitigation Measure M-NO-5: Stationary Equipment Noise Controls** For all stationary equipment on the project site, noise attenuation measures shall be incorporated into the design of fixed stationary noise sources to ensure that the noise levels meet section 2909 of the San Francisco Police Code. A qualified acoustical engineer or consultant shall verify the ambient noise level based on noise monitoring and shall design the stationary equipment to ensure that the following requirements of the noise ordinance are met: • Fixed stationary equipment shall not exceed 5 dBA above the ambient noise level at the property plane at the closest residential uses (Blocks 1, 5 - 8, 13 and possibly Blocks 4, 9, 12, and 14, depending on the use ultimately developed) and 8 dBA on blocks where commercial/industrial uses are developed (Blocks 2, 3, 10, 11, and possibly Blocks 4, 12, and 14, depending on the use ultimately developed); • Stationary equipment shall be designed to ensure that the interior noise levels at adjacent or nearby sensitive receptors (residential, hotel, and childcare receptors) do not exceed 45 dBA. Noise attenuation measures could include installation of critical grade silencers, sound traps on radiator exhaust, provision of sound enclosures/barriers, addition of roof parapets to block noise, increasing setback distances from sensitive receptors, provision of intake louvers or louvered vent openings, location of vent openings away from adjacent residential uses, and restriction of generator testing to the daytime hours. The project sponsor shall demonstrate to the satisfaction of the Environmental Review Officer (ERO) that noise attenuation measures have been incorporated into the design of all fixed stationary noise sources to meet these limits prior to approval of a building permit.	LTS

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
EIR Section 4.F Noise and Vibration (cont.)			
Impact NO-5 (cont.)		**Improvement Measure I-NO-C: Design of Future Noise-Generating Uses near Residential Uses:** The following improvement measures will be implemented to reduce the potential for disturbance of Pier 70 residents from other traffic-related, noise-generating activities located near the northern PPS site boundary: a. *Design of Building Loading Docks and Trash Enclosures.* To minimize the potential for sleep disturbance at any potential adjacent residential uses, exterior facilities such as loading areas / docks and trash enclosures associated with any non-residential uses along Craig Lane, shall be located on sides of buildings facing away from existing or planned Residential or Child Care uses, if feasible. If infeasible, these types of facilities associated with non-residential uses along Craig Lane shall be enclosed. If residential uses exist or are planned on Craig Lane, on-street loading activities on Craig Lane shall occur between the hours of 7:00 a.m. and 8:00 p.m. on weekdays, and 9:00 a.m. to 8:00 p.m. on Saturdays, Sundays, and federal holidays. Off-street loading outside of these hours shall only be permitted only if such loading occurs entirely within enclosed buildings. b. *Design of Above-Ground Parking Structure.* Any parking structure shall be designed to shield existing or planned residential uses from noise and light associated with parking cars. c. *Restrict Hours of Operation of Loading Activities on Craig Lane.* To reduce potential conflicts between loading activities for commercial uses and potential residential uses, the project sponsor will seek to restrict loading activities on Craig Lane to occur only between the hours of 7 a.m. and 8 p.m. In the event Craig Lane is a private street, such restriction may be included in the Covenants, Conditions, and Restrictions applicable to the project site. If San Francisco Public Works accepts Craig Lane, the project sponsor will seek to have SFMTA impose these restrictions.	
Impact C-NO-1: Cumulative construction of the proposed project combined with construction of other past, present, and reasonably foreseeable future projects would cause a substantial temporary or periodic increase in ambient noise levels.	S	**Mitigation Measure M-NO-1: Construction Noise Control Measures** (see Impact NO-1, above) **Mitigation Measure M-NO-4a: Vibration Control Measures During Controlled Blasting and Pile Driving** (see Impact NO-4, above) **Improvement Measure I-NO-AB: Avoidance of Residential Streets** (see Impact NO-3 above) **Improvement Measure I-TR-A, Construction Management Plan and Public Updates** (see Impact TR-1)	SUM

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
EIR Section 4.G Air Quality (cont.)			
Impact AQ-2 (cont.)		**Mitigation Measure M-AQ-2f: Offset Construction and Operational Emissions** Prior to issuance of the final certificate of occupancy for the final building associated with Phase 1, the project sponsor, with the oversight of the Environmental Review Officer (ERO), shall either: (1) ***Directly fund or implement a specific offset project within San Francisco*** to achieve equivalent to a one-time reduction of ~~12~~13 tons per year of ozone precursors. This offset is intended to offset the combined emissions from construction and operations remaining above significance levels after implementing the other mitigation measures discussed. To qualify under this mitigation measure, the specific emissions offset project must result in emission reductions within the San Francisco Bay Area Air Basin that would not otherwise be achieved through compliance with existing regulatory requirements. A preferred offset project would be one implemented locally within the City and County of San Francisco. Prior to implementing the offset project, it must be approved by the ERO. The project sponsor~~s~~ shall notify the ERO within six (6) months of completion of the offset project for verification; or (2) ***Pay mitigation offset*** fees ~~in two installments~~ to the Bay Area Air Quality Management District Bay Area Clean Air Foundation. The mitigation offset fee, currently estimated at approximately $30,000 per weighted ton, plus an administrative fee of no more than ~~five~~ 5 percent of the total offset, shall fund one or more emissions reduction projects within the San Francisco Bay Area Air Basin. The fee will be determined by the planning department, the project sponsor, and the air district, and be based on the type of projects available at the time of the payment. This fee is intended to fund emissions reduction projects to achieve reductions ~~that may total up to 16~~ of 13 tons of ozone precursors per year, which is the amount required to reduce emissions below significance levels after implementation of other identified mitigation measures as currently calculated. The offset fee shall be made prior to issuance of the final certificate of occupancy for the final building associated with Phase 1 of the project (or an equivalent of approximately 360,000 square feet of residential, 176,000 square feet of office, 16,000 square feet of retail, 15,000 square feet of PDR, 240,000 square feet of hotel, and 25,000 square feet of assembly) when the combination of construction and operational emissions is predicted to first exceed 54 pounds per day. This offset payment shall total the predicted 13 tons per year of ozone precursors above the 10 ton per year threshold after implementation of Mitigation Measures M-AQ-2a though M-AQ-2e and M-TR-5. The total emission offset amount was calculated by summing the maximum daily construction and operational emissions of ROG and NOx~~X~~ (pounds/day), multiplying by 260 work days per year for construction and 365 days per year for operation, and converting to tons. The amount represents the total estimated operational and construction-related ROG and NOx emissions offsets required. (3) ***Additional mitigation offset fee***. The need for an additional mitigation offset payment shall be determined as part of the performance standard assessment of Mitigation Measure M-TR-5. If at that time, it is determined that implementation of Mitigation Measure M-TR-5 has successfully achieved its targeted trip reduction at project buildout, or the project sponsor demonstrates that the project's emissions upon the earlier of: (a) full build-out or (b) termination of the Development Agreement are less	

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
EIR Section 4.G Air Quality (cont.)			
Impact AQ-2 (cont.)		than the 10-ton-per-year thresholds for ROG and NOx, then no further installment shall be required. However, if the performance standard assessment determines that the trip reduction goal has not been achieved, and the project sponsor is unable to demonstrate that the project's emissions upon the earlier of: (a) full build-out or (b) termination of the Development Agreement are less than the 10-ton-per-year thresholds for ROG and NOx, then an additional offset payment shall be made in an amount reflecting the difference in emissions, in tons per year of ROG and NOx, represented by the shortfall in trip reduction. Documentation of mitigation offset payments, as applicable, shall be provided to the planning department. When paying a mitigation offset fee, the project sponsor shall enter into a memorandum of understanding (MOU) with the Bay Area Air Quality Management District Clean Air Foundation. The MOU shall include details regarding the funds to be paid, the administrative fee, and the timing of the emissions reductions project. Acceptance of this fee by the air district shall serve as acknowledgment and a commitment to (1) implement an emissions reduction project(s) within a time frame to be determined, based on the type of project(s) selected, after receipt of the mitigation fee to achieve the emissions reduction objectives specified above and (2) provide documentation to the planning department and the project sponsor describing the project(s) funded by the mitigation fee, including the amount of emissions of ROG and NOx reduced (tons per year) within the San Francisco Bay Area Air Basin from the emissions reduction project(s). To qualify under this mitigation measure, the specific emissions reduction project must result in emission reductions within the basin that are real, surplus, quantifiable, and enforceable and would not otherwise be achieved through compliance with existing regulatory requirements or any other legal requirement. The requirement to pay such mitigation offset fee shall terminate if the project sponsor is able to demonstrate that the project's emissions upon the earlier of: (a) full build-out or (b) termination of the Development Agreement are less than the 10-ton-per-year thresholds for ROG and NOx. …	
Initial Study E.10 Utilities and Service Systems			
Impact UT-1: ~~The City's water service provider would have sufficient water supply available to serve the proposed project from existing entitlements and resources. The proposed project would not require new or expanded water supply resources or entitlements or the construction of new or expanded water treatment facilities.~~ Sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay Delta Plan Amendment is implemented; in that event the SFPUC may develop new or expanded water supply facilities to address shortfalls in single and multiple dry years but this would occur with or without the proposed	LTS	No mitigation required.	NA

Environmental Impact	Level of Significance prior to Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
project. Impacts related to new or expanded water supply facilities cannot be identified at this time or implemented in the near term; instead, the SFPUC would address supply shortfalls through increased rationing, which could result in significant cumulative effects, but the project would not make a considerable contribution to impacts from increased rationing.			

Chapter 2, Project Description

* Figure 2-2 on EIR p. 2-6 is revised as shown on the next page following to reflect the corrected designation of City-owned property within the project boundaries.

* Figure 2-3 on EIR p. 2-8, is revised to reflect demolition of onsite structures as of October 2018 with an added pink color code added to the figure and key, and the removal of asterisk symbols, as shown on the following pages.

* The paragraph under the heading "General Plan Land Use Designations" on EIR p. 2-9 is revised as follows:

> The project site is centrally located within the eastern portion of the Central Waterfront Area Plan area (shown on Figure 2-1), which is one of the five plan areas included in the Eastern Neighborhoods Area Plans, adopted in 2008 and that took effect in January 2009.

* Figure 2-8 on EIR p. 2-23, is revised to include the waterfront access corridor description for Block 9 on the following pages.

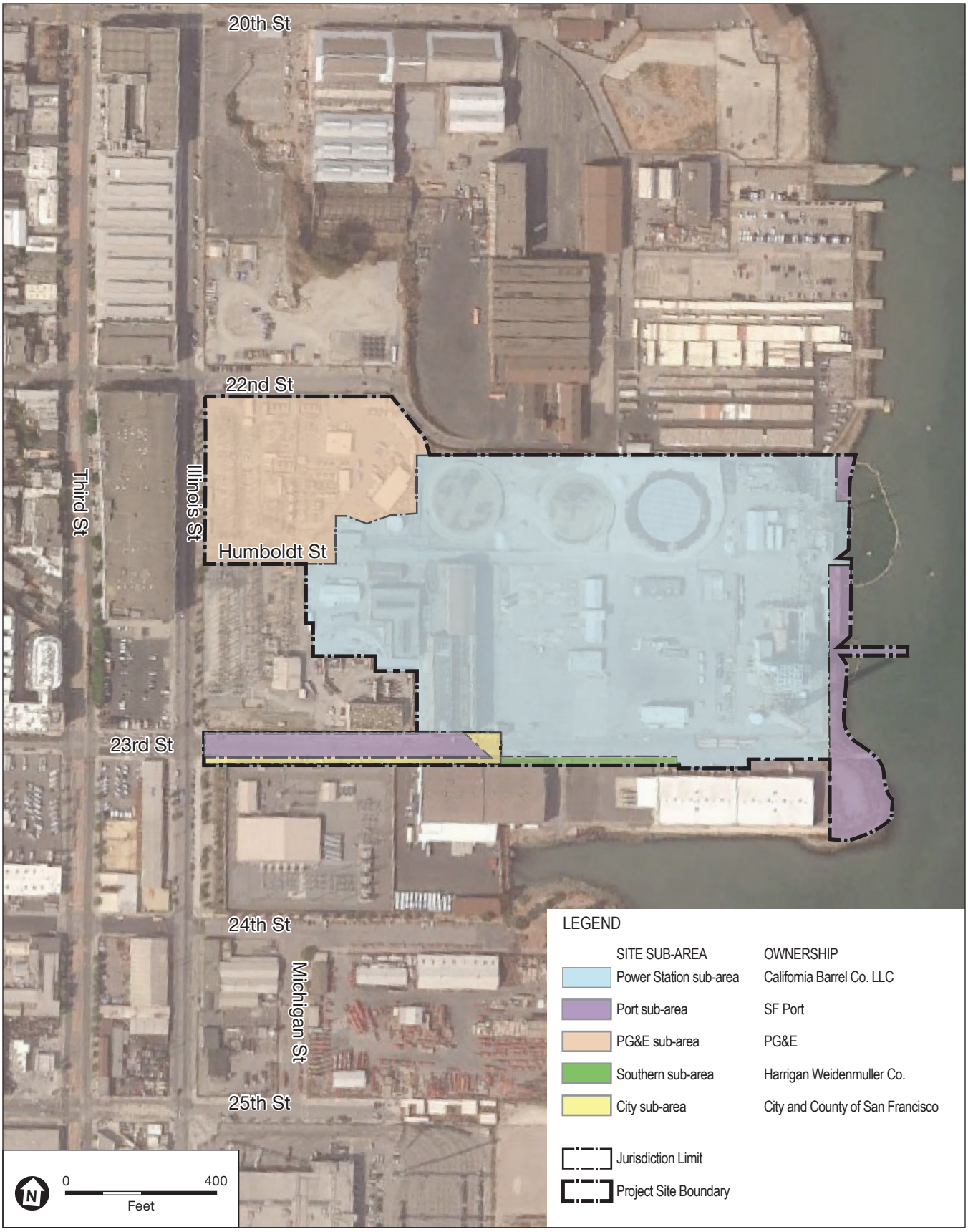
* Figure 2-10 on EIR p. 2-26, is revised to indicate that Louisiana Street and Delaware Street are each an Alley north of Humboldt Street on the following pages.

* Figure 2-14 on EIR p. 2-23, is revised to change the shuttle stop locations and designations on the following pages.

* Figure 2-15 on EIR p. 2-34, is revised to remove note and arrow on south side of Block 11 that says "existing trees to be retained," as shown on the following pages.

* The text on p. 2-57 under Section 2.F.2, Construction Equipment, is revised as follows for clarification:

> With respect to proposed in-water and overwater construction activities, a variety of landside and waterside equipment would be used. It is anticipated that a landside track-mounted crane with pile hammer and/or other appropriate installation device would be used to install the piles over the shoreline slope to support the proposed wharf. The proposed concrete wharf deck would be constructed over the piles by way of either a cast-in-place reinforced deck, or cast-in-place concrete pile caps with precast concrete deck panel and cast-in-place concrete overlay. The proposed prefabricated floating dock and gangway on barge would be transported to the project site ~~on barges towed~~ by tugboats. A landside track-mounted crane would be used to lift the gangway off the barge and set it onto the pile-supported wharf and the floating dock, after which the gangway would be structurally connected. A track-mounted crane fitted with pile hammer and/or other appropriate installation device atop a deck barge (maneuvered by a tugboat) would be used to install the off-shore guide piles for the floating dock. See also proposed Section 2.F.3, "In-Water Construction Avoidance and Minimization Measures," below.



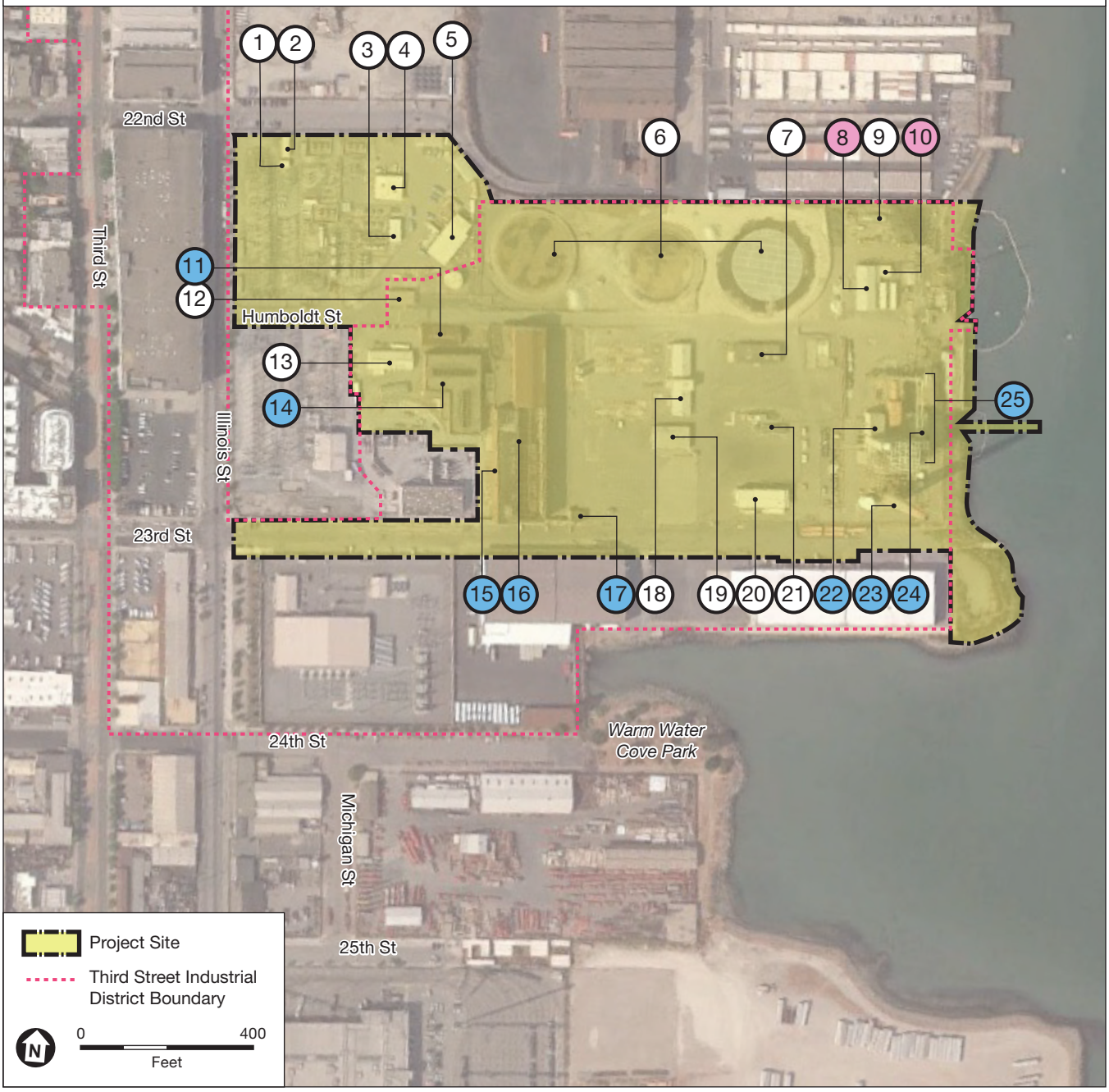
SOURCE: Perkins+Will 2017; Google Earth, 2017; ESA, 2018

Potrero Power Station Mixed-Use Development Project

Figure 2-2 (Revised)
Project Site Sub-Areas and Ownership

1 Electric Control Building
2 Electric Control Building
3 VAR Compensator Control Bldg.
4 Gas Load Center Building
5 Evidence Building
6 Fuel Oil Storage Tanks (demolished 2017)
7 Station A Office
8 Boat House
9 Rainwater Collection and Discharge Equip.
10 Oil Room
11 Gas Meter Shop
12 Fire Pump House
13 Steam Heat Shop Building
14 Gas Compressor Building
15 Station A Switching Center Bldg.
16 Station A Turbine Building
17 Station A Gate House
18 Machine Shop
19 Electric Shop
20 Abrasive Blast Building
21 Little House
22 Unit 3 Control Room Building
23 Unit 3 Boiler Exhaust (The Stack)
24 Unit 3 Power Block Main Office Bldg.
25 Unit 3 Power Block Equipment

Existing Contributors to the Third Street Industrial District
These structures were demolished by PG&E in October of 2018



SOURCE: Perkins+Will 2017; Google Earth, 2017; ESA, 2018

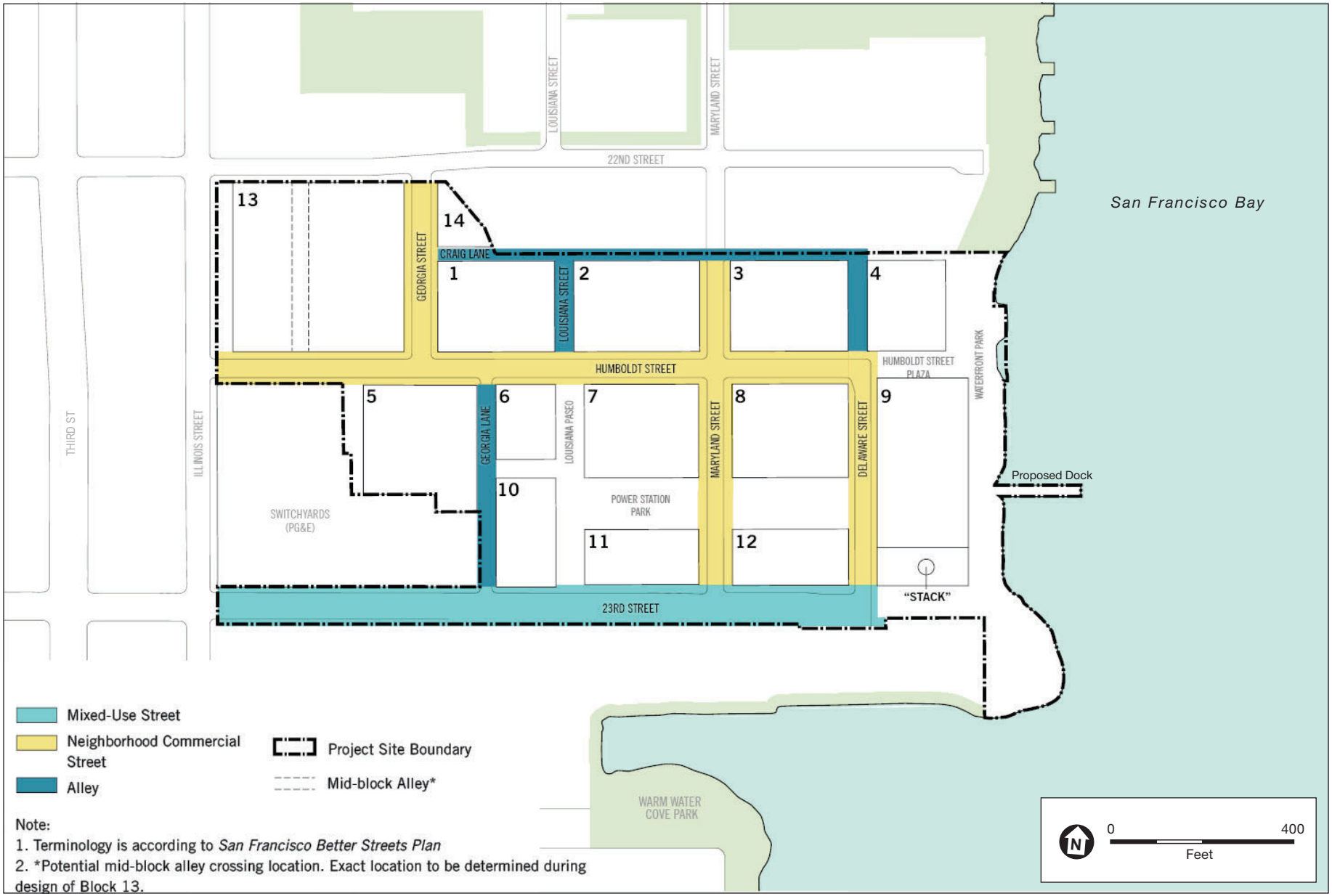
Potrero Power Station Mixed-Use Development Project

Figure 2-3 (Revised)
Existing Structures on Project Site

SOURCE: Perkins+Will, 2018

Potrero Power Station Mixed-Use Development Project

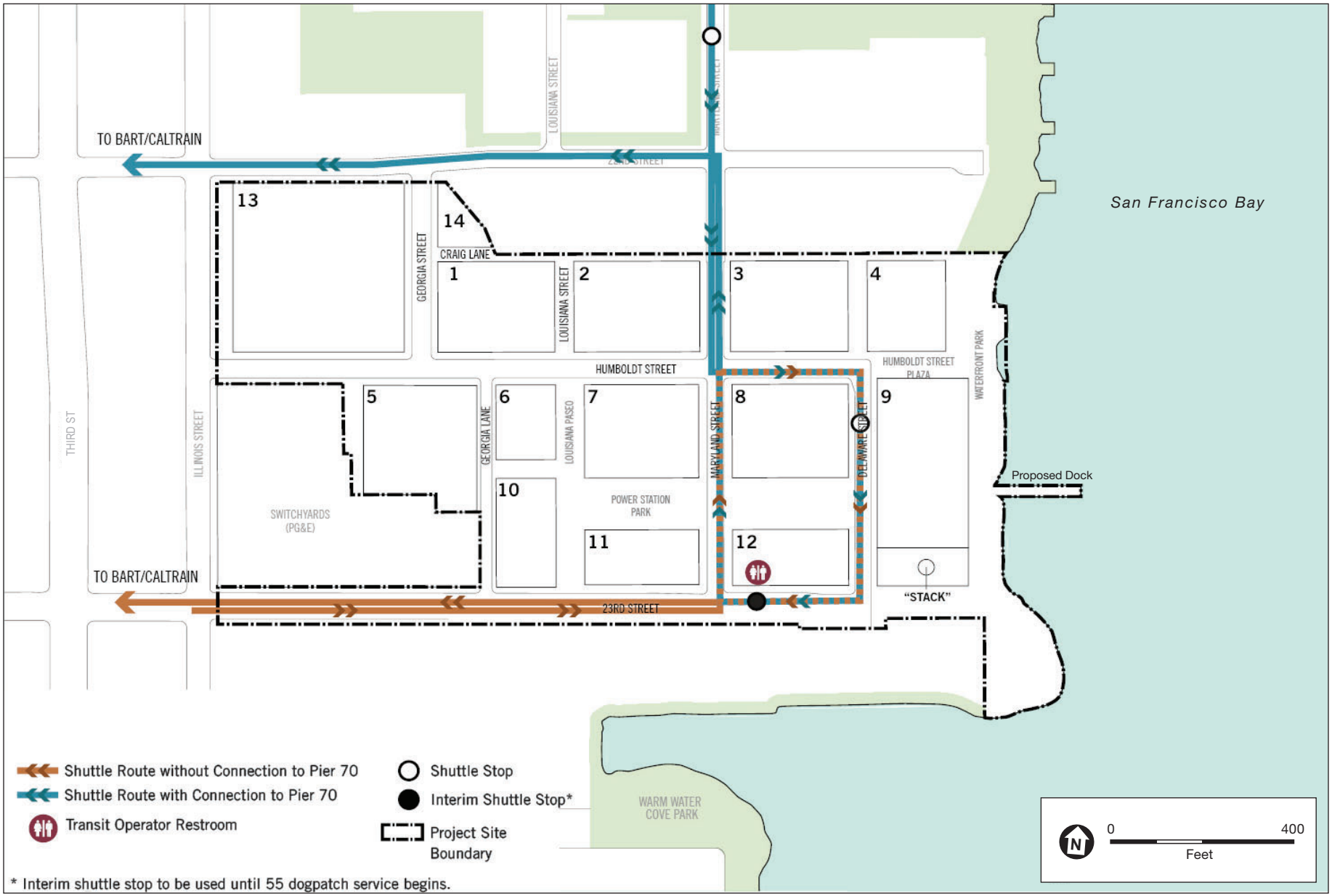
Figure 2-8 (Revised)
Proposed Park and Open Space Plan



SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 2-10 (Revised)
Proposed Street Type Plan



SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 2-14 (Revised)
Proposed Transit Shuttle Plan

SOURCE: Perkins+Will, 2018

Potrero Power Station Mixed-Use Development Project

Figure 2-15 (Revised)
Proposed Street Tree Plan

Chapter 3, Plans and Policies

* To acknowledge in-water construction in EIR Chapter 3, Plans and Policies, the first two paragraphs on EIR p. 3-11, under the heading, San Francisco Bay Plan, are revised as follows:

> The San Francisco Bay Conservation and Development Commission (BCDC) is the state's coastal management agency for San Francisco Bay. The San Francisco Bay Plan, as amended through 2011, guides the protection and use of the bay and its shoreline. The commission has permit jurisdiction over portions of the nine Bay Area counties subject to tidal action up to the mean high tide line, including the bay, its sloughs, tidelands, submerged lands, and certain marshlands, as well as over land lying within a 100-foot-wide shoreline band upland from the bay shoreline. The commission has permit authority over the placement of fill, extraction of materials, and substantial changes in use of land, water, or structures within its jurisdiction, and to enforce policies aimed at protecting the bay and its shoreline, as well as maximizing public access to the bay.
>
> At the project site, the shoreline band under BCDC jurisdiction encompasses an area within 100 feet inland of the mean high tide line. The proposed project would require commission approval of activities within this shoreline band and those activities proposed in San Francisco Bay, including construction of a recreational dock, shoreline protection and other shoreline features, a portion of the Unit 3 Power Block rehabilitation, and a potential new stormwater outfall. Because only recreational, open space, and public access uses and certain shoreline improvements are proposed for the portions of the project site within the shoreline band or in the bay, the project does not appear to conflict with the San Francisco Bay Plan or BCDC regulations. However, the commission will make the final determination of consistency with plans and policies for the portions of the project site that are within its permit jurisdiction.

* To add a reference to the Bay Trail Plan to EIR Chapter 3, the paragraph under the heading "3.C.3, Other Regional Plans and Policies," on EIR p. 3-12 is revised as follows:

> Other regional plans and policies, such as the Association of Bay Area Governments' 1989 San Francisco Bay Trail Plan, the Bay Area Air Quality Management District's 2017 Clean Air Plan, and the San Francisco Bay Regional Water Quality Control Board's Water Quality Control Plan for the San Francisco Bay Basin, directly address specific environmental resources and contain objectives or standards to maintain or improve specific characteristics of the city's, as well as the region's, physical environment. These matters are discussed in the relevant resource sections of this EIR. As explained therein, the proposed project is not expected to conflict substantially with any of these objectives or standards.

Section 4.A, Impact Overview

* To clarify the cumulative projects included in this list the EIR text is revised on p. 4.A-11 to read:

> For the resource topics using the list-based approach, **Table 4.A-2**, **Cumulative Projects in the Project Vicinity**, presents a comprehensive list of cumulative development and infrastructure projects generally located within 0.5 mile of the project site that are considered in the various cumulative analyses. ~~(~~tThough in order to consider larger projects this table considers some projects beyond 0.5 mile when they were also included in the adjacent Pier 70 Mixed-Use District Project EIR cumulative list (beginning on Pier 70 Mixed-Use District Project EIR p. 4.A-12) and generally excludes projects that are smaller than nine new units or primarily entail renovations~~)~~.

* To account for the Pier 70 Mixed-Use District Project, April 16, 2018 Addendum and to correct a label, Table 4.A-1 starting on p. 4.A-13 is modified, as shown on the following page.

Section 4.B, Land Use

* The second to last sentence on p. 4.B-2 is revised to read:

> As noted, the Pier 70 Mixed-Use District project is immediately north of the project site; it is approved for up to about ~~5.3~~4.2 million square feet of residential, commercial, retail/arts/light-industrial, and open space uses, with buildout anticipated by approximately 2029.

* The second to last sentence on p. 4.B-5 is revised to read:

> In addition to the heights depicted on Figure 4.B-3, the Pier 70 SUD establishes permitted maximum building heights for new construction of ~~65~~40 to 90 feet.

Section 4.C, Population and Housing

* To correct an error, the first paragraph on EIR p. 4.C-18, under the heading, Supplemental Information, is revised as follows:

> ***Jobs-Housing Balance***
>
> The balance between jobs and housing is assessed on citywide and regional scales, rather than on a project-by-project basis. The proposed project would result in 4,747 new jobs and 2,682 new housing units. This would result in a 0.~~00~~67 percent increase in jobs, and 0. ~~00~~68 percent increase in housing within San Francisco.

TABLE 4.A-2 (REVISED)
CUMULATIVE PROJECTS IN THE PROJECT VICINITY

Key #	Project Name (Case File No.)	Status as of NOP	Dwelling Units	Commercial/ Retail (gsf)	Office (gsf)	Industrial (gsf)	Event Center (gsf)	Public Open Space (gsf)	Child Care (~~students~~ children)	Total # of Employees & Residents[a]
1	Pier 70 Mixed-Use District (also referred to as the Pier 70 project) (2014-001272ENV)[b]	Planning Entitled	1,000-2,000	400,000	900,000-1,810,000			304,900	50	12,24~~3~~50
2	SF Port Re-Tenanting of Pier 70 Shipyard (2014.0713E)[c]	Planning Entitled								-
3	20th Street Historic Core at Pier 70 (2016-000346ENV)	Building Permit Approved		16,000	100,000	224,000		42,000		961
4	2420 Third Street (2013.0673E)	Building Permit Approved	9	500						22
5	901 Tennessee Street (2013.0321E)	Under Construction	40							100
6	950 Tennessee Street (2014.1434ENV)	Planning Entitled	103							234
7	888 Tennessee Street/890 Tennessee Street (2013.0975E)	Planning Entitled	128							291
8	2290 Third Street (2005.0408E)	Building Permit Approved	71							161
9	815-825 Tennessee Street (2013.0220E)	Under Construction	69							157
10	2230 Third Street (2013.0531E)	Under Review	37	2,400						91
11	777 Tennessee Street (2013.0312E)	Building Permit Approved	59							134
12	600 20th Street	Under Review	20	1,400						49
13	2171 Third Street/590 19th Street (2013.0784E)	Building Permit Approved	109	3,100						256
14	Crane Cove Park (2015-001314ENV)	Under Construction						426,900		3
15	2092 Third Street/600 18th Street (2014.0168E)	Building Permit Approved	18	3,100						50
16	595 Mariposa Street (2014.1579ENV)	Building Permit Approved	20							45
17	2051 Third Street/650 Illinois Street (2010.0726E)	Under Construction	93							211
18	Mariposa Pump Station Upgrade (2014-002522ENV)[d]	Planning Entitled								-
19	Mission Bay Ferry Landing (2017-008824ENV)	Under Review								-
20	Golden State Warriors Event Center and Mixed-Use Development (2014.1441E)	Under Construction		125,000	605,000		750,000	139,400		3,728
21	Bayfront Park (ER 919-97)	Under Construction						239,600		1

TABLE 4.A-2 (CONTINUED)
CUMULATIVE PROJECTS IN THE PROJECT VICINITY (REVISED)

Key #	Project Name (Case File No.)	Status as of NOP	Dwelling Units	Commercial/ Retail (gsf)	Office (gsf)	Industrial (gsf)	Event Center (gsf)	Public Open Space (gsf)	Child Care (~~students~~ children)	Total # of Employees & Residents[a]
22	Seawall Lot 337/Pier 48 (2013.0208E)	Planning Entitled	1,500	1,250,000	700,000			348,500		9,515
23	650 Indiana Street (2012.1574E)	Under Construction	61	1,900						144
24	800 Indiana Street (2011.1374E)	Under Construction	326							740
25	645 Texas Street (2012.1218E)	Under Construction	91							207
26	790 Pennsylvania Avenue / 1395 22nd Street (2011.0671E)	Under Construction	256			43,600				689
27	Potrero Hope SF Master Plan (2010.0515E)	Planning Entitled	1,700		10,000				40-60	3,905
28	1000 Mississippi Street (2014-001291ENV)	Building Permit Approved	28							64
29	1201–1225 Tennessee Street (2012.0493E)	Under Construction	259	2,300						595
30	1499 Illinois Street, 1401-1443 Illinois Street, & 700 25th Street (2018-000949ENV)[e]	Under Review		2,500	230,000					840
31	Central Bayside System Improvement Project (Indiana Street Channel Tunnel and Carolina Street Channel Tunnel) (2017-000181ENV)[f]	Under Review								-
		Total[g]	**6,001-7,001**	**1,808,200**	**2,545,000-3,455,000**	**267,600**	**750,000**	**1,501,300**	**~~40-60~~ 90-110**	**35,~~434~~441**

NOTES:

[a] Employment and Residential generation rates generated using the following: Dwelling Units: 2.27 persons/unit, Commercial/ Retail: 350 sf/employee, Office: 276sf/employee, Event Center: uses values from Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 Subsequent EIR of 2,728 full time equivalent employees and 1,000 day of game staff, Public Open Space: 3.8acres/employee, Child Care (students) is based on recommended staff-child ratio by the National Association for the Education of Young Children - 6 kids per employee http://childcareaware.org/child-care-providers/management-plan/staffing, Industrial: 405 sf/employee. Based on this methodology there would be approximately 19,538 employees and 15,863 residents.

[b] Approved Pier 70 Mixed-Use District entails a range of development land uses, therefore the population generation assumes highest employment and population rates from highest end of project range of approved 2017 project, this also accounts for April 2018 Addendum with added childcare uses.

[c] SF Port Re-Tenanting of Pier 70 Shipyard project would include renewal of the lease for BAE Ship Repair facility, which calls for the removal of 12 polychlorinated biphenyl electrical transformers and demolition of three buildings: Building 38 (Pipe and Electric Shop), Building 119 (Yard Washroom), and Building 121 (Drydock Office). In addition, the project would demolish Cranes Nos. 2 and 6. The project would involve routine maintenance and repairs approximately for a six-week duration once every 18 months over a seven-year period

[d] Mariposa Pump Station Upgrade project will replace an existing 12-inch-diameter sewer pipe with new 24-inch-diameter high density polyethylene pipe within the same alignment of existing pipe, which runs east-west in the intersection of Terry Francois Boulevard, Mariposa Street, and Illinois Street, on the southern side of a large sub-surface concrete transport/storage sewer box. The project will also replace an existing manhole associated with the Mariposa Pump Station. Proposed modifications to an existing 20-inch force main and the Mariposa Pump Station also include a new 14-inch-diameter force main that will connect the pump station to the existing 20-inch force main.

[e] 1499 Illinois was not submitted to SF Planning until after NOP date, however due to scale of project, and proximity to the proposed project, it is included in the cumulative table.

[f] The Central Bayside Improvement Project will address the sewer system need; the design team is investigating a potential tunnel to provide reliable and redundant gravity conveyance and storage of wastewater flows from the Channel Pump Station to the Southeast Treatment Plant. Pump station improvements and a new pump station are also under consideration.

[g] Transportation network improvements and development projects are not included in this table as they primarily relate to Section 4.E, and are therefore addressed in that section.

SOURCE: San Francisco Planning Department, Quarter 4, 2017 Pipeline Report, *http://sf-planning.org/pipeline-report,* and *http://developmentmap.sfplanning.org/*, accessed May 18, 2018. [The list was cross referenced with the City and County of San Francisco Pier 70 Mixed-Use District EIR, Case No. 2-14=--1272ENV, August 9, 2017, and each project status and description was verified through the San Francisco Planning Department, 2018 San Francisco Property Information Map Version 8.5.7 *http://propertymap.sfplanning.org/*, accessed May 18, 2018.

Section 4.E, Transportation and Circulation

* The text on EIR p. 4.E-15 is clarified as follows:

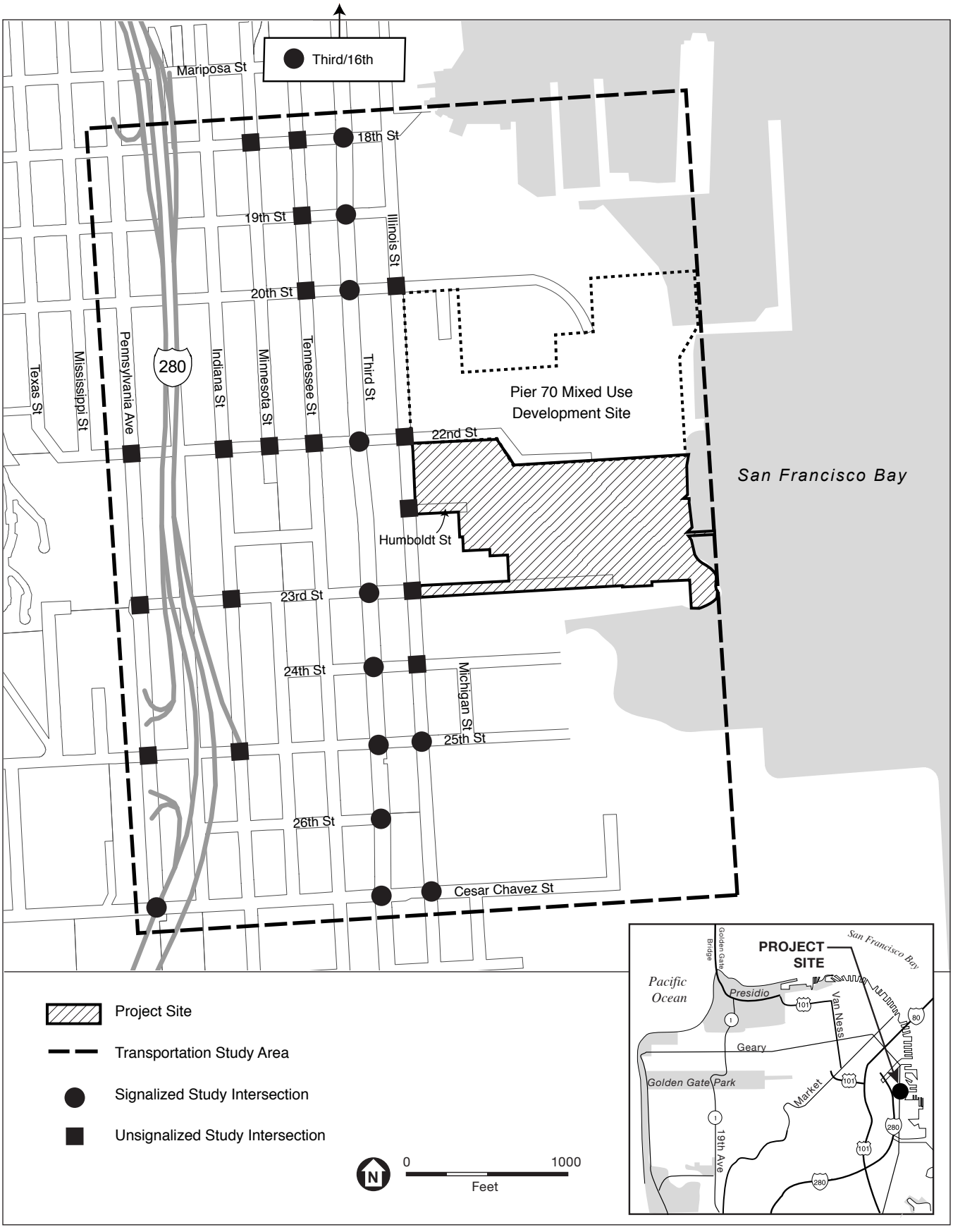
> The study area in the vicinity of the project site is flat, with minimal changes in grades, facilitating bicycling within and through the area. However, to the west of Pennsylvania Avenue, the change in grade associated with the Potrero Hill and the U.S. 101 freeway create discontinuities in the east-west roadway network. There are several bicycle routes near the project site. These include city routes that are part of the San Francisco Bicycle Network and regional routes that are part of the San Francisco Bay Trail system. **Figure 4.E-3**, **Existing Bicycle Network**, identifies the bicycle facilities within the study area. Bicycle facilities are typically classified as class I, class II, class III or class IV facilities.[10] Class I bikeways are bike paths with exclusive right-of-way for use by bicyclists and pedestrians. Class II bikeways are bicycle lanes striped within the paved areas of roadways and established for the preferential use of bicycles. They include a striped, marked and signed bicycle lane, and can be buffered from vehicle traffic. These facilities are located on roadways and reserve 4 to 5 feet of space exclusively for bicycle traffic. Class III bikeways are signed bicycle routes that allow bicyclists to share travel lanes with vehicles, and may include sharrow markings. A class IV bikeway is an exclusive bicycle facility that is separated and protected from vehicular traffic and parked cars by a buffer zone (sometimes referred to as a cycle track).

[10] Bicycle facilities are defined by the State of California in the California Streets and Highway Code section 890.4.

In response to the comment regarding the description of the Bay Trail, the text on EIR p. 4.E-17 is clarified as follows:

> Figure 4.E-3 also shows the San Francisco Bay Trail. The San Francisco Bay Trail is designed to create recreational pathway links to the commercial, industrial and residential neighborhoods that abut San Francisco Bay. In addition, the trail connects points of historic, natural, and cultural interest as well as recreational areas such as beaches, marinas, fishing piers, boat launches, and numerous parks and wildlife preserves. The Bay Trail's mission is a class I, fully separated facility for people walking and bicycling located as close to the shoreline as possible. At various locations, the Bay Trail currently consists of paved multi-use paths, dirt trails, ~~bicycle lanes, sidewalks~~ or city streets ~~signed as bicycle routes~~. In the project vicinity, the Bay Trail currently runs as an on-street segment along Illinois Street between Cargo Way and Terry A. Francois Boulevard, where it continues north as a paved path along the shoreline within the area currently being developed as part of the Mission Bay Plan as the Bayfront Park.

In response to a comment by the California Department of Transportation, Figure 4.E-1 through Figure 4.E-4 (EIR pp. 4.E-2, -7, -6, and -20) labels for I-80 are corrected to read as I-280, this is corrected in the revised four figures shown on the following pages:

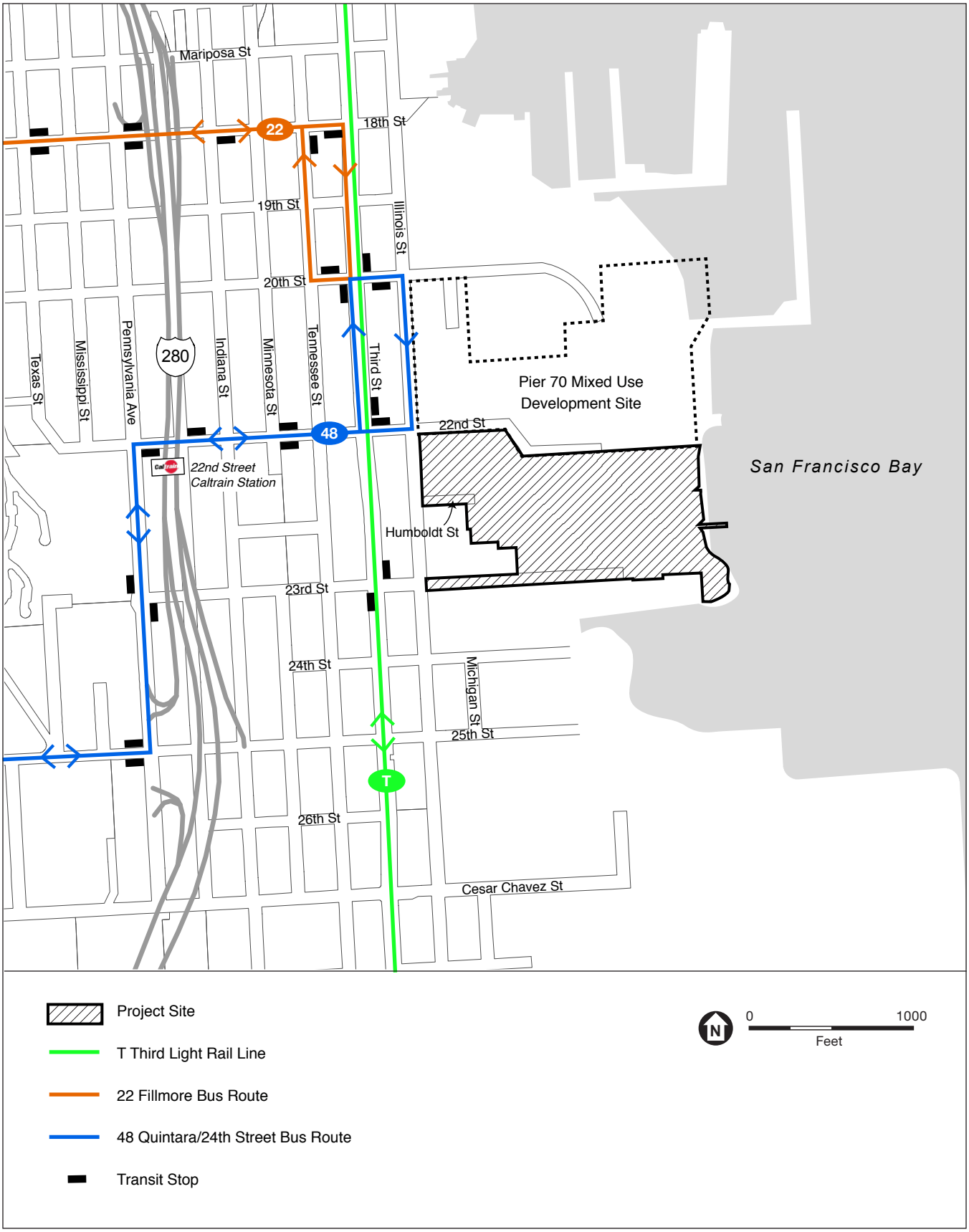


SOURCE: Adavent Consulting/Fehr & Peers/LCW Consulting, 2018

Potrero Power Station Mixed-Use Development Project

Figure 4.E-1 (Revised)
Transportation Study Area and Study Intersections

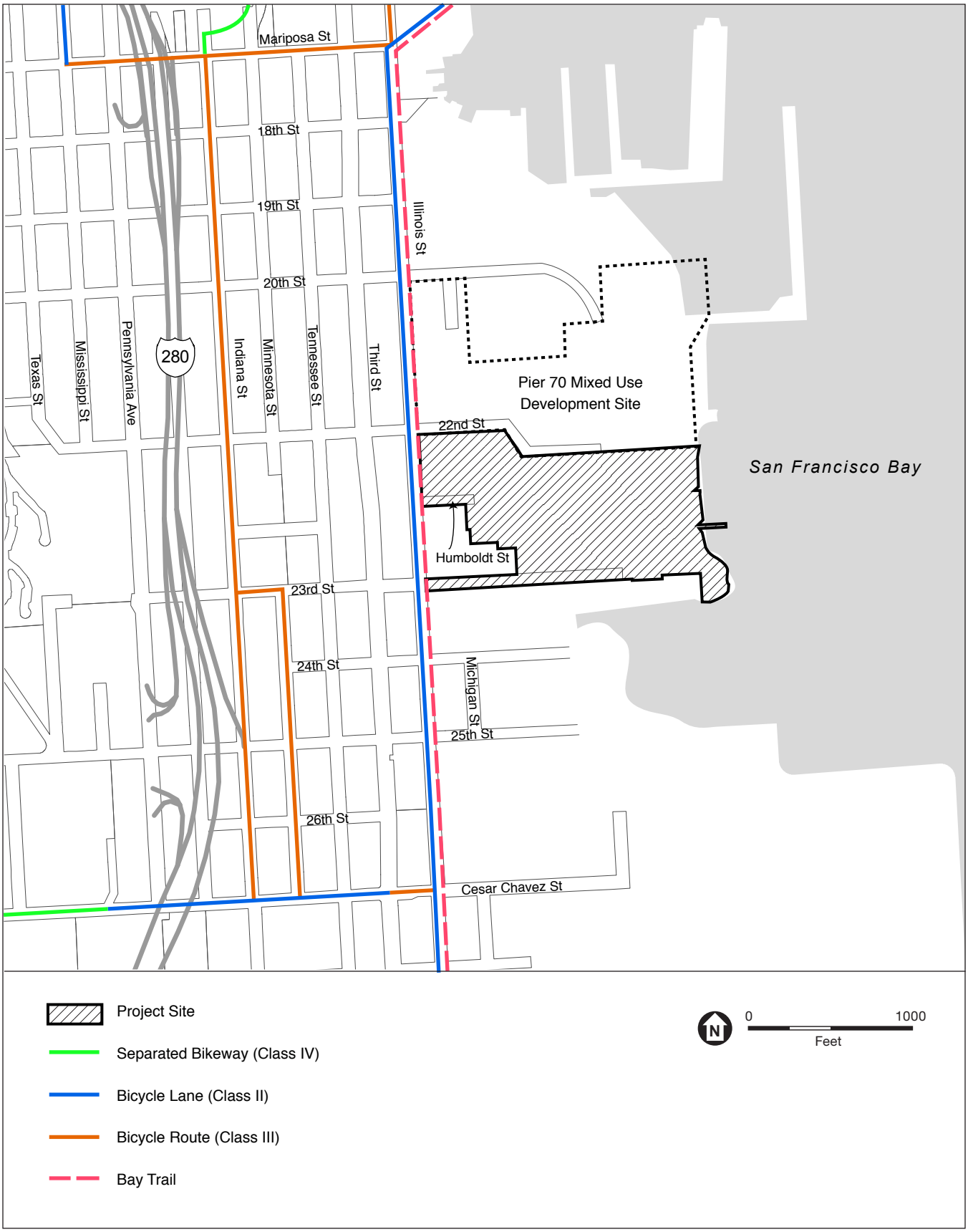
ESA



SOURCE: SFMTA, 2018

Potrero Power Station Mixed-Use Development Project

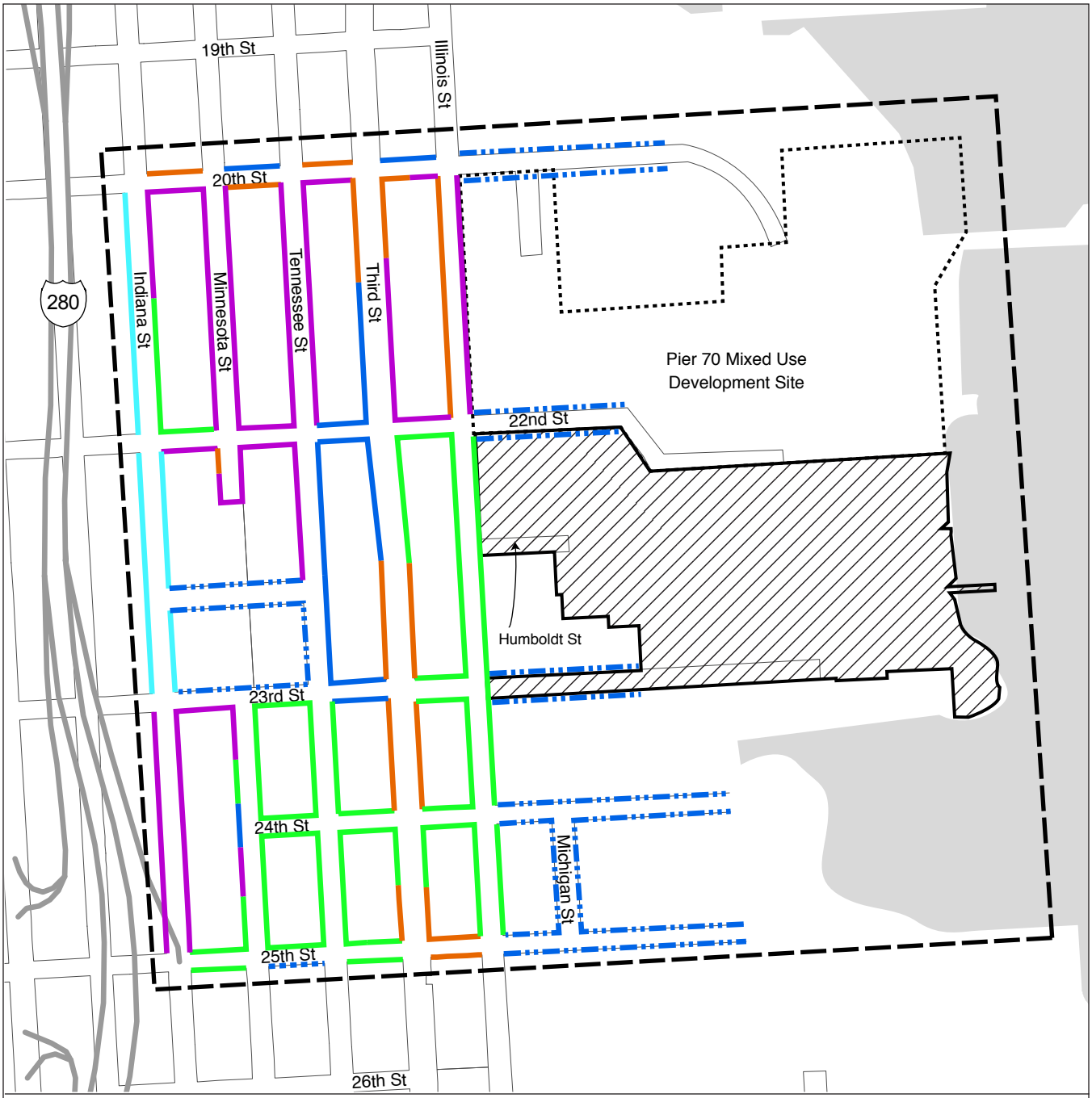
Figure 4.E-2 (Revised)
Existing Transit Network



SOURCE: SFMTA, 2018

Potrero Power Station Mixed-Use Development Project

Figure 4.E-3 (Revised)
Existing Bicycle Network



SOURCE: SFMTA, 2018

Potrero Power Station Mixed-Use Development Project

Figure 4.E-4 (Revised)
Existing On-Street Parking Regulations

* The text under mid-way through the first paragraph of Impact C-TR-7, on EIR p. 4.E-96 is clarified as follows:

> The Pier 70 Mixed-Use District project will include sidewalks consistent with the Better Street Plan requirements (i.e., width, curb ramps, crosswalks, etc.) throughout the site, with sidewalk widths ranging between ~~9~~10 and ~~18~~20 feet, including on new internal streets and on the existing streets on the perimeter of the site (such as on 20th Street, and on 22nd Street, which would also serve people walking to and from the proposed project site.

Section 4.F, Noise and Vibration

* On Draft EIR p. 4.F-44, last paragraph, Impact NO-2 assessed construction-related nighttime noise impacts on planned offsite receptors at the Pier 70 development site and determined this impact to be *less than significant* because estimated noise levels would not exceed the 45-dBA interior / 70-dBA exterior sleep disturbance standard. Although this is considered a less-than-significant impact under CEQA, the California Barrel Company, the project sponsor, and Pier 70 Mixed-Use District project sponsor teams have agreed to an improvement measure to reduce the potential for disturbance of Pier 70 residents during the nighttime hours. The following text is added to p. 4.F-44 of the Draft EIR after the last paragraph:

> While the proposed project's construction-related nighttime noise impacts on planned offsite receptors at the Pier 70 development site would be less than significant, the following improvement measure would further reduce the proposed project's less-than-significant impact.
>
> **Improvement Measure I-NO-A: Nighttime Construction Noise Control Measures**
>
> The following shall occur to reduce potential conflicts between nighttime construction activities on the project site and residents of the Pier 70 project:
>
> - Nighttime construction noise shall be limited to 10 dBA above ambient levels at 25 feet from the edge of the Power Station project boundary.
> - Temporary noise barriers installed in the line-of-sight between the location of construction and any occupied residential uses.
> - Construction contractor(s) shall be required to make best efforts to complete the loudest construction activities before 8 p.m. and after 7 a.m.
> - Further, notices shall be provided to be mailed or, if possible, emailed to residents of the Pier 70 project at least 10 days prior to the date any nighttime construction activities are scheduled to occur and again within three days of commencing such work. Such notice shall include:
>
> i. a description of the work to be performed;
>
> ii. two 24-7 emergency contact names and cell phone numbers;

iii. the exact dates and times when the night work will be performed;

iv. the name(s) of the contractor(s); and

v. the measures that the contractor will perform to reduce or mitigate night noise.

- In addition to the foregoing, the Developer shall work with building managers of occupied residential buildings in the Pier 70 project to post a notification with the aforementioned information in the lobby and other public meeting areas in the building.

* The letter designation of existing Improvement Measure I-NO-A in the Draft EIR is changed to Improvement Measure I-NO-B as indicated in the following text changes on p. 4.F-45 (the third and fifth paragraphs) and p. 4.F-73 (second and fourth paragraphs):

> Although construction-related traffic noise increases would be less than significant, it is recommended that project-related construction trucks be required to use truck routes and queuing and loading areas that avoid streets with adjacent residential uses to the extent feasible (or at least during phases with higher truck volumes) in order to minimize potential disturbances to residents in the Dogpatch neighborhood, as outlined in **Improvement Measure ~~I-NO-A~~ I-NO-B, Avoidance of Residential Streets**. This recommendation could be implemented as part of **Improvement Measure I-TR-A, Construction Management Plan and Public Updates**, described in Section 4.E, Transportation and Circulation."
>
> **"Improvement Measure ~~I-NO-A~~ I-NO-B: Avoidance of Residential Streets"**
>
> "Nevertheless, these less-than-significant cumulative noise increases would still increase ambient noise levels along truck routes as a result of these two projects' overlapping construction schedules and could result in disturbance of residents in the Dogpatch neighborhood. Therefore, implementation of **Improvement Measure ~~I-NO-A~~ I-NO-B**, which would encourage project-related construction trucks to use truck routes that avoid streets where there are residential uses to the extent feasible, would help reduce the effects of the project's construction-related truck traffic noise increases."
>
> **"Improvement Measure ~~I-NO-A~~ I-NO-B: Avoidance of Residential Streets** (see Impact NO-3 above)

* On Draft EIR p. 4.F-59, Impact NO-5 evaluated project-related noise impacts of stationary noise sources on planned offsite receptors at the Pier 70 development site. Stationary equipment-related noise impacts were determined to be *less than significant with mitigation*. Although not specifically discussed in Impact NO-5, other noise-generating activities (i.e., unloading/loading of delivery trucks at building loading docks, refuse collection trucks at trash enclosures, and vehicles parking/unparking within parking structures) could disturb any nearby future noise-sensitive receptors. There are no applicable noise limits in the San Francisco Noise Ordinance to determine the significance of such sporadic and variable noise increases. However, such noise-generating activities are common in urban environments and

therefore, potential noise disturbances from these activities are considered to be *less than significant*. Nevertheless, the California Barrel Company, the project sponsor, and Pier 70 Mixed-Use District project sponsor teams have agreed to an improvement measure to reduce the potential for disturbance of Pier 70 residents from such activities. The following impact discussion text is added to page 4.F-60 of the Draft EIR after the first paragraph and before Mitigation Measure M-NO-5, Stationary Equipment Noise:

> "Other noise-generating activities (i.e., unloading/loading of delivery trucks at building loading docks, refuse collection trucks at trash enclosures, and vehicles parking/unparking within parking structures) could disturb any adjacent or nearby noise-sensitive receptors on the Pier 70 site. There are no applicable noise limits in the San Francisco Noise Ordinance to determine the significance of such sporadic and variable noise increases. In general, such short-term or instantaneous noise events do not substantially alter ambient noise levels, which reflect noise levels over a longer period of time. However, such noise-generating activities are common in urban environments and therefore, potential occasional noise increases from these activities are considered to be *less than significant*."

* The following improvement measure is added to p. 4.F-60 of the Draft EIR after Mitigation Measure M-NO-5, Stationary Equipment Noise Controls:

> While the proposed project's operational noise impacts from other noise-generating activities (i.e., loading docks, trash bins, and parking structures) on planned offsite receptors at the Pier 70 development site would be less than significant, the following improvement measure would further reduce the proposed project's less-than-significant impact.
>
> **Improvement Measure I-NO-C: Design of Future Noise-Generating Uses near Residential Uses:**
>
> The following improvement measures will be implemented to reduce the potential for disturbance of Pier 70 residents from other traffic-related, noise-generating activities located near the northern PPS site boundary:
>
> a. *Design of Building Loading Docks and Trash Enclosures.* To minimize the potential for sleep disturbance at any potential adjacent residential uses, exterior facilities such as loading areas / docks and trash enclosures associated with any non-residential uses along Craig Lane, shall be located on sides of buildings facing away from existing or planned Residential or Child Care uses, if feasible. If infeasible, these types of facilities associated with non-residential uses along Craig Lane shall be enclosed.
>
> If residential uses exist or are planned on Craig Lane, on-street loading activities on Craig Lane shall occur between the hours of 7:00 a.m. and 8:00 p.m. on weekdays, and 9:00 a.m. to 8:00 p.m. on Saturdays, Sundays, and federal holidays. Off-street loading outside of these hours shall only be permitted only if such loading occurs entirely within enclosed buildings.

b. *Design of Above-Ground Parking Structure.* Any parking structure shall be designed to shield existing or planned residential uses from noise and light associated with parking cars.

c. *Restrict Hours of Operation of Loading Activities on Craig Lane.* To reduce potential conflicts between loading activities for commercial uses and potential residential uses, the project sponsor will seek to restrict loading activities on Craig Lane to occur only between the hours of 7 a.m. and 8 p.m. In the event Craig Lane is a private street, such restriction may be included in the Covenants, Conditions, and Restrictions applicable to the project site. If San Francisco Public Works accepts Craig Lane, the project sponsor will seek to have SFMTA impose these restrictions.

Section 4.I, Biological Resources

* The text on page 4.I-53 is revised as follows to clarify the description of project features to be constructed in the bay, consistent with the project description:

> The proposed project includes several components that could result in placement of fill within jurisdictional waters of the San Francisco Bay. To address the potential hazard of future sea-level rise in combination with storm and high tide conditions, the proposed project includes physical shoreline improvements consisting of rock slope revetments, berms and bulkheads, and grading elevation inland, some of which would require work below the high tide line and mean high water line. Should a dual sewer and stormwater system be selected instead of the combined scenario (see Chapter 2, Project Description, and Section 4.J, Hydrology, Water Quality, and Sea Level Rise,) then a new stormwater outfall for discharging runoff from the project site would be installed in the vicinity of the existing Unit 3 Power Block outlet structure and below the high tide line and mean high water line. Additionally, the proposed project would include installation of a new 80-foot long and 3-foot wide gangway and 120-foot long by 15-foot wide floating dock. The wharf portion of the dock would require nine 24-inch support piles, six of which would be installed landside (though potentially below the high tide line and within the U.S. Army Corps of Engineers section 404 jurisdiction), and three of which would occur below the mean higher high water line (and within the army corps section 10 jurisdiction). The floating dock would be held in place by guide piles, either four 36-inch diameter steel piles or 14 24-inch diameter concrete piles. No other project work is planned to occur below the high tide line or mean higher high water line that would affect the bay.

Section 4.K, Hazards and Hazardous Materials

* The second full paragraph on p. 4.K-13 is revised as follows:

> On September 15, 2017, the regional board approved the site investigation report and human health risk assessment for the Unit 3 area.[17] Based on similarities between this

area and the Station A area, PG&E amended the Station A RMP to include the Unit 3 Area.[17a] ~~the regional board anticipates that t~~ The ~~appropriate~~ remedy for this area ~~will~~ includes installation of a durable cover as well as ~~preparation of a risk management plan and the~~ execution of a land use covenant. The regional board ~~recommended amending the Station A risk management plan to include the Unit 3 area, and PG&E is currently working on completing the recommended~~ approved the amendment on January 2, 2019.[17b] ~~The land use covenant for the Station A area will also be extended to include this area.~~ The amendment to the RMP also included a draft land use covenant for the Unit 3 Area. Once the ~~amended risk management plan~~ land use covenant is approved, the regional board will issue a no further action letter for the Unit 3 area.

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17 San Francisco Bay Regional Water Quality Control Board, Approval of October 7, 2016, Former Unit 3 Power Generation Facility Investigation and Human Health Risk Assessment Report, Potrero Power Plant, City and County of San Francisco, September 15, 2017.

17a Haley & Aldrich, Second Addendum to the Final Remedy, Station A PG&E and CBC (Formerly NRG) Areas – Incorporating the Unit 3 Area, Potrero Power Plant Site, San Francisco, California. June 2018.

17b San Francisco Bay Regional Water Quality Control Board, Approval of June 18, 2018, Second Addendum to the Final Remedy of Station A PG&E and CBC (formerly NRG) Areas – Incorporating Unit 3 Area - Potrero Power Plant Site, 1201 Illinois Street, City and County of San Francisco. January 2, 2019.

* The discussion of the Offshore Sediment Area on pp. 4.K-18 to 4.K-20 is augmented with the following new paragraph and new footnote at the end of the first partial paragraph on p. 4.K-20 to reflect new information available subsequent to publication of the Draft EIR:

On May 3, 2019, the San Francisco Department of Public Health, Environmental Health Branch, Site Assessment and Mitigation, issued a letter indicating their concurrence with the regional water board approval and found that the three plans for the Potrero Power Plant offshore sediments remediation (Remedial Action Plan, Waste Management and Transportation Plan; and Dust, Vapor, and Odor Control Plan) meet the San Francisco Health Code Article 22A and 22B requirements for site history, site characterization, and site mitigation.[28a]

28a City and County of San Francisco, Department of Public Health/Environmental Health, 2019. Letter from Awwad, Mamdouh, REHS, Senior Health Inspector to Robert Saur, Pacific Gas and Electric Company regarding SFHC Article 22A and 22B Compliance, Potrero Power Plant – Offshore Sediments Remediation, 1201 Illinois Street, San Francisco, CA EHB-SAM Case Number 1841, dated May 3, 2019.

Chapter 6, Alternatives

* The following text is added at the bottom of EIR p. 6-124, at the end of the section entitled, "Other Preservation Alternatives":

- **New Construction Adjacent to Station A Turbine Hall**. This alternative concept would be another variation on retaining Station A. The Turbine Hall and Switching

Station, built in 1930, together comprise the largest structure on the project site today, the four-story brick building that extends north from 23rd Street; the Turbine Hall portion reaches all the way north to Humboldt Street. Together, the Turbine Hall and Switching Station occupy a footprint of approximately 37,700 square feet. At a height of approximately 65 feet, this structure could accommodate rehabilitation that would provide five stories, for a total floor area of about 188,500 square feet. A reconstructed building occupying the mass of the former Boiler Hall, which was slightly wider than the Turbine Hall and was over 80 feet tall, could accommodate seven stories and a total floor area of about 191,000 square feet. New construction adjacent to the Turbine Hall could be accomplished either in conjunction with a full preservation alternative or a partial preservation alternative. However, the footprint of the former Boiler Hall is at the location of the project's proposed Louisiana Paseo open space and also extends into the western portion of the project's Block 7 and Block 11, as well as the western portion of Power Station Park. Therefore, to meet most of the basic project objectives, Blocks 7 and 11 would have to be reduced in size, additional height would have to be permitted on those blocks and/or on other locations within the project site, and comparable open space would have to be developed elsewhere on the site. These changes would require changes to the site plan in a manner that is likely to impair the achievement of basic project objectives. Furthermore, new construction adjacent to the Station A Turbine Hall would not reduce effects on Station A to a greater degree than other fully analyzed alternatives that would preserve all or some portions of the Station A Turbine Hall (Alternatives B, C, and D). Therefore, this alternative was rejected from further consideration.

Appendix B, Initial Study

* Impact UT-1 on pp. B-29 to B-31 is revised as follows to reflect new water supply information that became available subsequent to the publication of the Draft EIR:

~~Impact UT-1: The City's water service provider would have sufficient water supply available to serve the proposed project from existing entitlements and resources. The proposed project would not require new or expanded water supply resources or entitlements or the construction of new or expanded water treatment facilities.~~ ***~~(Less than Significant)~~***

~~Construction~~

~~During construction, the proposed project would intermittently use non-potable water for dust control in accordance with article 21 of the San Francisco Public Works Code (and as otherwise permitted by law) and would use relatively small amounts of potable water for various site needs such as drinking water, onsite sanitary needs, and for cement mixing. The small increase in potable water demand would not be substantial. In addition, this water use would be temporary, terminating with the completion of construction. Water supplies for San Francisco are provided by the San Francisco Public Utilities Commission (SFPUC), and are planned such that short term spikes in water use can be accommodated. Therefore, project construction would not warrant~~

~~construction or expansion of water treatment facilities, and this impact would be *less than significant* during construction.~~

~~***Operation***~~

~~Once constructed, the proposed project would need potable water for residential and commercial uses. Under San Francisco's Non-potable Water Program, described in EIR Section 4.J, Hydrology and Water Quality, the project would also be required to use non-potable water for appropriate purposes such as toilet and urinal flushing, cooling, and landscape irrigation.~~

~~As discussed in Chapter 2, Project Description, subsection 2.E "Project Characteristics and Components," and under Section 4.A "Impact Overview," the proposed project incorporates a flexible land use program in which certain blocks would permit development of either commercial or residential land uses. For the purposes of this analysis, the scenario that would result in the greatest residential development is referred to as the maximum residential scenario. Conversely, the scenario that would result in the greatest commercial development is referred to as the maximum commercial land use program. The proposed project includes a blend of residential and commercial land uses.~~

~~The project sponsor has estimated the potable and non potable water demands for the proposed project as well as for the maximum residential and maximum commercial scenarios.[43] The water demand estimates use the SFPUC's Non Potable Water Program district scale water calculator, and the phased water demands for the years 2020, 2025, 2030, and 2035 are shown in **Tables 1, Phased Potable Water Demands of the Proposed Project**, and **Table 2, Phased Non-Potable Water Demands of the Proposed Project**. As indicated in these tables, the maximum residential scenario would result in the greatest water demand. At full build out (expected by 2034), the maximum potable water use for this land use program would be 0.25 million gallons per day (mgd). This is 0.23 mgd greater than the existing use of 0.02 mgd at the project site. The project sponsor also estimates that at full build out, the non potable water demand for this scenario would be a maximum of 0.074 mgd. The total water demand would be 0.325 mgd for the maximum residential scenario.~~

~~TABLE 1~~
~~PHASED POTABLE WATER DEMANDS OF THE PROPOSED PROJECT~~

~~Land Use Program~~	~~Total Average Daily Potable Water Demand, gallons per day~~			
	~~2020~~	~~2025~~	~~2030~~	~~2035~~
~~Proposed Project (Preferred Program)~~	~~0~~	~~30,700~~	~~132,200~~	~~224,400~~
~~Maximum Residential~~	~~0~~	~~57,300~~	~~158,800~~	~~251,000~~
~~Maximum Commercial~~	~~0~~	~~30,700~~	~~117,400~~	~~205,000~~

~~SOURCE: CBG, 2018~~

TABLE 2
PHASED NON-POTABLE WATER DEMANDS OF THE PROPOSED PROJECT

Land Use Program	Total Average Daily Non-Potable Water Demand, gallons per day			
	2020	2025	2030	2035
Proposed Project (Preferred Program)	0	16,700	55,000	78,900
Maximum Residential	0	14,400	49,900	73,800
Maximum Commercial	0	16,700	49,800	79,300

SOURCE: CBG, 2018

[43] CBG, *Potrero Power Station – Project Water Demand*, March 21, 2018.

The SFPUC approved and adopted a *water supply assessment* for the proposed project (included in **Appendix H**) on April 24, 2018. The assessment conservatively analyzed the water demand of the maximum residential scenario, and assessed whether the total potable and non-potable water demand could be accommodated within existing and projected water supplies. The assessment concluded that the total 0.325 mgd increased demand of the project represents approximately 0.38 percent of the SFPUC's projected retail water demand in 2035, and is accounted for in the city's retail water demands during normal years, single dry years, and multiple dry years from 2015 through 2035. The assessment also indicates that the demand from the proposed project is accounted for within the overall San Francisco retail water demand being used for current water supply planning. Therefore, as confirmed by the SFPUC, existing water supplies serving the City and County of San Francisco would be sufficient to meet the projected increase in water demand for the project. Impacts related to water supply would be ***less than significant***.

To assess the need for improvements to the existing water distribution systems, the SFPUC City Distribution Division would conduct a hydraulic analysis to confirm that the existing system is adequate to meet the project's water demands, including fire suppression system pressure and flow demands. If the existing infrastructure is found to be inadequate to meet the project's demand, the SFPUC would modify the water conveyance system, such as upsizing the water mains and appurtenances. The construction of the larger facilities could require a limited amount of excavation, trenching, soil movement, and other activities typically associated with construction of development projects in San Francisco and generally within public rights-of-way. These activities, if determined to be required, would be similar to those associated with construction of the project, and these activities would not result in significant environmental effects not already disclosed in the EIR and initial study for the proposed project. Therefore, impacts related to requiring the construction of new water treatment facilities or expansion of existing facilities would be ***less than significant***, and no mitigation measures are required.

Impact UT-1: Sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay Delta Plan Amendment is implemented; in that event the SFPUC may develop new or expanded water supply facilities to address shortfalls in single and multiple dry years but this would occur with or without the proposed project. Impacts related to new or expanded water supply facilities cannot be identified at this time or implemented in the near term; instead, the SFPUC would address supply shortfalls through increased rationing, which could result in significant cumulative effects, but the project would not make a considerable contribution to impacts from increased rationing. (*Less than Significant*)

The Draft EIR determined that development of the proposed project would not require expansion of the city's water supply system and would not adversely affect the city's water supply. This determination was based on the *Water Supply Assessment for the Potrero Power Station Project* dated March 27, 2018 (see Draft EIR, Appendix H) that was adopted by the San Francisco Public Utilities Commission (SFPUC) on April 24, 2018. This water supply assessment was based on the best available water supply and demand projections available at the time, namely those contained in the SFPUC's 2015 Urban Water Management Plan.[1] Subsequent to the publication of the Draft EIR in October 2018, actions by the SFPUC and the California State Water Resources Control Board have altered the water supply projections in the 2015 Urban Water Management Plan, requiring a revised and updated water supply assessment. The revised *Water Supply Assessment for the Potrero Power Station Project* dated August 13, 2019 (see Appendix H-1) was adopted by the SFPUC on August 13, 2019.

The analysis presented below describes the updated water supply projections, including background on the city's water system to provide context for the updated projections. The analysis then evaluates whether: (1) sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years, and (2) the proposed project would require or result in the relocation or construction of new or expanded water supply facilities, the construction or relocation of which would have significant environmental impacts.

Background on Hetch Hetchy Regional Water System

San Francisco's Hetch Hetchy regional water system, operated by the SFPUC, supplies water to approximately 2.7 million people. The system supplies both retail customers – primarily in San Francisco – and 27 wholesale customers in Alameda, Santa Clara, and San Mateo counties. The system supplies an average of 85 percent of its water from the Tuolumne River watershed, stored in Hetch Hetchy Reservoir in Yosemite National Park, and the remaining 15 percent from local surface waters in the Alameda and Peninsula watersheds. The split between these resources varies from year to year

[1] San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco*, June 2016. This document is available at https://sfwater.org/index.aspx?page=75.

depending on hydrological conditions and operational circumstances. Separate from the regional water system, the SFPUC owns and operates an in-city distribution system that serves retail customers in San Francisco. Approximately 97 percent of the San Francisco retail water supply is from the regional system; the remainder is comprised of local groundwater and recycled water.

Water Supply Reliability and Drought Planning

In 2008, the SFPUC adopted the Phased Water System Improvement Program (WSIP) to ensure the ability of the regional water system to meet certain level of service goals for water quality, seismic reliability, delivery reliability, and water supply through 2018.[2] The SFPUC's level of service goals for regional water supply are to meet customer water needs in non-drought and drought periods and to meet dry-year delivery needs while limiting rationing to a maximum of 20 percent system-wide. In approving the WSIP, the SFPUC established a supply limitation of up to 265 mgd to be delivered from its water supply resources in the Tuolumne, Alameda and Peninsula watersheds in years with normal (average) precipitation.[3] The SFPUC's water supply agreement with its wholesale customers provides that approximately two-thirds of this total (up to 184 mgd) is available to wholesale purchasers and the remaining one-third (up to 81 mgd) is available to retail customers. The total amount of water the SFPUC can deliver to retail and wholesale customers in any one year depends on several factors, including the amount of water that is available from natural runoff, the amount of water in reservoir storage, and the amount of that water that must be released from the system for purposes other than customer deliveries (e.g., required instream flow releases below reservoirs). A "normal year" is based on historical hydrological conditions that allow the reservoirs to be filled by rainfall and snowmelt, allowing full deliveries to customers; similarly, a "wet year" and a "dry year" is based on historical hydrological conditions with above and below "normal" rainfall and snowmelt, respectively.

For planning purposes, the SFPUC uses a hypothetical drought that is more severe than what has historically been experienced. This drought sequence is referred to as the "design drought" and serves as the basis for planning and modeling of future scenarios. The design drought sequence used by the SFPUC for water supply reliability planning is an 8.5-year period that combines the following elements to represent a drought sequence more severe than historical conditions:

- *Historical Hydrology* – a six-year sequence of hydrology from the historical drought that occurred from July 1986 to June 1992
- *Prospective Drought* – a 2.5-year period which includes the hydrology from the 1976-77 drought

[2] On December 11, 2018, the SFPUC Commission extended the timing of the WSIP water supply decision through 2028 in its Resolution No. 18-0212.

[3] SFPUC Resolution No. 08-200, *Adoption of the Water System Improvement Program Phased WSIP Variant*, October 30, 2008.

- *System Recovery Period* – The last six months of the design drought are the beginning of the system recovery period. The precipitation begins in the fall, and by approximately the month of December, inflow to reservoirs exceeds customer demands and SFPUC system storage begins to recover.

While the most recent drought (2012 through 2016) included some of the driest years on record for the SFPUC's watersheds, the design drought still represents a more severe drought in duration and overall water supply deficit.

Based on historical records of hydrology and reservoir inflow from 1920 to 2017, current delivery and flow obligations, and fully-implemented infrastructure under the WSIP, normal or wet years occurred 85 out of 97 years. This translates into roughly nine normal or wet years out of every 10 years. Conversely, system-wide rationing is required roughly one out of every 10 years. The frequency of dry years is expected to increase as climate change intensifies.

2015 Urban Water Management Plan

The California Urban Water Management Planning Act[4] requires urban water supply agencies to prepare *urban water management plans* to plan for the long-term reliability, conservation, and efficient use of California's water supplies to meet existing and future demands. The act requires water suppliers to update their plans every five years based on projected growth for at least the next 20 years.

Accordingly, the current urban water management plan for the City and County of San Francisco is the 2015 Urban Water Management Plan.[5] The 2015 plan presents information on the SFPUC's retail and wholesale service areas, the regional water supply system and other water supply systems operated by the SFPUC, system supplies and demands, water supply reliability, Water Conservation Act of 2009 compliance, water shortage contingency planning, and water demand management.

The water demand projections in the 2015 plan reflect anticipated population and employment growth, socioeconomic factors, and the latest conservation forecasts. For San Francisco, housing and employment growth projections are based on the San Francisco Planning Department's Land Use Allocation 2012 (see 2015 Urban Water Management Plan, Appendix E, Table 5, p. 21), which in turn is based on the Association of Bay Area Governments (ABAG) growth projections through 2040.[6] The 2015 plan presents water demand projections in five-year increments over a 25-year planning horizon through 2040.

The 2015 plan compares anticipated water supplies to projected demand through 2040 for normal, single-dry, and multiple-dry water years. Retail water supplies are

4 California Water Code, division 6, part 2.6, sections 10610 through 10656, as last amended in 2015.
5 San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco*, June 2016. This document is available at https://sfwater.org/index.aspx?page=75
6 Association of Bay Area Governments, *Jobs-Housing Connection Strategy*, May 2012.

comprised of regional water system supply, groundwater, recycled water, and non-potable water. Under normal hydrologic conditions, the total retail supply is projected to increase from 70.1 mgd in 2015 to 89.9 mgd in 2040. According to the plan, available and anticipated future water supplies would fully meet projected demand in San Francisco through 2040 during normal years.

On December 11, 2018, by Resolution No. 18-0212, the SFPUC amended its 2009 Water Supply Agreement between the SFPUC and its wholesale customers. That amendment revised the Tier 1 allocation in the Water Supply Allocation Plan to require a minimum reduction of 5 percent of the regional water system supply for San Francisco retail customers whenever system-wide reductions are required due to dry-year supply shortages.[7] When accounting for the requirements of this recently amended agreement, existing and planned supplies would meet projected retail water system demands in all years except for an approximately 3.6 to 6.1 mgd or 5 to 6.8 percent shortfall during dry years through the year 2040. This relatively small shortfall is primarily due to implementation of the amended 2009 water supply agreement. In such an event, the SFPUC would implement the SFPUC's Retail Water Shortage Allocation Plan and could manage this relatively small shortfall by prohibiting certain discretionary outdoor water uses and/or calling for voluntary rationing among all retail customers. Based on experience in past droughts, retail customers could reduce water use to meet this projected level of shortfall. The required level of rationing is well below the SFPUC's regional water supply level of service goal of limiting rationing to no more than 20 percent on a system-wide basis.

Based on the 2015 Urban Water Management Plan, as modified by the 2018 amendment to the 2009 Water Supply Agreement, sufficient retail water supplies would be available to serve projected growth in San Francisco through 2040. While concluding supply is sufficient, the 2015 Urban Water Management Plan also identifies projects that are underway or planned to augment local supply. Projects that are underway or recently completed include the San Francisco Groundwater Supply Project and the Westside Recycled Water Project. A more current list of potential regional and local water supply projects that the SFPUC is considering is provided below under Additional Water Supplies.

In addition, the plan describes the SFPUC's ongoing efforts to improve dry-year water supplies, including participation in Bay Area regional efforts to improve water supply reliability through projects such as interagency interties, groundwater management and recharge, potable reuse, desalination, and water transfers. While no specific capacity or supply has been identified, this program may result in future supplies that would benefit SFPUC customers.

[7] SFPUC, Resolution No. 18-0212, December 11, 2018.

2018 Bay-Delta Plan Amendment

In December 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of the rivers and the Bay-Delta ecosystem.[8] Among the goals of the adopted Bay-Delta Plan Amendment is to increase salmonid populations in the San Joaquin River, its tributaries (including the Tuolumne River), and the Bay-Delta. Specifically, the plan amendment requires increasing flows in the Stanislaus, Tuolumne, and Merced rivers to 40 percent of unimpaired flow[9] from February through June every year, whether it is wet or dry. During dry years, this would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed.

If this plan amendment is implemented, the SFPUC would be able to meet the projected retail water demands presented in the 2015 Urban Water Management Plan in normal years but would experience supply shortages in single dry years and multiple dry years. Implementation of the Bay-Delta Plan Amendment would result in substantial dry-year water supply shortfalls throughout the SFPUC's regional water system service area, including San Francisco. The 2015 Urban Water Management Plan assumes limited rationing for retail customers may be needed in multiple dry years to address an anticipated supply shortage by 2040; the 2018 amendment to the 2009 Water Supply Agreement with wholesale customers would slightly increase rationing levels indicated in the 2015 plan. By comparison, implementation of the Bay-Delta Plan Amendment would result in supply shortfalls in all single dry years and multiple dry years and rationing to a greater degree than previously anticipated to address supply shortages not accounted for in the 2015 Urban Water Management Plan or as a result of the 2018 amendment to the Water Supply Agreement.

The state water board has stated that it intends to implement the plan amendment by the year 2022, assuming all required approvals are obtained by that time. However, at this time, the implementation of the Bay-Delta Plan Amendment is uncertain for several reasons, as the SFPUC explained in the Water Supply Assessment prepared for this project. First, under the federal Clean Water Act, the United States Environmental Protection Agency (U.S. EPA) must approve the water quality standards identified in the plan amendment. It is uncertain what determination the U.S. EPA will make and its decision could result in litigation.

Second, since adoption of the Bay-Delta Plan Amendment, over a dozen lawsuits have been filed in state and federal court, challenging the water board's adoption of the plan amendment, including legal challenges filed by the federal government at the request

[8] State Water Resources Control Board Resolution No. 2018-0059, *Adoption of Amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary and Final Substitute Environmental Document,* December 12, 2018, available at https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf.

[9] "Unimpaired flow" represents the water production of a river basin, unaltered by upstream diversions, storage, or by export or import of water to or from other watersheds.

of the U.S. Bureau of Reclamation. That litigation is in the early stages, and there have been no dispositive court rulings as of this date.

Third, the Bay-Delta Plan Amendment is not self-executing and does not allocate responsibility for meeting its new flow requirements to the SFPUC or any other water rights holders. Rather, the plan amendment merely provides a regulatory framework for flow allocation, which must be accomplished by other regulatory and/or adjudicatory proceedings, such as a comprehensive water rights adjudication or, in the case of the Tuolumne River, the Clean Water Act, section 401 certification process in the Federal Energy Regulatory Commission's relicensing proceeding for Don Pedro Dam. The license amendment process is currently expected to be completed in the 2022–2023 timeframe. This process and other regulatory and/or adjudicatory proceeding would likely face legal challenges and have lengthy timelines, and quite possibly could result in a different assignment of flow responsibility for the Tuolumne River than currently exists (and therefore a different water supply effect on the SFPUC).

Fourth, in recognition of the obstacles to implementation of the Bay-Delta Plan Amendment, the water board directed its staff to help complete a "Delta watershed-wide agreement, including potential flow measures for the Tuolumne River" by March 1, 2019, and to incorporate such agreements as an "alternative" for a future amendment to the Bay-Delta Plan to be presented to the [water board] as early as possible after December 1, 2019." In accordance with the water board's instruction, on March 1, 2019, the SFPUC, in partnership with other key stakeholders, submitted a proposed project description for the Tuolumne River that could be the basis for a voluntary agreement with the state water board that would serve as an alternative path to implementing the Bay-Delta Plan's objectives. On March 26, 2019, the SFPUC adopted Resolution No. 19-0057 to support its participation in the voluntary agreement negotiation process. To date, those negotiations are ongoing.

For these reasons, whether, when, and the form in which the Bay-Delta Plan Amendment will be implemented, and how those amendments will affect the SFPUC's water supply, is currently unknown.

Additional Water Supplies

In light of the adoption of the Bay-Delta Plan Amendment and the resulting potential limitation to the SFPUC's regional water system supply during dry years, the SFPUC is expanding and accelerating its efforts to develop additional water supplies and explore other projects that would improve overall water supply resilience. Developing these supplies would reduce water supply shortfalls and reduce rationing associated with such shortfalls. The SFPUC has taken action to fund the study of additional water supply projects, which are described in the water supply assessment for the proposed project and listed below:

- Daly City Recycled Water Expansion

- Alameda County Water District Transfer Partnership
- Brackish Water Desalination in Contra Costa County
- Alameda County Water District-Union Sanitary District Purified Water Partnership
- Crystal Springs Purified Water
- Eastside Purified Water
- San Francisco Eastside Satellite Recycled Water Facility
- Additional Storage Capacity in Los Vaqueros Reservoir from Expansion
- Calaveras Reservoir Expansion

The capital projects that are under consideration would be costly and are still in the early feasibility or conceptual planning stages. These projects would take 10 to 30 or more years to implement and would require environmental permitting negotiations, which may reduce the amount of water that can be developed. The yield from these projects is unknown and not currently incorporated into SFPUC's supply projections.

In addition to capital projects, the SFPUC is also considering developing related water demand management policies and ordinances, such as funding for innovative water supply and efficiency technologies and requiring potable water offsets for new developments.

Water Supply Assessment

Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large projects, as defined in CEQA Guidelines section 15155.[10] Water supply assessments rely on information contained in the water supplier's urban water management plan and on the estimated water demand of both the proposed project and projected growth within the relevant portion of the water supplier's service area. The proposed project meets the definition of a water demand project under CEQA in multiple aspects in that it is a mixed use development with more than 500 dwelling units (2,682 dwelling units), would employ more than 1,000 persons (estimated to be 4,747 total employees), have more than 500,000 square feet of floor space (5,367,860 gross square feet), have commercial office

[10] Pursuant to CEQA Guidelines section 15155(1), "a water-demand project" means:
(A) A residential development of more than 500 dwelling units.
(B) A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
(C) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor area.
(D) A hotel or motel, or both, having more than 500 rooms, (e) an industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
(F) A mixed-use project that includes one or more of the projects specified in subdivisions (a)(1)(A), (a)(1)(B), (a)(1)(C), (a)(1)(D), (a)(1)(E), and (a)(1)(G) of this section.
(G) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

buildings that would employ more than 1,000 persons (estimated to be 4,428 commercial employees), and have commercial uses with more than 250,000 square feet (1,395,940 gross square feet). Accordingly, as described above, the SFPUC prepared and adopted a revised water supply assessment for the proposed project on August 13, 2019,[11] which updated the previous water supply assessment for the proposed project (see Appendix H-1).

The water supply assessment for the proposed project identifies the project's total water demand, including a breakdown of potable and non-potable water demands. The proposed project is subject to San Francisco's Non-potable Water Ordinance (article 12C of the San Francisco Health Code). The Non-potable Water Ordinance requires new commercial, mixed-use, and multi-family residential development projects with 250,000 square feet or more of gross floor area to install and operate an onsite non-potable water system. Such projects must meet their toilet and urinal flushing and irrigation demands through the collection, treatment, and use of available graywater, rainwater, and foundation drainage. While not required, projects may use treated blackwater or stormwater if desired. Furthermore, projects may choose to apply non-potable water to other non-potable water uses, such as cooling tower blowdown and industrial processes, but are not required to do so under the ordinance.

The proposed project would meet the requirements of the Non-potable Water Ordinance by providing an onsite graywater collection, treatment, and distribution system that would collect and treat graywater onsite buildings and then distribute the treated graywater to all project site buildings for toilet and urinal flushing, irrigation in landscaped areas. The project would exceed the requirements of the ordinance by using non-potable water for cooling in addition to using graywater and rainwater to meet toilet and urinal flushing and irrigation.

The project sponsor has estimated the potable and non-potable water demands for the project using the SFPUC's Non-potable Water Calculator for 2020, 2025, 2030, and 2035,[12] and in the water supply assessment, the SFPUC concurred that the demand estimates provided by the project sponsor are reasonable. In order to account for the flexible land use program incorporated into the project, the sponsor also estimated the demands for four other land use programs: maximum residential scenario, maximum commercial scenario, project variant, and project variant maximum residential scenario. The estimated indoor water demands were input to the calculator to reflect HVAC/cooling demands, which were based on projected cooling loads. The cooling tower water demand input to the calculator represents a maximum estimate, but actual cooling tower water demands could be lower if heat recovery systems are installed to meet the heat loads in the building. **Table 1 (revised)** and **Table 2 (revised)** present the phased potable and non-potable water demands, respectively, for the proposed project and the other four scenarios.

[11] SFPUC, *Revised Water Supply Assessment for the Potrero Power Station Project*, August 13, 2019. (See Appendix H-1.)
[12] CBG, *Potrero Power Station – Project Water Demand Update*, March 21, 2018, updated June 24, 2019.

TABLE 1 (REVISED)
PHASED POTABLE WATER DEMANDS

Land Use Program	Total Average Daily Potable Water Demand, gallons per day			
	2020	2025	2030	2035
Proposed Project (Preferred Program)	0	30,700	132,200	224,400
Maximum Residential	0	57,300	158,800	251,000
Maximum Commercial	0	30,700	117,400	205,000
Project Variant	0	30,700	117,900	211,600
Project Variant Maximum Residential	0	42,400	120,600	223,400

SOURCE: CBG, 2019

TABLE 2 (REVISED)
PHASED NON-POTABLE WATER DEMANDS

Land Use Program	Total Average Daily Non-Potable Water Demand, gallons per day			
	2020	2025	2030	2035
Proposed Project (Preferred Program)	0	16,700	55,000	78,900
Maximum Residential	0	14,400	49,900	73,800
Maximum Commercial	0	16,700	49,800	79,300
Project Variant	0	16,700	52,900	79,500
Project Variant Maximum Residential	0	14,500	50,800	77,400

SOURCE: CBG, 2019

Table 3 presents the total water demands for the proposed projects and the other four scenarios, combining the potable and non-potable water demands listed in Tables 1 and 2, but the units are converted to million gallons per day to facilitate comparison with citywide demands. As shown in Table 3, the maximum residential scenario would generate the highest water demand during all phases, with a total of 0.325 mgd at buildout (comprised of 0.251 mgd of potable water and 0.074 mgd of non-potable water). In other words, under the maximum residential scenario, 22.7 percent of the project's total water demand would be met by non-potable water. For the purposes of this analysis, the water demand of maximum residential scenario is used to indicate worst-case conditions; any other land use scenario would have a lower water demand and less severe impact.

The water supply assessment estimates future retail (citywide) water demand through 2040 based on the population and employment growth projections contained in the planning department's Land Use Allocation 2012. The planning department has determined that the proposed project represents a portion of the planned growth accounted for in Land Use Allocation 2012. Therefore, the project's demand is incorporated in the 2015 Urban Water Management Plan.

TABLE 3
PHASED TOTAL WATER DEMANDS (POTABLE + NON-POTABLE WATER)

Land Use Program	Total Average Daily Water Demand, million gallons per day			
	2020	2025	2030	2035
Proposed Project (Preferred Program)	0	0.047	0.187	0.303
Maximum Residential	0	0.072	0.209	0.325
Maximum Commercial	0	0.047	0.167	0.284
Project Variant	0	0.047	0.171	0.291
Project Variant Maximum Residential	0	0.057	0.171	0.301

SOURCE: CBG, 2019

The water supply assessment determined that the project's potable water demand of 0.251 mgd would contribute 0.28 percent to the projected total retail demand of 89.9 mgd in 2040. The project's total water demand of 0.325 mgd, which does not account for the 0.074 mgd savings anticipated through compliance with the non-potable water ordinance, would represent 0.36 percent of 2040 total retail demand. Thus, the total water demand of the proposed project represents a small fraction of the total projected water demand in San Francisco through 2040.

Due to the recent 2018 Bay Delta Plan Amendments, the water supply assessment considers these demand estimates under three water supply scenarios. To evaluate the ability of the water supply system to meet the demand of the proposed project in combination with both existing development and projected growth in San Francisco, the water supply assessment describes the following three water supply scenarios:

- Scenario 1: Current Water Supply
- Scenario 2: Bay-Delta Plan Voluntary Agreement
- Scenario 3: 2018 Bay-Delta Plan Amendment

As discussed below, the water supply assessment concludes that water supplies would

be available to meet the demand of the proposed project in combination with both existing development and projected growth in San Francisco through 2040 under each of these water supply scenarios with varying levels of rationing during dry years. The following is a summary of the analysis and conclusions presented in the SFPUC's water supply assessment for the project under each of the three water supply scenarios considered.

Scenario 1 – Current Water Supply. Scenario 1 assumes no change to the way in which water is supplied, and that neither the Bay-Delta Plan Amendment nor a Bay-Delta Plan Voluntary Agreement would be implemented. Thus, the water supply and demand assumptions contained in the 2015 Urban Water Management Plan and the 2009 Water Supply Agreement as amended would remain applicable for the project's

water supply assessment. As stated above, the proposed project is accounted for in the demand projections in the 2015 Urban Water Management Plan.

Under Scenario 1, the water supply assessment determined that water supplies would be available to meet the demand of the proposed project in combination with existing development and projected growth in all years, except for an approximately 3.6 to 6.1 mgd or 5- to 6.8-percent shortfall during dry years through the year 2040. This relatively small shortfall is primarily due to implementation of the amended 2009 Water Supply Agreement. To manage a small shortfall such as this, the SFPUC may prohibit certain discretionary outdoor water uses and/or call for voluntary rationing by its retail customers. During a prolonged drought at the end of the 20-year planning horizon, the project could be subject to voluntary rationing in response to a 7-percent supply shortfall, when the 2018 amendments to the 2009 Water Supply Agreement are taken into account. This level of rationing is well within the SFPUC's regional water system supply level of service goal of limiting rationing to no more than 20 percent on a system-wide basis (i.e., an average throughout the regional water system).

Scenario 2 – Bay-Delta Plan Voluntary Agreement. Under Scenario 2, a voluntary agreement would be implemented as an alternative to the adopted Bay-Delta Plan Amendment. The March 1, 2019, proposed voluntary agreement submitted to the state water board has yet to be accepted, and the shortages that would occur with its implementation are not known. The voluntary agreement proposal contains a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment. The resulting regional water system supply shortfalls during dry years would be less than those under the Bay-Delta Plan Amendment and would require rationing of a lesser degree and closer in alignment to the SFPUC's adopted level of service goal for the regional water system of rationing of no more than 20 percent system-wide during dry years. The SFPUC Resolution No. 19-0057, which authorized the SFPUC staff to participate in voluntary agreement negotiations, stated its intention that any final voluntary agreement allow the SFPUC to maintain both the water supply and sustainability level of service goals and objectives adopted by the SFPUC when it approved the WSIP. Accordingly, it is reasonable to conclude that if the SFPUC enters into a voluntary agreement, the supply shortfall under such an agreement would be of a similar magnitude to those that would occur under Scenario 1. In any event, the rationing that would be required under Scenario 2 would be of a lesser degree than under the Bay-Delta Plan Amendment as adopted.

Scenario 3 – Bay-Delta Plan Amendment. Under Scenario 3, the 2018 Bay-Delta Plan Amendment would be implemented as it was adopted by the state water board without modification. As discussed above, there is considerable uncertainty whether, when, and in what form the plan amendment will be implemented. However, because implementation of the plan amendment cannot be ruled out at this time, an analysis of the cumulative impact of projected growth on water supply resources under this scenario is included in this document to provide a worst-case impact analysis.

Under this scenario, which is assumed to be implemented after 2022, water supplies would be available to meet projected demands through 2040 in wet and normal years with no shortfalls. However, under Scenario 3 the entire regional water system—including both the wholesale and retail service areas—would experience significant shortfalls in single dry and multiple dry years, which over the past 97 years occur on average just over once every 10 years. Significant dry-year shortfalls would occur in San Francisco, regardless of whether or not the proposed project is constructed. Except for the currently anticipated shortfall to retail customers of about 6.1 mgd (6.8 percent) that is expected to occur under Scenario 1 during years seven and eight of the 8.5-year design drought based on 2040 demand levels, these shortfalls to retail customers would exclusively result from supply reductions resulting from implementation of the Bay-Delta Plan Amendment. The retail supply shortfalls under Scenario 3 would not be attributed to the incremental demand associated with the proposed project, because the project's demand is incorporated already in the growth and water demand/supply projections contained in the 2015 Urban Water Management Plan.

Under the Bay-Delta Plan Amendment, existing and planned dry-year supplies would be insufficient for the SFPUC to satisfy its regional water system supply level of service goal of no more than 20 percent rationing system-wide. The Water Shortage Allocation Plan does not specify allocations to retail supply during system-wide shortages above 20 percent. However, the plan indicates that if a system-wide shortage greater than 20 percent were to occur, the regional water system supply would be allocated among retail and wholesale customers per the rules corresponding to a 16- to 20-percent system-wide reduction, subject to consultation and negotiation between the SFPUC and its wholesale customers to modify the allocation rules. The allocation rules corresponding to the 16- to 20-percent system-wide reduction are reflected in the project's water supply assessment. These allocation rules result in shortfalls of 15.6 to 49.8 percent across the retail service area as a whole under Scenario 3. As shown in Table 5 of the water supply assessment (Projected Supply and Demand Comparison Under Scenario 3), total shortfalls under Scenario 3 would range from 12.3 mgd (15.6 percent) in a single dry year to 36.1 mgd (45.7 percent) in years seven and eight of the 8.5-year design drought based on 2025 demand levels and from 21 mgd (23.4 percent) in a single dry year to 44.8 mgd (49.8 percent) in years seven and eight of the 8.5-year design drought based on 2040 demand.

Impact Analysis

As described above, the supply capacity of the Hetch Hetchy regional water system that provides the majority of the city's drinking water far exceeds the potential demand of any single development project in San Francisco. No single development project alone in San Francisco would require the development of new or expanded water supply facilities or require the SFPUC to take other actions, such as imposing a higher level of rationing across the city in the event of a supply shortage in dry years. Therefore, a separate project-only analysis is not provided for this topic. The following analysis instead considers whether the proposed project in combination with both existing development and projected growth through 2040 would require new or expanded water supply

facilities, the construction or relocation of which could have significant cumulative impacts on the environment. It also considers whether a high level of rationing would be required that could have significant cumulative impacts. It is only under this cumulative context that development in San Francisco could have the potential to require new or expanded water supply facilities or require the SFPUC to take other actions, which in turn could result in significant physical environmental impacts related to water supply. If significant cumulative impacts could result, then the analysis considers whether the project would make a considerable contribution to the cumulative impacts.

Impacts related to New or Expanded Water Supply Facilities

The SFPUC's adopted water supply level of service goal for the regional water system is to meet customer water needs in non-drought and drought periods. The system performance objective for drought periods is to meet dry-year delivery needs while limiting rationing to a maximum of 20 percent system-wide reduction in regional water service during extended droughts. As the SFPUC has designed its system to meet this goal, it is reasonable to assume that to the extent the SFPUC can achieve its service goals, sufficient supplies would be available to serve existing development and planned growth accounted for in the 2015 Urban Water Management Plan (which includes the proposed project) and that new or expanded water supply facilities are not needed to meet system-wide demand. While the focus of this analysis is on the SFPUC's retail service area and not the regional water system as a whole, this cumulative analysis considers the SFPUC's regional water supply level of service goal of rationing of not more than 20 percent in evaluating whether new or expanded water supply facilities would be required to meet the demands of existing development and projected growth in the retail area through 2040. If a shortfall would require rationing of more than 20 percent to meet system-wide dry-year demand, the analysis evaluates whether as a result, the SFPUC would develop new or expanded water supply facilities that result in significant physical environmental impacts. It also considers whether such a shortfall would result in a level of rationing that could cause significant physical environmental impacts. If the analysis determines that there would be a significant cumulative impact, then per CEQA Guidelines section 15130, the analysis considers whether the project's incremental contribution to any such effect is "cumulatively considerable."

As discussed above, existing and planned dry-year supplies would meet projected retail demands through 2040 under Scenario 1 within the SFPUC's regional water system adopted water supply reliability level of service goal. Therefore, the SFPUC could meet the water supply needs for the proposed project in combination with existing development and projected growth in San Francisco through 2040 from the SFPUC's existing system. The SFPUC would not be expected to develop new or expanded water supply facilities for retail customers under Scenario 1 and there would be no significant cumulative environmental impact.

The effect of Scenario 2 cannot be quantified at this time but as explained previously, if it can be designed to achieve the SFPUC's level of service goals and is adopted, it would be expected to have effects similar to Scenario 1. Given the SFPUC's stated goal

of maintaining its level of service goals under Scenario 2, it is expected that Scenario 2 effects would be more similar to Scenario 1 than to Scenario 3. In any event, any shortfall effects under Scenario 2 that exceed the SFPUC's service goals would be expected to be less than those under Scenario 3. Therefore, the analysis of Scenario 3 would encompass any effects that would occur under Scenario 2 if it were to trigger the need for increased water supply or rationing in excess of the SFPUC's regional water system level of service goals.

Under Scenario 3, the SFPUC's existing and anticipated water supplies would be sufficient to meet the demands of existing development and projected growth in San Francisco, including the proposed project, through 2040 in wet and normal years, which have historically occurred in approximately nine out of ten years on average. During dry and multiple dry years, retail supply shortfalls of 15.6 to 49.8 percent could occur.

The SFPUC has indicated in its water supply assessment that as a result of the adoption of the Bay-Delta Plan Amendment and the resulting potential limitations on supply to the regional water system during dry years, the SFPUC is increasing and accelerating its efforts to develop additional water supplies and explore other projects that would increase overall water supply resilience. It lists possible projects that it will study. The SFPUC is beginning to study water supply options, but it has not determined the feasibility of the possible projects, has not made any decision to pursue any particular supply projects, and has determined that the identified potential projects would take anywhere from 10 to 30 years or more to implement.

There is also a substantial degree of uncertainty associated with the implementation of the Bay-Delta Plan Amendment and its ultimate outcome, and therefore, there is substantial uncertainty in the amount of additional water supply that may be needed, if any. Moreover, there is uncertainty and lack of knowledge as to the feasibility and parameters of the possible water supply projects the SFPUC is beginning to explore. Consequently, the physical environmental impacts that could result from future supply projects is quite speculative at this time and would not be expected to be reasonably determined for a period of time ranging from 10 to 30 years. Although it is not possible at this time to identify the specific environmental impacts that could result, this analysis assumes that if new or expanded water supply facilities, such as those listed above under "Additional Water Supplies," were developed, the construction and/or operation of such facilities could result in significant adverse environmental impacts, and this would be a significant cumulative impact.

As discussed above, the proposed project would represent 0.36 percent of total demand and 0.28 percent of potable water demand in San Francisco in 2040, whereas implementation of the Bay Delta Plan Amendment would result in a retail supply shortfall of up to 49.8 percent. Thus, new or expanded dry-year water supplies would be needed under Scenario 3 regardless of whether the proposed project is constructed. As such, any physical environmental impacts related to the construction and/or

operation of new or expanded water supplies would occur with or without the proposed project. Therefore, the proposed project would not have a considerable contribution to any significant cumulative impacts that could result from the construction or operation of new or expanded water supply facilities developed in response to the Bay-Delta Plan Amendment.

Impacts related to Rationing

Given the long lead times associated with developing additional water supplies, in the event the Bay-Delta Plan Amendment were to take effect sometime after 2022 and result in a dry-year shortfall, the expected action of the SFPUC for the next 10 to 30 years (or more) would be limited to requiring increased rationing. The remaining analysis therefore focuses on whether rationing at the levels that might be required under the Bay-Delta Plan Amendment could result in any cumulative impacts, and if so, whether the project would make a considerable contribution to these impacts.

The SFPUC has established a process through its Retail Water Shortage Allocation Plan for actions it would take under circumstances requiring rationing. Rationing at the level that might be required under the Bay-Delta Plan Amendment would require changes to how businesses operate, changes to water use behaviors (e.g., shorter and/or less-frequent showers), and restrictions on irrigation and other outdoor water uses (e.g., car washing), all of which could lead to undesirable socioeconomic effects. Any such effects would not constitute physical environmental impacts under CEQA.

High levels of rationing could, however, lead to adverse physical environmental effects, such as the loss of vegetation cover resulting from prolonged restrictions on irrigation. Prolonged high levels of rationing within the city could also make San Francisco a less desirable location for residential and commercial development compared to other areas of the state not subject to such substantial levels of rationing, which, depending on location, could lead in turn to increased urban sprawl. Sprawl development is associated with numerous environmental impacts, including, for example, increased greenhouse gas emissions and air pollution from longer commutes and lower density development, higher energy use, loss of farmland, and increased water use from less water-efficient suburban development.[13] In contrast, as discussed in the transportation section, the proposed project is located in an area where VMT per capita is well below the regional average; projects in San Francisco are required to comply with numerous regulations that would reduce greenhouse gas emissions, as discussed in the greenhouse gas section of this initial study, and San Francisco's per capita water use is among the lowest in the state. Thus, the higher levels of rationing on a citywide basis that could be required under the Bay-Delta Plan Amendment could lead directly or indirectly to significant cumulative impacts. The question, then, is

[13] Pursuant to the SFPUC 2015 Urban Water Management Plan, San Francisco's per capita water use is among the lowest in the state.

whether the project would make a considerable contribution to impacts that may be expected to occur in the event of high levels of rationing.

While the levels of rationing described above apply to the retail service area as a whole (i.e., 5 to 6.8 percent under Scenario 1 and 15.6 to 49.8 percent under Scenario 3), the SFPUC may allocate different levels of rationing to individual retail customers based on customer type (e.g., dedicated irrigation, single-family residential, multi-family residential, commercial, etc.) to achieve the required level of retail (city-wide) rationing. Allocation methods and processes that have been considered in the past and may be used in future droughts are described in the SFPUC's current Retail Water Shortage Allocation Plan.[14] However, additional allocation methods that reflect existing drought-related rules and regulations adopted by the SFPUC during the recent drought are more pertinent to current and foreseeable development and water use in San Francisco and may be included in the SFPUC's update to its Retail Water Shortage Allocation Plan.[15] The Retail Water Shortage Allocation Plan will be updated as part of the 2020 Urban Water Management Plan update in 2021. The SFPUC anticipates that the updated Retail Water Shortage Allocation Plan would include a tiered allocation approach that imposes lower levels of rationing on customers who use less water than other customers in the same customer class and would require higher levels of rationing by customers who use more water. This approach aligns with the state water board's statewide emergency conservation mandate imposed during the recent drought, in which urban water suppliers who used less water were subject to lower reductions than those who used more water. Imposing lower rationing requirements on customers who already conserve more water is also consistent with the implementation of prior rationing programs based on past water use in which more efficient customers were allocated more water.

The SFPUC anticipates that, as a worst-case scenario under Scenario 3, a mixed-used development such as the proposed project could be subject to up to 38-percent rationing during a severe drought.[16] In accordance with the Retail Water Shortage Allocation Plan, the level of rationing that would be imposed on the proposed project would be determined at the time of a drought or other water shortage and cannot be

[14] San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco, Appendix L – Retail Water Shortage Allocation Plan*, June 2016. This document is available at https://sfwater.org/index.aspx?page=75

[15] SFPUC, *2015-2016 Drought Program*, adopted by Resolution 15-0119, May 26, 2015.

[16] This worst-case rationing level for San Francisco multi-family residential was estimated for the purpose of preparing comments on behalf of the City and County of San Francisco on the SWRCB's Draft Substitute Environmental Document in Support of Potential Changes to the Bay-Delta Plan, dated March 16, 2017. See comment letter Attachment 1, Appendix 3, Page 5, Table 3. The comment letter and attachments are available on the SWRCB website: https://www.waterboards.ca.gov/public_notices//2016_baydelta_plan_amendment/docs/dennis_herrera.pdf. The rationing estimates prepared for the comment letter apply to the first 6 years of the SFPUC's 8.5-year design drought as they reflect the 1987-92 drought. For the last 2.5 years of the design drought, a corresponding worst-case rationing level for San Francisco multi-family residential customers was not estimated. While the level of rationing imposed on the retail system will be higher for the outer years of the design drought compared to the first 6 years, it is reasonable to assume that multi-family residential customers such as the proposed project would not have to conserve more than 38 percent.

established with certainty prior to the shortage event. However, newly-constructed buildings, such as the proposed project, have water-efficient fixtures and non-potable water systems that comply with the latest regulations. Thus, if these buildings can demonstrate below-average water use, they would likely be subject to a lower level of rationing than other retail customers that meet or exceed the average water use for the same customer class.

While any substantial reduction in water use in a new, water efficient building likely would require behavioral changes by building occupants that are inconvenient, temporary rationing during a drought is expected to be achievable through actions that would not cause or contribute to significant environmental effects. The effect of such temporary rationing would likely cause occupants to change behaviors but would not cause the substantial loss of vegetation because vegetation on this urban infill site would be limited to ornamental landscaping, and non-potable water supplies would remain available for landscape irrigation in dry years. The project would not include uses that would be forced to relocate because of temporary water restrictions, such as a business that relies on significant volumes of water for its operations. While high levels of rationing that would occur under Scenario 3 could result in future development locating elsewhere, future residents, office workers, and businesses occupying the proposed project would be expected to tolerate rationing for the temporary duration of a drought.

As discussed above, implementation of the Bay-Delta Plan Amendment would result in substantial system-wide water supply shortfalls in dry years. These shortfalls would occur with or without the proposed project, and the project's incremental increase in potable water demand (0.28 percent of total citywide demand) would have a negligible effect on the levels of rationing that would be required throughout San Francisco under Scenario 3 in dry years.

As such, temporary rationing that could be imposed on the proposed project would not cause or contribute to significant environmental effects associated with the high levels of rationing that may be required on a city-wide basis under Scenario 3. Thus, the proposed project would not make a considerable contribution to any significant cumulative impacts that may result from increased rationing that may be required with implementation of the Bay-Delta Plan Amendment, were it to occur.

Conclusion

As stated above, there is considerable uncertainty as to whether the Bay-Delta Plan Amendment will be implemented. If the plan amendment is implemented, the SFPUC will need to impose higher levels of rationing than its regional water system level of service goal of no more than 20 percent rationing during drought years by 2025 and for the next several decades. Implementation of the plan amendment would result in a shortfall beginning in years two and three of multiple dry-years in 2025 of 33.2 percent, and dry year shortfalls by 2040 ranging from 23.4 percent in a single dry year and year one of multiple dry years to up to 49.8 percent in years seven and eight of the 8.5-year

design drought. While the SFPUC may seek new or expanded water supply facilities, it has not made any definitive decision to pursue particular actions and there is too much uncertainty associated with this potential future decision to identify environmental effects that would result. Such effects are therefore speculative at this time. In any case, the need to develop new or expanded water supplies in response to the Bay Delta Plan Amendment and any related environmental impacts would occur irrespective of the water demand associated with the proposed project. Given the long lead times associated with developing additional supplies, the SFPUC's expected response to implementation of the Bay-Delta Plan Amendment would be to ration in accordance with procedures in its Retail Water Shortage Allocation Plan.

Both direct and indirect environmental impacts could result from high levels of rationing. However, the proposed project is a mixed-use urban infill development that would be expected to tolerate the level of rationing imposed on it for the duration of the drought, and thus would not contribute to sprawl development caused by rationing under the Bay-Delta Plan Amendment. The project itself would not be expected to contribute to a loss of vegetation because project-generated non-potable supplies would remain available for irrigation in dry years. Nor would the small increase in potable water demand attributable to the proposed project compared to citywide demand substantially affect the levels of dry-year rationing that would otherwise be required throughout the city. Thus, the proposed project would not make a considerable contribution to a cumulative environmental impact caused by implementation of the Bay-Delta Plan Amendment. Therefore, for the reasons described above, under all three water supply scenarios, this impact would be considered ***less than significant***.

Mitigation: None required.

Appendix C.1
Supplemental Transportation Analysis

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APPENDIX C-1
SUPPLEMENTAL TRANSPORTATION ANALYSIS SUPPORTING INFORMATION

C.1-1 Travel Demand Calculations/Parking Demand/Loading Demand

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1a TRAVEL DEMAND ANALYSIS – PROPOSED PROJECT VARIANT

Aggregated Travel Demand Calculations

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant

	LAND USE CATEGORY														
	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
	1,236,255 gsf	1,286,715 gsf	241,574 gsf	814,240 gsf	645,738 gsf	35,000 gsf	10,744 gsf	35,000 gsf	31,116 gsf	37,604 gsf	15,000 gsf	10,000 gsf	25,000 gsf	6.9 acres	4,423,986 gsf
	1,501 units	1,100 units	250 rooms						(w/ occup. factor)						(w/ occup. factor)

INTERNAL AND EXTERNAL TRIP GENERATION RATES	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Daily Trip Rate (per d.u. / per 1,000 gsf)	7.5	10.0	7.0	18.1	8.0	18.1	150.0	297.0	200.0	600.0	67.0	195.0	80.0	20.0	20.4
AM Peak Hour as % of daily	14.2%	14.2%	8.8%	8.9%	18.2%	8.9%	2.3%	2.6%	1.1%	1.1%	17.8%	2.0%	6.1%	13.0%	7.3%
AM Peak Hour Trip Rate	1.07	1.42	0.62	1.61	1.46	1.61	3.49	7.78	2.16	6.49	11.90	3.90	4.85	2.60	1.49
(per unit, per room, per 1000 gsf, per acre)															
PM Peak Hour as % of daily	17.3%	17.3%	10.0%	8.5%	16.0%	8.5%	9.0%	7.3%	10.0%	10.0%	18.0%	16.2%	13.4%	9.0%	11.9%
PM Peak Hour Trip Rate	1.30	1.73	0.70	1.54	1.28	1.54	13.50	21.68	20.00	60.00	12.06	31.50	10.73	1.80	2.42
(per unit, per room, per 1000 gsf, per acre)															
% Modal Share															
Auto	41%	41%	47%	49%	49%	49%	50%	50%	50%	50%	45%	43%	46%	46%	47%
Transit	40%	40%	24%	27%	27%	27%	15%	15%	15%	15%	27%	25%	23%	22%	25%
Walk/Other	19%	19%	29%	24%	24%	24%	35%	35%	35%	35%	28%	32%	31%	32%	28%
Average Vehicle Occupancy Rate															
Weekday Daily	1.10	1.10	2.10	1.80	1.80	1.80	2.01	2.01	2.01	2.01	1.82	2.36	2.21	2.28	1.68
Weekday AM Peak Hour	1.10	1.10	1.76	1.45	1.45	1.45	1.43	2.01	1.36	2.01	1.85	2.34	2.21	2.28	1.33
Weekday PM Peak Hour	1.10	1.10	1.60	1.45	1.45	1.45	2.01	2.01	2.01	2.01	1.85	2.34	2.21	2.28	1.49

INTERNAL AND EXTERNAL TRIPS BY MODE BEFORE ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips	4,592	4,487	823	7,251	2,542	312	808	5,209	3,118	11,306	453	836	928	64	42,729
Transit Person Trips	4,548	4,444	418	4,006	1,404	172	235	1,514	907	3,287	273	493	459	31	22,192
Walk/Other Person Trips	2,117	2,068	509	3,480	1,220	150	569	3,672	2,198	7,970	279	621	613	44	25,509
Total Person Trips	**11,258**	**11,000**	**1,750**	**14,738**	**5,166**	**634**	**1,612**	**10,395**	**6,223**	**22,562**	**1,005**	**1,950**	**2,000**	**138**	**90,430**
Total Vehicle Trips	**4,179**	**4,084**	**393**	**4,025**	**1,411**	**173**	**401**	**2,586**	**1,548**	**5,614**	**249**	**354**	**420**	**28**	**25,465**
				2,139	750	1,886	0.47	0.00							
Weekday AM Peak Hour															
Auto Person Trips	654	639	77	701	504	30	20	136	37	122	80	17	56	8	3,080
Transit Person Trips	647	632	43	441	317	19	12	40	24	36	48	10	28	4	2,301
Walk/Other Person Trips	301	294	35	170	122	7	5	96	6	86	51	12	37	6	1,229
Total Person Trips	**1,602**	**1,565**	**155**	**1,312**	**942**	**56**	**38**	**272**	**67**	**244**	**179**	**39**	**121**	**18**	**6,610**
Total Vehicle Trips	**595**	**581**	**43**	**483**	**347**	**21**	**14**	**68**	**27**	**61**	**43**	**7**	**25**	**4**	**2,320**
Weekday PM Peak Hour															
Auto Person Trips	794	776	90	669	442	29	73	380	312	1,131	81	136	125	6	5,043
Transit Person Trips	787	769	53	421	278	18	21	111	91	329	49	80	62	3	3,070
Walk/Other Person Trips	366	358	32	162	107	7	51	268	220	797	51	100	82	4	2,605
Total Person Trips	**1,948**	**1,903**	**175**	**1,253**	**827**	**54**	**145**	**759**	**622**	**2,256**	**181**	**315**	**268**	**12**	**10,718**
Total Vehicle Trips	**723**	**706**	**56**	**462**	**305**	**20**	**36**	**189**	**155**	**561**	**44**	**58**	**56**	**3**	**3,374**

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant

INTERNAL AND EXTERNAL TRIPS INBOUND/OUTBOUND SPLITS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
SF Guidelines Work															
Inbound	0%	0%	75%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
Outbound	100%	100%	25%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
SF Guidelines Non-Work															
Inbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	60%	60%	
Outbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	40%	40%	
ITE															
Inbound	20%	20%	59%	88%	83%	88%	62%	62%	N.A.	55%	53%	71%	66%	61%	
Outbound	80%	80%	41%	12%	17%	12%	38%	38%		45%	47%	29%	34%	39%	
Person Trips															
Inbound	33%	33%	60%	83%	83%	83%	84%	52%	100%	52%	57%	52%	62%	60%	55%
Outbound	67%	67%	40%	17%	17%	17%	16%	48%	0%	48%	43%	48%	39%	40%	45%
Inbound	534	522	93	1,091	784	47	32	140	67	127	101	20	75	11	3,644
Outbound	1,068	1,044	62	220	158	9	6	132	-	117	77	19	47	7	2,966
Total Person Trips	**1,602**	**1,565**	**155**	**1,312**	**942**	**56**	**38**	**272**	**67**	**244**	**179**	**39**	**121**	**18**	**6,610**
Vehicle Trips															
Inbound	33%	33%	64%	86%	86%	86%	86%	53%	100%	53%	61%	54%	63%	61%	56%
Outbound	67%	67%	36%	14%	14%	14%	14%	47%	0%	47%	39%	46%	37%	39%	44%
Inbound	198	194	28	417	300	18	12	36	27	32	26	4	16	2	1,311
Outbound	396	387	16	66	48	3	2	32	-	28	17	3	9	1	1,009
Total Vehicle Trips	**595**	**581**	**43**	**483**	**347**	**21**	**14**	**68**	**27**	**61**	**43**	**7**	**25**	**4**	**2,320**
Weekday PM Peak Hour															
SF Guidelines Work															
Inbound	100%	100%	50%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
Outbound	0%	0%	50%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
SF Guidelines Non-Work															
Inbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
Outbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
ITE															
Inbound	50%	50%	51%	17%	15%	17%	48%	51%	67%	60%	47%	48%	49%	61%	
Outbound	50%	50%	49%	83%	85%	83%	52%	49%	33%	40%	53%	52%	51%	39%	
Person Trips															
Inbound	67%	67%	50%	17%	17%	17%	48%	48%	48%	48%	43%	48%	48%	50%	48%
Outbound	33%	33%	50%	83%	83%	83%	52%	52%	52%	52%	57%	52%	52%	50%	52%
Inbound	1,298	1,269	88	210	139	9	70	367	299	1,083	78	152	129	6	5,197
Outbound	649	634	88	1,042	688	45	75	392	324	1,173	103	163	140	6	5,521
Total Person Trips	**1,948**	**1,903**	**175**	**1,253**	**827**	**54**	**145**	**759**	**622**	**2,256**	**181**	**315**	**268**	**12**	**10,718**
Vehicle Trips															
Inbound	67%	67%	50%	14%	14%	14%	47%	47%	47%	47%	39%	46%	46%	49%	47%
Outbound	33%	33%	50%	86%	86%	86%	53%	53%	53%	53%	61%	54%	54%	51%	53%
Inbound	482	471	28	63	42	3	17	90	72	262	17	27	26	1	1,601
Outbound	241	235	28	399	263	17	19	99	82	299	27	31	30	1	1,773
Total Vehicle Trips	**723**	**706**	**56**	**462**	**305**	**20**	**36**	**189**	**155**	**561**	**44**	**58**	**56**	**3**	**3,374**

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant

INTERNAL AND LINKED PERSON TRIP ADJUSTMENT FACTORS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Internal trip factor	36.0%	36.0%	36.0%	**20.1%**	20.1%	20.1%	20.0%	20.0%	15.0%	25.5%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	3,445	3,366	378	2,373	936	102	161	1,040	373	1,152	188	585	270	10	14,378
Total internal person trip productions															7,189
Total internal person trip attractions															7,189
Difference															0
% difference															0%
Internal and linked person trips (Walk)	4,053	3,960	630	2,966	1,040	127	322	2,079	933	5,758	754	1,463	600	14	24,699
Overall total trip reduction	**36%**	**36%**	**36%**	**20%**	**20%**	**20%**	**20%**	**20%**	**15%**	**26%**	**75%**	**75%**	**30%**	**10%**	**27%**
Weekday AM Peak Hour															
Internal trip factor	18.5%	18.5%	18.5%	**19.8%**	19.8%	19.8%	30.0%	30.0%	25.0%	30.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	252	246	17	208	168	9	6	41	7	15	33	12	16	1	1,031
Total internal person trip productions															515
Total internal person trip attractions															515
Difference															0
% difference															0%
Internal and linked person trips (Walk)	296	290	29	260	187	11	11	82	17	73	134	29	36	2	1,457
Overall total trip reduction	**19%**	**19%**	**19%**	**20%**	**20%**	**20%**	**30%**	**30%**	**25%**	**30%**	**75%**	**75%**	**30%**	**10%**	**22%**
Weekday PM Peak Hour															
Internal trip factor	28.3%	28.3%	28.3%	**25.6%**	25.6%	25.6%	30.0%	30.0%	25.0%	30.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	469	458	30	257	191	11	22	114	62	135	34	95	36	1	1,914
Total internal person trip productions															957
Total internal person trip attractions															957
Difference															0
% difference															0%
Internal and linked person trips (Walk)	552	539	50	321	212	14	44	228	156	677	136	236	81	1	3,244
Overall total trip reduction	**28%**	**28%**	**28%**	**26%**	**26%**	**26%**	**30%**	**30%**	**25%**	**30%**	**75%**	**75%**	**30%**	**10%**	**30%**
TRIP SUBTRACTION CHECK															
Weekday Daily	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday AM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday PM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
PEAK HOUR CHECK															
Auto Person Trips SD1+SD3															
Daily External Trips	1,344	1,313	51	1,113	390	48	205	1,322	941	2,268	48	193	106	17	9,359
AM+PM External Trips	581	568	18	115	80	5	12	81	66	197	20	34	21	4	1,802
Average Peak Hour Factor	22%	22%	18%	5%	10%	5%	3%	3%	3%	4%	21%	9%	10%	11%	10%
Transit Person Trips SD1+SD3															
Daily External Trips	1,540	1,505	33	775	272	33	57	368	262	631	29	114	69	11	5,700
AM+PM External Trips	666	651	13	89	62	4	4	23	19	55	12	20	13	2	1,633
Average Peak Hour Factor	22%	22%	19%	6%	11%	6%	3%	3%	4%	4%	21%	9%	10%	11%	14%
Walk/Other Person Trips SD1+SD3															
Daily External Trips	792	774	59	1,130	396	49	163	1,051	748	1,803	36	147	129	21	7,299
AM+PM External Trips	343	335	17	76	53	3	9	65	52	157	15	26	25	5	1,181
Average Peak Hour Factor	22%	22%	14%	3%	7%	3%	3%	3%	3%	4%	21%	9%	10%	11%	8%

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Superdistrict 1															
Auto Person Trips	1,045	1,021	12	255	89	11	28	181	129	310	1	0	25	4	3,111
Transit Person Trips	1,198	1,171	10	247	87	11	21	137	98	236	1	0	21	3	3,241
Walk/Other Person Trips	616	602	32	613	215	26	65	416	296	714	1	0	69	11	3,678
Total Person Trips	**2,860**	**2,794**	**54**	**1,115**	**391**	**48**	**114**	**734**	**523**	**1,260**	**3**	**1**	**116**	**19**	**10,030**
Vehicle Trips	951	929	6	143	50	6	17	109	78	187	1	0	12	2	2,491
Superdistrict 2															
Auto Person Trips	157	153	120	966	339	42	62	399	239	865	11	3	139	10	3,504
Transit Person Trips	180	176	66	652	229	28	32	208	125	452	12	3	72	5	2,240
Walk/Other Person Trips	93	90	55	365	128	16	38	244	146	529	1	0	67	5	1,777
Total Person Trips	**429**	**420**	**242**	**1,984**	**695**	**85**	**132**	**850**	**509**	**1,846**	**25**	**6**	**279**	**19**	**7,521**
Vehicle Trips	143	140	64	574	201	25	40	260	156	565	9	2	71	5	2,255
Superdistrict 3															
Auto Person Trips	299	292	39	858	301	37	177	1,141	813	1,958	47	193	81	13	6,247
Transit Person Trips	342	334	23	528	185	23	36	230	164	395	28	113	48	8	2,459
Walk/Other Person Trips	176	172	28	516	181	22	98	635	452	1,089	35	146	60	10	3,620
Total Person Trips	**817**	**798**	**89**	**1,903**	**667**	**82**	**311**	**2,006**	**1,429**	**3,442**	**110**	**453**	**189**	**31**	**12,327**
Vehicle Trips	272	266	18	461	161	20	88	566	403	971	24	80	35	5	3,370
Superdistrict 4															
Auto Person Trips	157	153	70	645	226	28	44	284	170	617	11	3	78	5	2,493
Transit Person Trips	180	176	35	369	129	16	14	91	55	198	8	2	36	2	1,311
Walk/Other Person Trips	93	90	23	153	54	7	10	63	38	137	1	0	28	2	697
Total Person Trips	**429**	**420**	**128**	**1,167**	**409**	**50**	**68**	**439**	**263**	**953**	**19**	**5**	**143**	**10**	**4,501**
Vehicle Trips	143	140	34	350	123	15	26	167	100	363	7	2	36	2	1,507
East Bay															
Auto Person Trips	368	360	107	1,031	362	44	56	360	216	782	19	5	117	8	3,834
Transit Person Trips	273	267	60	707	248	30	28	181	109	394	17	4	60	4	2,383
Walk/Other Person Trips	91	89	26	178	63	8	36	233	140	506	1	0	31	2	1,404
Total Person Trips	**733**	**716**	**193**	**1,917**	**672**	**82**	**120**	**775**	**464**	**1,682**	**37**	**9**	**208**	**14**	**7,621**
Vehicle Trips	335	327	44	446	156	19	26	171	102	370	9	2	47	3	2,059
North Bay															
Auto Person Trips	164	160	44	429	150	18	34	219	131	476	8	2	47	3	1,887
Transit Person Trips	49	48	7	112	39	5	10	63	38	138	3	1	6	0	520
Walk/Other Person Trips	-	-	8	52	18	2	14	91	55	198	0	0	9	1	449
Total Person Trips	**214**	**209**	**58**	**593**	**208**	**26**	**58**	**374**	**224**	**811**	**12**	**3**	**63**	**4**	**2,855**
Vehicle Trips	149	146	24	250	88	11	19	122	73	265	5	1	25	2	1,180
South Bay															
Auto Person Trips	877	857	131	1,450	508	62	116	749	449	1,626	32	8	137	9	7,011
Transit Person Trips	627	613	24	314	110	13	18	114	68	248	8	2	24	1	2,185
Walk/Other Person Trips	175	171	11	84	30	4	11	70	42	153	1	0	13	1	765
Total Person Trips	**1,679**	**1,641**	**166**	**1,848**	**648**	**79**	**145**	**934**	**559**	**2,027**	**41**	**10**	**173**	**11**	**9,961**
Vehicle Trips	798	780	71	994	348	43	55	358	214	776	28	7	65	4	4,540
Outside Bay Area															
Auto Person Trips	44	43	78	523	183	23	135	873	522	1,894	2	1	94	7	4,423
Transit Person Trips	-	-	46	316	111	14	32	209	125	454	2	0	55	4	1,368
Walk/Other Person Trips	-	-	66	407	143	17	174	1,122	672	2,436	0	0	81	6	5,124
Total Person Trips	**44**	**43**	**189**	**1,246**	**437**	**54**	**342**	**2,204**	**1,320**	**4,785**	**4**	**1**	**230**	**16**	**10,915**
Vehicle Trips	40	39	30	216	76	9	50	321	192	698	2	0	36	3	1,712
All Origins															
Auto Person Trips	3,111	3,040	601	6,157	2,158	265	652	4,206	2,668	8,529	132	214	719	59	32,510
Transit Person Trips	2,851	2,785	271	3,244	1,137	139	192	1,235	781	2,514	80	126	322	28	15,706
Walk/Other Person Trips	1,243	1,215	248	2,370	831	102	446	2,875	1,840	5,762	40	148	359	38	17,515
Total Person Trips	**7,205**	**7,040**	**1,120**	**11,772**	**4,126**	**506**	**1,289**	**8,316**	**5,290**	**16,804**	**251**	**488**	**1,400**	**124**	**65,731**
Vehicle Trips	2,831	2,766	290	3,432	1,203	148	322	2,074	1,318	4,195	84	95	328	26	19,113
Total Internal Person Trips	4,053	3,960	630	2,966	1,040	127	322	2,079	933	5,758	754	1,463	600	14	24,699
Person-trip reduction	36%	36%	36%	20%	20%	20%	20%	20%	15%	26%	75%	75%	30%	10%	27%
Average Vehicle Occupancy	1.10	1.10	2.08	1.79	1.79	1.79	2.03	2.03	2.02	2.03	1.56	2.25	2.19	2.28	1.70

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	76	74	2	13	10	1	0	2	0	1	0	0	1	0	180
Transit Person Trips	87	85	2	16	11	1	0	1	0	1	0	0	1	0	206
Walk/Other Person Trips	45	44	4	23	17	1	0	3	1	3	0	0	3	1	144
Total Person Trips	**208**	**204**	**7**	**52**	**38**	**2**	**0**	**6**	**1**	**6**	**0**	**0**	**4**	**1**	**531**
Vehicle Trips	69	68	1	10	7	0	0	1	0	1	0	0	0	0	158
Superdistrict 2															
Auto Person Trips	7	7	6	65	46	3	2	5	4	5	1	0	5	1	157
Transit Person Trips	9	8	4	62	45	3	2	3	4	3	1	0	3	0	146
Walk/Other Person Trips	4	4	2	13	9	1	0	3	0	3	0	0	3	0	43
Total Person Trips	**20**	**20**	**12**	**139**	**100**	**6**	**4**	**11**	**8**	**10**	**2**	**0**	**10**	**2**	**346**
Vehicle Trips	7	7	4	50	36	2	1	4	3	3	1	0	3	0	120
Superdistrict 3															
Auto Person Trips	22	21	6	48	35	2	0	10	1	9	6	2	3	1	165
Transit Person Trips	25	24	4	32	23	1	0	2	1	2	3	1	2	1	120
Walk/Other Person Trips	13	13	3	18	13	1	0	5	0	5	4	1	2	1	79
Total Person Trips	**60**	**58**	**13**	**98**	**70**	**4**	**1**	**17**	**3**	**15**	**13**	**5**	**7**	**2**	**365**
Vehicle Trips	20	19	3	36	26	2	0	5	1	4	3	1	1	0	122
Superdistrict 4															
Auto Person Trips	7	7	4	55	40	2	2	4	4	3	1	0	3	0	133
Transit Person Trips	9	8	2	39	28	2	1	1	3	1	1	0	1	0	95
Walk/Other Person Trips	4	4	1	6	4	0	0	1	0	1	0	0	1	0	23
Total Person Trips	**20**	**20**	**7**	**99**	**71**	**4**	**3**	**6**	**6**	**5**	**2**	**0**	**5**	**1**	**251**
Vehicle Trips	7	7	2	37	26	2	1	2	2	2	1	0	1	0	90
East Bay															
Auto Person Trips	17	17	7	95	68	4	3	5	6	4	2	0	4	1	233
Transit Person Trips	13	13	5	82	59	4	2	2	6	2	1	0	2	0	192
Walk/Other Person Trips	4	4	1	8	5	0	0	3	0	3	0	0	1	0	31
Total Person Trips	**35**	**34**	**12**	**185**	**133**	**8**	**5**	**10**	**12**	**9**	**3**	**0**	**8**	**1**	**456**
Vehicle Trips	16	16	3	46	33	2	1	2	3	2	1	0	2	0	126
North Bay															
Auto Person Trips	8	8	3	41	29	2	1	3	3	3	1	0	2	0	102
Transit Person Trips	2	2	1	16	11	1	0	1	1	1	0	0	0	0	37
Walk/Other Person Trips	-	-	0	2	1	0	0	1	0	1	0	0	0	0	7
Total Person Trips	**10**	**10**	**4**	**59**	**42**	**3**	**2**	**5**	**4**	**5**	**1**	**0**	**2**	**0**	**146**
Vehicle Trips	7	7	2	27	19	1	1	2	2	2	0	0	1	0	71
South Bay															
Auto Person Trips	42	41	9	157	113	7	5	10	11	9	3	0	5	1	412
Transit Person Trips	30	29	2	39	28	2	1	2	3	1	1	0	1	0	138
Walk/Other Person Trips	8	8	1	5	4	0	0	1	0	1	0	0	0	0	29
Total Person Trips	**80**	**78**	**12**	**201**	**145**	**9**	**6**	**13**	**14**	**11**	**4**	**0**	**6**	**1**	**579**
Vehicle Trips	38	37	7	136	98	6	4	5	9	4	3	0	2	0	350
Outside Bay Area															
Auto Person Trips	2	2	3	20	14	1	1	12	1	11	0	0	3	1	71
Transit Person Trips	-	-	2	13	10	1	0	3	1	3	0	0	2	0	34
Walk/Other Person Trips	-	-	2	8	6	0	1	15	0	14	0	0	3	0	50
Total Person Trips	**2**	**2**	**7**	**42**	**30**	**2**	**2**	**30**	**1**	**27**	**0**	**0**	**9**	**1**	**155**
Vehicle Trips	2	2	1	11	8	0	0	4	1	4	0	0	1	0	35
All Origins															
Auto Person Trips	182	178	40	494	355	21	13	50	30	45	13	2	27	5	1,454
Transit Person Trips	174	170	21	298	214	13	7	15	18	13	8	1	12	2	969
Walk/Other Person Trips	79	77	15	82	59	4	2	33	2	30	5	1	13	3	406
Total Person Trips	**435**	**425**	**76**	**875**	**629**	**38**	**22**	**98**	**50**	**89**	**25**	**5**	**52**	**10**	**2,829**
Vehicle Trips	165	162	24	351	252	15	9	25	21	23	9	1	12	2	1,073

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	152	149	1	3	2	0	0	1	-	1	0	0	1	0	311
Transit Person Trips	175	171	1	3	2	0	0	1	-	1	0	0	0	0	355
Walk/Other Person Trips	90	88	3	5	3	0	0	3	-	3	0	0	2	1	197
Total Person Trips	**417**	**407**	**5**	**11**	**8**	**0**	**0**	**6**	**-**	**5**	**0**	**0**	**3**	**1**	**862**
Vehicle Trips	139	135	1	2	1	0	0	1	-	1	0	0	0	0	279
Superdistrict 2															
Auto Person Trips	15	15	4	13	9	1	0	5	-	4	1	0	3	0	71
Transit Person Trips	17	17	3	13	9	1	0	3	-	2	1	0	2	0	67
Walk/Other Person Trips	9	9	1	3	2	0	0	3	-	3	0	0	2	0	31
Total Person Trips	**41**	**40**	**8**	**28**	**20**	**1**	**1**	**11**	**-**	**10**	**2**	**0**	**6**	**1**	**169**
Vehicle Trips	14	13	2	8	6	0	0	3	-	3	1	0	2	0	52
Superdistrict 3															
Auto Person Trips	44	43	4	10	7	0	0	9	-	8	4	2	2	1	133
Transit Person Trips	50	49	2	6	5	0	0	2	-	2	3	1	1	0	121
Walk/Other Person Trips	26	25	2	4	3	0	0	5	-	4	3	1	1	1	75
Total Person Trips	**119**	**116**	**8**	**20**	**14**	**1**	**0**	**16**	**-**	**14**	**10**	**4**	**4**	**2**	**329**
Vehicle Trips	40	39	2	6	4	0	0	4	-	4	2	1	1	0	102
Superdistrict 4															
Auto Person Trips	15	15	3	11	8	0	0	4	-	3	1	0	2	0	62
Transit Person Trips	17	17	2	8	6	0	0	1	-	1	1	0	1	0	53
Walk/Other Person Trips	9	9	1	1	1	0	0	1	-	1	0	0	1	0	22
Total Person Trips	**41**	**40**	**5**	**20**	**14**	**1**	**1**	**6**	**-**	**5**	**1**	**0**	**3**	**0**	**137**
Vehicle Trips	14	13	1	6	4	0	0	2	-	2	0	0	1	0	44
East Bay															
Auto Person Trips	35	34	4	19	14	1	1	5	-	4	1	0	3	0	121
Transit Person Trips	26	25	3	17	12	1	0	2	-	2	1	0	1	0	91
Walk/Other Person Trips	9	8	1	2	1	0	0	3	-	3	0	0	1	0	27
Total Person Trips	**69**	**68**	**8**	**37**	**27**	**2**	**1**	**10**	**-**	**9**	**2**	**0**	**5**	**1**	**239**
Vehicle Trips	32	31	2	7	5	0	0	2	-	2	1	0	1	0	83
North Bay															
Auto Person Trips	16	15	2	8	6	0	0	3	-	2	1	0	1	0	54
Transit Person Trips	5	5	1	3	2	0	0	1	-	1	0	0	0	0	17
Walk/Other Person Trips	-	-	0	0	0	0	0	1	-	1	0	0	0	0	3
Total Person Trips	**20**	**20**	**3**	**12**	**8**	**1**	**0**	**5**	**-**	**4**	**1**	**0**	**1**	**0**	**75**
Vehicle Trips	14	14	1	4	3	0	0	2	-	1	0	0	1	0	40
South Bay															
Auto Person Trips	83	81	6	32	23	1	1	9	-	8	2	0	3	0	251
Transit Person Trips	60	58	1	8	6	0	0	1	-	1	1	0	1	0	137
Walk/Other Person Trips	17	16	0	1	1	0	0	1	-	1	0	0	0	0	37
Total Person Trips	**159**	**156**	**8**	**41**	**29**	**2**	**1**	**12**	**-**	**11**	**3**	**0**	**4**	**1**	**426**
Vehicle Trips	76	74	4	22	15	1	1	4	-	4	2	0	1	0	204
Outside Bay Area															
Auto Person Trips	4	4	2	4	3	0	0	11	-	10	0	0	2	0	41
Transit Person Trips	-	-	1	3	2	0	0	3	-	2	0	0	1	0	13
Walk/Other Person Trips	-	-	2	2	1	0	0	14	-	13	0	0	2	0	34
Total Person Trips	**4**	**4**	**5**	**8**	**6**	**0**	**0**	**28**	**-**	**25**	**0**	**0**	**5**	**1**	**88**
Vehicle Trips	4	4	1	2	1	0	0	4	-	4	0	0	1	0	20
All Origins															
Auto Person Trips	363	355	26	100	72	4	2	47	-	42	10	2	17	3	1,044
Transit Person Trips	349	341	14	60	43	3	1	14	-	12	6	1	8	1	853
Walk/Other Person Trips	158	155	10	17	12	1	0	31	-	28	4	1	8	2	427
Total Person Trips	**870**	**851**	**50**	**177**	**127**	**8**	**4**	**92**	**-**	**82**	**19**	**5**	**33**	**6**	**2,324**
Vehicle Trips	331	323	13	56	40	2	1	23	-	20	5	1	7	1	825

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EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	149	145	1	1	1	0	1	4	4	12	0	0	2	0	320
Transit Person Trips	171	167	1	2	1	0	1	3	3	9	0	0	1	0	358
Walk/Other Person Trips	88	86	1	3	2	0	2	9	10	27	0	0	4	1	232
Total Person Trips	**407**	**398**	**3**	**6**	**4**	**0**	**3**	**16**	**17**	**47**	**0**	**0**	**7**	**1**	**910**
Vehicle Trips	135	132	0	1	1	0	0	2	2	7	0	0	1	0	283
Superdistrict 2															
Auto Person Trips	18	18	5	12	8	1	3	14	11	42	1	0	9	0	143
Transit Person Trips	21	20	4	12	8	1	1	7	6	22	1	0	5	0	108
Walk/Other Person Trips	11	10	2	2	2	0	2	9	7	25	0	0	4	0	74
Total Person Trips	**50**	**48**	**11**	**27**	**18**	**1**	**6**	**30**	**24**	**89**	**2**	**1**	**18**	**1**	**325**
Vehicle Trips	16	16	4	8	5	0	2	9	7	26	1	0	4	0	99
Superdistrict 3															
Auto Person Trips	43	42	2	5	4	0	5	25	27	74	4	15	5	1	250
Transit Person Trips	49	48	1	4	2	0	1	5	5	15	3	9	3	0	145
Walk/Other Person Trips	25	25	1	2	1	0	3	14	15	41	3	11	4	0	145
Total Person Trips	**116**	**114**	**5**	**11**	**7**	**0**	**8**	**44**	**47**	**130**	**10**	**34**	**12**	**1**	**540**
Vehicle Trips	39	38	1	3	2	0	2	12	13	36	2	6	2	0	156
Superdistrict 4															
Auto Person Trips	18	18	4	11	7	0	2	10	8	30	1	0	5	0	114
Transit Person Trips	21	20	3	7	5	0	1	3	3	10	1	0	2	0	75
Walk/Other Person Trips	11	10	1	1	1	0	0	2	2	7	0	0	2	0	37
Total Person Trips	**50**	**48**	**7**	**19**	**13**	**1**	**3**	**16**	**13**	**46**	**1**	**1**	**9**	**0**	**226**
Vehicle Trips	16	16	2	6	4	0	1	6	5	17	0	0	2	0	76
East Bay															
Auto Person Trips	42	41	7	18	12	1	2	13	10	38	1	0	8	0	195
Transit Person Trips	32	31	5	16	10	1	1	6	5	19	1	0	4	0	132
Walk/Other Person Trips	10	10	1	1	1	0	2	8	7	24	0	0	2	0	67
Total Person Trips	**84**	**83**	**13**	**36**	**24**	**2**	**5**	**27**	**22**	**81**	**2**	**1**	**13**	**1**	**394**
Vehicle Trips	39	38	3	7	5	0	1	6	5	17	1	0	3	0	124
North Bay															
Auto Person Trips	19	18	3	8	5	0	1	8	6	23	1	0	3	0	96
Transit Person Trips	6	6	1	3	2	0	0	2	2	7	0	0	0	0	29
Walk/Other Person Trips	-	-	0	0	0	0	1	3	3	9	0	0	1	0	18
Total Person Trips	**25**	**24**	**4**	**11**	**7**	**0**	**3**	**13**	**11**	**39**	**1**	**0**	**4**	**0**	**143**
Vehicle Trips	17	17	2	4	3	0	1	4	3	12	0	0	2	0	66
South Bay															
Auto Person Trips	101	99	11	30	20	1	5	26	22	78	2	1	9	0	406
Transit Person Trips	72	71	3	8	5	0	1	4	3	12	1	0	2	0	181
Walk/Other Person Trips	20	20	0	1	1	0	0	2	2	7	0	0	1	0	55
Total Person Trips	**194**	**189**	**14**	**39**	**26**	**2**	**6**	**33**	**27**	**97**	**3**	**1**	**11**	**1**	**642**
Vehicle Trips	92	90	8	21	14	1	2	12	10	36	2	1	4	0	293
Outside Bay Area															
Auto Person Trips	5	5	2	4	3	0	6	31	25	91	0	0	6	0	178
Transit Person Trips	-	-	1	3	2	0	1	7	6	22	0	0	4	0	46
Walk/Other Person Trips	-	-	2	2	1	0	8	40	32	117	0	0	5	0	206
Total Person Trips	**5**	**5**	**5**	**8**	**5**	**0**	**15**	**78**	**63**	**230**	**0**	**0**	**15**	**1**	**431**
Vehicle Trips	5	5	1	2	1	0	2	11	9	33	0	0	2	0	70
All Origins															
Auto Person Trips	395	386	35	90	60	4	25	131	114	386	10	17	46	3	1,702
Transit Person Trips	371	362	20	54	35	2	7	39	33	114	6	10	21	1	1,075
Walk/Other Person Trips	165	161	8	13	8	1	17	87	77	258	4	11	23	2	834
Total Person Trips	**931**	**909**	**63**	**157**	**103**	**7**	**49**	**257**	**224**	**758**	**20**	**38**	**90**	**6**	**3,611**
Vehicle Trips	360	351	22	50	33	2	12	63	54	185	6	7	20	1	1,167

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EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	74	73	1	7	5	0	1	4	5	13	0	0	2	0	185
Transit Person Trips	85	83	1	9	6	0	1	3	3	10	0	0	1	0	203
Walk/Other Person Trips	44	43	1	13	8	1	2	10	10	29	0	0	5	1	167
Total Person Trips	**204**	**199**	**3**	**29**	**19**	**1**	**3**	**17**	**19**	**51**	**0**	**0**	**8**	**1**	**554**
Vehicle Trips	68	66	0	5	4	0	0	3	3	8	0	0	1	0	158
Superdistrict 2															
Auto Person Trips	9	9	5	62	41	3	3	15	12	45	1	0	10	0	215
Transit Person Trips	10	10	4	59	39	3	1	8	6	23	1	0	5	0	172
Walk/Other Person Trips	5	5	2	12	8	1	2	9	8	27	0	0	5	0	84
Total Person Trips	**25**	**24**	**11**	**133**	**88**	**6**	**6**	**32**	**26**	**96**	**2**	**1**	**19**	**1**	**471**
Vehicle Trips	8	8	4	47	31	2	2	10	8	30	1	0	5	0	157
Superdistrict 3															
Auto Person Trips	21	21	2	27	18	1	5	27	29	80	6	16	6	1	258
Transit Person Trips	24	24	1	17	12	1	1	5	6	16	3	9	3	0	124
Walk/Other Person Trips	13	12	1	10	6	0	3	15	16	44	4	12	4	0	141
Total Person Trips	**58**	**57**	**5**	**54**	**36**	**2**	**9**	**47**	**51**	**141**	**13**	**37**	**13**	**1**	**523**
Vehicle Trips	19	19	1	20	13	1	3	13	15	41	3	7	3	0	157
Superdistrict 4															
Auto Person Trips	9	9	4	53	35	2	2	11	9	32	1	0	5	0	173
Transit Person Trips	10	10	3	37	24	2	1	3	3	10	1	0	3	0	107
Walk/Other Person Trips	5	5	1	5	4	0	0	2	2	7	0	0	2	0	34
Total Person Trips	**25**	**24**	**7**	**95**	**63**	**4**	**3**	**17**	**14**	**50**	**2**	**1**	**10**	**0**	**314**
Vehicle Trips	8	8	2	35	23	2	1	6	5	19	1	0	3	0	114
East Bay															
Auto Person Trips	21	21	7	91	60	4	3	14	11	41	2	1	8	0	282
Transit Person Trips	16	15	5	78	52	3	1	7	6	20	1	0	4	0	211
Walk/Other Person Trips	5	5	1	7	5	0	2	9	7	26	0	0	2	0	70
Total Person Trips	**42**	**41**	**13**	**176**	**116**	**8**	**6**	**29**	**24**	**87**	**3**	**1**	**15**	**1**	**563**
Vehicle Trips	19	19	3	43	29	2	1	7	5	20	1	0	3	0	153
North Bay															
Auto Person Trips	9	9	3	39	26	2	2	8	7	25	1	0	3	0	134
Transit Person Trips	3	3	1	15	10	1	0	2	2	7	0	0	0	0	45
Walk/Other Person Trips	-	-	0	2	1	0	1	3	3	10	0	0	1	0	22
Total Person Trips	**12**	**12**	**4**	**56**	**37**	**2**	**3**	**14**	**12**	**42**	**1**	**0**	**4**	**0**	**200**
Vehicle Trips	9	8	2	26	17	1	1	5	4	14	0	0	2	0	89
South Bay															
Auto Person Trips	51	49	11	150	99	6	5	28	23	85	3	1	10	0	521
Transit Person Trips	36	35	3	37	25	2	1	4	4	13	1	0	2	0	162
Walk/Other Person Trips	10	10	0	5	3	0	1	3	2	8	0	0	1	0	43
Total Person Trips	**97**	**95**	**14**	**192**	**127**	**8**	**7**	**35**	**29**	**105**	**4**	**1**	**12**	**1**	**726**
Vehicle Trips	46	45	8	130	86	6	3	14	11	41	3	1	5	0	398
Outside Bay Area															
Auto Person Trips	3	2	2	19	13	1	6	33	27	98	0	0	7	0	212
Transit Person Trips	-	-	1	13	8	1	2	8	7	24	0	0	4	0	67
Walk/Other Person Trips	-	-	2	8	5	0	8	42	35	127	0	0	6	0	233
Total Person Trips	**3**	**2**	**5**	**40**	**26**	**2**	**16**	**83**	**69**	**249**	**0**	**0**	**16**	**1**	**512**
Vehicle Trips	2	2	1	10	7	0	2	12	10	37	0	0	3	0	88
All Origins															
Auto Person Trips	198	193	35	448	295	19	27	140	123	418	13	18	50	3	1,980
Transit Person Trips	185	181	20	266	175	11	8	41	36	124	8	11	22	1	1,090
Walk/Other Person Trips	82	81	8	62	41	3	18	93	83	279	5	12	25	2	794
Total Person Trips	**465**	**455**	**63**	**775**	**512**	**33**	**52**	**274**	**243**	**821**	**26**	**41**	**98**	**6**	**3,863**
Vehicle Trips	180	176	22	317	209	14	13	70	62	210	9	9	24	1	1,315

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EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips															
Superdistrict 1	1,045	1,021	12	255	89	11	28	181	129	310	1	0	25	4	3,111
Superdistrict 2	157	153	120	966	339	42	62	399	239	865	11	3	139	10	3,504
Superdistrict 3	299	292	39	858	301	37	177	1,141	813	1,958	47	193	81	13	6,247
Superdistrict 4	157	153	70	645	226	28	44	284	170	617	11	3	78	5	2,493
East Bay	368	360	107	1,031	362	44	56	360	216	782	19	5	117	8	3,834
North Bay	164	160	44	429	150	18	34	219	131	476	8	2	47	3	1,887
South Bay	877	857	131	1,450	508	62	116	749	449	1,626	32	8	137	9	7,011
Outside of Bay Area	44	43	78	523	183	23	135	873	522	1,894	2	1	94	7	4,423
All Origins	**3,111**	**3,040**	**601**	**6,157**	**2,158**	**265**	**652**	**4,206**	**2,668**	**8,529**	**132**	**214**	**719**	**59**	**32,510**
Transit Person Trips															
Superdistrict 1	1,198	1,171	10	247	87	11	21	137	98	236	1	0	21	3	3,241
Superdistrict 2	180	176	66	652	229	28	32	208	125	452	12	3	72	5	2,240
Superdistrict 3	342	334	23	528	185	23	36	230	164	395	28	113	48	8	2,459
Superdistrict 4	180	176	35	369	129	16	14	91	55	198	8	2	36	2	1,311
East Bay	273	267	60	707	248	30	28	181	109	394	17	4	60	4	2,383
North Bay	49	48	7	112	39	5	10	63	38	138	3	1	6	0	520
South Bay	627	613	24	314	110	13	18	114	68	248	8	2	24	1	2,185
Outside of Bay Area	-	-	46	316	111	14	32	209	125	454	2	0	55	4	1,368
All Origins	**2,851**	**2,785**	**271**	**3,244**	**1,137**	**139**	**192**	**1,235**	**781**	**2,514**	**80**	**126**	**322**	**28**	**15,706**
Walk/Other Person Trips															
Superdistrict 1	616	602	32	613	215	26	65	416	296	714	1	0	69	11	3,678
Superdistrict 2	93	90	55	365	128	16	38	244	146	529	1	0	67	5	1,777
Superdistrict 3	176	172	28	516	181	22	98	635	452	1,089	35	146	60	10	3,620
Superdistrict 4	93	90	23	153	54	7	10	63	38	137	1	0	28	2	697
East Bay	91	89	26	178	63	8	36	233	140	506	1	0	31	2	1,404
North Bay	-	-	8	52	18	2	14	91	55	198	0	0	9	1	449
South Bay	175	171	11	84	30	4	11	70	42	153	1	0	13	1	765
Outside of Bay Area	-	-	66	407	143	17	174	1,122	672	2,436	0	0	81	6	5,124
All Origins	**1,243**	**1,215**	**248**	**2,370**	**831**	**102**	**446**	**2,875**	**1,840**	**5,762**	**40**	**148**	**359**	**38**	**17,515**
Total Person Trips															
Superdistrict 1	2,860	2,794	54	1,115	391	48	114	734	523	1,260	3	1	116	19	10,030
Superdistrict 2	429	420	242	1,984	695	85	132	850	509	1,846	25	6	279	19	7,521
Superdistrict 3	817	798	89	1,903	667	82	311	2,006	1,429	3,442	110	453	189	31	12,327
Superdistrict 4	429	420	128	1,167	409	50	68	439	263	953	19	5	143	10	4,501
East Bay	733	716	193	1,917	672	82	120	775	464	1,682	37	9	208	14	7,621
North Bay	214	209	58	593	208	26	58	374	224	811	12	3	63	4	2,855
South Bay	1,679	1,641	166	1,848	648	79	145	934	559	2,027	41	10	173	11	9,961
Outside of Bay Area	44	43	189	1,246	437	54	342	2,204	1,320	4,785	4	1	230	16	10,915
All Origins	**7,205**	**7,040**	**1,120**	**11,772**	**4,126**	**506**	**1,289**	**8,316**	**5,290**	**16,804**	**251**	**488**	**1,400**	**124**	**65,731**
Vehicle Trips															
Superdistrict 1	951	929	6	143	50	6	17	109	78	187	1	0	12	2	2,491
Superdistrict 2	143	140	64	574	201	25	40	260	156	565	9	2	71	5	2,255
Superdistrict 3	272	266	18	461	161	20	88	566	403	971	24	80	35	5	3,370
Superdistrict 4	143	140	34	350	123	15	26	167	100	363	7	2	36	2	1,507
East Bay	335	327	44	446	156	19	26	171	102	370	9	2	47	3	2,059
North Bay	149	146	24	250	88	11	19	122	73	265	5	1	25	2	1,180
South Bay	798	780	71	994	348	43	55	358	214	776	28	7	65	4	4,540
Outside of Bay Area	40	39	30	216	76	9	50	321	192	698	2	0	36	3	1,712
All Origins	**2,831**	**2,766**	**290**	**3,432**	**1,203**	**148**	**322**	**2,074**	**1,318**	**4,195**	**84**	**95**	**328**	**26**	**19,113**

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EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Auto Person Trips															
Superdistrict 1	228	223	3	16	12	1	0	3	0	3	0	0	2	1	491
Superdistrict 2	22	22	10	78	56	3	2	10	4	9	2	0	8	1	228
Superdistrict 3	65	64	10	58	42	2	0	19	1	17	10	4	5	2	298
Superdistrict 4	22	22	7	67	48	3	2	7	4	7	2	0	5	1	195
East Bay	52	51	11	114	82	5	3	9	6	8	3	0	7	1	354
North Bay	23	23	5	49	35	2	1	6	3	5	1	0	3	0	157
South Bay	125	122	16	189	136	8	6	20	11	18	5	0	8	1	663
Outside of Bay Area	6	6	5	24	17	1	1	23	1	20	0	0	6	1	112
All Origins	**545**	**533**	**66**	**594**	**427**	**26**	**15**	**97**	**30**	**87**	**23**	**4**	**44**	**8**	**2,498**
Transit Person Trips															
Superdistrict 1	262	256	3	19	14	1	0	2	0	2	0	0	1	0	561
Superdistrict 2	26	25	7	75	54	3	2	5	4	5	2	0	4	1	212
Superdistrict 3	75	73	6	38	27	2	0	4	1	3	6	2	3	1	241
Superdistrict 4	26	25	4	46	33	2	1	2	3	2	1	0	2	0	148
East Bay	39	38	8	99	71	4	3	5	6	4	3	0	4	0	283
North Bay	7	7	1	19	13	1	1	2	1	1	1	0	0	0	54
South Bay	89	87	3	47	34	2	1	3	3	3	1	0	1	0	275
Outside of Bay Area	-	-	3	16	12	1	0	5	1	5	0	0	3	1	47
All Origins	**523**	**511**	**35**	**358**	**258**	**15**	**9**	**29**	**18**	**26**	**14**	**3**	**20**	**4**	**1,822**
Walk/Other Person Trips															
Superdistrict 1	135	132	7	28	20	1	0	7	1	6	0	0	4	1	341
Superdistrict 2	13	13	4	15	11	1	0	6	0	6	0	0	4	1	74
Superdistrict 3	38	38	6	21	15	1	0	10	0	9	7	3	4	1	154
Superdistrict 4	13	13	2	7	5	0	0	2	0	1	0	0	2	0	45
East Bay	13	13	2	9	7	0	0	6	0	5	0	0	2	0	58
North Bay	-	-	1	2	2	0	0	2	0	2	0	0	1	0	10
South Bay	25	24	1	6	5	0	0	2	0	2	0	0	1	0	66
Outside of Bay Area	-	-	4	10	7	0	1	29	0	26	0	0	5	1	84
All Origins	**237**	**232**	**25**	**99**	**71**	**4**	**2**	**65**	**2**	**58**	**8**	**3**	**22**	**5**	**833**
Total Person Trips															
Superdistrict 1	625	611	12	63	45	3	0	12	1	11	0	0	7	2	1,393
Superdistrict 2	61	60	21	167	120	7	4	22	8	20	4	0	17	3	515
Superdistrict 3	179	174	21	117	84	5	1	33	3	29	23	9	11	4	693
Superdistrict 4	61	60	12	120	86	5	3	11	6	10	3	0	9	1	388
East Bay	104	102	21	222	160	10	6	20	12	18	6	0	13	2	695
North Bay	30	30	6	70	51	3	2	10	4	9	2	0	4	1	221
South Bay	239	234	20	242	174	10	7	24	14	22	6	0	10	1	1,005
Outside of Bay Area	6	6	12	50	36	2	2	58	1	52	1	0	14	2	243
All Origins	**1,306**	**1,276**	**126**	**1,052**	**756**	**45**	**26**	**191**	**50**	**171**	**45**	**10**	**85**	**16**	**5,154**
Vehicle Trips															
Superdistrict 1	208	203	2	11	8	0	0	2	0	2	0	0	1	0	437
Superdistrict 2	20	20	6	58	41	2	2	7	3	6	1	0	4	1	172
Superdistrict 3	59	58	5	42	30	2	0	9	1	8	5	2	2	1	224
Superdistrict 4	20	20	4	42	30	2	1	4	2	4	1	0	2	0	134
East Bay	48	47	5	53	38	2	1	4	3	4	1	0	3	0	210
North Bay	21	21	3	31	22	1	1	3	2	3	1	0	2	0	111
South Bay	114	111	11	157	113	7	5	9	9	8	4	0	4	1	554
Outside of Bay Area	6	6	2	13	9	1	0	8	1	8	0	0	2	0	55
All Origins	**496**	**485**	**38**	**407**	**292**	**17**	**11**	**48**	**21**	**43**	**14**	**2**	**20**	**3**	**1,897**

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Auto Person Trips															
Superdistrict 1	223	218	1	9	6	0	2	8	9	24	0	0	3	0	505
Superdistrict 2	27	27	11	74	49	3	6	29	24	87	2	1	19	1	358
Superdistrict 3	64	62	5	32	21	1	10	52	55	154	10	30	11	1	508
Superdistrict 4	27	27	8	64	42	3	4	21	17	62	2	1	11	0	287
East Bay	64	62	14	109	72	5	5	26	22	78	3	1	16	1	477
North Bay	28	28	6	47	31	2	3	16	13	48	1	0	6	0	230
South Bay	152	148	21	180	119	8	10	55	45	163	5	2	18	1	927
Outside of Bay Area	8	7	5	23	15	1	12	64	52	189	0	0	13	1	390
All Origins	**593**	**579**	**71**	**538**	**355**	**23**	**52**	**270**	**237**	**804**	**23**	**35**	**96**	**5**	**3,681**
Transit Person Trips															
Superdistrict 1	256	250	1	11	7	0	1	6	7	18	0	0	3	0	562
Superdistrict 2	31	30	9	71	47	3	3	15	12	45	2	1	10	0	280
Superdistrict 3	73	71	3	21	14	1	2	10	11	31	6	18	6	1	269
Superdistrict 4	31	30	5	44	29	2	1	7	5	20	1	0	5	0	182
East Bay	47	46	11	94	62	4	3	13	11	39	3	1	8	0	343
North Bay	9	8	2	18	12	1	1	5	4	14	1	0	1	0	74
South Bay	109	106	5	45	30	2	2	8	7	25	1	0	3	0	342
Outside of Bay Area	-	-	3	15	10	1	3	15	13	45	0	0	7	0	113
All Origins	**556**	**543**	**39**	**319**	**211**	**14**	**15**	**80**	**70**	**238**	**14**	**21**	**43**	**3**	**2,165**
Walk/Other Person Trips															
Superdistrict 1	132	129	3	15	10	1	4	19	20	56	0	0	9	1	399
Superdistrict 2	16	16	3	14	9	1	3	18	15	53	0	0	9	0	158
Superdistrict 3	38	37	2	12	8	1	5	29	31	85	7	23	8	1	286
Superdistrict 4	16	16	1	6	4	0	1	5	4	14	0	0	4	0	71
East Bay	16	15	2	9	6	0	3	17	14	51	0	0	4	0	137
North Bay	-	-	0	2	2	0	1	7	5	20	0	0	1	0	39
South Bay	30	30	1	6	4	0	1	5	4	15	0	0	2	0	99
Outside of Bay Area	-	-	3	10	6	0	16	82	67	244	0	0	11	1	439
All Origins	**247**	**242**	**16**	**75**	**49**	**3**	**35**	**181**	**160**	**537**	**8**	**23**	**48**	**3**	**1,628**
Total Person Trips															
Superdistrict 1	611	597	5	35	23	1	6	33	36	99	0	0	16	2	1,465
Superdistrict 2	74	73	23	160	105	7	12	62	51	185	4	1	37	2	796
Superdistrict 3	175	171	10	65	43	3	17	91	97	270	24	71	25	3	1,063
Superdistrict 4	74	73	15	114	75	5	6	32	26	95	3	1	19	1	540
East Bay	127	124	26	212	140	9	11	57	46	168	6	2	28	1	957
North Bay	37	36	8	67	44	3	5	27	22	81	2	1	8	0	343
South Bay	291	284	27	231	153	10	13	68	56	203	6	2	23	1	1,368
Outside of Bay Area	8	7	11	48	32	2	31	161	132	478	1	0	31	1	943
All Origins	**1,396**	**1,364**	**125**	**932**	**615**	**40**	**102**	**531**	**467**	**1,579**	**45**	**79**	**188**	**11**	**7,474**
Vehicle Trips															
Superdistrict 1	203	199	1	6	4	0	1	5	5	15	0	0	2	0	441
Superdistrict 2	25	24	7	55	36	2	4	19	16	56	1	1	10	0	256
Superdistrict 3	58	57	3	23	15	1	5	26	27	76	5	13	5	0	314
Superdistrict 4	25	24	5	41	27	2	2	12	10	36	1	0	5	0	190
East Bay	58	57	6	50	33	2	2	12	10	37	1	0	6	0	277
North Bay	26	25	4	30	20	1	2	9	7	27	1	0	3	0	155
South Bay	138	135	17	150	99	6	5	26	21	78	4	2	9	0	691
Outside of Bay Area	7	7	2	12	8	1	4	23	19	70	0	0	5	0	159
All Origins	**540**	**527**	**44**	**367**	**242**	**16**	**25**	**133**	**117**	**395**	**14**	**16**	**44**	**2**	**2,483**

Individual Land Use Trip Generation Calculations

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: RESIDENTIAL Studio/1-Bedroom (WORK TRIPS)

Proposed Size:		**1,501 units**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		7.5 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.1	17.3% [1]	1.3
Total Person Trips:		11,258 person-trips	Total Person-trips:		1,602		1,948
Work Trips [2]:	33%	3,715 person-trips	Work Person-trips:	50% [6]	801	50% [2]	974

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
	Auto	36.5%	1.10	725	660	156	142	190	173
SF Superdistrict 1	Transit	41.9%		831		179		218	
53.4%	Walk	9.3%		184		40		48	
	Other	12.3%		244		53		64	
	All Modes	100.0%		1,984	660	428	142	520	173
	Auto	36.5%	1.10	52	47	11	10	14	12
SF Superdistrict 2	Transit	41.9%		59		13		16	
3.8%	Walk	9.3%		13		3		3	
	Other	12.3%		17		4		5	
	All Modes	100.0%		142	47	31	10	37	12
	Auto	36.5%	1.10	207	189	45	41	54	49
SF Superdistrict 3	Transit	41.9%		237		51		62	
15.3%	Walk	9.3%		53		11		14	
	Other	12.3%		70		15		18	
	All Modes	100.0%		567	189	122	41	149	49
	Auto	36.5%	1.10	52	47	11	10	14	12
SF Superdistrict 4	Transit	41.9%		59		13		16	
3.8%	Walk	9.3%		13		3		3	
	Other	12.3%		17		4		5	
	All Modes	100.0%		142	47	31	10	37	12
	Auto	50.3%	1.10	121	111	26	24	32	29
East Bay	Transit	37.3%		90		19		24	
6.5%	Walk	0.0%		0		0		0	
	Other	12.4%		30		6		8	
	All Modes	100.0%		242	111	52	24	63	29
	Auto	76.9%	1.10	54	49	12	11	14	13
North Bay	Transit	23.1%		16		4		4	
1.9%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		70	49	15	11	18	13
	Auto	52.2%	1.10	289	263	62	57	76	69
South Bay	Transit	37.4%		207		45		54	
14.9%	Walk	0.0%		0		0		0	
	Other	10.4%		58		12		15	
	All Modes	100.0%		554	263	119	57	145	69
	Auto	100.0%	1.10	15	13	3	3	4	3
Out of Region	Transit	0.0%		0		0		0	
0.4%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		15	13	3	3	4	3
	Auto	**40.8%**	**1.10**	**1,515**	**1,379**	**327**	**297**	**397**	**361**
All Origins	**Transit**	**40.4%**		**1,501**		**324**		**393**	
100.0%	**Walk**	**7.1%**		**263**		**57**		**69**	
	Other	**11.7%**		**436**		**94**		**114**	
	All Modes	**100.0%**		**3,715**	**1,379**	**801**	**297**	**974**	**361**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: RESIDENTIAL Studio/1-Bedroom (NON-WORK TRIPS)

Proposed Size:		**1,501 units**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		7.5 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.1	17.3% [1]	1.3
Total Person Trips:		11,258 person-trips	Total Person-trips:		1,602		1,948
Non-Work Trips [2]:	67%	7,543 person-trips	Non-Work Person-trips:	50% [6]	801	50% [2]	974

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
	Auto	36.5%	1.10	1,472	1,340	156	142	190	173
SF Superdistrict 1	Transit	41.9%		1,688		179		218	
53.4%	Walk	9.3%		373		40		48	
	Other	12.3%		495		53		64	
	All Modes	100.0%		4,028	1,340	428	142	520	173
	Auto	36.5%	1.10	105	96	11	10	14	12
SF Superdistrict 2	Transit	41.9%		121		13		16	
3.8%	Walk	9.3%		27		3		3	
	Other	12.3%		35		4		5	
	All Modes	100.0%		288	96	31	10	37	12
	Auto	36.5%	1.10	421	383	45	41	54	49
SF Superdistrict 3	Transit	41.9%		482		51		62	
15.3%	Walk	9.3%		107		11		14	
	Other	12.3%		141		15		18	
	All Modes	100.0%		1,151	383	122	41	149	49
	Auto	36.5%	1.10	105	96	11	10	14	12
SF Superdistrict 4	Transit	41.9%		121		13		16	
3.8%	Walk	9.3%		27		3		3	
	Other	12.3%		35		4		5	
	All Modes	100.0%		288	96	31	10	37	12
	Auto	50.3%	1.10	247	224	26	24	32	29
East Bay	Transit	37.3%		183		19		24	
6.5%	Walk	0.0%		0		0		0	
	Other	12.4%		61		6		8	
	All Modes	100.0%		491	224	52	24	63	29
	Auto	76.9%	1.10	110	100	12	11	14	13
North Bay	Transit	23.1%		33		4		4	
1.9%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		143	100	15	11	18	13
	Auto	52.2%	1.10	587	535	62	57	76	69
South Bay	Transit	37.4%		420		45		54	
14.9%	Walk	0.0%		0		0		0	
	Other	10.4%		117		12		15	
	All Modes	100.0%		1,125	535	119	57	145	69
	Auto	100.0%	1.10	30	27	3	3	4	3
Out of Region	Transit	0.0%		0		0		0	
0.4%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		30	27	3	3	4	3
	Auto	**40.8%**	**1.10**	**3,077**	**2,800**	**327**	**297**	**397**	**361**
All Origins	**Transit**	**40.4%**		**3,047**		**324**		**393**	
100.0%	**Walk**	**7.1%**		**533**		**57**		**69**	
	Other	**11.7%**		**885**		**94**		**114**	
	All Modes	**100.0%**		**7,543**	**2,800**	**801**	**297**	**974**	**361**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
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[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: RESIDENTIAL 2 or more bedrooms (WORK TRIPS)

Proposed Size:		**1,100 units**					
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		10.0 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.4	17.3% [1]	1.7
Total Person Trips:		11,000 person-trips	Total Person-trips:		1,565		1,903
Work Trips [2]:	33%	3,630 person-trips	Work Person-trips:	50% [6]	783	50% [2]	952

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	36.5%	1.10	709	645	153	139	186	169
SF Superdistrict 1	Transit	41.9%		812		175		213	
53.4%	Walk	9.3%		180		39		47	
	Other	12.3%		238		51		62	
	All Modes	100.0%		1,938	645	418	139	508	169
	Auto	36.5%	1.10	51	46	11	10	13	12
SF Superdistrict 2	Transit	41.9%		58		13		15	
3.8%	Walk	9.3%		13		3		3	
	Other	12.3%		17		4		4	
	All Modes	100.0%		138	46	30	10	36	12
	Auto	36.5%	1.10	202	184	44	40	53	48
SF Superdistrict 3	Transit	41.9%		232		50		61	
15.3%	Walk	9.3%		51		11		13	
	Other	12.3%		68		15		18	
	All Modes	100.0%		554	184	119	40	145	48
	Auto	36.5%	1.10	51	46	11	10	13	12
SF Superdistrict 4	Transit	41.9%		58		13		15	
3.8%	Walk	9.3%		13		3		3	
	Other	12.3%		17		4		4	
	All Modes	100.0%		138	46	30	10	36	12
	Auto	50.3%	1.10	119	108	26	23	31	28
East Bay	Transit	37.3%		88		19		23	
6.5%	Walk	0.0%		0		0		0	
	Other	12.4%		29		6		8	
	All Modes	100.0%		236	108	51	23	62	28
	Auto	76.9%	1.10	53	48	11	10	14	13
North Bay	Transit	23.1%		16		3		4	
1.9%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		69	48	15	10	18	13
	Auto	52.2%	1.10	283	257	61	55	74	67
South Bay	Transit	37.4%		202		44		53	
14.9%	Walk	0.0%		0		0		0	
	Other	10.4%		56		12		15	
	All Modes	100.0%		541	257	117	55	142	67
	Auto	100.0%	1.10	14	13	3	3	4	3
Out of Region	Transit	0.0%		0		0		0	
0.4%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		14	13	3	3	4	3
	Auto	**40.8%**	**1.10**	**1,481**	**1,348**	**319**	**291**	**388**	**353**
All Origins	**Transit**	**40.4%**		**1,467**		**316**		**384**	
100.0%	**Walk**	**7.1%**		**257**		**55**		**67**	
	Other	**11.7%**		**426**		**92**		**112**	
	All Modes	**100.0%**		**3,630**	**1,348**	**783**	**291**	**952**	**353**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
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[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: RESIDENTIAL 2 or more bedrooms (NON-WORK TRIPS)

Proposed Size:		**1,100 units**					
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		10.0 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.4	17.3% [1]	1.7
Total Person Trips:		11,000 person-trips	Total Person-trips:		1,565		1,903
Non-Work Trips [2]:	67%	7,370 person-trips	Non-Work Person-trips:	50% [6]	783	50% [2]	952

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	36.5%	1.10	1,438	1,309	153	139	186	169
SF Superdistrict 1	Transit	41.9%		1,649		175		213	
53.4%	Walk	9.3%		365		39		47	
	Other	12.3%		483		51		62	
	All Modes	100.0%		3,936	1,309	418	139	508	169
	Auto	36.5%	1.10	103	94	11	10	13	12
SF Superdistrict 2	Transit	41.9%		118		13		15	
3.8%	Walk	9.3%		26		3		3	
	Other	12.3%		35		4		4	
	All Modes	100.0%		281	94	30	10	36	12
	Auto	36.5%	1.10	411	374	44	40	53	48
SF Superdistrict 3	Transit	41.9%		471		50		61	
15.3%	Walk	9.3%		104		11		13	
	Other	12.3%		138		15		18	
	All Modes	100.0%		1,124	374	119	40	145	48
	Auto	36.5%	1.10	103	94	11	10	13	12
SF Superdistrict 4	Transit	41.9%		118		13		15	
3.8%	Walk	9.3%		26		3		3	
	Other	12.3%		35		4		4	
	All Modes	100.0%		281	94	30	10	36	12
	Auto	50.3%	1.10	241	219	26	23	31	28
East Bay	Transit	37.3%		179		19		23	
6.5%	Walk	0.0%		0		0		0	
	Other	12.4%		60		6		8	
	All Modes	100.0%		480	219	51	23	62	28
	Auto	76.9%	1.10	107	98	11	10	14	13
North Bay	Transit	23.1%		32		3		4	
1.9%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		140	98	15	10	18	13
	Auto	52.2%	1.10	574	522	61	55	74	67
South Bay	Transit	37.4%		411		44		53	
14.9%	Walk	0.0%		0		0		0	
	Other	10.4%		115		12		15	
	All Modes	100.0%		1,099	522	117	55	142	67
	Auto	100.0%	1.10	29	26	3	3	4	3
Out of Region	Transit	0.0%		0		0		0	
0.4%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		29	26	3	3	4	3
	Auto	**40.8%**	**1.10**	**3,006**	**2,736**	**319**	**291**	**388**	**353**
All Origins	**Transit**	**40.4%**		**2,978**		**316**		**384**	
100.0%	**Walk**	**7.1%**		**521**		**55**		**67**	
	Other	**11.7%**		**865**		**92**		**112**	
	All Modes	**100.0%**		**7,370**	**2,736**	**783**	**291**	**952**	**353**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: HOTEL (WORK TRIPS)

Proposed Size:		250 rooms						
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		7.0	trips/room	Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7
Total Person Trips:		1,750	person-trips	Total Person-trips:		155		175
Work Trips [2]:	12%	210	person-trips	Work Person-trips:	40% [5]	62	60% [2]	105

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	26.8%	1.29	6	5	2	1	3	2
SF Superdistrict 1	Transit	34.7%		8		2		4	
10.6%	Walk	35.8%		8		2		4	
	Other	2.7%		1		0		0	
	All Modes	100.0%		22	5	7	1	11	2
	Auto	45.6%	1.25	12	10	4	3	6	5
SF Superdistrict 2	Transit	49.1%		13		4		6	
12.5%	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		26	10	8	3	13	5
	Auto	51.3%	1.26	22	17	6	5	11	9
SF Superdistrict 3	Transit	34.6%		15		4		7	
20.5%	Walk	10.4%		4		1		2	
	Other	3.6%		2		0		1	
	All Modes	100.0%		43	17	13	5	21	9
	Auto	55.8%	1.50	11	7	3	2	6	4
SF Superdistrict 4	Transit	40.9%		8		2		4	
9.6%	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		20	7	6	2	10	4
	Auto	50.9%	2.13	20	9	6	3	10	5
East Bay	Transit	46.4%		18		5		9	
18.4%	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		1	
	All Modes	100.0%		39	9	11	3	19	5
	Auto	69.1%	1.53	8	6	3	2	4	3
North Bay	Transit	28.6%		4		1		2	
5.9%	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		12	6	4	2	6	3
	Auto	77.9%	1.15	34	29	10	9	17	15
South Bay	Transit	19.9%		9		3		4	
20.6%	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		43	29	13	9	22	15
	Auto	55.9%	1.54	3	2	1	0	1	1
Out of Region	Transit	41.5%		2		1		1	
2.2%	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		5	2	1	0	2	1
	Auto	**55.0%**	**1.36**	**115**	**85**	**34**	**25**	**58**	**42**
All Origins	**Transit**	**36.0%**		**76**		**22**		**38**	
100.0%	**Walk**	**6.4%**		**13**		**4**		**7**	
	Other	**2.7%**		**6**		**2**		**3**	
	All Modes	**100.0%**		**210**	**85**	**62**	**25**	**105**	**42**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
[2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: HOTEL (NON-WORK TRIPS)

Proposed Size:		250 rooms						
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		7.0	trips/room	Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7
Total Person Trips:		1,750	person-trips	Total Person-trips:		155		175
Non-Work Trips [2]:	88%	1,540	person-trips	Non-Work Person-trips:	60% [5]	93	40% [2]	70

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	21.5%	2.12	58	27	3	2	3	1
SF Superdistrict 1	Transit	17.9%		48		3		2	
17.5%	Walk	53.4%		144		9		7	
	Other	7.2%		19		1		1	
	All Modes	100.0%		270	27	16	2	12	1
	Auto	50.3%	2.00	108	54	7	3	5	2
SF Superdistrict 2	Transit	24.8%		53		3		2	
14.0%	Walk	14.6%		31		2		1	
	Other	10.5%		23		1		1	
	All Modes	100.0%		216	54	13	3	10	2
	Auto	42.6%	2.42	187	77	11	5	8	4
SF Superdistrict 3	Transit	25.0%		110		7		5	
28.5%	Walk	23.6%		103		6		5	
	Other	8.9%		39		2		2	
	All Modes	100.0%		439	77	26	5	20	4
	Auto	55.0%	2.25	59	26	4	2	3	1
SF Superdistrict 4	Transit	24.5%		26		2		1	
7.0%	Walk	12.4%		13		1		1	
	Other	8.2%		9		1		0	
	All Modes	100.0%		108	26	6	2	5	1
	Auto	56.9%	2.51	88	35	5	2	4	2
East Bay	Transit	27.1%		42		3		2	
10.0%	Walk	14.8%		23		1		1	
	Other	1.3%		2		0		0	
	All Modes	100.0%		154	35	9	2	7	2
	Auto	75.9%	1.95	35	18	2	1	2	1
North Bay	Transit	8.0%		4		0		0	
3.0%	Walk	13.2%		6		0		0	
	Other	2.9%		1		0		0	
	All Modes	100.0%		46	18	3	1	2	1
	Auto	79.2%	2.34	98	42	6	3	4	2
South Bay	Transit	12.8%		16		1		1	
8.0%	Walk	6.9%		9		1		0	
	Other	1.1%		1		0		0	
	All Modes	100.0%		123	42	7	3	6	2
	Auto	40.6%	2.64	75	28	5	2	3	1
Out of Region	Transit	23.7%		44		3		2	
12.0%	Walk	24.2%		45		3		2	
	Other	11.4%		21		1		1	
	All Modes	100.0%		185	28	11	2	8	1
	Auto	**46.0%**	**2.30**	**708**	**308**	**43**	**19**	**32**	**14**
All Origins	**Transit**	**22.3%**		**343**		**21**		**16**	
100.0%	**Walk**	**24.3%**		**374**		**23**		**17**	
	Other	**7.5%**		**115**		**7**		**5**	
	All Modes	**100.0%**		**1,540**	**308**	**93**	**19**	**70**	**14**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
[2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: GENERAL OFFICE (WORK TRIPS)

Proposed Size:		**814,240 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		18.1	trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5
Total Person Trips:		14,738	person-trips	Total Person-trips:		1,312		1,253
Work Trips [2]:	36%	5,306	person-trips	Work Person-trips:	83% [5]	1,089	83% [2]	1,040

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	26.8%	1.29	150	116	31	24	29	23
SF Superdistrict 1	Transit	34.7%		194		40		38	
10.6%	Walk	35.8%		200		41		39	
	Other	2.7%		15		3		3	
	All Modes	100.0%		560	116	115	24	110	23
	Auto	45.6%	1.25	302	242	62	50	59	47
SF Superdistrict 2	Transit	49.1%		326		67		64	
12.5%	Walk	3.7%		24		5		5	
	Other	1.6%		11		2		2	
	All Modes	100.0%		663	242	136	50	130	47
	Auto	51.3%	1.26	557	441	114	90	109	86
SF Superdistrict 3	Transit	34.6%		376		77		74	
20.5%	Walk	10.4%		113		23		22	
	Other	3.6%		40		8		8	
	All Modes	100.0%		1,085	441	223	90	213	86
	Auto	55.8%	1.50	283	188	58	39	55	37
SF Superdistrict 4	Transit	40.9%		207		42		41	
9.6%	Walk	0.0%		0		0		0	
	Other	3.4%		17		4		3	
	All Modes	100.0%		507	188	104	39	99	37
	Auto	50.9%	2.13	495	232	102	48	97	46
East Bay	Transit	46.4%		451		93		88	
18.4%	Walk	0.0%		0		0		0	
	Other	2.8%		27		6		5	
	All Modes	100.0%		974	232	200	48	191	46
	Auto	69.1%	1.53	215	140	44	29	42	27
North Bay	Transit	28.6%		89		18		17	
5.9%	Walk	0.0%		0		0		0	
	Other	2.2%		7		1		1	
	All Modes	100.0%		310	140	64	29	61	27
	Auto	77.9%	1.15	852	738	175	151	167	145
South Bay	Transit	19.9%		217		45		43	
20.6%	Walk	0.0%		0		0		0	
	Other	2.2%		24		5		5	
	All Modes	100.0%		1,093	738	224	151	214	145
	Auto	55.9%	1.54	64	41	13	9	13	8
Out of Region	Transit	41.5%		47		10		9	
2.2%	Walk	0.0%		0		0		0	
	Other	2.6%		3		1		1	
	All Modes	100.0%		114	41	23	9	22	8
	Auto	**55.0%**	**1.36**	**2,917**	**2,139**	**598**	**439**	**572**	**419**
All Origins	**Transit**	**36.0%**		**1,908**		**391**		**374**	
100.0%	**Walk**	**6.4%**		**338**		**69**		**66**	
	Other	**2.7%**		**144**		**30**		**28**	
	All Modes	**100.0%**		**5,306**	**2,139**	**1,089**	**439**	**1,040**	**419**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Office)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: GENERAL OFFICE (NON-WORK TRIPS)

Proposed Size:		**814,240 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		18.1	trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5
Total Person Trips:		14,738	person-trips	Total Person-trips:		1,312		1,253
Non-Work Trips [2]:	64%	9,432	person-trips	Non-Work Person-trips:	17% [5]	223	17% [2]	213

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	21.5%	2.12	355	167	8	4	8	4
SF Superdistrict 1	Transit	17.9%		295		7		7	
17.5%	Walk	53.4%		882		21		20	
	Other	7.2%		119		3		3	
	All Modes	100.0%		1,651	167	39	4	37	4
	Auto	50.3%	2.00	664	332	16	8	15	7
SF Superdistrict 2	Transit	24.8%		327		8		7	
14.0%	Walk	14.6%		192		5		4	
	Other	10.5%		138		3		3	
	All Modes	100.0%		1,321	332	31	8	30	7
	Auto	42.6%	2.42	1,145	473	27	11	26	11
SF Superdistrict 3	Transit	25.0%		672		16		15	
28.5%	Walk	23.6%		634		15		14	
	Other	8.9%		238		6		5	
	All Modes	100.0%		2,688	473	64	11	61	11
	Auto	55.0%	2.25	363	161	9	4	8	4
SF Superdistrict 4	Transit	24.5%		162		4		4	
7.0%	Walk	12.4%		82		2		2	
	Other	8.2%		54		1		1	
	All Modes	100.0%		660	161	16	4	15	4
	Auto	56.9%	2.51	536	213	13	5	12	5
East Bay	Transit	27.1%		256		6		6	
10.0%	Walk	14.8%		139		3		3	
	Other	1.3%		12		0		0	
	All Modes	100.0%		943	213	22	5	21	5
	Auto	75.9%	1.95	215	110	5	3	5	2
North Bay	Transit	8.0%		23		1		1	
3.0%	Walk	13.2%		37		1		1	
	Other	2.9%		8		0		0	
	All Modes	100.0%		283	110	7	3	6	2
	Auto	79.2%	2.34	598	256	14	6	14	6
South Bay	Transit	12.8%		96		2		2	
8.0%	Walk	6.9%		52		1		1	
	Other	1.1%		8		0		0	
	All Modes	100.0%		755	256	18	6	17	6
	Auto	40.6%	2.64	460	174	11	4	10	4
Out of Region	Transit	23.7%		269		6		6	
12.0%	Walk	24.2%		274		6		6	
	Other	11.4%		129		3		3	
	All Modes	100.0%		1,132	174	27	4	26	4
	Auto	**46.0%**	**2.30**	**4,334**	**1,886**	**102**	**45**	**98**	**43**
All Origins	**Transit**	**22.3%**		**2,099**		**50**		**47**	
100.0%	**Walk**	**24.3%**		**2,292**		**54**		**52**	
	Other	**7.5%**		**707**		**17**		**16**	
	All Modes	**100.0%**		**9,432**	**1,886**	**223**	**45**	**213**	**43**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Office)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: RESEARCH & DEVELOPMENT (WORK TRIPS)

Proposed Size:		**645,738 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4]	1.5	16.0% [1]	1.3
Total Person Trips:		5,166 person-trips	Total Person-trips:		942		827
Work Trips [2]:	36%	1,860 person-trips	Work Person-trips:	83% [5]	782	83% [2]	686

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	26.8%	1.29	53	41	22	17	19	15
SF Superdistrict 1	Transit	34.7%		68		29		25	
10.6%	Walk	35.8%		70		30		26	
	Other	2.7%		5		2		2	
	All Modes	100.0%		196	41	83	17	72	15
	Auto	45.6%	1.25	106	85	45	36	39	31
SF Superdistrict 2	Transit	49.1%		114		48		42	
12.5%	Walk	3.7%		9		4		3	
	Other	1.6%		4		2		1	
	All Modes	100.0%		232	85	98	36	86	31
	Auto	51.3%	1.26	195	155	82	65	72	57
SF Superdistrict 3	Transit	34.6%		132		55		49	
20.5%	Walk	10.4%		40		17		15	
	Other	3.6%		14		6		5	
	All Modes	100.0%		380	155	160	65	140	57
	Auto	55.8%	1.50	99	66	42	28	37	24
SF Superdistrict 4	Transit	40.9%		73		31		27	
9.6%	Walk	0.0%		0		0		0	
	Other	3.4%		6		3		2	
	All Modes	100.0%		178	66	75	28	66	24
	Auto	50.9%	2.13	174	81	73	34	64	30
East Bay	Transit	46.4%		158		67		58	
18.4%	Walk	0.0%		0		0		0	
	Other	2.8%		9		4		4	
	All Modes	100.0%		341	81	144	34	126	30
	Auto	69.1%	1.53	75	49	32	21	28	18
North Bay	Transit	28.6%		31		13		11	
5.9%	Walk	0.0%		0		0		0	
	Other	2.2%		2		1		1	
	All Modes	100.0%		109	49	46	21	40	18
	Auto	77.9%	1.15	298	259	126	109	110	95
South Bay	Transit	19.9%		76		32		28	
20.6%	Walk	0.0%		0		0		0	
	Other	2.2%		8		4		3	
	All Modes	100.0%		383	259	161	109	141	95
	Auto	55.9%	1.54	22	15	9	6	8	5
Out of Region	Transit	41.5%		17		7		6	
2.2%	Walk	0.0%		0		0		0	
	Other	2.6%		1		0		0	
	All Modes	100.0%		40	15	17	6	15	5
	Auto	**55.0%**	**1.36**	**1,022**	**750**	**430**	**315**	**377**	**277**
All Origins	**Transit**	**36.0%**		**669**		**281**		**247**	
100.0%	**Walk**	**6.4%**		**118**		**50**		**44**	
	Other	**2.7%**		**50**		**21**		**19**	
	All Modes	**100.0%**		**1,860**	**750**	**782**	**315**	**686**	**277**

Notes:
[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: RESEARCH & DEVELOPMENT (NON-WORK TRIPS)

Proposed Size:		**645,738 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4]	1.5	16.0% [1]	1.3
Total Person Trips:		5,166 person-trips	Total Person-trips:		942		827
Non-Work Trips [2]:	64%	3,306 person-trips	Non-Work Person-trips:	17% [5]	160	17% [2]	141

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	21.5%	2.12	124	59	6	3	5	2
SF Superdistrict 1	Transit	17.9%		103		5		4	
17.5%	Walk	53.4%		309		15		13	
	Other	7.2%		42		2		2	
	All Modes	100.0%		579	59	28	3	25	2
	Auto	50.3%	2.00	233	116	11	6	10	5
SF Superdistrict 2	Transit	24.8%		115		6		5	
14.0%	Walk	14.6%		67		3		3	
	Other	10.5%		48		2		2	
	All Modes	100.0%		463	116	22	6	20	5
	Auto	42.6%	2.42	401	166	19	8	17	7
SF Superdistrict 3	Transit	25.0%		235		11		10	
28.5%	Walk	23.6%		222		11		9	
	Other	8.9%		83		4		4	
	All Modes	100.0%		942	166	46	8	40	7
	Auto	55.0%	2.25	127	57	6	3	5	2
SF Superdistrict 4	Transit	24.5%		57		3		2	
7.0%	Walk	12.4%		29		1		1	
	Other	8.2%		19		1		1	
	All Modes	100.0%		231	57	11	3	10	2
	Auto	56.9%	2.51	188	75	9	4	8	3
East Bay	Transit	27.1%		90		4		4	
10.0%	Walk	14.8%		49		2		2	
	Other	1.3%		4		0		0	
	All Modes	100.0%		331	75	16	4	14	3
	Auto	75.9%	1.95	75	39	4	2	3	2
North Bay	Transit	8.0%		8		0		0	
3.0%	Walk	13.2%		13		1		1	
	Other	2.9%		3		0		0	
	All Modes	100.0%		99	39	5	2	4	2
	Auto	79.2%	2.34	210	90	10	4	9	4
South Bay	Transit	12.8%		34		2		1	
8.0%	Walk	6.9%		18		1		1	
	Other	1.1%		3		0		0	
	All Modes	100.0%		264	90	13	4	11	4
	Auto	40.6%	2.64	161	61	8	3	7	3
Out of Region	Transit	23.7%		94		5		4	
12.0%	Walk	24.2%		96		5		4	
	Other	11.4%		45		2		2	
	All Modes	100.0%		397	61	19	3	17	3
	Auto	**46.0%**	**2.30**	**1,519**	**661**	**74**	**32**	**65**	**28**
All Origins	**Transit**	**22.3%**		**736**		**36**		**31**	
100.0%	**Walk**	**24.3%**		**804**		**39**		**34**	
	Other	**7.5%**		**248**		**12**		**11**	
	All Modes	**100.0%**		**3,306**	**661**	**160**	**32**	**141**	**28**

Notes:
[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (WORK TRIPS)

Proposed Size:		**35,000 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5
Total Person Trips:		634 person-trips	Total Person-trips:		56		54
Work Trips [2]:	36%	228 person-trips	Work Person-trips:	83% [5]	47	83% [2]	45

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	6	5	1	1	1	1
	Transit	34.7%		8		2		2	
	Walk	35.8%		9		2		2	
	Other	2.7%		1		0		0	
	All Modes	100.0%		24	5	5	1	5	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	13	10	3	2	3	2
	Transit	49.1%		14		3		3	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		29	10	6	2	6	2
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	24	19	5	4	5	4
	Transit	34.6%		16		3		3	
	Walk	10.4%		5		1		1	
	Other	3.6%		2		0		0	
	All Modes	100.0%		47	19	10	4	9	4
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	12	8	2	2	2	2
	Transit	40.9%		9		2		2	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		22	8	4	2	4	2
East Bay 18.4%	Auto	50.9%	2.13	21	10	4	2	4	2
	Transit	46.4%		19		4		4	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		42	10	9	2	8	2
North Bay 5.9%	Auto	69.1%	1.53	9	6	2	1	2	1
	Transit	28.6%		4		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		13	6	3	1	3	1
South Bay 20.6%	Auto	77.9%	1.15	37	32	8	7	7	6
	Transit	19.9%		9		2		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		47	32	10	7	9	6
Out of Region 2.2%	Auto	55.9%	1.54	3	2	1	0	1	0
	Transit	41.5%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		5	2	1	0	1	0
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**125**	**92**	**26**	**19**	**25**	**18**
	Transit	**36.0%**		**82**		**17**		**16**	
	Walk	**6.4%**		**15**		**3**		**3**	
	Other	**2.7%**		**6**		**1**		**1**	
	All Modes	**100.0%**		**228**	**92**	**47**	**19**	**45**	**18**

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (NON-WORK TRIPS)

Proposed Size:		**35,000 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5
Total Person Trips:		634 person-trips	Total Person-trips:		56		54
Non-Work Trips [2]:	64%	405 person-trips	Non-Work Person-trips:	17% [5]	10	17% [2]	9

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	15	7	0	0	0	0
	Transit	17.9%		13		0		0	
	Walk	53.4%		38		1		1	
	Other	7.2%		5		0		0	
	All Modes	100.0%		71	7	2	0	2	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	29	14	1	0	1	0
	Transit	24.8%		14		0		0	
	Walk	14.6%		8		0		0	
	Other	10.5%		6		0		0	
	All Modes	100.0%		57	14	1	0	1	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	49	20	1	0	1	0
	Transit	25.0%		29		1		1	
	Walk	23.6%		27		1		1	
	Other	8.9%		10		0		0	
	All Modes	100.0%		116	20	3	0	3	0
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	16	7	0	0	0	0
	Transit	24.5%		7		0		0	
	Walk	12.4%		4		0		0	
	Other	8.2%		2		0		0	
	All Modes	100.0%		28	7	1	0	1	0
East Bay 10.0%	Auto	56.9%	2.51	23	9	1	0	1	0
	Transit	27.1%		11		0		0	
	Walk	14.8%		6		0		0	
	Other	1.3%		1		0		0	
	All Modes	100.0%		41	9	1	0	1	0
North Bay 3.0%	Auto	75.9%	1.95	9	5	0	0	0	0
	Transit	8.0%		1		0		0	
	Walk	13.2%		2		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		12	5	0	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	26	11	1	0	1	0
	Transit	12.8%		4		0		0	
	Walk	6.9%		2		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		32	11	1	0	1	0
Out of Region 12.0%	Auto	40.6%	2.64	20	7	0	0	0	0
	Transit	23.7%		12		0		0	
	Walk	24.2%		12		0		0	
	Other	11.4%		6		0		0	
	All Modes	100.0%		49	7	1	0	1	0
All Origins 100.0%	**Auto**	**46.0%**	**2.30**	**186**	**81**	**4**	**2**	**4**	**2**
	Transit	**22.3%**		**90**		**2**		**2**	
	Walk	**24.3%**		**99**		**2**		**2**	
	Other	**7.5%**		**30**		**1**		**1**	
	All Modes	**100.0%**		**405**	**81**	**10**	**2**	**9**	**2**

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: GENERAL RETAIL (WORK TRIPS)

Proposed Size:		**10,744 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		150.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.3% [4]	3.5	9.0% [1]	13.5
Total Person Trips:		1,612 person-trips	Total Person-trips:		38		145
Work Trips [2]:	4%	64 person-trips	Work Person-trips:	85% [5]	32	4% [2]	6

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	2	1	1	1	0	0
	Transit	34.7%		2		1		0	
	Walk	35.8%		2		1		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		7	1	3	1	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	4	3	2	1	0	0
	Transit	49.1%		4		2		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		8	3	4	1	1	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	7	5	3	3	1	0
	Transit	34.6%		5		2		0	
	Walk	10.4%		1		1		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		13	5	7	3	1	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	3	2	2	1	0	0
	Transit	40.9%		3		1		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		6	2	3	1	1	0
East Bay 18.4%	Auto	50.9%	2.13	6	3	3	1	1	0
	Transit	46.4%		5		3		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		12	3	6	1	1	0
North Bay 5.9%	Auto	69.1%	1.53	3	2	1	1	0	0
	Transit	28.6%		1		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		4	2	2	1	0	0
South Bay 20.6%	Auto	77.9%	1.15	10	9	5	4	1	1
	Transit	19.9%		3		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		13	9	7	4	1	1
Out of Region 2.2%	Auto	55.9%	1.54	1	1	0	0	0	0
	Transit	41.5%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	1	1	0	0	0
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**35**	**26**	**18**	**13**	**3**	**2**
	Transit	**36.0%**		**23**		**11**		**2**	
	Walk	**6.4%**		**4**		**2**		**0**	
	Other	**2.7%**		**2**		**1**		**0**	
	All Modes	**100.0%**		**64**	**26**	**32**	**13**	**6**	**2**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Retail)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 85% of all retail trips ocurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: GENERAL RETAIL (NON-WORK TRIPS)

Proposed Size:		**10,744 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		150.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.3% [4]	3.5	9.0% [1]	13.5
Total Person Trips:		1,612 person-trips	Total Person-trips:		38		145
Non-Work Trips [2]:	96%	1,547 person-trips	Non-Work Person-trips:	15% [5]	6	96% [2]	139

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	47	28	0	0	4	3
	Transit	18.1%		35		0		3	
	Walk	53.2%		103		0		9	
	Other	4.2%		8		0		1	
	All Modes	100.0%		193	28	1	0	17	3
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	58	37	0	0	5	3
	Transit	22.9%		28		0		3	
	Walk	26.1%		32		0		3	
	Other	4.1%		5		0		0	
	All Modes	100.0%		124	37	0	0	11	3
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	304	149	1	1	27	13
	Transit	10.9%		58		0		5	
	Walk	30.2%		161		1		14	
	Other	1.9%		10		0		1	
	All Modes	100.0%		534	149	2	1	48	13
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	41	24	0	0	4	2
	Transit	18.8%		12		0		1	
	Walk	12.3%		8		0		1	
	Other	3.3%		2		0		0	
	All Modes	100.0%		62	24	0	0	6	2
East Bay 7.0%	Auto	46.0%	2.11	50	24	0	0	4	2
	Transit	20.9%		23		0		2	
	Walk	31.4%		34		0		3	
	Other	1.7%		2		0		0	
	All Modes	100.0%		108	24	0	0	10	2
North Bay 3.5%	Auto	57.9%	1.82	31	17	0	0	3	2
	Transit	16.1%		9		0		1	
	Walk	24.4%		13		0		1	
	Other	1.6%		1		0		0	
	All Modes	100.0%		54	17	0	0	5	2
South Bay 8.5%	Auto	80.5%	2.28	106	46	0	0	10	4
	Transit	11.5%		15		0		1	
	Walk	6.4%		8		0		1	
	Other	1.6%		2		0		0	
	All Modes	100.0%		132	46	0	0	12	4
Out of Region 22.0%	Auto	39.5%	2.73	135	49	0	0	12	4
	Transit	9.4%		32		0		3	
	Walk	27.3%		93		0		8	
	Other	23.8%		81		0		7	
	All Modes	100.0%		340	49	1	0	31	4
All Origins 100.0%	**Auto**	**49.9%**	**2.06**	**772**	**375**	**3**	**1**	**69**	**34**
	Transit	**13.7%**		**212**		**1**		**19**	
	Walk	**29.2%**		**452**		**2**		**41**	
	Other	**7.2%**		**111**		**0**		**10**	
	All Modes	**100.0%**		**1,547**	**375**	**6**	**1**	**139**	**34**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Retail)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 85% of all retail trips ocurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: SUPERMARKET (WORK TRIPS)

Proposed Size:		**35,000 sq.ft.**					
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		297.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4]	7.8	7.3% [1]	21.7
Total Person Trips:		10,395 person-trips	Total Person-trips:		272		759
Work Trips [2]:	4%	416 person-trips	Work Person-trips:	4% [5]	11	4% [2]	30

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	26.8%	1.29	12	9	0	0	1	1
SF Superdistrict 1	Transit	34.7%		15		0		1	
10.6%	Walk	35.8%		16		0		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		44	9	1	0	3	1
	Auto	45.6%	1.25	24	19	1	0	2	1
SF Superdistrict 2	Transit	49.1%		26		1		2	
12.5%	Walk	3.7%		2		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		52	19	1	0	4	1
	Auto	51.3%	1.26	44	35	1	1	3	3
SF Superdistrict 3	Transit	34.6%		29		1		2	
20.5%	Walk	10.4%		9		0		1	
	Other	3.6%		3		0		0	
	All Modes	100.0%		85	35	2	1	6	3
	Auto	55.8%	1.50	22	15	1	0	2	1
SF Superdistrict 4	Transit	40.9%		16		0		1	
9.6%	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		40	15	1	0	3	1
	Auto	50.9%	2.13	39	18	1	0	3	1
East Bay	Transit	46.4%		35		1		3	
18.4%	Walk	0.0%		0		0		0	
	Other	2.8%		2		0		0	
	All Modes	100.0%		76	18	2	0	6	1
	Auto	69.1%	1.53	17	11	0	0	1	1
North Bay	Transit	28.6%		7		0		1	
5.9%	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		24	11	1	0	2	1
	Auto	77.9%	1.15	67	58	2	2	5	4
South Bay	Transit	19.9%		17		0		1	
20.6%	Walk	0.0%		0		0		0	
	Other	2.2%		2		0		0	
	All Modes	100.0%		86	58	2	2	6	4
	Auto	55.9%	1.54	5	3	0	0	0	0
Out of Region	Transit	41.5%		4		0		0	
2.2%	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		9	3	0	0	1	0
	Auto	**55.0%**	**1.36**	**229**	**168**	**6**	**4**	**17**	**12**
All Origins	**Transit**	**36.0%**		**149**		**4**		**11**	
100.0%	**Walk**	**6.4%**		**26**		**1**		**2**	
	Other	**2.7%**		**11**		**0**		**1**	
	All Modes	**100.0%**		**416**	**168**	**11**	**4**	**30**	**12**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: SUPERMARKET (NON-WORK TRIPS)

Proposed Size:		**35,000 sq.ft.**					
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		297.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4]	7.8	7.3% [1]	21.7
Total Person Trips:		10,395 person-trips	Total Person-trips:		272		759
Non-Work Trips [2]:	96%	9,979 person-trips	Non-Work Person-trips:	96% [5]	261	96% [2]	728

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	24.6%	1.68	306	182	8	5	22	13
SF Superdistrict 1	Transit	18.1%		226		6		17	
12.5%	Walk	53.2%		663		17		48	
	Other	4.2%		52		1		4	
	All Modes	100.0%		1,247	182	33	5	91	13
	Auto	47.0%	1.55	375	241	10	6	27	18
SF Superdistrict 2	Transit	22.9%		183		5		13	
8.0%	Walk	26.1%		208		5		15	
	Other	4.1%		33		1		2	
	All Modes	100.0%		798	241	21	6	58	18
	Auto	57.0%	2.04	1,963	961	51	25	143	70
SF Superdistrict 3	Transit	10.9%		376		10		27	
34.5%	Walk	30.2%		1,038		27		76	
	Other	1.9%		66		2		5	
	All Modes	100.0%		3,443	961	90	25	251	70
	Auto	65.7%	1.72	262	152	7	4	19	11
SF Superdistrict 4	Transit	18.8%		75		2		5	
4.0%	Walk	12.3%		49		1		4	
	Other	3.3%		13		0		1	
	All Modes	100.0%		399	152	10	4	29	11
	Auto	46.0%	2.11	321	152	8	4	23	11
East Bay	Transit	20.9%		146		4		11	
7.0%	Walk	31.4%		220		6		16	
	Other	1.7%		12		0		1	
	All Modes	100.0%		699	152	18	4	51	11
	Auto	57.9%	1.82	202	111	5	3	15	8
North Bay	Transit	16.1%		56		1		4	
3.5%	Walk	24.4%		85		2		6	
	Other	1.6%		5		0		0	
	All Modes	100.0%		349	111	9	3	25	8
	Auto	80.5%	2.28	683	300	18	8	50	22
South Bay	Transit	11.5%		97		3		7	
8.5%	Walk	6.4%		55		1		4	
	Other	1.6%		14		0		1	
	All Modes	100.0%		848	300	22	8	62	22
	Auto	39.5%	2.73	868	318	23	8	63	23
Out of Region	Transit	9.4%		206		5		15	
22.0%	Walk	27.3%		600		16		44	
	Other	23.8%		522		14		38	
	All Modes	100.0%		2,195	318	57	8	160	23
	Auto	**49.9%**	**2.06**	**4,980**	**2,419**	**130**	**63**	**364**	**177**
All Origins	**Transit**	**13.7%**		**1,365**		**36**		**100**	
100.0%	**Walk**	**29.2%**		**2,918**		**76**		**213**	
	Other	**7.2%**		**716**		**19**		**52**	
	All Modes	**100.0%**		**9,979**	**2,419**	**261**	**63**	**728**	**177**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant

LAND USE: SIT-DOWN RESTAURANT (WORK TRIPS)

Proposed Size:		**31,116 sq.ft.** (includes 60% occupancy factor for Assembly Use)				
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**
Person-trip Generation Rate [1]:		200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6] 20.0
Total Person Trips:		6,223 person-trips	Total Person-trips:		67	622
Work Trips [2]:	4%	249 person-trips	Work Person-trips:	100% [5]	67	4% [2] 25

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	7	5	2	1	1	1
	Transit	34.7%		9		2		1	
	Walk	35.8%		9		3		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		26	5	7	1	3	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	14	11	4	3	1	1
	Transit	49.1%		15		4		2	
	Walk	3.7%		1		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		31	11	8	3	3	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	26	21	7	6	3	2
	Transit	34.6%		18		5		2	
	Walk	10.4%		5		1		1	
	Other	3.6%		2		1		0	
	All Modes	100.0%		51	21	14	6	5	2
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	13	9	4	2	1	1
	Transit	40.9%		10		3		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		24	9	6	2	2	1
East Bay 18.4%	Auto	50.9%	2.13	23	11	6	3	2	1
	Transit	46.4%		21		6		2	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		46	11	12	3	5	1
North Bay 5.9%	Auto	69.1%	1.53	10	7	3	2	1	1
	Transit	28.6%		4		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		15	7	4	2	1	1
South Bay 20.6%	Auto	77.9%	1.15	40	35	11	9	4	3
	Transit	19.9%		10		3		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		51	35	14	9	5	3
Out of Region 2.2%	Auto	55.9%	1.54	3	2	1	1	0	0
	Transit	41.5%		2		1		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		5	2	1	1	1	0
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**137**	**100**	**37**	**27**	**14**	**10**
	Transit	**36.0%**		**89**		**24**		**9**	
	Walk	**6.4%**		**16**		**4**		**2**	
	Other	**2.7%**		**7**		**2**		**1**	
	All Modes	**100.0%**		**249**	**100**	**67**	**27**	**25**	**10**

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 100% of all restaurant trips ocurring before 9 AM are assumed to be work trips

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant

LAND USE: SIT-DOWN RESTAURANT (NON-WORK TRIPS)

Proposed Size:		**31,116 sq.ft.** (includes 60% occupancy factor for Assembly Use)				
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**
Person-trip Generation Rate [1]:		200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6] 20.0
Total Person Trips:		6,223 person-trips	Total Person-trips:		67	622
Non-Work Trips [2]:	96%	5,974 person-trips	Non-Work Person-trips:	0% [5]	0	96% [2] 597

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	183	109	0	0	18	11
	Transit	18.1%		135		0		14	
	Walk	53.2%		397		0		40	
	Other	4.2%		31		0		3	
	All Modes	100.0%		747	109	0	0	75	11
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	224	144	0	0	22	14
	Transit	22.9%		109		0		11	
	Walk	26.1%		125		0		12	
	Other	4.1%		20		0		2	
	All Modes	100.0%		478	144	0	0	48	14
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	1,175	575	0	0	118	58
	Transit	10.9%		225		0		22	
	Walk	30.2%		622		0		62	
	Other	1.9%		39		0		4	
	All Modes	100.0%		2,061	575	0	0	206	58
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	157	91	0	0	16	9
	Transit	18.8%		45		0		4	
	Walk	12.3%		29		0		3	
	Other	3.3%		8		0		1	
	All Modes	100.0%		239	91	0	0	24	9
East Bay 7.0%	Auto	46.0%	2.11	192	91	0	0	19	9
	Transit	20.9%		87		0		9	
	Walk	31.4%		131		0		13	
	Other	1.7%		7		0		1	
	All Modes	100.0%		418	91	0	0	42	9
North Bay 3.5%	Auto	57.9%	1.82	121	67	0	0	12	7
	Transit	16.1%		34		0		3	
	Walk	24.4%		51		0		5	
	Other	1.6%		3		0		0	
	All Modes	100.0%		209	67	0	0	21	7
South Bay 8.5%	Auto	80.5%	2.28	409	179	0	0	41	18
	Transit	11.5%		58		0		6	
	Walk	6.4%		33		0		3	
	Other	1.6%		8		0		1	
	All Modes	100.0%		508	179	0	0	51	18
Out of Region 22.0%	Auto	39.5%	2.73	519	190	0	0	52	19
	Transit	9.4%		123		0		12	
	Walk	27.3%		359		0		36	
	Other	23.8%		313		0		31	
	All Modes	100.0%		1,314	190	0	0	131	19
All Origins 100.0%	**Auto**	**49.9%**	**2.06**	**2,982**	**1,448**	**0**	**0**	**298**	**145**
	Transit	**13.7%**		**817**		**0**		**82**	
	Walk	**29.2%**		**1,747**		**0**		**175**	
	Other	**7.2%**		**429**		**0**		**43**	
	All Modes	**100.0%**		**5,974**	**1,448**	**0**	**0**	**597**	**145**

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 100% of all restaurant trips ocurring before 9 AM are assumed to be work trips

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant

LAND USE: QUICK SERVICE RESTAURANT (WORK TRIPS)

Proposed Size:		**37,604 sq.ft.**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		600.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	6.5	10.0% [6]	60.0
Total Person Trips:		22,562 person-trips	Total Person-trips:		244		2,256
Work Trips [2]:	4%	902 person-trips	Work Person-trips:	4% [5]	10	4% [2]	90

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [3]**	**Average Vehicle Occupancy [3]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	26	20	0	0	3	2
	Transit	34.7%		33		0		3	
	Walk	35.8%		34		0		3	
	Other	2.7%		3		0		0	
	All Modes	100.0%		95	20	1	0	10	2
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	51	41	1	0	5	4
	Transit	49.1%		55		1		6	
	Walk	3.7%		4		0		0	
	Other	1.6%		2		0		0	
	All Modes	100.0%		113	41	1	0	11	4
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	95	75	1	1	9	7
	Transit	34.6%		64		1		6	
	Walk	10.4%		19		0		2	
	Other	3.6%		7		0		1	
	All Modes	100.0%		185	75	2	1	18	7
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	48	32	1	0	5	3
	Transit	40.9%		35		0		4	
	Walk	0.0%		0		0		0	
	Other	3.4%		3		0		0	
	All Modes	100.0%		86	32	1	0	9	3
East Bay 18.4%	Auto	50.9%	2.13	84	40	1	0	8	4
	Transit	46.4%		77		1		8	
	Walk	0.0%		0		0		0	
	Other	2.8%		5		0		0	
	All Modes	100.0%		166	40	2	0	17	4
North Bay 5.9%	Auto	69.1%	1.53	36	24	0	0	4	2
	Transit	28.6%		15		0		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		53	24	1	0	5	2
South Bay 20.6%	Auto	77.9%	1.15	145	125	2	1	14	13
	Transit	19.9%		37		0		4	
	Walk	0.0%		0		0		0	
	Other	2.2%		4		0		0	
	All Modes	100.0%		186	125	2	1	19	13
Out of Region 2.2%	Auto	55.9%	1.54	11	7	0	0	1	1
	Transit	41.5%		8		0		1	
	Walk	0.0%		0		0		0	
	Other	2.6%		1		0		0	
	All Modes	100.0%		19	7	0	0	2	1
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**496**	**364**	**5**	**4**	**50**	**36**
	Transit	**36.0%**		**324**		**4**		**32**	
	Walk	**6.4%**		**57**		**1**		**6**	
	Other	**2.7%**		**24**		**0**		**2**	
	All Modes	**100.0%**		**902**	**364**	**10**	**4**	**90**	**36**

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant

LAND USE: QUICK SERVICE RESTAURANT (NON-WORK TRIPS)

Proposed Size:		**37,604 sq.ft.**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		600.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	6.5	10.0% [6]	60.0
Total Person Trips:		22,562 person-trips	Total Person-trips:		244		2,256
Non-Work Trips [2]:	96%	21,660 person-trips	Non-Work Person-trips:	96% [5]	234	96% [2]	2,166

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [3]**	**Average Vehicle Occupancy [3]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	665	396	7	4	66	40
	Transit	18.1%		491		5		49	
	Walk	53.2%		1,439		16		144	
	Other	4.2%		112		1		11	
	All Modes	100.0%		2,707	396	29	4	271	40
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	814	524	9	6	81	52
	Transit	22.9%		396		4		40	
	Walk	26.1%		452		5		45	
	Other	4.1%		71		1		7	
	All Modes	100.0%		1,733	524	19	6	173	52
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	4,261	2,086	46	23	426	209
	Transit	10.9%		816		9		82	
	Walk	30.2%		2,254		24		225	
	Other	1.9%		143		2		14	
	All Modes	100.0%		7,473	2,086	81	23	747	209
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	569	331	6	4	57	33
	Transit	18.8%		163		2		16	
	Walk	12.3%		106		1		11	
	Other	3.3%		28		0		3	
	All Modes	100.0%		866	331	9	4	87	33
East Bay 7.0%	Auto	46.0%	2.11	698	331	8	4	70	33
	Transit	20.9%		317		3		32	
	Walk	31.4%		477		5		48	
	Other	1.7%		25		0		3	
	All Modes	100.0%		1,516	331	16	4	152	33
North Bay 3.5%	Auto	57.9%	1.82	439	242	5	3	44	24
	Transit	16.1%		122		1		12	
	Walk	24.4%		185		2		18	
	Other	1.6%		12		0		1	
	All Modes	100.0%		758	242	8	3	76	24
South Bay 8.5%	Auto	80.5%	2.28	1,482	650	16	7	148	65
	Transit	11.5%		211		2		21	
	Walk	6.4%		119		1		12	
	Other	1.6%		30		0		3	
	All Modes	100.0%		1,841	650	20	7	184	65
Out of Region 22.0%	Auto	39.5%	2.73	1,883	691	20	7	188	69
	Transit	9.4%		446		5		45	
	Walk	27.3%		1,302		14		130	
	Other	23.8%		1,134		12		113	
	All Modes	100.0%		4,765	691	52	7	477	69
All Origins 100.0%	**Auto**	**49.9%**	**2.06**	**10,810**	**5,250**	**117**	**57**	**1,081**	**525**
	Transit	**13.7%**		**2,962**		**32**		**296**	
	Walk	**29.2%**		**6,333**		**68**		**633**	
	Other	**7.2%**		**1,555**		**17**		**155**	
	All Modes	**100.0%**		**21,660**	**5,250**	**234**	**57**	**2,166**	**525**

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: CHILD CARE (WORK TRIPS)

Proposed Size:		**15,000 sq.ft.**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]	12.1
Total Person Trips:		1,005 person-trips	Total Person-trips:		179		181
Work Trips [2]:	20%	201 person-trips	Work Person-trips:	17% [5]	30	17% [6]	31

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	6	4	1	1	1	1
	Transit	34.7%		7		1		1	
	Walk	35.8%		8		1		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		21	4	3	1	3	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	11	9	2	1	2	1
	Transit	49.1%		12		2		2	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		25	9	4	1	4	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	21	17	3	3	3	3
	Transit	34.6%		14		2		2	
	Walk	10.4%		4		1		1	
	Other	3.6%		1		0		0	
	All Modes	100.0%		41	17	6	3	6	3
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	11	7	2	1	2	1
	Transit	40.9%		8		1		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		19	7	3	1	3	1
East Bay 18.4%	Auto	50.9%	2.13	19	9	3	1	3	1
	Transit	46.4%		17		3		3	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		37	9	6	1	6	1
North Bay 5.9%	Auto	69.1%	1.53	8	5	1	1	1	1
	Transit	28.6%		3		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		12	5	2	1	2	1
South Bay 20.6%	Auto	77.9%	1.15	32	28	5	4	5	4
	Transit	19.9%		8		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		41	28	6	4	6	4
Out of Region 2.2%	Auto	55.9%	1.54	2	2	0	0	0	0
	Transit	41.5%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		4	2	1	0	1	0
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**110**	**81**	**17**	**12**	**17**	**12**
	Transit	**36.0%**		**72**		**11**		**11**	
	Walk	**6.4%**		**13**		**2**		**2**	
	Other	**2.7%**		**5**		**1**		**1**	
	All Modes	**100.0%**		**201**	**81**	**30**	**12**	**31**	**12**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
[2] SF Guidelines, Appendix C - Table C-2 (Government Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: CHILD CARE (NON-WORK TRIPS)

Proposed Size:		**15,000 sq.ft.**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]	12.1
Total Person Trips:		1,005 person-trips	Total Person-trips:		179		181
Non-Work Trips [2]:	80%	804 person-trips	Non-Work Person-trips:	83% [5]	148	83% [6]	150

Percent of Origin Distribution [7]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 0.0%	Auto	21.5%	1.68	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	1.55	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.04	342	168	63	31	64	31
	Transit	25.0%		201		37		38	
	Walk	23.6%		190		35		35	
	Other	8.9%		71		13		13	
	All Modes	100.0%		804	168	148	31	150	31
SF Superdistrict 4 0.0%	Auto	55.0%	1.72	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.11	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.82	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 0.0%	Auto	79.2%	2.28	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.73	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	**Auto**	**42.6%**	**2.04**	**342**	**168**	**63**	**31**	**64**	**31**
	Transit	**25.0%**		**201**		**37**		**38**	
	Walk	**23.6%**		**190**		**35**		**35**	
	Other	**8.9%**		**71**		**13**		**13**	
	All Modes	**100.0%**		**804**	**168**	**148**	**31**	**150**	**31**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
[2] SF Guidelines, Appendix C - Table C-2 (Government Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)
[7] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: LIBRARY (WORK TRIPS)

Proposed Size:		10,000	sq.ft.					
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		195.0	trips/1000 sq.ft.	Person-trip Gen Rate:	2.0% [4]	3.9	16.2% [1]	31.5
Total Person Trips:		1,950	person-trips	Total Person-trips:		39		315
Work Trips [1]:	3%	49	person-trips	Work Person-trips:	4% [2]	1	4% [1]	11

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	1	1	0	0	0	0
	Transit	34.7%		2		0		0	
	Walk	35.8%		2		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		5	1	0	0	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	3	2	0	0	1	1
	Transit	49.1%		3		0		1	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		6	2	0	0	1	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	5	4	0	0	1	1
	Transit	34.6%		3		0		1	
	Walk	10.4%		1		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		10	4	0	0	2	1
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	3	2	0	0	1	0
	Transit	40.9%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		5	2	0	0	1	0
East Bay 18.4%	Auto	50.9%	2.13	5	2	0	0	1	0
	Transit	46.4%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		9	2	0	0	2	0
North Bay 5.9%	Auto	69.1%	1.53	2	1	0	0	0	0
	Transit	28.6%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		3	1	0	0	1	0
South Bay 20.6%	Auto	77.9%	1.15	8	7	0	0	2	2
	Transit	19.9%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		10	7	0	0	2	2
Out of Region 2.2%	Auto	55.9%	1.54	1	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	0	0	0	0	0
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**27**	**20**	**1**	**1**	**6**	**4**
	Transit	**36.0%**		**18**		**0**		**4**	
	Walk	**6.4%**		**3**		**0**		**1**	
	Other	**2.7%**		**1**		**0**		**0**	
	All Modes	**100.0%**		**49**	**20**	**1**	**1**	**11**	**4**

Notes:
[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968!, ESA August 2009.
[2] Assumes same percentage as the PM Peak Hour.
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Based on ITE land use #590 (Library) and SANDAG.
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: LIBRARY (NON-WORK TRIPS)

Proposed Size:		10,000	sq.ft.					
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		195.0	trips/1000 sq.ft.	Person-trip Gen Rate:	2.0% [4]	3.9	16.2% [1]	31.5
Total Person Trips:		1,950	person-trips	Total Person-trips:		39		315
Non-Work Trips [1]:	98%	1,901	person-trips	Non-Work Person-trips:	97% [2]	38	97% [1]	304

Percent of Origin Distribution [6]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 0.0%	Auto	21.5%	2.12	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	2.00	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.42	810	334	16	7	129	53
	Transit	25.0%		475		9		76	
	Walk	23.6%		448		9		72	
	Other	8.9%		168		3		27	
	All Modes	100.0%		1,901	334	38	7	304	53
SF Superdistrict 4 0.0%	Auto	55.0%	2.25	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.51	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.95	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 0.0%	Auto	79.2%	2.34	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.64	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	**Auto**	**42.6%**	**2.42**	**810**	**334**	**16**	**7**	**129**	**53**
	Transit	**25.0%**		**475**		**9**		**76**	
	Walk	**23.6%**		**448**		**9**		**72**	
	Other	**8.9%**		**168**		**3**		**27**	
	All Modes	**100.0%**		**1,901**	**334**	**38**	**7**	**304**	**53**

Notes:
[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968!, ESA August 2009.
[2] Assumes same percentage as the PM Peak Hour.
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Based on ITE land use #590 (Library) and SANDAG.
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages
[6] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: COMMUNITY CENTER (WORK TRIPS)

Proposed Size:		**25,000 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		80.0	trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4]	4.8	13.4% [1]	10.7
Total Person Trips:		2,000	person-trips	Total Person-trips:		121		268
Work Trips [2]:	5%	100	person-trips	Work Person-trips:	5% [5]	6	5% [5]	13

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	3	2	0	0	0	0
	Transit	34.7%		4		0		0	
	Walk	35.8%		4		0		1	
	Other	2.7%		0		0		0	
	All Modes	100.0%		11	2	1	0	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	6	5	0	0	1	1
	Transit	49.1%		6		0		1	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		13	5	1	0	2	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	10	8	1	1	1	1
	Transit	34.6%		7		0		1	
	Walk	10.4%		2		0		0	
	Other	3.6%		1		0		0	
	All Modes	100.0%		20	8	1	1	3	1
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	5	4	0	0	1	0
	Transit	40.9%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		10	4	1	0	1	0
East Bay 18.4%	Auto	50.9%	2.13	9	4	1	0	1	1
	Transit	46.4%		9		1		1	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		18	4	1	0	2	1
North Bay 5.9%	Auto	69.1%	1.53	4	3	0	0	1	0
	Transit	28.6%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		6	3	0	0	1	0
South Bay 20.6%	Auto	77.9%	1.15	16	14	1	1	2	2
	Transit	19.9%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		21	14	1	1	3	2
Out of Region 2.2%	Auto	55.9%	1.54	1	1	0	0	0	0
	Transit	41.5%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		2	1	0	0	0	0
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**55**	**40**	**3**	**2**	**7**	**5**
	Transit	**36.0%**		**36**		**2**		**5**	
	Walk	**6.4%**		**6**		**0**		**1**	
	Other	**2.7%**		**3**		**0**		**0**	
	All Modes	**100.0%**		**100**	**40**	**6**	**2**	**13**	**5**

Notes:
[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Adavant Consulting/LCW Consulting, November 2017.
[2] Estimated based on an average of 3 daily trips per employee
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Based on ITE land use #495 (Community Center)
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: COMMUNITY CENTER (NON-WORK TRIPS)

Proposed Size:		**25,000 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		80.0	trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4]	4.8	13.4% [1]	10.7
Total Person Trips:		2,000	person-trips	Total Person-trips:		121		268
Non-Work Trips [2]:	95%	1,900	person-trips	Non-Work Person-trips:	95% [5]	115	95% [5]	255

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	71	34	4	2	10	5
	Transit	17.9%		59		4		8	
	Walk	53.4%		178		11		24	
	Other	7.2%		24		1		3	
	All Modes	100.0%		333	34	20	2	45	5
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	134	67	8	4	18	9
	Transit	24.8%		66		4		9	
	Walk	14.6%		39		2		5	
	Other	10.5%		28		2		4	
	All Modes	100.0%		266	67	16	4	36	9
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	231	95	14	6	31	13
	Transit	25.0%		135		8		18	
	Walk	23.6%		128		8		17	
	Other	8.9%		48		3		6	
	All Modes	100.0%		542	95	33	6	73	13
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	73	33	4	2	10	4
	Transit	24.5%		33		2		4	
	Walk	12.4%		16		1		2	
	Other	8.2%		11		1		1	
	All Modes	100.0%		133	33	8	2	18	4
East Bay 10.0%	Auto	56.9%	2.51	108	43	7	3	14	6
	Transit	27.1%		51		3		7	
	Walk	14.8%		28		2		4	
	Other	1.3%		2		0		0	
	All Modes	100.0%		190	43	12	3	25	6
North Bay 3.0%	Auto	75.9%	1.95	43	22	3	1	6	3
	Transit	8.0%		5		0		1	
	Walk	13.2%		8		0		1	
	Other	2.9%		2		0		0	
	All Modes	100.0%		57	22	3	1	8	3
South Bay 8.0%	Auto	79.2%	2.34	120	52	7	3	16	7
	Transit	12.8%		19		1		3	
	Walk	6.9%		11		1		1	
	Other	1.1%		2		0		0	
	All Modes	100.0%		152	52	9	3	20	7
Out of Region 12.0%	Auto	40.6%	2.64	93	35	6	2	12	5
	Transit	23.7%		54		3		7	
	Walk	24.2%		55		3		7	
	Other	11.4%		26		2		3	
	All Modes	100.0%		228	35	14	2	31	5
All Origins 100.0%	**Auto**	**46.0%**	**2.30**	**873**	**380**	**53**	**23**	**117**	**51**
	Transit	**22.3%**		**423**		**26**		**57**	
	Walk	**24.3%**		**462**		**28**		**62**	
	Other	**7.5%**		**142**		**9**		**19**	
	All Modes	**100.0%**		**1,900**	**380**	**115**	**23**	**255**	**51**

Notes:
[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Adavant Consulting/LCW Consulting, November 2017.
[2] Estimated based on an average of 3 daily trips per employee
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Based on ITE land use #495 (Community Center)
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: OPEN SPACE (WORK TRIPS)

Proposed Size:		**6.9 Acres**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		20.0 trips/acre	Person-trip Gen Rate:	13.0% [1]	2.6	9.0% [1]	1.8
Total Person Trips:		138 person-trips	Total Person-trips:		18		12
Work Trips [2]:	1%	1 person-trips	Work Person-trips:	1% [4]	0	1% [4]	0

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [3]**	**Average Vehicle Occupancy [3]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	0	0	0	0	0	0
	Transit	34.7%		0		0		0	
	Walk	35.8%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	0	0	0	0	0	0
	Transit	49.1%		0		0		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	0	0	0	0	0	0
	Transit	34.6%		0		0		0	
	Walk	10.4%		0		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	0	0	0	0	0	0
	Transit	40.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 18.4%	Auto	50.9%	2.13	0	0	0	0	0	0
	Transit	46.4%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 5.9%	Auto	69.1%	1.53	0	0	0	0	0	0
	Transit	28.6%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 20.6%	Auto	77.9%	1.15	0	0	0	0	0	0
	Transit	19.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 2.2%	Auto	55.9%	1.54	0	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**1**	**1**	**0**	**0**	**0**	**0**
	Transit	**36.0%**		**0**		**0**		**0**	
	Walk	**6.4%**		**0**		**0**		**0**	
	Other	**2.7%**		**0**		**0**		**0**	
	All Modes	**100.0%**		**1**	**1**	**0**	**0**	**0**	**0**

Notes:
[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)
[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant
LAND USE: OPEN SPACE (NON-WORK TRIPS)

Proposed Size:		**6.9 Acres**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		20.0 trips/acre	Person-trip Gen Rate:	13.0% [5]	2.6	9.0% [1]	1.8
Total Person Trips:		138 person-trips	Total Person-trips:		18		12
Non-Work Trips [2]:	99%	137 person-trips	Non-Work Person-trips:	99% [6]	18	99% [2]	12

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [4]**	**Average Vehicle Occupancy [4]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	5	2	1	0	0	0
	Transit	17.9%		4		1		0	
	Walk	53.4%		13		2		1	
	Other	7.2%		2		0		0	
	All Modes	100.0%		24	2	3	0	2	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	10	5	1	1	1	0
	Transit	24.8%		5		1		0	
	Walk	14.6%		3		0		0	
	Other	10.5%		2		0		0	
	All Modes	100.0%		19	5	2	1	2	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	17	7	2	1	1	1
	Transit	25.0%		10		1		1	
	Walk	23.6%		9		1		1	
	Other	8.9%		3		0		0	
	All Modes	100.0%		39	7	5	1	4	1
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	5	2	1	0	0	0
	Transit	24.5%		2		0		0	
	Walk	12.4%		1		0		0	
	Other	8.2%		1		0		0	
	All Modes	100.0%		10	2	1	0	1	0
East Bay 10.0%	Auto	56.9%	2.51	8	3	1	0	1	0
	Transit	27.1%		4		0		0	
	Walk	14.8%		2		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		14	3	2	0	1	0
North Bay 3.0%	Auto	75.9%	1.95	3	2	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		1		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		4	2	1	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	9	4	1	0	1	0
	Transit	12.8%		1		0		0	
	Walk	6.9%		1		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		11	4	1	0	1	0
Out of Region 12.0%	Auto	40.6%	2.64	7	3	1	0	1	0
	Transit	23.7%		4		1		0	
	Walk	24.2%		4		1		0	
	Other	11.4%		2		0		0	
	All Modes	100.0%		16	3	2	0	1	0
All Origins 100.0%	**Auto**	**46.0%**	**2.30**	**63**	**27**	**8**	**4**	**6**	**2**
	Transit	**22.3%**		**30**		**4**		**3**	
	Walk	**24.3%**		**33**		**4**		**3**	
	Other	**7.5%**		**10**		**1**		**1**	
	All Modes	**100.0%**		**137**	**27**	**18**	**4**	**12**	**2**

Notes:
[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)
[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Printed on 11/2/2019

Parking Demand

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant

PARKING DEMAND	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Midday Period (Noon to 2 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				1,575	552	68	298	1,925	1,226	3,883	3	75	295	25	9,926
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.0
Peak short-term demand (spaces)				144	51	7	28	88	112	353	1	7	27	3	821
% of peak demand during period (ULI)				100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	97%
Total short-term demand (spaces)				**144**	**51**	**7**	**28**	**88**	**84**	**353**	**1**	**7**	**27**	**3**	**793**
LONG-TERM DEMAND															
Residential/Hotel Demand															
Perecentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	934	990	200												2,124
% of peak demand during period (ULI)	70%	70%	60%												69%
Subtotal long-term demand (spaces)	*654*	*693*	*120*												*1,467*
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			110	2,950	1,594	127	31	100	89	107	43	12	32	1	5,197
% of employees who drive			59%	57%	57%	57%	57%	57%	57%	58%	55%	55%	58%	56%	57%
Number of employees who drive			65	1,683	909	72	18	57	50	62	24	6	19	0	2,966
Average employee vehicle occupancy			1.39	1.38	1.38	1.38	1.38	1.38	1.37	1.38	1.36	1.36	1.38	1.37	1.37
Peak parking demand (spaces)			47	1,222	660	53	13	42	37	46	18	5	14	1	2,158
% of peak demand during period (ULI)			100%	100%	100%	100%	100%	100%	90%	100%	100%	100%	100%	100%	100%
Subtotal long-term demand (spaces)			*47*	*1,222*	*660*	*53*	*13*	*42*	*34*	*46*	*18*	*5*	*14*	*1*	*2,155*
Total long-term demand (spaces)	**654**	**693**	**167**	**1,222**	**660**	**53**	**13**	**42**	**34**	**46**	**18**	**5**	**14**	**1**	**3,622**
TOTAL PARKING DEMAND (spaces)	**654**	**693**	**167**	**1,366**	**711**	**60**	**41**	**130**	**118**	**399**	**19**	**12**	**41**	**4**	**4,415**
Evening Period (7 PM to 9 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				1,575	552	68	298	1,925	1,226	3,883	3	75	295	25	9,926
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.0
Peak short-term demand (spaces)				144	51	7	28	88	112	353	1	7	27	3	821
% of peak demand during period (ULI)				5%	5%	5%	90%	90%	100%	80%	0%	5%	10%	50%	63%
Total short-term demand (spaces)				**8**	**3**	**1**	**26**	**80**	**112**	**283**	**-**	**1**	**3**	**2**	**519**
LONG-TERM DEMAND															
Residential/Hotel Demand															
Perecentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	934	990	200												2,124
% of peak demand during period (ULI)	100%	100%	90%												99%
Subtotal long-term demand (spaces)	*934*	*990*	*180*												*2,104*
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			110	2,950	1,594	127	31	100	89	107	43	12	32	1	5,197
% of employees who drive			59%	57%	57%	57%	57%	57%	57%	58%	55%	55%	58%	56%	57%
Number of employees who drive			65	1,683	909	72	18	57	50	62	24	6	19	0	2,966
Average employee vehicle occupancy			1.39	1.38	1.38	1.38	1.38	1.38	1.37	1.38	1.36	1.36	1.38	1.37	1.37
Peak parking demand (spaces)			47	1,222	660	53	13	42	37	46	18	5	14	1	2,158
% of peak demand during period (ULI)			20%	10%	10%	10%	100%	100%	100%	90%	5%	5%	10%	50%	16%
Subtotal long-term demand (spaces)			*10*	*123*	*66*	*6*	*13*	*42*	*37*	*42*	*1*	*1*	*2*	*1*	*344*
Total long-term demand (spaces)	**934**	**990**	**190**	**123**	**66**	**6**	**13**	**42**	**37**	**42**	**1**	**1**	**2**	**1**	**2,448**
TOTAL PARKING DEMAND (spaces)	**934**	**990**	**190**	**131**	**69**	**7**	**39**	**122**	**149**	**325**	**1**	**2**	**5**	**3**	**2,967**

Commercial Vehicle and Service Loading Demand

Potrero Power Station Average and Peak Loading Commercial Demand by Scenario and Land Use [a]

Land Use Type	GSF (with occup. factor)	Daily Veh Trip Rate (/1000 gsf)	Turnover (minutes)	Daily Commer. Vehicle Trips	Commercial Loading Space Demand Avg Hour	Peak Hour [b]
Proposed Project						
Residential	2,682,427	0.03	25	80	4	5
Hotel	241,574	0.09	25	22	1	1
General Office / R&D / PDR [c]	1,288,501	0.21	25	271	13	16
General Retail	10,744	0.22	25	2	0	0
Supermarket	42,975	1.26	40	54	4	5
Restaurant	68,720	3.60	25	247	11	14
Community Center	100,938	0.10	25	10	0	1
Total Proposed Project	4,435,879	0.15	26	686	33	42
Project Variant						
Residential	2,522,970	0.03	25	76	4	4
Hotel	241,574	0.09	25	22	1	1
General Office / R&D / PDR [c]	1,494,978	0.21	25	314	15	18
General Retail	10,744	0.22	25	2	0	0
Supermarket	35,000	1.26	40	44	3	4
Restaurant	68,720	3.60	25	247	11	14
Community Center	50,000	0.10	25	5	0	0
Total Project Variant	4,423,986	0.16	26	710	34	43

Notes:

[a] Numbers may not sum to total due to rounding.

[b] Peak hour of the commercial loading demand, which generally occurs between 10 AM and 1 PM.

[c] Includes light industrial and arts uses.

1b TRAVEL DEMAND ANALYSIS – PROJECT VARIANT MAX. RESIDENTIAL

Aggregated Travel Demand Calculations

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant - Maximum Residential

	LAND USE CATEGORY														
	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
	1,308,191 gsf	1,361,587 gsf	0 gsf	814,240 gsf	645,738 gsf	35,000 gsf	10,744 gsf	35,000 gsf	31,116 gsf	37,604 gsf	15,000 gsf	10,000 gsf	25,000 gsf	6.8 acres	4,329,220 gsf
	1,586 units	1,162 units	0 rooms						(w/ occup. factor)						(w/ occup. factor)

INTERNAL AND EXTERNAL TRIP GENERATION RATES	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Daily Trip Rate (per d.u. / per 1,000 gsf)	7.5	10.0	7.0	18.1	8.0	18.1	150.0	297.0	200.0	600.0	67.0	195.0	80.0	20.0	20.8
AM Peak Hour as % of daily	14.2%	14.2%	8.8%	8.9%	18.2%	8.9%	2.3%	2.6%	1.1%	1.1%	17.8%	2.0%	6.1%	13.0%	7.4%
AM Peak Hour Trip Rate	1.07	1.42	0.62	1.61	1.46	1.61	3.49	7.78	2.16	6.49	11.90	3.90	4.85	2.60	1.53
(per unit, per room, per 1000 gsf, per acre)															
PM Peak Hour as % of daily	17.3%	17.3%	10.0%	8.5%	16.0%	8.5%	9.0%	7.3%	10.0%	10.0%	18.0%	16.2%	13.4%	9.0%	12.0%
PM Peak Hour Trip Rate	1.30	1.73	0.70	1.54	1.28	1.54	13.50	21.68	20.00	60.00	12.06	31.50	10.73	1.80	2.49
(per unit, per room, per 1000 gsf, per acre)															
% Modal Share															
Auto	41%	41%	0%	49%	49%	49%	50%	50%	50%	50%	45%	43%	46%	46%	47%
Transit	40%	40%	0%	27%	27%	27%	15%	15%	15%	15%	27%	25%	23%	22%	25%
Walk/Other	19%	19%	0%	24%	24%	24%	35%	35%	35%	35%	28%	32%	31%	32%	28%
Average Vehicle Occupancy Rate															
Weekday Daily	1.10	1.10	0.00	1.80	1.80	1.80	2.01	2.01	2.01	2.01	1.82	2.36	2.21	2.28	1.66
Weekday AM Peak Hour	1.10	1.10	0.00	1.45	1.45	1.45	1.43	2.01	1.36	2.01	1.85	2.34	2.21	2.28	1.31
Weekday PM Peak Hour	1.10	1.10	0.00	1.45	1.45	1.45	2.01	2.01	2.01	2.01	1.85	2.34	2.21	2.28	1.48

INTERNAL AND EXTERNAL TRIPS BY MODE BEFORE ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips	4,852	4,740	-	7,251	2,542	312	808	5,209	3,118	11,306	453	836	928	62	42,417
Transit Person Trips	4,806	4,695	-	4,006	1,404	172	235	1,514	907	3,287	273	493	459	30	22,281
Walk/Other Person Trips	2,237	2,185	-	3,480	1,220	150	569	3,672	2,198	7,970	279	621	613	43	25,236
Total Person Trips	**11,895**	**11,620**	**-**	**14,738**	**5,166**	**634**	**1,612**	**10,395**	**6,223**	**22,562**	**1,005**	**1,950**	**2,000**	**135**	**89,935**
Total Vehicle Trips	**4,416**	**4,314**	**-**	**4,025**	**1,411**	**173**	**401**	**2,586**	**1,548**	**5,614**	**249**	**354**	**420**	**27**	**25,539**
				2,139	750	1,886	0.47	0.00							
Weekday AM Peak Hour															
Auto Person Trips	691	675	-	701	504	30	20	136	37	122	80	17	56	8	3,077
Transit Person Trips	684	668	-	441	317	19	12	40	24	36	48	10	28	4	2,330
Walk/Other Person Trips	318	311	-	170	122	7	5	96	6	86	51	12	37	6	1,227
Total Person Trips	**1,693**	**1,654**	**-**	**1,312**	**942**	**56**	**38**	**272**	**67**	**244**	**179**	**39**	**121**	**18**	**6,634**
Total Vehicle Trips	**628**	**614**	**-**	**483**	**347**	**21**	**14**	**68**	**27**	**61**	**43**	**7**	**25**	**4**	**2,343**
Weekday PM Peak Hour															
Auto Person Trips	839	820	-	669	442	29	73	380	312	1,131	81	136	125	6	5,041
Transit Person Trips	831	812	-	421	278	18	21	111	91	329	49	80	62	3	3,105
Walk/Other Person Trips	387	378	-	162	107	7	51	268	220	797	51	100	82	4	2,614
Total Person Trips	**2,058**	**2,010**	**-**	**1,253**	**827**	**54**	**145**	**759**	**622**	**2,256**	**181**	**315**	**268**	**12**	**10,760**
Total Vehicle Trips	**764**	**746**	**-**	**462**	**305**	**20**	**36**	**189**	**155**	**561**	**44**	**58**	**56**	**2**	**3,398**

Potrero Power Station Mixed-Use Development Project
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INTERNAL AND EXTERNAL TRIPS INBOUND/OUTBOUND SPLITS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
SF Guidelines Work															
Inbound	0%	0%	75%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
Outbound	100%	100%	25%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
SF Guidelines Non-Work															
Inbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	60%	60%	
Outbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	40%	40%	
ITE															
Inbound	20%	20%	59%	88%	83%	88%	62%	62%	N.A.	55%	53%	71%	66%	61%	
Outbound	80%	80%	41%	12%	17%	12%	38%	38%		45%	47%	29%	34%	39%	
Person Trips															
Inbound	33%	33%	0%	83%	83%	83%	84%	52%	100%	52%	57%	52%	62%	60%	54%
Outbound	67%	67%	0%	17%	17%	17%	16%	48%	0%	48%	43%	48%	39%	40%	46%
Inbound	564	551	-	1,091	784	47	32	140	67	127	101	20	75	11	3,611
Outbound	1,128	1,102	-	220	158	9	6	132	-	117	77	19	47	7	3,023
Total Person Trips	**1,693**	**1,654**	**-**	**1,312**	**942**	**56**	**38**	**272**	**67**	**244**	**179**	**39**	**121**	**18**	**6,634**
Vehicle Trips															
Inbound	33%	33%	0%	86%	86%	86%	86%	53%	100%	53%	61%	54%	63%	61%	56%
Outbound	67%	67%	0%	14%	14%	14%	14%	47%	0%	47%	39%	46%	37%	39%	44%
Inbound	209	205	-	417	300	18	12	36	27	32	26	4	16	2	1,305
Outbound	419	409	-	66	48	3	2	32	-	28	17	3	9	1	1,038
Total Vehicle Trips	**628**	**614**	**-**	**483**	**347**	**21**	**14**	**68**	**27**	**61**	**43**	**7**	**25**	**4**	**2,343**
Weekday PM Peak Hour															
SF Guidelines Work															
Inbound	100%	100%	50%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
Outbound	0%	0%	50%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
SF Guidelines Non-Work															
Inbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
Outbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
ITE															
Inbound	50%	50%	51%	17%	15%	17%	48%	51%	67%	60%	47%	48%	49%	61%	
Outbound	50%	50%	49%	83%	85%	83%	52%	49%	33%	40%	53%	52%	51%	39%	
Person Trips															
Inbound	67%	67%	0%	17%	17%	17%	48%	48%	48%	48%	43%	48%	48%	50%	49%
Outbound	33%	33%	0%	83%	83%	83%	52%	52%	52%	52%	57%	52%	52%	50%	51%
Inbound	1,372	1,340	-	210	139	9	70	367	299	1,083	78	152	129	6	5,255
Outbound	686	670	-	1,042	688	45	75	392	324	1,173	103	163	140	6	5,505
Total Person Trips	**2,058**	**2,010**	**-**	**1,253**	**827**	**54**	**145**	**759**	**622**	**2,256**	**181**	**315**	**268**	**12**	**10,760**
Vehicle Trips															
Inbound	67%	67%	0%	14%	14%	14%	47%	47%	47%	47%	39%	46%	46%	49%	48%
Outbound	33%	33%	0%	86%	86%	86%	53%	53%	53%	53%	61%	54%	54%	51%	52%
Inbound	509	498	-	63	42	3	17	90	72	262	17	27	26	1	1,627
Outbound	255	249	-	399	263	17	19	99	82	299	27	31	30	1	1,771
Total Vehicle Trips	**764**	**746**	**-**	**462**	**305**	**20**	**36**	**189**	**155**	**561**	**44**	**58**	**56**	**2**	**3,398**

Potrero Power Station Mixed-Use Development Project
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INTERNAL AND LINKED PERSON TRIP ADJUSTMENT FACTORS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Internal trip factor	36.0%	36.0%	36.0%	**20.2%**	20.2%	20.2%	20.0%	20.0%	15.0%	25.5%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	3,640	3,556	-	2,377	938	102	161	1,040	373	1,152	188	585	270	9	14,391
Total internal person trip productions															7,196
Total internal person trip attractions															7,196
Difference															0
% difference															0%
Internal and linked person trips (Walk)	4,282	4,183	-	2,972	1,042	128	322	2,079	933	5,758	754	1,463	600	14	24,529
Overall total trip reduction	**36%**	**36%**	**0%**	**20%**	**20%**	**20%**	**20%**	**20%**	**15%**	**26%**	**75%**	**75%**	**30%**	**10%**	**27%**
Weekday AM Peak Hour															
Internal trip factor	18.5%	18.5%	18.5%	**20.4%**	20.4%	20.4%	30.0%	30.0%	25.0%	30.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	266	260	-	214	173	9	6	41	7	15	33	12	16	1	1,053
Total internal person trip productions															526
Total internal person trip attractions															526
Difference															0
% difference															0%
Internal and linked person trips (Walk)	313	306	-	267	192	11	11	82	17	73	134	29	36	2	1,474
Overall total trip reduction	**19%**	**19%**	**0%**	**20%**	**20%**	**20%**	**30%**	**30%**	**25%**	**30%**	**75%**	**75%**	**30%**	**10%**	**22%**
Weekday PM Peak Hour															
Internal trip factor	28.3%	28.3%	28.3%	**26.9%**	26.9%	26.9%	30.0%	30.0%	25.0%	30.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	495	484	-	269	200	12	22	114	62	135	34	95	36	1	1,959
Total internal person trip productions															979
Total internal person trip attractions															979
Difference															0
% difference															0%
Internal and linked person trips (Walk)	583	569	-	337	222	14	44	228	156	677	136	236	81	1	3,283
Overall total trip reduction	**28%**	**28%**	**0%**	**27%**	**27%**	**27%**	**30%**	**30%**	**25%**	**30%**	**75%**	**75%**	**30%**	**10%**	**31%**
TRIP SUBTRACTION CHECK															
Weekday Daily	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday AM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday PM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
PEAK HOUR CHECK															
Auto Person Trips SD1+SD3															
Daily External Trips	1,420	1,387	-	1,110	389	48	205	1,322	941	2,268	48	193	106	17	9,455
AM+PM External Trips	614	600	-	105	74	5	12	81	66	197	20	34	21	4	1,832
Average Peak Hour Factor	22%	22%	0%	5%	9%	5%	3%	3%	3%	4%	21%	9%	10%	11%	10%
Transit Person Trips SD1+SD3															
Daily External Trips	1,628	1,590	-	774	271	33	57	368	262	631	29	114	69	11	5,836
AM+PM External Trips	704	687	-	82	57	4	4	23	19	55	12	20	13	2	1,681
Average Peak Hour Factor	22%	22%	0%	5%	11%	5%	3%	3%	4%	4%	21%	9%	10%	11%	14%
Walk/Other Person Trips SD1+SD3															
Daily External Trips	837	818	-	1,128	395	48	163	1,051	748	1,803	36	147	129	21	7,324
AM+PM External Trips	362	354	-	70	49	3	9	65	52	157	15	26	25	5	1,191
Average Peak Hour Factor	22%	22%	0%	3%	6%	3%	3%	3%	3%	4%	21%	9%	10%	11%	8%

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EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Superdistrict 1															
Auto Person Trips	1,104	1,079	-	254	89	11	28	181	129	310	1	0	25	4	3,215
Transit Person Trips	1,266	1,237	-	246	86	11	21	137	98	236	1	0	21	3	3,364
Walk/Other Person Trips	651	636	-	612	215	26	65	416	296	714	1	0	69	11	3,713
Total Person Trips	**3,021**	**2,952**	**-**	**1,113**	**390**	**48**	**114**	**734**	**523**	**1,260**	**3**	**1**	**116**	**18**	**10,292**
Vehicle Trips	1,005	982	-	143	50	6	17	109	78	187	1	0	12	2	2,590
Superdistrict 2															
Auto Person Trips	166	162	-	966	339	42	62	399	239	865	11	3	139	9	3,401
Transit Person Trips	190	186	-	652	229	28	32	208	125	452	12	3	72	5	2,194
Walk/Other Person Trips	98	96	-	365	128	16	38	244	146	529	1	0	67	5	1,732
Total Person Trips	**454**	**443**	**-**	**1,984**	**695**	**85**	**132**	**850**	**509**	**1,846**	**25**	**6**	**279**	**19**	**7,327**
Vehicle Trips	151	147	-	574	201	25	40	260	156	565	9	2	71	5	2,207
Superdistrict 3															
Auto Person Trips	316	308	-	856	300	37	177	1,141	813	1,958	47	193	81	13	6,239
Transit Person Trips	362	353	-	527	185	23	36	230	164	395	28	113	48	8	2,472
Walk/Other Person Trips	186	182	-	515	181	22	98	635	452	1,089	35	146	60	10	3,611
Total Person Trips	**863**	**843**	**-**	**1,899**	**666**	**82**	**311**	**2,006**	**1,429**	**3,442**	**110**	**453**	**189**	**30**	**12,323**
Vehicle Trips	287	281	-	460	161	20	88	566	403	971	24	80	35	5	3,381
Superdistrict 4															
Auto Person Trips	166	162	-	645	226	28	44	284	170	617	11	3	78	5	2,440
Transit Person Trips	190	186	-	369	129	16	14	91	55	198	8	2	36	2	1,297
Walk/Other Person Trips	98	96	-	153	54	7	10	63	38	137	1	0	28	2	685
Total Person Trips	**454**	**443**	**-**	**1,167**	**409**	**50**	**68**	**439**	**263**	**953**	**19**	**5**	**143**	**9**	**4,421**
Vehicle Trips	151	147	-	350	123	15	26	167	100	363	7	2	36	2	1,489
East Bay															
Auto Person Trips	389	380	-	1,031	362	44	56	360	216	782	19	5	117	8	3,768
Transit Person Trips	289	282	-	707	248	30	28	181	109	394	17	4	60	4	2,353
Walk/Other Person Trips	96	94	-	178	63	8	36	233	140	506	1	0	31	2	1,388
Total Person Trips	**774**	**756**	**-**	**1,917**	**672**	**82**	**120**	**775**	**464**	**1,682**	**37**	**9**	**208**	**14**	**7,510**
Vehicle Trips	354	346	-	446	156	19	26	171	102	370	9	2	47	3	2,052
North Bay															
Auto Person Trips	173	169	-	429	150	18	34	219	131	476	8	2	47	3	1,862
Transit Person Trips	52	51	-	112	39	5	10	63	38	138	3	1	6	0	518
Walk/Other Person Trips	-	-	-	52	18	2	14	91	55	198	0	0	9	1	441
Total Person Trips	**226**	**220**	**-**	**593**	**208**	**26**	**58**	**374**	**224**	**811**	**12**	**3**	**63**	**4**	**2,820**
Vehicle Trips	158	154	-	250	88	11	19	122	73	265	5	1	25	2	1,173
South Bay															
Auto Person Trips	927	905	-	1,450	508	62	116	749	449	1,626	32	8	137	9	6,977
Transit Person Trips	663	648	-	314	110	13	18	114	68	248	8	2	24	1	2,231
Walk/Other Person Trips	185	181	-	84	30	4	11	70	42	153	1	0	13	1	774
Total Person Trips	**1,774**	**1,733**	**-**	**1,848**	**648**	**79**	**145**	**934**	**559**	**2,027**	**41**	**10**	**173**	**11**	**9,982**
Vehicle Trips	843	824	-	994	348	43	55	358	214	776	28	7	65	4	4,559
Outside Bay Area															
Auto Person Trips	47	46	-	523	183	23	135	873	522	1,894	2	1	94	7	4,350
Transit Person Trips	-	-	-	316	111	14	32	209	125	454	2	0	55	4	1,323
Walk/Other Person Trips	-	-	-	407	143	17	174	1,122	672	2,436	0	0	81	6	5,058
Total Person Trips	**47**	**46**	**-**	**1,246**	**437**	**54**	**342**	**2,204**	**1,320**	**4,785**	**4**	**1**	**230**	**16**	**10,731**
Vehicle Trips	42	42	-	216	76	9	50	321	192	698	2	0	36	2	1,686
All Origins															
Auto Person Trips	3,287	3,211	-	6,155	2,158	265	652	4,206	2,668	8,529	132	214	719	58	32,253
Transit Person Trips	3,012	2,942	-	3,243	1,137	139	192	1,235	781	2,514	80	126	322	27	15,751
Walk/Other Person Trips	1,314	1,283	-	2,368	830	102	446	2,875	1,840	5,762	40	148	359	37	17,402
Total Person Trips	**7,613**	**7,437**	**-**	**11,766**	**4,124**	**506**	**1,289**	**8,316**	**5,290**	**16,804**	**251**	**488**	**1,400**	**122**	**65,405**
Vehicle Trips	2,991	2,922	-	3,431	1,203	147	322	2,074	1,318	4,195	84	95	328	25	19,137
Total Internal Person Trips	4,282	4,183	-	2,972	1,042	128	322	2,079	933	5,758	754	1,463	600	14	24,529
Person-trip reduction	36%	36%	0%	20%	20%	20%	20%	20%	15%	26%	75%	75%	30%	10%	27%
Average Vehicle Occupancy	1.10	1.10	-	1.79	1.79	1.79	2.03	2.03	2.02	2.03	1.56	2.25	2.19	2.28	1.69

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant - Maximum Residential

EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	80	79	-	13	9	1	0	2	0	1	0	0	1	0	186
Transit Person Trips	92	90	-	15	11	1	0	1	0	1	0	0	1	0	213
Walk/Other Person Trips	47	46	-	22	16	1	0	3	1	3	0	0	3	1	144
Total Person Trips	**220**	**215**	**-**	**50**	**36**	**2**	**0**	**6**	**1**	**6**	**0**	**0**	**4**	**1**	**543**
Vehicle Trips	73	72	-	9	7	0	0	1	0	1	0	0	0	0	164
Superdistrict 2															
Auto Person Trips	8	8	-	65	46	3	2	5	4	5	1	0	5	1	152
Transit Person Trips	9	9	-	62	45	3	2	3	4	3	1	0	3	0	142
Walk/Other Person Trips	5	5	-	13	9	1	0	3	0	3	0	0	3	0	41
Total Person Trips	**22**	**21**	**-**	**139**	**100**	**6**	**4**	**11**	**8**	**10**	**2**	**0**	**10**	**1**	**336**
Vehicle Trips	7	7	-	50	36	2	1	4	3	3	1	0	3	0	117
Superdistrict 3															
Auto Person Trips	23	22	-	46	33	2	0	10	1	9	6	2	3	1	158
Transit Person Trips	26	26	-	30	22	1	0	2	1	2	3	1	2	1	117
Walk/Other Person Trips	14	13	-	17	12	1	0	5	0	5	4	1	2	1	76
Total Person Trips	**63**	**61**	**-**	**94**	**67**	**4**	**1**	**17**	**3**	**15**	**13**	**5**	**7**	**2**	**352**
Vehicle Trips	21	20	-	34	25	1	0	5	1	4	3	1	1	0	118
Superdistrict 4															
Auto Person Trips	8	8	-	55	40	2	2	4	4	3	1	0	3	0	130
Transit Person Trips	9	9	-	39	28	2	1	1	3	1	1	0	1	0	94
Walk/Other Person Trips	5	5	-	6	4	0	0	1	0	1	0	0	1	0	22
Total Person Trips	**22**	**21**	**-**	**99**	**71**	**4**	**3**	**6**	**6**	**5**	**2**	**0**	**5**	**1**	**246**
Vehicle Trips	7	7	-	37	26	2	1	2	2	2	1	0	1	0	89
East Bay															
Auto Person Trips	18	18	-	95	68	4	3	5	6	4	2	0	4	1	229
Transit Person Trips	14	13	-	82	59	4	2	2	6	2	1	0	2	0	188
Walk/Other Person Trips	5	4	-	8	5	0	0	3	0	3	0	0	1	0	30
Total Person Trips	**37**	**36**	**-**	**185**	**133**	**8**	**5**	**10**	**12**	**9**	**3**	**0**	**8**	**1**	**448**
Vehicle Trips	17	16	-	46	33	2	1	2	3	2	1	0	2	0	125
North Bay															
Auto Person Trips	8	8	-	41	29	2	1	3	3	3	1	0	2	0	100
Transit Person Trips	2	2	-	16	11	1	0	1	1	1	0	0	0	0	36
Walk/Other Person Trips	-	-	-	2	1	0	0	1	0	1	0	0	0	0	7
Total Person Trips	**11**	**10**	**-**	**59**	**42**	**3**	**2**	**5**	**4**	**5**	**1**	**0**	**2**	**0**	**143**
Vehicle Trips	7	7	-	27	19	1	1	2	2	2	0	0	1	0	70
South Bay															
Auto Person Trips	44	43	-	157	113	7	5	10	11	9	3	0	5	1	407
Transit Person Trips	31	31	-	39	28	2	1	2	3	1	1	0	1	0	139
Walk/Other Person Trips	9	9	-	5	4	0	0	1	0	1	0	0	0	0	30
Total Person Trips	**84**	**82**	**-**	**201**	**145**	**9**	**6**	**13**	**14**	**11**	**4**	**0**	**6**	**1**	**576**
Vehicle Trips	40	39	-	136	98	6	4	5	9	4	3	0	2	0	347
Outside Bay Area															
Auto Person Trips	2	2	-	20	14	1	1	12	1	11	0	0	3	1	68
Transit Person Trips	-	-	-	13	10	1	0	3	1	3	0	0	2	0	32
Walk/Other Person Trips	-	-	-	8	6	0	1	15	0	14	0	0	3	0	48
Total Person Trips	**2**	**2**	**-**	**42**	**30**	**2**	**2**	**30**	**1**	**27**	**0**	**0**	**9**	**1**	**148**
Vehicle Trips	2	2	-	11	8	0	0	4	1	4	0	0	1	0	34
All Origins															
Auto Person Trips	192	188	-	492	354	21	13	50	30	45	13	2	27	5	1,431
Transit Person Trips	184	180	-	296	213	13	7	15	18	13	8	1	12	2	963
Walk/Other Person Trips	84	82	-	81	58	3	2	33	2	30	5	1	13	3	398
Total Person Trips	**460**	**449**	**-**	**869**	**624**	**37**	**22**	**98**	**50**	**89**	**25**	**5**	**52**	**10**	**2,792**
Vehicle Trips	175	171	-	349	251	15	9	25	21	23	9	1	12	2	1,064

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Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	161	157	-	3	2	0	0	1	-	1	0	0	1	0	326
Transit Person Trips	184	180	-	3	2	0	0	1	-	1	0	0	0	0	373
Walk/Other Person Trips	95	93	-	4	3	0	0	3	-	3	0	0	2	1	204
Total Person Trips	**440**	**430**	**-**	**10**	**7**	**0**	**0**	**6**	**-**	**5**	**0**	**0**	**3**	**1**	**903**
Vehicle Trips	146	143	-	1	1	0	0	1	-	1	0	0	0	0	294
Superdistrict 2															
Auto Person Trips	16	15	-	13	9	1	0	5	-	4	1	0	3	0	68
Transit Person Trips	18	18	-	13	9	1	0	3	-	2	1	0	2	0	66
Walk/Other Person Trips	9	9	-	3	2	0	0	3	-	3	0	0	2	0	31
Total Person Trips	**43**	**42**	**-**	**28**	**20**	**1**	**1**	**11**	**-**	**10**	**2**	**0**	**6**	**1**	**165**
Vehicle Trips	14	14	-	8	6	0	0	3	-	3	1	0	2	0	51
Superdistrict 3															
Auto Person Trips	46	45	-	9	7	0	0	9	-	8	4	2	2	1	133
Transit Person Trips	53	51	-	6	4	0	0	2	-	2	3	1	1	0	124
Walk/Other Person Trips	27	26	-	3	2	0	0	5	-	4	3	1	1	1	76
Total Person Trips	**126**	**123**	**-**	**19**	**14**	**1**	**0**	**16**	**-**	**14**	**10**	**4**	**4**	**2**	**332**
Vehicle Trips	42	41	-	5	4	0	0	4	-	4	2	1	1	0	104
Superdistrict 4															
Auto Person Trips	16	15	-	11	8	0	0	4	-	3	1	0	2	0	61
Transit Person Trips	18	18	-	8	6	0	0	1	-	1	1	0	1	0	53
Walk/Other Person Trips	9	9	-	1	1	0	0	1	-	1	0	0	1	0	23
Total Person Trips	**43**	**42**	**-**	**20**	**14**	**1**	**1**	**6**	**-**	**5**	**1**	**0**	**3**	**0**	**137**
Vehicle Trips	14	14	-	6	4	0	0	2	-	2	0	0	1	0	44
East Bay															
Auto Person Trips	37	36	-	19	14	1	1	5	-	4	1	0	3	0	120
Transit Person Trips	27	27	-	17	12	1	0	2	-	2	1	0	1	0	91
Walk/Other Person Trips	9	9	-	2	1	0	0	3	-	3	0	0	1	0	27
Total Person Trips	**73**	**72**	**-**	**37**	**27**	**2**	**1**	**10**	**-**	**9**	**2**	**0**	**5**	**1**	**239**
Vehicle Trips	34	33	-	7	5	0	0	2	-	2	1	0	1	0	85
North Bay															
Auto Person Trips	16	16	-	8	6	0	0	3	-	2	1	0	1	0	54
Transit Person Trips	5	5	-	3	2	0	0	1	-	1	0	0	0	0	17
Walk/Other Person Trips	-	-	-	0	0	0	0	1	-	1	0	0	0	0	3
Total Person Trips	**21**	**21**	**-**	**12**	**8**	**1**	**0**	**5**	**-**	**4**	**1**	**0**	**1**	**0**	**75**
Vehicle Trips	15	15	-	4	3	0	0	2	-	1	0	0	1	0	41
South Bay															
Auto Person Trips	88	86	-	32	23	1	1	9	-	8	2	0	3	0	254
Transit Person Trips	63	61	-	8	6	0	0	1	-	1	1	0	1	0	142
Walk/Other Person Trips	18	17	-	1	1	0	0	1	-	1	0	0	0	0	39
Total Person Trips	**168**	**164**	**-**	**41**	**29**	**2**	**1**	**12**	**-**	**11**	**3**	**0**	**4**	**1**	**435**
Vehicle Trips	80	78	-	22	15	1	1	4	-	4	2	0	1	0	208
Outside Bay Area															
Auto Person Trips	4	4	-	4	3	0	0	11	-	10	0	0	2	0	40
Transit Person Trips	-	-	-	3	2	0	0	3	-	2	0	0	1	0	11
Walk/Other Person Trips	-	-	-	2	1	0	0	14	-	13	0	0	2	0	32
Total Person Trips	**4**	**4**	**-**	**8**	**6**	**0**	**0**	**28**	**-**	**25**	**0**	**0**	**5**	**1**	**83**
Vehicle Trips	4	4	-	2	1	0	0	4	-	4	0	0	1	0	20
All Origins															
Auto Person Trips	384	375	-	99	71	4	2	47	-	42	10	2	17	3	1,057
Transit Person Trips	368	360	-	60	43	3	1	14	-	12	6	1	8	1	878
Walk/Other Person Trips	167	163	-	16	12	1	0	31	-	28	4	1	8	2	434
Total Person Trips	**920**	**898**	**-**	**175**	**126**	**8**	**4**	**92**	**-**	**82**	**19**	**5**	**33**	**6**	**2,369**
Vehicle Trips	349	341	-	55	40	2	1	23	-	20	5	1	7	1	848

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Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	157	154	-	1	1	0	1	4	4	12	0	0	2	0	336
Transit Person Trips	180	176	-	1	1	0	1	3	3	9	0	0	1	0	376
Walk/Other Person Trips	93	91	-	2	1	0	2	9	10	27	0	0	4	0	240
Total Person Trips	**430**	**420**	**-**	**5**	**3**	**0**	**3**	**16**	**17**	**47**	**0**	**0**	**7**	**1**	**952**
Vehicle Trips	143	140	-	1	0	0	0	2	2	7	0	0	1	0	297
Superdistrict 2															
Auto Person Trips	19	19	-	12	8	1	3	14	11	42	1	0	9	0	139
Transit Person Trips	22	21	-	12	8	1	1	7	6	22	1	0	5	0	106
Walk/Other Person Trips	11	11	-	2	2	0	2	9	7	25	0	0	4	0	74
Total Person Trips	**52**	**51**	**-**	**27**	**18**	**1**	**6**	**30**	**24**	**89**	**2**	**1**	**18**	**1**	**319**
Vehicle Trips	17	17	-	8	5	0	2	9	7	26	1	0	4	0	97
Superdistrict 3															
Auto Person Trips	45	44	-	5	3	0	5	25	27	74	4	15	5	1	251
Transit Person Trips	52	50	-	3	2	0	1	5	5	15	3	9	3	0	148
Walk/Other Person Trips	27	26	-	2	1	0	3	14	15	41	3	11	4	0	146
Total Person Trips	**123**	**120**	**-**	**9**	**6**	**0**	**8**	**44**	**47**	**130**	**10**	**34**	**12**	**1**	**545**
Vehicle Trips	41	40	-	3	2	0	2	12	13	36	2	6	2	0	159
Superdistrict 4															
Auto Person Trips	19	19	-	11	7	0	2	10	8	30	1	0	5	0	112
Transit Person Trips	22	21	-	7	5	0	1	3	3	10	1	0	2	0	75
Walk/Other Person Trips	11	11	-	1	1	0	0	2	2	7	0	0	2	0	37
Total Person Trips	**52**	**51**	**-**	**19**	**13**	**1**	**3**	**16**	**13**	**46**	**1**	**1**	**9**	**0**	**224**
Vehicle Trips	17	17	-	6	4	0	1	6	5	17	0	0	2	0	75
East Bay															
Auto Person Trips	45	44	-	18	12	1	2	13	10	38	1	0	8	0	193
Transit Person Trips	33	33	-	16	10	1	1	6	5	19	1	0	4	0	130
Walk/Other Person Trips	11	11	-	1	1	0	2	8	7	24	0	0	2	0	67
Total Person Trips	**89**	**87**	**-**	**36**	**24**	**2**	**5**	**27**	**22**	**81**	**2**	**1**	**13**	**1**	**390**
Vehicle Trips	41	40	-	7	5	0	1	6	5	17	1	0	3	0	125
North Bay															
Auto Person Trips	20	20	-	8	5	0	1	8	6	23	1	0	3	0	95
Transit Person Trips	6	6	-	3	2	0	0	2	2	7	0	0	0	0	29
Walk/Other Person Trips	-	-	-	0	0	0	1	3	3	9	0	0	1	0	17
Total Person Trips	**26**	**25**	**-**	**11**	**7**	**0**	**3**	**13**	**11**	**39**	**1**	**0**	**4**	**0**	**141**
Vehicle Trips	18	18	-	4	3	0	1	4	3	12	0	0	2	0	66
South Bay															
Auto Person Trips	107	104	-	30	20	1	5	26	22	78	2	1	9	0	406
Transit Person Trips	76	75	-	8	5	0	1	4	3	12	1	0	2	0	186
Walk/Other Person Trips	21	21	-	1	1	0	0	2	2	7	0	0	1	0	57
Total Person Trips	**205**	**200**	**-**	**39**	**26**	**2**	**6**	**33**	**27**	**97**	**3**	**1**	**11**	**0**	**650**
Vehicle Trips	97	95	-	21	14	1	2	12	10	36	2	1	4	0	295
Outside Bay Area															
Auto Person Trips	5	5	-	4	3	0	6	31	25	91	0	0	6	0	176
Transit Person Trips	-	-	-	3	2	0	1	7	6	22	0	0	4	0	45
Walk/Other Person Trips	-	-	-	2	1	0	8	40	32	117	0	0	5	0	205
Total Person Trips	**5**	**5**	**-**	**8**	**5**	**0**	**15**	**78**	**63**	**230**	**0**	**0**	**15**	**1**	**426**
Vehicle Trips	5	5	-	2	1	0	2	11	9	33	0	0	2	0	70
All Origins															
Auto Person Trips	418	408	-	89	59	4	25	131	114	386	10	17	46	3	1,709
Transit Person Trips	392	382	-	53	35	2	7	39	33	114	6	10	21	1	1,096
Walk/Other Person Trips	174	170	-	12	8	1	17	87	77	258	4	11	23	2	843
Total Person Trips	**983**	**961**	**-**	**154**	**102**	**7**	**49**	**257**	**224**	**758**	**20**	**38**	**90**	**5**	**3,648**
Vehicle Trips	380	371	-	50	33	2	12	63	54	185	6	7	20	1	1,184

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Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	79	77	-	6	4	0	1	4	5	13	0	0	2	0	190
Transit Person Trips	90	88	-	7	5	0	1	3	3	10	0	0	1	0	210
Walk/Other Person Trips	46	45	-	11	7	0	2	10	10	29	0	0	5	1	167
Total Person Trips	**215**	**210**	**-**	**24**	**16**	**1**	**3**	**17**	**19**	**51**	**0**	**0**	**8**	**1**	**567**
Vehicle Trips	72	70	-	5	3	0	0	3	3	8	0	0	1	0	164
Superdistrict 2															
Auto Person Trips	10	9	-	62	41	3	3	15	12	45	1	0	10	0	211
Transit Person Trips	11	11	-	59	39	3	1	8	6	23	1	0	5	0	168
Walk/Other Person Trips	6	6	-	12	8	1	2	9	8	27	0	0	5	0	83
Total Person Trips	**26**	**26**	**-**	**133**	**88**	**6**	**6**	**32**	**26**	**96**	**2**	**1**	**19**	**1**	**462**
Vehicle Trips	9	9	-	47	31	2	2	10	8	30	1	0	5	0	155
Superdistrict 3															
Auto Person Trips	22	22	-	22	15	1	5	27	29	80	6	16	6	1	251
Transit Person Trips	26	25	-	15	10	1	1	5	6	16	3	9	3	0	121
Walk/Other Person Trips	13	13	-	8	5	0	3	15	16	44	4	12	4	0	139
Total Person Trips	**61**	**60**	**-**	**45**	**30**	**2**	**9**	**47**	**51**	**141**	**13**	**37**	**13**	**1**	**510**
Vehicle Trips	20	20	-	17	11	1	3	13	15	41	3	7	3	0	153
Superdistrict 4															
Auto Person Trips	10	9	-	53	35	2	2	11	9	32	1	0	5	0	170
Transit Person Trips	11	11	-	37	24	2	1	3	3	10	1	0	3	0	105
Walk/Other Person Trips	6	6	-	5	4	0	0	2	2	7	0	0	2	0	34
Total Person Trips	**26**	**26**	**-**	**95**	**63**	**4**	**3**	**17**	**14**	**50**	**2**	**1**	**10**	**0**	**309**
Vehicle Trips	9	9	-	35	23	2	1	6	5	19	1	0	3	0	113
East Bay															
Auto Person Trips	22	22	-	91	60	4	3	14	11	41	2	1	8	0	278
Transit Person Trips	17	16	-	78	52	3	1	7	6	20	1	0	4	0	207
Walk/Other Person Trips	6	5	-	7	5	0	2	9	7	26	0	0	2	0	70
Total Person Trips	**45**	**44**	**-**	**176**	**116**	**8**	**6**	**29**	**24**	**87**	**3**	**1**	**15**	**1**	**554**
Vehicle Trips	20	20	-	43	29	2	1	7	5	20	1	0	3	0	152
North Bay															
Auto Person Trips	10	10	-	39	26	2	2	8	7	25	1	0	3	0	132
Transit Person Trips	3	3	-	15	10	1	0	2	2	7	0	0	0	0	44
Walk/Other Person Trips	-	-	-	2	1	0	1	3	3	10	0	0	1	0	21
Total Person Trips	**13**	**13**	**-**	**56**	**37**	**2**	**3**	**14**	**12**	**42**	**1**	**0**	**4**	**0**	**197**
Vehicle Trips	9	9	-	26	17	1	1	5	4	14	0	0	2	0	88
South Bay															
Auto Person Trips	53	52	-	150	99	6	5	28	23	85	3	1	10	0	516
Transit Person Trips	38	37	-	37	25	2	1	4	4	13	1	0	2	0	163
Walk/Other Person Trips	11	10	-	5	3	0	1	3	2	8	0	0	1	0	44
Total Person Trips	**102**	**100**	**-**	**192**	**127**	**8**	**7**	**35**	**29**	**105**	**4**	**1**	**12**	**0**	**724**
Vehicle Trips	49	47	-	130	86	6	3	14	11	41	3	1	5	0	395
Outside Bay Area															
Auto Person Trips	3	3	-	19	13	1	6	33	27	98	0	0	7	0	210
Transit Person Trips	-	-	-	13	8	1	2	8	7	24	0	0	4	0	65
Walk/Other Person Trips	-	-	-	8	5	0	8	42	35	127	0	0	6	0	232
Total Person Trips	**3**	**3**	**-**	**40**	**26**	**2**	**16**	**83**	**69**	**249**	**0**	**0**	**16**	**1**	**507**
Vehicle Trips	2	2	-	10	7	0	2	12	10	37	0	0	3	0	88
All Origins															
Auto Person Trips	209	204	-	442	292	19	27	140	123	418	13	18	50	3	1,957
Transit Person Trips	196	191	-	261	172	11	8	41	36	124	8	11	22	1	1,084
Walk/Other Person Trips	87	85	-	59	39	3	18	93	83	279	5	12	25	2	789
Total Person Trips	**492**	**480**	**-**	**762**	**503**	**33**	**52**	**274**	**243**	**821**	**26**	**41**	**98**	**6**	**3,830**
Vehicle Trips	190	186	-	313	207	13	13	70	62	210	9	9	24	1	1,306

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant - Maximum Residential

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips															
Superdistrict 1	1,104	1,079	-	254	89	11	28	181	129	310	1	0	25	4	3,215
Superdistrict 2	166	162	-	966	339	42	62	399	239	865	11	3	139	9	3,401
Superdistrict 3	316	308	-	856	300	37	177	1,141	813	1,958	47	193	81	13	6,239
Superdistrict 4	166	162	-	645	226	28	44	284	170	617	11	3	78	5	2,440
East Bay	389	380	-	1,031	362	44	56	360	216	782	19	5	117	8	3,768
North Bay	173	169	-	429	150	18	34	219	131	476	8	2	47	3	1,862
South Bay	927	905	-	1,450	508	62	116	749	449	1,626	32	8	137	9	6,977
Outside of Bay Area	47	46	-	523	183	23	135	873	522	1,894	2	1	94	7	4,350
All Origins	**3,287**	**3,211**	**-**	**6,155**	**2,158**	**265**	**652**	**4,206**	**2,668**	**8,529**	**132**	**214**	**719**	**58**	**32,253**
Transit Person Trips															
Superdistrict 1	1,266	1,237	-	246	86	11	21	137	98	236	1	0	21	3	3,364
Superdistrict 2	190	186	-	652	229	28	32	208	125	452	12	3	72	5	2,194
Superdistrict 3	362	353	-	527	185	23	36	230	164	395	28	113	48	8	2,472
Superdistrict 4	190	186	-	369	129	16	14	91	55	198	8	2	36	2	1,297
East Bay	289	282	-	707	248	30	28	181	109	394	17	4	60	4	2,353
North Bay	52	51	-	112	39	5	10	63	38	138	3	1	6	0	518
South Bay	663	648	-	314	110	13	18	114	68	248	8	2	24	1	2,231
Outside of Bay Area	-	-	-	316	111	14	32	209	125	454	2	0	55	4	1,323
All Origins	**3,012**	**2,942**	**-**	**3,243**	**1,137**	**139**	**192**	**1,235**	**781**	**2,514**	**80**	**126**	**322**	**27**	**15,751**
Walk/Other Person Trips															
Superdistrict 1	651	636	-	612	215	26	65	416	296	714	1	0	69	11	3,713
Superdistrict 2	98	96	-	365	128	16	38	244	146	529	1	0	67	5	1,732
Superdistrict 3	186	182	-	515	181	22	98	635	452	1,089	35	146	60	10	3,611
Superdistrict 4	98	96	-	153	54	7	10	63	38	137	1	0	28	2	685
East Bay	96	94	-	178	63	8	36	233	140	506	1	0	31	2	1,388
North Bay	-	-	-	52	18	2	14	91	55	198	0	0	9	1	441
South Bay	185	181	-	84	30	4	11	70	42	153	1	0	13	1	774
Outside of Bay Area	-	-	-	407	143	17	174	1,122	672	2,436	0	0	81	6	5,058
All Origins	**1,314**	**1,283**	**-**	**2,368**	**830**	**102**	**446**	**2,875**	**1,840**	**5,762**	**40**	**148**	**359**	**37**	**17,402**
Total Person Trips															
Superdistrict 1	3,021	2,952	-	1,113	390	48	114	734	523	1,260	3	1	116	18	10,292
Superdistrict 2	454	443	-	1,984	695	85	132	850	509	1,846	25	6	279	19	7,327
Superdistrict 3	863	843	-	1,899	666	82	311	2,006	1,429	3,442	110	453	189	30	12,323
Superdistrict 4	454	443	-	1,167	409	50	68	439	263	953	19	5	143	9	4,421
East Bay	774	756	-	1,917	672	82	120	775	464	1,682	37	9	208	14	7,510
North Bay	226	220	-	593	208	26	58	374	224	811	12	3	63	4	2,820
South Bay	1,774	1,733	-	1,848	648	79	145	934	559	2,027	41	10	173	11	9,982
Outside of Bay Area	47	46	-	1,246	437	54	342	2,204	1,320	4,785	4	1	230	16	10,731
All Origins	**7,613**	**7,437**	**-**	**11,766**	**4,124**	**506**	**1,289**	**8,316**	**5,290**	**16,804**	**251**	**488**	**1,400**	**122**	**65,405**
Vehicle Trips															
Superdistrict 1	1,005	982	-	143	50	6	17	109	78	187	1	0	12	2	2,590
Superdistrict 2	151	147	-	574	201	25	40	260	156	565	9	2	71	5	2,207
Superdistrict 3	287	281	-	460	161	20	88	566	403	971	24	80	35	5	3,381
Superdistrict 4	151	147	-	350	123	15	26	167	100	363	7	2	36	2	1,489
East Bay	354	346	-	446	156	19	26	171	102	370	9	2	47	3	2,052
North Bay	158	154	-	250	88	11	19	122	73	265	5	1	25	2	1,173
South Bay	843	824	-	994	348	43	55	358	214	776	28	7	65	4	4,559
Outside of Bay Area	42	42	-	216	76	9	50	321	192	698	2	0	36	2	1,686
All Origins	**2,991**	**2,922**	**-**	**3,431**	**1,203**	**147**	**322**	**2,074**	**1,318**	**4,195**	**84**	**95**	**328**	**25**	**19,137**

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant - Maximum Residential

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Auto Person Trips															
Superdistrict 1	241	236	-	15	11	1	0	3	0	3	0	0	2	1	512
Superdistrict 2	24	23	-	78	56	3	2	10	4	9	2	0	8	1	221
Superdistrict 3	69	67	-	55	40	2	0	19	1	17	10	4	5	2	291
Superdistrict 4	24	23	-	67	48	3	2	7	4	7	2	0	5	1	191
East Bay	55	54	-	114	82	5	3	9	6	8	3	0	7	1	349
North Bay	25	24	-	49	35	2	1	6	3	5	1	0	3	0	155
South Bay	132	129	-	189	136	8	6	20	11	18	5	0	8	1	661
Outside of Bay Area	7	6	-	24	17	1	1	23	1	20	0	0	6	1	107
All Origins	**576**	**563**	**-**	**591**	**425**	**25**	**15**	**97**	**30**	**87**	**23**	**4**	**44**	**7**	**2,488**
Transit Person Trips															
Superdistrict 1	277	270	-	18	13	1	0	2	0	2	0	0	1	0	586
Superdistrict 2	27	26	-	75	54	3	2	5	4	5	2	0	4	1	208
Superdistrict 3	79	77	-	37	26	2	0	4	1	3	6	2	3	1	241
Superdistrict 4	27	26	-	46	33	2	1	2	3	2	1	0	2	0	147
East Bay	41	40	-	99	71	4	3	5	6	4	3	0	4	0	279
North Bay	7	7	-	19	13	1	1	2	1	1	1	0	0	0	54
South Bay	94	92	-	47	34	2	1	3	3	3	1	0	1	0	282
Outside of Bay Area	-	-	-	16	12	1	0	5	1	5	0	0	3	0	44
All Origins	**553**	**540**	**-**	**356**	**256**	**15**	**9**	**29**	**18**	**26**	**14**	**3**	**20**	**4**	**1,841**
Walk/Other Person Trips															
Superdistrict 1	142	139	-	27	19	1	0	7	1	6	0	0	4	1	348
Superdistrict 2	14	14	-	15	11	1	0	6	0	6	0	0	4	1	72
Superdistrict 3	41	40	-	20	15	1	0	10	0	9	7	3	4	1	151
Superdistrict 4	14	14	-	7	5	0	0	2	0	1	0	0	2	0	45
East Bay	14	13	-	9	7	0	0	6	0	5	0	0	2	0	58
North Bay	-	-	-	2	2	0	0	2	0	2	0	0	1	0	10
South Bay	26	26	-	6	5	0	0	2	0	2	0	0	1	0	68
Outside of Bay Area	-	-	-	10	7	0	1	29	0	26	0	0	5	1	80
All Origins	**251**	**245**	**-**	**97**	**70**	**4**	**2**	**65**	**2**	**58**	**8**	**3**	**22**	**5**	**832**
Total Person Trips															
Superdistrict 1	660	645	-	60	43	3	0	12	1	11	0	0	7	2	1,446
Superdistrict 2	65	63	-	167	120	7	4	22	8	20	4	0	17	2	501
Superdistrict 3	189	184	-	112	81	5	1	33	3	29	23	9	11	4	684
Superdistrict 4	65	63	-	120	86	5	3	11	6	10	3	0	9	1	383
East Bay	110	108	-	222	160	10	6	20	12	18	6	0	13	2	686
North Bay	32	31	-	70	51	3	2	10	4	9	2	0	4	1	218
South Bay	252	247	-	242	174	10	7	24	14	22	6	0	10	1	1,011
Outside of Bay Area	7	6	-	50	36	2	2	58	1	52	1	0	14	2	231
All Origins	**1,380**	**1,348**	**-**	**1,044**	**750**	**45**	**26**	**191**	**50**	**171**	**45**	**10**	**85**	**16**	**5,160**
Vehicle Trips															
Superdistrict 1	220	215	-	11	8	0	0	2	0	2	0	0	1	0	458
Superdistrict 2	21	21	-	58	41	2	2	7	3	6	1	0	4	1	168
Superdistrict 3	63	61	-	40	29	2	0	9	1	8	5	2	2	1	223
Superdistrict 4	21	21	-	42	30	2	1	4	2	4	1	0	2	0	133
East Bay	50	49	-	53	38	2	1	4	3	4	1	0	3	0	210
North Bay	22	22	-	31	22	1	1	3	2	3	1	0	2	0	111
South Bay	120	117	-	157	113	7	5	9	9	8	4	0	4	0	555
Outside of Bay Area	6	6	-	13	9	1	0	8	1	8	0	0	2	0	54
All Origins	**524**	**512**	**-**	**405**	**291**	**17**	**11**	**48**	**21**	**43**	**14**	**2**	**20**	**3**	**1,911**

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant - Maximum Residential

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Auto Person Trips															
Superdistrict 1	236	231	-	7	5	0	2	8	9	24	0	0	3	0	526
Superdistrict 2	29	28	-	74	49	3	6	29	24	87	2	1	19	1	350
Superdistrict 3	67	66	-	27	18	1	10	52	55	154	10	30	11	1	502
Superdistrict 4	29	28	-	64	42	3	4	21	17	62	2	1	11	0	282
East Bay	67	66	-	109	72	5	5	26	22	78	3	1	16	1	470
North Bay	30	29	-	47	31	2	3	16	13	48	1	0	6	0	227
South Bay	160	157	-	180	119	8	10	55	45	163	5	2	18	1	922
Outside of Bay Area	8	8	-	23	15	1	12	64	52	189	0	0	13	1	386
All Origins	**626**	**612**	**-**	**531**	**351**	**23**	**52**	**270**	**237**	**804**	**23**	**35**	**96**	**5**	**3,666**
Transit Person Trips															
Superdistrict 1	271	264	-	9	6	0	1	6	7	18	0	0	3	0	586
Superdistrict 2	33	32	-	71	47	3	3	15	12	45	2	1	10	0	275
Superdistrict 3	77	76	-	18	12	1	2	10	11	31	6	18	6	1	268
Superdistrict 4	33	32	-	44	29	2	1	7	5	20	1	0	5	0	180
East Bay	50	49	-	94	62	4	3	13	11	39	3	1	8	0	337
North Bay	9	9	-	18	12	1	1	5	4	14	1	0	1	0	73
South Bay	115	112	-	45	30	2	2	8	7	25	1	0	3	0	349
Outside of Bay Area	-	-	-	15	10	1	3	15	13	45	0	0	7	0	110
All Origins	**587**	**574**	**-**	**314**	**207**	**14**	**15**	**80**	**70**	**238**	**14**	**21**	**43**	**2**	**2,179**
Walk/Other Person Trips															
Superdistrict 1	139	136	-	13	9	1	4	19	20	56	0	0	9	1	406
Superdistrict 2	17	17	-	14	9	1	3	18	15	53	0	0	9	0	156
Superdistrict 3	40	39	-	10	7	0	5	29	31	85	7	23	8	1	285
Superdistrict 4	17	17	-	6	4	0	1	5	4	14	0	0	4	0	71
East Bay	17	16	-	9	6	0	3	17	14	51	0	0	4	0	137
North Bay	-	-	-	2	2	0	1	7	5	20	0	0	1	0	39
South Bay	32	31	-	6	4	0	1	5	4	15	0	0	2	0	101
Outside of Bay Area	-	-	-	10	6	0	16	82	67	244	0	0	11	1	436
All Origins	**261**	**255**	**-**	**70**	**46**	**3**	**35**	**181**	**160**	**537**	**8**	**23**	**48**	**3**	**1,632**
Total Person Trips															
Superdistrict 1	646	631	-	29	19	1	6	33	36	99	0	0	16	2	1,518
Superdistrict 2	78	77	-	160	105	7	12	62	51	185	4	1	37	2	781
Superdistrict 3	184	180	-	54	36	2	17	91	97	270	24	71	25	3	1,056
Superdistrict 4	78	77	-	114	75	5	6	32	26	95	3	1	19	1	533
East Bay	134	131	-	212	140	9	11	57	46	168	6	2	28	1	945
North Bay	39	38	-	67	44	3	5	27	22	81	2	1	8	0	339
South Bay	307	300	-	231	153	10	13	68	56	203	6	2	23	1	1,373
Outside of Bay Area	8	8	-	48	32	2	31	161	132	478	1	0	31	1	933
All Origins	**1,475**	**1,441**	**-**	**916**	**604**	**39**	**102**	**531**	**467**	**1,579**	**45**	**79**	**188**	**11**	**7,478**
Vehicle Trips															
Superdistrict 1	215	210	-	5	3	0	1	5	5	15	0	0	2	0	461
Superdistrict 2	26	26	-	55	36	2	4	19	16	56	1	1	10	0	252
Superdistrict 3	61	60	-	19	13	1	5	26	27	76	5	13	5	0	311
Superdistrict 4	26	26	-	41	27	2	2	12	10	36	1	0	5	0	188
East Bay	61	60	-	50	33	2	2	12	10	37	1	0	6	0	277
North Bay	27	27	-	30	20	1	2	9	7	27	1	0	3	0	154
South Bay	146	142	-	150	99	6	5	26	21	78	4	2	9	0	689
Outside of Bay Area	7	7	-	12	8	1	4	23	19	70	0	0	5	0	157
All Origins	**570**	**557**	**-**	**363**	**239**	**16**	**25**	**133**	**117**	**395**	**14**	**16**	**44**	**2**	**2,491**

Individual Land Use Trip Generation Calculations

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: RESIDENTIAL Studio/1-Bedroom (WORK TRIPS)

Proposed Size:		**1,586 units**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		7.5 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.1	17.3% [1]	1.3
Total Person Trips:		11,895 person-trips	Total Person-trips:		1,693		2,058
Work Trips [2]:	33%	3,925 person-trips	Work Person-trips:	50% [6]	846	50% [2]	1,029

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	36.5%	1.10	766	697	165	150	201	183
SF Superdistrict 1	Transit	41.9%		878		189		230	
53.4%	Walk	9.3%		194		42		51	
	Other	12.3%		257		56		67	
	All Modes	100.0%		2,096	697	452	150	549	183
	Auto	36.5%	1.10	55	50	12	11	14	13
SF Superdistrict 2	Transit	41.9%		63		14		16	
3.8%	Walk	9.3%		14		3		4	
	Other	12.3%		18		4		5	
	All Modes	100.0%		150	50	32	11	39	13
	Auto	36.5%	1.10	219	199	47	43	57	52
SF Superdistrict 3	Transit	41.9%		251		54		66	
15.3%	Walk	9.3%		56		12		15	
	Other	12.3%		74		16		19	
	All Modes	100.0%		599	199	129	43	157	52
	Auto	36.5%	1.10	55	50	12	11	14	13
SF Superdistrict 4	Transit	41.9%		63		14		16	
3.8%	Walk	9.3%		14		3		4	
	Other	12.3%		18		4		5	
	All Modes	100.0%		150	50	32	11	39	13
	Auto	50.3%	1.10	128	117	28	25	34	31
East Bay	Transit	37.3%		95		21		25	
6.5%	Walk	0.0%		0		0		0	
	Other	12.4%		32		7		8	
	All Modes	100.0%		255	117	55	25	67	31
	Auto	76.9%	1.10	57	52	12	11	15	14
North Bay	Transit	23.1%		17		4		5	
1.9%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		74	52	16	11	20	14
	Auto	52.2%	1.10	306	278	66	60	80	73
South Bay	Transit	37.4%		219		47		57	
14.9%	Walk	0.0%		0		0		0	
	Other	10.4%		61		13		16	
	All Modes	100.0%		586	278	126	60	153	73
	Auto	100.0%	1.10	15	14	3	3	4	4
Out of Region	Transit	0.0%		0		0		0	
0.4%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		15	14	3	3	4	4
	Auto	**40.8%**	**1.10**	**1,601**	**1,457**	**345**	**314**	**420**	**382**
All Origins	**Transit**	**40.4%**		**1,586**		**342**		**416**	
100.0%	**Walk**	**7.1%**		**278**		**60**		**73**	
	Other	**11.7%**		**461**		**99**		**121**	
	All Modes	**100.0%**		**3,925**	**1,457**	**846**	**314**	**1,029**	**382**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: RESIDENTIAL Studio/1-Bedroom (NON-WORK TRIPS)

Proposed Size:		**1,586 units**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		7.5 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.1	17.3% [1]	1.3
Total Person Trips:		11,895 person-trips	Total Person-trips:		1,693		2,058
Non-Work Trips [2]:	67%	7,970 person-trips	Non-Work Person-trips:	50% [6]	846	50% [2]	1,029

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	36.5%	1.10	1,556	1,416	165	150	201	183
SF Superdistrict 1	Transit	41.9%		1,783		189		230	
53.4%	Walk	9.3%		394		42		51	
	Other	12.3%		523		56		67	
	All Modes	100.0%		4,256	1,416	452	150	549	183
	Auto	36.5%	1.10	111	101	12	11	14	13
SF Superdistrict 2	Transit	41.9%		127		14		16	
3.8%	Walk	9.3%		28		3		4	
	Other	12.3%		37		4		5	
	All Modes	100.0%		304	101	32	11	39	13
	Auto	36.5%	1.10	444	404	47	43	57	52
SF Superdistrict 3	Transit	41.9%		509		54		66	
15.3%	Walk	9.3%		113		12		15	
	Other	12.3%		149		16		19	
	All Modes	100.0%		1,216	404	129	43	157	52
	Auto	36.5%	1.10	111	101	12	11	14	13
SF Superdistrict 4	Transit	41.9%		127		14		16	
3.8%	Walk	9.3%		28		3		4	
	Other	12.3%		37		4		5	
	All Modes	100.0%		304	101	32	11	39	13
	Auto	50.3%	1.10	261	237	28	25	34	31
East Bay	Transit	37.3%		194		21		25	
6.5%	Walk	0.0%		0		0		0	
	Other	12.4%		64		7		8	
	All Modes	100.0%		519	237	55	25	67	31
	Auto	76.9%	1.10	116	106	12	11	15	14
North Bay	Transit	23.1%		35		4		5	
1.9%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		151	106	16	11	20	14
	Auto	52.2%	1.10	621	565	66	60	80	73
South Bay	Transit	37.4%		444		47		57	
14.9%	Walk	0.0%		0		0		0	
	Other	10.4%		124		13		16	
	All Modes	100.0%		1,189	565	126	60	153	73
	Auto	100.0%	1.10	31	28	3	3	4	4
Out of Region	Transit	0.0%		0		0		0	
0.4%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		31	28	3	3	4	4
	Auto	**40.8%**	**1.10**	**3,251**	**2,959**	**345**	**314**	**420**	**382**
All Origins	**Transit**	**40.4%**		**3,220**		**342**		**416**	
100.0%	**Walk**	**7.1%**		**564**		**60**		**73**	
	Other	**11.7%**		**935**		**99**		**121**	
	All Modes	**100.0%**		**7,970**	**2,959**	**846**	**314**	**1,029**	**382**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: RESIDENTIAL 2 or more bedrooms (WORK TRIPS)

Proposed Size:		**1,162 units**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		10.0 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.4	17.3% [1]	1.7
Total Person Trips:		11,620 person-trips	Total Person-trips:		1,654		2,010
Work Trips [2]:	33%	3,835 person-trips	Work Person-trips:	50% [6]	827	50% [2]	1,005

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	36.5%	1.10	748	681	161	147	196	179
SF Superdistrict 1	Transit	41.9%		858		185		225	
53.4%	Walk	9.3%		190		41		50	
	Other	12.3%		252		54		66	
	All Modes	100.0%		2,048	681	442	147	537	179
	Auto	36.5%	1.10	53	49	12	10	14	13
SF Superdistrict 2	Transit	41.9%		61		13		16	
3.8%	Walk	9.3%		14		3		4	
	Other	12.3%		18		4		5	
	All Modes	100.0%		146	49	32	10	38	13
	Auto	36.5%	1.10	214	195	46	42	56	51
SF Superdistrict 3	Transit	41.9%		245		53		64	
15.3%	Walk	9.3%		54		12		14	
	Other	12.3%		72		15		19	
	All Modes	100.0%		585	195	126	42	153	51
	Auto	36.5%	1.10	53	49	12	10	14	13
SF Superdistrict 4	Transit	41.9%		61		13		16	
3.8%	Walk	9.3%		14		3		4	
	Other	12.3%		18		4		5	
	All Modes	100.0%		146	49	32	10	38	13
	Auto	50.3%	1.10	125	114	27	25	33	30
East Bay	Transit	37.3%		93		20		24	
6.5%	Walk	0.0%		0		0		0	
	Other	12.4%		31		7		8	
	All Modes	100.0%		250	114	54	25	65	30
	Auto	76.9%	1.10	56	51	12	11	15	13
North Bay	Transit	23.1%		17		4		4	
1.9%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		73	51	16	11	19	13
	Auto	52.2%	1.10	299	272	64	59	78	71
South Bay	Transit	37.4%		214		46		56	
14.9%	Walk	0.0%		0		0		0	
	Other	10.4%		60		13		16	
	All Modes	100.0%		572	272	123	59	150	71
	Auto	100.0%	1.10	15	14	3	3	4	4
Out of Region	Transit	0.0%		0		0		0	
0.4%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		15	14	3	3	4	4
	Auto	**40.8%**	**1.10**	**1,564**	**1,424**	**337**	**307**	**410**	**373**
All Origins	**Transit**	**40.4%**		**1,549**		**334**		**406**	
100.0%	**Walk**	**7.1%**		**271**		**58**		**71**	
	Other	**11.7%**		**450**		**97**		**118**	
	All Modes	**100.0%**		**3,835**	**1,424**	**827**	**307**	**1,005**	**373**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: RESIDENTIAL 2 or more bedrooms (NON-WORK TRIPS)

Proposed Size:		**1,162 units**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		10.0 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.4	17.3% [1]	1.7
Total Person Trips:		11,620 person-trips	Total Person-trips:		1,654		2,010
Non-Work Trips [2]:	67%	7,785 person-trips	Non-Work Person-trips:	50% [6]	827	50% [2]	1,005

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	36.5%	1.10	1,520	1,383	161	147	196	179
SF Superdistrict 1	Transit	41.9%		1,742		185		225	
53.4%	Walk	9.3%		385		41		50	
	Other	12.3%		511		54		66	
	All Modes	100.0%		4,157	1,383	442	147	537	179
	Auto	36.5%	1.10	109	99	12	10	14	13
SF Superdistrict 2	Transit	41.9%		124		13		16	
3.8%	Walk	9.3%		28		3		4	
	Other	12.3%		36		4		5	
	All Modes	100.0%		297	99	32	10	38	13
	Auto	36.5%	1.10	434	395	46	42	56	51
SF Superdistrict 3	Transit	41.9%		498		53		64	
15.3%	Walk	9.3%		110		12		14	
	Other	12.3%		146		15		19	
	All Modes	100.0%		1,188	395	126	42	153	51
	Auto	36.5%	1.10	109	99	12	10	14	13
SF Superdistrict 4	Transit	41.9%		124		13		16	
3.8%	Walk	9.3%		28		3		4	
	Other	12.3%		36		4		5	
	All Modes	100.0%		297	99	32	10	38	13
	Auto	50.3%	1.10	255	232	27	25	33	30
East Bay	Transit	37.3%		189		20		24	
6.5%	Walk	0.0%		0		0		0	
	Other	12.4%		63		7		8	
	All Modes	100.0%		507	232	54	25	65	30
	Auto	76.9%	1.10	114	103	12	11	15	13
North Bay	Transit	23.1%		34		4		4	
1.9%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		148	103	16	11	19	13
	Auto	52.2%	1.10	606	552	64	59	78	71
South Bay	Transit	37.4%		434		46		56	
14.9%	Walk	0.0%		0		0		0	
	Other	10.4%		121		13		16	
	All Modes	100.0%		1,161	552	123	59	150	71
	Auto	100.0%	1.10	31	28	3	3	4	4
Out of Region	Transit	0.0%		0		0		0	
0.4%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		31	28	3	3	4	4
	Auto	**40.8%**	**1.10**	**3,176**	**2,890**	**337**	**307**	**410**	**373**
All Origins	**Transit**	**40.4%**		**3,146**		**334**		**406**	
100.0%	**Walk**	**7.1%**		**550**		**58**		**71**	
	Other	**11.7%**		**913**		**97**		**118**	
	All Modes	**100.0%**		**7,785**	**2,890**	**827**	**307**	**1,005**	**373**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: HOTEL (WORK TRIPS)

Proposed Size:	-	rooms					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		7.0 trips/room	Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7
Total Person Trips:		0 person-trips	Total Person-trips:		0		0
Work Trips [2]:	12%	0 person-trips	Work Person-trips:	40% [5]	0	60% [2]	0

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
	Auto	26.8%	1.29	0	0	0	0	0	0
SF Superdistrict 1	Transit	34.7%		0		0		0	
10.6%	Walk	35.8%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	45.6%	1.25	0	0	0	0	0	0
SF Superdistrict 2	Transit	49.1%		0		0		0	
12.5%	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	51.3%	1.26	0	0	0	0	0	0
SF Superdistrict 3	Transit	34.6%		0		0		0	
20.5%	Walk	10.4%		0		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	55.8%	1.50	0	0	0	0	0	0
SF Superdistrict 4	Transit	40.9%		0		0		0	
9.6%	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	50.9%	2.13	0	0	0	0	0	0
East Bay	Transit	46.4%		0		0		0	
18.4%	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	69.1%	1.53	0	0	0	0	0	0
North Bay	Transit	28.6%		0		0		0	
5.9%	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	77.9%	1.15	0	0	0	0	0	0
South Bay	Transit	19.9%		0		0		0	
20.6%	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	55.9%	1.54	0	0	0	0	0	0
Out of Region	Transit	41.5%		0		0		0	
2.2%	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	**55.0%**	**1.36**	**0**	**0**	**0**	**0**	**0**	**0**
All Origins	**Transit**	**36.0%**		**0**		**0**		**0**	
100.0%	**Walk**	**6.4%**		**0**		**0**		**0**	
	Other	**2.7%**		**0**		**0**		**0**	
	All Modes	**100.0%**		**0**	**0**	**0**	**0**	**0**	**0**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
[2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: HOTEL (NON-WORK TRIPS)

Proposed Size:	-	rooms					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		7.0 trips/room	Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7
Total Person Trips:		0 person-trips	Total Person-trips:		0		0
Non-Work Trips [2]:	88%	0 person-trips	Non-Work Person-trips:	60% [5]	0	40% [2]	0

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
	Auto	21.5%	2.12	0	0	0	0	0	0
SF Superdistrict 1	Transit	17.9%		0		0		0	
17.5%	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	50.3%	2.00	0	0	0	0	0	0
SF Superdistrict 2	Transit	24.8%		0		0		0	
14.0%	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	42.6%	2.42	0	0	0	0	0	0
SF Superdistrict 3	Transit	25.0%		0		0		0	
28.5%	Walk	23.6%		0		0		0	
	Other	8.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	55.0%	2.25	0	0	0	0	0	0
SF Superdistrict 4	Transit	24.5%		0		0		0	
7.0%	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	56.9%	2.51	0	0	0	0	0	0
East Bay	Transit	27.1%		0		0		0	
10.0%	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	75.9%	1.95	0	0	0	0	0	0
North Bay	Transit	8.0%		0		0		0	
3.0%	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	79.2%	2.34	0	0	0	0	0	0
South Bay	Transit	12.8%		0		0		0	
8.0%	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	40.6%	2.64	0	0	0	0	0	0
Out of Region	Transit	23.7%		0		0		0	
12.0%	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	**46.0%**	**2.30**	**0**	**0**	**0**	**0**	**0**	**0**
All Origins	**Transit**	**22.3%**		**0**		**0**		**0**	
100.0%	**Walk**	**24.3%**		**0**		**0**		**0**	
	Other	**7.5%**		**0**		**0**		**0**	
	All Modes	**100.0%**		**0**	**0**	**0**	**0**	**0**	**0**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
[2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: GENERAL OFFICE (WORK TRIPS)

Proposed Size:		**814,240 sq.ft.**					
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5
Total Person Trips:		14,738 person-trips	Total Person-trips:		1,312		1,253
Work Trips [2]:	36%	5,306 person-trips	Work Person-trips:	83% [5]	1,089	83% [2]	1,040

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [3]**	**Average Vehicle Occupancy [3]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	150	116	31	24	29	23
	Transit	34.7%		194		40		38	
	Walk	35.8%		200		41		39	
	Other	2.7%		15		3		3	
	All Modes	100.0%		560	116	115	24	110	23
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	302	242	62	50	59	47
	Transit	49.1%		326		67		64	
	Walk	3.7%		24		5		5	
	Other	1.6%		11		2		2	
	All Modes	100.0%		663	242	136	50	130	47
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	557	441	114	90	109	86
	Transit	34.6%		376		77		74	
	Walk	10.4%		113		23		22	
	Other	3.6%		40		8		8	
	All Modes	100.0%		1,085	441	223	90	213	86
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	283	188	58	39	55	37
	Transit	40.9%		207		42		41	
	Walk	0.0%		0		0		0	
	Other	3.4%		17		4		3	
	All Modes	100.0%		507	188	104	39	99	37
East Bay 18.4%	Auto	50.9%	2.13	495	232	102	48	97	46
	Transit	46.4%		451		93		88	
	Walk	0.0%		0		0		0	
	Other	2.8%		27		6		5	
	All Modes	100.0%		974	232	200	48	191	46
North Bay 5.9%	Auto	69.1%	1.53	215	140	44	29	42	27
	Transit	28.6%		89		18		17	
	Walk	0.0%		0		0		0	
	Other	2.2%		7		1		1	
	All Modes	100.0%		310	140	64	29	61	27
South Bay 20.6%	Auto	77.9%	1.15	852	738	175	151	167	145
	Transit	19.9%		217		45		43	
	Walk	0.0%		0		0		0	
	Other	2.2%		24		5		5	
	All Modes	100.0%		1,093	738	224	151	214	145
Out of Region 2.2%	Auto	55.9%	1.54	64	41	13	9	13	8
	Transit	41.5%		47		10		9	
	Walk	0.0%		0		0		0	
	Other	2.6%		3		1		1	
	All Modes	100.0%		114	41	23	9	22	8
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**2,917**	**2,139**	**598**	**439**	**572**	**419**
	Transit	**36.0%**		**1,908**		**391**		**374**	
	Walk	**6.4%**		**338**		**69**		**66**	
	Other	**2.7%**		**144**		**30**		**28**	
	All Modes	**100.0%**		**5,306**	**2,139**	**1,089**	**439**	**1,040**	**419**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Office)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: GENERAL OFFICE (NON-WORK TRIPS)

Proposed Size:		**814,240 sq.ft.**					
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5
Total Person Trips:		14,738 person-trips	Total Person-trips:		1,312		1,253
Non-Work Trips [2]:	64%	9,432 person-trips	Non-Work Person-trips:	17% [5]	223	17% [2]	213

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [3]**	**Average Vehicle Occupancy [3]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	355	167	8	4	8	4
	Transit	17.9%		295		7		7	
	Walk	53.4%		882		21		20	
	Other	7.2%		119		3		3	
	All Modes	100.0%		1,651	167	39	4	37	4
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	664	332	16	8	15	7
	Transit	24.8%		327		8		7	
	Walk	14.6%		192		5		4	
	Other	10.5%		138		3		3	
	All Modes	100.0%		1,321	332	31	8	30	7
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	1,145	473	27	11	26	11
	Transit	25.0%		672		16		15	
	Walk	23.6%		634		15		14	
	Other	8.9%		238		6		5	
	All Modes	100.0%		2,688	473	64	11	61	11
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	363	161	9	4	8	4
	Transit	24.5%		162		4		4	
	Walk	12.4%		82		2		2	
	Other	8.2%		54		1		1	
	All Modes	100.0%		660	161	16	4	15	4
East Bay 10.0%	Auto	56.9%	2.51	536	213	13	5	12	5
	Transit	27.1%		256		6		6	
	Walk	14.8%		139		3		3	
	Other	1.3%		12		0		0	
	All Modes	100.0%		943	213	22	5	21	5
North Bay 3.0%	Auto	75.9%	1.95	215	110	5	3	5	2
	Transit	8.0%		23		1		1	
	Walk	13.2%		37		1		1	
	Other	2.9%		8		0		0	
	All Modes	100.0%		283	110	7	3	6	2
South Bay 8.0%	Auto	79.2%	2.34	598	256	14	6	14	6
	Transit	12.8%		96		2		2	
	Walk	6.9%		52		1		1	
	Other	1.1%		8		0		0	
	All Modes	100.0%		755	256	18	6	17	6
Out of Region 12.0%	Auto	40.6%	2.64	460	174	11	4	10	4
	Transit	23.7%		269		6		6	
	Walk	24.2%		274		6		6	
	Other	11.4%		129		3		3	
	All Modes	100.0%		1,132	174	27	4	26	4
All Origins 100.0%	**Auto**	**46.0%**	**2.30**	**4,334**	**1,886**	**102**	**45**	**98**	**43**
	Transit	**22.3%**		**2,099**		**50**		**47**	
	Walk	**24.3%**		**2,292**		**54**		**52**	
	Other	**7.5%**		**707**		**17**		**16**	
	All Modes	**100.0%**		**9,432**	**1,886**	**223**	**45**	**213**	**43**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Office)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: RESEARCH & DEVELOPMENT (WORK TRIPS)

Proposed Size:		**645,738 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4]	1.5	16.0% [1]	1.3
Total Person Trips:		5,166 person-trips	Total Person-trips:		942		827
Work Trips [2]:	36%	1,860 person-trips	Work Person-trips:	83% [5]	782	83% [2]	686

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	26.8%	1.29	53	41	22	17	19	15
SF Superdistrict 1	Transit	34.7%		68		29		25	
10.6%	Walk	35.8%		70		30		26	
	Other	2.7%		5		2		2	
	All Modes	100.0%		196	41	83	17	72	15
	Auto	45.6%	1.25	106	85	45	36	39	31
SF Superdistrict 2	Transit	49.1%		114		48		42	
12.5%	Walk	3.7%		9		4		3	
	Other	1.6%		4		2		1	
	All Modes	100.0%		232	85	98	36	86	31
	Auto	51.3%	1.26	195	155	82	65	72	57
SF Superdistrict 3	Transit	34.6%		132		55		49	
20.5%	Walk	10.4%		40		17		15	
	Other	3.6%		14		6		5	
	All Modes	100.0%		380	155	160	65	140	57
	Auto	55.8%	1.50	99	66	42	28	37	24
SF Superdistrict 4	Transit	40.9%		73		31		27	
9.6%	Walk	0.0%		0		0		0	
	Other	3.4%		6		3		2	
	All Modes	100.0%		178	66	75	28	66	24
	Auto	50.9%	2.13	174	81	73	34	64	30
East Bay	Transit	46.4%		158		67		58	
18.4%	Walk	0.0%		0		0		0	
	Other	2.8%		9		4		4	
	All Modes	100.0%		341	81	144	34	126	30
	Auto	69.1%	1.53	75	49	32	21	28	18
North Bay	Transit	28.6%		31		13		11	
5.9%	Walk	0.0%		0		0		0	
	Other	2.2%		2		1		1	
	All Modes	100.0%		109	49	46	21	40	18
	Auto	77.9%	1.15	298	259	126	109	110	95
South Bay	Transit	19.9%		76		32		28	
20.6%	Walk	0.0%		0		0		0	
	Other	2.2%		8		4		3	
	All Modes	100.0%		383	259	161	109	141	95
	Auto	55.9%	1.54	22	15	9	6	8	5
Out of Region	Transit	41.5%		17		7		6	
2.2%	Walk	0.0%		0		0		0	
	Other	2.6%		1		0		0	
	All Modes	100.0%		40	15	17	6	15	5
	Auto	**55.0%**	**1.36**	**1,022**	**750**	**430**	**315**	**377**	**277**
All Origins	**Transit**	**36.0%**		**669**		**281**		**247**	
100.0%	**Walk**	**6.4%**		**118**		**50**		**44**	
	Other	**2.7%**		**50**		**21**		**19**	
	All Modes	**100.0%**		**1,860**	**750**	**782**	**315**	**686**	**277**

Notes:
[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: RESEARCH & DEVELOPMENT (NON-WORK TRIPS)

Proposed Size:		**645,738 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4]	1.5	16.0% [1]	1.3
Total Person Trips:		5,166 person-trips	Total Person-trips:		942		827
Non-Work Trips [2]:	64%	3,306 person-trips	Non-Work Person-trips:	17% [5]	160	17% [2]	141

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	21.5%	2.12	124	59	6	3	5	2
SF Superdistrict 1	Transit	17.9%		103		5		4	
17.5%	Walk	53.4%		309		15		13	
	Other	7.2%		42		2		2	
	All Modes	100.0%		579	59	28	3	25	2
	Auto	50.3%	2.00	233	116	11	6	10	5
SF Superdistrict 2	Transit	24.8%		115		6		5	
14.0%	Walk	14.6%		67		3		3	
	Other	10.5%		48		2		2	
	All Modes	100.0%		463	116	22	6	20	5
	Auto	42.6%	2.42	401	166	19	8	17	7
SF Superdistrict 3	Transit	25.0%		235		11		10	
28.5%	Walk	23.6%		222		11		9	
	Other	8.9%		83		4		4	
	All Modes	100.0%		942	166	46	8	40	7
	Auto	55.0%	2.25	127	57	6	3	5	2
SF Superdistrict 4	Transit	24.5%		57		3		2	
7.0%	Walk	12.4%		29		1		1	
	Other	8.2%		19		1		1	
	All Modes	100.0%		231	57	11	3	10	2
	Auto	56.9%	2.51	188	75	9	4	8	3
East Bay	Transit	27.1%		90		4		4	
10.0%	Walk	14.8%		49		2		2	
	Other	1.3%		4		0		0	
	All Modes	100.0%		331	75	16	4	14	3
	Auto	75.9%	1.95	75	39	4	2	3	2
North Bay	Transit	8.0%		8		0		0	
3.0%	Walk	13.2%		13		1		1	
	Other	2.9%		3		0		0	
	All Modes	100.0%		99	39	5	2	4	2
	Auto	79.2%	2.34	210	90	10	4	9	4
South Bay	Transit	12.8%		34		2		1	
8.0%	Walk	6.9%		18		1		1	
	Other	1.1%		3		0		0	
	All Modes	100.0%		264	90	13	4	11	4
	Auto	40.6%	2.64	161	61	8	3	7	3
Out of Region	Transit	23.7%		94		5		4	
12.0%	Walk	24.2%		96		5		4	
	Other	11.4%		45		2		2	
	All Modes	100.0%		397	61	19	3	17	3
	Auto	**46.0%**	**2.30**	**1,519**	**661**	**74**	**32**	**65**	**28**
All Origins	**Transit**	**22.3%**		**736**		**36**		**31**	
100.0%	**Walk**	**24.3%**		**804**		**39**		**34**	
	Other	**7.5%**		**248**		**12**		**11**	
	All Modes	**100.0%**		**3,306**	**661**	**160**	**32**	**141**	**28**

Notes:
[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (WORK TRIPS)

Proposed Size:		**35,000 sq.ft.**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5
Total Person Trips:		634 person-trips	Total Person-trips:		56		54
Work Trips [2]:	36%	228 person-trips	Work Person-trips:	83% [5]	47	83% [2]	45

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	26.8%	1.29	6	5	1	1	1	1
SF Superdistrict 1	Transit	34.7%		8		2		2	
10.6%	Walk	35.8%		9		2		2	
	Other	2.7%		1		0		0	
	All Modes	100.0%		24	5	5	1	5	1
	Auto	45.6%	1.25	13	10	3	2	3	2
SF Superdistrict 2	Transit	49.1%		14		3		3	
12.5%	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		29	10	6	2	6	2
	Auto	51.3%	1.26	24	19	5	4	5	4
SF Superdistrict 3	Transit	34.6%		16		3		3	
20.5%	Walk	10.4%		5		1		1	
	Other	3.6%		2		0		0	
	All Modes	100.0%		47	19	10	4	9	4
	Auto	55.8%	1.50	12	8	2	2	2	2
SF Superdistrict 4	Transit	40.9%		9		2		2	
9.6%	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		22	8	4	2	4	2
	Auto	50.9%	2.13	21	10	4	2	4	2
East Bay	Transit	46.4%		19		4		4	
18.4%	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		42	10	9	2	8	2
	Auto	69.1%	1.53	9	6	2	1	2	1
North Bay	Transit	28.6%		4		1		1	
5.9%	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		13	6	3	1	3	1
	Auto	77.9%	1.15	37	32	8	7	7	6
South Bay	Transit	19.9%		9		2		2	
20.6%	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		47	32	10	7	9	6
	Auto	55.9%	1.54	3	2	1	0	1	0
Out of Region	Transit	41.5%		2		0		0	
2.2%	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		5	2	1	0	1	0
	Auto	**55.0%**	**1.36**	**125**	**92**	**26**	**19**	**25**	**18**
All Origins	**Transit**	**36.0%**		**82**		**17**		**16**	
100.0%	**Walk**	**6.4%**		**15**		**3**		**3**	
	Other	**2.7%**		**6**		**1**		**1**	
	All Modes	**100.0%**		**228**	**92**	**47**	**19**	**45**	**18**

Notes:
[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (NON-WORK TRIPS)

Proposed Size:		**35,000 sq.ft.**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5
Total Person Trips:		634 person-trips	Total Person-trips:		56		54
Non-Work Trips [2]:	64%	405 person-trips	Non-Work Person-trips:	17% [5]	10	17% [2]	9

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	21.5%	2.12	15	7	0	0	0	0
SF Superdistrict 1	Transit	17.9%		13		0		0	
17.5%	Walk	53.4%		38		1		1	
	Other	7.2%		5		0		0	
	All Modes	100.0%		71	7	2	0	2	0
	Auto	50.3%	2.00	29	14	1	0	1	0
SF Superdistrict 2	Transit	24.8%		14		0		0	
14.0%	Walk	14.6%		8		0		0	
	Other	10.5%		6		0		0	
	All Modes	100.0%		57	14	1	0	1	0
	Auto	42.6%	2.42	49	20	1	0	1	0
SF Superdistrict 3	Transit	25.0%		29		1		1	
28.5%	Walk	23.6%		27		1		1	
	Other	8.9%		10		0		0	
	All Modes	100.0%		116	20	3	0	3	0
	Auto	55.0%	2.25	16	7	0	0	0	0
SF Superdistrict 4	Transit	24.5%		7		0		0	
7.0%	Walk	12.4%		4		0		0	
	Other	8.2%		2		0		0	
	All Modes	100.0%		28	7	1	0	1	0
	Auto	56.9%	2.51	23	9	1	0	1	0
East Bay	Transit	27.1%		11		0		0	
10.0%	Walk	14.8%		6		0		0	
	Other	1.3%		1		0		0	
	All Modes	100.0%		41	9	1	0	1	0
	Auto	75.9%	1.95	9	5	0	0	0	0
North Bay	Transit	8.0%		1		0		0	
3.0%	Walk	13.2%		2		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		12	5	0	0	0	0
	Auto	79.2%	2.34	26	11	1	0	1	0
South Bay	Transit	12.8%		4		0		0	
8.0%	Walk	6.9%		2		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		32	11	1	0	1	0
	Auto	40.6%	2.64	20	7	0	0	0	0
Out of Region	Transit	23.7%		12		0		0	
12.0%	Walk	24.2%		12		0		0	
	Other	11.4%		6		0		0	
	All Modes	100.0%		49	7	1	0	1	0
	Auto	**46.0%**	**2.30**	**186**	**81**	**4**	**2**	**4**	**2**
All Origins	**Transit**	**22.3%**		**90**		**2**		**2**	
100.0%	**Walk**	**24.3%**		**99**		**2**		**2**	
	Other	**7.5%**		**30**		**1**		**1**	
	All Modes	**100.0%**		**405**	**81**	**10**	**2**	**9**	**2**

Notes:
[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: GENERAL RETAIL (WORK TRIPS)

Proposed Size:		**10,744 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		150.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.3% [4]	3.5	9.0% [1]	13.5
Total Person Trips:		1,612 person-trips	Total Person-trips:		38		145
Work Trips [2]:	4%	64 person-trips	Work Person-trips:	85% [5]	32	4% [2]	6

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [3]**	**Average Vehicle Occupancy [3]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	2	1	1	1	0	0
	Transit	34.7%		2		1		0	
	Walk	35.8%		2		1		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		7	1	3	1	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	4	3	2	1	0	0
	Transit	49.1%		4		2		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		8	3	4	1	1	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	7	5	3	3	1	0
	Transit	34.6%		5		2		0	
	Walk	10.4%		1		1		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		13	5	7	3	1	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	3	2	2	1	0	0
	Transit	40.9%		3		1		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		6	2	3	1	1	0
East Bay 18.4%	Auto	50.9%	2.13	6	3	3	1	1	0
	Transit	46.4%		5		3		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		12	3	6	1	1	0
North Bay 5.9%	Auto	69.1%	1.53	3	2	1	1	0	0
	Transit	28.6%		1		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		4	2	2	1	0	0
South Bay 20.6%	Auto	77.9%	1.15	10	9	5	4	1	1
	Transit	19.9%		3		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		13	9	7	4	1	1
Out of Region 2.2%	Auto	55.9%	1.54	1	1	0	0	0	0
	Transit	41.5%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	1	1	0	0	0
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**35**	**26**	**18**	**13**	**3**	**2**
	Transit	**36.0%**		**23**		**11**		**2**	
	Walk	**6.4%**		**4**		**2**		**0**	
	Other	**2.7%**		**2**		**1**		**0**	
	All Modes	**100.0%**		**64**	**26**	**32**	**13**	**6**	**2**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Retail)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 85% of all retail trips ocurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: GENERAL RETAIL (NON-WORK TRIPS)

Proposed Size:		**10,744 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		150.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.3% [4]	3.5	9.0% [1]	13.5
Total Person Trips:		1,612 person-trips	Total Person-trips:		38		145
Non-Work Trips [2]:	96%	1,547 person-trips	Non-Work Person-trips:	15% [5]	6	96% [2]	139

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [3]**	**Average Vehicle Occupancy [3]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	47	28	0	0	4	3
	Transit	18.1%		35		0		3	
	Walk	53.2%		103		0		9	
	Other	4.2%		8		0		1	
	All Modes	100.0%		193	28	1	0	17	3
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	58	37	0	0	5	3
	Transit	22.9%		28		0		3	
	Walk	26.1%		32		0		3	
	Other	4.1%		5		0		0	
	All Modes	100.0%		124	37	0	0	11	3
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	304	149	1	1	27	13
	Transit	10.9%		58		0		5	
	Walk	30.2%		161		1		14	
	Other	1.9%		10		0		1	
	All Modes	100.0%		534	149	2	1	48	13
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	41	24	0	0	4	2
	Transit	18.8%		12		0		1	
	Walk	12.3%		8		0		1	
	Other	3.3%		2		0		0	
	All Modes	100.0%		62	24	0	0	6	2
East Bay 7.0%	Auto	46.0%	2.11	50	24	0	0	4	2
	Transit	20.9%		23		0		2	
	Walk	31.4%		34		0		3	
	Other	1.7%		2		0		0	
	All Modes	100.0%		108	24	0	0	10	2
North Bay 3.5%	Auto	57.9%	1.82	31	17	0	0	3	2
	Transit	16.1%		9		0		1	
	Walk	24.4%		13		0		1	
	Other	1.6%		1		0		0	
	All Modes	100.0%		54	17	0	0	5	2
South Bay 8.5%	Auto	80.5%	2.28	106	46	0	0	10	4
	Transit	11.5%		15		0		1	
	Walk	6.4%		8		0		1	
	Other	1.6%		2		0		0	
	All Modes	100.0%		132	46	0	0	12	4
Out of Region 22.0%	Auto	39.5%	2.73	135	49	0	0	12	4
	Transit	9.4%		32		0		3	
	Walk	27.3%		93		0		8	
	Other	23.8%		81		0		7	
	All Modes	100.0%		340	49	1	0	31	4
All Origins 100.0%	**Auto**	**49.9%**	**2.06**	**772**	**375**	**3**	**1**	**69**	**34**
	Transit	**13.7%**		**212**		**1**		**19**	
	Walk	**29.2%**		**452**		**2**		**41**	
	Other	**7.2%**		**111**		**0**		**10**	
	All Modes	**100.0%**		**1,547**	**375**	**6**	**1**	**139**	**34**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Retail)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 85% of all retail trips ocurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: SUPERMARKET (WORK TRIPS)

Proposed Size:		**35,000 sq.ft.**					
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		297.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4]	7.8	7.3% [1]	21.7
Total Person Trips:		10,395 person-trips	Total Person-trips:		272		759
Work Trips [2]:	4%	416 person-trips	Work Person-trips:	4% [5]	11	4% [2]	30

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	26.8%	1.29	12	9	0	0	1	1
SF Superdistrict 1	Transit	34.7%		15		0		1	
10.6%	Walk	35.8%		16		0		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		44	9	1	0	3	1
	Auto	45.6%	1.25	24	19	1	0	2	1
SF Superdistrict 2	Transit	49.1%		26		1		2	
12.5%	Walk	3.7%		2		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		52	19	1	0	4	1
	Auto	51.3%	1.26	44	35	1	1	3	3
SF Superdistrict 3	Transit	34.6%		29		1		2	
20.5%	Walk	10.4%		9		0		1	
	Other	3.6%		3		0		0	
	All Modes	100.0%		85	35	2	1	6	3
	Auto	55.8%	1.50	22	15	1	0	2	1
SF Superdistrict 4	Transit	40.9%		16		0		1	
9.6%	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		40	15	1	0	3	1
	Auto	50.9%	2.13	39	18	1	0	3	1
East Bay	Transit	46.4%		35		1		3	
18.4%	Walk	0.0%		0		0		0	
	Other	2.8%		2		0		0	
	All Modes	100.0%		76	18	2	0	6	1
	Auto	69.1%	1.53	17	11	0	0	1	1
North Bay	Transit	28.6%		7		0		1	
5.9%	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		24	11	1	0	2	1
	Auto	77.9%	1.15	67	58	2	2	5	4
South Bay	Transit	19.9%		17		0		1	
20.6%	Walk	0.0%		0		0		0	
	Other	2.2%		2		0		0	
	All Modes	100.0%		86	58	2	2	6	4
	Auto	55.9%	1.54	5	3	0	0	0	0
Out of Region	Transit	41.5%		4		0		0	
2.2%	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		9	3	0	0	1	0
	Auto	**55.0%**	**1.36**	**229**	**168**	**6**	**4**	**17**	**12**
All Origins	**Transit**	**36.0%**		**149**		**4**		**11**	
100.0%	**Walk**	**6.4%**		**26**		**1**		**2**	
	Other	**2.7%**		**11**		**0**		**1**	
	All Modes	**100.0%**		**416**	**168**	**11**	**4**	**30**	**12**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: SUPERMARKET (NON-WORK TRIPS)

Proposed Size:		**35,000 sq.ft.**					
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		297.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4]	7.8	7.3% [1]	21.7
Total Person Trips:		10,395 person-trips	Total Person-trips:		272		759
Non-Work Trips [2]:	96%	9,979 person-trips	Non-Work Person-trips:	96% [5]	261	96% [2]	728

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	24.6%	1.68	306	182	8	5	22	13
SF Superdistrict 1	Transit	18.1%		226		6		17	
12.5%	Walk	53.2%		663		17		48	
	Other	4.2%		52		1		4	
	All Modes	100.0%		1,247	182	33	5	91	13
	Auto	47.0%	1.55	375	241	10	6	27	18
SF Superdistrict 2	Transit	22.9%		183		5		13	
8.0%	Walk	26.1%		208		5		15	
	Other	4.1%		33		1		2	
	All Modes	100.0%		798	241	21	6	58	18
	Auto	57.0%	2.04	1,963	961	51	25	143	70
SF Superdistrict 3	Transit	10.9%		376		10		27	
34.5%	Walk	30.2%		1,038		27		76	
	Other	1.9%		66		2		5	
	All Modes	100.0%		3,443	961	90	25	251	70
	Auto	65.7%	1.72	262	152	7	4	19	11
SF Superdistrict 4	Transit	18.8%		75		2		5	
4.0%	Walk	12.3%		49		1		4	
	Other	3.3%		13		0		1	
	All Modes	100.0%		399	152	10	4	29	11
	Auto	46.0%	2.11	321	152	8	4	23	11
East Bay	Transit	20.9%		146		4		11	
7.0%	Walk	31.4%		220		6		16	
	Other	1.7%		12		0		1	
	All Modes	100.0%		699	152	18	4	51	11
	Auto	57.9%	1.82	202	111	5	3	15	8
North Bay	Transit	16.1%		56		1		4	
3.5%	Walk	24.4%		85		2		6	
	Other	1.6%		5		0		0	
	All Modes	100.0%		349	111	9	3	25	8
	Auto	80.5%	2.28	683	300	18	8	50	22
South Bay	Transit	11.5%		97		3		7	
8.5%	Walk	6.4%		55		1		4	
	Other	1.6%		14		0		1	
	All Modes	100.0%		848	300	22	8	62	22
	Auto	39.5%	2.73	868	318	23	8	63	23
Out of Region	Transit	9.4%		206		5		15	
22.0%	Walk	27.3%		600		16		44	
	Other	23.8%		522		14		38	
	All Modes	100.0%		2,195	318	57	8	160	23
	Auto	**49.9%**	**2.06**	**4,980**	**2,419**	**130**	**63**	**364**	**177**
All Origins	**Transit**	**13.7%**		**1,365**		**36**		**100**	
100.0%	**Walk**	**29.2%**		**2,918**		**76**		**213**	
	Other	**7.2%**		**716**		**19**		**52**	
	All Modes	**100.0%**		**9,979**	**2,419**	**261**	**63**	**728**	**177**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: SIT-DOWN RESTAURANT (WORK TRIPS)

Proposed Size:		**31,116 sq.ft.** (includes 60% occupancy factor for Assembly Use)				
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**
Person-trip Generation Rate [1]:		200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6] 20.0
Total Person Trips:		6,223 person-trips	Total Person-trips:		67	622
Work Trips [2]:	4%	249 person-trips	Work Person-trips:	100% [5]	67	4% [2] 25

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	26.8%	1.29	7	5	2	1	1	1
SF Superdistrict 1	Transit	34.7%		9		2		1	
10.6%	Walk	35.8%		9		3		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		26	5	7	1	3	1
	Auto	45.6%	1.25	14	11	4	3	1	1
SF Superdistrict 2	Transit	49.1%		15		4		2	
12.5%	Walk	3.7%		1		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		31	11	8	3	3	1
	Auto	51.3%	1.26	26	21	7	6	3	2
SF Superdistrict 3	Transit	34.6%		18		5		2	
20.5%	Walk	10.4%		5		1		1	
	Other	3.6%		2		1		0	
	All Modes	100.0%		51	21	14	6	5	2
	Auto	55.8%	1.50	13	9	4	2	1	1
SF Superdistrict 4	Transit	40.9%		10		3		1	
9.6%	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		24	9	6	2	2	1
	Auto	50.9%	2.13	23	11	6	3	2	1
East Bay	Transit	46.4%		21		6		2	
18.4%	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		46	11	12	3	5	1
	Auto	69.1%	1.53	10	7	3	2	1	1
North Bay	Transit	28.6%		4		1		0	
5.9%	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		15	7	4	2	1	1
	Auto	77.9%	1.15	40	35	11	9	4	3
South Bay	Transit	19.9%		10		3		1	
20.6%	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		51	35	14	9	5	3
	Auto	55.9%	1.54	3	2	1	1	0	0
Out of Region	Transit	41.5%		2		1		0	
2.2%	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		5	2	1	1	1	0
	Auto	**55.0%**	**1.36**	**137**	**100**	**37**	**27**	**14**	**10**
All Origins	**Transit**	**36.0%**		**89**		**24**		**9**	
100.0%	**Walk**	**6.4%**		**16**		**4**		**2**	
	Other	**2.7%**		**7**		**2**		**1**	
	All Modes	**100.0%**		**249**	**100**	**67**	**27**	**25**	**10**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 100% of all restaurant trips ocurring before 9 AM are assumed to be work trips
[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: SIT-DOWN RESTAURANT (NON-WORK TRIPS)

Proposed Size:		**31,116 sq.ft.** (includes 60% occupancy factor for Assembly Use)				
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**
Person-trip Generation Rate [1]:		200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6] 20.0
Total Person Trips:		6,223 person-trips	Total Person-trips:		67	622
Non-Work Trips [2]:	96%	5,974 person-trips	Non-Work Person-trips:	0% [5]	0	96% [2] 597

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	24.6%	1.68	183	109	0	0	18	11
SF Superdistrict 1	Transit	18.1%		135		0		14	
12.5%	Walk	53.2%		397		0		40	
	Other	4.2%		31		0		3	
	All Modes	100.0%		747	109	0	0	75	11
	Auto	47.0%	1.55	224	144	0	0	22	14
SF Superdistrict 2	Transit	22.9%		109		0		11	
8.0%	Walk	26.1%		125		0		12	
	Other	4.1%		20		0		2	
	All Modes	100.0%		478	144	0	0	48	14
	Auto	57.0%	2.04	1,175	575	0	0	118	58
SF Superdistrict 3	Transit	10.9%		225		0		22	
34.5%	Walk	30.2%		622		0		62	
	Other	1.9%		39		0		4	
	All Modes	100.0%		2,061	575	0	0	206	58
	Auto	65.7%	1.72	157	91	0	0	16	9
SF Superdistrict 4	Transit	18.8%		45		0		4	
4.0%	Walk	12.3%		29		0		3	
	Other	3.3%		8		0		1	
	All Modes	100.0%		239	91	0	0	24	9
	Auto	46.0%	2.11	192	91	0	0	19	9
East Bay	Transit	20.9%		87		0		9	
7.0%	Walk	31.4%		131		0		13	
	Other	1.7%		7		0		1	
	All Modes	100.0%		418	91	0	0	42	9
	Auto	57.9%	1.82	121	67	0	0	12	7
North Bay	Transit	16.1%		34		0		3	
3.5%	Walk	24.4%		51		0		5	
	Other	1.6%		3		0		0	
	All Modes	100.0%		209	67	0	0	21	7
	Auto	80.5%	2.28	409	179	0	0	41	18
South Bay	Transit	11.5%		58		0		6	
8.5%	Walk	6.4%		33		0		3	
	Other	1.6%		8		0		1	
	All Modes	100.0%		508	179	0	0	51	18
	Auto	39.5%	2.73	519	190	0	0	52	19
Out of Region	Transit	9.4%		123		0		12	
22.0%	Walk	27.3%		359		0		36	
	Other	23.8%		313		0		31	
	All Modes	100.0%		1,314	190	0	0	131	19
	Auto	**49.9%**	**2.06**	**2,982**	**1,448**	**0**	**0**	**298**	**145**
All Origins	**Transit**	**13.7%**		**817**		**0**		**82**	
100.0%	**Walk**	**29.2%**		**1,747**		**0**		**175**	
	Other	**7.2%**		**429**		**0**		**43**	
	All Modes	**100.0%**		**5,974**	**1,448**	**0**	**0**	**597**	**145**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 100% of all restaurant trips ocurring before 9 AM are assumed to be work trips
[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential

LAND USE: QUICK SERVICE RESTAURANT (WORK TRIPS)

Proposed Size:		37,604 sq.ft.						
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		600.0	trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	6.5	10.0% [6]	60.0
Total Person Trips:		22,562	person-trips	Total Person-trips:		244		2,256
Work Trips [2]:	4%	902	person-trips	Work Person-trips:	4% [5]	10	4% [2]	90

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	26	20	0	0	3	2
	Transit	34.7%		33		0		3	
	Walk	35.8%		34		0		3	
	Other	2.7%		3		0		0	
	All Modes	100.0%		95	20	1	0	10	2
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	51	41	1	0	5	4
	Transit	49.1%		55		1		6	
	Walk	3.7%		4		0		0	
	Other	1.6%		2		0		0	
	All Modes	100.0%		113	41	1	0	11	4
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	95	75	1	1	9	7
	Transit	34.6%		64		1		6	
	Walk	10.4%		19		0		2	
	Other	3.6%		7		0		1	
	All Modes	100.0%		185	75	2	1	18	7
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	48	32	1	0	5	3
	Transit	40.9%		35		0		4	
	Walk	0.0%		0		0		0	
	Other	3.4%		3		0		0	
	All Modes	100.0%		86	32	1	0	9	3
East Bay 18.4%	Auto	50.9%	2.13	84	40	1	0	8	4
	Transit	46.4%		77		1		8	
	Walk	0.0%		0		0		0	
	Other	2.8%		5		0		0	
	All Modes	100.0%		166	40	2	0	17	4
North Bay 5.9%	Auto	69.1%	1.53	36	24	0	0	4	2
	Transit	28.6%		15		0		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		53	24	1	0	5	2
South Bay 20.6%	Auto	77.9%	1.15	145	125	2	1	14	13
	Transit	19.9%		37		0		4	
	Walk	0.0%		0		0		0	
	Other	2.2%		4		0		0	
	All Modes	100.0%		186	125	2	1	19	13
Out of Region 2.2%	Auto	55.9%	1.54	11	7	0	0	1	1
	Transit	41.5%		8		0		1	
	Walk	0.0%		0		0		0	
	Other	2.6%		1		0		0	
	All Modes	100.0%		19	7	0	0	2	1
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**496**	**364**	**5**	**4**	**50**	**36**
	Transit	**36.0%**		**324**		**4**		**32**	
	Walk	**6.4%**		**57**		**1**		**6**	
	Other	**2.7%**		**24**		**0**		**2**	
	All Modes	**100.0%**		**902**	**364**	**10**	**4**	**90**	**36**

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential

LAND USE: QUICK SERVICE RESTAURANT (NON-WORK TRIPS)

Proposed Size:		37,604 sq.ft.						
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		600.0	trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	6.5	10.0% [6]	60.0
Total Person Trips:		22,562	person-trips	Total Person-trips:		244		2,256
Non-Work Trips [2]:	96%	21,660	person-trips	Non-Work Person-trips:	96% [5]	234	96% [2]	2,166

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	665	396	7	4	66	40
	Transit	18.1%		491		5		49	
	Walk	53.2%		1,439		16		144	
	Other	4.2%		112		1		11	
	All Modes	100.0%		2,707	396	29	4	271	40
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	814	524	9	6	81	52
	Transit	22.9%		396		4		40	
	Walk	26.1%		452		5		45	
	Other	4.1%		71		1		7	
	All Modes	100.0%		1,733	524	19	6	173	52
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	4,261	2,086	46	23	426	209
	Transit	10.9%		816		9		82	
	Walk	30.2%		2,254		24		225	
	Other	1.9%		143		2		14	
	All Modes	100.0%		7,473	2,086	81	23	747	209
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	569	331	6	4	57	33
	Transit	18.8%		163		2		16	
	Walk	12.3%		106		1		11	
	Other	3.3%		28		0		3	
	All Modes	100.0%		866	331	9	4	87	33
East Bay 7.0%	Auto	46.0%	2.11	698	331	8	4	70	33
	Transit	20.9%		317		3		32	
	Walk	31.4%		477		5		48	
	Other	1.7%		25		0		3	
	All Modes	100.0%		1,516	331	16	4	152	33
North Bay 3.5%	Auto	57.9%	1.82	439	242	5	3	44	24
	Transit	16.1%		122		1		12	
	Walk	24.4%		185		2		18	
	Other	1.6%		12		0		1	
	All Modes	100.0%		758	242	8	3	76	24
South Bay 8.5%	Auto	80.5%	2.28	1,482	650	16	7	148	65
	Transit	11.5%		211		2		21	
	Walk	6.4%		119		1		12	
	Other	1.6%		30		0		3	
	All Modes	100.0%		1,841	650	20	7	184	65
Out of Region 22.0%	Auto	39.5%	2.73	1,883	691	20	7	188	69
	Transit	9.4%		446		5		45	
	Walk	27.3%		1,302		14		130	
	Other	23.8%		1,134		12		113	
	All Modes	100.0%		4,765	691	52	7	477	69
All Origins 100.0%	**Auto**	**49.9%**	**2.06**	**10,810**	**5,250**	**117**	**57**	**1,081**	**525**
	Transit	**13.7%**		**2,962**		**32**		**296**	
	Walk	**29.2%**		**6,333**		**68**		**633**	
	Other	**7.2%**		**1,555**		**17**		**155**	
	All Modes	**100.0%**		**21,660**	**5,250**	**234**	**57**	**2,166**	**525**

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: CHILD CARE (WORK TRIPS)

Proposed Size:		**15,000 sq.ft.**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]	12.1
Total Person Trips:		1,005 person-trips	Total Person-trips:		179		181
Work Trips [2]:	20%	201 person-trips	Work Person-trips:	17% [5]	30	17% [6]	31

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	26.8%	1.29	6	4	1	1	1	1
SF Superdistrict 1	Transit	34.7%		7		1		1	
10.6%	Walk	35.8%		8		1		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		21	4	3	1	3	1
	Auto	45.6%	1.25	11	9	2	1	2	1
SF Superdistrict 2	Transit	49.1%		12		2		2	
12.5%	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		25	9	4	1	4	1
	Auto	51.3%	1.26	21	17	3	3	3	3
SF Superdistrict 3	Transit	34.6%		14		2		2	
20.5%	Walk	10.4%		4		1		1	
	Other	3.6%		1		0		0	
	All Modes	100.0%		41	17	6	3	6	3
	Auto	55.8%	1.50	11	7	2	1	2	1
SF Superdistrict 4	Transit	40.9%		8		1		1	
9.6%	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		19	7	3	1	3	1
	Auto	50.9%	2.13	19	9	3	1	3	1
East Bay	Transit	46.4%		17		3		3	
18.4%	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		37	9	6	1	6	1
	Auto	69.1%	1.53	8	5	1	1	1	1
North Bay	Transit	28.6%		3		1		1	
5.9%	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		12	5	2	1	2	1
	Auto	77.9%	1.15	32	28	5	4	5	4
South Bay	Transit	19.9%		8		1		1	
20.6%	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		41	28	6	4	6	4
	Auto	55.9%	1.54	2	2	0	0	0	0
Out of Region	Transit	41.5%		2		0		0	
2.2%	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		4	2	1	0	1	0
	Auto	**55.0%**	**1.36**	**110**	**81**	**17**	**12**	**17**	**12**
All Origins	**Transit**	**36.0%**		**72**		**11**		**11**	
100.0%	**Walk**	**6.4%**		**13**		**2**		**2**	
	Other	**2.7%**		**5**		**1**		**1**	
	All Modes	**100.0%**		**201**	**81**	**30**	**12**	**31**	**12**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
[2] SF Guidelines, Appendix C - Table C-2 (Government Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: CHILD CARE (NON-WORK TRIPS)

Proposed Size:		**15,000 sq.ft.**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]	12.1
Total Person Trips:		1,005 person-trips	Total Person-trips:		179		181
Non-Work Trips [2]:	80%	804 person-trips	Non-Work Person-trips:	83% [5]	148	83% [6]	150

Percent of Origin Distribution [7]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	21.5%	1.68	0	0	0	0	0	0
SF Superdistrict 1	Transit	17.9%		0		0		0	
0.0%	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	50.3%	1.55	0	0	0	0	0	0
SF Superdistrict 2	Transit	24.8%		0		0		0	
0.0%	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	42.6%	2.04	342	168	63	31	64	31
SF Superdistrict 3	Transit	25.0%		201		37		38	
100.0%	Walk	23.6%		190		35		35	
	Other	8.9%		71		13		13	
	All Modes	100.0%		804	168	148	31	150	31
	Auto	55.0%	1.72	0	0	0	0	0	0
SF Superdistrict 4	Transit	24.5%		0		0		0	
0.0%	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	56.9%	2.11	0	0	0	0	0	0
East Bay	Transit	27.1%		0		0		0	
0.0%	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	75.9%	1.82	0	0	0	0	0	0
North Bay	Transit	8.0%		0		0		0	
0.0%	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	79.2%	2.28	0	0	0	0	0	0
South Bay	Transit	12.8%		0		0		0	
0.0%	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	40.6%	2.73	0	0	0	0	0	0
Out of Region	Transit	23.7%		0		0		0	
0.0%	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
	Auto	**42.6%**	**2.04**	**342**	**168**	**63**	**31**	**64**	**31**
All Origins	**Transit**	**25.0%**		**201**		**37**		**38**	
100.0%	**Walk**	**23.6%**		**190**		**35**		**35**	
	Other	**8.9%**		**71**		**13**		**13**	
	All Modes	**100.0%**		**804**	**168**	**148**	**31**	**150**	**31**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
[2] SF Guidelines, Appendix C - Table C-2 (Government Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)
[7] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: LIBRARY (WORK TRIPS)

Proposed Size:		10,000 sq.ft.						
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		195.0	trips/1000 sq.ft.	Person-trip Gen Rate:	2.0% [4]	3.9	16.2% [1]	31.5
Total Person Trips:		1,950	person-trips	Total Person-trips:		39		315
Work Trips [1]:	3%	49	person-trips	Work Person-trips:	4% [2]	1	4% [1]	11

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	1	1	0	0	0	0
	Transit	34.7%		2		0		0	
	Walk	35.8%		2		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		5	1	0	0	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	3	2	0	0	1	1
	Transit	49.1%		3		0		1	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		6	2	0	0	1	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	5	4	0	0	1	1
	Transit	34.6%		3		0		1	
	Walk	10.4%		1		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		10	4	0	0	2	1
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	3	2	0	0	1	0
	Transit	40.9%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		5	2	0	0	1	0
East Bay 18.4%	Auto	50.9%	2.13	5	2	0	0	1	0
	Transit	46.4%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		9	2	0	0	2	0
North Bay 5.9%	Auto	69.1%	1.53	2	1	0	0	0	0
	Transit	28.6%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		3	1	0	0	1	0
South Bay 20.6%	Auto	77.9%	1.15	8	7	0	0	2	2
	Transit	19.9%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		10	7	0	0	2	2
Out of Region 2.2%	Auto	55.9%	1.54	1	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	0	0	0	0	0
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**27**	**20**	**1**	**1**	**6**	**4**
	Transit	**36.0%**		**18**		**0**		**4**	
	Walk	**6.4%**		**3**		**0**		**1**	
	Other	**2.7%**		**1**		**0**		**0**	
	All Modes	**100.0%**		**49**	**20**	**1**	**1**	**11**	**4**

Notes:
[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968!, ESA August 2009.
[2] Assumes same percentage as the PM Peak Hour.
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Based on ITE land use #590 (Library) and SANDAG.
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: LIBRARY (NON-WORK TRIPS)

Proposed Size:		10,000 sq.ft.						
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		195.0	trips/1000 sq.ft.	Person-trip Gen Rate:	2.0% [4]	3.9	16.2% [1]	31.5
Total Person Trips:		1,950	person-trips	Total Person-trips:		39		315
Non-Work Trips [1]:	98%	1,901	person-trips	Non-Work Person-trips:	97% [2]	38	97% [1]	304

Percent of Origin Distribution [6]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 0.0%	Auto	21.5%	2.12	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	2.00	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.42	810	334	16	7	129	53
	Transit	25.0%		475		9		76	
	Walk	23.6%		448		9		72	
	Other	8.9%		168		3		27	
	All Modes	100.0%		1,901	334	38	7	304	53
SF Superdistrict 4 0.0%	Auto	55.0%	2.25	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.51	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.95	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 0.0%	Auto	79.2%	2.34	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.64	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	**Auto**	**42.6%**	**2.42**	**810**	**334**	**16**	**7**	**129**	**53**
	Transit	**25.0%**		**475**		**9**		**76**	
	Walk	**23.6%**		**448**		**9**		**72**	
	Other	**8.9%**		**168**		**3**		**27**	
	All Modes	**100.0%**		**1,901**	**334**	**38**	**7**	**304**	**53**

Notes:
[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968!, ESA August 2009.
[2] Assumes same percentage as the PM Peak Hour.
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Based on ITE land use #590 (Library) and SANDAG.
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages
[6] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: COMMUNITY CENTER (WORK TRIPS)

Proposed Size:		**25,000 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		80.0	trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4]	4.8	13.4% [1]	10.7
Total Person Trips:		2,000	person-trips	Total Person-trips:		121		268
Work Trips [2]:	5%	100	person-trips	Work Person-trips:	5% [5]	6	5% [5]	13

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [3]**	**Average Vehicle Occupancy [3]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	3	2	0	0	0	0
	Transit	34.7%		4		0		0	
	Walk	35.8%		4		0		1	
	Other	2.7%		0		0		0	
	All Modes	100.0%		11	2	1	0	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	6	5	0	0	1	1
	Transit	49.1%		6		0		1	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		13	5	1	0	2	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	10	8	1	1	1	1
	Transit	34.6%		7		0		1	
	Walk	10.4%		2		0		0	
	Other	3.6%		1		0		0	
	All Modes	100.0%		20	8	1	1	3	1
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	5	4	0	0	1	0
	Transit	40.9%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		10	4	1	0	1	0
East Bay 18.4%	Auto	50.9%	2.13	9	4	1	0	1	1
	Transit	46.4%		9		1		1	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		18	4	1	0	2	1
North Bay 5.9%	Auto	69.1%	1.53	4	3	0	0	1	0
	Transit	28.6%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		6	3	0	0	1	0
South Bay 20.6%	Auto	77.9%	1.15	16	14	1	1	2	2
	Transit	19.9%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		21	14	1	1	3	2
Out of Region 2.2%	Auto	55.9%	1.54	1	1	0	0	0	0
	Transit	41.5%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		2	1	0	0	0	0
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**55**	**40**	**3**	**2**	**7**	**5**
	Transit	**36.0%**		**36**		**2**		**5**	
	Walk	**6.4%**		**6**		**0**		**1**	
	Other	**2.7%**		**3**		**0**		**0**	
	All Modes	**100.0%**		**100**	**40**	**6**	**2**	**13**	**5**

Notes:
[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Adavant Consulting/LCW Consulting, November 2017.
[2] Estimated based on an average of 3 daily trips per employee
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Based on ITE land use #495 (Community Center)
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: COMMUNITY CENTER (NON-WORK TRIPS)

Proposed Size:		**25,000 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		80.0	trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4]	4.8	13.4% [1]	10.7
Total Person Trips:		2,000	person-trips	Total Person-trips:		121		268
Non-Work Trips [2]:	95%	1,900	person-trips	Non-Work Person-trips:	95% [5]	115	95% [5]	255

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [3]**	**Average Vehicle Occupancy [3]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	71	34	4	2	10	5
	Transit	17.9%		59		4		8	
	Walk	53.4%		178		11		24	
	Other	7.2%		24		1		3	
	All Modes	100.0%		333	34	20	2	45	5
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	134	67	8	4	18	9
	Transit	24.8%		66		4		9	
	Walk	14.6%		39		2		5	
	Other	10.5%		28		2		4	
	All Modes	100.0%		266	67	16	4	36	9
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	231	95	14	6	31	13
	Transit	25.0%		135		8		18	
	Walk	23.6%		128		8		17	
	Other	8.9%		48		3		6	
	All Modes	100.0%		542	95	33	6	73	13
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	73	33	4	2	10	4
	Transit	24.5%		33		2		4	
	Walk	12.4%		16		1		2	
	Other	8.2%		11		1		1	
	All Modes	100.0%		133	33	8	2	18	4
East Bay 10.0%	Auto	56.9%	2.51	108	43	7	3	14	6
	Transit	27.1%		51		3		7	
	Walk	14.8%		28		2		4	
	Other	1.3%		2		0		0	
	All Modes	100.0%		190	43	12	3	25	6
North Bay 3.0%	Auto	75.9%	1.95	43	22	3	1	6	3
	Transit	8.0%		5		0		1	
	Walk	13.2%		8		0		1	
	Other	2.9%		2		0		0	
	All Modes	100.0%		57	22	3	1	8	3
South Bay 8.0%	Auto	79.2%	2.34	120	52	7	3	16	7
	Transit	12.8%		19		1		3	
	Walk	6.9%		11		1		1	
	Other	1.1%		2		0		0	
	All Modes	100.0%		152	52	9	3	20	7
Out of Region 12.0%	Auto	40.6%	2.64	93	35	6	2	12	5
	Transit	23.7%		54		3		7	
	Walk	24.2%		55		3		7	
	Other	11.4%		26		2		3	
	All Modes	100.0%		228	35	14	2	31	5
All Origins 100.0%	**Auto**	**46.0%**	**2.30**	**873**	**380**	**53**	**23**	**117**	**51**
	Transit	**22.3%**		**423**		**26**		**57**	
	Walk	**24.3%**		**462**		**28**		**62**	
	Other	**7.5%**		**142**		**9**		**19**	
	All Modes	**100.0%**		**1,900**	**380**	**115**	**23**	**255**	**51**

Notes:
[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Adavant Consulting/LCW Consulting, November 2017.
[2] Estimated based on an average of 3 daily trips per employee
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Based on ITE land use #495 (Community Center)
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: OPEN SPACE (WORK TRIPS)

Proposed Size:		**6.8 Acres**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		20.0 trips/acre	Person-trip Gen Rate:		13.0% [1]	2.6	9.0% [1]	1.8
Total Person Trips:		135 person-trips	Total Person-trips:			18		12
Work Trips [2]:	1%	1 person-trips	Work Person-trips:		1% [4]	0	1% [4]	0

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [3]**	**Average Vehicle Occupancy [3]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	0	0	0	0	0	0
	Transit	34.7%		0		0		0	
	Walk	35.8%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	0	0	0	0	0	0
	Transit	49.1%		0		0		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	0	0	0	0	0	0
	Transit	34.6%		0		0		0	
	Walk	10.4%		0		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	0	0	0	0	0	0
	Transit	40.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 18.4%	Auto	50.9%	2.13	0	0	0	0	0	0
	Transit	46.4%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 5.9%	Auto	69.1%	1.53	0	0	0	0	0	0
	Transit	28.6%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 20.6%	Auto	77.9%	1.15	0	0	0	0	0	0
	Transit	19.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 2.2%	Auto	55.9%	1.54	0	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**1**	**1**	**0**	**0**	**0**	**0**
	Transit	**36.0%**		**0**		**0**		**0**	
	Walk	**6.4%**		**0**		**0**		**0**	
	Other	**2.7%**		**0**		**0**		**0**	
	All Modes	**100.0%**		**1**	**1**	**0**	**0**	**0**	**0**

Notes:
[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)
[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant - Maximum Residential
LAND USE: OPEN SPACE (NON-WORK TRIPS)

Proposed Size:		**6.8 Acres**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		20.0 trips/acre	Person-trip Gen Rate:		13.0% [5]	2.6	9.0% [1]	1.8
Total Person Trips:		135 person-trips	Total Person-trips:			18		12
Non-Work Trips [2]:	99%	134 person-trips	Non-Work Person-trips:		99% [6]	17	99% [2]	12

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [4]**	**Average Vehicle Occupancy [4]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	5	2	1	0	0	0
	Transit	17.9%		4		1		0	
	Walk	53.4%		13		2		1	
	Other	7.2%		2		0		0	
	All Modes	100.0%		23	2	3	0	2	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	9	5	1	1	1	0
	Transit	24.8%		5		1		0	
	Walk	14.6%		3		0		0	
	Other	10.5%		2		0		0	
	All Modes	100.0%		19	5	2	1	2	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	16	7	2	1	1	1
	Transit	25.0%		10		1		1	
	Walk	23.6%		9		1		1	
	Other	8.9%		3		0		0	
	All Modes	100.0%		38	7	5	1	3	1
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	5	2	1	0	0	0
	Transit	24.5%		2		0		0	
	Walk	12.4%		1		0		0	
	Other	8.2%		1		0		0	
	All Modes	100.0%		9	2	1	0	1	0
East Bay 10.0%	Auto	56.9%	2.51	8	3	1	0	1	0
	Transit	27.1%		4		0		0	
	Walk	14.8%		2		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		13	3	2	0	1	0
North Bay 3.0%	Auto	75.9%	1.95	3	2	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		1		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		4	2	1	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	8	4	1	0	1	0
	Transit	12.8%		1		0		0	
	Walk	6.9%		1		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		11	4	1	0	1	0
Out of Region 12.0%	Auto	40.6%	2.64	7	2	1	0	1	0
	Transit	23.7%		4		0		0	
	Walk	24.2%		4		1		0	
	Other	11.4%		2		0		0	
	All Modes	100.0%		16	2	2	0	1	0
All Origins 100.0%	**Auto**	**46.0%**	**2.30**	**62**	**27**	**8**	**3**	**6**	**2**
	Transit	**22.3%**		**30**		**4**		**3**	
	Walk	**24.3%**		**33**		**4**		**3**	
	Other	**7.5%**		**10**		**1**		**1**	
	All Modes	**100.0%**		**134**	**27**	**17**	**3**	**12**	**2**

Notes:
[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)
[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Parking Demand

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant - Maximum Residential

PARKING DEMAND	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Midday Period (Noon to 2 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				1,574	552	68	298	1,925	1,226	3,883	3	75	295	25	9,924
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.0
Peak short-term demand (spaces)				144	51	7	28	88	112	353	1	7	27	3	821
% of peak demand during period (ULI)				100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	97%
Total short-term demand (spaces)				**144**	**51**	**7**	**28**	**88**	**84**	**353**	**1**	**7**	**27**	**3**	**793**
LONG-TERM DEMAND															
Residential/Hotel Demand															
Perecentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	987	1,046	-												2,033
% of peak demand during period (ULI)	70%	70%	60%												70%
Subtotal long-term demand (spaces)	*691*	*733*	-												*1,424*
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			-	2,950	1,594	127	31	100	89	107	43	12	32	1	5,086
% of employees who drive			0%	57%	57%	57%	57%	57%	57%	58%	55%	55%	58%	56%	57%
Number of employees who drive			-	1,683	909	72	18	57	50	62	24	6	19	0	2,901
Average employee vehicle occupancy			-	1.38	1.38	1.38	1.38	1.38	1.37	1.38	1.36	1.36	1.38	1.37	1.37
Peak parking demand (spaces)			-	1,222	660	53	13	42	37	46	18	5	14	1	2,111
% of peak demand during period (ULI)			100%	100%	100%	100%	100%	100%	90%	100%	100%	100%	100%	100%	100%
Subtotal long-term demand (spaces)			-	*1,222*	*660*	*53*	*13*	*42*	*34*	*46*	*18*	*5*	*14*	*1*	*2,108*
Total long-term demand (spaces)	**691**	**733**	**-**	**1,222**	**660**	**53**	**13**	**42**	**34**	**46**	**18**	**5**	**14**	**1**	**3,532**
TOTAL PARKING DEMAND (spaces)	**691**	**733**	**-**	**1,366**	**711**	**60**	**41**	**130**	**118**	**399**	**19**	**12**	**41**	**4**	**4,325**
Evening Period (7 PM to 9 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				1,574	552	68	298	1,925	1,226	3,883	3	75	295	25	9,924
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.0
Peak short-term demand (spaces)				144	51	7	28	88	112	353	1	7	27	3	821
% of peak demand during period (ULI)				5%	5%	5%	90%	90%	100%	80%	0%	5%	10%	50%	63%
Total short-term demand (spaces)				**8**	**3**	**1**	**26**	**80**	**112**	**283**	**-**	**1**	**3**	**2**	**519**
LONG-TERM DEMAND															
Residential/Hotel Demand															
Perecentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	987	1,046	-												2,033
% of peak demand during period (ULI)	100%	100%	90%												100%
Subtotal long-term demand (spaces)	*987*	*1,046*	-												*2,033*
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			-	2,950	1,594	127	31	100	89	107	43	12	32	1	5,086
% of employees who drive			0%	57%	57%	57%	57%	57%	57%	58%	55%	55%	58%	56%	57%
Number of employees who drive			-	1,683	909	72	18	57	50	62	24	6	19	0	2,901
Average employee vehicle occupancy			-	1.38	1.38	1.38	1.38	1.38	1.37	1.38	1.36	1.36	1.38	1.37	1.37
Peak parking demand (spaces)			-	1,222	660	53	13	42	37	46	18	5	14	1	2,111
% of peak demand during period (ULI)			20%	10%	10%	10%	100%	100%	100%	90%	5%	5%	10%	50%	16%
Subtotal long-term demand (spaces)			-	*123*	*66*	*6*	*13*	*42*	*37*	*42*	*1*	*1*	*2*	*1*	*334*
Total long-term demand (spaces)	**987**	**1,046**	**-**	**123**	**66**	**6**	**13**	**42**	**37**	**42**	**1**	**1**	**2**	**1**	**2,367**
TOTAL PARKING DEMAND (spaces)	**987**	**1,046**	**-**	**131**	**69**	**7**	**39**	**122**	**149**	**325**	**1**	**2**	**5**	**3**	**2,886**

Commercial Vehicle and Service Loading Demand

Potrero Power Station Average and Peak Loading Commercial Demand by Scenario and Land Use [a]

Land Use Type	GSF (with occup. factor)	Daily Veh Trip Rate (/1000 gsf)	Turnover (minutes)	Daily Commer. Vehicle Trips	Commercial Loading Space Demand Avg Hour	Peak Hour [b]
Proposed Project						
Residential	2,682,427	0.03	25	80	4	5
Hotel	241,574	0.09	25	22	1	1
General Office / R&D / PDR [c]	1,288,501	0.21	25	271	13	16
General Retail	10,744	0.22	25	2	0	0
Supermarket	42,975	1.26	40	54	4	5
Restaurant	68,720	3.60	25	247	11	14
Community Center	100,938	0.10	25	10	0	1
Total Proposed Project	4,435,879	0.15	26	686	33	42
Maximum Residential Variant						
Residential	2,669,778	0.03	25	80	4	5
Hotel	-	0.09	25	-	-	-
General Office / R&D / PDR [c]	1,494,978	0.21	25	314	15	18
General Retail	10,744	0.22	25	2	0	0
Supermarket	35,000	1.26	40	44	3	4
Restaurant	68,720	3.60	25	247	11	14
Community Center	50,000	0.10	25	5	0	0
Total Max Residential Variant	4,329,220	0.16	26	692	33	42

Notes:

[a] Numbers may not sum to total due to rounding.

[b] Peak hour of the commercial loading demand, which generally occurs between 10 AM and 1 PM.

[c] Includes light industrial and arts uses.

1c TRAVEL DEMAND ANALYSIS – PROJECT VARIANT W/OUT PG&E SITE

Aggregated Travel Demand Calculations

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant without PG&E Site

	LAND USE CATEGORY														
	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
	696,994 gsf	725,442 gsf	241,574 gsf	814,240 gsf	645,738 gsf	15,000 gsf	10,744 gsf	35,000 gsf	31,116 gsf	37,604 gsf	15,000 gsf	10,000 gsf	25,000 gsf	6.6 acres	3,303,452 gsf
	846 units	620 units	250 rooms						(w/ occup. factor)						(w/ occup. factor)

INTERNAL AND EXTERNAL TRIP GENERATION RATES	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Daily Trip Rate (per d.u. / per 1,000 gsf)	7.5	10.0	7.0	18.1	8.0	18.1	150.0	297.0	200.0	600.0	67.0	195.0	80.0	20.0	24.3
AM Peak Hour as % of daily	14.2%	14.2%	8.8%	8.9%	18.2%	8.9%	2.3%	2.6%	1.1%	1.1%	17.8%	2.0%	6.1%	13.0%	6.5%
AM Peak Hour Trip Rate	1.07	1.42	0.62	1.61	1.46	1.61	3.49	7.78	2.16	6.49	11.90	3.90	4.85	2.60	1.57
(per unit, per room, per 1000 gsf, per acre)															
PM Peak Hour as % of daily	17.3%	17.3%	10.0%	8.5%	16.0%	8.5%	9.0%	7.3%	10.0%	10.0%	18.0%	16.2%	13.4%	9.0%	11.2%
PM Peak Hour Trip Rate	1.30	1.73	0.70	1.54	1.28	1.54	13.50	21.68	20.00	60.00	12.06	31.50	10.73	1.80	2.73
(per unit, per room, per 1000 gsf, per acre)															
% Modal Share															
Auto	41%	41%	47%	49%	49%	49%	50%	50%	50%	50%	45%	43%	46%	46%	48%
Transit	40%	40%	24%	27%	27%	27%	15%	15%	15%	15%	27%	25%	23%	22%	23%
Walk/Other	19%	19%	29%	24%	24%	24%	35%	35%	35%	35%	28%	32%	31%	32%	29%
Average Vehicle Occupancy Rate															
Weekday Daily	1.10	1.10	2.10	1.80	1.80	1.80	2.01	2.01	2.01	2.01	1.82	2.36	2.21	2.28	1.77
Weekday AM Peak Hour	1.10	1.10	1.76	1.45	1.45	1.45	1.43	2.01	1.36	2.01	1.85	2.34	2.21	2.28	1.39
Weekday PM Peak Hour	1.10	1.10	1.60	1.45	1.45	1.45	2.01	2.01	2.01	2.01	1.85	2.34	2.21	2.28	1.58

INTERNAL AND EXTERNAL TRIPS BY MODE BEFORE ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips	2,588	2,529	823	7,251	2,542	134	808	5,209	3,118	11,306	453	836	928	61	38,586
Transit Person Trips	2,564	2,505	418	4,006	1,404	74	235	1,514	907	3,287	273	493	459	30	18,168
Walk/Other Person Trips	1,193	1,166	509	3,480	1,220	64	569	3,672	2,198	7,970	279	621	613	42	23,596
Total Person Trips	**6,345**	**6,200**	**1,750**	**14,738**	**5,166**	**272**	**1,612**	**10,395**	**6,223**	**22,562**	**1,005**	**1,950**	**2,000**	**132**	**80,349**
Total Vehicle Trips	**2,355**	**2,302**	**393**	**4,025**	**1,411**	**74**	**401**	**2,586**	**1,548**	**5,614**	**249**	**354**	**420**	**27**	**21,759**
				2,139	750	1,886	0.47	0.00							
Weekday AM Peak Hour															
Auto Person Trips	368	360	77	701	504	13	20	136	37	122	80	17	56	8	2,499
Transit Person Trips	365	356	43	441	317	8	12	40	24	36	48	10	28	4	1,731
Walk/Other Person Trips	170	166	35	170	122	3	5	96	6	86	51	12	37	5	965
Total Person Trips	**903**	**882**	**155**	**1,312**	**942**	**24**	**38**	**272**	**67**	**244**	**179**	**39**	**121**	**17**	**5,195**
Total Vehicle Trips	**335**	**328**	**43**	**483**	**347**	**9**	**14**	**68**	**27**	**61**	**43**	**7**	**25**	**3**	**1,795**
Weekday PM Peak Hour															
Auto Person Trips	448	438	90	669	442	12	73	380	312	1,131	81	136	125	5	4,340
Transit Person Trips	444	433	53	421	278	8	21	111	91	329	49	80	62	3	2,381
Walk/Other Person Trips	206	202	32	162	107	3	51	268	220	797	51	100	82	4	2,285
Total Person Trips	**1,098**	**1,073**	**175**	**1,253**	**827**	**23**	**145**	**759**	**622**	**2,256**	**181**	**315**	**268**	**12**	**9,006**
Total Vehicle Trips	**407**	**398**	**56**	**462**	**305**	**9**	**36**	**189**	**155**	**561**	**44**	**58**	**56**	**2**	**2,738**

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant without PG&E Site

INTERNAL AND EXTERNAL TRIPS INBOUND/OUTBOUND SPLITS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
SF Guidelines Work															
Inbound	0%	0%	75%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
Outbound	100%	100%	25%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
SF Guidelines Non-Work															
Inbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	60%	60%	
Outbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	40%	40%	
ITE															
Inbound	20%	20%	59%	88%	83%	88%	62%	62%	N.A.	55%	53%	71%	66%	61%	
Outbound	80%	80%	41%	12%	17%	12%	38%	38%		45%	47%	29%	34%	39%	
Person Trips															
Inbound	33%	33%	60%	83%	83%	83%	84%	52%	100%	52%	57%	52%	62%	60%	61%
Outbound	67%	67%	40%	17%	17%	17%	16%	48%	0%	48%	43%	48%	39%	40%	39%
Inbound	301	294	93	1,091	784	20	32	140	67	127	101	20	75	10	3,156
Outbound	602	588	62	220	158	4	6	132	-	117	77	19	47	7	2,039
Total Person Trips	**903**	**882**	**155**	**1,312**	**942**	**24**	**38**	**272**	**67**	**244**	**179**	**39**	**121**	**17**	**5,195**
Vehicle Trips															
Inbound	33%	33%	64%	86%	86%	86%	86%	53%	100%	53%	61%	54%	63%	61%	63%
Outbound	67%	67%	36%	14%	14%	14%	14%	47%	0%	47%	39%	46%	37%	39%	37%
Inbound	112	109	28	417	300	8	12	36	27	32	26	4	16	2	1,129
Outbound	223	218	16	66	48	1	2	32	-	28	17	3	9	1	666
Total Vehicle Trips	**335**	**328**	**43**	**483**	**347**	**9**	**14**	**68**	**27**	**61**	**43**	**7**	**25**	**3**	**1,795**
Weekday PM Peak Hour															
SF Guidelines Work															
Inbound	100%	100%	50%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
Outbound	0%	0%	50%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
SF Guidelines Non-Work															
Inbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
Outbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
ITE															
Inbound	50%	50%	51%	17%	15%	17%	48%	51%	67%	60%	47%	48%	49%	61%	
Outbound	50%	50%	49%	83%	85%	83%	52%	49%	33%	40%	53%	52%	51%	39%	
Person Trips															
Inbound	67%	67%	50%	17%	17%	17%	48%	48%	48%	48%	43%	48%	48%	50%	45%
Outbound	33%	33%	50%	83%	83%	83%	52%	52%	52%	52%	57%	52%	52%	50%	55%
Inbound	732	715	88	210	139	4	70	367	299	1,083	78	152	129	6	4,072
Outbound	366	358	88	1,042	688	19	75	392	324	1,173	103	163	140	6	4,935
Total Person Trips	**1,098**	**1,073**	**175**	**1,253**	**827**	**23**	**145**	**759**	**622**	**2,256**	**181**	**315**	**268**	**12**	**9,006**
Vehicle Trips															
Inbound	67%	67%	50%	14%	14%	14%	47%	47%	47%	47%	39%	46%	46%	49%	43%
Outbound	33%	33%	50%	86%	86%	86%	53%	53%	53%	53%	61%	54%	54%	51%	57%
Inbound	272	265	28	63	42	1	17	90	72	262	17	27	26	1	1,184
Outbound	136	133	28	399	263	7	19	99	82	299	27	31	30	1	1,555
Total Vehicle Trips	**407**	**398**	**56**	**462**	**305**	**9**	**36**	**189**	**155**	**561**	**44**	**58**	**56**	**2**	**2,738**

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant without PG&E Site

INTERNAL AND LINKED PERSON TRIP ADJUSTMENT FACTORS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Internal trip factor	36.0%	36.0%	36.0%	**8.6%**	8.6%	8.6%	**12.0%**	12.0%	**8.0%**	**18.0%**	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	1,942	1,897	378	1,014	400	19	97	624	199	812	188	585	270	9	8,434
Total internal person trip productions															4,217
Total internal person trip attractions															4,217
Difference															0
% difference															0%
Internal and linked person trips (Walk)	2,284	2,232	630	1,267	444	23	193	1,247	498	4,061	754	1,463	600	13	15,711
Overall total trip reduction	**36%**	**36%**	**36%**	**9%**	**9%**	**9%**	**12%**	**12%**	**8%**	**18%**	**75%**	**75%**	**30%**	**10%**	**20%**
Weekday AM Peak Hour															
Internal trip factor	18.5%	18.5%	18.5%	**10.2%**	10.2%	10.2%	**18.0%**	18.0%	**10.0%**	**18.0%**	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	142	139	17	107	87	2	3	24	3	9	33	12	16	1	596
Total internal person trip productions															298
Total internal person trip attractions															298
Difference															0
% difference															0%
Internal and linked person trips (Walk)	167	163	29	134	97	2	7	49	7	44	134	29	36	2	900
Overall total trip reduction	**19%**	**19%**	**19%**	**10%**	**10%**	**10%**	**18%**	**18%**	**10%**	**18%**	**75%**	**75%**	**30%**	**10%**	**17%**
Weekday PM Peak Hour															
Internal trip factor	28.3%	28.3%	28.3%	**11.3%**	11.3%	11.3%	**18.0%**	18.0%	**10.0%**	**18.0%**	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	264	258	30	113	84	2	13	68	25	81	34	95	36	1	1,105
Total internal person trip productions															552
Total internal person trip attractions															552
Difference															0
% difference															0%
Internal and linked person trips (Walk)	311	304	50	142	93	3	26	137	62	406	136	236	81	1	1,986
Overall total trip reduction	**28%**	**28%**	**28%**	**11%**	**11%**	**11%**	**18%**	**18%**	**10%**	**18%**	**75%**	**75%**	**30%**	**10%**	**22%**
TRIP SUBTRACTION CHECK															
Weekday Daily	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday AM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday PM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
PEAK HOUR CHECK															
Auto Person Trips SD1+SD3															
Daily External Trips	757	740	51	1,739	609	32	267	1,723	1,152	3,087	48	193	106	16	10,520
AM+PM External Trips	327	320	18	240	166	4	22	141	115	342	20	34	21	4	1,774
Average Peak Hour Factor	22%	22%	18%	7%	14%	7%	4%	4%	5%	6%	21%	9%	10%	11%	8%
Transit Person Trips SD1+SD3															
Daily External Trips	868	848	33	1,211	425	22	74	479	320	859	29	114	69	11	5,363
AM+PM External Trips	375	367	13	186	128	3	7	39	35	95	12	20	13	2	1,297
Average Peak Hour Factor	22%	22%	19%	8%	15%	8%	5%	4%	6%	6%	21%	9%	10%	11%	12%
Walk/Other Person Trips SD1+SD3															
Daily External Trips	447	436	59	1,766	619	33	212	1,370	915	2,454	36	147	129	20	8,643
AM+PM External Trips	193	189	17	159	110	3	17	112	90	272	15	26	25	4	1,233
Average Peak Hour Factor	22%	22%	14%	5%	9%	5%	4%	4%	5%	6%	21%	9%	10%	11%	7%

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant without PG&E Site

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Superdistrict 1															
Auto Person Trips	589	576	12	398	139	7	37	236	158	422	1	0	25	4	2,603
Transit Person Trips	675	660	10	386	135	7	28	179	120	321	1	0	21	3	2,546
Walk/Other Person Trips	347	339	32	959	336	18	84	542	363	972	1	0	69	11	4,073
Total Person Trips	**1,612**	**1,575**	**54**	**1,742**	**611**	**32**	**148**	**957**	**640**	**1,715**	**3**	**1**	**116**	**18**	**9,223**
Vehicle Trips	536	524	6	223	78	4	22	142	95	254	1	0	12	2	1,899
Superdistrict 2															
Auto Person Trips	88	86	120	966	339	18	62	399	239	865	11	3	139	9	3,345
Transit Person Trips	101	99	66	652	229	12	32	208	125	452	12	3	72	5	2,068
Walk/Other Person Trips	52	51	55	365	128	7	38	244	146	529	1	0	67	5	1,688
Total Person Trips	**242**	**236**	**242**	**1,984**	**695**	**37**	**132**	**850**	**509**	**1,846**	**25**	**6**	**279**	**18**	**7,101**
Vehicle Trips	81	79	64	574	201	11	40	260	156	565	9	2	71	5	2,117
Superdistrict 3															
Auto Person Trips	168	164	39	1,341	470	25	231	1,487	994	2,664	47	193	81	13	7,917
Transit Person Trips	193	189	23	826	289	15	47	300	201	538	28	113	48	7	2,817
Walk/Other Person Trips	99	97	28	807	283	15	128	827	553	1,482	35	146	60	9	4,570
Total Person Trips	**460**	**450**	**89**	**2,974**	**1,042**	**55**	**405**	**2,615**	**1,748**	**4,684**	**110**	**453**	**189**	**29**	**15,304**
Vehicle Trips	153	150	18	720	252	13	114	738	493	1,322	24	80	35	5	4,118
Superdistrict 4															
Auto Person Trips	88	86	70	645	226	12	44	284	170	617	11	3	78	5	2,341
Transit Person Trips	101	99	35	369	129	7	14	91	55	198	8	2	36	2	1,147
Walk/Other Person Trips	52	51	23	153	54	3	10	63	38	137	1	0	28	2	614
Total Person Trips	**242**	**236**	**128**	**1,167**	**409**	**21**	**68**	**439**	**263**	**953**	**19**	**5**	**143**	**9**	**4,102**
Vehicle Trips	81	79	34	350	123	6	26	167	100	363	7	2	36	2	1,375
East Bay															
Auto Person Trips	207	203	107	1,031	362	19	56	360	216	782	19	5	117	8	3,491
Transit Person Trips	154	151	60	707	248	13	28	181	109	394	17	4	60	4	2,129
Walk/Other Person Trips	51	50	26	178	63	3	36	233	140	506	1	0	31	2	1,321
Total Person Trips	**413**	**403**	**193**	**1,917**	**672**	**35**	**120**	**775**	**464**	**1,682**	**37**	**9**	**208**	**13**	**6,941**
Vehicle Trips	189	185	44	446	156	8	26	171	102	370	9	2	47	3	1,758
North Bay															
Auto Person Trips	93	90	44	429	150	8	34	219	131	476	8	2	47	3	1,735
Transit Person Trips	28	27	7	112	39	2	10	63	38	138	3	1	6	0	474
Walk/Other Person Trips	-	-	8	52	18	1	14	91	55	198	0	0	9	1	447
Total Person Trips	**120**	**118**	**58**	**593**	**208**	**11**	**58**	**374**	**224**	**811**	**12**	**3**	**63**	**4**	**2,656**
Vehicle Trips	84	82	24	250	88	5	19	122	73	265	5	1	25	2	1,045
South Bay															
Auto Person Trips	494	483	131	1,450	508	27	116	749	449	1,626	32	8	137	8	6,218
Transit Person Trips	354	346	24	314	110	6	18	114	68	248	8	2	24	1	1,636
Walk/Other Person Trips	99	96	11	84	30	2	11	70	42	153	1	0	13	1	612
Total Person Trips	**946**	**925**	**166**	**1,848**	**648**	**34**	**145**	**934**	**559**	**2,027**	**41**	**10**	**173**	**11**	**8,466**
Vehicle Trips	450	439	71	994	348	18	55	358	214	776	28	7	65	4	3,827
Outside Bay Area															
Auto Person Trips	25	24	78	523	183	10	135	873	522	1,894	2	1	94	6	4,371
Transit Person Trips	-	-	46	316	111	6	32	209	125	454	2	0	55	4	1,360
Walk/Other Person Trips	-	-	66	407	143	7	174	1,122	672	2,436	0	0	81	6	5,114
Total Person Trips	**25**	**24**	**189**	**1,246**	**437**	**23**	**342**	**2,204**	**1,320**	**4,785**	**4**	**1**	**230**	**16**	**10,846**
Vehicle Trips	23	22	30	216	76	4	50	321	192	698	2	0	36	2	1,672
All Origins															
Auto Person Trips	1,753	1,713	601	6,784	2,378	125	714	4,607	2,878	9,347	132	214	719	56	32,022
Transit Person Trips	1,607	1,570	271	3,681	1,290	68	209	1,347	840	2,742	80	126	322	27	14,178
Walk/Other Person Trips	701	685	248	3,006	1,054	55	495	3,193	2,007	6,412	40	148	359	36	18,439
Total Person Trips	**4,061**	**3,968**	**1,120**	**13,470**	**4,722**	**248**	**1,418**	**9,148**	**5,725**	**18,501**	**251**	**488**	**1,400**	**119**	**64,639**
Vehicle Trips	1,596	1,559	290	3,772	1,322	69	353	2,279	1,426	4,613	84	95	328	25	17,812
Total Internal Person Trips	2,284	2,232	630	1,267	444	23	193	1,247	498	4,061	754	1,463	600	13	15,711
Person-trip reduction	36%	36%	36%	9%	9%	9%	12%	12%	8%	18%	75%	75%	30%	10%	20%
Average Vehicle Occupancy	1.10	1.10	2.08	1.80	1.80	1.80	2.02	2.02	2.02	2.03	1.56	2.25	2.19	2.28	1.80

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant without PG&E Site

EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	43	42	2	23	16	0	0	3	1	2	0	0	1	0	134
Transit Person Trips	49	48	2	27	19	0	1	2	2	2	0	0	1	0	153
Walk/Other Person Trips	25	25	4	39	28	1	1	6	2	5	0	0	3	1	140
Total Person Trips	**117**	**115**	**7**	**89**	**64**	**2**	**2**	**11**	**5**	**10**	**0**	**0**	**4**	**1**	**427**
Vehicle Trips	39	38	1	17	12	0	0	2	1	1	0	0	0	0	112
Superdistrict 2															
Auto Person Trips	4	4	6	65	46	1	2	5	4	5	1	0	5	1	149
Transit Person Trips	5	5	4	62	45	1	2	3	4	3	1	0	3	0	137
Walk/Other Person Trips	2	2	2	13	9	0	0	3	0	3	0	0	3	0	39
Total Person Trips	**11**	**11**	**12**	**139**	**100**	**3**	**4**	**11**	**8**	**10**	**2**	**0**	**10**	**1**	**325**
Vehicle Trips	4	4	4	50	36	1	1	4	3	3	1	0	3	0	113
Superdistrict 3															
Auto Person Trips	12	12	6	82	59	2	2	17	5	15	6	2	3	1	221
Transit Person Trips	14	14	4	54	39	1	1	3	3	3	3	1	2	1	142
Walk/Other Person Trips	7	7	3	30	22	1	1	9	1	8	4	1	2	1	98
Total Person Trips	**34**	**33**	**13**	**165**	**119**	**3**	**3**	**29**	**9**	**26**	**13**	**5**	**7**	**2**	**461**
Vehicle Trips	11	11	3	61	44	1	1	8	4	8	3	1	1	0	158
Superdistrict 4															
Auto Person Trips	4	4	4	55	40	1	2	4	4	3	1	0	3	0	125
Transit Person Trips	5	5	2	39	28	1	1	1	3	1	1	0	1	0	87
Walk/Other Person Trips	2	2	1	6	4	0	0	1	0	1	0	0	1	0	19
Total Person Trips	**11**	**11**	**7**	**99**	**71**	**2**	**3**	**6**	**6**	**5**	**2**	**0**	**5**	**1**	**231**
Vehicle Trips	4	4	2	37	26	1	1	2	2	2	1	0	1	0	84
East Bay															
Auto Person Trips	10	10	7	95	68	2	3	5	6	4	2	0	4	1	216
Transit Person Trips	7	7	5	82	59	2	2	2	6	2	1	0	2	0	178
Walk/Other Person Trips	2	2	1	8	5	0	0	3	0	3	0	0	1	0	27
Total Person Trips	**20**	**19**	**12**	**185**	**133**	**3**	**5**	**10**	**12**	**9**	**3**	**0**	**8**	**1**	**422**
Vehicle Trips	9	9	3	46	33	1	1	2	3	2	1	0	2	0	111
North Bay															
Auto Person Trips	4	4	3	41	29	1	1	3	3	3	1	0	2	0	95
Transit Person Trips	1	1	1	16	11	0	0	1	1	1	0	0	0	0	34
Walk/Other Person Trips	-	-	0	2	1	0	0	1	0	1	0	0	0	0	7
Total Person Trips	**6**	**6**	**4**	**59**	**42**	**1**	**2**	**5**	**4**	**5**	**1**	**0**	**2**	**0**	**136**
Vehicle Trips	4	4	2	27	19	0	1	2	2	2	0	0	1	0	64
South Bay															
Auto Person Trips	23	23	9	157	113	3	5	10	11	9	3	0	5	1	372
Transit Person Trips	17	16	2	39	28	1	1	2	3	1	1	0	1	0	112
Walk/Other Person Trips	5	5	1	5	4	0	0	1	0	1	0	0	0	0	22
Total Person Trips	**45**	**44**	**12**	**201**	**145**	**4**	**6**	**13**	**14**	**11**	**4**	**0**	**6**	**1**	**505**
Vehicle Trips	21	21	7	136	98	3	4	5	9	4	3	0	2	0	314
Outside Bay Area															
Auto Person Trips	1	1	3	20	14	0	1	12	1	11	0	0	3	1	68
Transit Person Trips	-	-	2	13	10	0	0	3	1	3	0	0	2	0	34
Walk/Other Person Trips	-	-	2	8	6	0	1	15	0	14	0	0	3	0	50
Total Person Trips	**1**	**1**	**7**	**42**	**30**	**1**	**2**	**30**	**1**	**27**	**0**	**0**	**9**	**1**	**152**
Vehicle Trips	1	1	1	11	8	0	0	4	1	4	0	0	1	0	34
All Origins															
Auto Person Trips	102	100	40	537	386	10	15	58	34	53	13	2	27	4	1,381
Transit Person Trips	98	96	21	331	238	6	9	17	22	15	8	1	12	2	877
Walk/Other Person Trips	45	44	15	111	80	2	3	40	5	36	5	1	13	3	401
Total Person Trips	**245**	**240**	**76**	**979**	**704**	**18**	**26**	**115**	**61**	**104**	**25**	**5**	**52**	**9**	**2,659**
Vehicle Trips	93	91	24	383	275	7	10	29	25	27	9	1	12	2	989

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	86	84	1	5	3	0	0	2	-	2	0	0	1	0	184
Transit Person Trips	98	96	1	5	4	0	0	2	-	2	0	0	0	0	210
Walk/Other Person Trips	51	49	3	8	6	0	0	6	-	5	0	0	2	1	130
Total Person Trips	**235**	**229**	**5**	**18**	**13**	**0**	**0**	**10**	**-**	**9**	**0**	**0**	**3**	**1**	**523**
Vehicle Trips	78	76	1	3	2	0	0	1	-	1	0	0	0	0	163
Superdistrict 2															
Auto Person Trips	8	8	4	13	9	0	0	5	-	4	1	0	3	0	58
Transit Person Trips	10	9	3	13	9	0	0	3	-	2	1	0	2	0	52
Walk/Other Person Trips	5	5	1	3	2	0	0	3	-	3	0	0	2	0	23
Total Person Trips	**23**	**22**	**8**	**28**	**20**	**1**	**1**	**11**	**-**	**10**	**2**	**0**	**6**	**1**	**133**
Vehicle Trips	8	7	2	8	6	0	0	3	-	3	1	0	2	0	40
Superdistrict 3															
Auto Person Trips	25	24	4	16	12	0	0	16	-	14	4	2	2	1	119
Transit Person Trips	28	27	2	11	8	0	0	3	-	3	3	1	1	0	88
Walk/Other Person Trips	14	14	2	6	4	0	0	9	-	8	3	1	1	0	64
Total Person Trips	**67**	**66**	**8**	**33**	**24**	**1**	**1**	**27**	**-**	**24**	**10**	**4**	**4**	**2**	**272**
Vehicle Trips	22	22	2	10	7	0	0	8	-	7	2	1	1	0	81
Superdistrict 4															
Auto Person Trips	8	8	3	11	8	0	0	4	-	3	1	0	2	0	49
Transit Person Trips	10	9	2	8	6	0	0	1	-	1	1	0	1	0	38
Walk/Other Person Trips	5	5	1	1	1	0	0	1	-	1	0	0	1	0	15
Total Person Trips	**23**	**22**	**5**	**20**	**14**	**0**	**1**	**6**	**-**	**5**	**1**	**0**	**3**	**0**	**101**
Vehicle Trips	8	7	1	6	4	0	0	2	-	2	0	0	1	0	32
East Bay															
Auto Person Trips	20	19	4	19	14	0	1	5	-	4	1	0	3	0	90
Transit Person Trips	15	14	3	17	12	0	0	2	-	2	1	0	1	0	68
Walk/Other Person Trips	5	5	1	2	1	0	0	3	-	3	0	0	1	0	20
Total Person Trips	**39**	**38**	**8**	**37**	**27**	**1**	**1**	**10**	**-**	**9**	**2**	**0**	**5**	**1**	**178**
Vehicle Trips	18	18	2	7	5	0	0	2	-	2	1	0	1	0	56
North Bay															
Auto Person Trips	9	9	2	8	6	0	0	3	-	2	1	0	1	0	41
Transit Person Trips	3	3	1	3	2	0	0	1	-	1	0	0	0	0	13
Walk/Other Person Trips	-	-	0	0	0	0	0	1	-	1	0	0	0	0	3
Total Person Trips	**11**	**11**	**3**	**12**	**8**	**0**	**0**	**5**	**-**	**4**	**1**	**0**	**1**	**0**	**57**
Vehicle Trips	8	8	1	4	3	0	0	2	-	1	0	0	1	0	28
South Bay															
Auto Person Trips	47	46	6	32	23	1	1	9	-	8	2	0	3	0	179
Transit Person Trips	34	33	1	8	6	0	0	1	-	1	1	0	1	0	86
Walk/Other Person Trips	9	9	0	1	1	0	0	1	-	1	0	0	0	0	23
Total Person Trips	**90**	**88**	**8**	**41**	**29**	**1**	**1**	**12**	**-**	**11**	**3**	**0**	**4**	**1**	**287**
Vehicle Trips	43	42	4	22	15	0	1	4	-	4	2	0	1	0	138
Outside Bay Area															
Auto Person Trips	2	2	2	4	3	0	0	11	-	10	0	0	2	0	37
Transit Person Trips	-	-	1	3	2	0	0	3	-	2	0	0	1	0	13
Walk/Other Person Trips	-	-	2	2	1	0	0	14	-	13	0	0	2	0	34
Total Person Trips	**2**	**2**	**5**	**8**	**6**	**0**	**0**	**28**	**-**	**25**	**0**	**0**	**5**	**1**	**84**
Vehicle Trips	2	2	1	2	1	0	0	4	-	4	0	0	1	0	17
All Origins															
Auto Person Trips	205	200	26	108	78	2	3	55	-	49	10	2	17	3	757
Transit Person Trips	197	192	14	67	48	1	2	16	-	14	6	1	8	1	567
Walk/Other Person Trips	89	87	10	22	16	0	1	37	-	33	4	1	8	2	311
Total Person Trips	**491**	**479**	**50**	**198**	**142**	**4**	**5**	**108**	**-**	**96**	**19**	**5**	**33**	**6**	**1,636**
Vehicle Trips	186	182	13	61	44	1	2	26	-	23	5	1	7	1	554

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	84	82	1	4	3	0	1	7	7	20	0	0	2	0	211
Transit Person Trips	96	94	1	5	3	0	1	5	5	15	0	0	1	0	228
Walk/Other Person Trips	49	48	1	7	5	0	3	16	16	47	0	0	4	0	198
Total Person Trips	**230**	**224**	**3**	**16**	**11**	**0**	**5**	**28**	**29**	**82**	**0**	**0**	**7**	**1**	**637**
Vehicle Trips	76	75	0	2	2	0	1	4	4	12	0	0	1	0	177
Superdistrict 2															
Auto Person Trips	10	10	5	12	8	0	3	14	11	42	1	0	9	0	127
Transit Person Trips	12	11	4	12	8	0	1	7	6	22	1	0	5	0	90
Walk/Other Person Trips	6	6	2	2	2	0	2	9	7	25	0	0	4	0	65
Total Person Trips	**28**	**27**	**11**	**27**	**18**	**0**	**6**	**30**	**24**	**89**	**2**	**1**	**18**	**1**	**282**
Vehicle Trips	9	9	4	8	5	0	2	9	7	26	1	0	4	0	84
Superdistrict 3															
Auto Person Trips	24	23	2	15	10	0	8	43	45	128	4	15	5	1	324
Transit Person Trips	27	27	1	10	7	0	2	9	9	26	3	9	3	0	132
Walk/Other Person Trips	14	14	1	6	4	0	5	24	25	71	3	11	4	0	182
Total Person Trips	**66**	**64**	**5**	**30**	**20**	**1**	**15**	**76**	**80**	**225**	**10**	**34**	**12**	**1**	**639**
Vehicle Trips	22	21	1	9	6	0	4	21	22	62	2	6	2	0	178
Superdistrict 4															
Auto Person Trips	10	10	4	11	7	0	2	10	8	30	1	0	5	0	98
Transit Person Trips	12	11	3	7	5	0	1	3	3	10	1	0	2	0	57
Walk/Other Person Trips	6	6	1	1	1	0	0	2	2	7	0	0	2	0	27
Total Person Trips	**28**	**27**	**7**	**19**	**13**	**0**	**3**	**16**	**13**	**46**	**1**	**1**	**9**	**0**	**183**
Vehicle Trips	9	9	2	6	4	0	1	6	5	17	0	0	2	0	62
East Bay															
Auto Person Trips	24	23	7	18	12	0	2	13	10	38	1	0	8	0	158
Transit Person Trips	18	17	5	16	10	0	1	6	5	19	1	0	4	0	104
Walk/Other Person Trips	6	6	1	1	1	0	2	8	7	24	0	0	2	0	58
Total Person Trips	**48**	**47**	**13**	**36**	**24**	**1**	**5**	**27**	**22**	**81**	**2**	**1**	**13**	**1**	**320**
Vehicle Trips	22	21	3	7	5	0	1	6	5	17	1	0	3	0	91
North Bay															
Auto Person Trips	11	10	3	8	5	0	1	8	6	23	1	0	3	0	80
Transit Person Trips	3	3	1	3	2	0	0	2	2	7	0	0	0	0	24
Walk/Other Person Trips	-	-	0	0	0	0	1	3	3	9	0	0	1	0	18
Total Person Trips	**14**	**14**	**4**	**11**	**7**	**0**	**3**	**13**	**11**	**39**	**1**	**0**	**4**	**0**	**121**
Vehicle Trips	10	9	2	4	3	0	1	4	3	12	0	0	2	0	51
South Bay															
Auto Person Trips	57	56	11	30	20	1	5	26	22	78	2	1	9	0	317
Transit Person Trips	41	40	3	8	5	0	1	4	3	12	1	0	2	0	118
Walk/Other Person Trips	11	11	0	1	1	0	0	2	2	7	0	0	1	0	38
Total Person Trips	**109**	**107**	**14**	**39**	**26**	**1**	**6**	**33**	**27**	**97**	**3**	**1**	**11**	**0**	**473**
Vehicle Trips	52	51	8	21	14	0	2	12	10	36	2	1	4	0	213
Outside Bay Area															
Auto Person Trips	3	3	2	4	3	0	6	31	25	91	0	0	6	0	174
Transit Person Trips	-	-	1	3	2	0	1	7	6	22	0	0	4	0	46
Walk/Other Person Trips	-	-	2	2	1	0	8	40	32	117	0	0	5	0	206
Total Person Trips	**3**	**3**	**5**	**8**	**5**	**0**	**15**	**78**	**63**	**230**	**0**	**0**	**15**	**1**	**426**
Vehicle Trips	3	3	1	2	1	0	2	11	9	33	0	0	2	0	66
All Origins															
Auto Person Trips	223	218	35	103	68	2	29	152	135	449	10	17	46	3	1,489
Transit Person Trips	209	204	20	63	42	1	9	45	40	132	6	10	21	1	801
Walk/Other Person Trips	93	91	8	21	14	0	20	104	94	308	4	11	23	2	792
Total Person Trips	**525**	**513**	**63**	**187**	**123**	**3**	**58**	**301**	**269**	**888**	**20**	**38**	**90**	**5**	**3,082**
Vehicle Trips	203	198	22	58	38	1	14	74	65	216	6	7	20	1	922

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	42	41	1	21	14	0	1	7	8	22	0	0	2	0	159
Transit Person Trips	48	47	1	25	16	0	1	6	6	17	0	0	1	0	168
Walk/Other Person Trips	25	24	1	36	24	1	3	17	18	51	0	0	5	0	204
Total Person Trips	**115**	**112**	**3**	**81**	**54**	**1**	**6**	**30**	**32**	**89**	**0**	**0**	**8**	**1**	**531**
Vehicle Trips	38	37	0	15	10	0	1	4	5	14	0	0	1	0	126
Superdistrict 2															
Auto Person Trips	5	5	5	62	41	1	3	15	12	45	1	0	10	0	206
Transit Person Trips	6	6	4	59	39	1	1	8	6	23	1	0	5	0	161
Walk/Other Person Trips	3	3	2	12	8	0	2	9	8	27	0	0	5	0	79
Total Person Trips	**14**	**14**	**11**	**133**	**88**	**2**	**6**	**32**	**26**	**96**	**2**	**1**	**19**	**1**	**446**
Vehicle Trips	5	5	4	47	31	1	2	10	8	30	1	0	5	0	149
Superdistrict 3															
Auto Person Trips	12	12	2	74	49	1	9	46	49	139	6	16	6	1	421
Transit Person Trips	14	13	1	49	32	1	2	9	10	28	3	9	3	0	176
Walk/Other Person Trips	7	7	1	27	18	1	5	26	27	77	4	12	4	0	217
Total Person Trips	**33**	**32**	**5**	**151**	**100**	**3**	**16**	**81**	**86**	**244**	**13**	**37**	**13**	**1**	**814**
Vehicle Trips	11	11	1	56	37	1	4	23	25	70	3	7	3	0	252
Superdistrict 4															
Auto Person Trips	5	5	4	53	35	1	2	11	9	32	1	0	5	0	164
Transit Person Trips	6	6	3	37	24	1	1	3	3	10	1	0	3	0	97
Walk/Other Person Trips	3	3	1	5	4	0	0	2	2	7	0	0	2	0	30
Total Person Trips	**14**	**14**	**7**	**95**	**63**	**2**	**3**	**17**	**14**	**50**	**2**	**1**	**10**	**0**	**290**
Vehicle Trips	5	5	2	35	23	1	1	6	5	19	1	0	3	0	106
East Bay															
Auto Person Trips	12	12	7	91	60	2	3	14	11	41	2	1	8	0	262
Transit Person Trips	9	9	5	78	52	1	1	7	6	20	1	0	4	0	195
Walk/Other Person Trips	3	3	1	7	5	0	2	9	7	26	0	0	2	0	65
Total Person Trips	**24**	**23**	**13**	**176**	**116**	**3**	**6**	**29**	**24**	**87**	**3**	**1**	**15**	**1**	**522**
Vehicle Trips	11	11	3	43	29	1	1	7	5	20	1	0	3	0	135
North Bay															
Auto Person Trips	5	5	3	39	26	1	2	8	7	25	1	0	3	0	125
Transit Person Trips	2	2	1	15	10	0	0	2	2	7	0	0	0	0	42
Walk/Other Person Trips	-	-	0	2	1	0	1	3	3	10	0	0	1	0	21
Total Person Trips	**7**	**7**	**4**	**56**	**37**	**1**	**3**	**14**	**12**	**42**	**1**	**0**	**4**	**0**	**188**
Vehicle Trips	5	5	2	26	17	0	1	5	4	14	0	0	2	0	81
South Bay															
Auto Person Trips	28	28	11	150	99	3	5	28	23	85	3	1	10	0	474
Transit Person Trips	20	20	3	37	25	1	1	4	4	13	1	0	2	0	130
Walk/Other Person Trips	6	6	0	5	3	0	1	3	2	8	0	0	1	0	35
Total Person Trips	**55**	**53**	**14**	**192**	**127**	**4**	**7**	**35**	**29**	**105**	**4**	**1**	**12**	**0**	**638**
Vehicle Trips	26	25	8	130	86	2	3	14	11	41	3	1	5	0	355
Outside Bay Area															
Auto Person Trips	1	1	2	19	13	0	6	33	27	98	0	0	7	0	209
Transit Person Trips	-	-	1	13	8	0	2	8	7	24	0	0	4	0	67
Walk/Other Person Trips	-	-	2	8	5	0	8	42	35	127	0	0	6	0	233
Total Person Trips	**1**	**1**	**5**	**40**	**26**	**1**	**16**	**83**	**69**	**249**	**0**	**0**	**16**	**1**	**509**
Vehicle Trips	1	1	1	10	7	0	2	12	10	37	0	0	3	0	86
All Origins															
Auto Person Trips	111	109	35	509	336	9	31	162	147	486	13	18	50	3	2,019
Transit Person Trips	104	102	20	313	207	6	9	48	43	143	8	11	22	1	1,036
Walk/Other Person Trips	46	45	8	103	68	2	21	111	102	333	5	12	25	2	883
Total Person Trips	**262**	**256**	**63**	**924**	**610**	**17**	**61**	**321**	**291**	**962**	**26**	**41**	**98**	**5**	**3,938**
Vehicle Trips	101	99	22	363	239	7	16	82	74	246	9	9	24	1	1,290

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips															
Superdistrict 1	589	576	12	398	139	7	37	236	158	422	1	0	25	4	2,603
Superdistrict 2	88	86	120	966	339	18	62	399	239	865	11	3	139	9	3,345
Superdistrict 3	168	164	39	1,341	470	25	231	1,487	994	2,664	47	193	81	13	7,917
Superdistrict 4	88	86	70	645	226	12	44	284	170	617	11	3	78	5	2,341
East Bay	207	203	107	1,031	362	19	56	360	216	782	19	5	117	8	3,491
North Bay	93	90	44	429	150	8	34	219	131	476	8	2	47	3	1,735
South Bay	494	483	131	1,450	508	27	116	749	449	1,626	32	8	137	8	6,218
Outside of Bay Area	25	24	78	523	183	10	135	873	522	1,894	2	1	94	6	4,371
All Origins	**1,753**	**1,713**	**601**	**6,784**	**2,378**	**125**	**714**	**4,607**	**2,878**	**9,347**	**132**	**214**	**719**	**56**	**32,022**
Transit Person Trips															
Superdistrict 1	675	660	10	386	135	7	28	179	120	321	1	0	21	3	2,546
Superdistrict 2	101	99	66	652	229	12	32	208	125	452	12	3	72	5	2,068
Superdistrict 3	193	189	23	826	289	15	47	300	201	538	28	113	48	7	2,817
Superdistrict 4	101	99	35	369	129	7	14	91	55	198	8	2	36	2	1,147
East Bay	154	151	60	707	248	13	28	181	109	394	17	4	60	4	2,129
North Bay	28	27	7	112	39	2	10	63	38	138	3	1	6	0	474
South Bay	354	346	24	314	110	6	18	114	68	248	8	2	24	1	1,636
Outside of Bay Area	-	-	46	316	111	6	32	209	125	454	2	0	55	4	1,360
All Origins	**1,607**	**1,570**	**271**	**3,681**	**1,290**	**68**	**209**	**1,347**	**840**	**2,742**	**80**	**126**	**322**	**27**	**14,178**
Walk/Other Person Trips															
Superdistrict 1	347	339	32	959	336	18	84	542	363	972	1	0	69	11	4,073
Superdistrict 2	52	51	55	365	128	7	38	244	146	529	1	0	67	5	1,688
Superdistrict 3	99	97	28	807	283	15	128	827	553	1,482	35	146	60	9	4,570
Superdistrict 4	52	51	23	153	54	3	10	63	38	137	1	0	28	2	614
East Bay	51	50	26	178	63	3	36	233	140	506	1	0	31	2	1,321
North Bay	-	-	8	52	18	1	14	91	55	198	0	0	9	1	447
South Bay	99	96	11	84	30	2	11	70	42	153	1	0	13	1	612
Outside of Bay Area	-	-	66	407	143	7	174	1,122	672	2,436	0	0	81	6	5,114
All Origins	**701**	**685**	**248**	**3,006**	**1,054**	**55**	**495**	**3,193**	**2,007**	**6,412**	**40**	**148**	**359**	**36**	**18,439**
Total Person Trips															
Superdistrict 1	1,612	1,575	54	1,742	611	32	148	957	640	1,715	3	1	116	18	9,223
Superdistrict 2	242	236	242	1,984	695	37	132	850	509	1,846	25	6	279	18	7,101
Superdistrict 3	460	450	89	2,974	1,042	55	405	2,615	1,748	4,684	110	453	189	29	15,304
Superdistrict 4	242	236	128	1,167	409	21	68	439	263	953	19	5	143	9	4,102
East Bay	413	403	193	1,917	672	35	120	775	464	1,682	37	9	208	13	6,941
North Bay	120	118	58	593	208	11	58	374	224	811	12	3	63	4	2,656
South Bay	946	925	166	1,848	648	34	145	934	559	2,027	41	10	173	11	8,466
Outside of Bay Area	25	24	189	1,246	437	23	342	2,204	1,320	4,785	4	1	230	16	10,846
All Origins	**4,061**	**3,968**	**1,120**	**13,470**	**4,722**	**248**	**1,418**	**9,148**	**5,725**	**18,501**	**251**	**488**	**1,400**	**119**	**64,639**
Vehicle Trips															
Superdistrict 1	536	524	6	223	78	4	22	142	95	254	1	0	12	2	1,899
Superdistrict 2	81	79	64	574	201	11	40	260	156	565	9	2	71	5	2,117
Superdistrict 3	153	150	18	720	252	13	114	738	493	1,322	24	80	35	5	4,118
Superdistrict 4	81	79	34	350	123	6	26	167	100	363	7	2	36	2	1,375
East Bay	189	185	44	446	156	8	26	171	102	370	9	2	47	3	1,758
North Bay	84	82	24	250	88	5	19	122	73	265	5	1	25	2	1,045
South Bay	450	439	71	994	348	18	55	358	214	776	28	7	65	4	3,827
Outside of Bay Area	23	22	30	216	76	4	50	321	192	698	2	0	36	2	1,672
All Origins	**1,596**	**1,559**	**290**	**3,772**	**1,322**	**69**	**353**	**2,279**	**1,426**	**4,613**	**84**	**95**	**328**	**25**	**17,812**

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant without PG&E Site

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Auto Person Trips															
Superdistrict 1	129	126	3	27	20	1	0	5	1	5	0	0	2	1	318
Superdistrict 2	13	12	10	78	56	1	2	10	4	9	2	0	8	1	207
Superdistrict 3	37	36	10	98	71	2	2	32	5	29	10	4	5	2	341
Superdistrict 4	13	12	7	67	48	1	2	7	4	7	2	0	5	1	174
East Bay	30	29	11	114	82	2	3	9	6	8	3	0	7	1	306
North Bay	13	13	5	49	35	1	1	6	3	5	1	0	3	0	135
South Bay	70	69	16	189	136	3	6	20	11	18	5	0	8	1	551
Outside of Bay Area	4	3	5	24	17	0	1	23	1	20	0	0	6	1	106
All Origins	**307**	**300**	**66**	**646**	**464**	**12**	**17**	**113**	**34**	**101**	**23**	**4**	**44**	**7**	**2,139**
Transit Person Trips															
Superdistrict 1	148	144	3	33	23	1	1	4	2	3	0	0	1	0	363
Superdistrict 2	14	14	7	75	54	1	2	5	4	5	2	0	4	1	188
Superdistrict 3	42	41	6	65	46	1	1	6	3	6	6	2	3	1	230
Superdistrict 4	14	14	4	46	33	1	1	2	3	2	1	0	2	0	125
East Bay	22	21	8	99	71	2	3	5	6	4	3	0	4	0	247
North Bay	4	4	1	19	13	0	1	2	1	1	1	0	0	0	47
South Bay	50	49	3	47	34	1	1	3	3	3	1	0	1	0	197
Outside of Bay Area	-	-	3	16	12	0	0	5	1	5	0	0	3	0	47
All Origins	**295**	**288**	**35**	**398**	**286**	**7**	**10**	**33**	**22**	**30**	**14**	**3**	**20**	**3**	**1,444**
Walk/Other Person Trips															
Superdistrict 1	76	74	7	47	34	1	1	12	2	11	0	0	4	1	269
Superdistrict 2	7	7	4	15	11	0	0	6	0	6	0	0	4	1	62
Superdistrict 3	22	21	6	36	26	1	1	18	1	16	7	3	4	1	162
Superdistrict 4	7	7	2	7	5	0	0	2	0	1	0	0	2	0	33
East Bay	7	7	2	9	7	0	0	6	0	5	0	0	2	0	47
North Bay	-	-	1	2	2	0	0	2	0	2	0	0	1	0	10
South Bay	14	14	1	6	5	0	0	2	0	2	0	0	1	0	45
Outside of Bay Area	-	-	4	10	7	0	1	29	0	26	0	0	5	1	84
All Origins	**134**	**131**	**25**	**133**	**96**	**2**	**3**	**77**	**5**	**69**	**8**	**3**	**22**	**5**	**712**
Total Person Trips															
Superdistrict 1	352	344	12	107	77	2	2	21	5	19	0	0	7	2	950
Superdistrict 2	34	34	21	167	120	3	4	22	8	20	4	0	17	2	458
Superdistrict 3	101	98	21	199	143	4	4	57	9	51	23	9	11	4	733
Superdistrict 4	34	34	12	120	86	2	3	11	6	10	3	0	9	1	333
East Bay	59	57	21	222	160	4	6	20	12	18	6	0	13	2	600
North Bay	17	17	6	70	51	1	2	10	4	9	2	0	4	1	193
South Bay	135	132	20	242	174	4	7	24	14	22	6	0	10	1	793
Outside of Bay Area	4	3	12	50	36	1	2	58	1	52	1	0	14	2	236
All Origins	**736**	**719**	**126**	**1,177**	**846**	**22**	**31**	**223**	**61**	**200**	**45**	**10**	**85**	**15**	**4,295**
Vehicle Trips															
Superdistrict 1	117	114	2	19	14	0	0	3	1	3	0	0	1	0	275
Superdistrict 2	11	11	6	58	41	1	2	7	3	6	1	0	4	1	153
Superdistrict 3	33	33	5	71	51	1	1	16	4	14	5	2	2	1	239
Superdistrict 4	11	11	4	42	30	1	1	4	2	4	1	0	2	0	116
East Bay	27	26	5	53	38	1	1	4	3	4	1	0	3	0	167
North Bay	12	12	3	31	22	1	1	3	2	3	1	0	2	0	92
South Bay	64	63	11	157	113	3	5	9	9	8	4	0	4	0	452
Outside of Bay Area	3	3	2	13	9	0	0	8	1	8	0	0	2	0	50
All Origins	**280**	**273**	**38**	**444**	**319**	**8**	**12**	**56**	**25**	**50**	**14**	**2**	**20**	**3**	**1,543**

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Auto Person Trips															
Superdistrict 1	126	123	1	25	16	0	3	14	15	42	0	0	3	0	370
Superdistrict 2	15	15	11	74	49	1	6	29	24	87	2	1	19	1	333
Superdistrict 3	36	35	5	89	59	2	17	90	94	266	10	30	11	1	746
Superdistrict 4	15	15	8	64	42	1	4	21	17	62	2	1	11	0	262
East Bay	36	35	14	109	72	2	5	26	22	78	3	1	16	1	419
North Bay	16	16	6	47	31	1	3	16	13	48	1	0	6	0	204
South Bay	85	84	21	180	119	3	10	55	45	163	5	2	18	1	791
Outside of Bay Area	4	4	5	23	15	0	12	64	52	189	0	0	13	1	383
All Origins	**334**	**327**	**71**	**611**	**403**	**11**	**60**	**314**	**282**	**935**	**23**	**35**	**96**	**5**	**3,508**
Transit Person Trips															
Superdistrict 1	144	141	1	30	20	1	2	11	11	32	0	0	3	0	396
Superdistrict 2	18	17	9	71	47	1	3	15	12	45	2	1	10	0	251
Superdistrict 3	41	40	3	59	39	1	3	18	19	54	6	18	6	1	309
Superdistrict 4	18	17	5	44	29	1	1	7	5	20	1	0	5	0	154
East Bay	27	26	11	94	62	2	3	13	11	39	3	1	8	0	300
North Bay	5	5	2	18	12	0	1	5	4	14	1	0	1	0	66
South Bay	61	60	5	45	30	1	2	8	7	25	1	0	3	0	248
Outside of Bay Area	-	-	3	15	10	0	3	15	13	45	0	0	7	0	113
All Origins	**313**	**306**	**39**	**376**	**248**	**7**	**18**	**92**	**82**	**274**	**14**	**21**	**43**	**2**	**1,836**
Walk/Other Person Trips															
Superdistrict 1	74	73	3	43	28	1	6	33	34	97	0	0	9	1	403
Superdistrict 2	9	9	3	14	9	0	3	18	15	53	0	0	9	0	143
Superdistrict 3	21	21	2	33	22	1	10	50	52	148	7	23	8	1	399
Superdistrict 4	9	9	1	6	4	0	1	5	4	14	0	0	4	0	57
East Bay	9	9	2	9	6	0	3	17	14	51	0	0	4	0	123
North Bay	-	-	0	2	2	0	1	7	5	20	0	0	1	0	39
South Bay	17	17	1	6	4	0	1	5	4	15	0	0	2	0	72
Outside of Bay Area	-	-	3	10	6	0	16	82	67	244	0	0	11	1	439
All Origins	**139**	**136**	**16**	**124**	**82**	**2**	**41**	**216**	**196**	**641**	**8**	**23**	**48**	**3**	**1,675**
Total Person Trips															
Superdistrict 1	344	337	5	97	64	2	11	58	61	171	0	0	16	2	1,169
Superdistrict 2	42	41	23	160	105	3	12	62	51	185	4	1	37	2	728
Superdistrict 3	98	96	10	181	120	3	30	158	166	468	24	71	25	3	1,453
Superdistrict 4	42	41	15	114	75	2	6	32	26	95	3	1	19	1	473
East Bay	71	70	26	212	140	4	11	57	46	168	6	2	28	1	842
North Bay	21	20	8	67	44	1	5	27	22	81	2	1	8	0	309
South Bay	164	160	27	231	153	4	13	68	56	203	6	2	23	1	1,112
Outside of Bay Area	4	4	11	48	32	1	31	161	132	478	1	0	31	1	935
All Origins	**787**	**769**	**125**	**1,111**	**733**	**20**	**119**	**622**	**560**	**1,850**	**45**	**79**	**188**	**11**	**7,020**
Vehicle Trips															
Superdistrict 1	115	112	1	18	12	0	2	9	9	25	0	0	2	0	303
Superdistrict 2	14	14	7	55	36	1	4	19	16	56	1	1	10	0	234
Superdistrict 3	33	32	3	64	42	1	8	44	47	132	5	13	5	0	430
Superdistrict 4	14	14	5	41	27	1	2	12	10	36	1	0	5	0	168
East Bay	33	32	6	50	33	1	2	12	10	37	1	0	6	0	226
North Bay	15	14	4	30	20	1	2	9	7	27	1	0	3	0	132
South Bay	78	76	17	150	99	3	5	26	21	78	4	2	9	0	568
Outside of Bay Area	4	4	2	12	8	0	4	23	19	70	0	0	5	0	152
All Origins	**304**	**297**	**44**	**420**	**277**	**8**	**30**	**155**	**140**	**461**	**14**	**16**	**44**	**2**	**2,213**

Individual Land Use Trip Generation Calculations

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: RESIDENTIAL Studio/1-Bedroom (WORK TRIPS)

Proposed Size:		846 units						
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		7.5 trips/unit	Person-trip Gen Rate:		14.2% [5]	1.1	17.3% [1]	1.3
Total Person Trips:		6,345 person-trips	Total Person-trips:			903		1,098
Work Trips [2]:	33%	2,094 person-trips	Work Person-trips:		50% [6]	451	50% [2]	549

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	409	372	88	80	107	97
	Transit	41.9%		468		101		123	
	Walk	9.3%		104		22		27	
	Other	12.3%		137		30		36	
	All Modes	100.0%		1,118	372	241	80	293	97
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	29	27	6	6	8	7
	Transit	41.9%		33		7		9	
	Walk	9.3%		7		2		2	
	Other	12.3%		10		2		3	
	All Modes	100.0%		80	27	17	6	21	7
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	117	106	25	23	31	28
	Transit	41.9%		134		29		35	
	Walk	9.3%		30		6		8	
	Other	12.3%		39		8		10	
	All Modes	100.0%		319	106	69	23	84	28
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	29	27	6	6	8	7
	Transit	41.9%		33		7		9	
	Walk	9.3%		7		2		2	
	Other	12.3%		10		2		3	
	All Modes	100.0%		80	27	17	6	21	7
East Bay 6.5%	Auto	50.3%	1.10	68	62	15	13	18	16
	Transit	37.3%		51		11		13	
	Walk	0.0%		0		0		0	
	Other	12.4%		17		4		4	
	All Modes	100.0%		136	62	29	13	36	16
North Bay 1.9%	Auto	76.9%	1.10	31	28	7	6	8	7
	Transit	23.1%		9		2		2	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		40	28	9	6	10	7
South Bay 14.9%	Auto	52.2%	1.10	163	148	35	32	43	39
	Transit	37.4%		117		25		31	
	Walk	0.0%		0		0		0	
	Other	10.4%		33		7		9	
	All Modes	100.0%		312	148	67	32	82	39
Out of Region 0.4%	Auto	100.0%	1.10	8	7	2	2	2	2
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		8	7	2	2	2	2
All Origins 100.0%	**Auto**	**40.8%**	**1.10**	**854**	**777**	**184**	**168**	**224**	**204**
	Transit	**40.4%**		**846**		**182**		**222**	
	Walk	**7.1%**		**148**		**32**		**39**	
	Other	**11.7%**		**246**		**53**		**64**	
	All Modes	**100.0%**		**2,094**	**777**	**451**	**168**	**549**	**204**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: RESIDENTIAL Studio/1-Bedroom (NON-WORK TRIPS)

Proposed Size:		846 units						
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		7.5 trips/unit	Person-trip Gen Rate:		14.2% [5]	1.1	17.3% [1]	1.3
Total Person Trips:		6,345 person-trips	Total Person-trips:			903		1,098
Non-Work Trips [2]:	67%	4,251 person-trips	Non-Work Person-trips:		50% [6]	451	50% [2]	549

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	830	755	88	80	107	97
	Transit	41.9%		951		101		123	
	Walk	9.3%		210		22		27	
	Other	12.3%		279		30		36	
	All Modes	100.0%		2,270	755	241	80	293	97
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	59	54	6	6	8	7
	Transit	41.9%		68		7		9	
	Walk	9.3%		15		2		2	
	Other	12.3%		20		2		3	
	All Modes	100.0%		162	54	17	6	21	7
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	237	216	25	23	31	28
	Transit	41.9%		272		29		35	
	Walk	9.3%		60		6		8	
	Other	12.3%		80		8		10	
	All Modes	100.0%		649	216	69	23	84	28
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	59	54	6	6	8	7
	Transit	41.9%		68		7		9	
	Walk	9.3%		15		2		2	
	Other	12.3%		20		2		3	
	All Modes	100.0%		162	54	17	6	21	7
East Bay 6.5%	Auto	50.3%	1.10	139	127	15	13	18	16
	Transit	37.3%		103		11		13	
	Walk	0.0%		0		0		0	
	Other	12.4%		34		4		4	
	All Modes	100.0%		277	127	29	13	36	16
North Bay 1.9%	Auto	76.9%	1.10	62	56	7	6	8	7
	Transit	23.1%		19		2		2	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		81	56	9	6	10	7
South Bay 14.9%	Auto	52.2%	1.10	331	301	35	32	43	39
	Transit	37.4%		237		25		31	
	Walk	0.0%		0		0		0	
	Other	10.4%		66		7		9	
	All Modes	100.0%		634	301	67	32	82	39
Out of Region 0.4%	Auto	100.0%	1.10	17	15	2	2	2	2
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		17	15	2	2	2	2
All Origins 100.0%	**Auto**	**40.8%**	**1.10**	**1,734**	**1,578**	**184**	**168**	**224**	**204**
	Transit	**40.4%**		**1,718**		**182**		**222**	
	Walk	**7.1%**		**301**		**32**		**39**	
	Other	**11.7%**		**499**		**53**		**64**	
	All Modes	**100.0%**		**4,251**	**1,578**	**451**	**168**	**549**	**204**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: RESIDENTIAL 2 or more bedrooms (WORK TRIPS)

Proposed Size:		**620 units**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		10.0 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.4	17.3% [1]	1.7
Total Person Trips:		6,200 person-trips	Total Person-trips:		882		1,073
Work Trips [2]:	33%	2,046 person-trips	Work Person-trips:	50% [6]	441	50% [2]	536

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [4]**	**Average Vehicle Occupancy [4]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
	Auto	36.5%	1.10	399	363	86	78	105	95
SF Superdistrict 1	Transit	41.9%		458		99		120	
53.4%	Walk	9.3%		101		22		27	
	Other	12.3%		134		29		35	
	All Modes	100.0%		1,093	363	236	78	286	95
	Auto	36.5%	1.10	29	26	6	6	7	7
SF Superdistrict 2	Transit	41.9%		33		7		9	
3.8%	Walk	9.3%		7		2		2	
	Other	12.3%		10		2		3	
	All Modes	100.0%		78	26	17	6	20	7
	Auto	36.5%	1.10	114	104	25	22	30	27
SF Superdistrict 3	Transit	41.9%		131		28		34	
15.3%	Walk	9.3%		29		6		8	
	Other	12.3%		38		8		10	
	All Modes	100.0%		312	104	67	22	82	27
	Auto	36.5%	1.10	29	26	6	6	7	7
SF Superdistrict 4	Transit	41.9%		33		7		9	
3.8%	Walk	9.3%		7		2		2	
	Other	12.3%		10		2		3	
	All Modes	100.0%		78	26	17	6	20	7
	Auto	50.3%	1.10	67	61	14	13	18	16
East Bay	Transit	37.3%		50		11		13	
6.5%	Walk	0.0%		0		0		0	
	Other	12.4%		17		4		4	
	All Modes	100.0%		133	61	29	13	35	16
	Auto	76.9%	1.10	30	27	6	6	8	7
North Bay	Transit	23.1%		9		2		2	
1.9%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		39	27	8	6	10	7
	Auto	52.2%	1.10	159	145	34	31	42	38
South Bay	Transit	37.4%		114		25		30	
14.9%	Walk	0.0%		0		0		0	
	Other	10.4%		32		7		8	
	All Modes	100.0%		305	145	66	31	80	38
	Auto	100.0%	1.10	8	7	2	2	2	2
Out of Region	Transit	0.0%		0		0		0	
0.4%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		8	7	2	2	2	2
	Auto	**40.8%**	**1.10**	**835**	**760**	**180**	**164**	**219**	**199**
All Origins	**Transit**	**40.4%**		**827**		**178**		**217**	
100.0%	**Walk**	**7.1%**		**145**		**31**		**38**	
	Other	**11.7%**		**240**		**52**		**63**	
	All Modes	**100.0%**		**2,046**	**760**	**441**	**164**	**536**	**199**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: RESIDENTIAL 2 or more bedrooms (NON-WORK TRIPS)

Proposed Size:		**620 units**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		10.0 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.4	17.3% [1]	1.7
Total Person Trips:		6,200 person-trips	Total Person-trips:		882		1,073
Non-Work Trips [2]:	67%	4,154 person-trips	Non-Work Person-trips:	50% [6]	441	50% [2]	536

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [4]**	**Average Vehicle Occupancy [4]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
	Auto	36.5%	1.10	811	738	86	78	105	95
SF Superdistrict 1	Transit	41.9%		929		99		120	
53.4%	Walk	9.3%		206		22		27	
	Other	12.3%		272		29		35	
	All Modes	100.0%		2,218	738	236	78	286	95
	Auto	36.5%	1.10	58	53	6	6	7	7
SF Superdistrict 2	Transit	41.9%		66		7		9	
3.8%	Walk	9.3%		15		2		2	
	Other	12.3%		19		2		3	
	All Modes	100.0%		158	53	17	6	20	7
	Auto	36.5%	1.10	232	211	25	22	30	27
SF Superdistrict 3	Transit	41.9%		266		28		34	
15.3%	Walk	9.3%		59		6		8	
	Other	12.3%		78		8		10	
	All Modes	100.0%		634	211	67	22	82	27
	Auto	36.5%	1.10	58	53	6	6	7	7
SF Superdistrict 4	Transit	41.9%		66		7		9	
3.8%	Walk	9.3%		15		2		2	
	Other	12.3%		19		2		3	
	All Modes	100.0%		158	53	17	6	20	7
	Auto	50.3%	1.10	136	124	14	13	18	16
East Bay	Transit	37.3%		101		11		13	
6.5%	Walk	0.0%		0		0		0	
	Other	12.4%		34		4		4	
	All Modes	100.0%		270	124	29	13	35	16
	Auto	76.9%	1.10	61	55	6	6	8	7
North Bay	Transit	23.1%		18		2		2	
1.9%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		79	55	8	6	10	7
	Auto	52.2%	1.10	324	294	34	31	42	38
South Bay	Transit	37.4%		232		25		30	
14.9%	Walk	0.0%		0		0		0	
	Other	10.4%		65		7		8	
	All Modes	100.0%		620	294	66	31	80	38
	Auto	100.0%	1.10	16	15	2	2	2	2
Out of Region	Transit	0.0%		0		0		0	
0.4%	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		16	15	2	2	2	2
	Auto	**40.8%**	**1.10**	**1,695**	**1,542**	**180**	**164**	**219**	**199**
All Origins	**Transit**	**40.4%**		**1,678**		**178**		**217**	
100.0%	**Walk**	**7.1%**		**294**		**31**		**38**	
	Other	**11.7%**		**487**		**52**		**63**	
	All Modes	**100.0%**		**4,154**	**1,542**	**441**	**164**	**536**	**199**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: HOTEL (WORK TRIPS)

Proposed Size:		250 rooms						
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		7.0	trips/room	Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7
Total Person Trips:		1,750	person-trips	Total Person-trips:		155		175
Work Trips [2]:	12%	210	person-trips	Work Person-trips:	40% [5]	62	60% [2]	105

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	26.8%	1.29	6	5	2	1	3	2
SF Superdistrict 1	Transit	34.7%		8		2		4	
10.6%	Walk	35.8%		8		2		4	
	Other	2.7%		1		0		0	
	All Modes	100.0%		22	5	7	1	11	2
	Auto	45.6%	1.25	12	10	4	3	6	5
SF Superdistrict 2	Transit	49.1%		13		4		6	
12.5%	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		26	10	8	3	13	5
	Auto	51.3%	1.26	22	17	6	5	11	9
SF Superdistrict 3	Transit	34.6%		15		4		7	
20.5%	Walk	10.4%		4		1		2	
	Other	3.6%		2		0		1	
	All Modes	100.0%		43	17	13	5	21	9
	Auto	55.8%	1.50	11	7	3	2	6	4
SF Superdistrict 4	Transit	40.9%		8		2		4	
9.6%	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		20	7	6	2	10	4
	Auto	50.9%	2.13	20	9	6	3	10	5
East Bay	Transit	46.4%		18		5		9	
18.4%	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		1	
	All Modes	100.0%		39	9	11	3	19	5
	Auto	69.1%	1.53	8	6	3	2	4	3
North Bay	Transit	28.6%		4		1		2	
5.9%	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		12	6	4	2	6	3
	Auto	77.9%	1.15	34	29	10	9	17	15
South Bay	Transit	19.9%		9		3		4	
20.6%	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		43	29	13	9	22	15
	Auto	55.9%	1.54	3	2	1	0	1	1
Out of Region	Transit	41.5%		2		1		1	
2.2%	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		5	2	1	0	2	1
	Auto	**55.0%**	**1.36**	**115**	**85**	**34**	**25**	**58**	**42**
All Origins	**Transit**	**36.0%**		**76**		**22**		**38**	
100.0%	**Walk**	**6.4%**		**13**		**4**		**7**	
	Other	**2.7%**		**6**		**2**		**3**	
	All Modes	**100.0%**		**210**	**85**	**62**	**25**	**105**	**42**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
[2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: HOTEL (NON-WORK TRIPS)

Proposed Size:		250 rooms						
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		7.0	trips/room	Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7
Total Person Trips:		1,750	person-trips	Total Person-trips:		155		175
Non-Work Trips [2]:	88%	1,540	person-trips	Non-Work Person-trips:	60% [5]	93	40% [2]	70

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	21.5%	2.12	58	27	3	2	3	1
SF Superdistrict 1	Transit	17.9%		48		3		2	
17.5%	Walk	53.4%		144		9		7	
	Other	7.2%		19		1		1	
	All Modes	100.0%		270	27	16	2	12	1
	Auto	50.3%	2.00	108	54	7	3	5	2
SF Superdistrict 2	Transit	24.8%		53		3		2	
14.0%	Walk	14.6%		31		2		1	
	Other	10.5%		23		1		1	
	All Modes	100.0%		216	54	13	3	10	2
	Auto	42.6%	2.42	187	77	11	5	8	4
SF Superdistrict 3	Transit	25.0%		110		7		5	
28.5%	Walk	23.6%		103		6		5	
	Other	8.9%		39		2		2	
	All Modes	100.0%		439	77	26	5	20	4
	Auto	55.0%	2.25	59	26	4	2	3	1
SF Superdistrict 4	Transit	24.5%		26		2		1	
7.0%	Walk	12.4%		13		1		1	
	Other	8.2%		9		1		0	
	All Modes	100.0%		108	26	6	2	5	1
	Auto	56.9%	2.51	88	35	5	2	4	2
East Bay	Transit	27.1%		42		3		2	
10.0%	Walk	14.8%		23		1		1	
	Other	1.3%		2		0		0	
	All Modes	100.0%		154	35	9	2	7	2
	Auto	75.9%	1.95	35	18	2	1	2	1
North Bay	Transit	8.0%		4		0		0	
3.0%	Walk	13.2%		6		0		0	
	Other	2.9%		1		0		0	
	All Modes	100.0%		46	18	3	1	2	1
	Auto	79.2%	2.34	98	42	6	3	4	2
South Bay	Transit	12.8%		16		1		1	
8.0%	Walk	6.9%		9		1		0	
	Other	1.1%		1		0		0	
	All Modes	100.0%		123	42	7	3	6	2
	Auto	40.6%	2.64	75	28	5	2	3	1
Out of Region	Transit	23.7%		44		3		2	
12.0%	Walk	24.2%		45		3		2	
	Other	11.4%		21		1		1	
	All Modes	100.0%		185	28	11	2	8	1
	Auto	**46.0%**	**2.30**	**708**	**308**	**43**	**19**	**32**	**14**
All Origins	**Transit**	**22.3%**		**343**		**21**		**16**	
100.0%	**Walk**	**24.3%**		**374**		**23**		**17**	
	Other	**7.5%**		**115**		**7**		**5**	
	All Modes	**100.0%**		**1,540**	**308**	**93**	**19**	**70**	**14**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
[2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: GENERAL OFFICE (WORK TRIPS)

Proposed Size:		**814,240 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		18.1	trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5
Total Person Trips:		14,738	person-trips	Total Person-trips:		1,312		1,253
Work Trips [2]:	36%	5,306	person-trips	Work Person-trips:	83% [5]	1,089	83% [2]	1,040

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [3]**	**Average Vehicle Occupancy [3]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	150	116	31	24	29	23
	Transit	34.7%		194		40		38	
	Walk	35.8%		200		41		39	
	Other	2.7%		15		3		3	
	All Modes	100.0%		560	116	115	24	110	23
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	302	242	62	50	59	47
	Transit	49.1%		326		67		64	
	Walk	3.7%		24		5		5	
	Other	1.6%		11		2		2	
	All Modes	100.0%		663	242	136	50	130	47
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	557	441	114	90	109	86
	Transit	34.6%		376		77		74	
	Walk	10.4%		113		23		22	
	Other	3.6%		40		8		8	
	All Modes	100.0%		1,085	441	223	90	213	86
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	283	188	58	39	55	37
	Transit	40.9%		207		42		41	
	Walk	0.0%		0		0		0	
	Other	3.4%		17		4		3	
	All Modes	100.0%		507	188	104	39	99	37
East Bay 18.4%	Auto	50.9%	2.13	495	232	102	48	97	46
	Transit	46.4%		451		93		88	
	Walk	0.0%		0		0		0	
	Other	2.8%		27		6		5	
	All Modes	100.0%		974	232	200	48	191	46
North Bay 5.9%	Auto	69.1%	1.53	215	140	44	29	42	27
	Transit	28.6%		89		18		17	
	Walk	0.0%		0		0		0	
	Other	2.2%		7		1		1	
	All Modes	100.0%		310	140	64	29	61	27
South Bay 20.6%	Auto	77.9%	1.15	852	738	175	151	167	145
	Transit	19.9%		217		45		43	
	Walk	0.0%		0		0		0	
	Other	2.2%		24		5		5	
	All Modes	100.0%		1,093	738	224	151	214	145
Out of Region 2.2%	Auto	55.9%	1.54	64	41	13	9	13	8
	Transit	41.5%		47		10		9	
	Walk	0.0%		0		0		0	
	Other	2.6%		3		1		1	
	All Modes	100.0%		114	41	23	9	22	8
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**2,917**	**2,139**	**598**	**439**	**572**	**419**
	Transit	**36.0%**		**1,908**		**391**		**374**	
	Walk	**6.4%**		**338**		**69**		**66**	
	Other	**2.7%**		**144**		**30**		**28**	
	All Modes	**100.0%**		**5,306**	**2,139**	**1,089**	**439**	**1,040**	**419**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Office)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: GENERAL OFFICE (NON-WORK TRIPS)

Proposed Size:		**814,240 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		18.1	trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5
Total Person Trips:		14,738	person-trips	Total Person-trips:		1,312		1,253
Non-Work Trips [2]:	64%	9,432	person-trips	Non-Work Person-trips:	17% [5]	223	17% [2]	213

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [3]**	**Average Vehicle Occupancy [3]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	355	167	8	4	8	4
	Transit	17.9%		295		7		7	
	Walk	53.4%		882		21		20	
	Other	7.2%		119		3		3	
	All Modes	100.0%		1,651	167	39	4	37	4
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	664	332	16	8	15	7
	Transit	24.8%		327		8		7	
	Walk	14.6%		192		5		4	
	Other	10.5%		138		3		3	
	All Modes	100.0%		1,321	332	31	8	30	7
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	1,145	473	27	11	26	11
	Transit	25.0%		672		16		15	
	Walk	23.6%		634		15		14	
	Other	8.9%		238		6		5	
	All Modes	100.0%		2,688	473	64	11	61	11
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	363	161	9	4	8	4
	Transit	24.5%		162		4		4	
	Walk	12.4%		82		2		2	
	Other	8.2%		54		1		1	
	All Modes	100.0%		660	161	16	4	15	4
East Bay 10.0%	Auto	56.9%	2.51	536	213	13	5	12	5
	Transit	27.1%		256		6		6	
	Walk	14.8%		139		3		3	
	Other	1.3%		12		0		0	
	All Modes	100.0%		943	213	22	5	21	5
North Bay 3.0%	Auto	75.9%	1.95	215	110	5	3	5	2
	Transit	8.0%		23		1		1	
	Walk	13.2%		37		1		1	
	Other	2.9%		8		0		0	
	All Modes	100.0%		283	110	7	3	6	2
South Bay 8.0%	Auto	79.2%	2.34	598	256	14	6	14	6
	Transit	12.8%		96		2		2	
	Walk	6.9%		52		1		1	
	Other	1.1%		8		0		0	
	All Modes	100.0%		755	256	18	6	17	6
Out of Region 12.0%	Auto	40.6%	2.64	460	174	11	4	10	4
	Transit	23.7%		269		6		6	
	Walk	24.2%		274		6		6	
	Other	11.4%		129		3		3	
	All Modes	100.0%		1,132	174	27	4	26	4
All Origins 100.0%	**Auto**	**46.0%**	**2.30**	**4,334**	**1,886**	**102**	**45**	**98**	**43**
	Transit	**22.3%**		**2,099**		**50**		**47**	
	Walk	**24.3%**		**2,292**		**54**		**52**	
	Other	**7.5%**		**707**		**17**		**16**	
	All Modes	**100.0%**		**9,432**	**1,886**	**223**	**45**	**213**	**43**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Office)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: RESEARCH & DEVELOPMENT (WORK TRIPS)

Proposed Size:		**645,738 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4]	1.5	16.0% [1]	1.3
Total Person Trips:		5,166 person-trips	Total Person-trips:		942		827
Work Trips [2]:	36%	1,860 person-trips	Work Person-trips:	83% [5]	782	83% [2]	686

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	26.8%	1.29	53	41	22	17	19	15
SF Superdistrict 1	Transit	34.7%		68		29		25	
10.6%	Walk	35.8%		70		30		26	
	Other	2.7%		5		2		2	
	All Modes	100.0%		196	41	83	17	72	15
	Auto	45.6%	1.25	106	85	45	36	39	31
SF Superdistrict 2	Transit	49.1%		114		48		42	
12.5%	Walk	3.7%		9		4		3	
	Other	1.6%		4		2		1	
	All Modes	100.0%		232	85	98	36	86	31
	Auto	51.3%	1.26	195	155	82	65	72	57
SF Superdistrict 3	Transit	34.6%		132		55		49	
20.5%	Walk	10.4%		40		17		15	
	Other	3.6%		14		6		5	
	All Modes	100.0%		380	155	160	65	140	57
	Auto	55.8%	1.50	99	66	42	28	37	24
SF Superdistrict 4	Transit	40.9%		73		31		27	
9.6%	Walk	0.0%		0		0		0	
	Other	3.4%		6		3		2	
	All Modes	100.0%		178	66	75	28	66	24
	Auto	50.9%	2.13	174	81	73	34	64	30
East Bay	Transit	46.4%		158		67		58	
18.4%	Walk	0.0%		0		0		0	
	Other	2.8%		9		4		4	
	All Modes	100.0%		341	81	144	34	126	30
	Auto	69.1%	1.53	75	49	32	21	28	18
North Bay	Transit	28.6%		31		13		11	
5.9%	Walk	0.0%		0		0		0	
	Other	2.2%		2		1		1	
	All Modes	100.0%		109	49	46	21	40	18
	Auto	77.9%	1.15	298	259	126	109	110	95
South Bay	Transit	19.9%		76		32		28	
20.6%	Walk	0.0%		0		0		0	
	Other	2.2%		8		4		3	
	All Modes	100.0%		383	259	161	109	141	95
	Auto	55.9%	1.54	22	15	9	6	8	5
Out of Region	Transit	41.5%		17		7		6	
2.2%	Walk	0.0%		0		0		0	
	Other	2.6%		1		0		0	
	All Modes	100.0%		40	15	17	6	15	5
	Auto	**55.0%**	**1.36**	**1,022**	**750**	**430**	**315**	**377**	**277**
All Origins	**Transit**	**36.0%**		**669**		**281**		**247**	
100.0%	**Walk**	**6.4%**		**118**		**50**		**44**	
	Other	**2.7%**		**50**		**21**		**19**	
	All Modes	**100.0%**		**1,860**	**750**	**782**	**315**	**686**	**277**

Notes:
[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: RESEARCH & DEVELOPMENT (NON-WORK TRIPS)

Proposed Size:		**645,738 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4]	1.5	16.0% [1]	1.3
Total Person Trips:		5,166 person-trips	Total Person-trips:		942		827
Non-Work Trips [2]:	64%	3,306 person-trips	Non-Work Person-trips:	17% [5]	160	17% [2]	141

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	21.5%	2.12	124	59	6	3	5	2
SF Superdistrict 1	Transit	17.9%		103		5		4	
17.5%	Walk	53.4%		309		15		13	
	Other	7.2%		42		2		2	
	All Modes	100.0%		579	59	28	3	25	2
	Auto	50.3%	2.00	233	116	11	6	10	5
SF Superdistrict 2	Transit	24.8%		115		6		5	
14.0%	Walk	14.6%		67		3		3	
	Other	10.5%		48		2		2	
	All Modes	100.0%		463	116	22	6	20	5
	Auto	42.6%	2.42	401	166	19	8	17	7
SF Superdistrict 3	Transit	25.0%		235		11		10	
28.5%	Walk	23.6%		222		11		9	
	Other	8.9%		83		4		4	
	All Modes	100.0%		942	166	46	8	40	7
	Auto	55.0%	2.25	127	57	6	3	5	2
SF Superdistrict 4	Transit	24.5%		57		3		2	
7.0%	Walk	12.4%		29		1		1	
	Other	8.2%		19		1		1	
	All Modes	100.0%		231	57	11	3	10	2
	Auto	56.9%	2.51	188	75	9	4	8	3
East Bay	Transit	27.1%		90		4		4	
10.0%	Walk	14.8%		49		2		2	
	Other	1.3%		4		0		0	
	All Modes	100.0%		331	75	16	4	14	3
	Auto	75.9%	1.95	75	39	4	2	3	2
North Bay	Transit	8.0%		8		0		0	
3.0%	Walk	13.2%		13		1		1	
	Other	2.9%		3		0		0	
	All Modes	100.0%		99	39	5	2	4	2
	Auto	79.2%	2.34	210	90	10	4	9	4
South Bay	Transit	12.8%		34		2		1	
8.0%	Walk	6.9%		18		1		1	
	Other	1.1%		3		0		0	
	All Modes	100.0%		264	90	13	4	11	4
	Auto	40.6%	2.64	161	61	8	3	7	3
Out of Region	Transit	23.7%		94		5		4	
12.0%	Walk	24.2%		96		5		4	
	Other	11.4%		45		2		2	
	All Modes	100.0%		397	61	19	3	17	3
	Auto	**46.0%**	**2.30**	**1,519**	**661**	**74**	**32**	**65**	**28**
All Origins	**Transit**	**22.3%**		**736**		**36**		**31**	
100.0%	**Walk**	**24.3%**		**804**		**39**		**34**	
	Other	**7.5%**		**248**		**12**		**11**	
	All Modes	**100.0%**		**3,306**	**661**	**160**	**32**	**141**	**28**

Notes:
[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (WORK TRIPS)

Proposed Size:		**15,000 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5
Total Person Trips:		272 person-trips	Total Person-trips:		24		23
Work Trips [2]:	36%	98 person-trips	Work Person-trips:	83% [5]	20	83% [2]	19

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	26.8%	1.29	3	2	1	0	1	0
SF Superdistrict 1	Transit	34.7%		4		1		1	
10.6%	Walk	35.8%		4		1		1	
	Other	2.7%		0		0		0	
	All Modes	100.0%		10	2	2	0	2	0
	Auto	45.6%	1.25	6	4	1	1	1	1
SF Superdistrict 2	Transit	49.1%		6		1		1	
12.5%	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		12	4	3	1	2	1
	Auto	51.3%	1.26	10	8	2	2	2	2
SF Superdistrict 3	Transit	34.6%		7		1		1	
20.5%	Walk	10.4%		2		0		0	
	Other	3.6%		1		0		0	
	All Modes	100.0%		20	8	4	2	4	2
	Auto	55.8%	1.50	5	3	1	1	1	1
SF Superdistrict 4	Transit	40.9%		4		1		1	
9.6%	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		9	3	2	1	2	1
	Auto	50.9%	2.13	9	4	2	1	2	1
East Bay	Transit	46.4%		8		2		2	
18.4%	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		18	4	4	1	4	1
	Auto	69.1%	1.53	4	3	1	1	1	1
North Bay	Transit	28.6%		2		0		0	
5.9%	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		6	3	1	1	1	1
	Auto	77.9%	1.15	16	14	3	3	3	3
South Bay	Transit	19.9%		4		1		1	
20.6%	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		20	14	4	3	4	3
	Auto	55.9%	1.54	1	1	0	0	0	0
Out of Region	Transit	41.5%		1		0		0	
2.2%	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		2	1	0	0	0	0
	Auto	**55.0%**	**1.36**	**54**	**39**	**11**	**8**	**11**	**8**
All Origins	**Transit**	**36.0%**		**35**		**7**		**7**	
100.0%	**Walk**	**6.4%**		**6**		**1**		**1**	
	Other	**2.7%**		**3**		**1**		**1**	
	All Modes	**100.0%**		**98**	**39**	**20**	**8**	**19**	**8**

Notes:
[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (NON-WORK TRIPS)

Proposed Size:		**15,000 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5
Total Person Trips:		272 person-trips	Total Person-trips:		24		23
Non-Work Trips [2]:	64%	174 person-trips	Non-Work Person-trips:	17% [5]	4	17% [2]	4

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	21.5%	2.12	7	3	0	0	0	0
SF Superdistrict 1	Transit	17.9%		5		0		0	
17.5%	Walk	53.4%		16		0		0	
	Other	7.2%		2		0		0	
	All Modes	100.0%		30	3	1	0	1	0
	Auto	50.3%	2.00	12	6	0	0	0	0
SF Superdistrict 2	Transit	24.8%		6		0		0	
14.0%	Walk	14.6%		4		0		0	
	Other	10.5%		3		0		0	
	All Modes	100.0%		24	6	1	0	1	0
	Auto	42.6%	2.42	21	9	0	0	0	0
SF Superdistrict 3	Transit	25.0%		12		0		0	
28.5%	Walk	23.6%		12		0		0	
	Other	8.9%		4		0		0	
	All Modes	100.0%		50	9	1	0	1	0
	Auto	55.0%	2.25	7	3	0	0	0	0
SF Superdistrict 4	Transit	24.5%		3		0		0	
7.0%	Walk	12.4%		2		0		0	
	Other	8.2%		1		0		0	
	All Modes	100.0%		12	3	0	0	0	0
	Auto	56.9%	2.51	10	4	0	0	0	0
East Bay	Transit	27.1%		5		0		0	
10.0%	Walk	14.8%		3		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		17	4	0	0	0	0
	Auto	75.9%	1.95	4	2	0	0	0	0
North Bay	Transit	8.0%		0		0		0	
3.0%	Walk	13.2%		1		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		5	2	0	0	0	0
	Auto	79.2%	2.34	11	5	0	0	0	0
South Bay	Transit	12.8%		2		0		0	
8.0%	Walk	6.9%		1		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		14	5	0	0	0	0
	Auto	40.6%	2.64	8	3	0	0	0	0
Out of Region	Transit	23.7%		5		0		0	
12.0%	Walk	24.2%		5		0		0	
	Other	11.4%		2		0		0	
	All Modes	100.0%		21	3	0	0	0	0
	Auto	**46.0%**	**2.30**	**80**	**35**	**2**	**1**	**2**	**1**
All Origins	**Transit**	**22.3%**		**39**		**1**		**1**	
100.0%	**Walk**	**24.3%**		**42**		**1**		**1**	
	Other	**7.5%**		**13**		**0**		**0**	
	All Modes	**100.0%**		**174**	**35**	**4**	**1**	**4**	**1**

Notes:
[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: GENERAL RETAIL (WORK TRIPS)

Proposed Size:		10,744 sq.ft.						
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		150.0 trips/1000 sq.ft.		Person-trip Gen Rate:	2.3% [4]	3.5	9.0% [1]	13.5
Total Person Trips:		1,612 person-trips		Total Person-trips:		38		145
Work Trips [2]:	4%	64 person-trips		Work Person-trips:	85% [5]	32	4% [2]	6

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	26.8%	1.29	2	1	1	1	0	0
SF Superdistrict 1	Transit	34.7%		2		1		0	
10.6%	Walk	35.8%		2		1		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		7	1	3	1	1	0
	Auto	45.6%	1.25	4	3	2	1	0	0
SF Superdistrict 2	Transit	49.1%		4		2		0	
12.5%	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		8	3	4	1	1	0
	Auto	51.3%	1.26	7	5	3	3	1	0
SF Superdistrict 3	Transit	34.6%		5		2		0	
20.5%	Walk	10.4%		1		1		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		13	5	7	3	1	0
	Auto	55.8%	1.50	3	2	2	1	0	0
SF Superdistrict 4	Transit	40.9%		3		1		0	
9.6%	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		6	2	3	1	1	0
	Auto	50.9%	2.13	6	3	3	1	1	0
East Bay	Transit	46.4%		5		3		0	
18.4%	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		12	3	6	1	1	0
	Auto	69.1%	1.53	3	2	1	1	0	0
North Bay	Transit	28.6%		1		1		0	
5.9%	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		4	2	2	1	0	0
	Auto	77.9%	1.15	10	9	5	4	1	1
South Bay	Transit	19.9%		3		1		0	
20.6%	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		13	9	7	4	1	1
	Auto	55.9%	1.54	1	1	0	0	0	0
Out of Region	Transit	41.5%		1		0		0	
2.2%	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	1	1	0	0	0
	Auto	**55.0%**	**1.36**	**35**	**26**	**18**	**13**	**3**	**2**
All Origins	**Transit**	**36.0%**		**23**		**11**		**2**	
100.0%	**Walk**	**6.4%**		**4**		**2**		**0**	
	Other	**2.7%**		**2**		**1**		**0**	
	All Modes	**100.0%**		**64**	**26**	**32**	**13**	**6**	**2**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Retail)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 85% of all retail trips ocurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: GENERAL RETAIL (NON-WORK TRIPS)

Proposed Size:		10,744 sq.ft.						
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		150.0 trips/1000 sq.ft.		Person-trip Gen Rate:	2.3% [4]	3.5	9.0% [1]	13.5
Total Person Trips:		1,612 person-trips		Total Person-trips:		38		145
Non-Work Trips [2]:	96%	1,547 person-trips		Non-Work Person-trips:	15% [5]	6	96% [2]	139

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	24.6%	1.68	47	28	0	0	4	3
SF Superdistrict 1	Transit	18.1%		35		0		3	
12.5%	Walk	53.2%		103		0		9	
	Other	4.2%		8		0		1	
	All Modes	100.0%		193	28	1	0	17	3
	Auto	47.0%	1.55	58	37	0	0	5	3
SF Superdistrict 2	Transit	22.9%		28		0		3	
8.0%	Walk	26.1%		32		0		3	
	Other	4.1%		5		0		0	
	All Modes	100.0%		124	37	0	0	11	3
	Auto	57.0%	2.04	304	149	1	1	27	13
SF Superdistrict 3	Transit	10.9%		58		0		5	
34.5%	Walk	30.2%		161		1		14	
	Other	1.9%		10		0		1	
	All Modes	100.0%		534	149	2	1	48	13
	Auto	65.7%	1.72	41	24	0	0	4	2
SF Superdistrict 4	Transit	18.8%		12		0		1	
4.0%	Walk	12.3%		8		0		1	
	Other	3.3%		2		0		0	
	All Modes	100.0%		62	24	0	0	6	2
	Auto	46.0%	2.11	50	24	0	0	4	2
East Bay	Transit	20.9%		23		0		2	
7.0%	Walk	31.4%		34		0		3	
	Other	1.7%		2		0		0	
	All Modes	100.0%		108	24	0	0	10	2
	Auto	57.9%	1.82	31	17	0	0	3	2
North Bay	Transit	16.1%		9		0		1	
3.5%	Walk	24.4%		13		0		1	
	Other	1.6%		1		0		0	
	All Modes	100.0%		54	17	0	0	5	2
	Auto	80.5%	2.28	106	46	0	0	10	4
South Bay	Transit	11.5%		15		0		1	
8.5%	Walk	6.4%		8		0		1	
	Other	1.6%		2		0		0	
	All Modes	100.0%		132	46	0	0	12	4
	Auto	39.5%	2.73	135	49	0	0	12	4
Out of Region	Transit	9.4%		32		0		3	
22.0%	Walk	27.3%		93		0		8	
	Other	23.8%		81		0		7	
	All Modes	100.0%		340	49	1	0	31	4
	Auto	**49.9%**	**2.06**	**772**	**375**	**3**	**1**	**69**	**34**
All Origins	**Transit**	**13.7%**		**212**		**1**		**19**	
100.0%	**Walk**	**29.2%**		**452**		**2**		**41**	
	Other	**7.2%**		**111**		**0**		**10**	
	All Modes	**100.0%**		**1,547**	**375**	**6**	**1**	**139**	**34**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Retail)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 85% of all retail trips ocurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: SUPERMARKET (WORK TRIPS)

Proposed Size:		35,000 sq.ft.						
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		297.0	trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4]	7.8	7.3% [1]	21.7
Total Person Trips:		10,395	person-trips	Total Person-trips:		272		759
Work Trips [2]:	4%	416	person-trips	Work Person-trips:	4% [5]	11	4% [2]	30

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	26.8%	1.29	12	9	0	0	1	1
SF Superdistrict 1	Transit	34.7%		15		0		1	
10.6%	Walk	35.8%		16		0		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		44	9	1	0	3	1
	Auto	45.6%	1.25	24	19	1	0	2	1
SF Superdistrict 2	Transit	49.1%		26		1		2	
12.5%	Walk	3.7%		2		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		52	19	1	0	4	1
	Auto	51.3%	1.26	44	35	1	1	3	3
SF Superdistrict 3	Transit	34.6%		29		1		2	
20.5%	Walk	10.4%		9		0		1	
	Other	3.6%		3		0		0	
	All Modes	100.0%		85	35	2	1	6	3
	Auto	55.8%	1.50	22	15	1	0	2	1
SF Superdistrict 4	Transit	40.9%		16		0		1	
9.6%	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		40	15	1	0	3	1
	Auto	50.9%	2.13	39	18	1	0	3	1
East Bay	Transit	46.4%		35		1		3	
18.4%	Walk	0.0%		0		0		0	
	Other	2.8%		2		0		0	
	All Modes	100.0%		76	18	2	0	6	1
	Auto	69.1%	1.53	17	11	0	0	1	1
North Bay	Transit	28.6%		7		0		1	
5.9%	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		24	11	1	0	2	1
	Auto	77.9%	1.15	67	58	2	2	5	4
South Bay	Transit	19.9%		17		0		1	
20.6%	Walk	0.0%		0		0		0	
	Other	2.2%		2		0		0	
	All Modes	100.0%		86	58	2	2	6	4
	Auto	55.9%	1.54	5	3	0	0	0	0
Out of Region	Transit	41.5%		4		0		0	
2.2%	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		9	3	0	0	1	0
	Auto	**55.0%**	**1.36**	**229**	**168**	**6**	**4**	**17**	**12**
All Origins	**Transit**	**36.0%**		**149**		**4**		**11**	
100.0%	**Walk**	**6.4%**		**26**		**1**		**2**	
	Other	**2.7%**		**11**		**0**		**1**	
	All Modes	**100.0%**		**416**	**168**	**11**	**4**	**30**	**12**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: SUPERMARKET (NON-WORK TRIPS)

Proposed Size:		35,000 sq.ft.						
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		297.0	trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4]	7.8	7.3% [1]	21.7
Total Person Trips:		10,395	person-trips	Total Person-trips:		272		759
Non-Work Trips [2]:	96%	9,979	person-trips	Non-Work Person-trips:	96% [5]	261	96% [2]	728

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	24.6%	1.68	306	182	8	5	22	13
SF Superdistrict 1	Transit	18.1%		226		6		17	
12.5%	Walk	53.2%		663		17		48	
	Other	4.2%		52		1		4	
	All Modes	100.0%		1,247	182	33	5	91	13
	Auto	47.0%	1.55	375	241	10	6	27	18
SF Superdistrict 2	Transit	22.9%		183		5		13	
8.0%	Walk	26.1%		208		5		15	
	Other	4.1%		33		1		2	
	All Modes	100.0%		798	241	21	6	58	18
	Auto	57.0%	2.04	1,963	961	51	25	143	70
SF Superdistrict 3	Transit	10.9%		376		10		27	
34.5%	Walk	30.2%		1,038		27		76	
	Other	1.9%		66		2		5	
	All Modes	100.0%		3,443	961	90	25	251	70
	Auto	65.7%	1.72	262	152	7	4	19	11
SF Superdistrict 4	Transit	18.8%		75		2		5	
4.0%	Walk	12.3%		49		1		4	
	Other	3.3%		13		0		1	
	All Modes	100.0%		399	152	10	4	29	11
	Auto	46.0%	2.11	321	152	8	4	23	11
East Bay	Transit	20.9%		146		4		11	
7.0%	Walk	31.4%		220		6		16	
	Other	1.7%		12		0		1	
	All Modes	100.0%		699	152	18	4	51	11
	Auto	57.9%	1.82	202	111	5	3	15	8
North Bay	Transit	16.1%		56		1		4	
3.5%	Walk	24.4%		85		2		6	
	Other	1.6%		5		0		0	
	All Modes	100.0%		349	111	9	3	25	8
	Auto	80.5%	2.28	683	300	18	8	50	22
South Bay	Transit	11.5%		97		3		7	
8.5%	Walk	6.4%		55		1		4	
	Other	1.6%		14		0		1	
	All Modes	100.0%		848	300	22	8	62	22
	Auto	39.5%	2.73	868	318	23	8	63	23
Out of Region	Transit	9.4%		206		5		15	
22.0%	Walk	27.3%		600		16		44	
	Other	23.8%		522		14		38	
	All Modes	100.0%		2,195	318	57	8	160	23
	Auto	**49.9%**	**2.06**	**4,980**	**2,419**	**130**	**63**	**364**	**177**
All Origins	**Transit**	**13.7%**		**1,365**		**36**		**100**	
100.0%	**Walk**	**29.2%**		**2,918**		**76**		**213**	
	Other	**7.2%**		**716**		**19**		**52**	
	All Modes	**100.0%**		**9,979**	**2,419**	**261**	**63**	**728**	**177**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: SIT-DOWN RESTAURANT (WORK TRIPS)

Proposed Size:		**31,116 sq.ft.** (includes 60% occupancy factor for Assembly Use)				
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**
Person-trip Generation Rate [1]:		200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6] 20.0
Total Person Trips:		6,223 person-trips	Total Person-trips:		67	622
Work Trips [2]:	4%	249 person-trips	Work Person-trips:	100% [5]	67	4% [2] 25

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	26.8%	1.29	7	5	2	1	1	1
SF Superdistrict 1	Transit	34.7%		9		2		1	
10.6%	Walk	35.8%		9		3		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		26	5	7	1	3	1
	Auto	45.6%	1.25	14	11	4	3	1	1
SF Superdistrict 2	Transit	49.1%		15		4		2	
12.5%	Walk	3.7%		1		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		31	11	8	3	3	1
	Auto	51.3%	1.26	26	21	7	6	3	2
SF Superdistrict 3	Transit	34.6%		18		5		2	
20.5%	Walk	10.4%		5		1		1	
	Other	3.6%		2		1		0	
	All Modes	100.0%		51	21	14	6	5	2
	Auto	55.8%	1.50	13	9	4	2	1	1
SF Superdistrict 4	Transit	40.9%		10		3		1	
9.6%	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		24	9	6	2	2	1
	Auto	50.9%	2.13	23	11	6	3	2	1
East Bay	Transit	46.4%		21		6		2	
18.4%	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		46	11	12	3	5	1
	Auto	69.1%	1.53	10	7	3	2	1	1
North Bay	Transit	28.6%		4		1		0	
5.9%	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		15	7	4	2	1	1
	Auto	77.9%	1.15	40	35	11	9	4	3
South Bay	Transit	19.9%		10		3		1	
20.6%	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		51	35	14	9	5	3
	Auto	55.9%	1.54	3	2	1	1	0	0
Out of Region	Transit	41.5%		2		1		0	
2.2%	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		5	2	1	1	1	0
	Auto	**55.0%**	**1.36**	**137**	**100**	**37**	**27**	**14**	**10**
All Origins	**Transit**	**36.0%**		**89**		**24**		**9**	
100.0%	**Walk**	**6.4%**		**16**		**4**		**2**	
	Other	**2.7%**		**7**		**2**		**1**	
	All Modes	**100.0%**		**249**	**100**	**67**	**27**	**25**	**10**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 100% of all restaurant trips ocurring before 9 AM are assumed to be work trips
[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: SIT-DOWN RESTAURANT (NON-WORK TRIPS)

Proposed Size:		**31,116 sq.ft.** (includes 60% occupancy factor for Assembly Use)				
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**
Person-trip Generation Rate [1]:		200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6] 20.0
Total Person Trips:		6,223 person-trips	Total Person-trips:		67	622
Non-Work Trips [2]:	96%	5,974 person-trips	Non-Work Person-trips:	0% [5]	0	96% [2] 597

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
	Auto	24.6%	1.68	183	109	0	0	18	11
SF Superdistrict 1	Transit	18.1%		135		0		14	
12.5%	Walk	53.2%		397		0		40	
	Other	4.2%		31		0		3	
	All Modes	100.0%		747	109	0	0	75	11
	Auto	47.0%	1.55	224	144	0	0	22	14
SF Superdistrict 2	Transit	22.9%		109		0		11	
8.0%	Walk	26.1%		125		0		12	
	Other	4.1%		20		0		2	
	All Modes	100.0%		478	144	0	0	48	14
	Auto	57.0%	2.04	1,175	575	0	0	118	58
SF Superdistrict 3	Transit	10.9%		225		0		22	
34.5%	Walk	30.2%		622		0		62	
	Other	1.9%		39		0		4	
	All Modes	100.0%		2,061	575	0	0	206	58
	Auto	65.7%	1.72	157	91	0	0	16	9
SF Superdistrict 4	Transit	18.8%		45		0		4	
4.0%	Walk	12.3%		29		0		3	
	Other	3.3%		8		0		1	
	All Modes	100.0%		239	91	0	0	24	9
	Auto	46.0%	2.11	192	91	0	0	19	9
East Bay	Transit	20.9%		87		0		9	
7.0%	Walk	31.4%		131		0		13	
	Other	1.7%		7		0		1	
	All Modes	100.0%		418	91	0	0	42	9
	Auto	57.9%	1.82	121	67	0	0	12	7
North Bay	Transit	16.1%		34		0		3	
3.5%	Walk	24.4%		51		0		5	
	Other	1.6%		3		0		0	
	All Modes	100.0%		209	67	0	0	21	7
	Auto	80.5%	2.28	409	179	0	0	41	18
South Bay	Transit	11.5%		58		0		6	
8.5%	Walk	6.4%		33		0		3	
	Other	1.6%		8		0		1	
	All Modes	100.0%		508	179	0	0	51	18
	Auto	39.5%	2.73	519	190	0	0	52	19
Out of Region	Transit	9.4%		123		0		12	
22.0%	Walk	27.3%		359		0		36	
	Other	23.8%		313		0		31	
	All Modes	100.0%		1,314	190	0	0	131	19
	Auto	**49.9%**	**2.06**	**2,982**	**1,448**	**0**	**0**	**298**	**145**
All Origins	**Transit**	**13.7%**		**817**		**0**		**82**	
100.0%	**Walk**	**29.2%**		**1,747**		**0**		**175**	
	Other	**7.2%**		**429**		**0**		**43**	
	All Modes	**100.0%**		**5,974**	**1,448**	**0**	**0**	**597**	**145**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 100% of all restaurant trips ocurring before 9 AM are assumed to be work trips
[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site

LAND USE: QUICK SERVICE RESTAURANT (WORK TRIPS)

Proposed Size:		**37,604 sq.ft.**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		600.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	6.5	10.0% [6]	60.0
Total Person Trips:		22,562 person-trips	Total Person-trips:		244		2,256
Work Trips [2]:	4%	902 person-trips	Work Person-trips:	4% [5]	10	4% [2]	90

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	26	20	0	0	3	2
	Transit	34.7%		33		0		3	
	Walk	35.8%		34		0		3	
	Other	2.7%		3		0		0	
	All Modes	100.0%		95	20	1	0	10	2
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	51	41	1	0	5	4
	Transit	49.1%		55		1		6	
	Walk	3.7%		4		0		0	
	Other	1.6%		2		0		0	
	All Modes	100.0%		113	41	1	0	11	4
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	95	75	1	1	9	7
	Transit	34.6%		64		1		6	
	Walk	10.4%		19		0		2	
	Other	3.6%		7		0		1	
	All Modes	100.0%		185	75	2	1	18	7
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	48	32	1	0	5	3
	Transit	40.9%		35		0		4	
	Walk	0.0%		0		0		0	
	Other	3.4%		3		0		0	
	All Modes	100.0%		86	32	1	0	9	3
East Bay 18.4%	Auto	50.9%	2.13	84	40	1	0	8	4
	Transit	46.4%		77		1		8	
	Walk	0.0%		0		0		0	
	Other	2.8%		5		0		0	
	All Modes	100.0%		166	40	2	0	17	4
North Bay 5.9%	Auto	69.1%	1.53	36	24	0	0	4	2
	Transit	28.6%		15		0		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		53	24	1	0	5	2
South Bay 20.6%	Auto	77.9%	1.15	145	125	2	1	14	13
	Transit	19.9%		37		0		4	
	Walk	0.0%		0		0		0	
	Other	2.2%		4		0		0	
	All Modes	100.0%		186	125	2	1	19	13
Out of Region 2.2%	Auto	55.9%	1.54	11	7	0	0	1	1
	Transit	41.5%		8		0		1	
	Walk	0.0%		0		0		0	
	Other	2.6%		1		0		0	
	All Modes	100.0%		19	7	0	0	2	1
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**496**	**364**	**5**	**4**	**50**	**36**
	Transit	**36.0%**		**324**		**4**		**32**	
	Walk	**6.4%**		**57**		**1**		**6**	
	Other	**2.7%**		**24**		**0**		**2**	
	All Modes	**100.0%**		**902**	**364**	**10**	**4**	**90**	**36**

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site

LAND USE: QUICK SERVICE RESTAURANT (NON-WORK TRIPS)

Proposed Size:		**37,604 sq.ft.**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		600.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	6.5	10.0% [6]	60.0
Total Person Trips:		22,562 person-trips	Total Person-trips:		244		2,256
Non-Work Trips [2]:	96%	21,660 person-trips	Non-Work Person-trips:	96% [5]	234	96% [2]	2,166

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	665	396	7	4	66	40
	Transit	18.1%		491		5		49	
	Walk	53.2%		1,439		16		144	
	Other	4.2%		112		1		11	
	All Modes	100.0%		2,707	396	29	4	271	40
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	814	524	9	6	81	52
	Transit	22.9%		396		4		40	
	Walk	26.1%		452		5		45	
	Other	4.1%		71		1		7	
	All Modes	100.0%		1,733	524	19	6	173	52
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	4,261	2,086	46	23	426	209
	Transit	10.9%		816		9		82	
	Walk	30.2%		2,254		24		225	
	Other	1.9%		143		2		14	
	All Modes	100.0%		7,473	2,086	81	23	747	209
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	569	331	6	4	57	33
	Transit	18.8%		163		2		16	
	Walk	12.3%		106		1		11	
	Other	3.3%		28		0		3	
	All Modes	100.0%		866	331	9	4	87	33
East Bay 7.0%	Auto	46.0%	2.11	698	331	8	4	70	33
	Transit	20.9%		317		3		32	
	Walk	31.4%		477		5		48	
	Other	1.7%		25		0		3	
	All Modes	100.0%		1,516	331	16	4	152	33
North Bay 3.5%	Auto	57.9%	1.82	439	242	5	3	44	24
	Transit	16.1%		122		1		12	
	Walk	24.4%		185		2		18	
	Other	1.6%		12		0		1	
	All Modes	100.0%		758	242	8	3	76	24
South Bay 8.5%	Auto	80.5%	2.28	1,482	650	16	7	148	65
	Transit	11.5%		211		2		21	
	Walk	6.4%		119		1		12	
	Other	1.6%		30		0		3	
	All Modes	100.0%		1,841	650	20	7	184	65
Out of Region 22.0%	Auto	39.5%	2.73	1,883	691	20	7	188	69
	Transit	9.4%		446		5		45	
	Walk	27.3%		1,302		14		130	
	Other	23.8%		1,134		12		113	
	All Modes	100.0%		4,765	691	52	7	477	69
All Origins 100.0%	**Auto**	**49.9%**	**2.06**	**10,810**	**5,250**	**117**	**57**	**1,081**	**525**
	Transit	**13.7%**		**2,962**		**32**		**296**	
	Walk	**29.2%**		**6,333**		**68**		**633**	
	Other	**7.2%**		**1,555**		**17**		**155**	
	All Modes	**100.0%**		**21,660**	**5,250**	**234**	**57**	**2,166**	**525**

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: CHILD CARE (WORK TRIPS)

Proposed Size:		**15,000 sq.ft.**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]	12.1
Total Person Trips:		1,005 person-trips	Total Person-trips:		179		181
Work Trips [2]:	20%	201 person-trips	Work Person-trips:	17% [5]	30	17% [6]	31

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [3]**	**Average Vehicle Occupancy [3]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	6	4	1	1	1	1
	Transit	34.7%		7		1		1	
	Walk	35.8%		8		1		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		21	4	3	1	3	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	11	9	2	1	2	1
	Transit	49.1%		12		2		2	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		25	9	4	1	4	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	21	17	3	3	3	3
	Transit	34.6%		14		2		2	
	Walk	10.4%		4		1		1	
	Other	3.6%		1		0		0	
	All Modes	100.0%		41	17	6	3	6	3
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	11	7	2	1	2	1
	Transit	40.9%		8		1		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		19	7	3	1	3	1
East Bay 18.4%	Auto	50.9%	2.13	19	9	3	1	3	1
	Transit	46.4%		17		3		3	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		37	9	6	1	6	1
North Bay 5.9%	Auto	69.1%	1.53	8	5	1	1	1	1
	Transit	28.6%		3		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		12	5	2	1	2	1
South Bay 20.6%	Auto	77.9%	1.15	32	28	5	4	5	4
	Transit	19.9%		8		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		41	28	6	4	6	4
Out of Region 2.2%	Auto	55.9%	1.54	2	2	0	0	0	0
	Transit	41.5%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		4	2	1	0	1	0
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**110**	**81**	**17**	**12**	**17**	**12**
	Transit	**36.0%**		**72**		**11**		**11**	
	Walk	**6.4%**		**13**		**2**		**2**	
	Other	**2.7%**		**5**		**1**		**1**	
	All Modes	**100.0%**		**201**	**81**	**30**	**12**	**31**	**12**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
[2] SF Guidelines, Appendix C - Table C-2 (Government Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: CHILD CARE (NON-WORK TRIPS)

Proposed Size:		**15,000 sq.ft.**					
DAILY				**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]	12.1
Total Person Trips:		1,005 person-trips	Total Person-trips:		179		181
Non-Work Trips [2]:	80%	804 person-trips	Non-Work Person-trips:	83% [5]	148	83% [6]	150

Percent of Origin Distribution [7]	**Mode of Travel**	**Percent Distribution [3]**	**Average Vehicle Occupancy [3]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 0.0%	Auto	21.5%	2.12	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	2.00	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.04	342	168	63	31	64	31
	Transit	25.0%		201		37		38	
	Walk	23.6%		190		35		35	
	Other	8.9%		71		13		13	
	All Modes	100.0%		804	168	148	31	150	31
SF Superdistrict 4 0.0%	Auto	55.0%	2.25	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.51	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.95	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 0.0%	Auto	79.2%	2.34	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.64	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	**Auto**	**42.6%**	**2.04**	**342**	**168**	**63**	**31**	**64**	**31**
	Transit	**25.0%**		**201**		**37**		**38**	
	Walk	**23.6%**		**190**		**35**		**35**	
	Other	**8.9%**		**71**		**13**		**13**	
	All Modes	**100.0%**		**804**	**168**	**148**	**31**	**150**	**31**

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
[2] SF Guidelines, Appendix C - Table C-2 (Government Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)
[7] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: LIBRARY (WORK TRIPS)

Proposed Size:		10,000	sq.ft.					
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		195.0	trips/1000 sq.ft.	Person-trip Gen Rate:	2.0% [4]	3.9	16.2% [1]	31.5
Total Person Trips:		1,950	person-trips	Total Person-trips:		39		315
Work Trips [1]:	3%	49	person-trips	Work Person-trips:	4% [2]	1	4% [1]	11

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	1	1	0	0	0	0
	Transit	34.7%		2		0		0	
	Walk	35.8%		2		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		5	1	0	0	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	3	2	0	0	1	1
	Transit	49.1%		3		0		1	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		6	2	0	0	1	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	5	4	0	0	1	1
	Transit	34.6%		3		0		1	
	Walk	10.4%		1		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		10	4	0	0	2	1
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	3	2	0	0	1	0
	Transit	40.9%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		5	2	0	0	1	0
East Bay 18.4%	Auto	50.9%	2.13	5	2	0	0	1	0
	Transit	46.4%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		9	2	0	0	2	0
North Bay 5.9%	Auto	69.1%	1.53	2	1	0	0	0	0
	Transit	28.6%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		3	1	0	0	1	0
South Bay 20.6%	Auto	77.9%	1.15	8	7	0	0	2	2
	Transit	19.9%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		10	7	0	0	2	2
Out of Region 2.2%	Auto	55.9%	1.54	1	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	0	0	0	0	0
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**27**	**20**	**1**	**1**	**6**	**4**
	Transit	**36.0%**		**18**		**0**		**4**	
	Walk	**6.4%**		**3**		**0**		**1**	
	Other	**2.7%**		**1**		**0**		**0**	
	All Modes	**100.0%**		**49**	**20**	**1**	**1**	**11**	**4**

Notes:
[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968!, ESA August 2009.
[2] Assumes same percentage as the PM Peak Hour.
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Based on ITE land use #590 (Library) and SANDAG.
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: LIBRARY (NON-WORK TRIPS)

Proposed Size:		10,000	sq.ft.					
DAILY					AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		195.0	trips/1000 sq.ft.	Person-trip Gen Rate:	2.0% [4]	3.9	16.2% [1]	31.5
Total Person Trips:		1,950	person-trips	Total Person-trips:		39		315
Non-Work Trips [1]:	98%	1,901	person-trips	Non-Work Person-trips:	97% [2]	38	97% [1]	304

Percent of Origin Distribution [6]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 0.0%	Auto	21.5%	2.12	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	2.00	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.42	810	334	16	7	129	53
	Transit	25.0%		475		9		76	
	Walk	23.6%		448		9		72	
	Other	8.9%		168		3		27	
	All Modes	100.0%		1,901	334	38	7	304	53
SF Superdistrict 4 0.0%	Auto	55.0%	2.25	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.51	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.95	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 0.0%	Auto	79.2%	2.34	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.64	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	**Auto**	**42.6%**	**2.42**	**810**	**334**	**16**	**7**	**129**	**53**
	Transit	**25.0%**		**475**		**9**		**76**	
	Walk	**23.6%**		**448**		**9**		**72**	
	Other	**8.9%**		**168**		**3**		**27**	
	All Modes	**100.0%**		**1,901**	**334**	**38**	**7**	**304**	**53**

Notes:
[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968!, ESA August 2009.
[2] Assumes same percentage as the PM Peak Hour.
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Based on ITE land use #590 (Library) and SANDAG.
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages
[6] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: COMMUNITY CENTER (WORK TRIPS)

Proposed Size:		**25,000 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		80.0 trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4]	4.8	13.4% [1]	10.7
Total Person Trips:		2,000 person-trips	Total Person-trips:		121		268
Work Trips [2]:	5%	100 person-trips	Work Person-trips:	5% [5]	6	5% [5]	13

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [3]**	**Average Vehicle Occupancy [3]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	3	2	0	0	0	0
	Transit	34.7%		4		0		0	
	Walk	35.8%		4		0		1	
	Other	2.7%		0		0		0	
	All Modes	100.0%		11	2	1	0	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	6	5	0	0	1	1
	Transit	49.1%		6		0		1	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		13	5	1	0	2	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	10	8	1	1	1	1
	Transit	34.6%		7		0		1	
	Walk	10.4%		2		0		0	
	Other	3.6%		1		0		0	
	All Modes	100.0%		20	8	1	1	3	1
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	5	4	0	0	1	0
	Transit	40.9%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		10	4	1	0	1	0
East Bay 18.4%	Auto	50.9%	2.13	9	4	1	0	1	1
	Transit	46.4%		9		1		1	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		18	4	1	0	2	1
North Bay 5.9%	Auto	69.1%	1.53	4	3	0	0	1	0
	Transit	28.6%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		6	3	0	0	1	0
South Bay 20.6%	Auto	77.9%	1.15	16	14	1	1	2	2
	Transit	19.9%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		21	14	1	1	3	2
Out of Region 2.2%	Auto	55.9%	1.54	1	1	0	0	0	0
	Transit	41.5%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		2	1	0	0	0	0
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**55**	**40**	**3**	**2**	**7**	**5**
	Transit	**36.0%**		**36**		**2**		**5**	
	Walk	**6.4%**		**6**		**0**		**1**	
	Other	**2.7%**		**3**		**0**		**0**	
	All Modes	**100.0%**		**100**	**40**	**6**	**2**	**13**	**5**

Notes:
[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Adavant Consulting/LCW Consulting, November 2017.
[2] Estimated based on an average of 3 daily trips per employee
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Based on ITE land use #495 (Community Center)
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: COMMUNITY CENTER (NON-WORK TRIPS)

Proposed Size:		**25,000 sq.ft.**						
DAILY					**AM PEAK HOUR**		**PM PEAK HOUR**	
Person-trip Generation Rate [1]:		80.0 trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4]	4.8	13.4% [1]	10.7
Total Person Trips:		2,000 person-trips	Total Person-trips:		121		268
Non-Work Trips [2]:	95%	1,900 person-trips	Non-Work Person-trips:	95% [5]	115	95% [5]	255

Percent of Origin Distribution [3]	**Mode of Travel**	**Percent Distribution [3]**	**Average Vehicle Occupancy [3]**	**Daily**		**AM Peak Hour**		**PM Peak Hour**	
				Person Trips	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**	**Person Trips**	**Vehicle-Trips**
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	71	34	4	2	10	5
	Transit	17.9%		59		4		8	
	Walk	53.4%		178		11		24	
	Other	7.2%		24		1		3	
	All Modes	100.0%		333	34	20	2	45	5
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	134	67	8	4	18	9
	Transit	24.8%		66		4		9	
	Walk	14.6%		39		2		5	
	Other	10.5%		28		2		4	
	All Modes	100.0%		266	67	16	4	36	9
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	231	95	14	6	31	13
	Transit	25.0%		135		8		18	
	Walk	23.6%		128		8		17	
	Other	8.9%		48		3		6	
	All Modes	100.0%		542	95	33	6	73	13
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	73	33	4	2	10	4
	Transit	24.5%		33		2		4	
	Walk	12.4%		16		1		2	
	Other	8.2%		11		1		1	
	All Modes	100.0%		133	33	8	2	18	4
East Bay 10.0%	Auto	56.9%	2.51	108	43	7	3	14	6
	Transit	27.1%		51		3		7	
	Walk	14.8%		28		2		4	
	Other	1.3%		2		0		0	
	All Modes	100.0%		190	43	12	3	25	6
North Bay 3.0%	Auto	75.9%	1.95	43	22	3	1	6	3
	Transit	8.0%		5		0		1	
	Walk	13.2%		8		0		1	
	Other	2.9%		2		0		0	
	All Modes	100.0%		57	22	3	1	8	3
South Bay 8.0%	Auto	79.2%	2.34	120	52	7	3	16	7
	Transit	12.8%		19		1		3	
	Walk	6.9%		11		1		1	
	Other	1.1%		2		0		0	
	All Modes	100.0%		152	52	9	3	20	7
Out of Region 12.0%	Auto	40.6%	2.64	93	35	6	2	12	5
	Transit	23.7%		54		3		7	
	Walk	24.2%		55		3		7	
	Other	11.4%		26		2		3	
	All Modes	100.0%		228	35	14	2	31	5
All Origins 100.0%	**Auto**	**46.0%**	**2.30**	**873**	**380**	**53**	**23**	**117**	**51**
	Transit	**22.3%**		**423**		**26**		**57**	
	Walk	**24.3%**		**462**		**28**		**62**	
	Other	**7.5%**		**142**		**9**		**19**	
	All Modes	**100.0%**		**1,900**	**380**	**115**	**23**	**255**	**51**

Notes:
[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Adavant Consulting/LCW Consulting, November 2017.
[2] Estimated based on an average of 3 daily trips per employee
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Based on ITE land use #495 (Community Center)
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: OPEN SPACE (WORK TRIPS)

Proposed Size:		6.6 Acres					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		20.0 trips/acre	Person-trip Gen Rate:	13.0% [1]	2.6	9.0% [1]	1.8
Total Person Trips:		132 person-trips	Total Person-trips:		17		12
Work Trips [2]:	1%	1 person-trips	Work Person-trips:	1% [4]	0	1% [4]	0

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	0	0	0	0	0	0
	Transit	34.7%		0		0		0	
	Walk	35.8%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	0	0	0	0	0	0
	Transit	49.1%		0		0		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	0	0	0	0	0	0
	Transit	34.6%		0		0		0	
	Walk	10.4%		0		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	0	0	0	0	0	0
	Transit	40.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 18.4%	Auto	50.9%	2.13	0	0	0	0	0	0
	Transit	46.4%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 5.9%	Auto	69.1%	1.53	0	0	0	0	0	0
	Transit	28.6%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 20.6%	Auto	77.9%	1.15	0	0	0	0	0	0
	Transit	19.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 2.2%	Auto	55.9%	1.54	0	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	**Auto**	**55.0%**	**1.36**	**1**	**1**	**0**	**0**	**0**	**0**
	Transit	**36.0%**		**0**		**0**		**0**	
	Walk	**6.4%**		**0**		**0**		**0**	
	Other	**2.7%**		**0**		**0**		**0**	
	All Modes	**100.0%**		**1**	**1**	**0**	**0**	**0**	**0**

Notes:
[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)
[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Proposed Project Variant without PG&E Site
LAND USE: OPEN SPACE (NON-WORK TRIPS)

Proposed Size:		6.6 Acres					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		20.0 trips/acre	Person-trip Gen Rate:	13.0% [5]	2.6	9.0% [1]	1.8
Total Person Trips:		132 person-trips	Total Person-trips:		17		12
Non-Work Trips [2]:	99%	131 person-trips	Non-Work Person-trips:	99% [6]	17	99% [2]	12

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily Person Trips	Daily Vehicle-Trips	AM Peak Hour Person Trips	AM Peak Hour Vehicle-Trips	PM Peak Hour Person Trips	PM Peak Hour Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	5	2	1	0	0	0
	Transit	17.9%		4		1		0	
	Walk	53.4%		12		2		1	
	Other	7.2%		2		0		0	
	All Modes	100.0%		23	2	3	0	2	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	9	5	1	1	1	0
	Transit	24.8%		5		1		0	
	Walk	14.6%		3		0		0	
	Other	10.5%		2		0		0	
	All Modes	100.0%		18	5	2	1	2	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	16	7	2	1	1	1
	Transit	25.0%		9		1		1	
	Walk	23.6%		9		1		1	
	Other	8.9%		3		0		0	
	All Modes	100.0%		37	7	5	1	3	1
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	5	2	1	0	0	0
	Transit	24.5%		2		0		0	
	Walk	12.4%		1		0		0	
	Other	8.2%		1		0		0	
	All Modes	100.0%		9	2	1	0	1	0
East Bay 10.0%	Auto	56.9%	2.51	7	3	1	0	1	0
	Transit	27.1%		4		0		0	
	Walk	14.8%		2		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		13	3	2	0	1	0
North Bay 3.0%	Auto	75.9%	1.95	3	2	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		1		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		4	2	1	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	8	4	1	0	1	0
	Transit	12.8%		1		0		0	
	Walk	6.9%		1		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		10	4	1	0	1	0
Out of Region 12.0%	Auto	40.6%	2.64	6	2	1	0	1	0
	Transit	23.7%		4		0		0	
	Walk	24.2%		4		0		0	
	Other	11.4%		2		0		0	
	All Modes	100.0%		16	2	2	0	1	0
All Origins 100.0%	**Auto**	**46.0%**	**2.30**	**60**	**26**	**8**	**3**	**5**	**2**
	Transit	**22.3%**		**29**		**4**		**3**	
	Walk	**24.3%**		**32**		**4**		**3**	
	Other	**7.5%**		**10**		**1**		**1**	
	All Modes	**100.0%**		**131**	**26**	**17**	**3**	**12**	**2**

Notes:
[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)
[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Parking Demand

Potrero Power Station Mixed-Use Development Project
Proposed Project Variant without PG&E Site

PARKING DEMAND	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Midday Period (Noon to 2 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				1,753	615	32	329	2,123	1,330	4,285	3	75	295	24	10,865
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.1
Peak short-term demand (spaces)				160	56	3	30	97	121	390	1	7	27	3	895
% of peak demand during period (ULI)				100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	97%
Total short-term demand (spaces)				**160**	**56**	**3**	**30**	**97**	**91**	**390**	**1**	**7**	**27**	**3**	**865**
LONG-TERM DEMAND															
Residential/Hotel Demand															
Perecentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	527	558	200												1,285
% of peak demand during period (ULI)	70%	70%	60%												68%
Subtotal long-term demand (spaces)	*369*	*391*	*120*												*880*
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			110	2,950	1,594	54	31	100	89	107	43	12	32	1	5,124
% of employees who drive			59%	56%	56%	56%	56%	56%	56%	57%	55%	55%	58%	56%	56%
Number of employees who drive			65	1,645	889	30	17	56	50	61	24	6	19	0	2,863
Average employee vehicle occupancy			1.39	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.36	1.36	1.38	1.37	1.37
Peak parking demand (spaces)			47	1,202	650	23	13	42	37	45	18	5	14	1	2,097
% of peak demand during period (ULI)			100%	100%	100%	100%	100%	100%	90%	100%	100%	100%	100%	100%	100%
Subtotal long-term demand (spaces)			*47*	*1,202*	*650*	*23*	*13*	*42*	*34*	*45*	*18*	*5*	*14*	*1*	*2,094*
Total long-term demand (spaces)	**369**	**391**	**167**	**1,202**	**650**	**23**	**13**	**42**	**34**	**45**	**18**	**5**	**14**	**1**	**2,974**
TOTAL PARKING DEMAND (spaces)	**369**	**391**	**167**	**1,362**	**706**	**26**	**43**	**139**	**125**	**435**	**19**	**12**	**41**	**4**	**3,839**
Evening Period (7 PM to 9 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				1,753	615	32	329	2,123	1,330	4,285	3	75	295	24	10,865
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.1
Peak short-term demand (spaces)				160	56	3	30	97	121	390	1	7	27	3	895
% of peak demand during period (ULI)				5%	5%	5%	90%	90%	100%	80%	0%	5%	10%	50%	63%
Total short-term demand (spaces)				**8**	**3**	**1**	**27**	**88**	**121**	**312**	**-**	**1**	**3**	**2**	**566**
LONG-TERM DEMAND															
Residential/Hotel Demand															
Perecentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	527	558	200												1,285
% of peak demand during period (ULI)	100%	100%	90%												98%
Subtotal long-term demand (spaces)	*527*	*558*	*180*												*1,265*
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			110	2,950	1,594	54	31	100	89	107	43	12	32	1	5,124
% of employees who drive			59%	56%	56%	56%	56%	56%	56%	57%	55%	55%	58%	56%	56%
Number of employees who drive			65	1,645	889	30	17	56	50	61	24	6	19	0	2,863
Average employee vehicle occupancy			1.39	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.36	1.36	1.38	1.37	1.37
Peak parking demand (spaces)			47	1,202	650	23	13	42	37	45	18	5	14	1	2,097
% of peak demand during period (ULI)			20%	10%	10%	10%	100%	100%	100%	90%	5%	5%	10%	50%	16%
Subtotal long-term demand (spaces)			*10*	*121*	*65*	*3*	*13*	*42*	*37*	*41*	*1*	*1*	*2*	*1*	*337*
Total long-term demand (spaces)	**527**	**558**	**190**	**121**	**65**	**3**	**13**	**42**	**37**	**41**	**1**	**1**	**2**	**1**	**1,602**
TOTAL PARKING DEMAND (spaces)	**527**	**558**	**190**	**129**	**68**	**4**	**40**	**130**	**158**	**353**	**1**	**2**	**5**	**3**	**2,168**

Commercial Vehicle and Service Loading Demand

Potrero Power Station Average and Peak Loading Commercial Demand by Scenario and Land Use [a]

Land Use Type	GSF (with occup. factor)	Daily Veh Trip Rate (/1000 gsf)	Turnover (minutes)	Daily Commer. Vehicle Trips	Commercial Loading Space Demand Avg Hour	Peak Hour [b]
Proposed Project						
Residential	2,682,427	0.03	25	80	4	5
Hotel	241,574	0.09	25	22	1	1
General Office / R&D / PDR [c]	1,288,501	0.21	25	271	13	16
General Retail	10,744	0.22	25	2	0	0
Supermarket	42,975	1.26	40	54	4	5
Restaurant	68,720	3.60	25	247	11	14
Community Center	100,938	0.10	25	10	0	1
Total Proposed Project	4,435,879	0.15	26	686	33	42
Variant w/out PG&E Site						
Residential	1,422,436	0.03	25	43	2	2
Hotel	241,574	0.09	25	22	1	1
General Office / R&D / PDR [c]	1,474,978	0.21	25	310	14	18
General Retail	10,744	0.22	25	2	0	0
Supermarket	35,000	1.26	40	44	3	4
Restaurant	68,720	3.60	25	247	11	14
Community Center	50,000	0.10	25	5	0	0
Total Variant w/out PG&E Site	3,303,452	0.20	26	673	32	40

Notes:

[a] Numbers may not sum to total due to rounding.

[b] Peak hour of the commercial loading demand, which generally occurs between 10 AM and 1 PM.

[c] Includes light industrial and arts uses.

C.1-2 Phasing Analysis

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2a PHASING ANALYSIS – PROPOSED PROJECT VARIANT

Potrero Power Station Mixed-Use Development Project
Daily, AM Peak Hour, and PM Peak Hour Trip Generation by Project Phase

	POTRERO POWER STATION PROJECT VARIANT																	
	Phase 6 (Buildout)			Phase 1			Phase 2			Phase 3			Phase 4			Phase 5		
Area (gsf)																		
Residential/Hotel	2,764,544	gsf	62%	602,716	gsf	73%	1,069,510	gsf	69%	1,232,510	gsf	60%	1,525,370	gsf	54%	2,002,334	gsf	55%
Commercial	1,494,978	gsf	34%	183,271	gsf	22%	404,061	gsf	26%	722,301	gsf	35%	1,147,480	gsf	41%	1,474,978	gsf	41%
Retail	124,464	gsf	3%	40,934	gsf	5%	60,022	gsf	4%	70,179	gsf	3%	122,064	gsf	4%	124,464	gsf	3%
Community Facilities	50,000	gsf	1%	-	gsf	0%	25,000	gsf	2%	25,000	gsf	1%	25,000	gsf	1%	25,000	gsf	1%
Total	*4,433,986*	*gsf*	*100%*	*826,921*	*gsf*	*100%*	*1,558,593*	*gsf*	*100%*	*2,049,990*	*gsf*	*100%*	*2,819,914*	*gsf*	*100%*	*3,626,776*	*gsf*	*100%*
% of buildout				*19%*			*35%*			*46%*			*64%*			*82%*		
Internal Person Trips																		
Daily	24,699			4,841			10,486			12,318			14,761			18,930		
% of buildout				*20%*			*42%*			*50%*			*60%*			*77%*		
AM Peak Hour	1,457			239			599			679			879			1,070		
% of buildout				*16%*			*41%*			*47%*			*60%*			*73%*		
PM Peak Hour	3,244			580			1,353			1,585			2,056			2,618		
% of buildout				*18%*			*42%*			*49%*			*63%*			*81%*		
Internal Person Trips as a % of Total																		
Daily	27%			29%			29%			28%			20%			23%		
AM Peak Hour	22%			24%			26%			23%			20%			19%		
PM Peak Hour	30%			31%			32%			30%			25%			28%		
External Vehicle Trips																		
Daily	19,113			3,367			7,165			9,013			16,334			17,601		
AM Peak Hour	1,897			284			614			850			1,278			1,618		
- Inbound	1,073			162			344			512			800			992		
- Outbound	825			122			270			338			478			627		
% of daily	*9.9%*			*8.4%*			*8.6%*			*9.4%*			*7.8%*			*9.2%*		
PM Peak Hour	2,483			412			908			1,196			1,896			2,166		
- Inbound	1,167			199			429			531			806			934		
- Outbound	1,315			213			479			666			1,089			1,232		
% of daily	*13.0%*			*12.2%*			*12.7%*			*13.3%*			*11.6%*			*12.3%*		

2b PHASING ANALYSIS – PROJECT VARIANT MAX. RESIDENTIAL

Potrero Power Station Mixed-Use Development Project
Daily, AM Peak Hour, and PM Peak Hour Trip Generation by Project Phase

	POTRERO POWER STATION PROJECT VARIANT - MAXIMUM RESIDENTIAL																	
	Phase 6 (Buildout)			Phase 1			Phase 2			Phase 3			Phase 4			Phase 5		
Area (gsf)																		
Residential/Hotel	2,669,778	gsf	62%	507,950	gsf	69%	974,744	gsf	67%	1,137,744	gsf	58%	1,430,604	gsf	52%	1,907,568	gsf	54%
Commercial	1,494,978	gsf	34%	183,271	gsf	25%	404,061	gsf	28%	722,301	gsf	37%	1,147,480	gsf	42%	1,474,978	gsf	42%
Retail	124,464	gsf	3%	40,934	gsf	6%	60,022	gsf	4%	70,179	gsf	4%	122,064	gsf	4%	124,464	gsf	4%
Community Facilities	50,000	gsf	1%	-	gsf	0%	25,000	gsf	2%	25,000	gsf	1%	25,000	gsf	1%	25,000	gsf	1%
Total	*4,339,220*	*gsf*	*100%*	*732,155*	*gsf*	*100%*	*1,463,827*	*gsf*	*100%*	*1,955,224*	*gsf*	*100%*	*2,725,148*	*gsf*	*100%*	*3,532,010*	*gsf*	*100%*
% of buildout				*17%*			*34%*			*45%*			*63%*			*81%*		
Internal Person Trips																		
Daily	24,529			4,698			10,327			12,159			14,602			18,751		
% of buildout				*19%*			*42%*			*50%*			*60%*			*76%*		
AM Peak Hour	1,474			237			619			699			900			1,089		
% of buildout				*16%*			*42%*			*47%*			*61%*			*74%*		
PM Peak Hour	3,283			624			1,397			1,629			2,061			2,606		
% of buildout				*19%*			*43%*			*50%*			*63%*			*79%*		
Internal Person Trips as a % of Total																		
Daily	27%			29%			29%			28%			20%			23%		
AM Peak Hour	22%			23%			27%			23%			20%			20%		
PM Peak Hour	31%			33%			33%			31%			25%			28%		
External Vehicle Trips																		
Daily	19,137			3,397			7,190			9,041			16,362			17,621		
AM Peak Hour	1,911			306			628			865			1,292			1,632		
- Inbound	1,064			157			335			503			791			982		
- Outbound	848			149			294			361			502			649		
% of daily	*10.0%*			*9.0%*			*8.7%*			*9.6%*			*7.9%*			*9.3%*		
PM Peak Hour	2,491			423			916			1,205			1,916			2,189		
- Inbound	1,184			216			446			548			829			957		
- Outbound	1,306			207			470			657			1,087			1,232		
% of daily	*13.0%*			*12.5%*			*12.7%*			*13.3%*			*11.7%*			*12.4%*		

2c PHASING ANALYSIS – PROJECT VARIANT W/OUT PG&E SITE

Potrero Power Station Mixed-Use Development Project
Daily, AM Peak Hour, and PM Peak Hour Trip Generation by Project Phase

	POTRERO POWER STATION - PROJECT VARIANT NO PG&E											
	Phase 5 (Buildout)			Phase 1			Phase 2			Phase 3			Phase 4		
Area (gsf)															
Residential/Hotel	1,664,010	gsf	50%	602,716	gsf	73%	1,069,510	gsf	69%	1,232,510	gsf	60%	1,525,370	gsf	54%
Commercial	1,474,978	gsf	45%	183,271	gsf	22%	404,061	gsf	26%	722,301	gsf	35%	1,147,480	gsf	40%
Retail	124,464	gsf	4%	40,934	gsf	5%	60,022	gsf	4%	70,179	gsf	3%	122,064	gsf	4%
Community Facilities	50,000	gsf	2%	-	gsf	0%	25,000	gsf	2%	25,000	gsf	1%	50,000	gsf	2%
Total	*3,313,452*	*gsf*	*100%*	*826,921*	*gsf*	*100%*	*1,558,593*	*gsf*	*100%*	*2,049,990*	*gsf*	*100%*	*2,844,914*	*gsf*	*100%*
% of buildout				*25%*			*47%*			*62%*			*86%*		
Internal Person Trips															
Daily	15,711			4,841			10,485			12,316			14,764		
% of buildout				*31%*			*67%*			*78%*			*94%*		
AM Peak Hour	900			239			599			679			855		
% of buildout				*27%*			*67%*			*75%*			*95%*		
PM Peak Hour	1,986			580			1,353			1,585			2,053		
% of buildout				*29%*			*68%*			*80%*			*103%*		
Internal Person Trips as a % of Total															
Daily	20%			29%			29%			28%			20%		
AM Peak Hour	17%			24%			26%			23%			19%		
PM Peak Hour	22%			31%			32%			30%			25%		
External Vehicle Trips															
Daily	17,812			3,366			7,164			9,015			16,651		
AM Peak Hour	1,543			284			614			850			1,313		
- Inbound	989			162			344			512			821		
- Outbound	554			122			270			338			492		
% of daily	*8.7%*			*8.4%*			*8.6%*			*9.4%*			*7.9%*		
PM Peak Hour	2,213			412			908			1,197			1,939		
- Inbound	922			199			429			531			829		
- Outbound	1,290			213			479			666			1,110		
% of daily	*12.4%*			*12.2%*			*12.7%*			*13.3%*			*11.6%*		

C.1-3 23rd Street Traffic Capacity Estimate

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3. 23RD STREET TRAFFIC CAPACITY ESTIMATE

HIGHWAY CAPACITY MANUAL 2010

Adjusted Saturation Flow Rate Equation

$$s = s_0 * f_w * f_{HV} * f_g * f_p * f_{bb} * f_a * f_{LU} * f_{LT} * f_{RT} * f_{Lpb} * f_{Rpb} * (g / C)$$

	Concept	Value	Assumptions
s_0	base saturation flow rate (passenger car equivalents / hour / lane)	1,900	Metropolitan area, pouplation > 250,000
f_w	adjustment factor for lane width	1.0	11 ft
f_{HV}	adjustment factor for heavy vehicles in traffic stream	0.98	2%
f_g	adjustment factor for approach grade	1.0	Flat
f_p	adjustment factor for existence of a parking lane and parking activity adjacent to lane	0.85	N_m = 10 parking maneuvers per hour
f_{bb}	adjustment factor for blocking effect of local buses that stop on lane	1.0	No bus stops in segment
f_a	adjustment factor for area type	1.0	Not in CBD
f_{LU}	adjustment factor for lane utilization	1.0	Single lane
f_{LT}	adjustment factor for left-turn vehicle presence	0.95	E_L = 1.05 equivalent LT vehicles
f_{RT}	adjustment factor for right-turn vehicle presence	0.85	E_R = 1.18 equivalent RT vehicles
f_{Lpb}	pedestrian adjustment factor for left-turns	1.0	Assumed included in f_{LT}
f_{Rpb}	pedestrian-bicycle adjustment factor for right-turns	1.0	Assumed included in f_{RT}
g / C	effective green time over traffic signal cycle length ratio	0.50	Equal split of cycle length
s	adjusted saturation flow rate	640	vehicles / hour / lane

C.1-4 Potrero Power Station Revised Transportation Demand Management Plan

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POTRERO POWER STATION
TDM PLAN

September 9, 2019

NELSON
NYGAARD

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1 INTRODUCTION

The Potrero Power Station ("PPS") development is located on a 29-acre site in San Francisco's Central Waterfront area. PPS will include a mix of uses including residential, commercial, laboratory, retail, hotel, and open space. The site benefits from proximity to the waterfront and the Dogpatch neighborhood's retail and transportation options found on Third Street, as well as a relatively flat topography and close access to downtown San Francisco.

WHY TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM measures in general, and those described further in this plan specifically, work together to reduce vehicle miles traveled (VMT) trips by expanding mobility options and incentivizing the use of spatially and environmentally efficient modes. As discussed in the January 2018 Update of the Planning Department's TDM Technical Justification document (https://sfplanning.org/transportation-demand-management-program), achieving one point for a number of TDM measures proposed as part of the Project, including Shuttle Bus Services, Tailored Transportation Marketing Services, On-site Affordable Housing, and Unbundled Parking, is equivalent to approximately one percent reduction in VMT. Targeted programs strengthen the benefits of investments in bicycle and pedestrian infrastructure and the site's proximity to major transit nodes by reinforcing awareness of these options, breaking down barriers to incorporating them in travel routines, and incentivizing habitual use.

This TDM Plan reaffirms PPS's commitment to sustainability and to minimizing the Project's contribution to traffic congestion. It encourages the site's residents, employees, and visitors to use the most environmentally friendly and spatially efficient mode possible for each trip, with an emphasis on cycling, walking, and higher capacity modes.

The urban form planned at PPS and this TDM Plan are consistent with City of San Francisco policies that aim to encourage the use of transit and other non-auto modes of transportation, as well as the City's efforts to manage the transportation impacts of new development. The Plan was developed using San Francisco's new TDM Program per Planning Code Section 169 ('Ordinance') as a guide, and the PPS team used the Ordinance's framework to scale the site's programs appropriately.

Many campuses have implemented TDM programs to reduce VMT and find the optimal balance of transportation modes to accommodate growth. Genentech implemented an aggressive TDM strategy in 2006 that included programs

such as shuttle service and parking cash-out accompanied by comprehensive marketing and communications through an online employee portal. Since implementation, Genentech's drive-alone mode share has decreased by almost 30%, decreasing carbon emissions from 4.5 tons per employee to 1.9. Similarly, Stanford University's extensive TDM program, which has for years included meaningfully priced parking, transit subsidies, and incentive programs, has affected a substantial decrease in single-occupancy vehicle (SOV) commuting, from 72% in 2002 to 46% in 2011. Moreover, these programs serve campuses that grew rapidly during the periods noted, but this growth was not accompanied by substantial increases in parking. These two examples, along with many others from developments and employers across the country, attest to the power of thoughtfully crafted TDM programs.

Given these successes, robust TDM programs are becoming expected aspects of new developments in San Francisco and beyond. In early 2017, the City enacted a TDM Ordinance that requires developers to establish TDM programs scaled to the amount of parking they plan to build on-site. This ordinance reinforced existing policies that aimed to encourage the use of non-auto modes, such as the city's Transit First Policy, which was established in 1973 and amended to include pedestrians and bicyclists in 1999. New residents and office tenants also increasingly demand convenient access to quality multimodal infrastructure, and in urban areas like San Francisco, they assume that parking will be treated as a limited commodity that will be priced based on occupancy levels and market rates.

TDM AT POTRERO POWER STATION

This document includes a discussion of TDM measures and transportation investments aligned with the categories and measures included in the TDM Ordinance menu of measures, as well other transportation investments the Project is considering that fall outside the TDM Ordinance. The latter measures are aligned with the spirit of the TDM Ordinance and support and leverage the effects of TDM at the site and around the City. Notice(s) of Special Restrictions will be recorded, memorializing the TDM measures provided for each land use category per building and other associated requirements for the life of the Project. In addition to the implementation of TDM measures amounting to 75 percent of the applicable target as defined in the Planning Commission's TDM Program Standards, the Project is required by Mitigation Measure M-TR-5 of the Project's Environmental Impact Report (EIR) to reduce the number of Project-generated vehicle trips during the p.m. peak hour by an estimated 11 percent as compared to estimated automobile trips calculated at the P.M. Peak Hour for the Project. This 11 percent reduction is accounted for in the maximum vehicle trips shown in Table 1. If the estimated 11 percent reduction is not achieved, additional TDM measures are required to be implemented as further explained in Chapter 3 of this document under the heading Compliance and TDM Plan Adjustments.

Most measures will be implemented as part of the vertical development of each building, while some, such as the improvement of walking conditions, which the Project will accomplish by creating streets with sidewalks that meet the Better Streets Plan standards, will be provided as part of the Project's sitewide improvements. The implementation of each is further specified in the Project's Phasing Plan's Phasing Table.

Figure 1 Maximum P.M. Peak Hour Vehicle Trips per Phase

Project Development Phase	Maximum P.M. Peak Hour Vehicle Trips Per Phase			
	Estimated Permitted Phase Total	EIR Estimated Phase Total	Cumulative Maximum Permitted Trips	Cumulative EIR Estimated Trips
Phase 1	370	413	370	413
Phase 2	430	491	800	904
Phase 3	260	288	1,060	1,193
Phase 4	620	699	1,680	1,892
Phase 5	240	269	1,920	2,161
Phase 6	290	320	2,210	2,482

Single Access/No PG&E Sub Area Scenario

Because the Developer does not control the PG&E sub-area (about 4.8 acres on the northwest corner of the project site; see Chapter 2, Figure 2-2, page 2-6), and development of land uses within the PG&E sub-area would only occur when and if PG&E determines it is feasible to relocate the existing utility infrastructure and operations, it is possible that development of the PG&E sub-area could be delayed. Until the PG&E sub-area is developed, Humboldt Street may not be improved to connect the Project site to Illinois Street and, therefore, it is possible that the Project site would be accessible only via 23rd Street for a period of time (possibly until Maryland Street is improved to connect to the Project site as part of the Pier 70 Mixed-Use development).

During the time that the Project site is only accessible by 23rd Street (i.e., until such time that access if provided by Humboldt Street, Maryland Street, Georgia Lane, or another street other than 23rd Street), the Developer shall be responsible for implementing TDM measures necessary to limit the number of project-generated vehicles entering or exiting the project site to a maximum of 600 vehicles per lane per hour inbound and 600 vehicles per lane per hour outbound during the weekday pm peak hour (Single Access Performance Standard). Once a second means of vehicle egress to and from the Project site is made available, the maximum vehicle trips reflected in Figure 1 will apply. As with the evaluation of maximum P.M. peak hour vehicle trips per phase discussed above, the determination of the weekday pm peak hour vehicular traffic generated by the Project for purposes of evaluating adherence to the Single Access Performance Standard will follow the monitoring methods outlined in Chapter 3.

Figure 2 PPS Phasing Plan

A GUIDE TO THIS DOCUMENT

Chapter 2 includes a discussion of point-generating TDM measures. Given that the Potrero Power Station Mixed-Use Development Project (the "Project") is a master planned project, which will be governed by a Development Agreement, in any event the Development Agreement conflicts with Planning Code Section 169, the Development Agreement shall apply. The project sponsor, SFMTA, and the Planning Department have prepared this TDM plan as an alternate means of satisfying the intent of Planning Code Section 169 for all new construction proposed by the Development Agreement and Design for Development within the Project Site Boundary. As noted below, some of the TDM measures will be implemented as a part of the construction of particular buildings (called "Vertical Improvements"), some will be implemented on a district-wide basis, independent of any particular building (called "Horizontal Improvements"), while others will be implemented operationally, as appropriate for the measures identified in this TDM Plan. A TDM Coordinator will be hired to be responsible for implementation of all TDM measures, and for administering and managing monitoring and reporting requirements as further specified in Chapter 3.

The Project would rezone and establish development controls for a multi-phased, mixed-use development at the Project Site. The Project would include amendments to the General Plan, including the Central Waterfront area plan, and Planning Code and create a new Potrero Power Station Special Use District (SUD). The SUD would establish land use controls for the Project Site and incorporate design standards and guidelines in a new PPS Design for Development document. References to the Planning Code ("Code") within this TDM Plan, and in the PPS Design for Development document, are references to the City of San Francisco Planning Code as it exists as of the date of the Project's Development Agreement. Initially capitalized terms not expressly defined herein are defined in the Development Agreement or, if not defined in the Development Agreement, in the Code.

Figure 3 PPS Land Use Plan

2 PLANNED TDM MEASURES AND TRANSPORTATION STRATEGIES

This initial TDM Plan consists of a package of measures that will work together to effect behavioral change and reduce vehicle miles travelled. These measures include infrastructure improvements, incentives, and ongoing programs, many of which have been successfully implemented in other urban, mixed-use environments. The obligation to implement certain measures will rest with the Project's Developer as part of sitewide improvements to the Project Site. Sitewide improvements are items such as streets and open space improvements that are distinct from new buildings. The obligation to implement other measures will be implemented with new buildings or vertical improvements. Following the description of each measure, **emboldened text** details the requirement for implementation of each specific TDM measure.

TDM ORDINANCE MEASURES

The TDM measures recognized by the City through the TDM Ordinance guidance materials are organized according to the categories set forth in the guidance materials. These categories include:

- INFO – Information Services
- ACTIVE – Active Transportation
- PKG – Parking Management and Policies
- HOV – High Occupancy Vehicle Measures
- CSHARE – Car Share and Scooter Share
- FAMILY – Family-Supportive Measures
- DELIVERY – Delivery-Supportive Measures
- LU – Land Use

TDM Ordinance Category: INFO

INFO-1: Multimodal Wayfinding Signage within Buildings

- ***Applies to: Residential, Office, Retail and Other (PDR)***

Building signage and wayfinding to indicate points of connection between different modes can help increase people's understanding of their non-auto travel options (see Figure 3). Each building lobby will include signage directing individuals to physical TDM measures within and adjacent to the building, such as bicycle parking, locker rooms, car-share, etc. Where appropriate, signage within building lobbies may also include site-wide features, such as shuttle and bus stop locations. Signage can also indicate the nature and location of nearby transit or bicycle routes and the location of bicycle parking.

Implementation. Multimodal wayfinding signage will be designed and installed within each new building at PPS.

Figure 3 Wayfinding Examples

Sources: sagittandy.blogspot.com/ (left), MIG/SVR (center), Takeform (right)

INFO-2: Real-Time Transportation Information Displays

- ***Applies to: Office***

Making such information readily available can increase residents' awareness of local transit options and can facilitate efficient trip planning and the use of non-auto modes. This measure consists of providing real-time transportation information to Potrero Power Station employees and visitors of Office buildings. Depending on the technologies available by the time the first phase of the Project is built, information could be displayed on screens in lobbies (see Figure 4) and other high traffic areas, as well as on a potential Project website and other communications channels.

Implementation. Each new building containing more than 25,000 square feet of office uses, will include dynamic transit information displays in building lobbies or use a similar approach based on state-of-the-practice technology at the time of building design.

Figure 4 Transit Information Screen Displays

Source: TransitScreen

INFO-3: Tailored Transportation Marketing Services

- ***Applies to: Residential, Office and Retail***

A strong communication and marketing campaign is critical to the success of any TDM program, ensuring that residents, employees, and visitors receive information about relevant resources and incentives at appropriate times and through channels that are easily accessible. Incorporating consistent branding into all communications can help

create a sense of place and establish a cohesive identity for the transportation program. Branding can be used to emphasize that resident, employees, and visitors can travel seamlessly through the area.

The Potrero Power Station will develop a cohesive marketing effort to promote all transportation options to and from the site, including biking, walking and public transit. As part of a site-wide marketing campaign, Potrero Power Station will develop transportation welcome packets to inform new residents and employees of the range of transportation options available to them. These packets will likely include up-to-date information on local and regional transit services (including maps, schedules and fares) and where transit passes can be purchased, bicycle wayfinding maps, and nearby car share locations, in addition to other relevant travel information. They could also include sources for additional web-based transportation materials (e.g., 511.org, NextBus, and the San Francisco Municipal Transportation Agency website). Finally, the packets will include up-to-date information on the range of transportation benefits available, including any relevant details on how to take advantage of these benefits. This strategy will ensure that a lack of knowledge is not a barrier to choosing non-driving modes. For Office and Retail land use categories, representing the bulk of employees on site, personal consultation for each new employee will be provided accompanied by a request for a commitment to try new transportation options. A commitment could include a pledge, for example, to try transit, carpooling, bicycling, or walking within the first month of beginning employment at the Project site. Employees of Retail Land Use categories will also be offered a one-time financial incentive as further described below.

Implementation. The Project's TDM Coordinator will provide new residents and employees with a transportation welcome packet upon move-in or receipt of notification of new employee. These informational packets will be updated annually as local transportation options change. The TDM Coordinator will also engage in ongoing efforts to provide information on and market the use of non-auto modes and available transportation incentives.

The Project's TDM Coordinator will offer all employees of Retail and Office Land Use categories a personal transportation consultation and request for a commitment to try new transportation options.

In addition to the above, the TDM Coordinator will offer retail employees a one-time financial incentive amounting to at least 25 percent of the cost of a monthly Muni only "M" pass for one month, or equivalent value in e-cash loaded onto a Clipper Card. Outreach will be conducted to employees on an annual basis to encourage adoption of sustainable commute policies.

TDM Ordinance Category: ACTIVE

ACTIVE-1: Improved Walking Connections

- ***Applies to: Residential, Office and Retail***

High quality street design can greatly improve overall walking conditions, enhance access to transit, and facilitate safer and more convenient pedestrian and bicycle connections. A pedestrian-oriented urban design is essential for residents, employees, and visitors to fully take advantage of all available transportation options and programs throughout a site and nearby.

Potrero Power Station's street cross sections are being developed with state-of-the-practice street design principles in mind. Streets within the development will be consistent with the Design for Development and Infrastructure Plan documents, both of which have been prepared in consultation with SFMTA, DPW and Planning Department to reflect the goals of the Better Streets Plan and urban street design guidelines from the National Association of City Transportation Officers (NACTO) (see an example of a street designed using NACTO guidelines in Figure 5). The Project is also committed to continuing the Blue Greenway pedestrian and bicycle trail through the site, along the Bayfront and 23rd Street. These improvements will help shape the overall neighborhood environment and enable other TDM measures to succeed.

Implementation. The Project will construct sidewalks and streets in conformance with the Design for Development and Infrastructure Plan, which have been prepared in consultation with SFMTA to ensure that streets will be safe and comfortable for non-motorized users and include features including wide sidewalks, clear crossings, and high-quality bicycle infrastructure. The sidewalks and streets will be constructed in phases, per the Project's Phasing Plan.

Figure 5 Complete Streets Design Features

Source: New York City Department of Transportation

ACTIVE-2: Bicycle Parking in Compliance with Code Requirements

- ***Applies to: Residential, Office, Retail and Other (PDR)***

Safe and convenient bicycle parking is a key ingredient for creating a bicycle friendly environment. PPS intends to provide bicycle parking space at the Code-required amount, consistent with the PPS Special Use District (SUD). There are several methods of providing secure (Class I) bicycle parking spaces for residents and employees. Bicycle rooms or cages can be placed at convenient locations within Buildings or in nearby public spaces, and bicycle owners who qualify can receive a key or access card to use the space (often the same card used to access an elevator or parking garage). Supportive amenities such as showers and lockers will also be provided for use by employees.

On-street Class II bicycle racks in highly visible locations will also be provided to facilitate short-term bicycle parking. Bicycle racks will be easy to use and located in the most visible and convenient parts of the building frontage (near entrances to establishments at PPS). Public bicycle parking is often considered secure when it is situated in well-lit, highly visible areas.

Implementation. Each new building will include Class I bicycle parking spaces and Class II bicycle parking spaces in accordance with the requirements of the PPS SUD.

ACTIVE-3: Showers and Lockers for Employees

- ***Applies to: Office, Retail and Other (PDR)***

Showers and lockers located near bicycle rooms can allow those who have to bicycle, walk or run longer distances to rinse off and change from clothing suitable for cycling to work attire, eliminating one potential barrier to cycling, walking or running to work. As such, the development will provide showers and lockers for office, retail, and PDR employees in amounts required by the PPS-SUD.

Implementation. Each new building will install and maintain showers and lockers in or near bicycle storage in accordance with the requirements of the PPS-SUD.

ACTIVE-5A: Bicycle Repair Stations

- ***Applies to: Residential, Office and Retail***

Maintenance can be a key barrier to using a bicycle as a primary transportation mode. Fix-it stations can address this barrier by providing a place to complete bicycle repairs that could include a fix-it pole (to allow bicycles to be hoisted off the ground for easier access) and bicycle tools. These fix-it stations can also be equipped with up-to-date bicycle maps, information on bicycle-related programming on-site or nearby, and other information for cyclists.

Implementation. Each new building will install a regularly maintained bicycle fix-it station similar to the one shown in Figure 6 in or immediately adjacent to bicycle storage. The bicycle fix-it station will be fitted with a fix-it pole or other mechanism to hold bicycle for repair, appropriate tools, and bicycle-related information, each in the manner required by the Design for Development.

Figure 6 DERO Bicycle Fix-it Station

Source: DERO

TDM Ordinance category: PKG

PKG-1: Unbundle Parking

- ***Applies to: Residential, Office and Retail***

"Unbundling" parking means that the cost of parking is separate from the cost of residential and commercial units. It is an increasingly common practice in urban areas, and the City of San Francisco requires residential developments to unbundle parking.

Unbundling parking cost changes parking from a required purchase to an optional amenity, so that households can choose how many spaces they wish to lease or purchase. This approach provides a cost savings to households who decide to dispense with their cars, and it can help attract households who wish to live in a transit-oriented neighborhood where it is possible to live well with only one car, or even no car, per household. Thirty percent of San Francisco households do not own a vehicle.[1]

For this measure to work optimally for office, the users of parking – not their building managers or employers – must be the ones who ultimately pay daily or monthly costs.

Implementation. Each new building will unbundle parking costs. This means for Residential uses, parking costs will not be included in the sale or lease price. For Office and Retail uses, employers shall not pay the cost of parking for its employees.

PKG-2: Short-Term Daily Parking Provision

- ***Applies to: Retail***

Paying a lump sum for unlimited use of any service results in people using that service more, as there is no refund for less use. Parking demand works the same way: drivers paying a monthly fee to park are effectively paying a big fee for the first day of parking and then every day after parking is free, encouraging driving on days when other choices may have been a reasonable option. To shift the decision-making and reduce excess parking demand, parking will be managed at an hourly or daily rate only, without a long-term parking option for retail employees or visitors.

Specifically, any available parking within the shared parking supply could be used by site visitors at an hourly or daily rate. Visitors could include residential, office or hotel guests and retail, assembly space and open space users. Grocery Store parking would be dedicated for grocery use during business hours and on the same block as the grocery store. For additional information regarding general assumptions for the Project's parking system, see PKG-4: Minimize Parking Supply.

Implementation. Potrero Power Station parking facilities shall not offer a parking rate or pass for a term longer than one day for employees and visitors of the Retail Land Use. Additionally, no discounted rate shall be offered for weekly, monthly or similar time-specific periods.

[1] U.S. Census, American Community Survey 2013, five-year estimates

PKG-4: Minimize Parking Supply

- ***Applies to: Residential***

Building excessive parking leads to increased automobile use, contributing to more vehicle trips, increased traffic congestion, higher housing costs, and greater greenhouse gas emissions. Given the large number of households with no vehicle and the demand for housing in San Francisco, a limited supply of parking, could be expected to attract a high proportion of residents without vehicles, which in turn should result in fewer vehicle trips from the development. The Project site will be directly served by high-quality transit and is in a neighborhood that is already facing vehicular congestion, which further discourages driving and parking.

Through the Design for Development, the Project has established maximum Residential parking ratio of 0.6 spaces per unit, which is lower than the neighborhood average.

The Project will provide parking, both within each block and a centralized parking garage. Upon completion of all phases of the Project, no more than 0.6 spaces shall be provided per residential unit. Due to the phased nature of the Project, the Project may construct more or less than 0.6 spaces per unit within each building or phase. Any off-street parking spaces or stalls that would result in the cumulative off-street parking ratio exceeding 0.6 spaces per unit may not be used for any parking purpose and must be physically separated to preclude use of such spaces until such time that sufficient residential development is completed to bring the parking ratio into conformance with the maximum 0.6 space per unit requirement.

TDM Ordinance Category: HOV

HOV-2: Shuttle Bus Service

- ***Applies to: Residential, Office and Retail***

Providing shuttle service to nearby regional transit hubs can reduce a barrier to commuting by transit. PPS will provide shuttle service to the 16th Street BART station and the 22nd Street Caltrain station as depicted in Figure 5.6.1 of the PPS Design for Development, unless otherwise agreed upon with SFMTA. The shuttle shall be sized to target a capacity utilization of approximately, but no greater than 85 percent. If the 85 percent capacity utilization standard is exceeded, the size or number of shuttles in operation shall increase.

The proposed service would run every 15 minutes during weekday peak periods and would comply with all applicable laws and regulations. The service would be open to the public and free to users, unless otherwise agreed upon with SFMTA. See Figures 5.6.2, 5.21.1 and 5.21.2 of the Design for Development for designated on-site shuttle stop locations for legal loading and unloading, and preliminary dimensions.

Implementation. As detailed in the Development Agreement, the Project shall provide a shuttle with connections to 16th Street BART and the 22nd Street Caltrain terminal.

San Francisco Municipal Transportation Agency is planning new Muni service (55 Dogpatch) that would parallel the east-west route, and the agency is planning significant service increases on the T-Third over the long term that would obviate the need for supplemental north-south service. The Project team's intent is to provide sufficient service to meet the needs of PPS residents, employees, and visitors, and to complement Muni service once the 55 Dogpatch is in place.

TDM Ordinance Category: CSHARE

CSHARE-1: On-Site Car Share Parking

- ***Applies to: Residential, Office, Retail and Other (PDR)***

Allowing residents, workers, and visitors to rent cars on-site can make it easy for people who do not have a car (or who have a limited number of cars per household) to have access to a vehicle when needed (e.g. to run errands that require hauling heavier items). The Project will provide car-share spaces in convenient locations in buildings on-site. Spaces will be located in high-visibility parking spots within publicly-accessible parking facilities, with clear exterior signage to increase visibility and emphasize the convenience of car share.

Implementation. Each new building shall provide the number of car-share parking spaces required by the SUD.

Figure 7 Zipcar Car-Share

Source: Flickr, Marcin Wichary

TDM Ordinance Category: FAMILY

FAMILY-2: On-Site Child Care

- ***Applies to: Residential, Office, and Retail***

Providing child care services on-site can help minimize a key barrier for parents to taking non-auto modes to work. In doing so, it can reduce travel needs for both residents and employees by eliminating an extra round trip to a separate childcare destination. A minimum of 12,000 square feet of child care will be provided within buildings at the Project Site of which at least 6,000 square feet shall be provided by Phase 2 and the total 12,000 square feet delivered by Phase 4. The Phasing Plan attached to the Development Agreement may be revised from time to time in accordance with the Project's Development Agreement. An on-site child care provider(s) will be identified, and a facility (or facilities) consistent with best practices will be designed.

Implementation. The Project shall provide on-site child care facilities pursuant to the requirements of the Phasing Plan attached to the Development Agreement.

TDM Ordinance Category: DELIVERY

DELIVERY-1: Delivery Supportive Amenities

- ***Applies to: Residential and Office***

Providing storage space for perishable groceries can have a direct effect on reducing trips by encouraging and facilitating online ordering. Where this type of measure has been implemented without direct staff monitoring at all times, building residents typically access deliveries through a locker system with unique pick-up codes that include the locker number and access times for the delivery recipient. Regardless of the precise method, providing some kind of secure place for delivery storage can allow residents and employees to confidently arrange for deliveries, even if they may not be able to pick items up or get them to their own refrigerator or pantry immediately.

Implementation. Each new Residential and Office building will provide in-building lockers that are refrigerated and/or allow for dry storage of sensitive or perishable deliveries.

TDM Ordinance Category: LAND USE

LU-2: On-Site Affordable Housing

Residents living in affordable housing typically own fewer cars per household than residents of market-rate units. Thirty percent of the Residential Units produced by the Project will be Affordable Housing Units pursuant to the Project's Affordable Housing Plan. 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) and not more than 99% AMI for inclusionary for-sale units, pursuant to the Project's Affordable Housing Plan.

Implementation. The Project will provide significant affordable housing on-site in accordance with the requirements of the Development Agreement's Affordable Housing Plan.

ADDITIONAL TDM AND TRANSPORTATION STRATEGIES

In addition to the TDM measures described in the last section, PPS plans to make further important investments in transportation infrastructure and programs in the spirit of encouraging the use of non-auto modes.

While not included in the City's TDM Ordinance menu of measures, the additional measures shown in Figure 8 will also facilitate successful implementation of the full transportation program, tying program areas together and ensuring critical pieces of infrastructure exist to support use of other on-site transportation programs. For example, provision of transit layover facilities is essential to maximizing the impact of a multimodal transit subsidy, much like high quality bicycle routes are key to encouraging enough site users to consider cycling a primary travel option and, in turn, make full use of on-site bicycle parking.

Figure 8 Additional Transportation Strategies

Strategy Area	Additional Transportation Strategies	Related TDM Measures
Program Management and Implementation	Expanded role of TDM coordinator to include coordination with fresh food-related shops, vendors, and for events at the site	▪ Strategic Multimodal Signage/Wayfinding ▪ Real-time Travel Information ▪ Transportation Welcome Packets and Ongoing Transportation Marketing Campaign
Transit	Provision of layover space and operational needs for the 55 Dogpatch Muni route on 23rd Street	▪ Shuttle Bus Service ▪ Multimodal Transportation Subsidy
	Required Transportation Sustainability Fee	
Bicycle	Investment in completing the Blue Greenway through the site	▪ Bicycle Parking ▪ Bicycle Repair Station and Maintenance Services ▪ Showers and Lockers for Employees ▪ Improved Walking Conditions
	Traffic-calmed interior roadways	
	Space allocated for bike share docks	
Loading	Ample curb frontage allocated to passenger and commercial loading	▪ Multimodal Transportation Subsidy ▪ Minimize Parking Supply ▪ Cold/Dry Storage for Grocery/Package Delivery

Bike Share Docks

PPS plans to make adequate space available for bike share at the site. Access to bike share will be provided in high-traffic areas near key buildings and site entrances, facilitating easy and convenient use of the bike share system. This will serve to further reinforce the site's multimodal brand.

Figure 9 Bay Wheels Dock

Source: SFMTA

3 TDM PLAN IMPLEMENTATION

RELATIONSHIP TO THE PLANNING CODE

References to the Planning Code or Code herein are references to the City of San Francisco Planning Code as it exists as of the date of the Project's Development Agreement. Future changes to the Planning Code may apply to the Project pursuant to the terms of the Development Agreement. Refer to Potrero Power Station Design for Development, Appendix D for key provisions of the Planning Code as of the effective date of the Development Agreement. References to the TDM Plan include the TDM Measures as required by the TDM Program (guided by Planning Code Section 169) and the Mitigation Measure M-TR-5; and all monitoring and requirements for both.

TDM COORDINATOR

The Project's TDM Coordinator is crucial to the successful implementation and oversight of the Project's TDM Plan. This person will manage the roll-out of all programs, including managing vendors and engaging with new site residents, tenants and employees to introduce them to the site's transportation offerings through welcome packets, consultations, and other digital or online materials. The TDM Coordinator may be an employee of the developer or the position may be contracted with a third-party provider of TDM measures. The TDM Coordinator shall be delegated authority with the appropriate resources to coordinate and implement the TDM Plan.

The purpose of the TDM Coordinator is to provide oversight and management of the Project's TDM Plan implementation. In this way, a single representative for the Project is aware of and responsible for the orderly and timely implementation of all aspects of the TDM Plan and can adequately manage the components of the TDM Plan. This is especially important when implementation of individual measures is undertaken by different individuals or entities. The TDM Coordinator may also implement certain elements of the TDM Plan, thereby also acting as a provider of certain programmatic measures (see detail below). The primary responsibilities of the TDM Coordinator are:

- To serve as a liaison to the San Francisco Planning Department regarding the administration and implementation of the TDM Plan for the life of the Project including notifying the San Francisco Planning Department of new contract information if TDM Coordinator changes;
- To facilitate City staff access to relevant portions of the property to conduct site visits, surveys, outreach, inspection of physical measures, and/or other empirical data collection, and facilitate in-person, phone, and/or e-mail or web-based interviews with residents, tenants, employees, and/or visitors;
- To ensure that TDM measures required for the Project are implemented. This will include certifying that physical (e.g., requisite bicycle parking supply and quality; bicycle repair station; car-share parking, etc.) and programmatic (e.g., tailored transportation marketing services, contributions or incentives for sustainable transportation, etc.) measures for the building are in place for the time period agreed to in the conditions of approval and that they are provided at the standard of quality described in the Planning Department's TDM Program Standards (https://sfplanning.org/transportation-demand-management-program);
- To prepare and submit ongoing compliance forms and supporting documentation, along with the associated administrative fee (https://sfplanning.org/resource/fee-schedule-applications), to the Planning Department;
- To manage monitoring and reporting requirements as described below;
- To request a TDM Plan review by Planning Department staff if changes to the plan are desired; and

- To work with Planning Department staff to correct any violations through enforcement proceedings, if necessary. The TDM Coordinator should participate in any trainings/workshops offered by the City, on a regular basis, as they become available (e.g., on an annual basis).

MONITORING AND REPORTING

The TDM Program includes three monitoring and reporting processes. The first process occurs prior to issuance of the First Certificate of Occupancy (San Francisco Department of Building Inspection) for a Vertical Improvement. The second process occurs after the First Certificate of Occupancy is issued by the San Francisco Department of Building Inspection and the Vertical Improvement is operational. It includes monitoring of physical measures, as well as vehicle trip reduction to ensure compliance with Mitigation Measure M-TR-5, as further described below. M-TR-5 is included as Attachment B of this TDM plan. An optional third process to revise an approved TDM Plan is also provided, which may occur at any point after approval of the Development Agreement. The TDM Program Standards along with this TDM Plan describes all three processes, as further described under Monitoring Documentation. Planning Department staff will conduct a site visit once every three years to confirm all approved physical measures in the TDM Plan continue to be implemented and/or installed. TDM coordinators will be informed in advance of these site visits. If the Project is in good standing (i.e., submits satisfactory Ongoing Monitoring and Reporting Forms for five consecutive years), then the annual requirement will shift to one submittal every three years. If, at any time, the Project fails to demonstrate satisfactory ongoing monitoring and reporting, the Project may be required to revert back to an annual submittal schedule until the Project again demonstrates five consecutive years of satisfactory monitoring and reporting.

Pre-Occupancy Monitoring and Reporting

For every Vertical Improvement that is an entire building, a Notice of Special Restrictions referencing this TDM Plan shall be recorded on the deed of the property before a Building Permit can be issued. This must occur before a site inspection is conducted. Prior to the issuance of a First Certificate of Occupancy for a given Vertical Improvement, the TDM Coordinator shall facilitate a site inspection by Planning Department staff to confirm that all applicable physical measures in the TDM Plan have been implemented and/or installed. This process is more fully described as follows:

Prior to the site visit, TDM Coordinator shall provide to Planning Department staff a Pre-Occupancy Monitoring and Reporting Form including 1) a copy of the TDM Plan 2) TDM Coordinator contact information 3) a copy of a signed letter stating that the TDM Coordinator agrees to distribute a copy of the TDM Plan with new employee packets, tenant lease documents, and/or deeds to each new employee or tenant and 4) documentation that approved programmatic measures in the TDM Plan have or will be implemented as required.

Within 30 days of the Pre-Occupancy Monitoring and Reporting Form submittal, Planning Department staff will review the documentation of the programmatic measures in the TDM Plan and schedule a site visit. During the site visit, Planning Department staff will verify that physical measures are provided as specified in the TDM Plan and complete corresponding sections of a Pre-Occupancy Monitoring and Reporting Form for programmatic measures. Planning Department staff will then review the documentation and finalize a Pre-Occupancy Monitoring and Reporting Form. This process, starting from the scheduled site visit date, shall not take longer than 30 days. The First Certificate of Occupancy from the Department of Building Inspection shall not be issued until the TDM Coordinator receives an approved Pre-Occupancy Monitoring and Reporting Form.

The administrative fee associated with the TDM Plan Review Application covers the cost of pre-occupancy monitoring and reporting.

Ongoing Monitoring, Evaluation, and Refinement

TDM Measures

During the established monitoring period, Planning Department staff will verify that the TDM Coordinator is maintaining physical measures and continuing to provide programmatic measures as specified in the TDM Plan. The TDM Coordinator will submit annual *Ongoing Monitoring and Reporting Forms* and supporting documentation, along with the associated administrative fee, as further described under "Monitoring Documentation".

No monitoring and reporting is required for land use category D (e.g. PDR) projects on an ongoing basis, although site visits may be performed by Planning Department staff without being subject to the ongoing administrative fee. TDM Coordinators will be informed in advance of these site visits.

Trip Reduction

In addition to the monitoring of the TDM measures mentioned above, monitoring for the purposes of reducing vehicle trips consistent with Mitigation Measure M-TR-5: "Implement Measures to Reduce Transit Delay" will also be implemented as stated below.

Within one year of issuance of the PPS's First Certificate of Occupancy, a qualified transportation consultant approved by the SFMTA will begin monitoring daily and p.m. peak period (4 p.m. to 7 p.m.) vehicle trips in accordance with an SFMTA and San Francisco Planning Department agreed upon monitoring and reporting plan, as stated within this section of this TDM Plan.

A document with the results of the annual daily and p.m. peak hour vehicle counts shall be submitted to the Planning Department's Environmental Review Officer and SFMTA for review within 30 days of the data collection or with the Project's annual TDM Monitoring Report as agreed to by the Environmental Review Officer in consultation with the SFMTA.

Monitoring Methods

The TDM Coordinator shall prepare, or work with a third-party consultant to prepare, TDM Monitoring Reports that will include all the requirements for Pre-Occupancy and On-going Monitoring and Reporting requirements per the TDM Program Standards and data collected by qualified transportation consultant for review and approval by the Planning Department's Environmental Review Officer and the SFMTA for Mitigation Measure M-TR-5. The TDM Monitoring Report shall include the following components or comparable alternative methodology and components as approved or provided by Planning Department staff:

- Trip Count: The vehicle data collection shall include counts of the number of vehicles entering and exiting the Project site on internal streets at the site boundaries on 22nd, Illinois, and 23rd Streets for three weekdays during the p.m. peak period (4 p.m. to 7 p.m.). The data for the three weekdays (Tuesday, Wednesday, or Thursday) shall be averaged, and the surveys shall be conducted within the same month annually. The qualified transportation consultant shall submit the proposed methodology for the Planning Department's approval prior to conducting the components of the trip count. It is anticipated that the Planning Department will have a standard trip count methodology developed and available to project sponsors at the time of data collection.

- Documentation of Plan Implementation: The TDM Coordinator shall work in conjunction with the Planning Department to submit and successfully complete Ongoing Monitoring and Reporting Forms, which includes the data collected on Mitigation Measure M-TR-5 as an Appendix, to document

the implementation of TDM Program elements and other basic information during the reporting period. These forms shall be included in the TDM Monitoring Report submitted to Planning Department staff.

- Degree of Implementation: The TDM Monitoring Report shall include descriptions of the degree of implementation (e.g., how many tenants or visitors the TDM Plan will benefit, and on which locations within the site measures will be/have been placed, etc.)

- Assistance and Confidentiality: Planning Department staff will assist the TDM Coordinator on questions regarding the components of the TDM Monitoring Report and shall ensure that the identity of individual survey responders is protected. Additional methods (described below) may be used to identify opportunities to make the TDM Program more effective and to identify challenges that the program is facing.

Monitoring Documentation

TDM Monitoring Reports for both the TDM measures and trip reduction shall be submitted to the Planning Department 18 months following 75 percent occupancy of the first Development Phase. Thereafter, annual TDM Monitoring Reports (referred to as "reporting periods") shall be submitted until eight consecutive reporting periods show that the fully built Project has met the performance standard, or until expiration of the Project's Development Agreement, whichever is earlier. The monitoring and reporting requirements for the TDM measures per the TDM Program's Standards shall continue for the Life of the Project, beyond the expiration of the Project's Development Agreement.

Compliance and TDM Plan Adjustments

If the vehicle trip monitoring data indicates that the Project has exceeded the maximums set forth in Table 1, additional TDM measures shall be selected and implemented to reduce the number of Project-generated vehicle trips to meet the maximum for that Development Phase. These measures could include expansion of measures already included in the Project's proposed TDM Plan (e.g., providing additional project shuttle routes to alternative destinations, increases in tailored transportation marketing services, etc.), other measures identified in the City's TDM Program Standards Appendix A (as such appendix may be amended by the Planning Department from time to time) that have not yet been included in the project's approved TDM Plan, or, at the Developer's discretion, other measures not included in the City's TDM Program Standards Appendix A that the City and the Developer agree are likely to reduce peak period driving trips.

Where additional TDM measures are required pursuant to the paragraph immediately above, the Developer shall have 30 months to demonstrate a reduction in vehicle trips to meet the performance standard. If the performance standard is not met within 30 months, the Developer shall submit to the Environmental Review Officer and the SFMTA a memorandum documenting proposed methods of enhancing the effectiveness of the TDM measures and/or additional feasible TDM measures that would be implemented by the Developer, along with annual monitoring of the Project-generated vehicle trips to demonstrate their effectiveness in meeting the performance standard. The comprehensive monitoring and reporting program related to Mitigation Measure M-TR-5 shall be terminated upon the earlier of (i) expiration of the Project's Development Agreement, or (ii) eight consecutive reporting periods showing that the fully built project has met the performance standard. However, compliance reporting for the City's TDM Program shall continue to be required.

If the additional TDM measures do not achieve the performance standard, then the Developer shall select additional measures to reduce vehicle trips, which may include on-site or off-site capital improvements intended to reduce

vehicle trips from the Project. Capital measures may include, but are not limited to, peak period or all-day transit-only lanes (e.g., along 22nd Street), turn pockets, bus bulbs, queue jumps, turn restrictions, pre-paid boarding pass machines, and/or boarding islands, or other measures that support sustainable trip making. The monitoring and reporting plan described above may be modified by the Planning Department in coordination with the SFMTA to account for transit route or transportation network changes, or major changes impacting the Project Site. The modification of the monitoring and reporting plan, however, shall not change the performance standards set forth herein.

Single Access Performance Standard/No PG&E Sub Area Scenario

The determination of the weekday pm peak hour vehicular traffic generated by the Project for purposes of evaluating adherence to the Single Access Performance Standard will follow the monitoring methods outlined herein. Based on the annual TDM Monitoring Report, as well as Pre-Occupancy and On-going Monitoring and Reporting requirements of this TDM Plan, the City shall determine whether the number of project-generated vehicles exceeds or will exceed the Single Access Performance Standard within that year. If the City determines the Single Access Performance Standard has been, or will be exceeded, Developer shall select and implement additional TDM measures and/or on-site or off-site capital improvements in order to reduce the number of Project-generated weekday pm peak hour vehicle trips to meet the Single Access Performance Standard. If the additional TDM measures and/or on-site or off-site capital improvements selected by the project sponsor are not sufficient to achieve the Single Access Performance Standard, then the project sponsor shall implement additional measures selected by the City to reduce vehicle trips, which may include on-site or off-site capital improvements intended to reduce vehicle trips from the project. Potential capital improvements could be the construction of Maryland Street between 23rd Street and 22nd Street (in the event that the Pier 70 Project does not construct the Maryland Street improvements connecting the Pier 70 and Potrero Power Station sites within the time period anticipated in the Pier 70 Project's EIR and Phasing Plan).

If the City requires installation of off-site improvements identified in the two year SFMTA Capital Improvement Program and/or identified as mitigation or improvement measures to which other development project(s) are to make a fair-share contribution, the City will enter into a fair-share agreement with the Developer to provide for reimbursement to Developer of its costs that exceed its fair-share contribution toward the improvement(s). The developer shall be responsible for the full cost of any on or off-site capital improvements that are not improvements identified in the SFMTA Capital Improvement Program and/or identified as mitigation or improvement measures to which other development project(s) are to make a fair-share contribution. Developer shall be responsible for obtaining any required approvals for any such on or off-site improvements, such as environmental clearance, street improvement permits, encroachment permits, and/or sidewalk legislation.

TDM Plan Update (Optional)

At any time after the approval of the Development Agreement, the Developer may propose an update to the TDM Plan by submitting a TDM Plan Update Application and associated application fee. The Planning Department shall ensure that the amended TDM Plan meets the TDM Program Standards that were in effect at the time that the Development Agreement was approved or the TDM Program Standards in effect at the time that the TDM Plan Update Application is filed, if elected by PPS. Possible reasons that the Developer may request to update the TDM Plan include altering the TDM measures within the TDM Plan or reducing or increasing the number of Accessory Parking spaces associated with the Project. The point values associated with TDM measures may be updated and new TDM measures may be added. If these updates have occurred, a TDM Coordinator can select from and use the associated point values of these updated or new measures for their TDM Plan Update.

APPENDIX A

Excerpts from Potrero Power Station TDM Application

LAND USE TABLES

If you are not sure of the eventual size of the project, provide the maximum estimates.

Gross Floor Area and Occupied Floor Area are defined in Planning Code Section 102.

Land Use Category A (Retail)	
Gross Floor Area (GFA)	233,377
Occupied Floor Area (OFA)	233,377
Number of Accessory Parking Spaces	44
Target Points	25 (75% of 33)

Land Use Category B (Office)	
Gross Floor Area (GFA)	1,485,035
Occupied Floor Area (OFA)	1,485,035
Number of Accessory Parking Spaces	843
Target Points	24 (75% of 32)

Land Use Category C (Residential)	
Gross Floor Area (GFA)	2,682,427
Occupied Floor Area (OFA)	2,682,427
Number of Accessory Parking Spaces	1,609
Target Points	23 (75% of 31)

Land Use Category D (Other)	
Gross Floor Area (GFA)	45,040
Occupied Floor Area (OFA)	45,040
Number of Accessory Parking Spaces	0
Target Points	3

TDM PLAN WORKSHEET

			Land Use Category			
			A	B	C	D
Category	*Measure*	*Points*	Retail	Office	Residential	Other
ACTIVE-1	Improve Walking Conditions: Option A; or	1	▣ 1	▣ 1	▣ 1	○ —
	Improve Walking Conditions: Option B	1	▣	▣	▣	○ —
ACTIVE-2	Bicycle Parking: Option A; or	1	▣ 1	▣ 1	▣ 1	▣ 1
	Bicycle Parking: Option B; or	2	▣	▣	▣	▣
	Bicycle Parking: Option C; or	3	▣	▣	▣	▣
	Bicycle Parking: Option D	4	▣	▣	▣	○ —
ACTIVE-3	Showers and Lockers	1	▣ 1	▣ 1	⊘	▣ 1
ACTIVE-4	Bike Share Membership: Location A; or	1	▣	▣	▣	○ —
	Bike Share Membership: Location B	2	Ⓑ	Ⓑ	Ⓑ	○ —
ACTIVE-5A	Bicycle Repair Station	1	▣ 1	▣ 1	▣ 1	○ —
ACTIVE-5B	Bicycle Maintenance Services	1	▣	▣	▣	○ —
ACTIVE-6	Fleet of Bicycles	1	▣	▣	▣	○ —
ACTIVE-7	Bicycle Valet Parking	1	Ⓑ	⊘	⊘	○ —
CSHARE-1	Car-share Parking and Membership: Option A; or	1	Ⓟ 1	Ⓟ 1	Ⓟ 1	Ⓟ
	Car-share Parking and Membership: Option B; or	2	Ⓟ	Ⓟ	Ⓟ	Ⓟ
	Car-share Parking and Membership: Option C; or	3	Ⓟ	Ⓟ	Ⓟ	Ⓟ
	Car-share Parking and Membership: Option D; or	4	Ⓟ	Ⓟ	Ⓟ	○ —
	Car-share Parking and Membership: Option E	5	Ⓟ	Ⓟ	Ⓟ	○ —
DELIVERY-1	Delivery Supportive Amenities	1	▣	▣ 1	▣ 1	○ —
DELIVERY-2	Provide Delivery Services	1	Ⓑ	⊘	⊘	○ —
FAMILY-1	Family TDM Amenities: Option A; and/or	1	⊘	⊘	▣	⊘
	Family TDM Amenities: Option B	1	⊘	⊘	▣	⊘
FAMILY-2	On-site Childcare	2	▣ 2	▣ 2	▣ 2	⊘
FAMILY-3	Family TDM Package	2	⊘	⊘	▣	⊘
HOV-1	Contributions or Incentives for Sustainable Transportation: Option A; or	2	▣	▣	▣	○ —
	Contributions or Incentives for Sustainable Transportation: Option B; or	4	▣	▣	▣	○ —
	Contributions or Incentives for Sustainable Transportation: Option C; or	6	▣	▣	▣	○ —
	Contributions or Incentives for Sustainable Transportation: Option D	8	▣	▣	▣	○ —
HOV-2	Shuttle Bus Service: Option A; or	7	Ⓑ 7	Ⓑ 7	Ⓑ 7	○ —
	Shuttle Bus Service: Option B	14	Ⓑ	Ⓑ	Ⓑ	○ —

▣ = applicable to land use category.
Ⓑ = applicable to land use category, see fact sheets for further details regarding project size and/or location.
Ⓟ = applicable to land use catgory only if project includes some parking.
⊘ = not applicable to land use category.
○ = project sponsor can select these measures for land use category D, but will not receive points.

NOTE: Please tally the points on the next page.

NOTE: A project sponsor can only receive up to 14 points between HOV-2 and HOV-3.

			Land Use Category			
Category	*Measure*	*Points*	A Retail	B Office	C Residential	D Other
HOV-3	Vanpool Program: Option A; or	1				
	Vanpool Program: Option B; or	2				
	Vanpool Program: Option C; or	3				
	Vanpool Program: Option D; or	4				
	Vanpool Program: Option E; or	5				
	Vanpool Program: Option F; or	6				
	Vanpool Program: Option G	7				
INFO-1	Multimodal Wayfinding Signage	1	1	1	1	1
INFO-2	Real Time Transportation Information Displays	1		1		
INFO-3	Tailored Transportation Marketing Services: Option A; or	1			1	
	Tailored Transportation Marketing Services: Option B; or	2		2		
	Tailored Transportation Marketing Services: Option C; or	3	3			
	Tailored Transportation Marketing Services: Option D	4				
LU-1	Healthy Food Retail in Underserved Area	2				
LU-2	On-site Affordable Housing: Option A; or	1				
	On-site Affordable Housing: Option B; or	2			2	
	On-site Affordable Housing: Option C; or	3				
	On-site Affordable Housing: Option D	4				
PKG-1	Unbundle Parking: Location A; or	1				
	Unbundle Parking: Location B; or	2				
	Unbundle Parking: Location C; or	3			3	
	Unbundle Parking: Location D; or	4				
	Unbundle Parking: Location E	5	5	5		
PKG-2	Parking Pricing	2	2			
PKG-3	Parking Cash Out: Non-residential Tenants	2				
PKG-4	Parking Supply: Option A; or	1				
	Parking Supply: Option B; or	2			2	
	Parking Supply: Option C; or	3				
	Parking Supply: Option D; or	4				
	Parking Supply: Option E; or	5				
	Parking Supply: Option F; or	6				
	Parking Supply: Option G; or	7				
	Parking Supply: Option H; or	8				
	Parking Supply: Option I; or	9				
	Parking Supply: Option J; or	10				
	Parking Supply: Option K	11				

= applicable to land use category.
= applicable to land use category, see fact sheets for further details regarding project size and/or location.
= applicable to land use catgory only if project includes some parking.
= not applicable to land use category.
= project sponsor can select these measures for land use category D, but will not receive points.

Land Use Category Totals

	A Retail	B Office	C Residential	D Other
Point Subtotal from Page 1:	14	15	14	2
Point Subtotal from Page 2:	11	9	9	1
Totals:	25	24	23	3

Appendix E.1
Supplemental Air Quality Supporting Information

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RAMBOLL

ENVIRONMENT
& HEALTH

MEMORANDUM

To: **Paul Mitchell, ESA**

From: **Akshay Ashok, PhD**
Michael Keinath, PE

Subject: **Analysis of Project Variant for the Potrero Power Station Mixed-Use Development**

Date July 2, 2019

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Ramboll understands that the Project Sponsor for the Potrero Power Station Mixed-Use Development ("PPS" or the "Project") proposes a Project Variant to the Proposed Project evaluated in the Draft Environmental Impact Report ("DEIR"). The Project Variant includes the following changes to proposed construction phasing, schedule and building construction relative to the Proposed Project:

- Extending Phase 0 by one year and pushing vertical construction out by one year
- Increasing the number of hotel rooms from 220 to 250
- Revised Construction Phasing of portions of Humboldt Street and the Northern Waterfront.
- Construction of Block 15, which replaces former Blocks 6 and 10 in Phase 4.

Table 1 shows the Project Variant construction schedule. **Figure 1** shows the Project Variant construction phasing diagram, and **Figure 2** shows the Project Variant operational land use areas to be developed.

This memorandum describes a quantitative analysis of mass emissions, health risk and energy usage from the construction and operation of the Project Variant.

METHODS

Emissions from construction and operational activities are calculated using the same assumptions presented in the DEIR. Construction activity data (i.e., construction equipment quantities and usage data) specific to the construction activities and construction schedule that would occur in the Project Variant are used. Operational emissions are calculated using the California Emissions Estimator Model (CalEEMod) using land use areas specific to the Project Variant (as shown in **Figure 2**). Controlled emissions are estimated implementing the construction and operational mitigation measures identified in the DEIR. Per the Project Sponsor, there are no changes to the number of emergency generators in the Project Variant relative to the Proposed Project evaluated in the DEIR.

The health risk assessment follows the approach used in the DEIR. Ramboll evaluated excess cancer risks from the emissions of respirable particulate matter with diameter less than 10 micrometers (PM_{10}) from construction and operational sources. The analysis assumes all PM_{10} from construction equipment and operational sources is diesel particulate matter, or DPM.

MASS EMISSIONS OF CRITERIA AIR POLLUTANTS

Controlled construction criteria air pollutant (CAP) emissions by Phase is shown in **Table 2a**. Emissions from off-road equipment during Phase 0 increase by 10-18% relative to those calculated in the DEIR due to the increased grading activity in that phase. Construction emissions from Phase 1 increase slightly with additional grading activity offsetting the roadwork (paving activity) on portions of Humboldt Street that are shifted to Phases 2, 3, 4 and 6. Emissions from Phase 4 decrease by 17-18% given the reduction in building construction occurring in that Phase. Emissions from on-road construction vehicles for the Project Variant are approximately equal to or lower than those for the Proposed Project analysed in the DEIR in all Phases except ROG and PM emissions from Phases 0 and 2, which increase by approximately 6-9% due to increased Phase duration (Phase 0) and paving activity (Phase 2).

Controlled annual operational CAP emissions for full buildout of the Project Variant are shown in **Table 3**. Operational emissions from the Project Variant are similar to those from the Proposed Project analysed in the DEIR, with minor variations resulting from changes in land use.

Controlled construction and operational emissions are compared against the Bay Area Air Quality Management District (BAAQMD) mass emission thresholds in **Table 4**. Significance of mass emissions remains unchanged relative to those presented in the DEIR.

HEALTH RISK

The health risk assessment (HRA) for the Project Variant was performed using the same methods used in the DEIR. Ramboll used AERMOD to calculate dispersion factors from the modified construction areas (Phases 1, 2, 3, 4 and 6). Dispersion factors for other sources that remain unchanged (e.g., construction Phases 0, 0.1 and 5, construction staging areas, marine construction and haul routes) and operational emergency generators were taken from calculations performed for the DEIR.

Intake factors were re-calculated to reflect the changes in construction phase start dates and durations. Default exposure parameters recommended by the Office of Environmental Health Hazard Assessment (OEHHA) and BAAQMD were used (presented in the DEIR). On-Site residents were assumed to move into each completed phase at the conclusion of construction and be exposed to all subsequent phases of construction and operational emissions. Exposure at off-site receptors was assumed to begin in 2020 for school and off-site resident receptors, while Pier 70 receptors were assumed to begin exposure in 2024 as this hypothetical scenario resulted in the most conservative risk estimate. Though operational traffic volumes are expected to decrease in the Project Variant relative to the Proposed Project analyzed in the DEIR, the same risk impacts from operational traffic as those presented in the DEIR were assumed in order to be conservative. Other assumptions for cumulative impacts from Pier 70 construction and the San Francisco Community Risk Reduction Program (CRRP) background remain the same as those presented in the DEIR.

Table 5 shows the cumulative cancer risk estimates at the off-site maximally exposed individual receptors (MEIRs), while **Table 6** shows cumulative cancer risk estimates at the on-site MEIR. The cancer risk estimates were compared to the cumulative cancer risk criteria of 100 per one million. The locations of the MEIRs for each population shown in the table remained the same between the DEIR and Project Variant. All the impacts are below the cancer risk threshold indicating that the impacts of the Project Variant are less-than-significant. Therefore the conclusions of the prior DEIR work hold.

Due to the low estimated concentration of $PM_{2.5}$ from Project construction and operational activities presented in the DEIR (0.17 µg/m^3 at the on-site MEIR, or a maximum cumulative concentration of 8.9 µg/m^3 versus a cumulative threshold of 10.0 µg/m^3), $PM_{2.5}$ was only assessed qualitatively under this Project Variant. As stated above, estimated cumulative cancer risks associated with this project variant have decreased. Though $PM_{2.5}$ and DPM/PM_{10} emissions are slightly different, in this analysis they are assumed to be equivalent, which is a conservative assumption for $PM_{2.5}$. Therefore, it is anticipated that $PM_{2.5}$ concentrations would decrease under the Project Variant and, therefore, $PM_{2.5}$ is not anticipated to exceed the threshold or be significant.

TABLES

Table 1
Project Variant Construction Phasing
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Phase[1]	Description	Start Year	End Year	# of Work Days
0	Demolition, Site preparation, and Rough Grading for the entire Project	Jan-20	Dec-23	1043
0.1	Tank farm area subject to future PG&E remediation efforts	Jul-25	Oct-25	87
1	Grading, Building Construction (Blocks 8, 9, 12), Paving, Architectural Coating	Jul-23	Jun-26	782
2	Building Construction (Blocks 7, 11), Paving, Architectural Coating	Mar-25	Oct-27	696
3	Grading, Building Construction (Blocks 3, 4), Paving, Architectural Coating	Jan-26	Sep-29	977
4	Grading, Building Construction (Blocks 5, 15), Paving, Architectural Coating	Jan-28	Feb-32	1086
5	Grading, Building Construction (Blocks 1, 2, 14), Paving, Architectural Coating	Jan-31	Aug-33	695
6	Grading, Building Construction (Block 13), Paving, Architectural Coating	Apr-31	Oct-35	1196

Notes:

1. Project construction schedule provided by the Project Sponsor. Phase 0.1 is included within the boundary of Phase 0 but is subject to PG&E remediation efforts which could impact schedule for completion of work in this area.

Table 2a
Construction CAP Emissions from Project Variant - Controlled
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Total CAP Emissions					
Phase	**Source**	**Emissions[2]**			
		ROG	**NO_x**	**PM_{10}**	**$PM_{2.5}$**
		lbs			
0	Off-road Equipment[3]	2,035	13,736	429	429
0.1		49	264	6.3	6.3
1		2,161	17,978	309	309
2		769	7,316	88	88
3		1,368	11,442	163	163
4		1,531	15,324	173	173
5		973	9,673	110	110
6		721	6,693	83	83
0	On-road Trucks and Vehicles[4]	308	2,643	15	14
0.1		36	671	2.2	2.1
1		375	1,807	16	15
2		136	673	6.1	5.6
3		179	868	8.1	7.5
4		217	1,170	10	9
5		140	964	6.5	6.1
6		87	542	3.9	3.7
0	Architectural Coating[5] Off-Gassing	0	--	--	--
0.1		0	--	--	--
1		10,002	--	--	--
2		9,371	--	--	--
3		5,760	--	--	--
4		9,222	--	--	--
5		10,188	--	--	--
6		11,270	--	--	--
0	Paving[6] Off-Gassing	0	--	--	--
0.1		0	--	--	--
1		10	--	--	--
2		6.3	--	--	--
3		6.4	--	--	--
4		19	--	--	--
5		5.7	--	--	--
6		11.2	--	--	--
Total Emissions (lbs)		**66,958**	**91,762**	**1,428**	**1,424**

Table 2a
Construction CAP Emissions from Project Variant - Controlled
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Average Daily Emissions					
Phase	**Days of Construction per Phase[7]**	**Emissions[2]**			
		ROG	**NO_x**	**PM_{10}**	**$PM_{2.5}$**
		lbs/day			
0	1043	2.2	16	0.43	0.43
0.1	87	1.0	11	0.10	0.10
1	782	16	25	0.41	0.41
2	696	15	11	0.14	0.13
3	977	7.5	13	0.17	0.17
4	1086	10	15	0.17	0.17
5	695	16	15	0.17	0.17
6	1196	10.1	6.1	0.073	0.073

Maximum Yearly Emissions					
Phase	**Maximum Annual Construction days per Phase[8]**	**Emissions[2]**			
		ROG	**NO_x**	**PM_{10}**	**$PM_{2.5}$**
		tons/yr			
0	260	0.29	2.0	0.055	0.055
0.1	87	0.043	0.47	0.0043	0.0042
1	260	2.1	3.3	0.054	0.054
2	260	1.9	1.5	0.018	0.018
3	260	1.0	1.6	0.023	0.023
4	260	1.3	2.0	0.022	0.022
5	260	2.1	2.0	0.022	0.022
6	260	1.3	0.8	0.0095	0.0094

Notes:

1. Controlled emissions are calculated based on Tier 4 emission factors for off-road construction equipment and Tier 3 for in-water equipment.
2. Emissions were estimated using methodology consistent with CalEEMod® and the Project DEIR.
3. A construction equipment list and hours of operation for each piece of equipment for each phase were provided by the Project Sponsor.
4. Total number of worker, vendor and hauling trips was provided by the Project Sponsor for each Phase. Trip distances for worker, vendor and hauling trips were assumed to be CalEEMod defaults. Mitigated emissions are calculated assuming 2010 or newer haul trucks are used.
5. Architectural Coating emissions are calculated in Table 2b.
6. Paving emissions are calculated in Table 2c.
7. Days of construction per phase shown are the number of work days for each phase and were provided by the Project Sponsor. Total length of construction for the Project does not equal the sum of the total of days in each phase since there are overlapping phases.
8. Maximum Annual Construction Days per Phase shown represent the maximum number of work days expected over a 365-day timeframe for each Phase. Phase 0.1 Construction lasts for four months only, whereas all other Phases span multiple years.

Table 2a
Construction CAP Emissions from Project Variant - Controlled
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Abbreviations:

CAP - criteria air pollutant
CalEEMod® - California Emissions Estimator Model
CAPCOA - California Air Pollution Control Officers Association
CEQA - California Environmental Quality Act
lb - pound
NOx - nitrogen oxide compounds (NO + NO_2)
PM_{10} - particulate matter less than 10 micrometers
$PM_{2.5}$ - particulate matter less than 2.5 micrometers
ROG - reactive organic gas

References:

California Air Pollution Control Officers Association (CAPCOA). 2016. CalEEMod. Available at: http://www.caleemod.com.

Table 2b
Architectural Coating Emissions
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Coating Category	Interior	Exterior
VOC Content (g/L)[1]	100	150
Emission Factor (lb/ft^2)[2]	0.0046	0.0069

Land Use	Fraction of Surface Area Painted[2] (%)		Painted Area Multiplier[2]
Residential	75%	25%	2.7
Non-Residential	75%	25%	2
Parking	0%	6%	--

SCENARIO[3]: Project Variant

Construction Phase	Block	Building Square Footage[4]			Painted Areas		ROG Emissions
		Residential Area	Non-residential Area	Parking Area	Interior	Exterior	
		ft^2	ft^2	ft^2	ft^2	ft^2	tons
1	8	361,142	11,814	129,999	749,034	257,478	2.6
	9	0	245,694	15,960	368,541	123,805	1.3
	12	0	208,271	15,700	312,407	105,078	1.1
2	7	466,794	27,043	73,750	985,822	333,032	3.4
	11	0	237,835	30,357	356,753	120,739	1.2
3	3	0	320,640	55,436	480,960	163,646	1.7
	4	163,000	7,757	50,917	341,711	116,959	1.2
4	5	292,860	38,562	287,933	650,885	234,237	2.3
	15	0	438,502	25,306	657,753	220,769	2.3
5	1	399,204	0	33,937	808,388	271,499	2.8
	2	0	329,898	51,003	494,847	168,009	1.7
	14	77,760	0	9,720	157,464	53,071	0.55
6	13A	256,160	20,000	22,191	548,724	184,239	1.9
	13B	506,050	25,000	163,249	1,062,251	363,879	3.7
						Total	27.9

Notes:

1. VOC content of paint is assumed to be consistent with BAAQMD Regulation 8, Rule 3. ROG and VOC can be used interchangeably for CEQA analysis.
2. CalEEMod default architectural coating emissions parameters.
3. VOC emissions are calculated for the Project Variant target program.
4. Building footprint provided by the Project Sponsor.

Abbreviations:

BAAQMD - Bay Area Air Quality Management District
CalEEMod® - California Emissions Estimator MODel
CEQA - California Environmental Quality Act
g - gram
gal - gallons
L - liters
lb - pounds
ROG - reactive organic gas
ft^2 - square feet
VOC - volatile organic compound

References:

BAAQMD. 2009. Regulation 8 Rule 3 Architectural Coatings. July.
California Air Pollution Control Officers Association (CAPCOA). 2016. Appendix A. Available at: http://www.caleemod.com

Table 2c
Asphalt Paving Off-Gassing Emissions
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Construction Phase	Building	Parking Area[1]		ROG Emission Factor[2]	ROG Emissions[2]
		ft^2	acres	lb/acre	lb
1	8	129,999	3.0	2.6	7.8
	9	15,960	0.37		1.0
	12	15,700	0.36		1
2	7	73,750	1.69		4.4
	11	30,357	0.70		1.8
3	3	55,436	1.3		3.3
	4	50,917	1.2		3
4	5	287,933	6.6		17
	15	25,306	0.58		1.5
5	1	33,937	0.78		2.0
	2	51,003	1.2		3.1
	14	9,720	0.22		0.58
6	13A	22,191	0.51		1.3
	13B	163,249	3.7		9.8
Total		**965,458**	**22**		**58**

Notes:

1. Parking areas based on total garage square footage provided by the Project Sponsor.
2. ROG emissions from paving the parking areas were calculated consistent with CalEEMod® methodology.

Abbreviations:

CalEEMod® - California Emissions Estimator MODel
CAPCOA - California Air Pollution Control Officers Association
CEQA - California Environmental Quality Act
lb - pound
ft^2 - square feet
ROG - Reactive Organic Gases

References:

California Air Pollution Control Officers Association (CAPCOA). 2016. Appendix A. Available at: http://www.caleemod.com

Table 3
Project Variant Operational CAP Annual Emissions (Controlled) for Build Out Year
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Emissions Source	CAP Emissions[1,2] [ton/year]			
	ROG	NO_x	PM_{10} Total	$PM_{2.5}$ Total[3]
Net Generator Emissions	0.049	1.6	0.012	0.012
Architectural Coating	2.8	--	--	--
Consumer Products[4]	13	--	--	--
Hearths	0.22	0.12	0.31	0.31
Landscaping	0.58	0.22	0.11	0.11
Building Energy Use	0.40	3.5	0.27	0.27
On-Road Fugitive Dust[5]	--	--	5.9	1.7
On-Road Exhaust[5]	2.0	10	0.059	0.055
TRUs[6]	0.0091	0.068	0.00040	0.00037
Total Project Emissions	**19**	**15**	**6.7**	**2.5**

Notes:

1. Emissions estimated using CalEEMod version 2016.3.2. Emissions controls include Tier 4 emergency generators and TRUs plugged in during unloading.
2. Operational CAP emissions were estimated for the full Project build-out in 2035. Operations during all other years (while construction is still taking place) will have less emissions than the full build-out year presented above.
3. $PM_{2.5}$ are assumed to be equivalent to PM_{10} emissions for the emergency generators.
4. San Francisco's ROG emissions from consumer products were 5.30 tons and San Francisco's assumed square footage was 703,541,231 square feet. Therefore, the emission factor would be (5.30 tons/day * 2,000 lbs/ton)/703,541,231 sq.ft = 1.51e-5 lbs/(sq.ft-day). This was used as the emission factor for ROG for the Project.
5. Mitigated on-road emissions included the Transportation Demand Management (TDM) program outlined in Mitigation Measure TR-5. The TDM program is expected to reduce trip generation (or vehicle miles traveled) by 11%, which is expected to result in a proportional amount of on-road emissions.
6. TRU emissions were calculated using the engine operating hours multiplied by the engine size, load factor, and CAP emission factors from California Air Resources Board OFFROAD2017 model. Operating hours were estimated based on the truck travel time plus unloading time; truck travel time is calculated as distance based on CalEEMod default value of 7.3 miles per one way trip for a Commercial-NonWork Trip, divided by the travel speed of 10 miles per hour, assuming 5 trucks per day. Loading time is based on average delivery time of 27 minutes from McCormack et al. (2010) "Truck Trip Generation by Grocery Stores", prepared by University of Washington. In the controlled case, TRUs are assumed to be plugged in while unloading.

Abbreviations:

BAAQMD: Bay Area Air Quality Management District
CalEEMod: California Emissions Estimator Model
CAP: criteria air pollutant
lb: pounds
TRU: Transport Refrigeration Unit
NO_x: nitrogen oxide compounds ($NO + NO_2$)
ROG: reactive organic gases
$PM_{2.5}$ - particulate matter < 2.5 µm
PM_{10} - particulate matter < 10 µm

References:

CalEEMod® 2016.3.2. Available Online at: http://www.caleemod.com

McCormack et al. (2010). "Truck Trip Generation by Grocery Stores", prepared by University of Washington for Transportation Northwest (TransNow) and Washington State Department of Transportation. Available online at: http://www.wsdot.wa.gov/NR/rdonlyres/E7164661-25E6-421B-B828-C2EF5F909180/0/TruckTripGenerationGroceryStoresreportAugust2010.pdf

Table 4
Controlled Average Daily and Maximum Annual Emissions for the Project Variant
Potrero Power Station Mixed-Use Development Project
San Francisco, California

	Average Daily Emissions (lb/day)			
	ROG	**NOx**	**PM_{10}**	**$PM_{2.5}$**
Significance Threshold	54	54	82	54
Phase 0 Construction	2.2	16	0.43	0.43
Above Threshold?	No	No	No	No
Phase 0/1 Construction Total	18	41	0.84	0.84
Above Threshold?	No	No	No	No
Phase 1/2 Construction Total	31	37	0.55	0.55
Above Threshold?	No	No	No	No
Phase 0.1/1/2 Construction Total	32	48	0.65	0.64
Above Threshold?	No	No	No	No
Phase 1/2/3 Construction Total	38	49	0.72	0.72
Above Threshold?	No	No	No	No
Phase 2/3 Construction + Phase 1 Operation Total	45	54	12	4.4
Above Threshold?	No	**Yes**	No	No
Phase 3 Construction + Phase 1/2 Operation Total	49	55	18	6.4
Above Threshold?	No	**Yes**	No	No
Phase 3/4 Construction + Phase 1/2 Operation Total	59	70	18	6.6
Above Threshold?	**Yes**	**Yes**	No	No
Phase 4 Construction + Phase 1/2/3 Operation Total	60	64	20	7.4
Above Threshold?	**Yes**	**Yes**	No	No
Phase 4/5/6 Construction + Phase 1/2/3 Operation	86	86	20	7.6
Above Threshold?	**Yes**	**Yes**	No	No
Phase 5/6 Construction + Phase 1/2/3/4 Operation	93	86	27	10
Above Threshold?	**Yes**	**Yes**	No	No
Phase 6 Construction + Phase 1/2/3/4/5 Operation	93	81	31	12
Above Threshold?	**Yes**	**Yes**	No	No
Phase 1- 6 Operation	102	83	36	14
Above Threshold?	**Yes**	**Yes**	No	No

Table 4
Controlled Average Daily and Maximum Annual Emissions for the Project Variant
Potrero Power Station Mixed-Use Development Project
San Francisco, California

	Maximum Annual Emissions (tons/year)			
	ROG	**NOx**	**PM_{10}**	**$PM_{2.5}$**
Significance Threshold	10	10	15	10
Phase 0 Construction	0.29	2.0	0.055	0.055
Above Threshold?	No	No	No	No
Phase 0/1 Construction Total	2.4	5.3	0.11	0.11
Above Threshold?	No	No	No	No
Phase 1/2 Construction Total	4.0	4.8	0.072	0.071
Above Threshold?	No	No	No	No
Phase 0.1/1/2 Construction Total	4.0	5.2	0.076	0.075
Above Threshold?	No	No	No	No
Phase 1/2/3 Construction Total	5.0	6.4	0.094	0.094
Above Threshold?	No	No	No	No
Phase 2/3 Construction + Phase 1 Operation Total	7.1	8.6	2.2	0.78
Above Threshold?	No	No	No	No
Phase 3 Construction + Phase 1/2 Operation Total	8.6	9.4	3.2	1.2
Above Threshold?	No	No	No	No
Phase 3/4 Construction + Phase 1/2 Operation Total	9.9	11	3.2	1.2
Above Threshold?	**No**	**Yes**	No	No
Phase 4 Construction + Phase 1/2/3 Operation Total	10	11	3.7	1.3
Above Threshold?	**Yes**	**Yes**	No	No
Phase 4/5/6 Construction + Phase 1/2/3 Operation	14	14	3.7	1.4
Above Threshold?	**Yes**	**Yes**	No	No
Phase 5/6 Construction + Phase 1/2/3/4 Operation	16	15	5.0	1.8
Above Threshold?	**Yes**	**Yes**	No	No
Phase 6 Construction + Phase 1/2/3/4/5 Operation	17	15	5.7	2.1
Above Threshold?	**Yes**	**Yes**	No	No
Phase 1 - 6 Operation	19	15	6.7	2.5
Above Threshold?	**Yes**	**Yes**	No	No

Notes:

1. Construction emissions include emissions from both off-road construction equipment, marine construction, and on-road construction vehicles, including haul trucks, workers trips, and vendor trips.

2. Each construction phase overlaps for a time with the phase before or after it. Overlap emissions were calculated by summing the average daily emissions from each phase that is overlapping.

3. Residents will move into each phase of the project site as they are completed. Operational phases shown represent the emissions from the occupants that occupy the areas constructed in that Phase number. Operational traffic and area source emissions will occur from Phase 1 -6 as soon as they are built, and operational generator emissions will occur after Phase 1 is constructed.

4. Area source emissions were calculated for full Project build-out for all Phases as well the first years of overlapping phases using CalEEMod.

5. Since operations at the project location begin as each phase is finished being constructed, construction emissions must be added with concurrent operational emissions for comparison to significance thresholds.

6. Mitigation measures include the use of Tier 4 offroad equipment and emergency generators, 2010 or newer haul trucks, Tier 3 tugboat and 11% reduction in daily operational vehicle trips.

Table 5
Cumulative Cancer Risks from Project Variant Emissions at Off-Site Maximally Exposed Individual Receptors (MEIRs)
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Receptor	Lifetime Excess Cancer Risk (in one million)
Residential Receptor (Pier 70)[a]	
Background (2040)	30
Pier 70 Construction + Operation, Maximum Commercial Scenario (Mitigated)[b]	4.7
Construction – Off-road Emissions	33
Construction – Vehicle Traffic	0.0047
Operation – Emergency Generators	0.39
Operation – Vehicle Traffic	0.49
Cumulative Total	**69**
Significance Threshold	100
Significant?	No
Residential Receptor (Non-Pier 70)[c]	
Background (2040)	56
Pier 70 Construction + Operation, Maximum Commercial Scenario (Mitigated)[d]	6.9
Construction – Off-road Emissions	4.0
Construction – Vehicle Traffic	0.010
Operation – Emergency Generators	0.046
Operation – Vehicle Traffic	4.4
Cumulative Total	**71**
Significance Threshold	100
Significant?	No

Table 5
Cumulative Cancer Risks from Project Variant Emissions at Off-Site Maximally Exposed Individual Receptors (MEIRs)
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Receptor	Lifetime Excess Cancer Risk (in one million)
School Receptor[c,e]	
Background (2040)	46
Pier 70 Construction + Operation, Maximum Commercial Scenario (Mitigated)[d]	1.8
Construction – Off-road Emissions	1.0
Construction – Vehicle Traffic	0.0020
Operation – Emergency Generators	0.0038
Operation – Vehicle Traffic	1.5
Cumulative Total	**51**
Significance Threshold	100
Significant?	No

Notes:

[a] Assumes Pier 70 resident will move in while construction of the PPP Project is ongoing. The cancer risk from PPP emissions for the P70 resident assumes exposure to PPP emissions begins in 2024.

[b] For the purpose of the cumulative analysis for the Pier 70 resident, the Pier 70 construction schedule was modified to represent a reasonable worst case exposure scenario and Phase 2-5 construction emissions is assumed to be controlled using Tier IV equipment.

[c] The cancer risk from PPP emissions for non-Pier 70 populations assumes exposure to PPP emissions begins in 2020.

[d] For the purpose of the cumulative analysis for non- Pier 70 populations, the original Pier 70 construction schedule and mitigation scenarios as presented in the EIR is used as this resulted in the maximum cancer risks.

[e] This analysis assumes the school receptor MEI is exposed to PPP Project and Pier 70 emissions concurrently.

Table 6

Cumulative Cancer Risks from Project Variant Emissions at On-Site Maximally Exposed Individual Receptors (MEIRs)

Potrero Power Station Mixed-Use Development Project San Francisco, California

Receptor	Lifetime Excess Cancer Risk (in one million)
Background (2040)	38
Pier 70 Construction + Operation, Maximum Commercial Scenario (Mitigated) [b,c]	10.9
Construction – Off-road Emissions	35
Construction – Vehicle Traffic	0.021
Operation – Emergency Generators	0.83
Operation – Vehicle Traffic	3.2
Total	**88**
Significance Threshold	100
Significant?	No

Notes:

[a] Onsite sensitive receptors include residents and potential daycare centers.

[b] Assumes PPP resident will move in before the construction of the Pier 70 Project is started.

[c] For the purpose of the cumulative analysis, the original Pier 70 construction schedule and control scenarios as presented in the EIR is used as this resulted in the maximum cancer risks.

FIGURES

Figure 1: Updated construction phases (provided by ESA on March 7, 2019)

Potrero Power Station - SF Allocation by Block

VARIANT PROGRAM

Block	Residential SF	Office SF	R&D SF	Retail SF	PDR SF	Hotel SF	Community Facilities SF	Assembly	Parking SF	Total SF	Residential Units	Parking Stalls	Class 1 Bike Parking	Class 2 Bike Parking
1	399,204	0	0	0	0	0	0	0	33,937	433,141	412	97	178	21
2	0	0	327,498	2,400	0	0	0	0	51,003	380,901	0	145	29	6
3	0	0	318,240	2,400	0	0	0	0	55,436	376,076	0	158	28	6
4	163,000	0	0	7,757	0	0	0	0	50,917	221,674	168	145	120	22
5	292,860	0	0	38,562	0	0	0	0	287,933	619,355	302	819	157	72
7	466,794	0	0	9,543	0	0	17,500	0	73,750	567,587	481	203	202	47
8	361,142	0	0	11,814	0	0	0	0	129,999	502,955	372	370	171	24
9	0	0	0	4,120	0	241,574	0	0	15,960	261,654	0	45	10	21
11	0	213,290	0	9,545	7,500	0	7,500	0	30,357	268,192	0	86	48	24
12	0	175,771	0	0	7,500	0	0	25,000	15,700	223,971	0	15	37	23
13A	256,160	0	0	0	20,000	0	0	0	22,191	298,351	264	57	154	19
13B	506,050	0	0	0	0	0	25,000	0	163,249	694,299	522	449	211	37
14	77,760	0	0	0	0	0	0	0	9,720	87,480	80	28	80	5
15		425,179	0	13,323	0	0	0	0	25,306	463,808	0	70	88	22
Total	**2,522,970**	**814,240**	**645,738**	**99,464**	**35,000**	**241,574**	**50,000**	**25,000**	**965,458**	**5,399,444**	**2,601**	**2,686**	**1,513**	**349**

Figure 2: Updated Land Use Areas for Project Variant (provided by Project Sponsor on May 22, 2019).

Appendix F.1
Supplemental Wind and Shadow Supporting Information

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F.1.1 RWDI Pedestrian Wind Study Variant

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WIND TUNNEL RESULTS

POTRERO POWER PLANT PROJECT

SAN FRANCISCO, CA

UPDATED PEDESTRIAN WIND STUDY
RWDI # 1702733A
June 4, 2019

SUBMITTED TO

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EXECUTIVE SUMMARY

Based on our wind tunnel testing for the proposed development under the Project Variant A, Project Variant B, Lower Heights, and Bulked Up configurations (Images 2A through 2D), and the local wind records, the anticipated wind conditions can be summarized as follows:

- Previous wind tunnel testing showed that the existing site is generally windy, with wind speeds at 155 of 184 test locations exceeding the 11-mph comfort criterion and 10 of 184 test locations exceeding the wind hazard criterion for a total 41 hours per year.
- Previous wind tunnel testing also showed that the Existing + Project configuration, at that time, reduced the total number of locations exceeding the 1-hour wind hazard criterion from 10 (in the Existing configuration) to 6, for a total of 28 hours. 120 of 189 locations were expected to exceed the 11-mph pedestrian comfort criterion.
- With the addition of the updated version of the proposed development in the Project Variant A configuration, wind speeds at 120 of 192 test locations are expected to exceed the 11-mph comfort criterion. The number of locations where wind speeds are expected to exceed the wind hazard criterion is anticipated to reduce to 3 for a total of 24 hours per year.
- With the addition of the updated version of the proposed development in the Project Variant B configuration, wind speeds at 122 of 193 test locations are expected to exceed the 11-mph comfort criterion. The number of locations where wind speeds are expected to exceed the wind hazard criterion is anticipated to reduce to 4 for a total of 22 hours per year.
- With the addition of the updated version of the proposed development in the Lower Heights configuration, wind speeds at 116 of 193 test locations are expected to exceed the 11-mph comfort criterion. The number of locations where wind speeds are expected to exceed the wind hazard criterion is anticipated to reduce to 2 for a total of 6 hours per year.
- With the addition of the updated version of the proposed development in the Bulked Up configuration, wind speeds at 124 of 192 test locations are expected to exceed the 11-mph comfort criterion. The number of locations where wind speeds are expected to exceed the wind hazard criterion is anticipated to reduce to 3 for a total of 11 hours per year.

Image 1: Aerial View of Existing Site and Surroundings (Photo Courtesy of Google™ Earth)

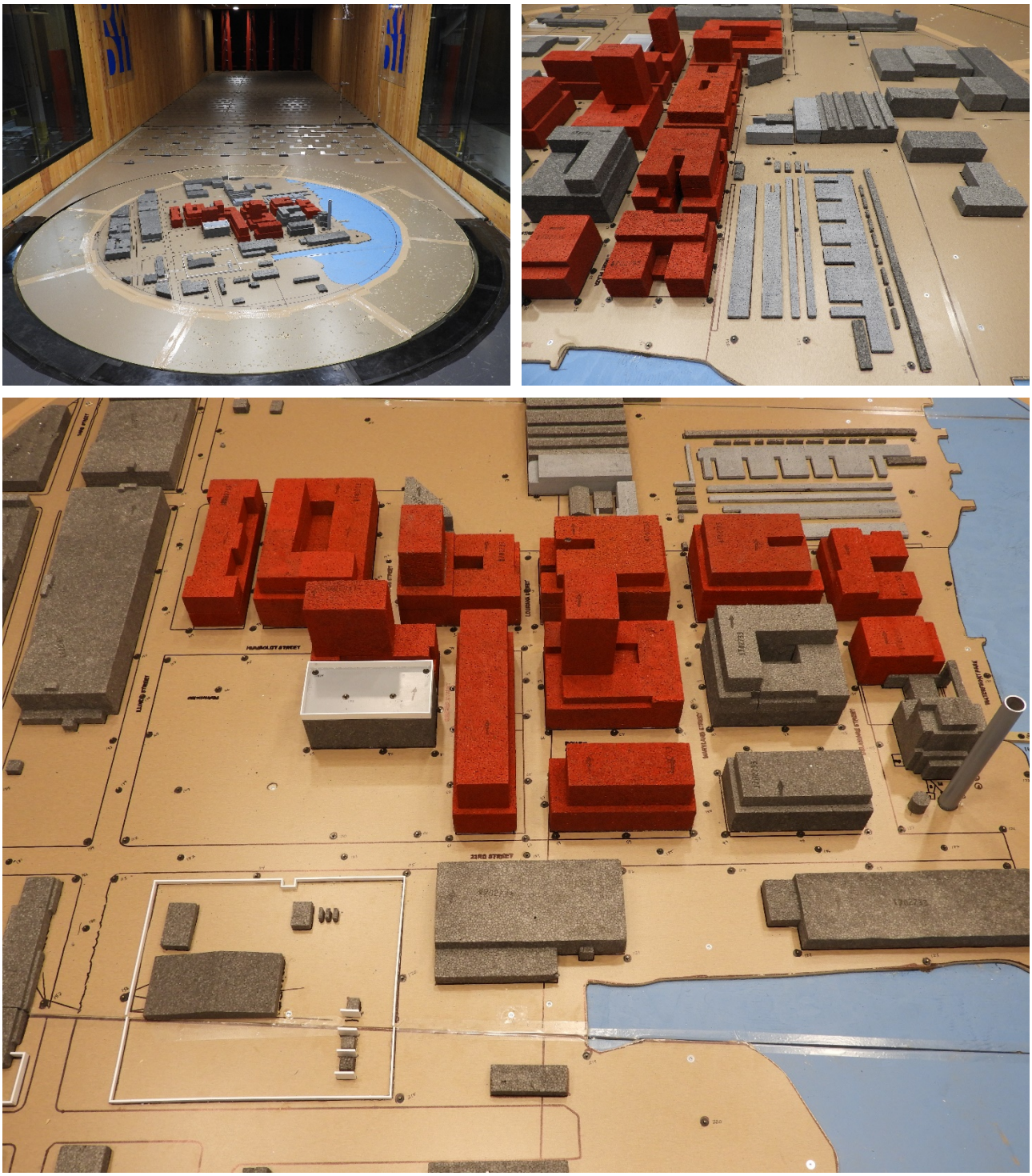
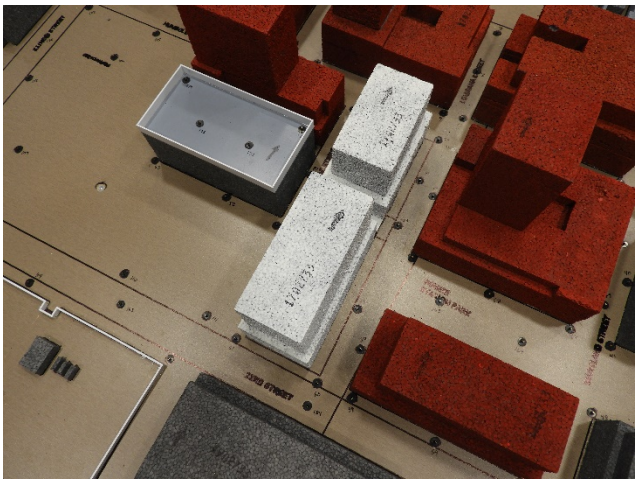


Image 2A: Wind Tunnel Study Model – Project Variant A Configuration



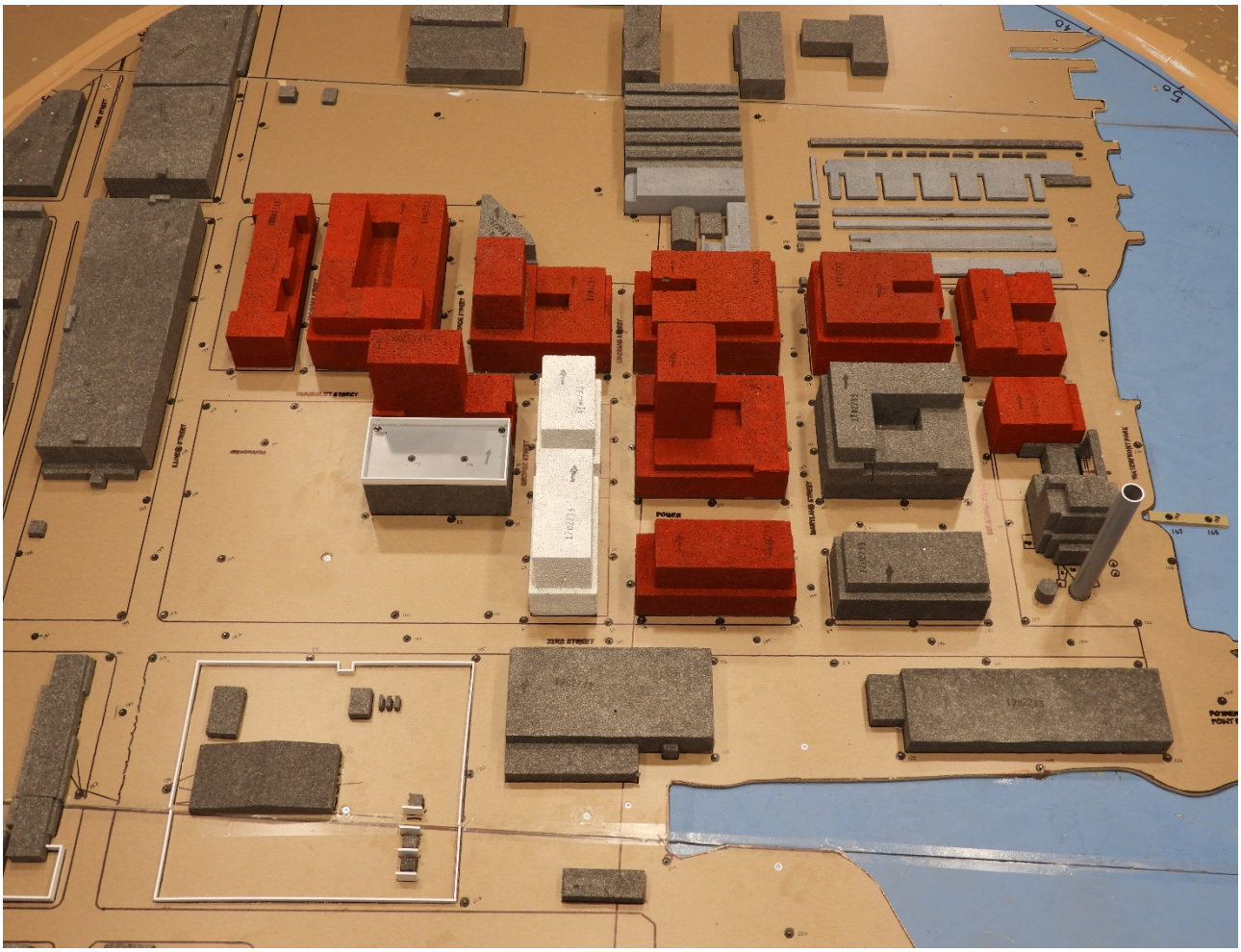
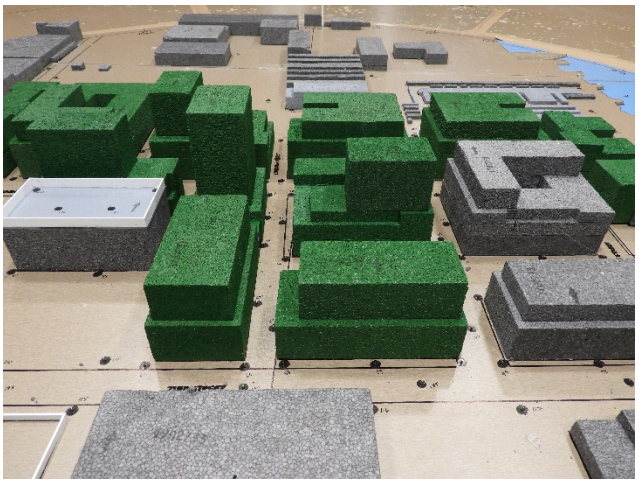


Image 2B: Wind Tunnel Study Model – Project Variant B Configuration



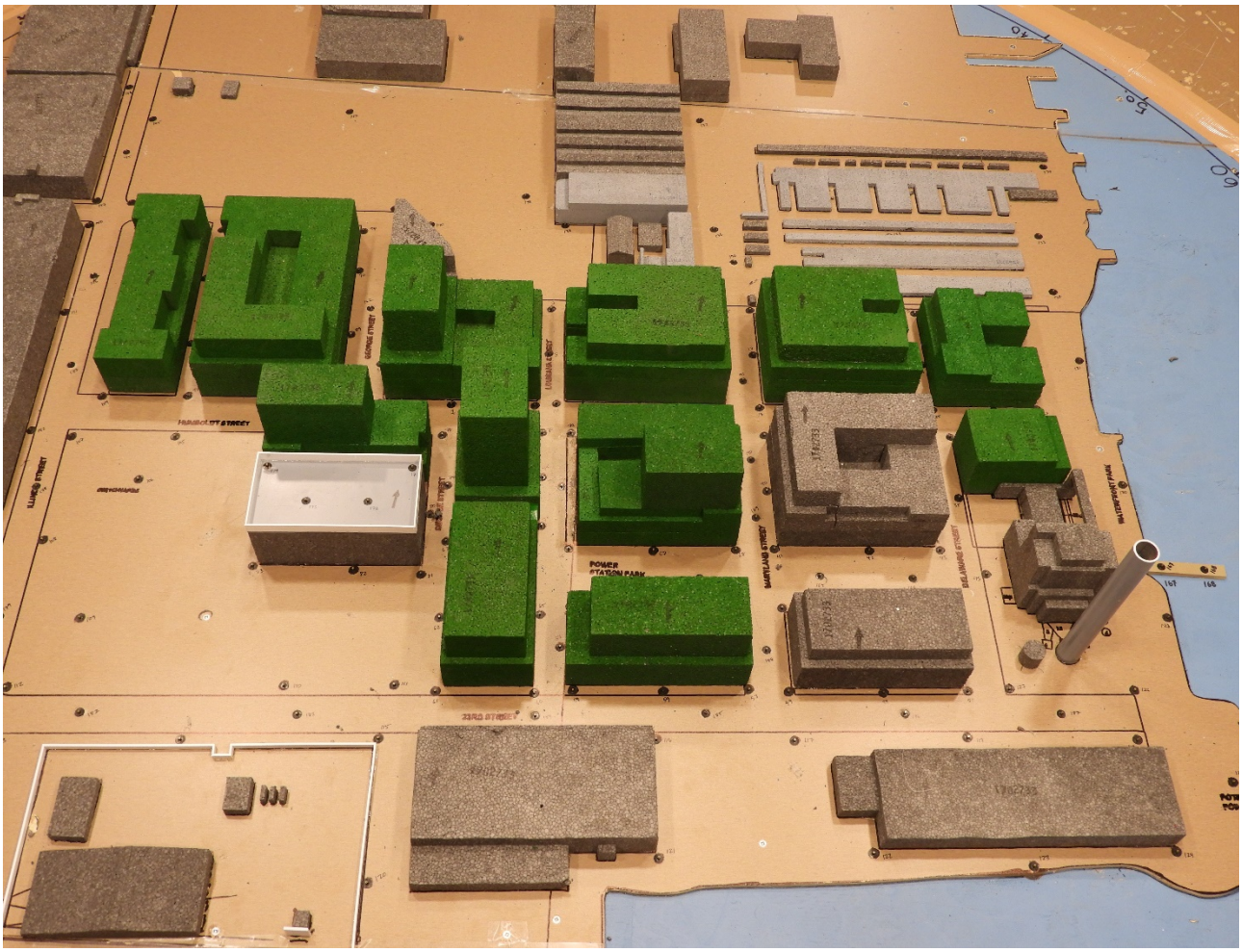


Image 2C: Wind Tunnel Study Model – Lower Heights Configuration

Image 2D: Wind Tunnel Study Model – Bulked Up Configuration

Meteorological Data

Data describing the speed, direction and frequency of occurrence of winds were gathered at the old San Francisco Federal Building at 50 United Nations Plaza (at a height of 132 ft.) during the six-year period, 1945 to 1951. Average wind speeds in San Francisco are the highest in the summer and lowest in winter. However, the strongest peak winds occur in winter. Throughout the year the highest wind speeds occur in mid-afternoon and the lowest in the early morning. Westerly to northwesterly winds are the most frequent and strongest winds during all seasons. Of the primary wind directions, four have the greatest frequency of occurrence and make up the majority of the strong winds that occur. These winds include the northwest, west-northwest, west and west-southwest.

Wind statistics were combined with the wind tunnel data to predict the frequency of occurrence of full-scale wind speeds. The full-scale wind predictions were then compared against the criteria for wind comfort and hazard as started in the San Francisco Planning Code Section 148 (see **Appendix A**).

Planning Code Requirements

The proposed project is subject to the California Environmental Quality Act (CEQA). Therefore, the potential for the Project to result in hazardous winds must be assessed. This analysis is performed using standard wind testing analysis and evaluation methods (used in San Francisco) to determine conformity with the Code.

The comfort criteria are that wind speeds will not exceed, more than 10% of the time, 11 mph in substantial pedestrian use areas, and 7 mph in public seating areas. Similarly, the hazard criterion of the Code requires that buildings not cause equivalent wind speeds to reach or exceed the hazard level of 26 mph as averaged from a single full hour of the year. The hazard criterion is based on winds that are measured for one hour and averaged, corresponding to a one-minute average of 36 mph.

The Planning Code defines these wind speeds in terms of equivalent wind speeds and they are calculated according to the specifications in the San Francisco Planning Code Section 148, whereby the mean hourly wind speed is increased when the turbulence intensity is greater than 15% according to the following formula:

$$\boldsymbol{EWS} = \boldsymbol{V}_{\boldsymbol{m}} \times (\mathbf{2} \times \boldsymbol{TI} + \mathbf{0.7})$$

Where: $\boldsymbol{EWS}$ = equivalent wind speed

$\boldsymbol{V}_{\boldsymbol{m}}$ = mean pedestrian − level wind speed

$\boldsymbol{TI}$ = turbulence intensity.

Applicability of Results

The drawings and information listed below were received from ESA and were used to construct the scale model of the proposed Potrero Power Plant Project. The wind conditions presented in this report pertain to the proposed development as detailed in the architectural design drawings listed in the table below. Should there be any design changes that deviate from this list of drawings, the wind condition predictions presented may change. Therefore, if changes in the design are made, it is recommended that RWDI be contacted and requested to review their potential effects on wind conditions.

File Name	File Type	Date Received (dd/mm/yyyy)
190517_PPS Project Variant.3ds	3D Studio	22/05/2019
Project variant A.jpg	JPEG	23/05/2019
190517_PPS Project Variant.3ds	3D Studio	22/05/2019
190516_HeightOptions_wind.3ds	3D Studio	21/05/2019
190405_HeightOptions_wind.3ds	3D Studio	05/04/2019

TABLES

Table 1: Wind Comfort Conditions

Location	Project Variant A			Project Variant B			Lower Heights			Bulked Up		
	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds
1	14	20	e	14	19	e	13	18	e	12	14	e
2	17	36	e	18	39	e	16	31	e	16	34	e
3	10	7		11	10		10	6		8	1	
4	13	19	e	13	19	e	13	19	e	12	17	e
5	12	15	e	12	16	e	13	22	e	11	10	
6	9	2		9	2		10	6		10	9	
7	12	12	e	12	14	e	14	18	e	13	18	e
8	10	8		11	10		10	8		11	10	
9	13	18	e	12	12	e	12	14	e	11	10	
10	12	12	e	11	10		12	12	e	12	14	e
11	9	3		9	2		8	1		8	1	
12	8	2		8	2		7	0		7	1	
13	8	2		10	6		9	6		9	4	
14	14	23	e	15	26	e	16	29	e	12	16	e
15	15	25	e	17	31	e	18	38	e	17	32	e
16	12	13	e	13	16	e	14	23	e	13	18	e
17	15	19	e	15	19	e	15	19	e	15	17	e
18	11	10		12	12	e	12	13	e	12	11	e
19	8	1		7	1		7	0		5	0	
20	7	2		7	1		9	4		14	22	e
21	13	15	e	13	16	e	14	23	e	13	21	e
22	14	19	e	15	26	e	16	30	e	15	24	e
23	11	10		12	12	e	13	15	e	11	10	
24	13	16	e	14	17	e	12	13	e	12	12	e
25	10	8		11	10		11	10		16	30	e
26	6	0		6	0		7	0		8	2	
27	9	4		9	5		10	6		8	3	
28	7	1		7	1		7	1		7	1	
29	15	26	e	17	32	e	17	31	e	17	33	e
30	14	18	e	15	26	e	15	27	e	16	27	e
31	10	7		11	10		11	10		11	10	

Table 1: Wind Comfort Conditions

Location	Project Variant A			Project Variant B			Lower Heights			Bulked Up		
	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds
32	7	0		7	1		7	1		8	3	
33	8	4		9	5		10	7		13	17	e
34	8	4		9	4		9	5		12	13	e
35	12	16	e	12	14	e	11	10		13	16	e
36	6	0		6	0		6	0		7	0	
37	9	5		10	6		10	7		13	20	e
38	10	8		9	6		10	8		8	2	
39	10	7		10	6		10	7		10	8	
40	11	10		12	12	e	12	13	e	11	10	
41	13	15	e	13	15	e	13	16	e	12	12	e
42	7	0		7	0		7	0		7	0	
43	10	6		9	4		9	4		8	1	
44	8	2		8	1		8	1		8	2	
45	14	22	e	14	23	e	14	24	e	11	10	
46	11	10		11	10		10	5		10	6	
47	11	10		10	8		7	0		9	6	
48	13	17	e	12	13	e	11	10		11	10	
49	11	10		10	8		9	3		10	8	
50	10	4		9	3		9	4		9	3	
51	11	10		10	7		10	7		11	10	
52	8	1		8	1		7	0		7	0	
53	11	10		11	10		10	5		10	6	
54	14	19	e	13	17	e	10	6		12	12	e
55	14	18	e	14	18	e	10	5		13	17	e
56	11	10		12	12	e	10	5		10	9	
57	13	17	e	13	15	e	9	3		11	10	
58	16	29	e	16	33	e	12	17	e	14	24	e
59	10	7		12	15	e	10	6		10	4	
60	15	25	e	16	33	e	14	22	e	14	24	e
61	19	44	e	19	44	e	19	44	e	19	43	e
62	10	5		10	5		9	4		9	3	

Table 1: Wind Comfort Conditions

Location	Project Variant A			Project Variant B			Lower Heights			Bulked Up		
	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds
63	15	24	e	17	35	e	17	34	e	15	24	e
64	-	-	-	11	10		12	13	e	-	-	-
65	15	26	e	14	21	e	10	7		15	28	e
66	11	10		16	28	e	14	22	e	15	26	e
67	11	10		10	6		8	0		9	2	
68	12	13	e	11	10		10	7		10	6	
69	9	6		9	5		10	8		9	4	
70	11	10		12	12	e	11	10		9	4	
71	12	14	e	10	7		13	20	e	10	8	
72	11	10		11	10		12	14	e	12	17	e
73	14	23	e	13	18	e	13	17	e	15	28	e
74	15	26	e	15	27	e	14	23	e	13	19	e
75	12	16	e	11	10		10	4		10	6	
76	13	16	e	13	17	e	15	27	e	13	21	e
77	13	16	e	13	15	e	14	21	e	13	20	e
78	15	26	e	15	26	e	14	20	e	13	21	e
79	16	29	e	15	24	e	12	17	e	15	25	e
80	13	18	e	14	26	e	13	17	e	14	21	e
81	15	27	e	16	32	e	15	27	e	15	25	e
82	14	21	e	15	24	e	12	15	e	14	23	e
83	20	46	e	21	48	e	20	47	e	21	47	e
84	13	21	e	13	20	e	14	21	e	11	10	
85	13	19	e	13	19	e	11	10		13	18	e
86	19	44	e	18	41	e	18	44	e	20	47	e
87	13	19	e	12	14	e	11	10		11	10	
88	15	25	e	17	31	e	15	28	e	12	12	e
89	11	10		11	10		11	10		11	10	
90	13	17	e	12	16	e	12	14	e	9	3	
91	15	26	e	17	32	e	17	30	e	15	20	e
92	9	3		9	4		9	4		9	4	
93	15	22	e	16	27	e	16	29	e	15	26	e

Table 1: Wind Comfort Conditions

Location	Project Variant A			Project Variant B			Lower Heights			Bulked Up		
	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds
94	15	20	e	15	25	e	16	30	e	16	29	e
95	11	10		11	10		12	15	e	12	13	e
96	16	31	e	15	29	e	13	18	e	13	15	e
97	12	18	e	13	20	e	15	28	e	15	28	e
98	17	33	e	18	37	e	18	38	e	17	32	e
99	9	4		9	4		9	3		9	3	
100	9	3		10	4		12	15	e	12	15	e
101	14	21	e	14	22	e	15	26	e	14	24	e
102	13	19	e	13	19	e	13	18	e	14	22	e
103	15	21	e	15	21	e	15	24	e	15	25	e
104	15	22	e	15	22	e	15	22	e	15	21	e
105	14	20	e	14	19	e	14	20	e	14	23	e
106	12	14	e	12	14	e	12	15	e	13	16	e
107	15	20	e	16	22	e	16	24	e	16	23	e
108	13	19	e	12	17	e	13	19	e	13	18	e
109	14	24	e	14	24	e	14	25	e	14	23	e
110	17	34	e	17	33	e	17	34	e	17	34	e
111	16	31	e	19	44	e	15	28	e	16	30	e
112	15	28	e	14	24	e	15	26	e	14	24	e
113	16	28	e	14	24	e	15	26	e	15	25	e
114	14	22	e	13	19	e	13	20	e	13	20	e
115	14	22	e	13	20	e	14	22	e	13	20	e
116	5	0		5	0		5	0		5	0	
117	12	13	e	11	10		9	3		11	10	
118	11	10		10	6		11	10		11	10	
119	14	21	e	13	19	e	13	19	e	13	19	e
120	16	32	e	16	30	e	16	30	e	15	28	e
121	13	16	e	12	15	e	12	15	e	12	14	e
122	14	21	e	11	10		13	19	e	13	18	e
123	14	20	e	13	17	e	13	19	e	13	17	e
124	14	20	e	13	17	e	13	17	e	13	16	e

Table 1: Wind Comfort Conditions

Location	Project Variant A			Project Variant B			Lower Heights			Bulked Up		
	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds
125	10	5		9	4		9	4		10	5	
126	11	10		11	10		10	6		10	6	
127	11	10		11	10		10	7		11	10	
128	11	10		11	10		10	6		12	13	e
129	6	0		6	0		6	0		11	10	
130	8	1		8	2		8	2		9	4	
131	8	3		15	28	e	9	5		10	6	
132	11	10		12	15	e	12	15	e	13	16	e
133	12	15	e	13	20	e	13	20	e	13	20	e
134	12	14	e	13	20	e	13	20	e	13	19	e
135	10	5		11	10		11	10		10	8	
136	6	0		7	0		7	0		7	0	
137	14	17	e	14	16	e	14	17	e	14	17	e
138	9	2		9	4		9	3		9	2	
139	13	19	e	15	26	e	15	27	e	15	25	e
140	17	33	e	18	39	e	18	40	e	18	37	e
141	16	30	e	17	35	e	17	35	e	17	35	e
142	16	32	e	18	40	e	18	41	e	17	36	e
143	15	28	e	15	27	e	13	20	e	13	20	e
144	14	22	e	14	25	e	14	25	e	14	24	e
145	10	5		10	7		11	10		10	6	
146	7	0		8	1		8	1		7	0	
147	15	27	e	16	30	e	16	31	e	15	29	e
148	17	34	e	17	37	e	18	38	e	17	36	e
149	16	29	e	16	31	e	16	32	e	16	30	e
150	12	13	e	13	15	e	13	14	e	13	16	e
151	9	5		9	5		9	5		10	5	
152	11	10		11	10		12	11	e	12	12	e
153	12	17	e	12	17	e	13	19	e	13	19	e
154	16	30	e	15	25	e	15	27	e	15	26	e
155	15	28	e	15	25	e	15	26	e	15	26	e

Table 1: Wind Comfort Conditions

Location	Project Variant A			Project Variant B			Lower Heights			Bulked Up		
	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds
156	16	29	e	15	25	e	15	27	e	15	26	e
157	10	8		10	8		10	8		9	7	
158	15	28	e	14	25	e	15	26	e	14	24	e
159	13	16	e	12	16	e	13	19	e	12	16	e
160	15	25	e	15	26	e	16	28	e	15	27	e
161	16	30	e	17	37	e	18	39	e	17	35	e
162	18	38	e	19	43	e	18	40	e	17	34	e
163	15	18	e	14	18	e	9	4		12	13	e
164	15	22	e	14	18	e	9	4		12	12	e
165	12	13	e	12	13	e	8	1		11	10	
166	11	10		10	6		8	1		10	6	
167	8	1		9	3		8	2		12	15	e
168	9	2		10	6		9	4		12	13	e
171	12	14	e	12	14	e	11	10		12	15	e
172	19	41	e	19	44	e	18	37	e	19	43	e
173	18	34	e	18	36	e	17	33	e	17	33	e
174	9	5		9	4		9	3		10	5	
175	13	18	e	13	18	e	14	19	e	13	17	e
176	15	25	e	15	28	e	16	29	e	16	30	e
177	17	32	e	17	33	e	17	34	e	18	37	e
178	11	10		12	12	e	12	12	e	12	12	e
179	13	21	e	13	20	e	14	23	e	13	20	e
180	15	27	e	14	24	e	14	24	e	14	24	e
181	16	31	e	15	27	e	16	29	e	15	28	e
182	16	29	e	15	25	e	15	26	e	15	26	e
183	16	30	e	16	29	e	16	30	e	16	30	e
184	19	43	e	20	47	e	19	43	e	18	40	e
185	13	18	e	14	25	e	12	14	e	12	15	e
186	11	10		10	5		11	10		11	10	
187	14	21	e	12	17	e	13	16	e	13	19	e
188	12	14	e	11	10		10	8		12	12	e

Table 1: Wind Comfort Conditions

Location	Project Variant A			Project Variant B			Lower Heights			Bulked Up		
	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds
189	14	20	e	13	15	e	14	18	e	11	10	
190	12	12	e	13	14	e	12	12	e	12	11	e
191	10	8		11	10		12	13	e	13	14	e
192	10	5		11	10		11	10		12	13	e
193	13	17	e	11	10		12	14	e	12	14	e
194	15	26	e	15	25	e	14	25	e	14	23	e
195	15	27	e	16	32	e	15	25	e	15	26	e

SUMMARY	Average (mph)	Average (%)	Total	Average (mph)	Average (%)	Total	Average (mph)	Average (%)	Total	Average (mph)	Average (%)	Total
	13	**17**	**120 ---- 192**	**13**	**17**	**122 ---- 193**	**12**	**16**	**116 ---- 193**	**12**	**17**	**124 ---- 192**

Table 2: Wind Hazard Conditions

Location	Project Variant A			Project Variant B			Lower Heights			Bulked Up		
	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds
1	27	0		28	0		25	0		21	0	
2	33	0		34	0		29	0		31	0	
3	20	0		22	0		21	0		16	0	
4	24	0		24	0		24	0		23	0	
5	22	0		23	0		25	0		20	0	
6	19	0		19	0		20	0		22	0	
7	23	0		24	0		27	0		26	0	
8	21	0		22	0		21	0		22	0	
9	25	0		21	0		22	0		21	0	
10	23	0		22	0		23	0		22	0	
11	18	0		17	0		16	0		16	0	
12	16	0		16	0		15	0		15	0	
13	17	0		20	0		22	0		22	0	
14	26	0		29	0		30	0		23	0	
15	30	0		34	0		36	1	e	34	0	
16	24	0		26	0		28	0		27	0	
17	33	0		33	0		33	0		34	0	
18	24	0		26	0		26	0		25	0	
19	15	0		14	0		14	0		11	0	
20	17	0		15	0		19	0		27	0	
21	27	0		29	0		31	0		29	0	
22	28	0		32	0		34	0		31	0	
23	26	0		28	0		30	0		24	0	
24	29	0		30	0		27	0		25	0	
25	22	0		25	0		25	0		31	0	
26	11	0		11	0		12	0		19	0	
27	18	0		20	0		20	0		19	0	
28	14	0		15	0		16	0		15	0	
29	30	0		35	0		34	0		35	0	
30	28	0		32	0		32	0		33	0	
31	20	0		22	0		23	0		22	0	

Table 2: Wind Hazard Conditions

Location	Project Variant A			Project Variant B			Lower Heights			Bulked Up		
	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds
32	14	0		15	0		15	0		18	0	
33	19	0		21	0		23	0		28	0	
34	18	0		18	0		19	0		24	0	
35	23	0		22	0		22	0		26	0	
36	10	0		12	0		11	0		13	0	
37	18	0		20	0		20	0		28	0	
38	22	0		19	0		21	0		17	0	
39	21	0		21	0		20	0		21	0	
40	23	0		25	0		26	0		24	0	
41	30	0		31	0		29	0		25	0	
42	15	0		13	0		16	0		13	0	
43	20	0		18	0		19	0		18	0	
44	16	0		15	0		16	0		17	0	
45	26	0		25	0		27	0		22	0	
46	23	0		20	0		19	0		20	0	
47	24	0		23	0		13	0		21	0	
48	28	0		26	0		26	0		24	0	
49	27	0		25	0		18	0		24	0	
50	21	0		20	0		21	0		20	0	
51	21	0		21	0		21	0		22	0	
52	15	0		14	0		14	0		13	0	
53	26	0		25	0		24	0		24	0	
54	30	0		28	0		19	0		25	0	
55	30	0		28	0		18	0		29	0	
56	22	0		24	0		19	0		22	0	
57	31	0		29	0		28	0		27	0	
58	28	0		30	0		23	0		26	0	
59	24	0		25	0		23	0		22	0	
60	27	0		30	0		26	0		26	0	
61	34	0		34	0		34	0		34	0	
62	18	0		18	0		17	0		17	0	

Table 2: Wind Hazard Conditions

Location	Project Variant A			Project Variant B			Lower Heights			Bulked Up		
	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds
63	27	0		30	0		30	0		26	0	
64	-	-	-	20	0		22	0		-	-	-
65	31	0		30	0		21	0		33	0	
66	25	0		31	0		29	0		30	0	
67	22	0		19	0		15	0		18	0	
68	20	0		19	0		20	0		18	0	
69	21	0		20	0		21	0		18	0	
70	23	0		25	0		20	0		18	0	
71	22	0		20	0		24	0		21	0	
72	21	0		20	0		23	0		22	0	
73	28	0		26	0		26	0		26	0	
74	25	0		27	0		27	0		24	0	
75	21	0		20	0		16	0		18	0	
76	25	0		25	0		31	0		23	0	
77	27	0		27	0		29	0		28	0	
78	29	0		31	0		28	0		27	0	
79	28	0		27	0		22	0		26	0	
80	24	0		25	0		23	0		24	0	
81	26	0		29	0		26	0		26	0	
82	26	0		28	0		21	0		26	0	
83	42	17	e	41	14	e	39	5	e	40	9	e
84	25	0		24	0		24	0		19	0	
85	22	0		24	0		21	0		23	0	
86	34	0		34	0		34	0		36	1	e
87	26	0		25	0		24	0		22	0	
88	31	0		34	0		28	0		24	0	
89	20	0		20	0		19	0		23	0	
90	22	0		22	0		22	0		16	0	
91	31	0		34	0		35	0		33	0	
92	17	0		18	0		18	0		18	0	
93	30	0		31	0		32	0		31	0	

Table 2: Wind Hazard Conditions

Location	Project Variant A			Project Variant B			Lower Heights			Bulked Up		
	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds
94	31	0		32	0		34	0		33	0	
95	26	0		25	0		28	0		27	0	
96	29	0		29	0		27	0		27	0	
97	23	0		23	0		26	0		27	0	
98	35	0		35	0		35	0		33	0	
99	18	0		17	0		18	0		17	0	
100	19	0		20	0		24	0		23	0	
101	26	0		27	0		27	0		26	0	
102	25	0		23	0		23	0		25	0	
103	35	0		35	0		35	0		34	0	
104	31	0		33	0		33	0		31	0	
105	28	0		29	0		29	0		28	0	
106	24	0		25	0		25	0		26	0	
107	33	0		33	0		34	0		33	0	
108	29	0		26	0		27	0		27	0	
109	27	0		25	0		26	0		26	0	
110	37	1	e	37	1	e	35	0		35	0	
111	32	0		39	5	e	27	0		33	0	
112	31	0		27	0		28	0		27	0	
113	31	0		28	0		29	0		28	0	
114	25	0		23	0		24	0		23	0	
115	28	0		26	0		28	0		26	0	
116	9	0		9	0		8	0		8	0	
117	23	0		21	0		17	0		20	0	
118	21	0		20	0		21	0		21	0	
119	26	0		25	0		24	0		25	0	
120	28	0		28	0		28	0		27	0	
121	22	0		21	0		21	0		21	0	
122	25	0		20	0		23	0		23	0	
123	24	0		23	0		23	0		23	0	
124	25	0		23	0		24	0		23	0	

Table 2: Wind Hazard Conditions

Location	Project Variant A			Project Variant B			Lower Heights			Bulked Up		
	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds
125	19	0		19	0		18	0		19	0	
126	22	0		22	0		21	0		20	0	
127	21	0		21	0		21	0		22	0	
128	19	0		19	0		18	0		23	0	
129	11	0		11	0		12	0		24	0	
130	15	0		16	0		16	0		17	0	
131	19	0		33	0		22	0		23	0	
132	22	0		25	0		25	0		26	0	
133	22	0		25	0		25	0		25	0	
134	22	0		24	0		25	0		25	0	
135	19	0		20	0		21	0		21	0	
136	12	0		14	0		14	0		13	0	
137	31	0		30	0		31	0		31	0	
138	16	0		16	0		16	0		15	0	
139	25	0		28	0		28	0		28	0	
140	34	0		35	0		35	0		34	0	
141	31	0		32	0		32	0		32	0	
142	32	0		34	0		34	0		33	0	
143	29	0		29	0		26	0		26	0	
144	27	0		29	0		29	0		29	0	
145	20	0		21	0		22	0		22	0	
146	13	0		14	0		14	0		13	0	
147	25	0		27	0		28	0		27	0	
148	31	0		33	0		34	0		33	0	
149	30	0		30	0		29	0		29	0	
150	25	0		27	0		27	0		27	0	
151	20	0		19	0		19	0		18	0	
152	25	0		25	0		26	0		27	0	
153	22	0		22	0		22	0		22	0	
154	31	0		27	0		28	0		27	0	
155	27	0		26	0		26	0		26	0	

Table 2: Wind Hazard Conditions

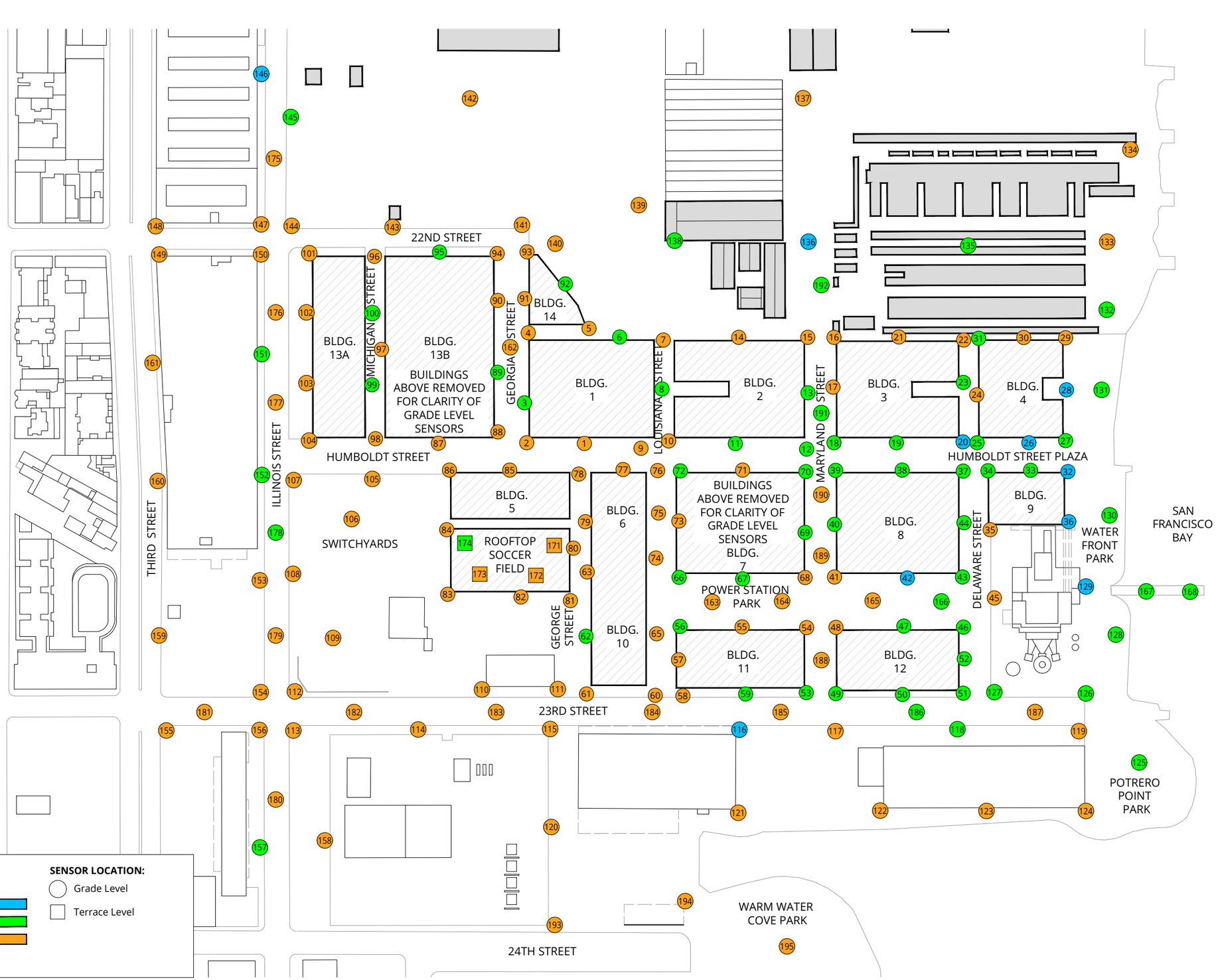
Location	Project Variant A			Project Variant B			Lower Heights			Bulked Up		
	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds
156	33	0		29	0		31	0		30	0	
157	22	0		22	0		22	0		21	0	
158	28	0		26	0		27	0		25	0	
159	24	0		22	0		23	0		22	0	
160	34	0		34	0		33	0		32	0	
161	31	0		30	0		30	0		29	0	
162	30	0		33	0		32	0		31	0	
163	32	0		31	0		19	0		28	0	
164	32	0		31	0		19	0		23	0	
165	26	0		26	0		17	0		24	0	
166	23	0		20	0		17	0		20	0	
167	15	0		17	0		17	0		26	0	
168	17	0		21	0		20	0		25	0	
171	24	0		23	0		20	0		23	0	
172	40	6	e	38	2	e	34	0		36	1	e
173	35	0		35	0		33	0		32	0	
174	18	0		17	0		17	0		19	0	
175	25	0		25	0		25	0		24	0	
176	30	0		31	0		31	0		30	0	
177	34	0		35	0		35	0		34	0	
178	27	0		26	0		27	0		26	0	
179	25	0		22	0		24	0		22	0	
180	26	0		25	0		25	0		24	0	
181	29	0		27	0		28	0		27	0	
182	29	0		27	0		27	0		27	0	
183	33	0		33	0		32	0		31	0	
184	33	0		35	0		32	0		31	0	
185	25	0		27	0		23	0		24	0	
186	21	0		18	0		20	0		20	0	
187	26	0		24	0		24	0		25	0	
188	27	0		26	0		22	0		26	0	

Table 2: Wind Hazard Conditions

Location	Project Variant A			Project Variant B			Lower Heights			Bulked Up		
	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds
189	31	0		30	0		30	0		23	0	
190	26	0		28	0		24	0		25	0	
191	23	0		25	0		29	0		28	0	
192	17	0		19	0		19	0		20	0	
193	22	0		20	0		21	0		22	0	
194	27	0		27	0		27	0		25	0	
195	27	0		28	0		26	0		26	0	

SUMMARY	Average (mph)	Total Hours	Total	Average (mph)	Total Hours	Total	Average (mph)	Total Hours	Total	Average (mph)	Total Hours	Total
	25	**24**	**3 ---- 192**	**25**	**22**	**4 ---- 193**	**24**	**6**	**2 ---- 193**	**25**	**11**	**3 ---- 192**

FIGURES



LEGEND:

COMFORT CATEGORIES:

- 1 - 7 mph
- 8 - 11 mph
- > 11 mph

SENSOR LOCATION:

- Grade Level
- Terrace Level

0 100 200ft

Pedestrian Wind Comfort Conditions

Project Variant A

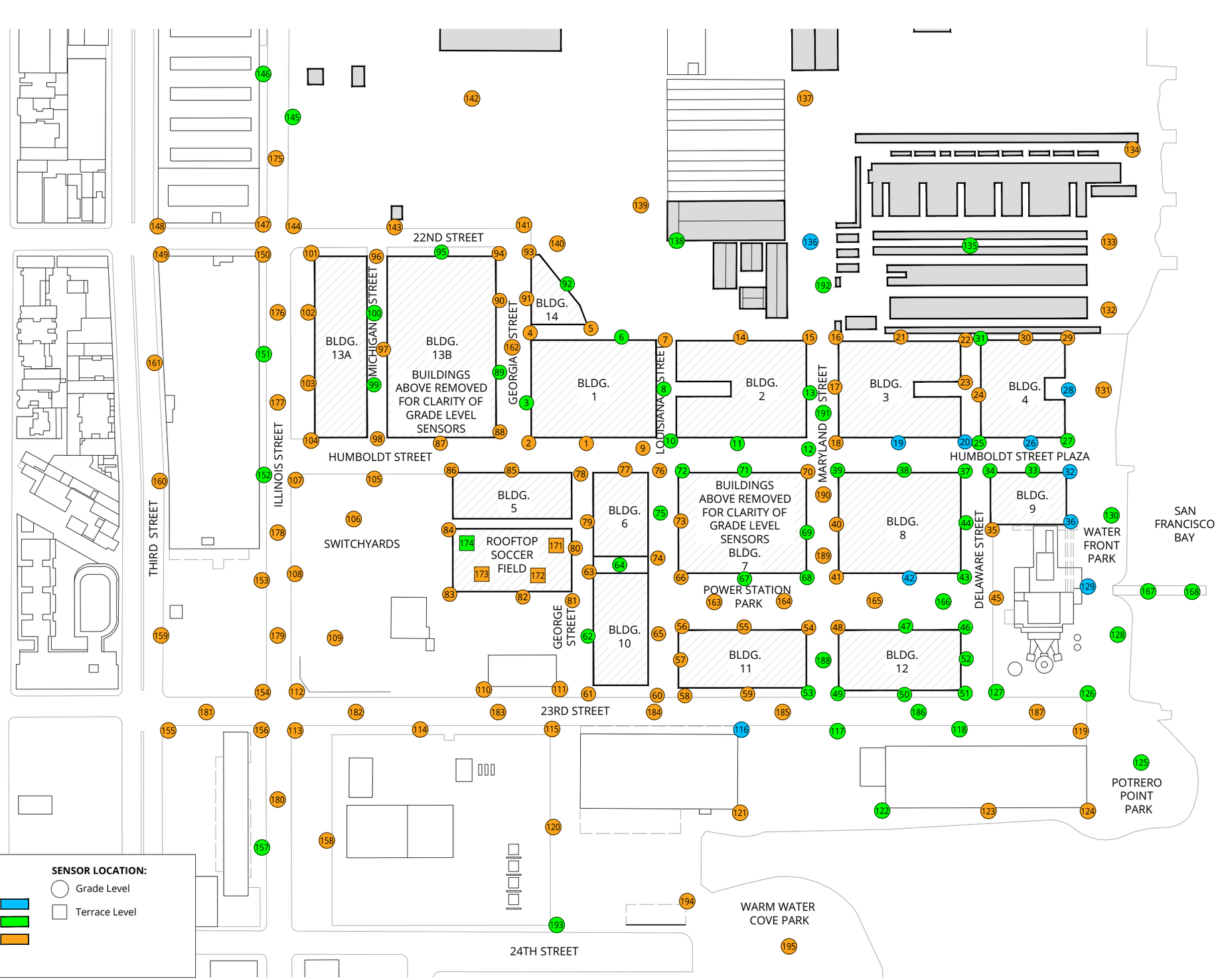
Annual

Potrero Power Plant Project - San Francisco, CA

True North

Project #1702733

Drawn by:	DBB	Figure:	1A
Approx. Scale:	1"=200'		
Date Revised:	June 4, 2019		



LEGEND:

COMFORT CATEGORIES:

- 1 - 7 mph
- 8 - 11 mph
- > 11 mph

SENSOR LOCATION:

- Grade Level
- Terrace Level

0 100 200ft

Pedestrian Wind Comfort Conditions

Project Variant B

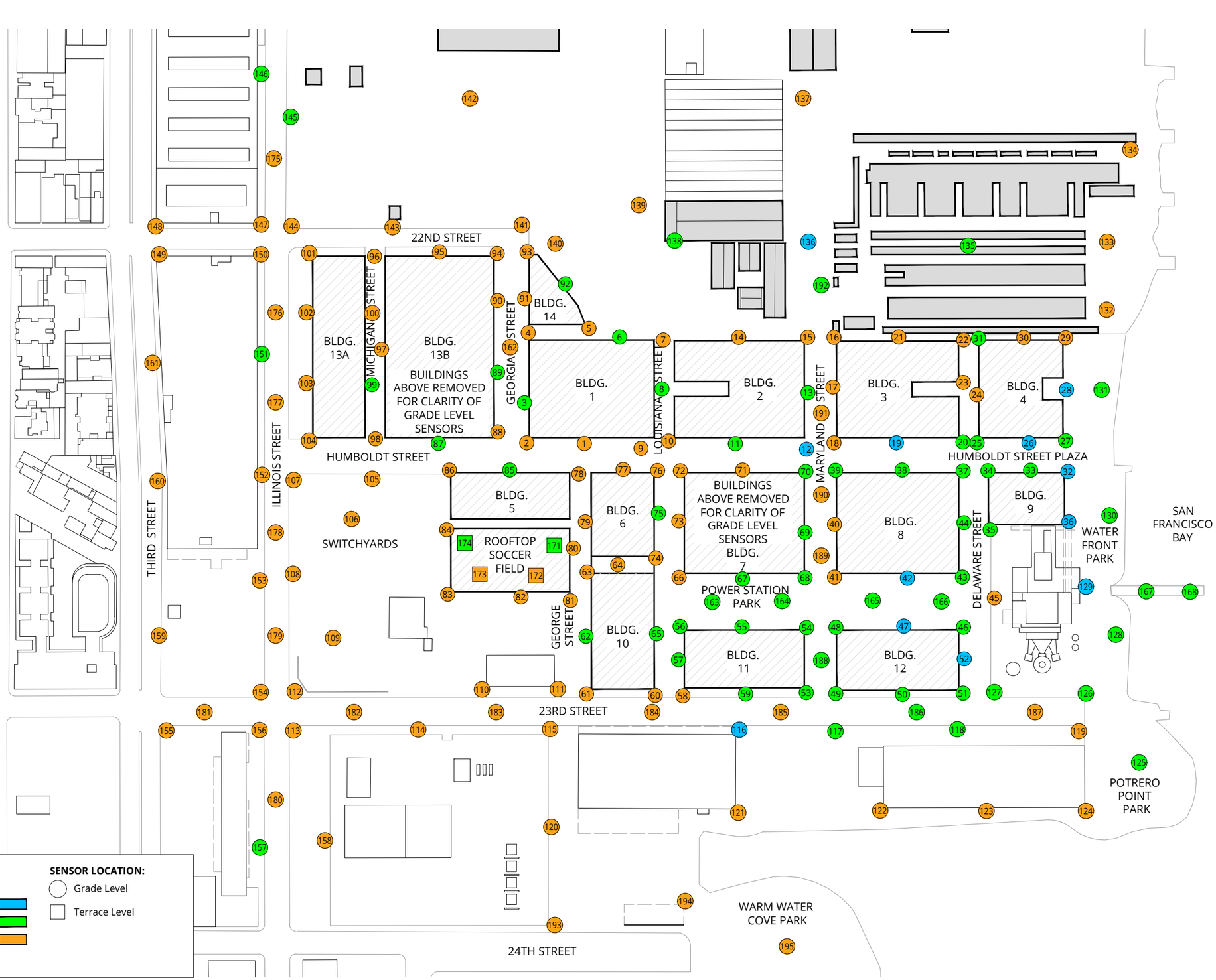
Annual

Potrero Power Plant Project - San Francisco, CA

True North

Project #1702733

Drawn by:	DBB	Figure:	1B
Approx. Scale:	1"=200'		
Date Revised:	June 4, 2019		



LEGEND:

COMFORT CATEGORIES:

- 1 - 7 mph
- 8 - 11 mph
- > 11 mph

SENSOR LOCATION:

- Grade Level
- Terrace Level

0 100 200ft

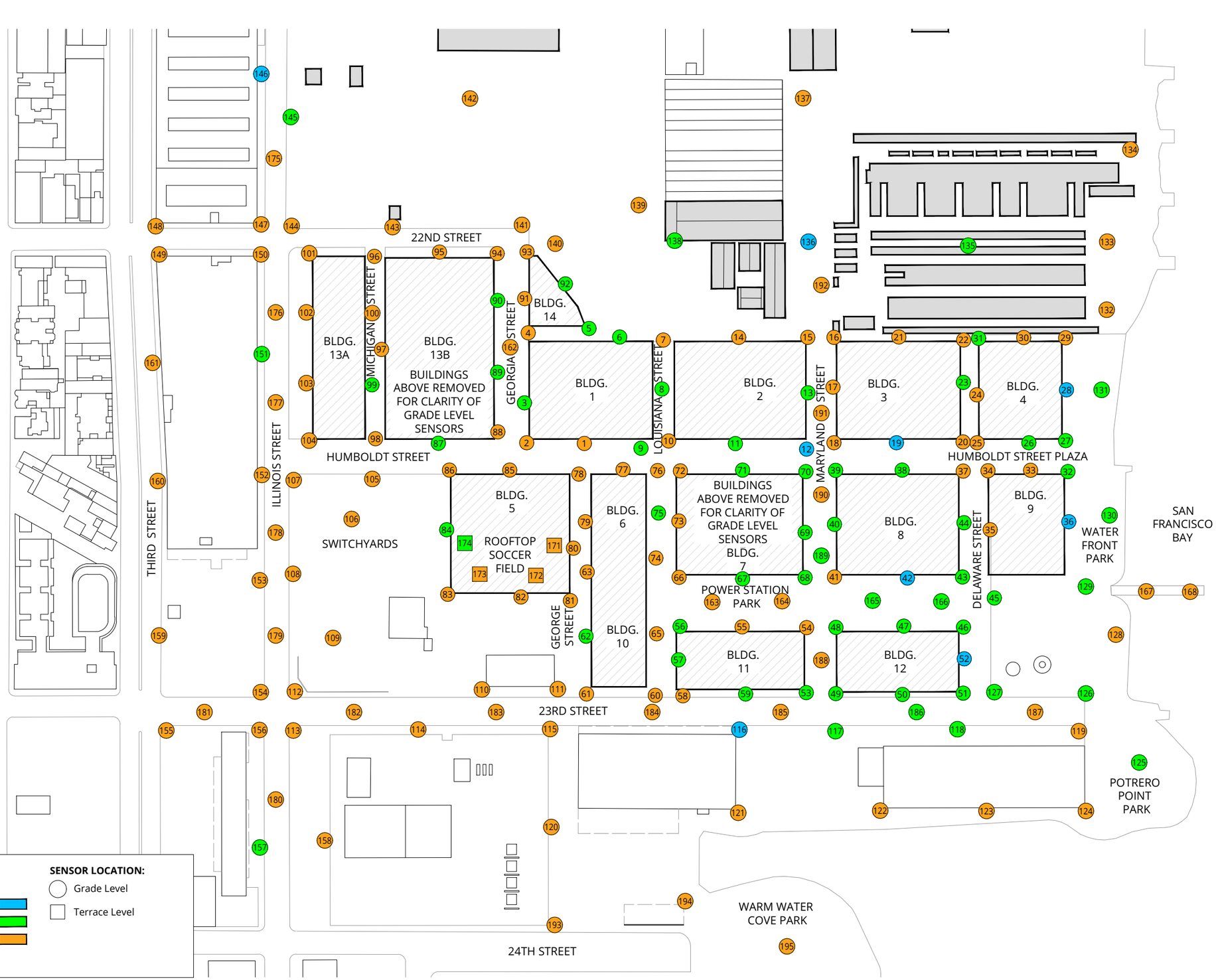
Pedestrian Wind Comfort Conditions
Lower Heights
Annual

Potrero Power Plant Project - San Francisco, CA

True North

Project #1702733

Drawn by:	DBB	Figure:	1C
Approx. Scale:	1"=200'		
Date Revised:	June 4, 2019		



LEGEND:

COMFORT CATEGORIES:
- 1 - 7 mph
- 8 - 11 mph
- > 11 mph

SENSOR LOCATION:
- Grade Level
- Terrace Level

0 100 200ft

Pedestrian Wind Comfort Conditions

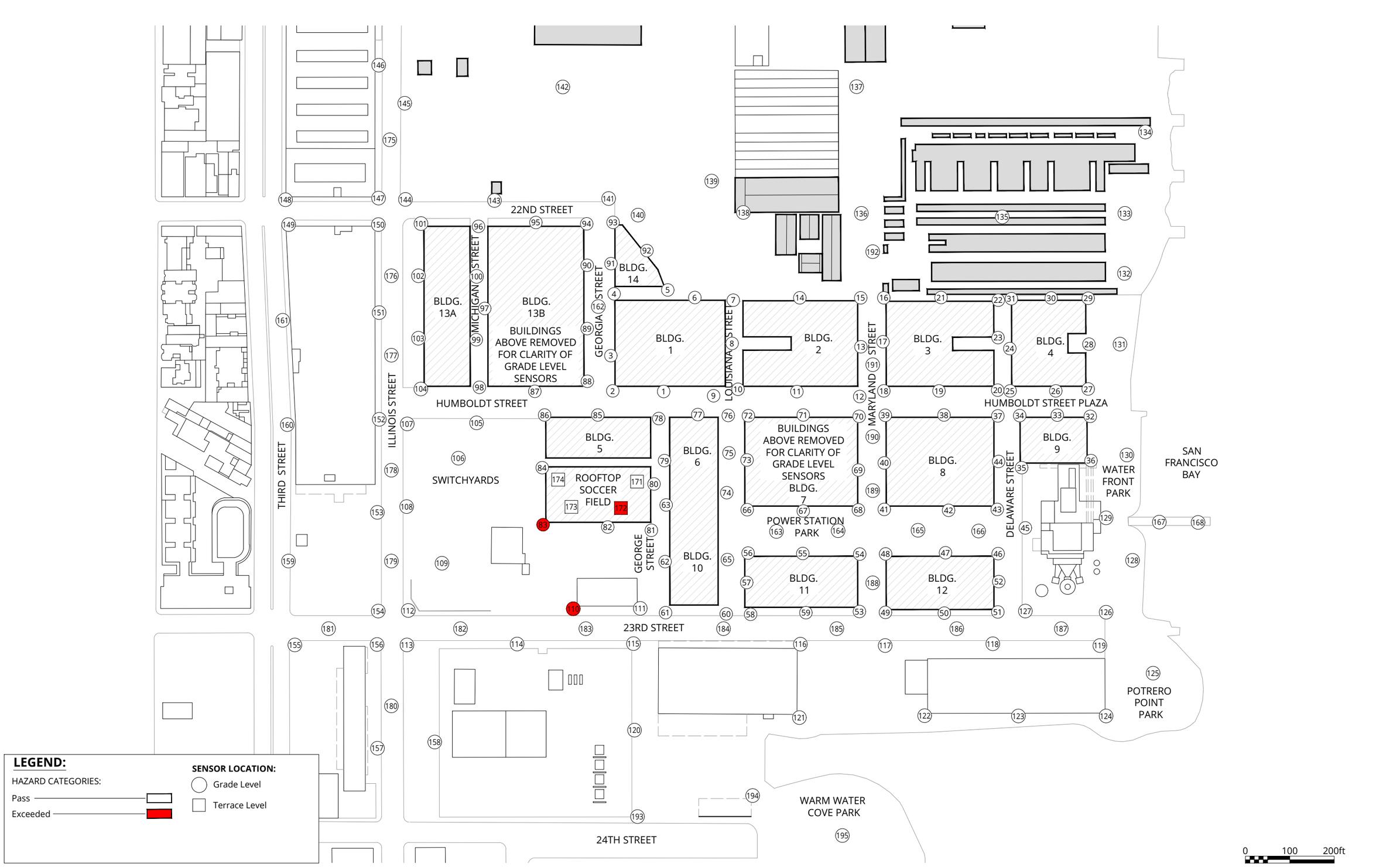
Bulked Up
Annual

Potrero Power Plant Project - San Francisco, CA

True North

Project #1702733

Drawn by:	DBB	Figure:	1D
Approx. Scale:	1"=200'		
Date Revised:	June 4, 2019		



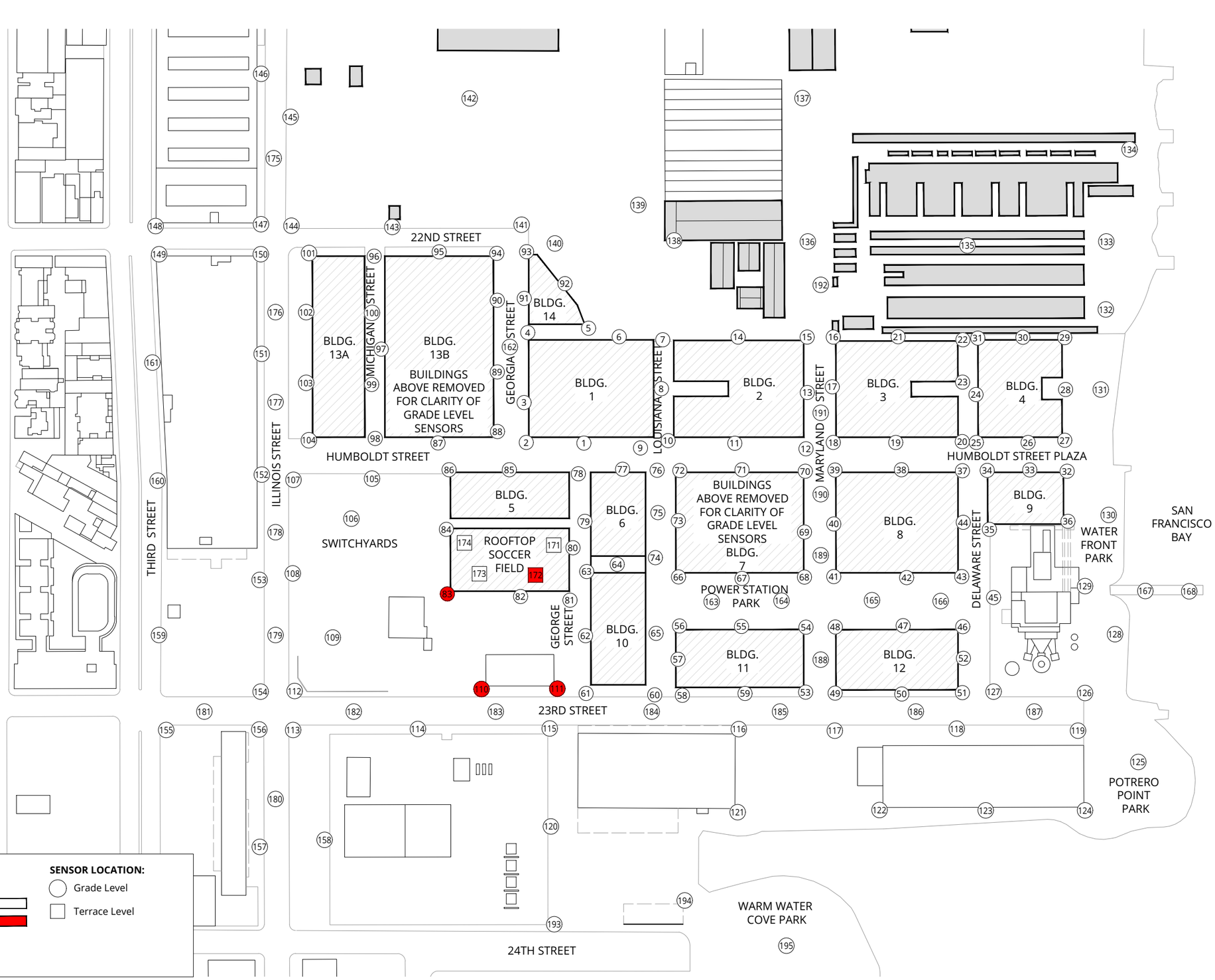
Pedestrian Wind Hazard Conditions
Project Variant A
Annual

Potrero Power Plant Project - San Francisco, CA

True North

Project #1702733

Drawn by:	DBB	Figure:	2A
Approx. Scale:	1"=200'		
Date Revised:	June 4, 2019		



LEGEND:

HAZARD CATEGORIES:

Pass

Exceeded

SENSOR LOCATION:

Grade Level

Terrace Level

0 100 200ft

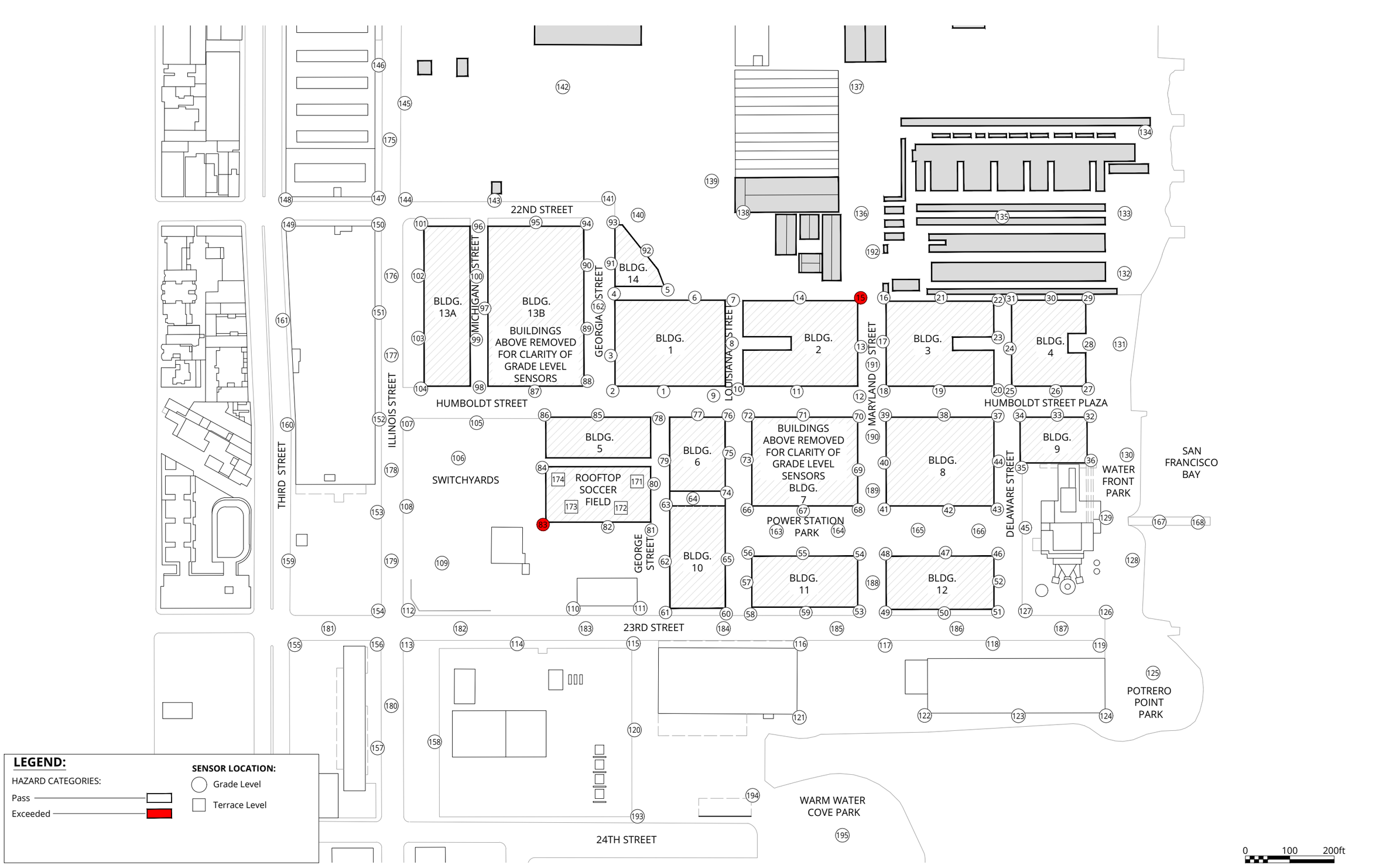
Pedestrian Wind Hazard Conditions
Project Variant B
Annual

Potrero Power Plant Project - San Francisco, CA

True North

Project #1702733

Drawn by:	DBB	Figure:	2B
Approx. Scale:	1"=200'		
Date Revised:	June 4, 2019		



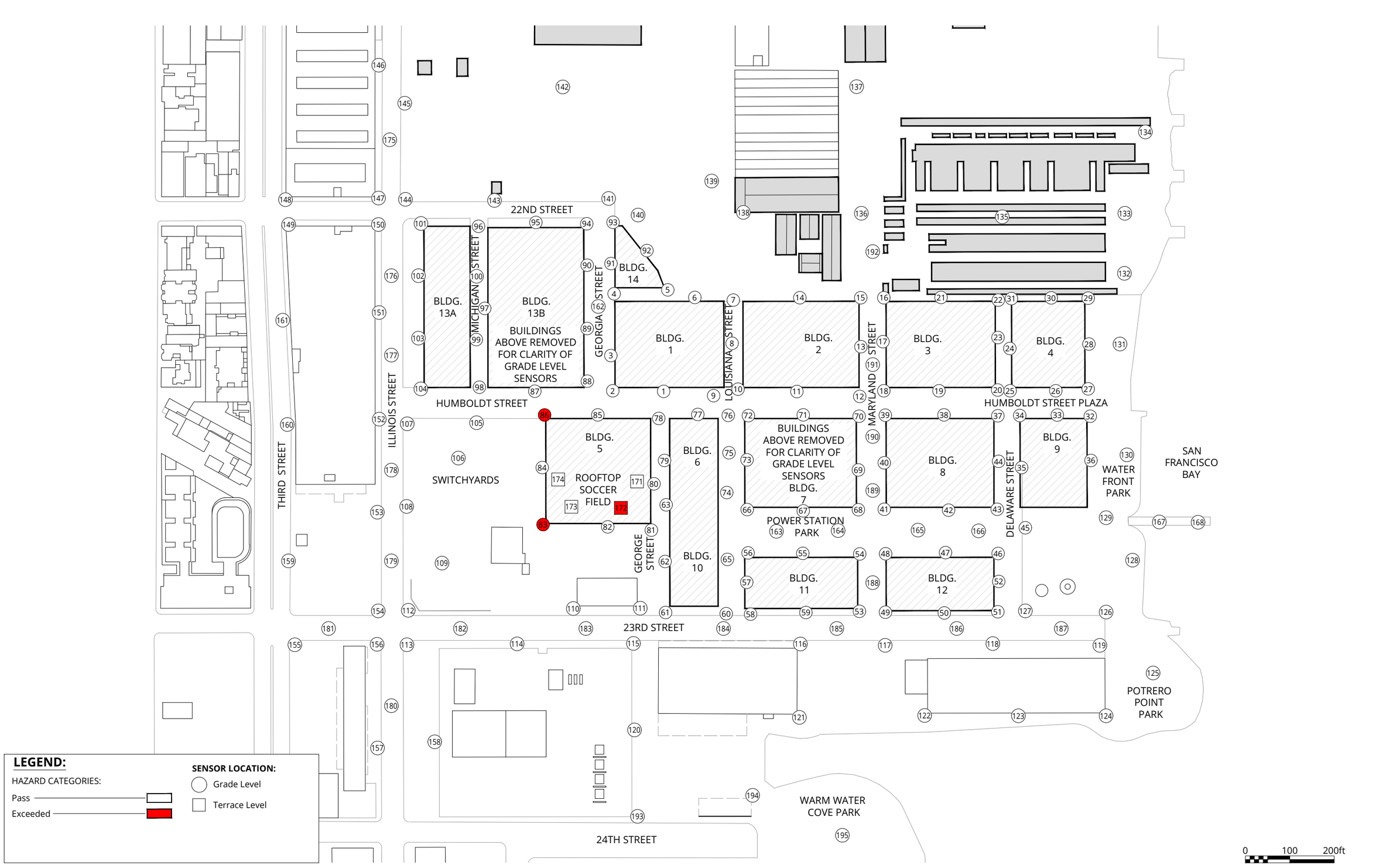
Pedestrian Wind Hazard Conditions
Lower Heights
Annual

Potrero Power Plant Project - San Francisco, CA

True North

Project #1702733

Drawn by: DBB	Figure: 2C
Approx. Scale:	1"=200'
Date Revised:	June 4, 2019



LEGEND:

HAZARD CATEGORIES:

Pass

Exceeded

SENSOR LOCATION:

Grade Level

Terrace Level

0 100 200ft

Pedestrian Wind Hazard Conditions
Bulked Up
Annual

Potrero Power Plant Project - San Francisco, CA

True North

Project #1702733

Drawn by:	DBB	Figure:	2D
Approx. Scale:	1"=200'		
Date Revised:	June 4, 2019		

APPENDIX A

APPENDIX A:

San Francisco Planning Code Section 148
Reduction of Ground-Level Wind Currents In C-3 Districts

a) Requirement and Exception. In C-3 Districts, buildings and additions to existing buildings shall be shaped, or other wind-baffling measures shall be adopted, so that the developments will not cause ground-level wind currents to exceed, more than 10 percent of the time year round, between 7:00 a.m. and 6:00 p.m., the comfort level of 11 m.p.h. equivalent wind speed in areas of substantial pedestrian use and seven m.p.h. equivalent wind speed in public seating areas.

When preexisting ambient wind speeds exceed the comfort level, or when a proposed building or addition may cause ambient wind speeds to exceed the comfort level, the building shall be designed to reduce the ambient wind speeds to meet the requirements. An exception may be granted, in accordance with the provisions of Section 309, allowing the building or addition to add to the amount of time that the comfort level is exceed by the least practical amount if (1) it can be shown that a building or addition cannot be shaped and other wind-baffling measures cannot be adopted to meet the foregoing requirements without creating an unattractive and ungainly building form and without unduly restricting the development potential of the building site in question, and (2) it is concluded that, because of the limited amount by which the comfort level is exceeded, the limited location in which the comfort level is exceeded, or the limited time during which the comfort level is exceeded, the addition is insubstantial.

No exception shall be granted and no building or addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour for a single hour of the year.

b) Definition. The term "equivalent wind speed" shall mean an hourly mean wind speed adjusted to incorporate the effects of gustiness or turbulence on pedestrians.

c) Guidelines. Procedures and Methodologies for implementing this section shall be specified by the Office of Environmental Review of the Department of City Planning. (added by Ord. 414-85, App. 9/17/85)

WIND TUNNEL RESULTS

POTRERO POWER PLANT PROJECT

SAN FRANCISCO, CA

UPDATED PEDESTRIAN WIND STUDY
RWDI # 1702733A
September 9, 2019

SUBMITTED TO

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EXECUTIVE SUMMARY

Based on our wind tunnel testing for the proposed development under the New Project Variant B and New Project Variant B + Cumulative configurations (Images 2A and 2B), and the local wind records, the anticipated wind conditions can be summarized as follows:

Previous Testing

- The original wind tunnel testing, from March 19, 2018, showed that the existing site is generally windy, with wind speeds at 155 of 184 test locations exceeding the 11-mph comfort criterion and 10 of 184 test locations exceeding the wind hazard criterion for a total 41 hours per year.
- The wind tunnel testing from March 19, 2018 also showed that the Existing + Project configuration, at that time, reduced the total number of locations exceeding the 1-hour wind hazard criterion from 10 (in the Existing configuration) to 6, for a total of 28 hours. 120 of 189 locations were expected to exceed the 11-mph pedestrian comfort criterion.
- With the addition of the previous version of Project Variant B from the June 4, 2019 wind tunnel testing, wind speeds at 122 of 193 test locations were expected to exceed the 11-mph comfort criterion. The number of locations where wind speeds were predicted to exceed the wind hazard criterion was anticipated to reduce to 4 for a total of 22 hours per year.

Current Testing

- Similar results are expected with the addition of the New Project Variant B in the latest round of wind tunnel testing, with wind speeds at 110 of 192 test locations predicted to exceed the 11-mph comfort criterion. The number of locations where wind speeds are expected to exceed the wind hazard criterion is predicted to remain at 4 for a total of 30 hours per year.
- With the addition of the future buildings in the New Project Variant B + Cumulative configuration, wind speeds at 125 of 192 test locations are expected to exceed the 11-mph comfort criterion. The number of locations where wind speeds are predicted to exceed the wind hazard criterion is expected to remain at 4 for a total of 25 hours per year.

Image 1: Aerial View of Existing Site and Surroundings (Photo Courtesy of Google™ Earth)

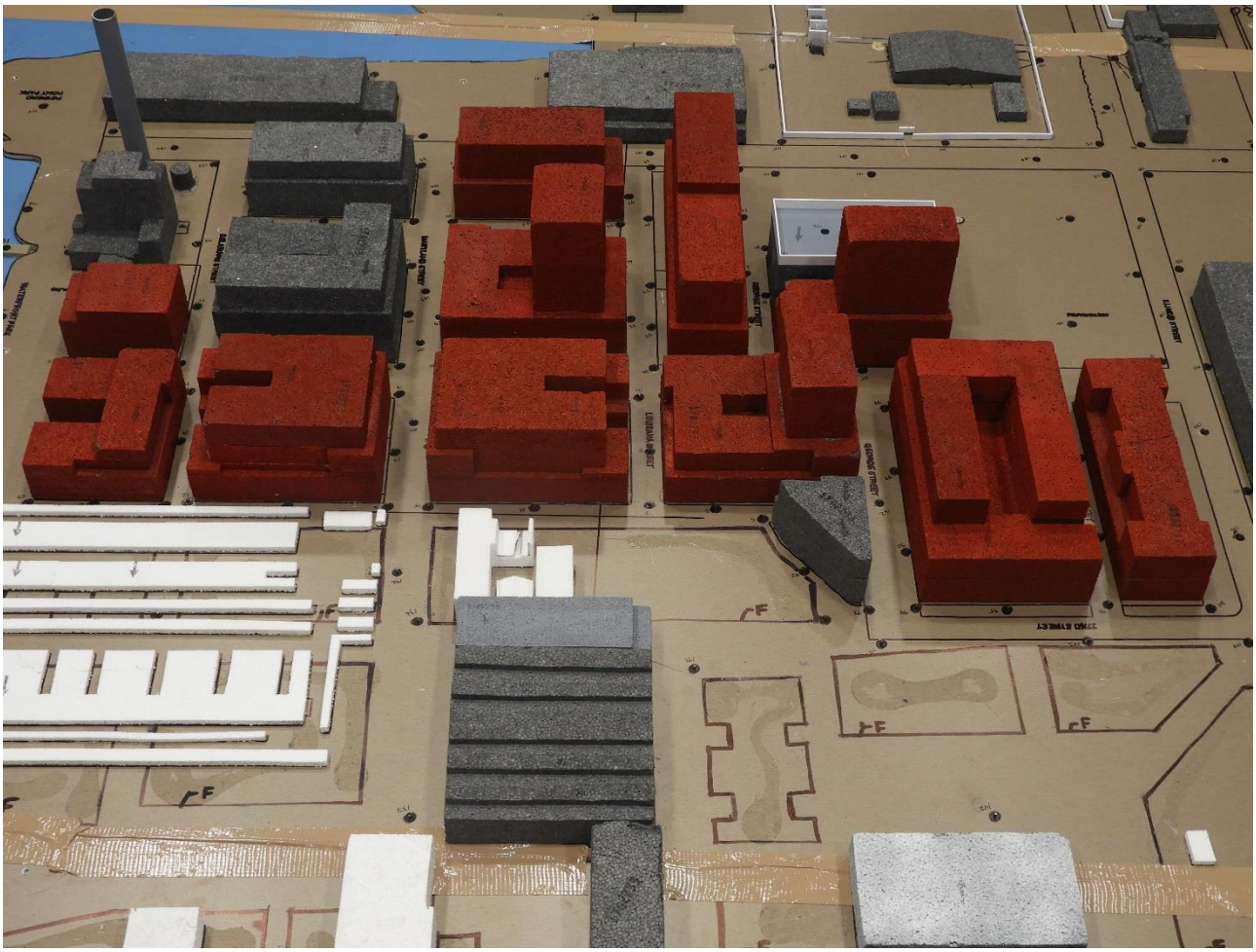


Image 2A: Wind Tunnel Study Model – New Project Variant B Configuration

Image 2B: Wind Tunnel Study Model – New Project Variant B + Cumulative Configuration

Meteorological Data

Data describing the speed, direction and frequency of occurrence of winds were gathered at the old San Francisco Federal Building at 50 United Nations Plaza (at a height of 132 ft.) during the six-year period, 1945 to 1951. Average wind speeds in San Francisco are the highest in the summer and lowest in winter. However, the strongest peak winds occur in winter. Throughout the year the highest wind speeds occur in mid-afternoon and the lowest in the early morning. Westerly to northwesterly winds are the most frequent and strongest winds during all seasons. Of the primary wind directions, four have the greatest frequency of occurrence and make up the majority of the strong winds that occur. These winds include the northwest, west-northwest, west and west-southwest.

Wind statistics were combined with the wind tunnel data to predict the frequency of occurrence of full-scale wind speeds. The full-scale wind predictions were then compared against the criteria for wind comfort and hazard as started in the San Francisco Planning Code Section 148 (see Appendix A).

Planning Code Requirements

The proposed project is subject to the California Environmental Quality Act (CEQA). Therefore, the potential for the Project to result in hazardous winds must be assessed. This analysis is performed using standard wind testing analysis and evaluation methods (used in San Francisco) to determine conformity with the Code.

The comfort criteria are that wind speeds will not exceed, more than 10% of the time, 11 mph in substantial pedestrian use areas, and 7 mph in public seating areas. Similarly, the hazard criterion of the Code requires that buildings not cause equivalent wind speeds to reach or exceed the hazard level of 26 mph as averaged from a single full hour of the year. The hazard criterion is based on winds that are measured for one hour and averaged, corresponding to a one-minute average of 36 mph.

The Planning Code defines these wind speeds in terms of equivalent wind speeds and they are calculated according to the specifications in the San Francisco Planning Code Section 148, whereby the mean hourly wind speed is increased when the turbulence intensity is greater than 15% according to the following formula:

$$\boldsymbol{EWS} = \boldsymbol{V_m} \times (\mathbf{2} \times \boldsymbol{TI} + \mathbf{0.7})$$

Where: $\boldsymbol{EWS}$ = equivalent wind speed

$\boldsymbol{V_m}$ = mean pedestrian − level wind speed

$\boldsymbol{TI}$ = turbulence intensity.

Applicability of Results

The drawings and information listed below were received from ESA and were used to construct the scale model of the New Project Variant B configuration for the proposed Potrero Power Plant Project. The wind conditions presented in this report pertain to the proposed development as detailed in the architectural design drawings listed in the table below. Should there be any design changes that deviate from this list of drawings, the wind condition predictions presented may change. Therefore, if changes in the design are made, it is recommended that RWDI be contacted and requested to review their potential effects on wind conditions.

File Name	File Type	Date Received (dd/mm/yyyy)
190827_Project Variant_Wind.3dm	Rhinoceros	28/08/2019

TABLES

Table 1: Wind Comfort Conditions

Location	New Project Variant B			New Var. B + Cumulative		
	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds
1	12	18	e	12	16	e
2	16	30	e	15	28	e
3	11	10		11	10	
4	14	25	e	15	28	e
5	8	1		10	6	
6	10	7		8	2	
7	8	1		13	20	e
8	8	1		11	10	
9	15	26	e	14	20	e
10	11	10		13	17	e
11	9	4		9	2	
12	8	4		8	1	
13	6	0		10	6	
14	8	1		16	33	e
15	12	12	e	18	35	e
16	10	8		14	21	e
17	15	19	e	15	19	e
18	11	10		12	13	e
19	8	3		7	1	
20	6	1		7	0	
21	9	6		15	24	e
22	13	19	e	15	27	e
23	12	14	e	12	12	e
24	10	8		14	19	e
25	9	4		11	10	
26	7	0		6	0	
27	8	2		9	5	
28	7	0		8	1	
29	8	1		16	29	e
30	11	10		13	17	e
31	11	10		10	6	
32	7	1		7	1	
33	7	1		9	5	
34	9	4		9	5	
35	12	16	e	12	15	e
36	5	0		5	0	
37	9	4		10	6	
38	10	8		11	10	
39	11	10		11	10	
40	10	9		12	13	e
41	12	14	e	13	14	e
42	7	1		7	0	
43	10	7		10	6	
44	8	1		8	1	
45	14	23	e	14	23	e
46	11	10		11	10	
47	11	10		11	10	
48	13	17	e	13	17	e
49	10	9		11	10	
50	8	1		8	2	
51	10	5		10	5	
52	7	0		8	1	
53	11	10		11	10	

Table 1: Wind Comfort Conditions

Location	New Project Variant B			New Var. B + Cumulative		
	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds
54	15	19	e	14	19	e
55	14	22	e	14	21	e
56	12	14	e	12	14	e
57	12	16	e	12	15	e
58	17	33	e	16	33	e
59	10	4		10	6	
60	17	34	e	17	34	e
61	19	45	e	19	45	e
62	10	6		9	5	
63	15	26	e	15	26	e
64	-	-	-	-	-	-
65	16	30	e	16	28	e
66	13	16	e	12	14	e
67	12	14	e	12	13	e
68	12	15	e	11	10	
69	9	5		8	3	
70	12	12	e	12	11	e
71	10	5		11	10	
72	10	7		10	6	
73	13	20	e	14	23	e
74	17	32	e	17	34	e
75	11	10		12	16	e
76	12	14	e	12	14	e
77	11	10		11	10	
78	14	23	e	14	24	e
79	16	28	e	16	28	e
80	14	20	e	14	21	e
81	16	30	e	16	30	e
82	15	26	e	15	24	e
83	21	48	e	21	48	e
84	14	22	e	14	21	e
85	13	19	e	13	19	e
86	17	37	e	18	41	e
87	12	15	e	12	15	e
88	15	24	e	15	26	e
89	11	10		12	13	e
90	14	22	e	14	21	e
91	14	25	e	18	39	e
92	13	19	e	9	3	
93	11	10		15	27	e
94	12	13	e	16	30	e
95	9	3		11	10	
96	13	18	e	14	25	e
97	14	21	e	14	23	e
98	16	30	e	16	31	e
99	9	2		9	4	
100	10	4		10	5	
101	15	26	e	15	27	e
102	13	18	e	13	18	e
103	15	21	e	15	21	e
104	13	14	e	13	15	e
105	13	18	e	14	22	e
106	12	13	e	13	16	e

Table 1: Wind Comfort Conditions

Location	New Project Variant B			New Var. B + Cumulative		
	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds
107	17	26	e	16	23	e
108	13	22	e	13	19	e
109	15	26	e	14	24	e
110	18	36	e	17	33	e
111	19	42	e	19	42	e
112	15	26	e	15	25	e
113	15	25	e	15	25	e
114	13	19	e	13	19	e
115	14	21	e	13	20	e
116	5	0		6	0	
117	11	10		11	10	
118	11	10		10	7	
119	13	20	e	13	20	e
120	16	31	e	16	31	e
121	12	13	e	12	14	e
122	11	10		11	10	
123	12	13	e	12	13	e
124	12	15	e	12	15	e
125	9	4		10	5	
126	11	10		11	10	
127	11	10		11	10	
128	11	10		11	10	
129	7	0		7	0	
130	10	4		9	4	
131	8	2		9	5	
132	8	2		12	12	e
133	11	10		13	20	e
134	12	13	e	14	23	e
135	12	16	e	9	4	
136	14	16	e	8	1	
137	14	24	e	12	13	e
138	9	3		7	0	
139	9	3		14	25	e
140	13	20	e	19	42	e
141	9	3		17	35	e
142	9	3		18	37	e
143	12	13	e	15	26	e
144	15	26	e	13	21	e
145	13	16	e	11	10	
146	12	14	e	9	3	
147	10	6		15	28	e
148	14	22	e	14	24	e
149	16	30	e	17	34	e
150	15	25	e	13	14	e
151	9	4		9	4	
152	11	10		11	10	
153	13	18	e	12	17	e
154	15	26	e	15	27	e
155	15	25	e	15	27	e
156	15	26	e	15	27	e
157	10	9		11	10	
158	15	27	e	15	26	e
159	13	19	e	12	15	e

Table 1: Wind Comfort Conditions

Location	New Project Variant B			New Var. B + Cumulative		
	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds
160	16	29	e	16	27	e
161	18	39	e	18	39	e
162	17	34	e	18	39	e
163	15	19	e	15	19	e
164	16	24	e	16	24	e
165	13	14	e	13	15	e
166	11	10		11	10	
167	9	3		9	4	
168	10	6		10	7	
171	12	17	e	12	16	e
172	20	47	e	20	45	e
173	18	38	e	18	37	e
174	10	6		10	5	
175	13	18	e	13	18	e
176	14	23	e	16	29	e
177	17	33	e	17	33	e
178	13	13	e	12	12	e
179	14	24	e	13	20	e
180	15	25	e	14	25	e
181	15	27	e	16	29	e
182	15	26	e	15	25	e
183	16	30	e	15	28	e
184	20	47	e	20	47	e
185	14	24	e	14	24	e
186	11	10		11	10	
187	13	19	e	13	18	e
188	12	12	e	12	12	e
189	13	20	e	13	19	e
190	11	10		13	14	e
191	9	4		11	10	
192	11	10		13	17	e
193	13	20	e	14	22	e
194	14	23	e	14	24	e
195	16	32	e	16	33	e

Summary	Average (mph)	Average (%)	Total	Average (mph)	Average (%)	Total
	12	**16**	**110 ---- 192**	**13**	**17**	**125 ---- 192**

Table 2: Wind Hazard Conditions

Location	New Project Variant B			New Var. B + Cumulative		
	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds
1	23	0		22	0	
2	28	0		28	0	
3	21	0		23	0	
4	27	0		31	0	
5	14	0		20	0	
6	19	0		17	0	
7	15	0		25	0	
8	13	0		23	0	
9	27	0		27	0	
10	21	0		27	0	
11	19	0		18	0	
12	23	0		16	0	
13	13	0		19	0	
14	15	0		31	0	
15	26	0		35	0	
16	21	0		27	0	
17	33	0		33	0	
18	23	0		27	0	
19	21	0		14	0	
20	15	0		13	0	
21	21	0		30	0	
22	26	0		32	0	
23	24	0		28	0	
24	22	0		30	0	
25	18	0		25	0	
26	13	0		11	0	
27	16	0		19	0	
28	13	0		15	0	
29	14	0		33	0	
30	23	0		28	0	
31	20	0		19	0	
32	15	0		16	0	
33	15	0		20	0	
34	18	0		19	0	
35	22	0		23	0	
36	9	0		9	0	
37	18	0		20	0	
38	22	0		23	0	
39	28	0		24	0	
40	23	0		26	0	
41	30	0		29	0	
42	15	0		13	0	
43	21	0		20	0	
44	15	0		15	0	
45	25	0		25	0	
46	20	0		21	0	
47	26	0		26	0	
48	28	0		27	0	
49	26	0		27	0	
50	18	0		19	0	
51	20	0		20	0	
52	13	0		14	0	
53	25	0		27	0	

Table 2: Wind Hazard Conditions

Location	New Project Variant B			New Var. B + Cumulative		
	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds
54	31	0		30	0	
55	31	0		30	0	
56	26	0		26	0	
57	29	0		31	0	
58	30	0		30	0	
59	21	0		22	0	
60	30	0		30	0	
61	35	0		35	0	
62	21	0		20	0	
63	27	0		27	0	
64	-	-	-	-	-	-
65	32	0		30	0	
66	27	0		25	0	
67	23	0		23	0	
68	21	0		19	0	
69	20	0		19	0	
70	27	0		25	0	
71	19	0		22	0	
72	20	0		20	0	
73	23	0		27	0	
74	28	0		29	0	
75	21	0		23	0	
76	22	0		22	0	
77	26	0		25	0	
78	27	0		27	0	
79	28	0		28	0	
80	24	0		24	0	
81	28	0		28	0	
82	30	0		29	0	
83	41	14	e	41	14	e
84	24	0		24	0	
85	23	0		23	0	
86	32	0		33	0	
87	25	0		26	0	
88	25	0		26	0	
89	19	0		22	0	
90	26	0		27	0	
91	26	0		35	0	
92	23	0		18	0	
93	22	0		31	0	
94	24	0		35	0	
95	17	0		26	0	
96	23	0		28	0	
97	24	0		25	0	
98	30	0		32	0	
99	16	0		18	0	
100	19	0		21	0	
101	26	0		27	0	
102	22	0		23	0	
103	35	0		35	0	
104	28	0		28	0	
105	26	0		30	0	
106	23	0		27	0	

Table 2: Wind Hazard Conditions

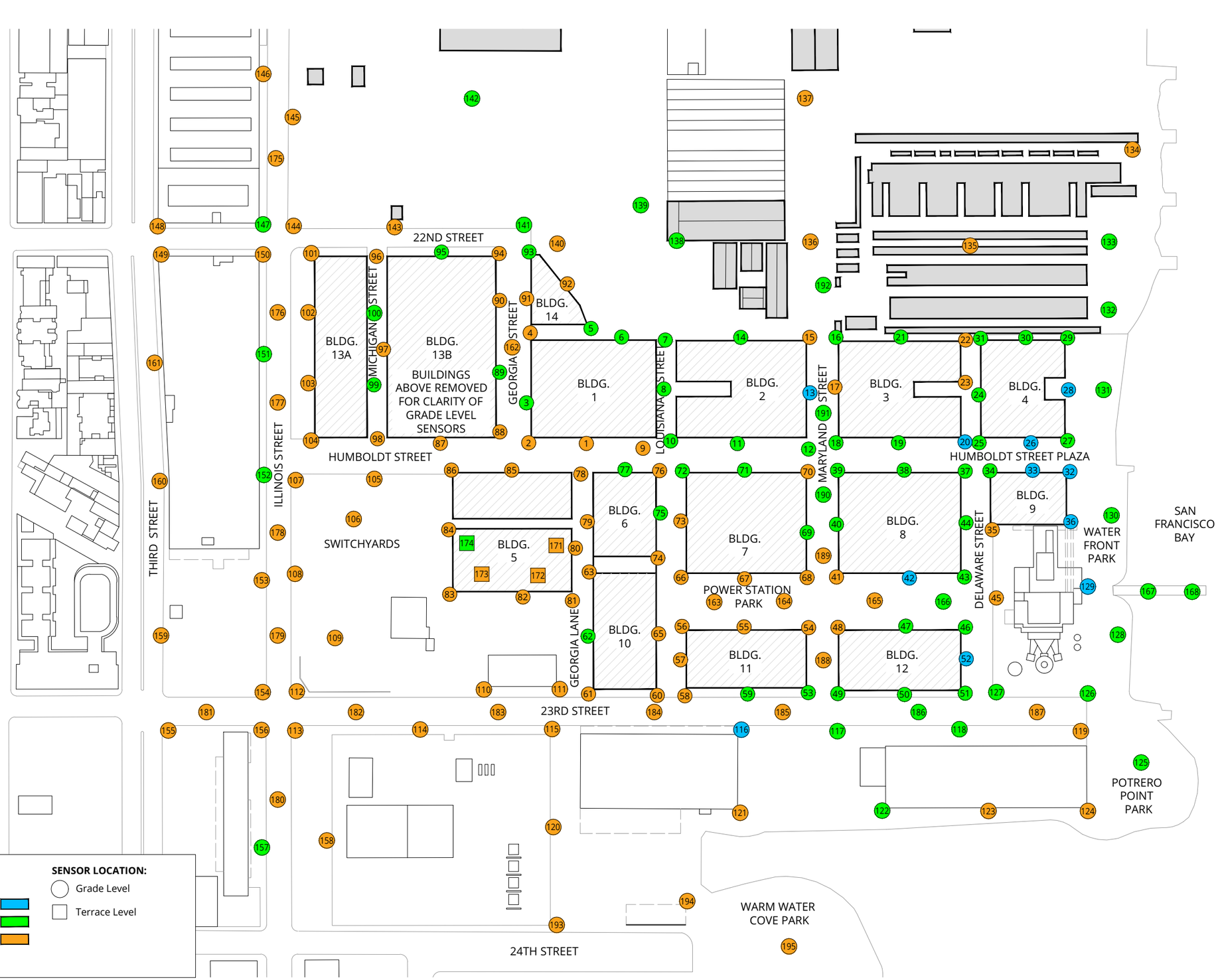
Location	New Project Variant B			New Var. B + Cumulative		
	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds
107	35	0		33	0	
108	28	0		27	0	
109	26	0		25	0	
110	38	2	e	36	1	e
111	40	7	e	39	4	e
112	28	0		28	0	
113	28	0		28	0	
114	23	0		23	0	
115	27	0		26	0	
116	9	0		10	0	
117	21	0		22	0	
118	21	0		20	0	
119	26	0		26	0	
120	28	0		28	0	
121	21	0		21	0	
122	20	0		21	0	
123	21	0		21	0	
124	23	0		23	0	
125	19	0		19	0	
126	23	0		22	0	
127	21	0		21	0	
128	19	0		20	0	
129	12	0		12	0	
130	18	0		18	0	
131	16	0		20	0	
132	17	0		23	0	
133	22	0		24	0	
134	28	0		26	0	
135	22	0		17	0	
136	29	0		15	0	
137	27	0		28	0	
138	18	0		12	0	
139	17	0		27	0	
140	24	0		35	0	
141	17	0		32	0	
142	17	0		34	0	
143	22	0		29	0	
144	29	0		28	0	
145	27	0		22	0	
146	23	0		16	0	
147	18	0		26	0	
148	28	0		28	0	
149	29	0		31	0	
150	30	0		27	0	
151	17	0		19	0	
152	24	0		25	0	
153	22	0		22	0	
154	28	0		28	0	
155	26	0		26	0	
156	30	0		30	0	
157	23	0		24	0	
158	27	0		26	0	
159	22	0		22	0	

Table 2: Wind Hazard Conditions

Location	New Project Variant B			New Var. B + Cumulative		
	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds
160	35	0		35	0	
161	30	0		31	0	
162	30	0		33	0	
163	34	0		32	0	
164	34	0		32	0	
165	27	0		28	0	
166	22	0		23	0	
167	18	0		19	0	
168	20	0		21	0	
171	24	0		24	0	
172	40	7	e	40	6	e
173	35	0		35	0	
174	19	0		18	0	
175	25	0		25	0	
176	25	0		31	0	
177	35	0		34	0	
178	27	0		26	0	
179	24	0		23	0	
180	25	0		25	0	
181	27	0		27	0	
182	27	0		27	0	
183	34	0		33	0	
184	35	0		35	0	
185	27	0		27	0	
186	20	0		20	0	
187	25	0		25	0	
188	25	0		26	0	
189	30	0		28	0	
190	27	0		28	0	
191	19	0		24	0	
192	30	0		21	0	
193	25	0		25	0	
194	26	0		26	0	
195	29	0		28	0	

Summary	Average (mph)	Total Hours	Total	Average (mph)	Total Hours	Total
	24	**30**	**4 ---- 192**	**25**	**25**	**4 ---- 192**

FIGURES



LEGEND:

COMFORT CATEGORIES:

- 1 - 7 mph
- 8 - 11 mph
- > 11 mph

SENSOR LOCATION:

- Grade Level
- Terrace Level

0 100 200ft

Pedestrian Wind Comfort Conditions

New Project Variant B

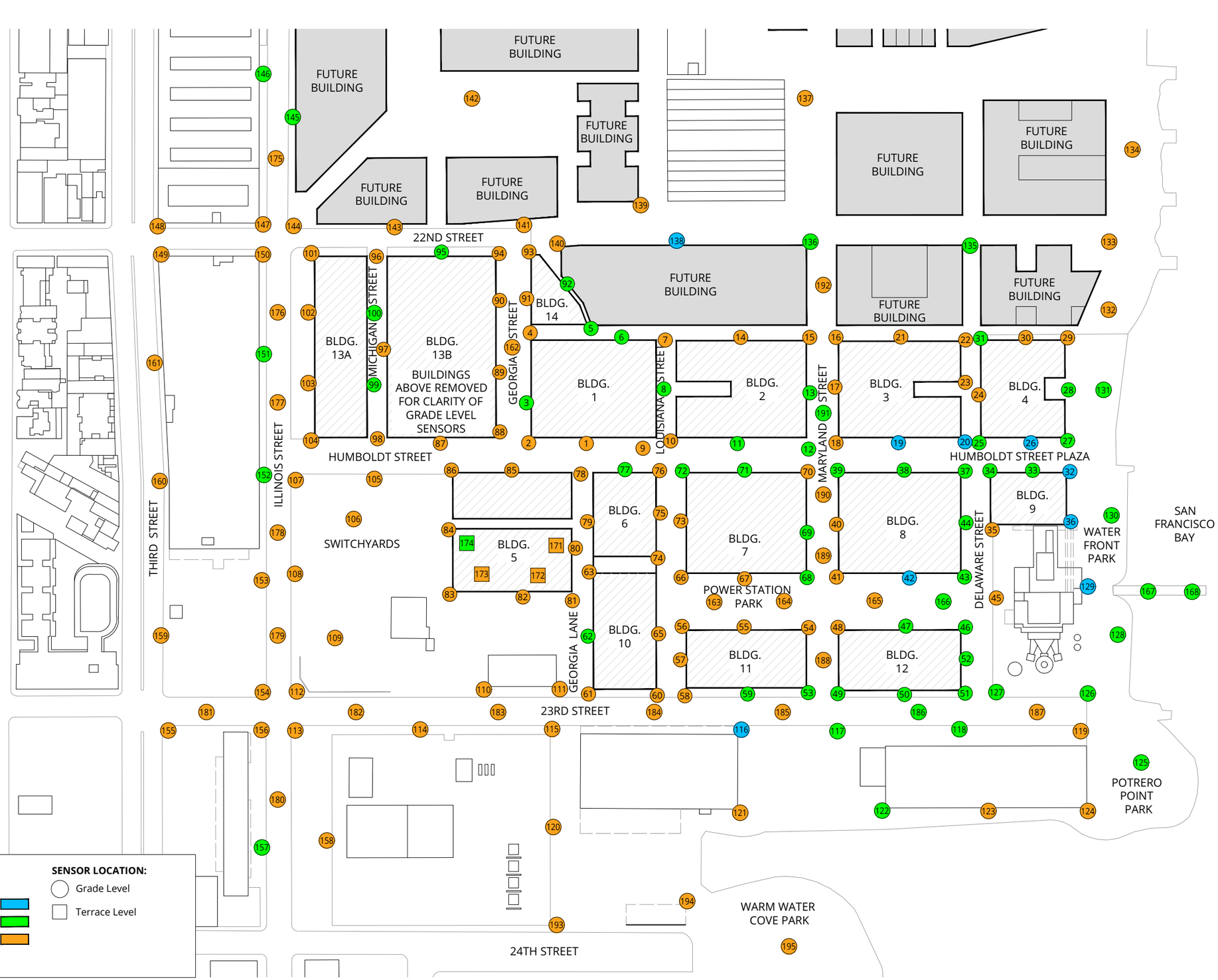
Annual

Potrero Power Plant Project - San Francisco, CA

True North

Project #1702733

Drawn by:	DBB	Figure:	1A
Approx. Scale:	1"=200'		
Date Revised:	Sept. 9, 2019		



LEGEND:

COMFORT CATEGORIES:

- 1 - 7 mph
- 8 - 11 mph
- > 11 mph

SENSOR LOCATION:

- Grade Level
- Terrace Level

0 100 200ft

Pedestrian Wind Comfort Conditions

New Project Variant B + Cumulative

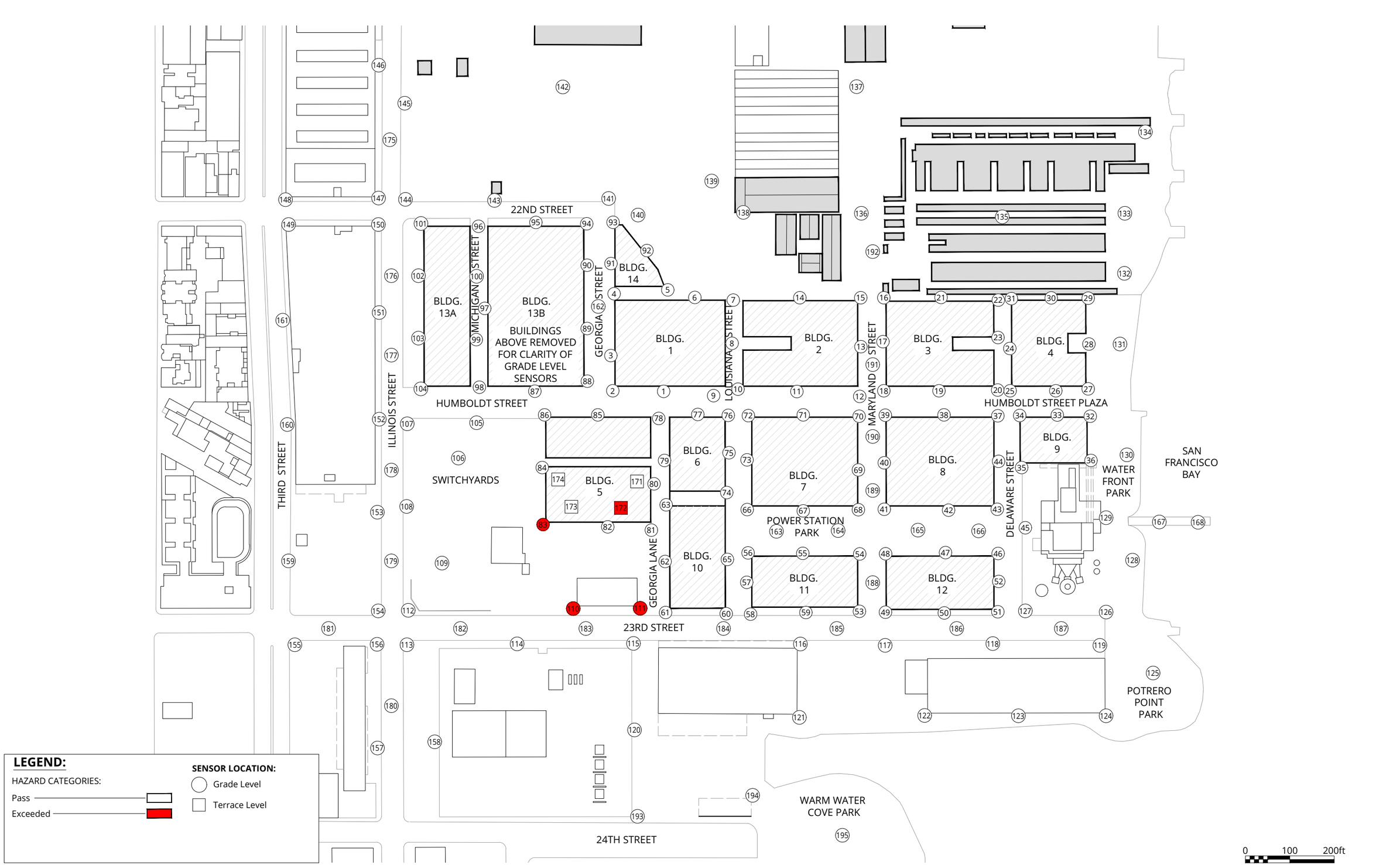
Annual

Potrero Power Plant Project - San Francisco, CA

True North

Project #1702733

Drawn by: DBB	Figure: 1B
Approx. Scale:	1"=200'
Date Revised:	Sept. 9, 2019



LEGEND:

HAZARD CATEGORIES:

Pass

Exceeded

SENSOR LOCATION:

Grade Level

Terrace Level

0 100 200ft

Pedestrian Wind Hazard Conditions

New Project Variant B

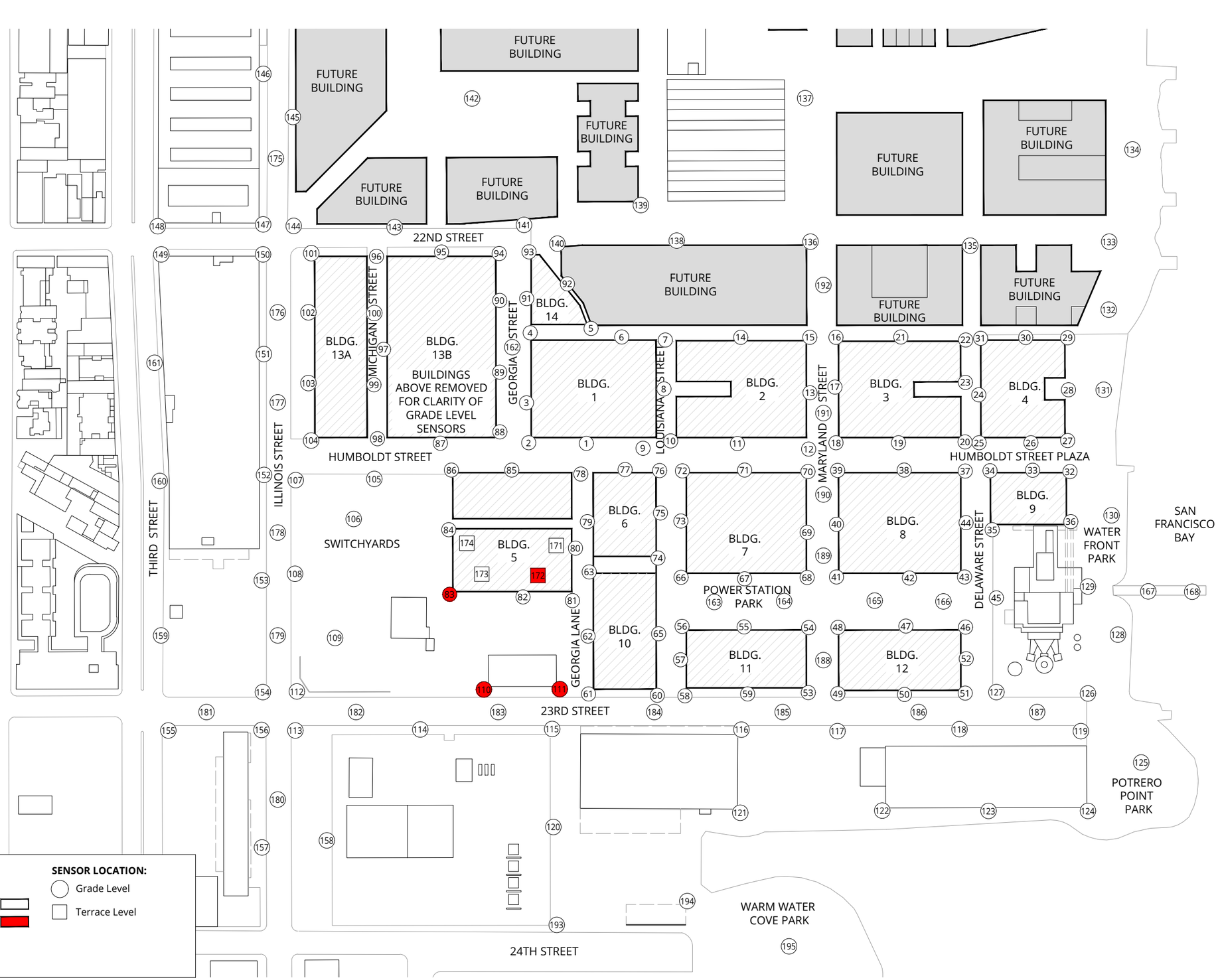
Annual

Potrero Power Plant Project - San Francisco, CA

True North

Project #1702733

Drawn by:	DBB	Figure:	2A
Approx. Scale:	1"=200'		
Date Revised:	Sept. 9, 2019		



LEGEND:

HAZARD CATEGORIES:

Pass

Exceeded

SENSOR LOCATION:

Grade Level

Terrace Level

0 100 200ft

Pedestrian Wind Hazard Conditions

New Project Variant B + Cumulative

Annual

Potrero Power Plant Project - San Francisco, CA

True North

Project #1702733

Drawn by:	DBB	Figure:	2B
Approx. Scale:	1"=200'		
Date Revised:	Sept. 9, 2019		

APPENDIX A

APPENDIX A:

San Francisco Planning Code Section 148
Reduction of Ground-Level Wind Currents In C-3 Districts

a) Requirement and Exception. In C-3 Districts, buildings and additions to existing buildings shall be shaped, or other wind-baffling measures shall be adopted, so that the developments will not cause ground-level wind currents to exceed, more than 10 percent of the time year round, between 7:00 a.m. and 6:00 p.m., the comfort level of 11 m.p.h. equivalent wind speed in areas of substantial pedestrian use and seven m.p.h. equivalent wind speed in public seating areas.

When preexisting ambient wind speeds exceed the comfort level, or when a proposed building or addition may cause ambient wind speeds to exceed the comfort level, the building shall be designed to reduce the ambient wind speeds to meet the requirements. An exception may be granted, in accordance with the provisions of Section 309, allowing the building or addition to add to the amount of time that the comfort level is exceed by the least practical amount if (1) it can be shown that a building or addition cannot be shaped and other wind-baffling measures cannot be adopted to meet the foregoing requirements without creating an unattractive and ungainly building form and without unduly restricting the development potential of the building site in question, and (2) it is concluded that, because of the limited amount by which the comfort level is exceeded, the limited location in which the comfort level is exceeded, or the limited time during which the comfort level is exceeded, the addition is insubstantial.

No exception shall be granted and no building or addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour for a single hour of the year.

b) Definition. The term "equivalent wind speed" shall mean an hourly mean wind speed adjusted to incorporate the effects of gustiness or turbulence on pedestrians.

c) Guidelines. Procedures and Methodologies for implementing this section shall be specified by the Office of Environmental Review of the Department of City Planning. (added by Ord. 414-85, App. 9/17/85)

F.1.2 Shadow Study Variant

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PREVISION DESIGN

JUNE 24, 2019
AD1

SHADOW ANALYSIS REPORT FOR THE PROPOSED POTRERO POWER PLANT PROJECT VARIANT PER SF PLANNING AND CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) STANDARDS

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CONTENTS

I. INTRODUCTION AND OVERVIEW

This report describes the results of an analysis conducted by PreVision Design to identify the shadow effects that would be caused by the construction of the Potrero Power Station Mixed-Use Development project variant (hereafter the "project variant"), a proposed multi-building, mixed-use development, on publicly-accessible open spaces and recreational facilities, reviewable under the California Environmental Quality Act (CEQA).

An evaluation of shading impacts under CEQA determines whether the project variant would create new shadow in a manner that substantially affects existing outdoor public areas. Accordingly, this report includes graphical representations and discussion of the shadow effects of the project variant on publicly-accessible open spaces within the area affected by the project, factoring in the presence of current shadow conditions caused by existing buildings. Additionally, the foreseeable future effects of shading that would be caused by the construction of the adjacent Pier 70 development are reviewed as a separate scenario.

This report does not present opinions or conclusions about whether or not the shadow from the project variant would or should be considered significant/insignificant or acceptable/unacceptable. Such recommendations and determinations shall be made by San Francisco Planning Department Staff and its Commission. ■

FIGURE 1: Conceptual Project Rendering

II. PROJECT VARIANT

The Potrero Power Station Mixed-Use Development project is located on an approximately 29-acre site along San Francisco's central bayshore waterfront, encompassing the site of the former Potrero Power Plant that closed in 2011. The California Barrel Company LLC, the project sponsor, seeks to redevelop the site for a proposed multi-phased, mixed-use development, and activate a new waterfront open space.

The project site is generally bounded by 22nd Street to the north, the San Francisco Bay to the east, 23rd Street to the south, and Illinois Street to the west. Figure 2 shows the project location. The project site is comprised of the following five sub-areas:

Potrero Power Plant Project Site

Pier 70 Project Site

Publicly-accessible Open Spaces (Ownership)

1. Esprit Park (SFRPD)
2. Woods Yard (SFMTA)
3. Historic Core Plaza -Future (SF Port)
4. Unimproved Open Space Lot (SF Port)
5. Warm Water Cove Park (SF Port)

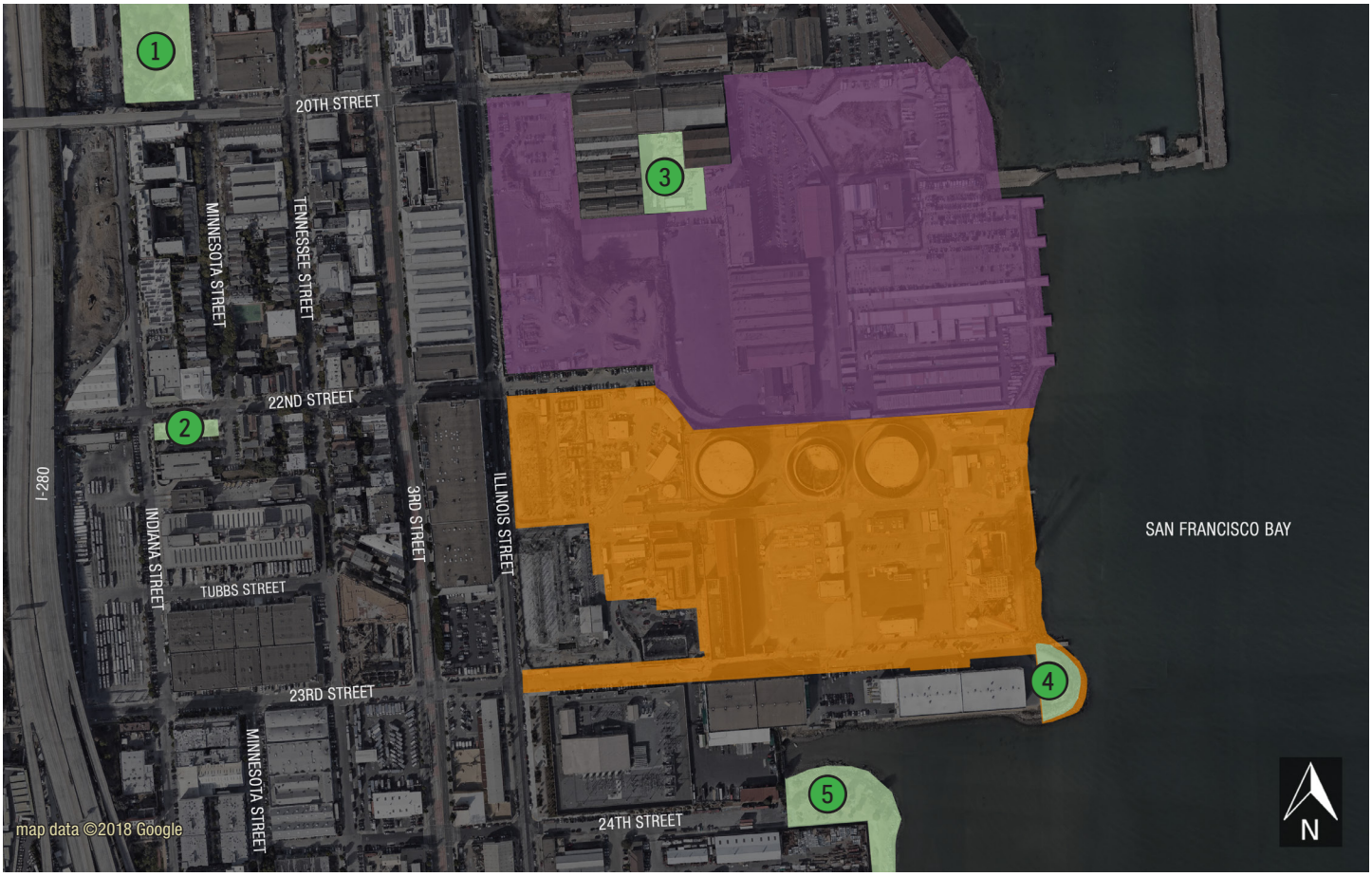


FIGURE 2: Area Map

- Power Station sub-area—approximately 21.0 acres, consisting of Assessor's Block 4175/Lot 002 and Lot 017, and Block 4232/Lot 001 and Lot 006; currently owned by the project sponsor. This site includes a large portion of the site of the former power station formerly owned and operated by the Pacific Gas & Electric Company (PG&E) and by NRG Potrero LLC and their predecessors.

- PG&E sub-area—approximately 4.8 acres, consisting of a portion of Assessor's Block 4175/Lot 018 and owned by PG&E, located in the northwest corner of the project site, and also a portion of the site of the former power station.

- Port sub-area—approximately 2.9 acres owned by the City and County of San Francisco (the City) through the Port of San Francisco (Port), consisting of three noncontiguous areas. The largest area is 1.6 acres located between the Power Station sub-area and the bay; the second largest is 1.3 acres along 23rd Street between the Power Station site and Illinois Street; and the smallest piece is less than one tenth of an acre on the northeast corner of the site next to the bay.

- Southern sub-area—approximately 0.2 acres consisting of a portion of Assessor's Block 4232/Lot 010 and owned by Harrigan Weidenmuller Company, located south of the Power Station sub-area along 23rd Street.

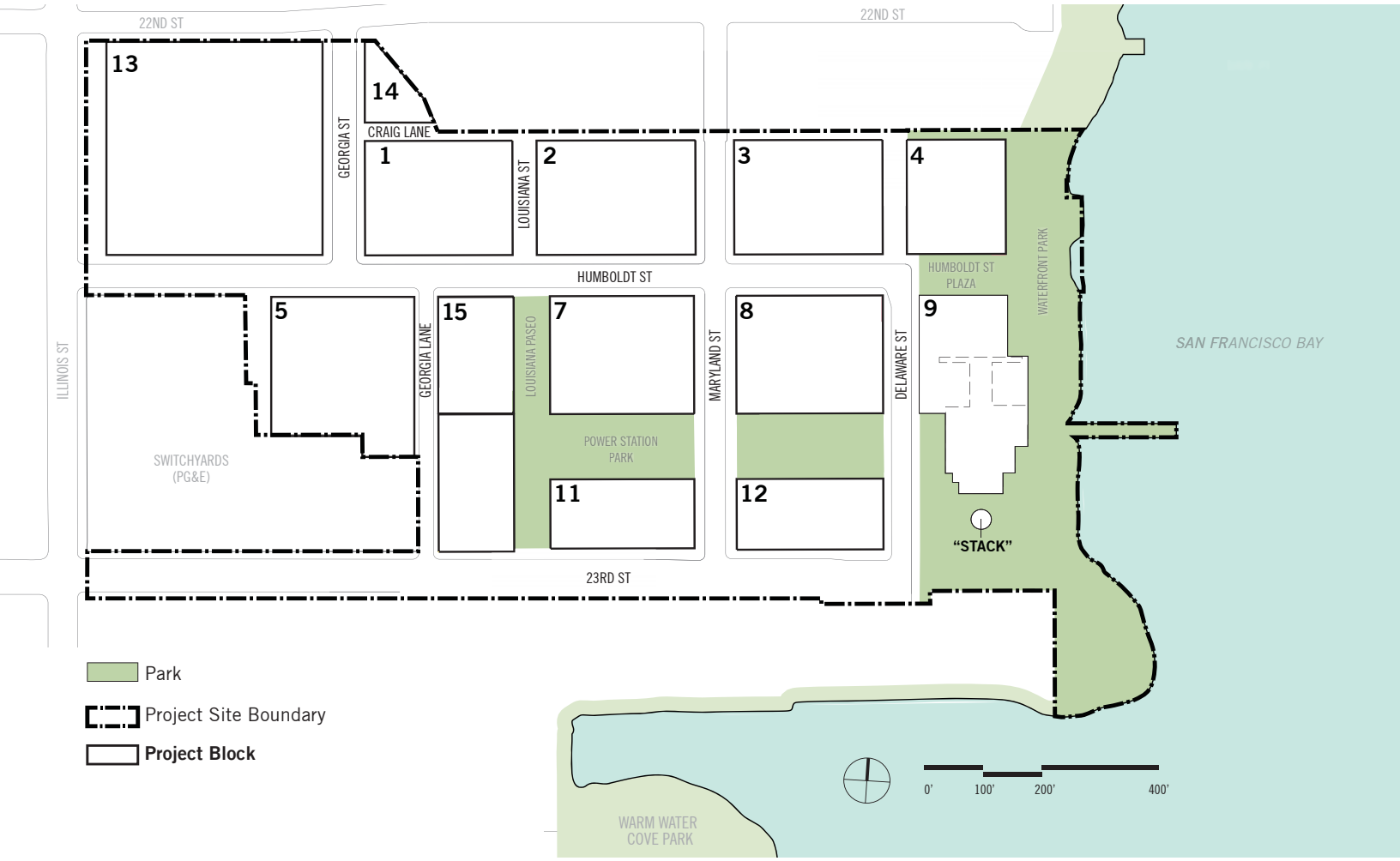


FIGURE 3: Potrero Power Plant Project Variant Block Plan

- City sub-area—The City owns a triangular-shaped area less than one tenth of an acre between the Power Station and Port sub-areas along 23rd Street.

Existing structures at the project site consist primarily of vacant buildings and facilities. The project site currently has little vegetation other than occasional ruderal weeds and unmaintained landscaping. Current uses on the Power Station sub-area include warehouses, parking, vehicle storage, and office space. Twenty-four structures remain on the site associated with the former power plant.

The project variant would rezone the site, establish land use controls, develop design standards, and provide for development of residential, commercial, parking, community facilities, and open space land uses.

Overall, the project variant would construct up to approximately 5.4 million gross square feet (gsf), of uses, including between approximately 2.5 and 2.7 million gsf of residential uses (about 2,600 to 2,750 dwelling units), between approximately 1.6 and 1.8 million gsf of commercial uses (office, R&D/life science, retail, hotel, and PDR), approximately 975,000 gsf of parking, approximately 50,000 gsf of community facilities, and approximately 25,000 gsf of entertainment/assembly uses. Approximately 7.0 acres would be devoted to publicly accessible open space. New buildings would range in height from 65 to 240 feet. Figure 3 shows the project variant's site plan.

The entitlement process for the proposed project would include an Environmental Impact Report (EIR), and amendments to the General Plan and Planning Code, creating a new Potrero Power Station Special Use District (SUD). The proposed rezoning would modify the existing height limits of 40 and 65 feet to various heights ranging from 65 to 240 feet. ■

III. AFFECTED PUBLICLY-ACCESSIBLE OPEN SPACES

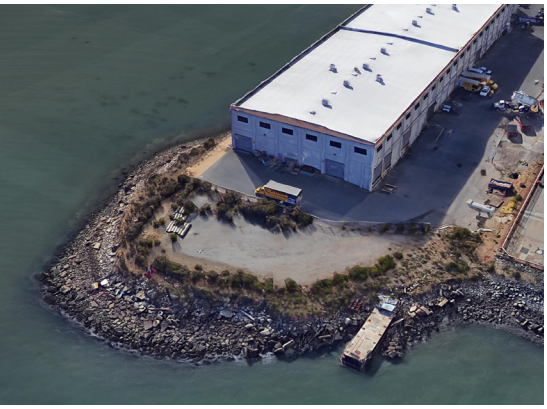


FIGURE 4: SF Port Open Space

SF Port Open Space (unimproved)

Located in the southeast corner of the project site at the edge of the waterfront is an approximately 45,000 sf dedicated open space under the jurisdiction of the Port of San Francisco (Figure 4). The property currently is comprised of the rocky shoreline, an asphalt paved area ands some low bushes. The area is fenced off from the adjoining property to the west and there is no public right-of way that currently reached this space--23rd street is the nearest but terminates about 845 feet west of the open space boundary. At this time, this lot does not serve as a public open space, however this open space will be incorporated and integrated into the future Waterfront Park, proposed by the Potrero Power Plant project and discussed below.

San Francisco Bay Trail

The San Francisco Bay Trail is a planned 500-mile walking and cycling path around the entire San Francisco Bay running through all nine Bay Area counties, 47 cities, and across seven toll bridges. While not yet completed or fully continuous, the trail is currently over 350 miles long and connects communities to parks, open spaces, schools, transit, and also provides a alternative commute corridor. The ultimate goal of the Bay Trail is to build a continuous shoreline bicycle and pedestrian path for all to enjoy.

The designated bay trail path currently runs down Illinois Street just west of the project, though in this area it doubles as the pedestrian sidewalk. As part of the project variant, and in coordination with the Pier 70 development, the bay trail will be rerouted to instead run long the waterfront as it passes through both of these project sites.

Pier 70 Future Open Spaces

One of the scenarios reviewed by this analysis considers the effect of project shadow that would be cast on future open spaces that would be developed as part of the Pier 70 Project. Below is a description of the Pier 70 open spaces (per the Pier 70 EIR) that would be affected by shadow cast by the project variant:

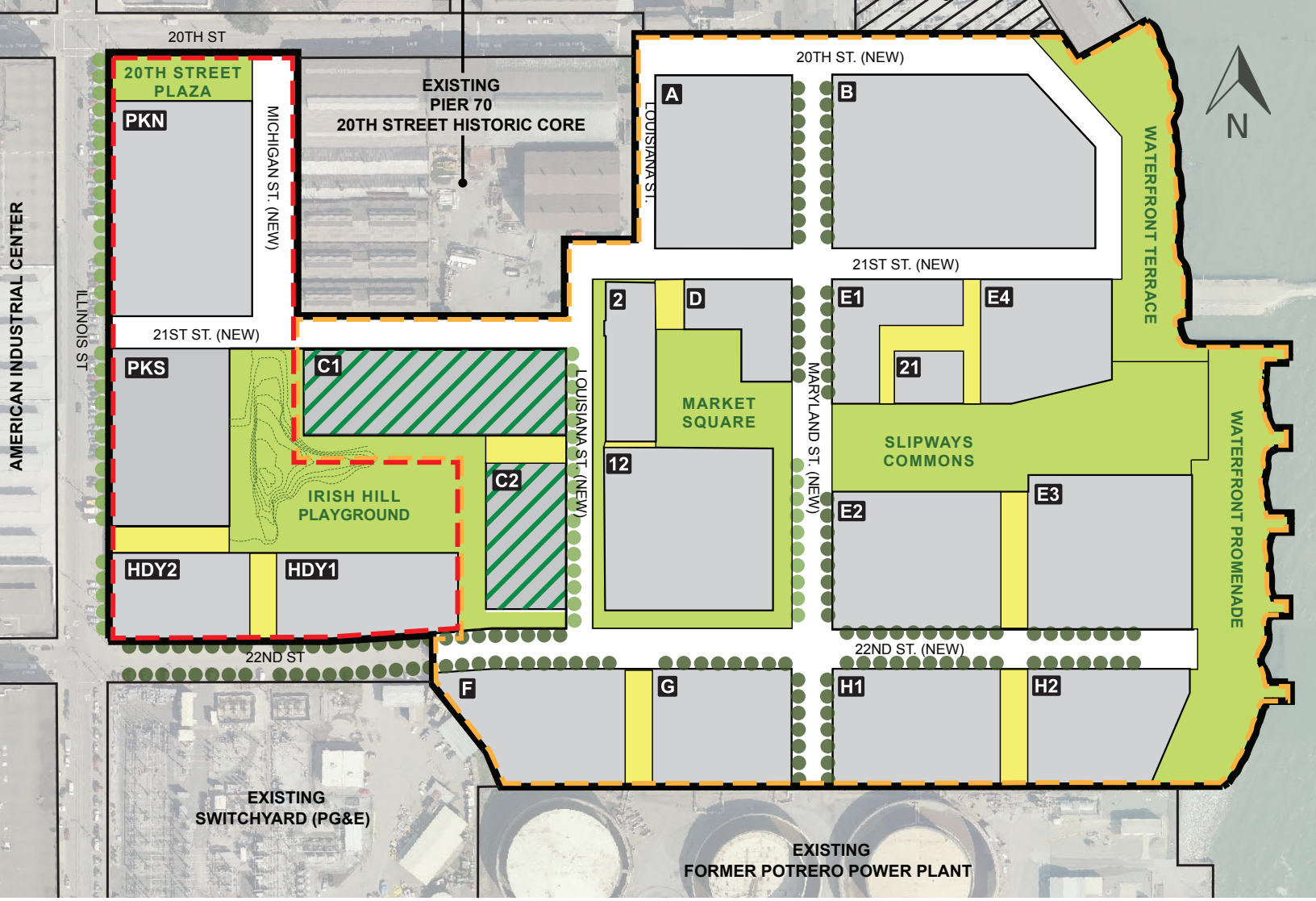


FIGURE 5: Pier 70 Proposed Open Space Map

LEGEND

- Pier 70 Mixed-Use District Project Site
- 28-Acre Site
- Illinois Parcels
- #A Building or Parcel Designation

OPEN SPACE

- Public Open Space
- Potential Public Rooftop Open Space
- Approximate Location of Pedestrian and/or Service Passageways*
- Street Trees Required
- Street Trees Permitted

WATERFRONT PROMENADE: The Waterfront Promenade would encompass a minimum 100-foot-wide portion of an approximately 5-acre waterfront park area (which also includes the Waterfront Terrace and Slipways Commons open space areas, described below) located along the central and southern shoreline of the project site. The Waterfront Promenade would include a north-south-running pedestrian and bicycle promenade as part of the 20-foot-wide Blue Greenway and Bay Trail system that extends from Mission Creek to the southern San Francisco County line at Candlestick Point. Anticipated features include outdoor dining terraces east of Parcel E3 and H2, and furnished picnic and seating terraces east of Parcels E3 and H2, which would provide park users with opportunities for waterfront viewing and passive recreation. A 6-foot-wide informal shoreline pathway would run parallel to the riprap along the water's edge and would connect the various features at the San Francisco Bay edge. The Pier 70 slipway structures along the water's edge would also be made accessible to the public and would offer opportunities for fishing and views of the San Francisco Bay and Pier 70 historic buildings.

The Pier 70 project proposal includes installation of four viewing pavilions along the water's edge. These viewing pavilions are large-scale public art and artifact pieces, which would be designed to emphasize the view of the horizon as well as accommodate a variety of public program uses such as cultural events and gatherings. The Waterfront Promenade includes two of the four viewing pavilions; the remaining two would be installed in the Waterfront Terrace and Slipways Commons, discussed below..

SLIPWAYS COMMONS: Slipways Commons open space would connect existing Buildings 2, 12, and 21 to the waterfront. This area would be designed as the most flexible, multi-purpose open space, intended to accommodate community gatherings, festivals, performances, art installations, and nighttime and cultural events, as well as passive recreation. Anticipated features include a multi-function commons, an event plaza, and a viewing pavilion. No roadway would be permitted between Parcels E1, E2, E3 and E4 and Building 21 and the park, in order to maximize recreational use of the park and encourage pedestrian travel.

BUILDING 12 PLAZA AND MARKET SQUARE: The Building 12 Plaza and Market Square would be a series of small plazas and outdoor market spaces. Market Square would be located directly north of Building 12 and east of Building 2 with four pedestrian access points. The approximately 1.5-acre plaza and square would provide the opportunity for informal and formal events, supporting flexible space for open-air markets, market stalls, and small performances and gatherings. Along the eastern and southern edges of Building 12, small plazas (approximately 26 to 28 feet wide) would provide opportunities for artwork displays, seating, and ground-floor uses within adjacent buildings to extend into these outdoor areas. The southern plaza would also have a café terrace. The Pier 70 project proposal would potentially retain a metal-frame remnant of Building 15 above the new 22nd Street, directly south of Building 12.

IRISH HILL PLAYGROUND: The Irish Hill Playground installation would be a 2-acre area south and east of the existing remnant of Irish Hill. The Irish Hill Playground would include children's play areas (play slope and play pad), other recreation opportunities, a picnic grove, a lounging terrace, and planted slopes and pathways. The non-native stand of eucalyptus trees located on the remnant of Irish Hill would remain.

POTENTIAL ROOFTOP OPEN SPACES: The rooftop areas of buildings C1 & C2, on the north and east sides of the Irish Hill Playground, have been designated as potential sites for public open space. No detailed programming information for these spaces is known at this time.

The Waterfront Terrace and 20th Street Plaza would not be affected by shadow cast by the project variant at any time throughout the year.

Potrero Power Plant Future Open Spaces

As shown in Figure 3, the project variant would provide approximately 6.3 acres of publicly accessible open space, all of which would received varying levels of shadow from the project variant's buildings. The primary open spaces are described below:

WATERFRONT PARK AND POTRERO POINT PARK: This proposed approximately 2.57-acre waterfront park would extend the Blue Greenway and Bay Trail from the Pier 70 Mixed-Use District project through the project site, and provide spill-out spaces for retail, quiet spaces, waterfront viewing terraces, and a waterfront playground. The adjacent proposed Potrero Point Park on the Port sub-area would contain a 1.13-acre park that would extend as a bulb-shaped area into the bay.

LOUISIANA PASEO: This proposed 0.7-acre plaza-type open space adjacent to Blocks 6 and 10 would have spill out space for outdoor dining, and a path to the proposed Power Station Park.

POWER STATION PARK: This proposed 1.22-acre central green space would extend east-west through the interior of the project site and connect the Louisiana Paseo to the waterfront. This park would contain interior of the project site and connect the Louisiana Paseo to the waterfront. This park would contain flexible lawn spaces suitable to accommodate a U-6 soccer field. The portion of the proposed Power Station Park between the Louisiana Paseo and Maryland Street would be intended for community building activities such as an outdoor game room.

ROOFTOP SOCCER FIELD: A public open space is proposed on a portion of the roof of the parking structure on Block 5. This rooftop open space would include a 0.68-acre U-10 soccer field.

NOTE: "Self-shadowing", or shadow cast by the proposed buildings on the open spaces that will be created as part of this development would not be considered an impact under CEQA, therefore the discussion of how project shading would affect these spaces has been included for informational purposes only.

Open Spaces Unaffected by Project Shadow

Due to their distance and/or location relative to the project variant, other public parks or privately owned open spaces in the vicinity, including Esprit Park, Woods Yard Park,

Warm Water Cove Park, or the proposed Historic Core Plaza would not receive any new shadow. ■

IV. CEQA EVALUATION CRITERIA AND METHODOLOGY

Analysis Review Standards

An evaluation of shading impacts under CEQA determines whether a project would create new shadow in a manner that substantially affects existing outdoor recreational facilities or other public areas. To determine whether new shading may be considered a significant impact, both graphical analysis (size and location of shadow at specified times) as well as qualitative effects (what activities occur in the open spaces, how are the spaces used) must be evaluated.

There is no single established technical standard or methodology for evaluation of shadow impacts under CEQA; however, the methodology implemented by the City of San Francisco under Planning Code Section 295 provides a framework and technical standards for shadow analysis as described below:

PLANNING CODE SECTION 295: New development projects in San Francisco over 40' in height, which could potentially contribute new shading to parks under the jurisdiction of the San Francisco Recreation and Parks Department, are subject to review under Section 295 of the San Francisco Planning Code. Compliance with Section 295 of the Planning Code requires that proposed projects not adversely affect use of existing or proposed open spaces under the jurisdiction of the San Francisco Recreation and Parks Department. Such adverse effect is defined by any development in excess of 40' in height which would add additional levels of new shading in excess of any potentially allowable new shadow increment on that open space throughout the year at times between one hour after sunrise through one hour before sunset, unless the Planning Commission, with input from the general manager of the Recreation and Parks Department and its Commission, determine that such effects would be insignificant.

PreVision Design's analysis has determined that no parks or open spaces under the jurisdiction of the San Francisco Recreation and Parks Department would receive any

new shading from the project variant, therefore Section 295 does not apply to any of the open spaces reviewed by this report; however, San Francisco Planning Department has determined that use of solar angles associated with Section 295 and analysis times (one hour after sunrise through one hour before sunset), which are often used to support CEQA analysis for development projects in San Francisco, would be appropriate to use for this project analysis.

The graphical element of this analysis is consistent with the graphical analysis performed for the adjacent Pier 70 Development, depicting shadow conditions at one hour after sunrise, 10am, 12 noon, 3pm, and one hour before sunset on the Summer Solstice, Spring/Fall Equinoxes, and Winter Solstice.

Cumulative Analysis

In addition to an analysis of the net new shadow that would be generated by the project variant as contrasted with existing shadow conditions, this report additionally includes analysis of shadow on each of the open spaces from any nearby reasonably foreseeable future projects (i.e., "cumulative" projects). Shadow profiles from these projects are depicted on shading graphics as an outline with cross-hatching to differentiate them from existing shading and shading by the project variant. The cumulative condition projects considered by this study include:

CUMULATIVE PROJECT ADDRESS	PROJECT HEIGHT	DATE OF DESIGN DATA
Pier 70 Development	Between 66'-106'	3/27/2017

FIGURE 6: Cumulative Condition Projects

Note: Planned projects at 777/888/901/950 Tennessee Street and 2092/2177/2230/2290 Third Street, and 595 Mariposa Street were reviewed by PreVision Design but were excluded from this analysis as the furthest potential reach of their shadows was determined to not reach the affected open spaces reviewed by this study.

Analysis Methodology

The shadow analysis completed by PreVision Design used a 3D virtual model of the project variant, the potentially affected open spaces (based on park boundaries per city records), and the surrounding urban environment, which coupled with solar angles provided by SF Planning simulates existing shadow, net new shadow that would be cast by the construction of the project variant, and shadow cast by the Pier 70 development (cumulative condition). To illustrate the range in shading conditions that would be generated in these scenarios, two sets of graphics have been produced:

SCENARIO 1: EXISTING + PROJECT VARIANT: This scenario compares shadow cast on publicly-accessible open spaces under existing conditions from buildings and other elevated structures, roadways as compared to net new shadow that would be cast due to the construction of the project variant. This scenario does not assume the construction of the adjacent Pier 70 development nor its associated open spaces.

SCENARIO 2: EXISTING + PROJECT VARIANT + PIER 70 (CUMULATIVE): This scenario also compares shadow cast on publicly-accessible open spaces under existing conditions as compared to net new shadow that would be cast due to the construction of the project variant, but additionally assumes the construction of the Pier 70 development along with its associated open spaces.

Graphical Methodology

In order to provide a visual understanding of the location, size and extent of new shadow under each of the scenarios described above, PreVision has prepared the following graphics to illustrate the shadow effects of the project variant:

- **Refined Shadow Fan.** Graphics showing the full extent of the areas receiving any net new shadow throughout the year between the daily period of one hour after sunrise through one hour before sunset, taking into account the presence of shadow from existing buildings. These diagrams are shown as Exhibit A1.1 (Scenario 1), and Exhibit A2.1 (Scenario 2).

- **Hourly diagrams.** Graphics showing snapshot shading conditions at one hour after sunrise, 10am, 12 noon, 3pm, and one hour before sunset on the Summer Solstice (June 21), the equinoxes (March 22/September 20) and the Winter Solstice (December 20). These graphics depicting both Scenarios 1 & 2 appear as Exhibits B, C and D.

Other Factors Affecting Sunlight

Shade contributed by trees and other landscape features are not taken into consideration as part of the quantitative analysis, as such features are considered "impermanent" given they may change over time and often may be added or removed without official notice and/or a public review process. However, at times such features may constitute a *defining* feature of the open space (or features within it) and contribute a significant shadow presence which may capture some or all new shading generated by the project variant. In such cases, an informal discussion of the presence and nature of such features is included for informational purposes. ■

V. SHADOW ANALYSIS NARRATIVE FINDINGS

The project variant would result in net new shadow falling on the following existing or proposed (future) open spaces, as detailed below:

SF Port Open Space (existing)

This open space area would be affected by project shadow only over the summer months in the late afternoon. As this open space is to be integrated into the proposed Waterfront Park, the effects of shadow on the expanded open space is discussed in that section.

San Francisco Bay Trail (existing + future)

The San Francisco Bay Trail, in its current configuration, runs to the west of the project site along Illinois Street, and in its current location would receive morning shadow in various places lasting from early morning until between 10am-noon throughout the year. While the precise configuration of the bay trail pathway is not yet determined, it is proposed to run along the waterfront to the east of the project, and as such would receive shadow from the project variant in the mid-to-late afternoon year-round, arriving on the pathway between 2-4pm.

Pier 70 Open Spaces (future)

Note: In the discussion of net new shadow effects on Pier 70 open spaces, the Pier 70 buildings would be considered as existing and as such serve to capture some of the potential net new shadow cast by the project variant.

WATERFRONT PROMENADE: The project variant would cast net new shadow on the southern third of this future park during the mid-to-late afternoon from fall through spring, with the greatest area of shadow occurring late in the afternoon on the winter solstice. Net new shading occurs at a time when the park is already substantially cast in shadow by Pier 70 buildings. Based on the planned programming of this portion of the park, the affected area would likely contain furnished picnic and seating terraces, as well as pedestrian pathways. While picnic areas and seating terraces could sponsor user activities that are more sensitive to additional shadow, details of the future park

and the precise location(s) of features and uses are not known at this time. As such, it is not possible to further discuss the specific possible effects that such new shadow might have on the users of the Waterfront Promenade.

SLIPWAYS COMMONS: The project variant would cast net new shadow on a very small portion of the park for a short period of time during the late afternoon on or around the winter solstice. The shadow would occur at a time when the park is already substantially shaded by Pier 70 buildings. Based on the planned programming of this park, the affected area would be comprised of flexible, multi-purpose open space. Users of open, less programmed space are often less affected by the addition of new shadow than users of areas with fixed seating, etc., however as details of the future park and the precise location(s) of features and uses are not known at this time, it is not possible to further discuss specific effects that such new shadow might have on users.

BUILDING 12 PLAZA AND MARKET SQUARE: The project variant would cast net new shadow over several small portions of the southern edge of this open space for several periods of time over the winter months only, starting around midday through the late afternoon. This shadow occurs at times when the affected areas are already substantially shaded by Pier 70 buildings. Based on the planned programming of this open space, the affected area might be artwork displays, seating, ground-floor uses extending into these outdoor areas, and/or a café terrace. While seating areas could sponsor user activities that are more sensitive to additional shadow, details of the future open space and the precise location(s) of features and uses are not known at this time. As such, it is not possible to further discuss the specific effects that such new shadow might have on users.

IRISH HILL PLAYGROUND: The project variant would cast net new shadow over several small portions of the playground throughout much of the day, but only over winter months. This affected areas would be along the southern edge of the open space between the Pier 70 buildings. Shading from the project variant would occur at times when the playground is already substantially shaded by Pier 70 buildings. Based on the planned programming of this open space, the park would contain children's play areas (play slope and play pad), other recreation opportunities, a picnic grove, a lounging terrace, and planted slopes and pathways. While some of these features, in particular children's play areas, would be sensitive to additional new shadow, it would seem unlikely that the sensitive areas would be situated in the areas affected by shadow (alleys between buildings). As details of the future open space and the precise location(s) of features and uses are not known at this time, it is not possible to further discuss the specific effects that such new shadow might have on users.

POTENTIAL ROOFTOP OPEN SPACES: The project variant would cast net new shadow on a small portion of one of these rooftop spaces for a short period of time during the late afternoon on or around the winter solstice. As details of the future park and the precise location(s) of features and uses are not known at this time, it is not possible to further discuss specific effects that such new shadow might have on users.

Potrero Power Plant Open Spaces (future)

Discussion of the effects of shadow on proposed new open spaces that are part of the Potrero Power Plant development are included below for informational purposes.

WATERFRONT PARK AND POTRERO POINT PARK: As Blocks 4 and 9 are within the park area, shadow would be cast on portions of the park throughout the day year-round, with the largest areas of shadow occurring in the mid-to-late afternoons, with relatively little shadow cast during morning and midday hours. Over the summer months, the middle and southern portions of the park are more shaded during the afternoons, while during fall, winter, and spring, the mid-to-northern portions of the park are shaded and the southern portions are unshaded. Based on the planned programming of this open space, the park would include a continuation of the Bay Trail from the Pier 70 project site, provide spill-out spaces for retail, quiet spaces, waterfront viewing terraces, and a waterfront playground. While some of these features, in particular playgrounds could be sensitive to shadow, details of the future open space and the precise location(s) of features and uses are not known at this time, so it is not possible to further discuss the specific effects that such shadow might have on users.

LOUISIANA PASEO: Surrounded by tall buildings on Blocks 15, 7 & 11, this open space would be almost entirely cast in shadow much of the day, save for mid-to-late mornings over the summer and a short period around noontime year-round when it would receive some direct sunlight, especially during winter months. Intended as a spill out space for outdoor dining, and a path to the proposed Power Station Park, these spaces would function in shadow a majority of the time.

POWER STATION PARK: Similar to the Louisiana Paseo, this park is located between several tall buildings causing it to be substantially shaded most of the day throughout the year, except from mid-morning though mid-afternoon over the summer. During fall, winter and springtime, the majority of the park is cast in shadow throughout the day. The intended programming of this park would be for flexible lawn spaces suitable to accommodate a soccer field and community building activities such as an outdoor game room. Again, as with Louisiana Paseo these activities would be shaded a majority of the time.

ROOFTOP SOCCER FIELD: This proposed rooftop space, located on the lower building rooftop on the southern side of Block 5 (Building 5B), would receive year-round morning shadow cast by Block 15 to the east until approximately 10am. Additional shadow would fall the northeastern and northwestern corners of the field, cast by the taller building on the north side of Block 5 (Building 5A) in the late afternoons/early evenings on the summer solstice and up to a few weeks prior to and after that date.

Net New Shadow Falling on San Francisco Bay

As the project variant is located adjacent to the western shores of the San Francisco Bay, net new shadows would be cast over the water as far as 850' offshore to the east during periods of the afternoon year-round. Over the summer months, shadow would reach the water after 3pm and at one hour prior to sunset extend out approximately 815' offshore to the southeast (Ref Exhibit B1.5/B2.5). In the fall and spring, afternoon shadow would reach the water just prior to 3pm and extend eastward with the longest shadows cast out approximately 770' from the shore by one hour prior to sunset (Ref Exhibit C1.5/C2.5). Over the winter, new shadows would begin to fall on the bay well before 3pm and at one hour prior to sunset would stretch out to the northeast approximately 850' from shore (Ref Exhibit C1.5/C2.5). ■

EXHIBIT A: AGGREGATE SHADOW FAN DIAGRAM

A1 - Annual net new shadow fan from the project variant

Diagram showing extents of all areas receiving net new shadow from the project variant at *some* point during the year.

A2 - Shadow fan factoring in Pier 70 Development

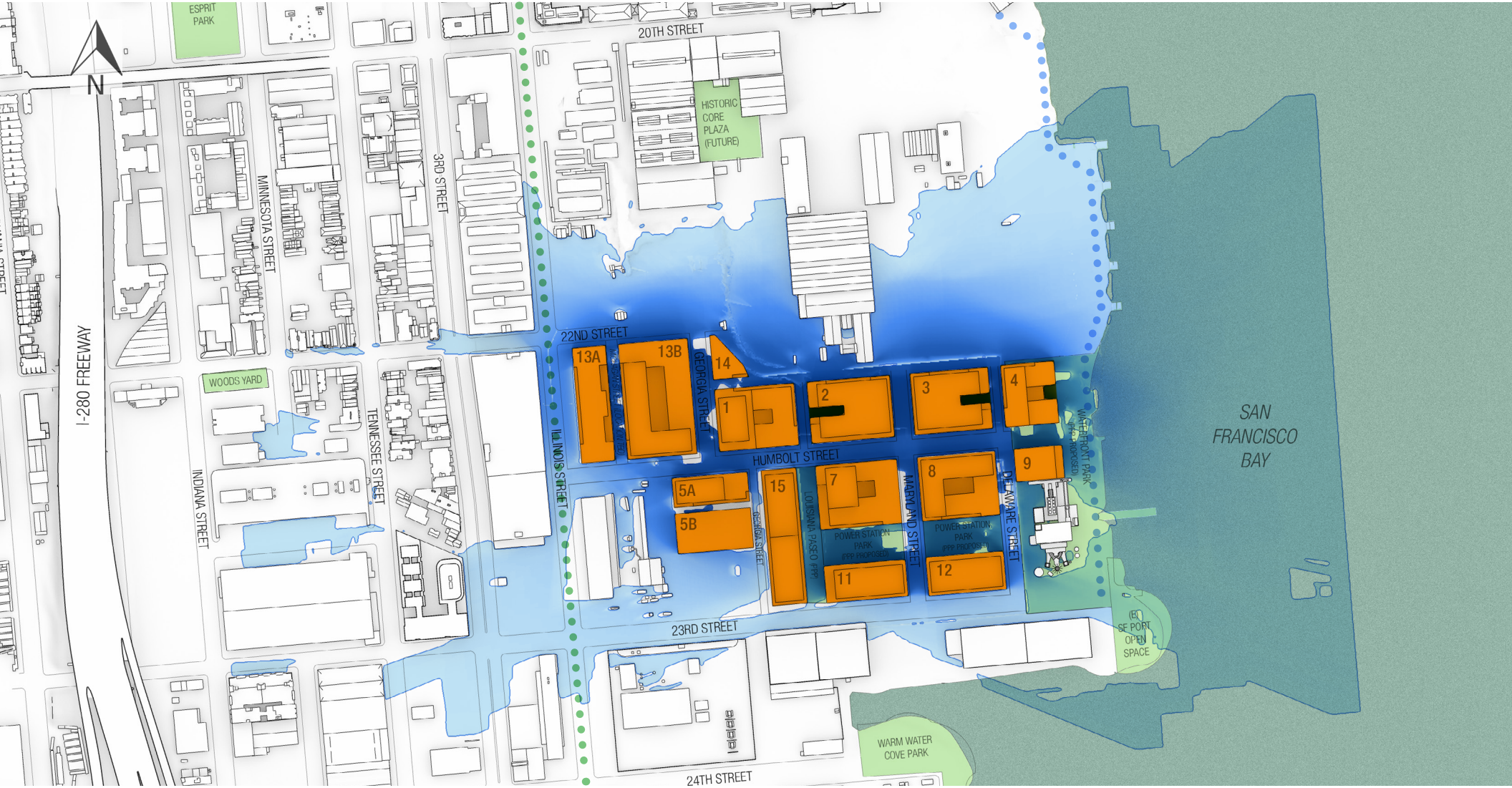
Diagram showing extents of all areas receiving net new shadow from the project variant at *some* point during the year, assuming the construction of the adjacent Pier 70 Development..

A1.1

POTRERO POWER PLANT: PROJECT VARIANT

Annual Shadow Fan Diagram, Factoring in Existing Shadow

PREVISION DESIGN



Potrero Power Plant: Project Variant

Publicly-Accessible Open Spaces

Refined Shadow Fan of Project

occasional shadow — frequent shadow

Bay Trail (current)

Bay Trail (future)

YEAR ROUND

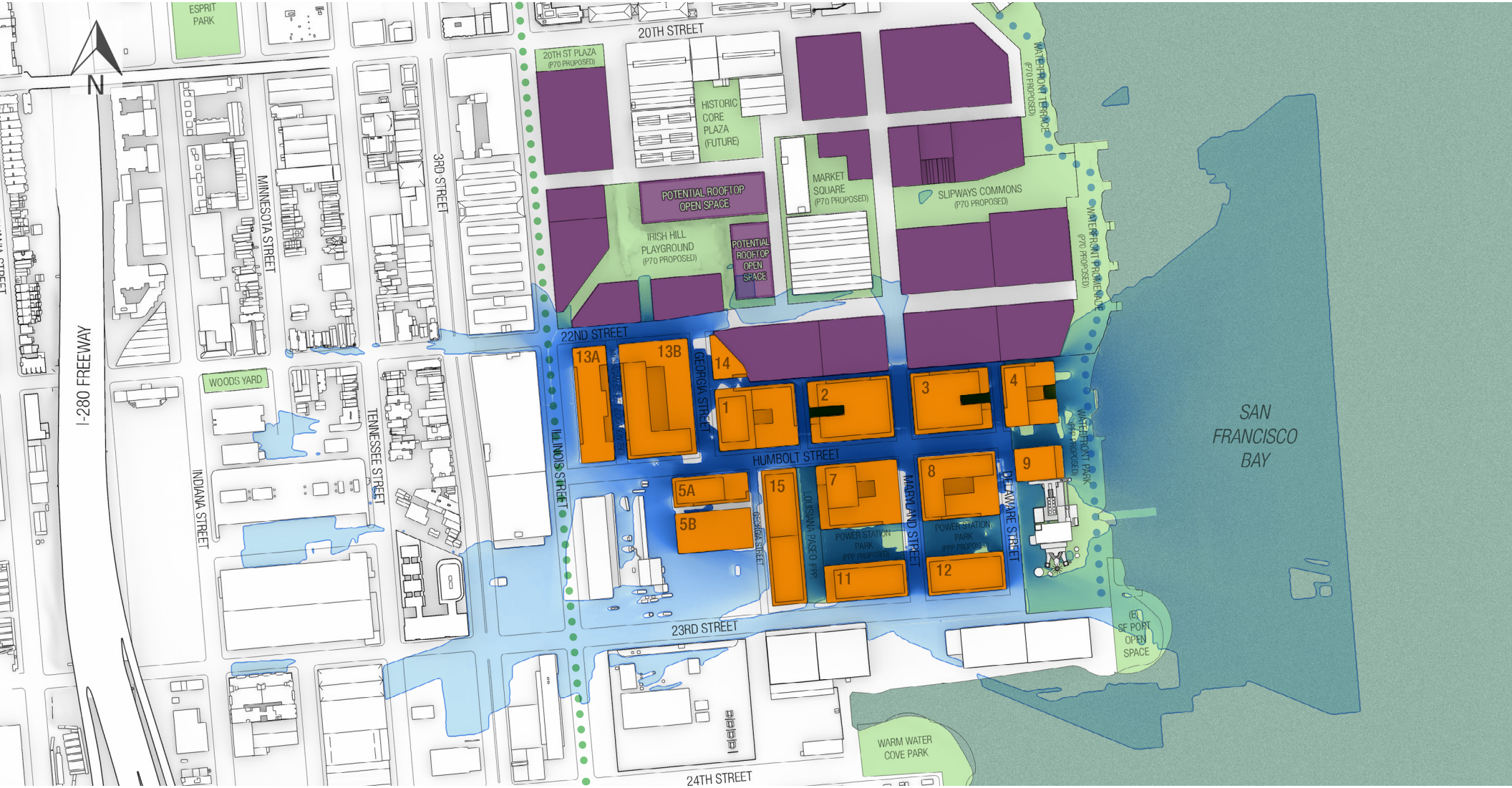
LOCATIONS OF ALL NET NEW SHADOW BY PROJECT

A2.1

POTRERO POWER PLANT: PROJECT VARIANT

Annual Shadow Fan Diagram, Factoring in Existing Shadow

PREVISION DESIGN



Potrero Power Plant: Project Variant

Publicly-Accessible Open Spaces

Refined Shadow Fan of Project

occasional shadow — frequent shadow

Proposed Pier 70 Development

Bay Trail (current)

Bay Trail (future)

YEAR ROUND

LOCATIONS OF ALL NET NEW SHADOW BY PROJECT, FACTORING IN PIER 70

EXHIBIT B: SHADOW DIAGRAMS ON SUMMER SOLSTICE

B1 - Existing + Project Shadow Diagrams: June 21

Diagrams at one hour after sunrise, 10am, 12 noon, 3pm and one hour prior to sunset.

B2 - Existing + Project + Pier 70 Shadow Diagrams: June 21

Diagrams at one hour after sunrise, 10am, 12 noon, 3pm and one hour prior to sunset.

B1.1

POTRERO POWER PLANT: PROJECT VARIANT

Existing vs. Project diagrams on the Summer Solstice

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Publicly-Accessible Open Spaces

Bay Trail (current)

Bay Trail (future)

6:46 AM

JUNE 21 SUMMER SOLSTICE

B1.2 POTRERO POWER PLANT: PROJECT VARIANT

Existing vs. Project diagrams on the Summer Solstice

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Publicly-Accessible Open Spaces

Bay Trail (current)

Bay Trail (future)

10:00 AM

JUNE 21 SUMMER SOLSTICE

B1.3 POTRERO POWER PLANT: PROJECT VARIANT

Existing vs. Project diagrams on the Summer Solstice

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Publicly-Accessible Open Spaces

Bay Trail (current)

Bay Trail (future)

12:00 PM

JUNE 21 SUMMER SOLSTICE

B1.4 POTRERO POWER PLANT: PROJECT VARIANT

Existing vs. Project diagrams on the Summer Solstice

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Publicly-Accessible Open Spaces

Bay Trail (current)

Bay Trail (future)

3:00 PM

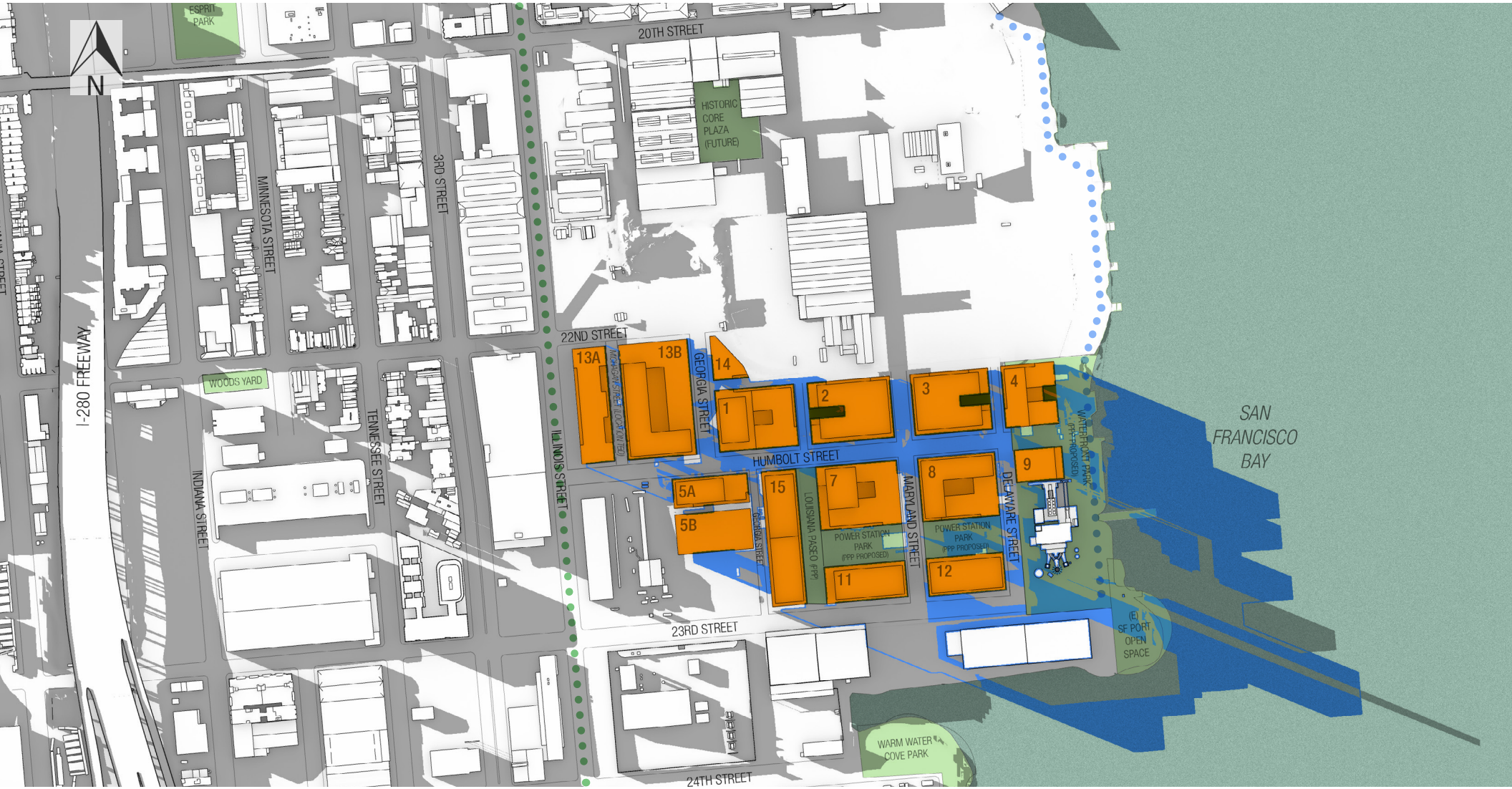
JUNE 21 SUMMER SOLSTICE

B1.5

POTRERO POWER PLANT: PROJECT VARIANT

Existing vs. Project diagrams on the Summer Solstice

PREVISION DESIGN



Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Publicly-Accessible Open Spaces

Bay Trail (current)

Bay Trail (future)

7:36 PM

JUNE 21 SUMMER SOLSTICE

B2.1

POTRERO POWER PLANT: PROJECT VARIANT

Existing/Project/Pier 70 diagrams on the Summer Solstice

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Proposed Pier 70 Development

Net New Shadow from Pier 70

Publicly-Accessible Open Spaces

Bay Trail (current) (future)

6:46 AM

JUNE 21 SUMMER SOLSTICE

B2.2

POTRERO POWER PLANT: PROJECT VARIANT

Existing/Project/Pier 70 diagrams on the Summer Solstice

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Proposed Pier 70 Development

Net New Shadow from Pier 70

Publicly-Accessible Open Spaces

Bay Trail (current) (future)

10:00 AM

JUNE 21 SUMMER SOLSTICE

B2.3

POTRERO POWER PLANT: PROJECT VARIANT

Existing/Project/Pier 70 diagrams on the Summer Solstice

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Proposed Pier 70 Development

Net New Shadow from Pier 70

Publicly-Accessible Open Spaces

Bay Trail (current) (future)

12:00 PM

JUNE 21 SUMMER SOLSTICE

B2.4

POTRERO POWER PLANT: PROJECT VARIANT

Existing/Project/Pier 70 diagrams on the Summer Solstice

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Proposed Pier 70 Development

Net New Shadow from Pier 70

Publicly-Accessible Open Spaces

Bay Trail (current) (future)

3:00 PM

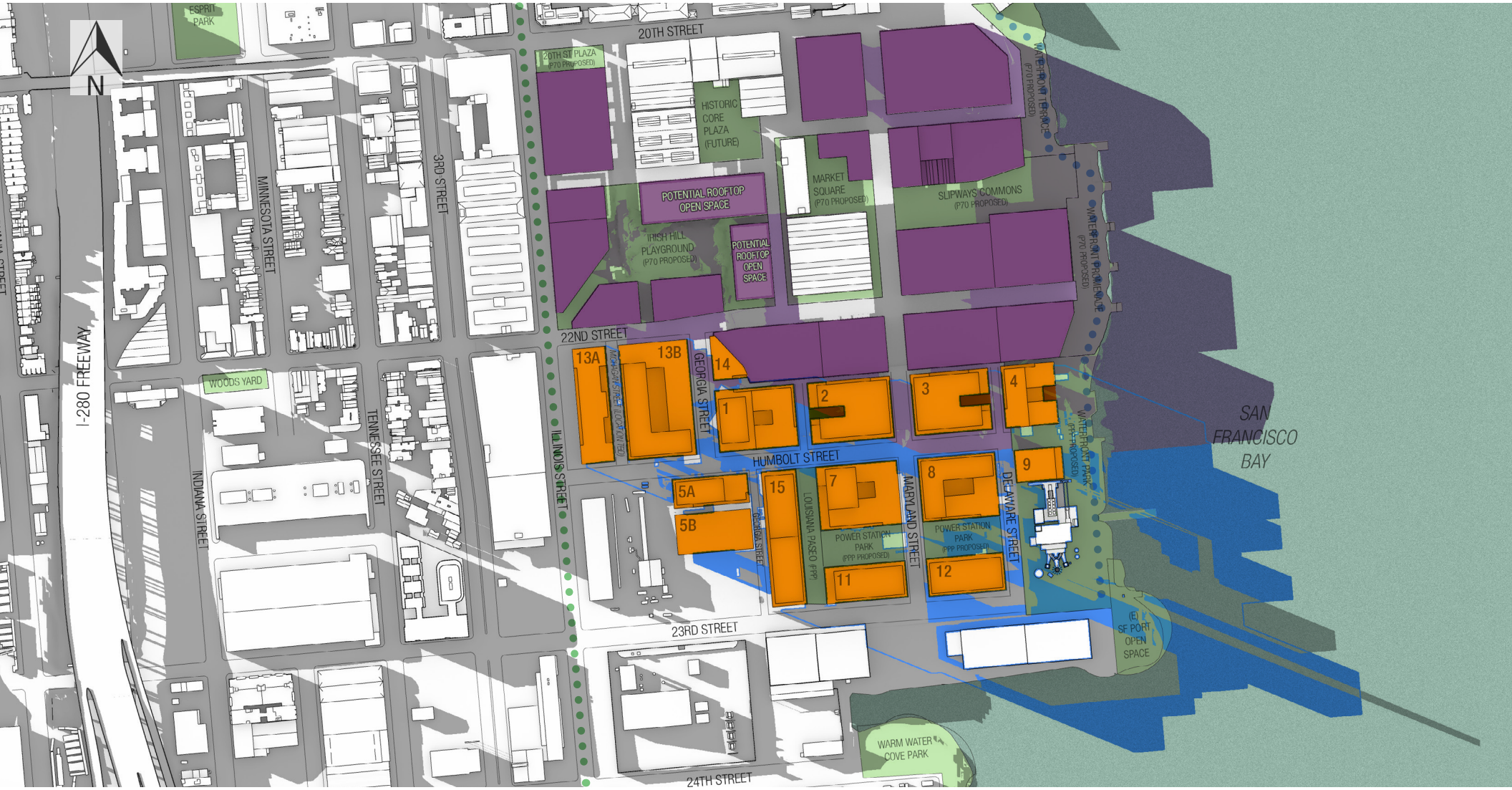
JUNE 21 SUMMER SOLSTICE

B2.5

POTRERO POWER PLANT: PROJECT VARIANT

Existing/Project/Pier 70 diagrams on the Summer Solstice

PREVISION DESIGN



Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Proposed Pier 70 Development

Net New Shadow from Pier 70

Publicly-Accessible Open Spaces

Bay Trail (current) (future)

7:36 PM

JUNE 21 SUMMER SOLSTICE

EXHIBIT C: SHADOW DIAGRAMS NEAR EQUINOXES

C1 - Existing + Project Shadow Diagrams: Sept 20/Mar 22

Diagrams at one hour after sunrise, 10am, 12 noon, 3pm and one hour prior to sunset.

C2 - Existing + Project + Pier 70 Shadow Diagrams: Sept 20/Mar 22

Diagrams at one hour after sunrise, 10am, 12 noon, 3pm and one hour prior to sunset.

C1.1 POTRERO POWER PLANT: PROJECT VARIANT

Existing vs. Project diagrams near the Equinoxes

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Publicly-Accessible Open Spaces

Bay Trail (current)

Bay Trail (future)

7:57 AM

MARCH 22/SEPTEMBER 20 - APPROX. SPRING/FALL EQUINOXES

C1.2 POTRERO POWER PLANT: PROJECT VARIANT

Existing vs. Project diagrams near the Equinoxes

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Publicly-Accessible Open Spaces

Bay Trail (current)

Bay Trail (future)

10:00 AM

MARCH 22/SEPTEMBER 20 - APPROX. SPRING/FALL EQUINOXES

C1.3 POTRERO POWER PLANT: PROJECT VARIANT

Existing vs. Project diagrams near the Equinoxes

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Publicly-Accessible Open Spaces

Bay Trail (current)

Bay Trail (future)

12:00 PM

MARCH 22/SEPTEMBER 20 - APPROX. SPRING/FALL EQUINOXES

C1.4 POTRERO POWER PLANT: PROJECT VARIANT

Existing vs. Project diagrams near the Equinoxes

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Publicly-Accessible Open Spaces

Bay Trail (current)

Bay Trail (future)

3:00 PM

MARCH 22/SEPTEMBER 20 - APPROX. SPRING/FALL EQUINOXES

C1.5 POTRERO POWER PLANT: PROJECT VARIANT

Existing vs. Project diagrams near the Equinoxes

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Publicly-Accessible Open Spaces

Bay Trail (current)

Bay Trail (future)

6:09 PM

MARCH 22/SEPTEMBER 20 - APPROX. SPRING/FALL EQUINOXES

C2.1 POTRERO POWER PLANT: PROJECT VARIANT

Existing/Project/Pier 70 diagrams near the Equinoxes

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Proposed Pier 70 Development

Net New Shadow from Pier 70

Publicly-Accessible Open Spaces

Bay Trail (current) (future)

7:57 AM

MARCH 22/SEPTEMBER 20 - APPROX. SPRING/FALL EQUINOXES

C2.2

POTRERO POWER PLANT: PROJECT VARIANT

Existing/Project/Pier 70 diagrams near the Equinoxes

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Proposed Pier 70 Development

Net New Shadow from Pier 70

Publicly-Accessible Open Spaces

Bay Trail (current) (future)

10:00 AM

MARCH 22/SEPTEMBER 20 - APPROX. SPRING/FALL EQUINOXES

C2.3 POTRERO POWER PLANT: PROJECT VARIANT

Existing/Project/Pier 70 diagrams near the Equinoxes

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Proposed Pier 70 Development

Net New Shadow from Pier 70

Publicly-Accessible Open Spaces

Bay Trail (current) (future)

12:00 PM

MARCH 22/SEPTEMBER 20 - APPROX. SPRING/FALL EQUINOXES

C2.4

POTRERO POWER PLANT: PROJECT VARIANT

Existing/Project/Pier 70 diagrams near the Equinoxes

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Proposed Pier 70 Development

Net New Shadow from Pier 70

Publicly-Accessible Open Spaces

Bay Trail (current) (future)

3:00 PM

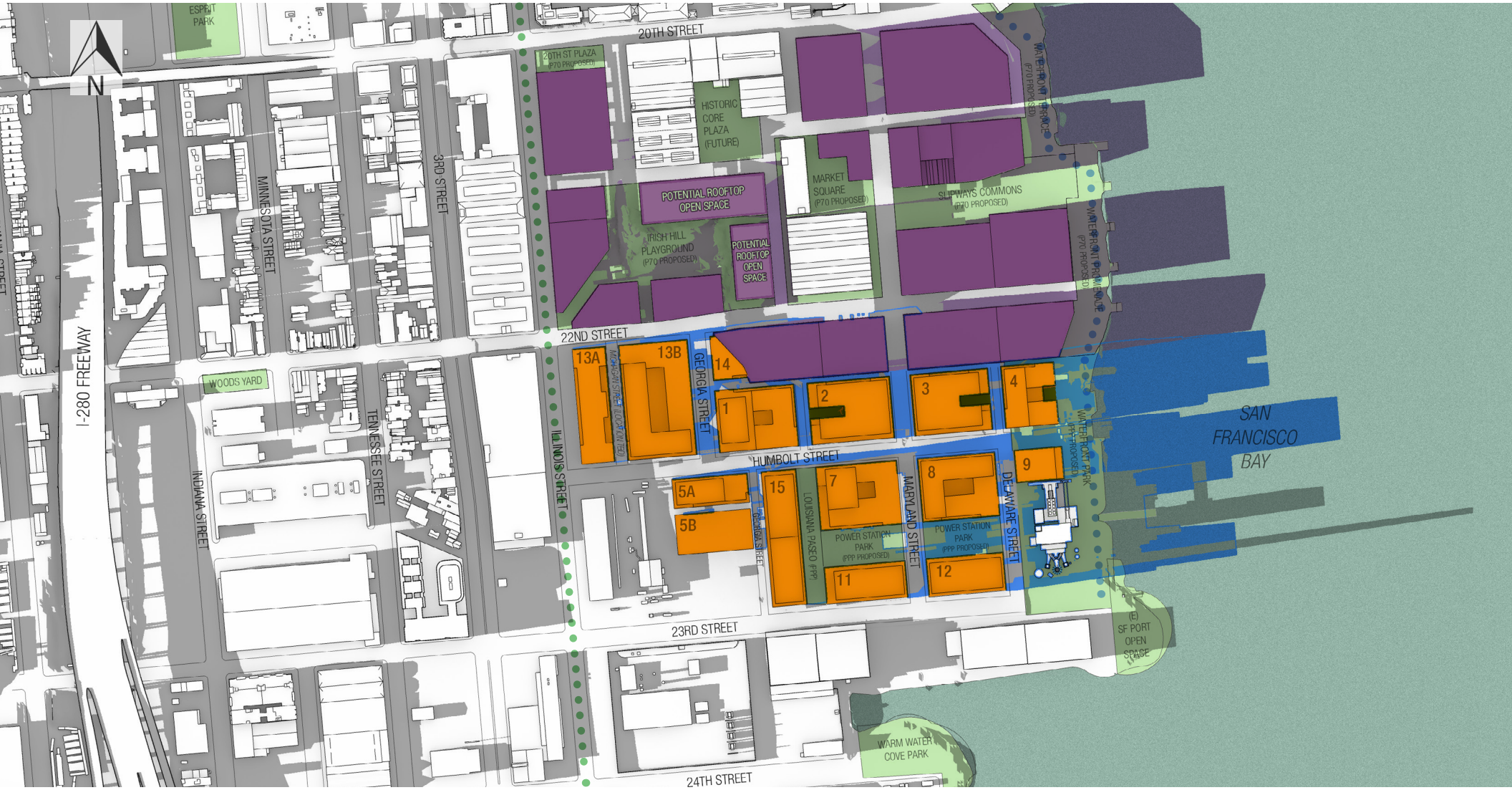
MARCH 22/SEPTEMBER 20 - APPROX. SPRING/FALL EQUINOXES

C2.5

POTRERO POWER PLANT: PROJECT VARIANT

Existing/Project/Pier 70 diagrams near the Equinoxes

PREVISION DESIGN



Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Proposed Pier 70 Development

Net New Shadow from Pier 70

Publicly-Accessible Open Spaces

Bay Trail (current) (future)

6:09 PM

MARCH 22/SEPTEMBER 20 - APPROX. SPRING/FALL EQUINOXES

EXHIBIT D: SHADOW DIAGRAMS ON WINTER SOLSTICE

D1 - Existing + Project Shadow Diagrams: December 21

Diagrams at one hour after sunrise, 10am, 12 noon, 3pm and one hour prior to sunset.

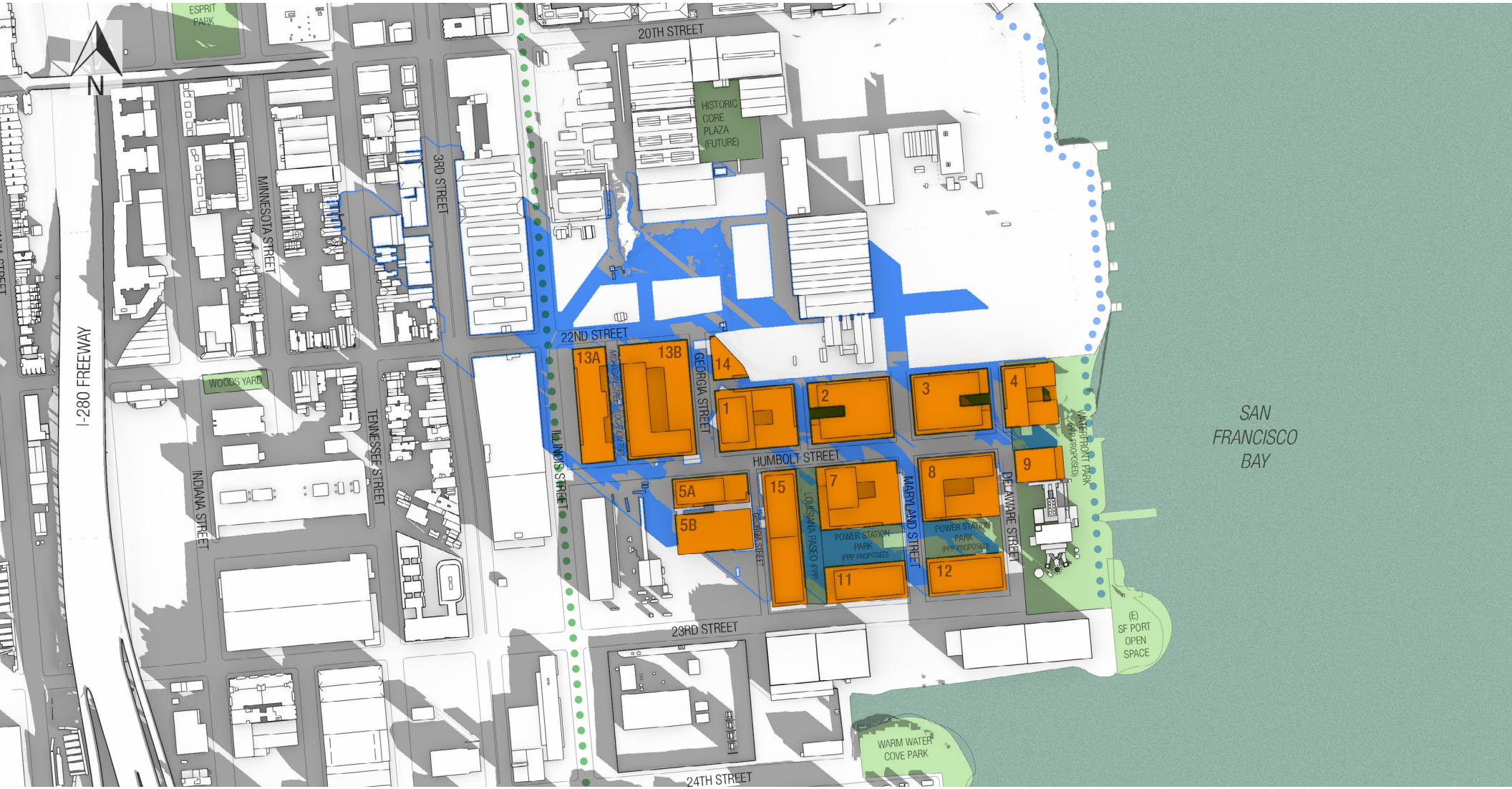
D2 - Existing + Project + Pier 70 Shadow Diagrams: December 21

Diagrams at one hour after sunrise, 10am, 12 noon, 3pm and one hour prior to sunset.

D1.1 POTRERO POWER PLANT: PROJECT VARIANT

Existing vs. Project diagrams diagrams on the Winter Solstice

PREVISION DESIGN



Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Publicly-Accessible Open Spaces

Bay Trail (current)

Bay Trail (future)

8:19 AM

DECEMBER 20 WINTER SOLSTICE

D1.2 POTRERO POWER PLANT: PROJECT VARIANT

Existing vs. Project diagrams diagrams on the Winter Solstice

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Publicly-Accessible Open Spaces

Bay Trail (current)

Bay Trail (future)

10:00 AM

DECEMBER 20 WINTER SOLSTICE

D1.3

POTRERO POWER PLANT: PROJECT VARIANT

Existing vs. Project diagrams diagrams on the Winter Solstice

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Publicly-Accessible Open Spaces

Bay Trail (current)

Bay Trail (future)

12:00 PM

DECEMBER 20 WINTER SOLSTICE

D1.4 POTRERO POWER PLANT: PROJECT VARIANT

Existing vs. Project diagrams diagrams on the Winter Solstice

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Publicly-Accessible Open Spaces

Bay Trail (current)

Bay Trail (future)

3:00 PM

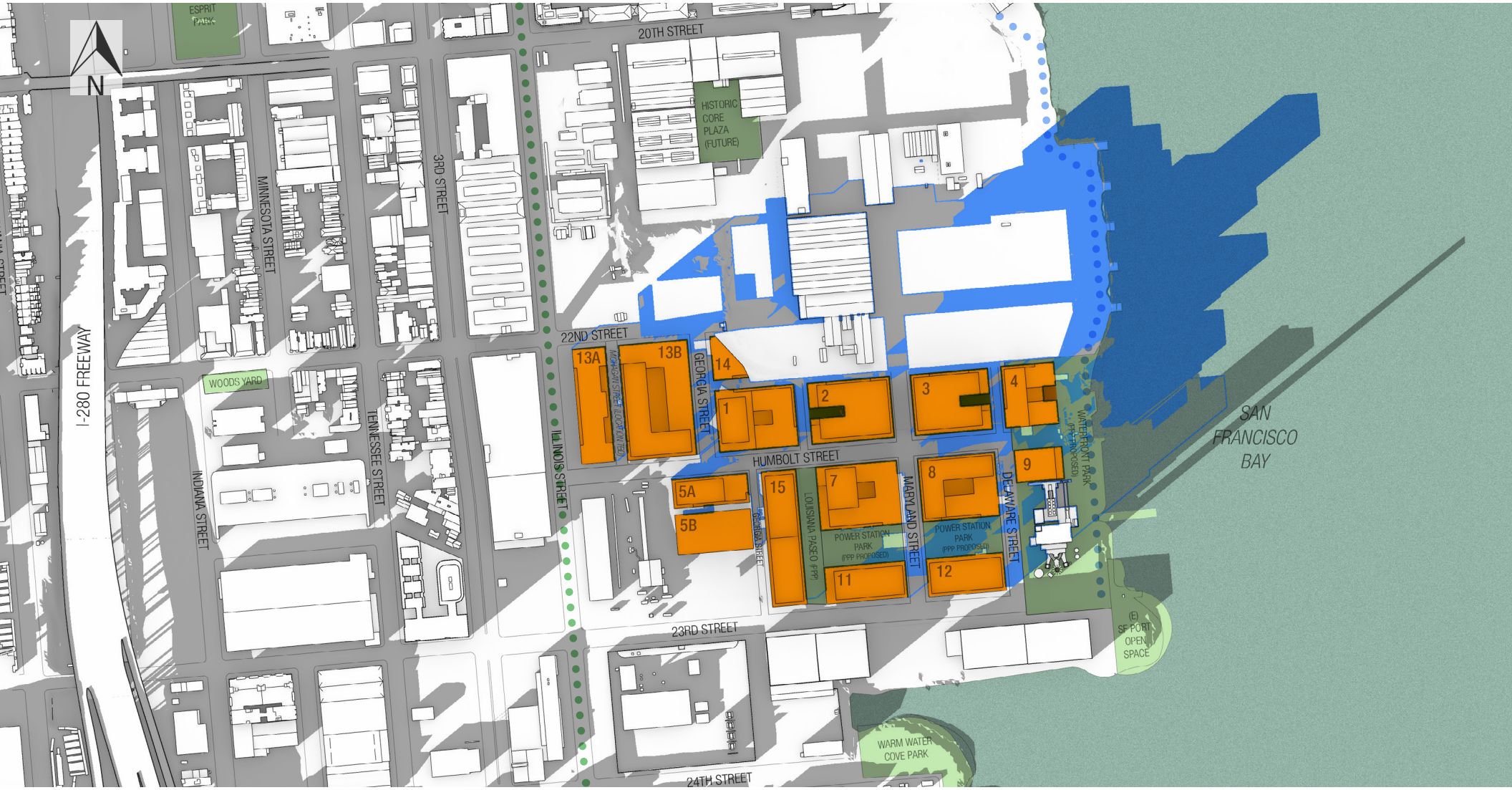
DECEMBER 20 WINTER SOLSTICE

D1.5

POTRERO POWER PLANT: PROJECT VARIANT

Existing vs. Project diagrams diagrams on the Winter Solstice

PREVISION DESIGN



Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Publicly-Accessible Open Spaces

Bay Trail (current)

Bay Trail (future)

3:54 PM

DECEMBER 20 WINTER SOLSTICE

D2.1

POTRERO POWER PLANT: PROJECT VARIANT

Existing/Project/Pier 70 diagrams diagrams on the Winter Solstice

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Proposed Pier 70 Development

Net New Shadow from Pier 70

Publicly-Accessible Open Spaces

Bay Trail (current) (future)

8:19 AM

DECEMBER 20 WINTER SOLSTICE

D2.2

POTRERO POWER PLANT: PROJECT VARIANT

Existing/Project/Pier 70 diagrams diagrams on the Winter Solstice

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Proposed Pier 70 Development

Net New Shadow from Pier 70

Publicly-Accessible Open Spaces

Bay Trail (current) (future)

10:00 AM

DECEMBER 20 WINTER SOLSTICE

D2.3

POTRERO POWER PLANT: PROJECT VARIANT

Existing/Project/Pier 70 diagrams diagrams on the Winter Solstice

PREVISION DESIGN

Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Proposed Pier 70 Development

Net New Shadow from Pier 70

Publicly-Accessible Open Spaces

Bay Trail (current) (future)

12:00 PM

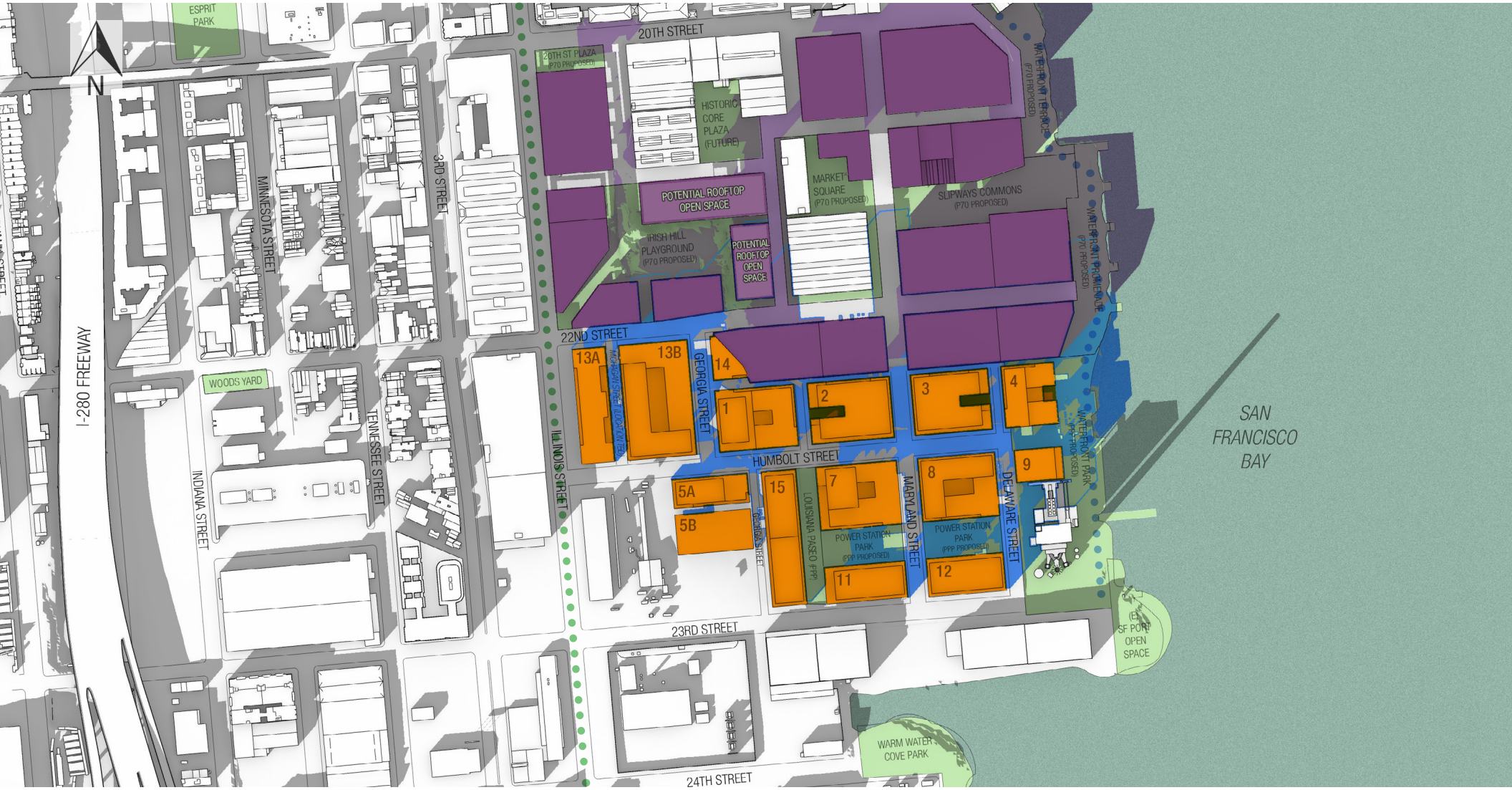
DECEMBER 20 WINTER SOLSTICE

D2.4

POTRERO POWER PLANT: PROJECT VARIANT

Existing/Project/Pier 70 diagrams diagrams on the Winter Solstice

PREVISION DESIGN



Potrero Power Plant: Project Variant
Existing Shadow (Current Conditions)
Net New Shadow from PPP
Profiles of PPP Shadow Vectors
Proposed Pier 70 Development
Net New Shadow from Pier 70
Publicly-Accessible Open Spaces
Bay Trail (current) (future)

3:00 PM

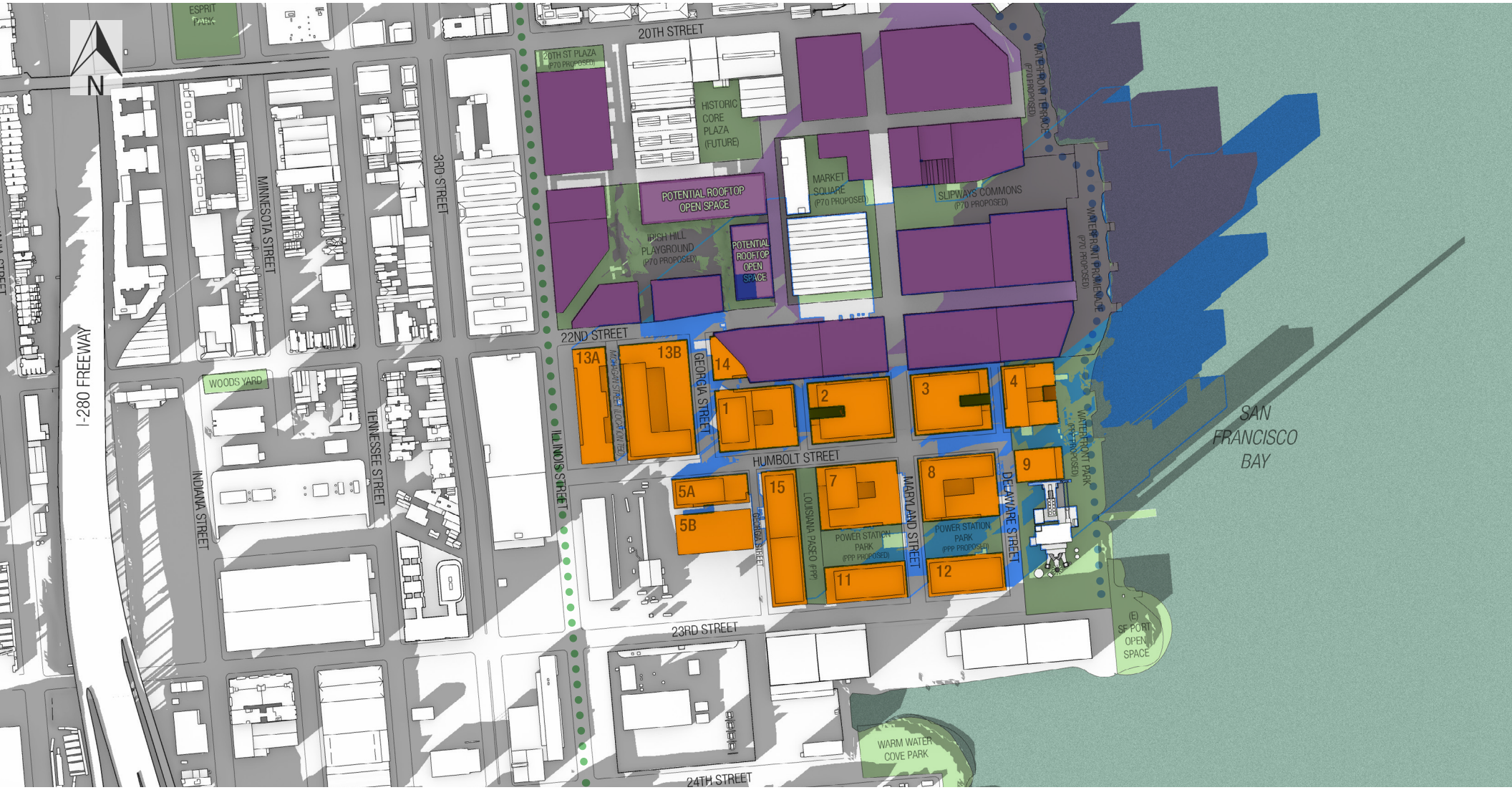
DECEMBER 20 WINTER SOLSTICE

D2.5

POTRERO POWER PLANT: PROJECT VARIANT

Existing/Project/Pier 70 diagrams diagrams on the Winter Solstice

PREVISION DESIGN



Potrero Power Plant: Project Variant

Existing Shadow (Current Conditions)

Net New Shadow from PPP

Profiles of PPP Shadow Vectors

Proposed Pier 70 Development

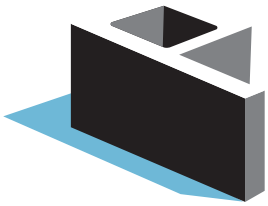
Net New Shadow from Pier 70

Publicly-Accessible Open Spaces

Bay Trail (current) (future)

3:54 PM

DECEMBER 20 WINTER SOLSTICE



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info@previsiondesign.com

Appendix H.1
Updated Water Supply Assessment

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AGENDA ITEM
Public Utilities Commission
City and County of San Francisco

DEPARTMENT Water Enterprise AGENDA NO. **10**

MEETING DATE August 13, 2019

Approve Water Supply Assessment: Regular Calendar
Project Manager: Paula Kehoe

Approve Revised Water Supply Assessment for the Potrero Power Station Project

Summary of Proposed Commission Action:	**Approve** the Revised Water Supply Assessment for the proposed Potrero Power Station Project, pursuant to the State of California Water Code Section 10910 *et seq.,* California Environmental Quality Act (CEQA) Section 21151.9, and CEQA Guidelines Section 15155.
Background:	California's Water Supply Assessment law (State of California Water Code (Water Code) Sections 10910-10915) provides a nexus between the regional land use planning process and the environmental review process. The law also reflects the growing awareness of the need to incorporate water supply and demand analysis at the earliest possible stage in the land use planning process. The core of this law is the requirement for a public water system to prepare a Water Supply Assessment (WSA) of whether available water supplies are sufficient to serve the demand generated by projects of a specified size ("water demand projects"), as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under a range of hydrologic conditions. The San Francisco Planning Department, which carries out the City's lead agency responsibilities under CEQA, is preparing an Environmental Impact Report for the proposed Potrero Power Station Project, which would redevelop the former Potrero Power Plant site located along San Francisco's Central Waterfront into a mixed-use development, including residential; commercial; hotel; community facility; production, distribution, and repair; retail and other active uses; and parking; as well as public access areas, open spaces, and a grid of public streets and private alleys; and involve the construction of up to approximately 5.4 million gross square feet. The Planning Department identified the Potrero Power Station Project as a water demand project qualifying for the preparation of a WSA because it is a mixed-use development that would include more than

APPROVAL: _____

COMMISSION SECRETARY Donna Hood

	500 dwelling units and more than 250,000 square feet of commercial office space. The content of a WSA is specified by the Water Code and includes identification of any existing water supply entitlements or contracts, and detailed information about groundwater supplies. It assesses the adequacy of water supplies to serve the proposed project and cumulative demand. The WSA must be completed by the public water supplier that would serve the proposed project and be approved by its governing body at a public meeting. Approval of a WSA is not approval of the development project for which the WSA is prepared. A WSA is an informational document required to be prepared for use in the City's environmental review of a proposed project under CEQA. On April 24, 2018 by Resolution No. 18-0069, this Commission approved a WSA for the Potrero Power Station Project. SFPUC staff has prepared the attached Revised WSA to account for potential changes to water supply availability related to the State Water Board's December 12, 2018 adoption of the Bay-Delta Plan Amendment. The estimated demands of the proposed project are unchanged from those presented in the previous WSA. However, conclusions about the sufficiency of water supplies have changed due to the potential impacts of the Bay-Delta Plan Amendment. The Revised WSA analyzes the sufficiency of long-term water supplies to serve the proposed project and cumulative development over a 20-year projection. Following the Commission's April 24, 2018 adoption of the original WSA for this project, the State Water Resources Control Board on December 12, 2018 adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan Amendment). If the Bay-Delta Plan Amendment were to be implemented, it would result in significant water supply shortages during single dry and multiple dry years, greater than those projected in the 2015 Urban Water Management Plan (UWMP). Numerous lawsuits have been filed challenging the Bay-Delta Plan Amendment, and SFPUC is a party to one of those pending lawsuits. The SFPUC, in partnership with other key stakeholders, is currently negotiating with the State a voluntary agreement that could ultimately be adopted as an alternative or substitute for the Bay-Delta Plan Amendment. On March 1, 2019, in accordance with the State Water Resources Control Board's instruction, SFPUC submitted to the State a proposed voluntary agreement ("March 1st Proposed Voluntary Agreement"). In a written progress report to the Voluntary Agreement Plenary Participants dated July 1, 2019, California Secretary for Environmental Protection Jared Blumenfeld and California Secretary for Natural Resources Wade Crowfoot stated that the collective State agencies should be able "to determine the adequacy" of the various

proposed voluntary agreements, including the proposed Tuolumne Voluntary Agreement, by October 15, 2019.

For these and other reasons described more fully in the attached WSA, whether the Bay-Delta Plan Amendment or the March 1st Proposed Voluntary Agreement will be implemented in the future is currently uncertain. Thus, the Revised WSA analyzes three scenarios:

1. Scenario 1: No implementation of the Bay-Delta Plan Amendment or the March 1st Proposed Voluntary Agreement
2. Scenario 2: Implementation of the March 1st Proposed Voluntary Agreement
3. Scenario 3: Implementation of the Bay-Delta Plan Amendment

The Revised WSA also describes water supply projects and other water efficiency and innovation opportunities that the SFPUC is exploring.

The Revised WSA concludes that:

- During normal years, the SFPUC's total projected water supplies will meet the projected demands of its retail customers, including those of the proposed project, existing customers, and foreseeable future development under Scenarios 1, 2, and 3.
- During single dry years and multiple dry years under Scenario 1, the SFPUC could meet the projected demands of its retail customers, including those of the proposed project, existing customers, and foreseeable future development without the need for rationing beyond the SFPUC's Level of Service (LOS) goal of no more than 20% system-wide rationing.
- During single dry years and multiple dry years under Scenario 2, the SFPUC would face a shortfall in single dry and multiple dry years requiring rationing, but to a lesser degree and in closer alignment to the LOS goal of no more than 20% system-wide rationing compared to that which would occur under Scenario 3.
- During single dry years and multiple dry years under Scenario 3, the SFPUC could not reliably meet the projected demands of its retail customers, including the proposed project, existing customers, and foreseeable future development, without rationing at a level greater than that required to achieve the LOS goal of a maximum of 20% system-wide average rationing beyond 2020. The SFPUC estimates it would impose up to 50% rationing across the retail service area and up to 38% (for MFR) rationing for mixed-used residential customers such as the proposed project.

	The Revised WSA also includes in the project description two additional project variants that were added after April 24, 2018. These two variants do not change or otherwise impact the estimated demands of the proposed project from those provided in the April 24, 2018 WSA. If adopted by the Commission, the Revised WSA would supersede the previous WSA approved by the Commission on April 24, 2018.
Result of Inaction:	A delay in approving this agenda item would prevent the San Francisco Planning Department from completing the environmental review for the proposed Potrero Power Station Project.
Description of Action:	Approve the Revised WSA for the proposed Potrero Power Station Project, pursuant to the State of California Water Code Section 10910.
Environmental Review:	Approval of the Revised WSA is not considered approval of a project as defined in Section 15378 of the CEQA Guidelines. The WSA is required by and prepared according to the CEQA Guidelines and is an informational document only. Approval of the Revised WSA does not constitute the Commission's approval of the proposed Potrero Power Station Project.
Recommendation:	SFPUC staff recommends that the Commission adopt the resolution.
Attachment:	1. Revised Water Supply Assessment for the Potrero Power Station Project

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. _____

WHEREAS, Under the California Environmental Quality Act (CEQA) and State of California Water Code (Section 10910(g)(1)), the San Francisco Public Utilities Commission (SFPUC) is required to prepare and approve a Water Supply Assessment (WSA) for the cumulative water demands presented by the proposed Potrero Power Station Project, which would redevelop the former Potrero Power Plant site located along San Francisco's Central Waterfront into a mixed-use development, including residential; commercial; hotel; community facility; production, distribution, and repair; retail and other active uses; and parking; as well as public access areas, open spaces, and a grid of public streets and private alleys; and involve the construction of up to approximately 5.4 million gross square feet; and

WHEREAS, The Potrero Power Station Project is required to comply with the City's Non-potable Water Ordinance, Article 12C of the San Francisco Health Code, and as a result, the Project will offset its potable water use through the use of alternate water sources; and

WHEREAS, A WSA is an informational document that assesses the adequacy of water supplies to serve a proposed project and is required to be prepared as part of the CEQA environmental review process; and

WHEREAS, Approval of a WSA as an informational document is not considered an approval action as defined in Section 15378 of the CEQA Guidelines; and

WHEREAS, A WSA must be approved at a public meeting by the governing body of the public water supplier that would serve the proposed project; and

WHEREAS, On April 24, 2018, by Resolution No. 18-0069, this Commission approved a WSA for the Potrero Power Station Project, which concluded that the SFPUC has adequate water supplies to meet the proposed project's water demands through 2040; and

WHEREAS, Following this Commission's approval of the WSA,on December 12, 2018, the State Water Resources Control Board adopted an amendment to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (i.e., Bay-Delta Plan Amendment), which, if implemented in the future, would affect the Hetch Hetchy Regional Water System supply and the SFPUC's ability to meet the projected demands of existing and future retail customers, including the proposed project; and

WHEREAS, Multiple lawsuits are pending challenging the Bay-Delta Plan Amendment, and the City is a party to one of those suits; and

WHEREAS, In accordance with the State Water Resources Control Board's instruction, on March 1, 2019, the SFPUC, in partnership with other key stakeholders, submitted a proposed "voluntary agreement" (March 1st Proposed Voluntary Agreement) for the State's consideration as a substitute or replacement of the Bay-Delta Plan Amendment; and

WHEREAS, On March 26, 2019 by Resolution No. 19-0057, this Commission endorsed the SFPUC's continued participation in the voluntary agreement negotiation process and stated

its intent that the terms of any final voluntary agreement would improve the health of the fisheries and maintain the reliability of its water supply including maintenance of its level of service (LOS) goal of no more than 20% system-wide rationing; and

WHEREAS, The voluntary agreement negotiation process is ongoing and in a July 1, 2019 written status report, the California Secretary for Environmental Protection and California Secretary for Natural Resources stated that the collective State agencies should be able "to determine the adequacy" of the various proposed voluntary agreements, including the proposed Tuolumne Voluntary Agreement, by October 15, 2019; and

WHEREAS, Because implementation of the Bay-Delta Plan Amendment or an alternative Voluntary Agreement is uncertain at this time for several reasons outlined in the attached Revised WSA, the SFPUC staff prepared the attached Revised WSA for the proposed Potrero Power Station Project, analyzing water supply and demand under three scenarios: (1) No implementation of the Bay-Delta Plan Amendment or the March 1st Proposed Voluntary Agreement ("Scenario 1"), (2) Implementation of the March 1st Proposed Voluntary Agreement ("Scenario 2"), and (3) Implementation of the Bay-Delta Plan Amendment ("Scenario 3"); and

WHEREAS, The Revised WSA concludes that the SFPUC's total projected water supplies through 2040 will (1) meet the demands of the proposed project in normal years under all three scenarios, (2) meet the demands of the proposed project in dry years without rationing beyond the SFPUC's LOS goal of 20% system-wide rationing under Scenario 1, (3) meet the demands of the proposed project in dry years but require rationing closer to the LOS goal under Scenario 2, and (4) not reliably meet the demands of the proposed project without rationing at a level greater than that required to achieve the LOS goal under Scenario 3; and

WHEREAS, The Revised WSA is intended to supersede the previous WSA approved by the Commission on April 24, 2018 for the proposed Project; now, therefore, be it

RESOLVED, This Commission approves the attached Revised Water Supply Assessment for the proposed Potrero Power Station Project pursuant to the State of California Water Code Section 10910(g).

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of August 13, 2019.

Secretary, Public Utilities Commission

San Francisco
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July 15, 2019

TO: Commissioner Ann Moller Caen, President
Commissioner Francesca Vietor, Vice President
Commissioner Anson Moran
Commissioner Sophie Maxwell
Commissioner Tim Paulson

THROUGH: Harlan L. Kelly, Jr., General Manager

FROM: Steven R. Ritchie, Assistant General Manager, Water

RE: Revised Water Supply Assessment for the Potrero Power Station Project

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1.0 Summary

1.1 Introduction

Under the Water Supply Assessment law (Sections 10910 through 10915 of the California Water Code), urban water suppliers like the San Francisco Public Utilities Commission (SFPUC) must furnish a Water Supply Assessment (WSA) to the city or county that has jurisdiction to approve the environmental documentation for certain qualifying projects (as defined in Water Code Section 10912 (a)) subject to the California Environmental Quality Act (CEQA). The WSA process typically relies on information contained in a water supplier's Urban Water Management Plan (UWMP), and involves answering specific questions related to the estimated water demand of the proposed project. This memo serves as the WSA for the proposed Potrero Power Station Project ("proposed project"), for use in the preparation of an environmental impact report by the San Francisco Planning Department (case no. 2017-011878ENV, San Francisco Planning Department).

This WSA is a revision to and supersedes the WSA that was previously prepared for the same proposed project dated March 27, 2018 and approved on April 24, 2018 (Resolution No. 18-0069). The WSA was revised to account for (1) the inclusion of two additional project variants in the project description, and (2) recent changes to water supply availability under implementation of the Bay-Delta Plan Amendment, described in Section 1.1.2. However, the same project demand estimates used in the WSA approved on April 24, 2018 still apply to and are assessed by this revised WSA.

1.1.1 2015 Urban Water Management Plan

The SFPUC's most current UWMP is the UWMP update for 2015, which the Commission adopted in June 2016 (Resolution No. 16-0118). The water demand projections in the UWMP incorporated 2012 Land Use Allocation (LUA 2012) housing and employment growth projections from the San Francisco Planning Department. The water demand projections are presented in five-year increments through 2040, meeting Water Code requirements. Growth associated with the proposed project was encompassed within the LUA 2012, and water demand associated with the proposed project was encompassed within the 2015 UWMP water demand projections.

The WSA for a qualifying project within the SFPUC's retail service area[1] may use information from the UWMP. Therefore, ***the 2015 UWMP is incorporated via references throughout this WSA shown in bold, italicized text.*** The UWMP may be accessed at www.sfwater.org/uwmp.

1.1.2 2018 Bay-Delta Plan Amendment

In December 2018, the State Water Resources Control Board (SWRCB) adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan Amendment) to establish water quality objectives to maintain the health of the Bay-Delta ecosystem. The SWRCB is required by law to regularly review this plan. The adopted Bay-Delta Plan Amendment was developed with the stated goal of increasing salmonid populations in three San Joaquin River tributaries (the Stanislaus, Merced, and Tuolumne Rivers) and the Bay-Delta. The Bay-Delta Plan Amendment requires the release of 40% of the "unimpaired flow"[2] on the three tributaries from February through June in every year type, whether wet, normal, dry, or critically dry.

If the Bay-Delta Plan Amendment is implemented, the SFPUC will be able to meet the projected water demands presented in the 2015 UWMP in normal years but would experience supply shortages in single dry years or multiple dry years. The 2015 UWMP already assumes limited rationing may be needed in multiple dry years to address an anticipated supply shortage by 2040, but implementation of the Bay-Delta Plan Amendment will require rationing in all single dry years and multiple dry years and to a greater degree to address supply shortages not accounted for in the 2015 UWMP.

The SWRCB has stated that it intends to implement the Bay-Delta Plan Amendment on the Tuolumne River by the year 2022, assuming all required approvals are obtained by that time. But implementation of the Plan Amendment is uncertain for several reasons. First, under the Clean Water Act, the United States Environmental Protection Agency (U.S. EPA) must approve the water quality standards identified in the Plan Amendment within 90 days from the date the approval request is received. It is uncertain whether the U.S. EPA will approve or disapprove the water quality standards. Furthermore, the determination could result in litigation.

Second, since adoption of the Bay-Delta Plan Amendment, over a dozen lawsuits have been filed in both state and federal court, challenging the SWRCB's adoption of the Bay-Delta Plan Amendment, including a legal challenge filed by the federal government, at the request of the U.S. Department of Interior, Bureau of Reclamation. That litigation is in the early stage and there have been no dispositive court rulings as of this date.

Third, the Bay-Delta Plan Amendment is not self-implementing and does not allocate responsibility for meeting its new flow requirements to the SFPUC or any other water rights holders. Rather, the Plan Amendment merely provides a regulatory framework for flow allocation, which must be accomplished by other regulatory and/or adjudicatory proceedings, such as a comprehensive water rights adjudication or, in the case of the Tuolumne River, the 401 certification process in the Federal Energy Regulatory Commission's relicensing proceeding for Don Pedro Dam. The license amendment process is currently expected to be completed in the 2022-23 timeframe. This process and the other regulatory and/or adjudicatory proceedings would likely face legal challenges and have lengthy timelines, and quite possibly could result in a different assignment of flow responsibility (and therefore a different water supply impact on the SFPUC).

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[1] SFPUC's "retail service area" refers to water customers inside the City and County of San Francisco, as well as select areas outside of the City.

[2] Unimpaired flow represents the water production of a river basin, unaltered by upstream diversions, storage, or by export or import of water to or from other watersheds. Bay-Delta Plan Amendment, Introduction, p.1-8.

Fourth, in recognition of the obstacles to implementation of the Bay-Delta Plan Amendment, SWRCB Resolution No. 2018-0059 adopting the Bay-Delta Plan Amendment directed staff to help complete a "Delta watershed-wide agreement, including potential flow measures for the Tuolumne River" by March 1, 2019, and to incorporate such agreements as an "alternative" for a future amendment to the Bay-Delta Plan to be presented to the SWRCB "as early as possible after December 1, 2019." In accordance with the SWRCB's instruction, on March 1, 2019, SFPUC, in partnership with other key stakeholders, submitted a proposed project description for the Tuolumne River that could be the basis for a voluntary substitute agreement with the SWRCB ("March 1st Proposed Voluntary Agreement"). On March 26, 2019, the Commission adopted Resolution No. 19-0057 to support SFPUC's participation in the Voluntary Agreement negotiation process. To date, those negotiations are ongoing under the California Natural Resources Agency and the leadership of the Newsom administration.[3] The negotiations for a voluntary agreement have made significant progress since an initial framework was presented to the SWRCB on December 12, 2018. The package submitted on March 1, 2019 is the product of renewed discussions since Governor Newsom took office. In a written progress report to the Voluntary Agreement Plenary Participants dated July 1, 2019, California Secretary for Environmental Protection Jared Blumenfeld and California Secretary for Natural Resources Wade Crowfoot stated that the collective State agencies (i.e., State Team) should be able "to determine the adequacy" of the various proposed voluntary agreements, including the proposed Tuolumne Voluntary Agreement, by October 15, 2019. The report further states that if the State Team decides to recommend the Voluntary Agreements to the SWRCB, then (1) scientific peer review of the Voluntary Agreements would be completed by the spring of 2020, and (2) a draft CEQA document would be released for public comment in the summer of 2020, with a finalized CEQA document completed the following year.

For all these reasons, whether and when the Bay-Delta Plan Amendment will be implemented, and how those amendments if implemented will affect the SFPUC's water supply is currently uncertain and possibly speculative. Given this uncertainty, this WSA analyzes water supply and demand through 2040 under three scenarios: (1) No implementation of the Bay-Delta Plan Amendment or the March 1st Proposed Voluntary Agreement ("Scenario 1"), (2) Implementation of the March 1st Proposed Voluntary Agreement ("Scenario 2"), and (3) Implementation of the Bay-Delta Plan Amendment ("Scenario 3").

1.1.3 Basis for Requiring a WSA for the Proposed Project

Except for the WSA approved on April 24, 2018 (Resolution No. 18-0069), which is superseded by this revised WSA, the proposed project has not been the subject of a previous WSA, nor has it been part of a larger project for which a WSA was completed.

The proposed project qualifies for preparation of a WSA under Water Code Section 10912(a) because it is a mixed-use development that includes more than 500 dwelling units and 250,000 square feet of commercial office space. The proposed project is characterized further in Section 1.2.

1.1.4 Conclusion of this WSA

This WSA concludes that under Scenarios 1, 2, and 3, the SFPUC's total projected water supplies would meet the demands of the proposed project and cumulative retail water demands through 2040 in normal years. Based on historic records of hydrology and reservoir inflow from 1920 to 2017, current delivery and flow obligations, and fully-implemented infrastructure under the 2018 Phased Water System Improvement Program (WSIP) Variant, normal or wet years occurred 85 out of 97 years. This

[3] California Natural Resources Agency. "Voluntary Agreements to Improve Habitat and Flow in the Delta and its Watersheds." http://resources.ca.gov/voluntary-agreements/. Accessed April 8, 2019.

translates into roughly 9 normal or wet years out of every 10 years. Conversely, system-wide rationing is required roughly 1 out of every 10 years. This frequency is expected to increase as climate change intensifies.

Scenario 1 - No Implementation of the Bay-Delta Plan Amendment or the Voluntary Agreement: Under Scenario 1, SFPUC's total projected water supplies would meet the projected demands of the retail service area in normal years. During dry years, there would be a shortfall of 3.6-6.1 million gallons per day (mgd), or 5-7%. The SFPUC could manage this relatively small shortfall by prohibiting certain discretionary outdoor water uses and/or calling for voluntary rationing among all retail customers pursuant to its Retail Water Shortage Allocation Plan (***Appendix L of the UWMP***).

Scenario 2 - Implementation of the Voluntary Agreement: The March 1st Proposed Voluntary Agreement has yet to be accepted by SWRCB as an alternative to the Bay-Delta Plan Amendment and thus the shortages that would occur with its implementation are not known with certainty. An analysis of water supply impacts comparable to the one provided in this WSA for Scenarios 1 and 3 is not available for Scenario 2. However, the flow releases under the Voluntary Agreement, unlike the Bay-Delta Plan Amendment, are not based on an unimpaired flow approach but on a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years when less flow is required, preserving more of the SFPUC's stored water supply from the Tuolumne River. The resulting RWS supply shortfalls during dry years under the Voluntary Agreement would be less than those under the Bay-Delta Plan Amendment, and therefore would require rationing of a lesser degree and closer in alignment to the SFPUC's adopted level of service (LOS) goal for the RWS of rationing of no more than 20% system-wide during dry years than that which would occur under Scenario 3. Indeed, in Resolution No. 19-0057, the Commission stated its intention that any final voluntary agreement "would allow the SFPUC to maintain the (1) Water Supply Level of Service Goal and Objectives and (2) Sustainability Level of Service Goal and Objectives adopted in Commission Resolution No. 08-0200." Under Scenario 2, if SFPUC's March 1st Proposed Voluntary Agreement were accepted by the SWRCB as an alternative to the Bay-Delta Plan Amendment, SFPUC would still face a shortfall in single dry and multiple dry years, thus requiring rationing across the retail service area, but of a much smaller magnitude. Rationing under Scenario 2, with implementation of the Voluntary Agreement, would be to a lesser degree than that under Scenario 3, with implementation of the Bay-Delta Plan Amendment.

Scenario 3 - Implementation of the Bay-Delta Plan Amendment: Under Scenario 3, during single dry and multiple dry years starting as soon as the year 2022, the estimated year of implementation of the Bay-Delta Plan Amendment, the SFPUC's total projected water supplies cannot meet the demands of the retail service area, including those of the proposed project, without gradually increasing higher levels of water rationing of up to 50% through 2040 across the retail service area. For the proposed project specifically, the SFPUC may impose a lower level of rationing that takes into account the installation of water-efficient plumbing fixtures and non-potable water systems associated with new construction.

The relatively small volume of water demand generated by the proposed project itself would not exacerbate the projected shortfalls resulting from implementation of the Bay-Delta Plan Amendment. Regardless of whether the proposed project is constructed, with implementation of the Bay-Delta Plan Amendment, the SFPUC's existing and planned water supplies will not meet the water demands of its retail service area in dry years without greater rationing than previously projected in the 2015 UWMP.

Refer to Section 4.0, Conclusion, for a tabulated comparison of projected retail water supplies and demands under Scenarios 1 and 3, the resulting shortfalls, and the implications of rationing to the proposed project.

1.2 Proposed Project Description

The project sponsor seeks to redevelop approximately 28.8 acres located along San Francisco's Central Waterfront encompassing the site for the former Potrero Power Plant that closed in 2011. The project site is generally bound by 22nd Street to the north, the San Francisco Bay to the east, 23rd Street to the south, and Illinois Street to the west. The proposed project includes the redevelopment of the project site into a mixed-use development including residential; commercial; hotel; community facility; production, distribution, and repair (PDR); retail and other active uses; and parking. The proposed project would also include public access areas and open spaces and a grid of public streets and private alleys. Overall, the proposed project would involve the construction of up to approximately 5.4 million gross square feet.

In additional to the Target, or Preferred, Development Program, which would develop 2,682 residential dwelling units, two additional programs and two variants were analyzed: (1) a Maximum Residential Development Program with 3,014 units, (2) a Maximum Commercial Development Program with 2,441 units, (3) a Preferred Variant Development Program with 2,522 units, and (4) a Variant Maximum Residential Program with 2,669 units. For the purpose of the WSA, only the Maximum Residential Development Program is assessed for water supply as it would result in the highest water demand estimate and encompasses the demands of the other individual project scenarios. Refer to Attachment B for additional details on the proposed project scenarios.

Total construction is estimated to occur over a 15-year period and several phases, and is anticipated to start from the beginning of 2020 and continue through the end of 2034. Additional information about the phasing plan is available in Attachment B.

2.0 Water Supply

This section reviews San Francisco's existing and planned water supplies.

2.1 Regional Water System

See ***Section 3.1 of the UWMP*** for descriptions of the RWS and ***Section 6.1 of the UWMP*** for water rights held by City and County of San Francisco and the SFPUC Water System Improvement Program (WSIP).

2.2 Existing Retail Supplies

Retail water supplies from the RWS are described in ***Section 6.1 of the UWMP***.

Local groundwater supplies, including the Westside Groundwater Basin, are described in ***Section 6.2.1 of the UWMP***.

Local recycled water supplies, including the Harding Park Recycled Water Project and Pacifica Recycled Water Project, are described in ***Section 6.2.1 of the UWMP***.

2.3 Planned Retail Water Supply Sources

The San Francisco Groundwater Supply Project is described in ***Section 6.2.2 of the UWMP***. Since adoption of the UWMP, four wells have been completed and the start-up phase of the project has begun. Starting in April 2017, small amounts of groundwater have been blended with RWS supplies for drinking water. Two remaining wells are under construction as part of the next phase of the project.

The proposed Westside and Eastside Recycled Water Projects, as well as non-potable water supplies associated with onsite water systems implemented in compliance with San Francisco's Non-potable Water Ordinance (Health Code Chapter 12C), are also described in ***Section 6.2.2 of the UWMP***.

2.4 Summary of Current and Future Retail Water Supplies

A breakdown of water supply sources for meeting SFPUC retail water demand through 2040 in normal years is provided in ***Section 6.2.5 of the UWMP***. For dry years, see the next section.

Based on historic records of hydrology and reservoir inflow from 1920 to 2017, current delivery and flow obligations, and fully-implemented infrastructure under the 2018 Phased Water System Improvement Program (WSIP) Variant, normal or wet years occurred 85 out of 97 years. This translates into roughly 9 normal or wet years out of every 10 years. Conversely, system-wide rationing is required roughly 1 out of every 10 years. This frequency is expected to increase as climate change intensifies.

2.5 Dry-Year Water Supplies

A description of dry-year supplies developed under WSIP is provided in ***Section 7.2 of the UWMP***. Other water supply reliability projects and efforts that are currently underway or completed are described in ***Section 7.4 of the UWMP***. Since adoption of the UWMP, the following milestones have occurred:

- Calaveras Dam Replacement Project – Construction of the new dam was completed in September 2018, while the remainder of the overall project will be completed in spring 2019.
- Regional Groundwater Storage and Recovery Project – Construction of this project is still underway. Phase 1 of the project, consisting of installation of 13 production wells, will be completed in 2019. Since May/June 2016, the project has been in a storage phase through periodic deliveries of RWS surface water in lieu of groundwater pumping by Daly City, San Bruno, and the California Water Service Company.

2.6 Additional Water Supplies

In light of the adoption of the Bay-Delta Plan Amendment and the resulting potential limitations to RWS supply during dry years, the SFPUC is increasing and accelerating its efforts to acquire additional water supplies and explore other projects that would increase overall water supply resilience. Developing these additional supplies would reduce water supply shortfalls and reduce rationing associated with such shortfalls. In addition to the Daly City Recycled Water Expansion project[4], which was a potential project identified in the 2015 UWMP and had committed funding at that time, the SFPUC has taken action to fund the study of potential additional water supply projects. Capital projects under consideration to develop additional water supplies include surface water storage expansion, recycled water expansion, water transfers, desalination, and potable reuse. The SFPUC is also considering developing related policies and ordinances, such as funding for innovative water supply and efficiency technologies and requiring potable water offsets for new developments. A more detailed list and descriptions of these efforts are provided below.

The capital projects that are under consideration would be costly and are still in the early feasibility or conceptual planning stages. Because these water supply projects would take 10 to 30 or more years to implement, and because required environmental permitting negotiations may reduce the amount of water that can be developed, the yield from these projects are not currently incorporated into SFPUC's supply projections. Capital projects would be funded through rates from both Wholesale and Retail Customers based on mutual agreement, as the additional supplies would benefit all customers of the RWS, unless otherwise noted. State and federal grants and other financing opportunities would also be pursued for eligible projects, to the extent feasible, to offset costs borne by ratepayers.

[4] While this potential project was identified in the 2015 UWMP, it has since been approved by Daly City following environmental review and has a higher likelihood of being implemented.

1. **Daly City Recycled Water Expansion (Regional, Normal- and Dry-Year Supply, 3 mgd)**

   Project Description: The SFPUC and North San Mateo County Sanitation District (NSMCSD, or Daly City) have been exploring ways to increase the recycled water treatment capacity in Daly City to serve additional customers and decrease irrigation water withdrawals from the Westside Groundwater Basin, both in San Francisco and further south of Daly City. The majority of the irrigation demand met by groundwater withdrawals, approximately 2 mgd, serves cemeteries in Colma. An initial feasibility study completed in 2010 identified the capital requirements that would be needed to produce additional capacity at the existing treatment plant location. The study demonstrated that a new tertiary treatment facility would be required onsite to produce additional capacity of up to 3.4 mgd. Currently, flows that exceed the capacity of the existing treatment plant are discharged into the Pacific Ocean. With this project, some of that discharge may be treated and used for irrigation. New facilities would include a treatment facility, pump station, distribution pipelines, and storage.

   Estimated Costs and Financing: The capital cost is estimated to be $85 million, which is budgeted for in the SFPUC's 10-year capital planning horizon. The annual operations and maintenance (O&M) cost is estimated to be $3 million. This project may present regional benefits that would result in cost-sharing with Wholesale Customers because the replacement of groundwater used for irrigation with recycled water will result in a greater volume of groundwater storage that can be used in dry years as part of the SFPUC's existing Groundwater Storage and Recovery project, approved by the SFPUC in 2014 in Resolution no. 14-0127.

   Permits and Approvals: Daly City adopted a Final Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program (MMRP) for the proposed project in September 2017. The SFPUC has not yet approved its participation in the project. Other permits and/or approvals that may be needed for this project include: BART, CAL/OSHA, San Francisco Bay RWQCB, and encroachment permits from Caltrans, Daly City, South San Francisco, SFPUC, San Mateo County, and Colma to construct distribution and storage facilities. Institutional agreements between the project partners for project construction and operation, as well as with the customers whose supplies will change from groundwater to recycled water, will also need to be developed.

   Estimated Acquisition: Construction may occur as soon as 2023 with operation beginning in 2027.

2. **Alameda County Water District Transfer Partnership** (Regional, Normal- and Dry-Year Supply, 5 mgd)

   Project Description: Water would be acquired from Contra Costa Water District (CCWD) for delivery to Alameda County Water District (ACWD) through the South Bay Aqueduct utilizing a planned expansion of the Los Vaqueros Reservoir.

   Estimated Costs and Financing: The capital cost is estimated to be $50-150 million, with an annual O&M cost of $2.5 million.

   Permits and Approvals: Planning and environmental review of the Los Vaqueros Reservoir Expansion is underway by CCWD, and has several objectives beyond water deliveries to the SFPUC. CCWD has identified over 15 permits, approvals and consultations that will be necessary such as Dredge and Fill, National Pollutant Discharge Elimination System (NPDES), Streambed Alteration, and Encroachment permits. These permits and approvals will be obtained by CCWD and/or its contractor. To enable a water supply transfer between ACWD and the SFPUC, water right modifications may be necessary and if additional infrastructure is

needed, additional permits will be required. As this project is in the conceptual stage, permitting details have not yet been identified.

Estimated Acquisition: Construction may occur as soon as 2028 with operation beginning in 2032.

3. **Brackish Water Desalination in Contra Costa County** (Regional, Normal- and Dry-Year Supply, 9+ mgd)

Project Description: The Bay Area Brackish Water Treatment (Regional Desalination) Project is a partnership between CCWD, East Bay Municipal Utility District (EBMUD), SFPUC, Santa Clara Valley Water District (SCVWD) and Zone 7 to turn brackish water into a reliable, drought-proof drinking water supply, delivering a total of up to 10-20 mgd in drought and non-drought years (i.e., dry and normal years), throughout the region. A new brackish water treatment plant would be constructed in East Contra Costa and tie into the existing CCWD system for delivery through Los Vaqueros Reservoir and the South Bay Aqueduct, or delivery via a connection with EBMUD.

The SFPUC would rely on existing infrastructure and institutional agreements to receive water transfers from partner agencies. For planning and cost estimation purposes, it was assumed that the SFPUC's share of the regional water supply would be 9 mgd in all year types; however, if additional capacity is available, the SFPUC may secure additional water supply, based on negotiations with partner agencies.

Estimated Costs and Financing: The capital cost is estimated to be $200-800 million, with an annual O&M cost of $12-20 million.

Permits and Approvals: To proceed, this concept would require extensive institutional agreements, permitting, and environmental review. Construction of a new desalination plant will require construction and operating permits such as NPDES, Dredge and Fill, consultations with federal and state agencies, and others. In addition, water rights will need to be secured and/or modified. In California, permitting and regulatory approvals of desalination projects has typically taken 10-18 years. In addition, institutional agreements among partner agencies will be needed.

Estimated Acquisition: Construction may occur as soon as 2032 and be phased so that 5-9 mgd would be available to the region by 2035 and a total of 5-11 mgd would be available after 2040.

4. **ACWD-USD Purified Water Partnership** (Regional, Normal- and Dry-Year Supply, 5 mgd)

Project Description: This may be an indirect or direct potable reuse project that would inject highly-treated water from Union Sanitary District (USD) for groundwater recharge, then recover the water through the ACWD Brackish Groundwater Desalination Plant. How the water is transferred to the SFPUC remains to be determined.

Estimated Costs and Financing: The capital cost is estimated to be $200-400 million, with an annual O&M cost of $2.5 million.

Permits and Approvals: An initial assessment will be underway in 2019, which will identify potential project scenarios. Permitting and approvals for a project will depend on its design and nature, which have not yet been identified.

Estimated Acquisition: Construction may occur as soon as 2038 with operation beginning in 2045.

5. **Crystal Springs Purified Water** (Regional, Normal- and Dry-Year Supply, 6+ mgd)

   Project Description: This is an indirect potable reuse project that would blend wastewater from Silicon Valley Clean Water and possibly San Mateo into Crystal Springs Reservoir and treat the blended water at Harry Tracy Water Treatment Plant for potable reuse.

   Estimated Costs and Financing: The capital cost is estimated to be $400-700 million, with an annual O&M cost of $18-25 million.

   Permits and Approvals: Construction and operating permits would be required for this project. They would likely include NPDES, Encroachment, consultations with state and federal agencies, and others. Surface water augmentation is regulated by the SWRCB, and consultations and public hearings would be required.

   Estimated Acquisition: Construction may occur as soon as 2034 and be phased so that 3-5 mgd would be available to the region by 2035 and a total of 3-7 mgd would be available after 2040.

6. **Eastside Purified Water** (Retail, Normal- and Dry-Year Supply, 5 mgd)

   Project Description: A purified water plant would be constructed at the Southeast Treatment Plant to blend wastewater with Regional Water System supplies for potable use.

   Estimated Costs and Financing: The capital cost is estimated to be $220-400 million, with an annual O&M cost of $5-10 million.

   Permits and Approvals: There is currently no regulatory framework in place to enable direct potable reuse. In California, no regulations are anticipated before 2025, but it is anticipated that extensive consultation will be required with the SWRCB. In addition, construction and operating permits and approvals will be required, as identified.

   Estimated Acquisition: Construction may occur as soon as 2025 with operation beginning in 2030.

7. **San Francisco Eastside Satellite Recycled Water Facility** (Retail, Normal- and Dry-Year Supply, < 1 mgd)

   Project Description: A centralized recycled water treatment facility would be constructed on the eastern side of San Francisco, along with pipelines and a storage reservoir, to meet demands not addressed by the Non-potable Water Ordinance and Auxiliary Water Supply System (AWSS).

   Estimated Costs and Financing: The capital cost is estimated to be $200 million, with an annual O&M cost of $2.5 million.

   Permits and Approvals: In addition to construction-related permits and approvals, this project would require a permit from the Regional Water Quality Control Board under its General Order for water reuse. Discharges from the recycled water treatment plant to the San Francisco Bay would also require NPDES permitting by the Regional Water Quality Control Board.

   Estimated Acquisition: Construction may occur as soon as 2032 with operation beginning in 2037.

8. Additional Storage Capacity in Los Vaqueros Reservoir from Expansion (Regional)

Project Description: Expansion of storage capacity in Los Vaqueros is to allow the ACWD Transfer Partnership and Brackish Water Desalination in Contra Costa County to be optimized.

Estimated Costs and Financing: The capital cost is estimated to be $20-50 million. SFPUC's portion of the project yield and cost share are not yet known. The annual O&M cost is yet to be estimated.

Permits and Approvals: Planning and review of the Los Vaqueros Reservoir Expansion is underway by CCWD, and has several objectives beyond water deliveries to the SFPUC. CCWD has identified over 15 permits, approvals and consultations that will be necessary such as Dredge and Fill, NPDES, Streambed Alteration, and Encroachment permits. These permits and approvals will be obtained by CCWD and/or its contractor. To enable a water supply transfer between ACWD and the SFPUC, water rights modifications may be necessary and if additional infrastructure is needed, additional permits will be required. As this project is in the conceptual stage, permitting details have not yet been identified.

Estimated Acquisition: Construction may occur as soon as 2021 with operation beginning in 2027.

9. Calaveras Reservoir Expansion (Regional)

Project Description: Calaveras Reservoir would be expanded to create 289,000 AF additional capacity to store excess Regional Water System supplies or other source water in wet and normal years. In addition to reservoir enlargement, the project would involve infrastructure to pump water to the reservoir, such as pump stations and transmission facilities.

Estimated Costs and Financing: The costs of this project is yet to be determined.

Permits and Approvals: Similar to Los Vaqueros Reservoir Expansion, this project would require numerous permits, approvals and consultations, such as Dredge and Fill, NPDES, Streambed Alteration, Encroachment, possible water right modifications, etc. These permits and approvals will be obtained by SFPUC and/or its contractor. As this project is in the conceptual stage, permitting details have not yet been identified.

Estimated Acquisition: Construction may occur as soon as the early 2040s with operation beginning around 2050.

Even if all the capital projects above are implemented, the total amount of water and storage yielded would not be enough to make up for the dry year shortfall that may result from implementation of the Bay-Delta Plan Amendment as adopted, and would occur years after such shortfalls begin. Thus, the SFPUC continues to proactively explore opportunities for reuse and innovation, such as the following policies and ordinances:

- **Evaluation of Recycled Water Throughout Service Area** (Regional and Retail)

  Wastewater treatment plants throughout the SFPUC service area would be surveyed to identify potential non-potable, indirect potable, and direct potable projects.

- **Innovative Technology Project Funding** (Retail)

  SFPUC would award grants for innovative demonstration projects that would increase water efficiency and availability (e.g., fog catchers, heat exchangers in non-potable water systems, rainwater for potable use, breweries treating process water for reuse).

- **New Development Potable Offset Ordinance** (Retail)

  The Board of Supervisors could adopt an ordinance requiring certain large development projects, to offset the water demand impacts above historical water consumption averages for the corresponding parcel(s). Developments could be required to achieve a certain offset of potable demands.

3.0 Water Demand

This section reviews the climatic and demographic factors that may affect San Francisco's water use, projected retail water demands, and the demand associated with the proposed project.

3.1 Climate

San Francisco has a Mediterranean climate. Summers are cool and winters are mild with infrequent rainfall. Temperatures in the San Francisco area average 57 degrees Fahrenheit annually, ranging from the mid-40s in winter to the upper 60s in late summer. Strong onshore flow of wind in summer keeps the air cool, generating fog through September. The warmest temperatures generally occur in September and October. Rainfall in the San Francisco area averages about 22 inches per year and is generally confined to the "wet" season from late October to early May. Except for occasional light drizzles from thick marine stratus clouds, summers are nearly completely dry. A summary of the temperature and rainfall data for the City of San Francisco is included in Table 1.

Table 1: San Francisco Climate Summary

Month	Average Maximum Temperature (°F)	Average Minimum Temperature (°F)	Average Monthly Rainfall (inches)
January	58.0	45.7	4.36
February	60.3	47.3	4.41
March	61.4	48.1	2.98
April	62.3	49.1	1.38
May	63.2	50.9	0.68
June	64.8	52.7	0.18
July	65.6	54.3	0.02
August	66.6	55.3	0.06
September	68.1	55.0	0.19
October	67.8	53.3	1.04
November	61.2	48.1	2.85
December	58.3	45.9	4.33
Annual Average	**63.3**	**50.6**	**22.45**

Source: Western Regional Climate Center (www.wrcc.dri.edu), 1981-2010 data from two San Francisco monitoring stations (Mission Dolores/SF#047772 and Richmond/SF#047767).

3.2 Proposed Project Water Demand

The project sponsor's consultants provided a memo describing the methods and assumptions used to estimate the water demand of the proposed project, along with the resulting demand (Attachment B).

Because the proposed project must comply with San Francisco's Non-potable Water Ordinance (Article 12C of the San Francisco Health Code), estimates for both potable and non-potable demands were submitted as part of the WSA request. The Non-potable Water Ordinance requires new commercial, mixed-use, and multi-family residential development projects with 250,000 square feet or more of gross floor area to install and operate an onsite non-potable water system. Such projects must meet their toilet and urinal flushing and irrigation demands through the collection, treatment, and use of available graywater, rainwater, and foundation drainage. While not required, projects may use treated blackwater or stormwater if desired. Furthermore, projects may choose to apply non-potable water to other non-potable water uses, such as cooling tower blowdown and industrial processes, but are not required to do so under the ordinance. As indicated in the water demand memo provided on behalf of the project sponsor in Attachment B, the proposed project would exceed the requirements of the Non-potable Water Ordinance by using non-potable water for cooling in addition to using graywater and rainwater to meet toilet and urinal flushing and irrigation.

Both potable and non-potable demands for the proposed project were estimated using the SFPUC's Non-potable Water Calculator and supplemented with additional calculations for cooling tower demands. The SFPUC reviewed the memo to ensure that the methodology is appropriate for the types of proposed water uses, the assumptions are valid and thoroughly documented along with verifiable data sources, and a professional standard of care was used. The SFPUC concluded that the demand estimates provided on behalf of the project sponsor are reasonable. Water demand associated with the proposed project over the 20-year planning horizon is shown in the following Table 2.

The non-potable demand estimates in Table 2 are based on building uses anticipated at the time the WSA was requested, i.e., during the planning and environmental review stage of the proposed project. It is understood that these estimates will likely change as the proposed project's design progresses, and information submitted for the WSA request is not part of the proposed project's compliance with the Non-potable Water Ordinance. City review and approval of a proposed onsite water system must be performed separately through the Non-potable Water Program. However, the intent of providing a breakdown of potable and non-potable demand estimates in this WSA is to demonstrate that the proposed project will incorporate water reuse per City requirements and the proposed project's sustainability goals, if any. As noted earlier, the total demand of the proposed project, regardless of non-potable use, is already encompassed in the 2015 UWMP water demand projections. Furthermore, total demand represents the most conservative estimate and accounts for back-up potable supplies that must be provided by the SFPUC in the event that non-potable supplies serving the proposed project are unavailable.

Table 2: Water Demand Based on Project Phasing

Demand of Proposed Project (mgd)	2020	2025	2030	2035	2040
Potable Demand	--	0.057	0.159	0.251	0.251
Non-potable Demand	--	0.014	0.050	0.074	0.074
Total Demand	--	0.072	0.209	0.325	0.325
Potential Potable Water Savings as Percentage of Total Demand	--	20.1%	23.9%	22.7%	22.7%

Notes:
The estimates above reflect the Maximum Residential Development Program. Water demand estimates for the Target Development Program and other project scenarios are lower and are provided in Attachment B.

Total demand conservatively assumes that all demands are met with potable supplies. For the estimated portion of demands that could be met with non-potable supplies, refer to Attachment B.

The non-potable demand estimates above reflect use of non-potable water for cooling (0.023 mgd), which is not required to be met with non-potable sources under San Francisco's Non-potable Water Ordinance.

Construction would be phased and occur between 2020 and 2034.

The San Francisco Planning Department has determined that the proposed project is encompassed within the projections presented in LUA 2012 as indicated in the letter from the Planning Department to the SFPUC (Attachment A). Therefore, the demand of the proposed project is also encompassed within the San Francisco retail water demands that are presented in ***Section 4.1 of the UWMP***, which considers retail water demand based on the LUA 2012 projections. The following Table 3 shows the demand of the proposed project relative to total retail demand.

Table 3: Proposed Project Demand Relative to Total Retail Demand

	2020	2025	2030	2035	2040
Total Retail Demand (mgd)[1]	72.1	79.0	82.3	85.9	89.9
Potable Demand of Proposed Project (mgd)	--	0.057	0.159	0.251	0.251
Potable Demand of Proposed Project as Percentage of Total Retail Demand	--	0.07%	0.19%	0.29%	0.28%
Total Demand of Proposed Project (mgd)	--	0.072	0.209	0.325	0.325
Total Demand of Proposed Project as Percentage of Total Retail Demand[3]	--	0.09%	0.25%	0.38%	0.36%

Notes:
1. Retail water demands per ***Table 4-1 of the UWMP***, except for the 2020 demand projection, which was re-projected to take into account the lower demands being experienced due to the recent drought and the lag in occupancy of built units.
2. The proposed project is accounted for in the LUA 2012 projections, and subsequently, total demands associated with the proposed project are accounted for in the 2015 UWMP retail water demand projections.

4.0 Conclusion

4.1 Comparison of Projected Supply and Demand

4.1.1 Scenario 1: No Implementation of the Bay-Delta Plan Amendment or the Voluntary Agreement

Table 4 below is adapted from ***Section 7.5 of the UWMP*** (Table 7-4) and compares the SFPUC's retail water supplies and demands through 2040 during normal year, single dry-, and multiple dry-year periods under Scenario 1.

Local supplies (i.e., supplies not from the RWS) correspond to those in ***Table 6-7 of the UWMP***. Procedures for determining RWS supply availability per the SFPUC's WSAP, applicable to all three scenarios, are described in ***Section 8.3 of the UWMP***.

The projections shown in Table 4 differ from those in the 2015 UWMP due to two reasons. First, the 2009 Water Supply Agreement between SFPUC and its Wholesale Customers was recently amended and approved by the Commission on December 11, 2018 by Resolution No. 18-0212. Table 4 incorporates the minimum level of 5% rationing during supply shortages as required by the amendment, and therefore, the resulting shortfalls are greater than those previously projected in the 2015 UWMP.

Second, the projections in Table 4 differ from those in the 2015 UWMP because Table 4 reflects SFPUC's full 8.5-year design drought sequence instead of the minimum 3-year sequence required to be provided in the 2015 UWMP. Under legislation adopted in 2018 (S.B. 606) future UWMPs will be required to project water supply availability during a minimum of 5 years of continuous drought (Water Code section 10631(b)(1)).

As explained previously in Section 3.2, water demands associated with the proposed project are already captured in the retail demand projections presented in the UWMP. The proposed project is expected to represent up to 0.38% of the total retail water demand. Total retail demands correspond to those in ***Table 4-1 of the UWMP***, and reflect both passive and active conservation, as well as water loss.

As shown in Table 4, under Scenario 1 without implementation of the Bay-Delta Plan Amendment, existing and planned supplies would meet all projected RWS demands in all years except for an approximately 3.6-6.1 mgd, or 5-7%, shortfall during dry years through the year 2040. This relatively small shortfall is primarily due to implementation of the amended 2009 Water Supply Agreement. To manage a small shortfall such as this, the SFPUC may prohibit certain discretionary outdoor water uses and/or call for voluntary rationing by its retail customers pursuant to its Retail Water Shortage Allocation Plan (***Appendix L of the UWMP***). The required level of rationing is well below the SFPUC's RWS LOS goal of limiting rationing to no more than 20% on a system-wide basis (i.e., an average throughout the RWS).

Table 4: Projected Supply and Demand Comparison Under Scenario 1
(No Implementation of the Bay-Delta Plan Amendment or the Voluntary Agreement) (mgd)

		Normal Year	Single Dry Year[1]	Multiple Dry Years							
				Year 1[1]	Year 2[2]	Year 3[2]	Year 4[2]	Year 5[2]	Year 6[2]	Year 7[3]	Year 8[3]
2020	Total Retail Demand[4]	72.1	72.1	72.1	72.1	72.1	72.1	72.1	72.1	72.1	72.1
	Total Retail Supply[5]	72.1	68.5	68.5	68.5	68.5	68.5	68.5	68.5	68.5	68.5
	Shortfall	0.0	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
	Shortfall as % of Demand	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
2025	Total Retail Demand[4]	79.0	79.0	79.0	79.0	79.0	79.0	79.0	79.0	79.0	79.0
	Total Retail Supply[5]	79.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0
	Shortfall	0.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
	Shortfall as % of Demand	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
2030	Total Retail Demand[4]	82.3	82.3	82.3	82.3	82.3	82.3	82.3	82.3	82.3	82.3
	Total Retail Supply[5]	82.3	78.2	78.2	78.2	78.2	78.2	78.2	78.2	78.2	78.2
	Shortfall	0.0	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
	Shortfall as % of Demand	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
2035	Total Retail Demand[4]	85.9	85.9	85.9	85.9	85.9	85.9	85.9	85.9	85.9	85.9
	Total Retail Supply[5]	85.9	81.6	81.6	81.6	81.6	81.6	81.6	81.6	79.5	79.5
	Shortfall	0.0	4.3	4.3	4.3	4.3	4.3	4.3	4.3	6.4	6.4
	Shortfall as % of Demand	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	7.4%	7.4%
2040	Total Retail Demand[4]	89.9	89.9	89.9	89.9	89.9	89.9	89.9	89.9	89.9	89.9
	Total Retail Supply[5]	89.9	85.4	85.4	84.4	84.4	84.4	84.4	84.4	83.8	83.8
	Shortfall	0.0	4.5	4.5	5.5	5.5	5.5	5.5	5.5	6.1	6.1
	Shortfall as % of Demand	0.0%	5.0%	5.0%	6.2%	6.2%	6.2%	6.2%	6.2%	6.8%	6.8%

Notes:
1. During a single dry year and multiple dry year 1 (year 2 of SFPUC's design drought sequence), the retail allocation under the WSAP is 36.0% of available RWS supply, or 85.9 mgd. However, due to the Phased WSIP Variant, only 81 mgd of RWS supply can be delivered. RWS supply is capped at this amount.
2. During multiple dry years 2-6 (years 3-7 of SFPUC's design drought sequence), the retail allocation under the WSAP is 37.5% of available RWS supply, or 79.5 mgd.
3. During multiple dry years 7 and 8 (years 8 and 8.5 of SFPUC's design drought sequence), the retail allocation under the WSAP is 37.5% of available RWS supply, or 74.5 mgd.
4. Total retail demands correspond to those in ***Table 4-1 of the UWMP***, except for the 2020 demand projection, which was re-projected to take into account the lower demands being experienced due to the recent drought and the lag in occupancy of built units.
5. Local supplies (i.e., supplies not from the RWS, including groundwater, recycled water, and non-potable water) correspond to those in ***Table 6-7 of the UWMP***, with an additional 5% reduction in retail water use (incorporated as a reduction in total retail supply) per the amended Water Supply Agreement. Local supplies are assumed to be used before RWS supplies to meet retail demand.

4.1.2 Scenario 2: Implementation of the Voluntary Agreement

As stated earlier, the March 1st Proposed Voluntary Agreement has yet to be accepted by SWRCB as an alternative to the Bay-Delta Plan Amendment and thus the shortages that would occur with its implementation are not known with certainty. However, given that the objectives of the Voluntary Agreement are to provide fishery improvements while protecting water supply through flow and non-flow measures, the RWS supply shortfalls under the Voluntary Agreement would be less than those under the Bay-Delta Plan Amendment, and therefore would require rationing of a lesser degree than that which would occur under Scenario 3. The degree of rationing would also more closely align with the SFPUC's RWS LOS goal of limiting rationing to no more than 20% on a system-wide basis in drought years. This goal was adopted in 2008 by the Commission (Resolution No. 08-0200).

4.1.3 Scenario 3: Implementation of the Bay-Delta Plan Amendment

Table 5 below provides projected supplies and demands under Scenario 3. The RWS is projected to experience significant shortfalls in single dry and multiple dry years starting as soon as 2022 and through 2040, regardless of whether the proposed project is constructed. These significant shortfalls are a result of implementation of the Bay-Delta Plan Amendment and not attributed to the incremental retail demand associated with the proposed project. Shortfalls would range from about 12 to 45 mgd, corresponding to rationing in the retail service area ranging 16-50%, over the next 20 years.

If additional water supplies were not acquired before the Bay-Delta Plan Amendment were implemented, the SFPUC would impose customer rationing to help balance water supply deficits during dry years.

Given the severity of the reduction in RWS supply with implementation of the Bay-Delta Plan Amendment, existing and planned dry-year supplies would not be enough to meet projected retail demands without rationing above the SFPUC's RWS LOS goal of limiting rationing to 20% on a system-wide basis for all dry years starting as soon as 2022. Although the WSAP does not address implications to retail supply during system-wide shortages above 20%, the WSAP indicates that if system-wide shortage greater than 20% were to occur, RWS supply would be allocated between retail and Wholesale Customers per the rules corresponding to a 16-20% system-wide reduction, subject to consultation and negotiation between the SFPUC and its Wholesale Customers to modify the allocation rules. The allocation rules corresponding to the 16-20% system-wide reduction are reflected in Table 5 above for Scenario 3. These allocation rules result in shortfalls of 16-50% across the retail service area as a whole under Scenario 3.

Table 5: Projected Supply and Demand Comparison Under Scenario 3 (Implementation of the Bay-Delta Plan Amendment) (mgd)

		Normal Year	Single Dry Year[1]	Multiple Dry Years							
				Year 1[1]	Year 2[2]	Year 3[2]	Year 4[2]	Year 5[2]	Year 6[2]	Year 7[3]	Year 8[3]
2020	Total Retail Demand[4]	72.1	72.1	72.1	72.1	72.1	72.1	72.1	72.1	72.1	72.1
	Total Retail Supply[5]	72.1	68.5	68.5	68.5	68.5	68.5	68.5	68.5	68.5	68.5
	Shortfall	0.0	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
	Shortfall as % of Demand	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
2025	Total Retail Demand[4]	79.0	79.0	79.0	79.0	79.0	79.0	79.0	79.0	79.0	79.0
	Total Retail Supply[5]	79.0	66.7	66.7	52.8	52.8	52.8	52.8	52.8	42.9	42.9
	Shortfall	0.0	12.3	12.3	26.2	26.2	26.2	26.2	26.2	36.1	36.1
	Shortfall as % of Demand	0.0%	15.6%	15.6%	33.2%	33.2%	33.2%	33.2%	33.2%	45.7%	45.7%
2030	Total Retail Demand[4]	82.3	82.3	82.3	82.3	82.3	82.3	82.3	82.3	82.3	82.3
	Total Retail Supply[5]	82.3	68.7	68.7	54.8	54.8	54.8	54.8	54.8	44.9	44.9
	Shortfall	0.0	13.6	13.6	27.5	27.5	27.5	27.5	27.5	37.4	37.4
	Shortfall as % of Demand	0.0%	16.5%	16.5%	33.4%	33.4%	33.4%	33.4%	33.4%	45.4%	45.4%
2035	Total Retail Demand[4]	85.9	85.9	85.9	85.9	85.9	85.9	85.9	85.9	85.9	85.9
	Total Retail Supply[5]	85.9	68.8	68.8	54.9	54.9	54.9	54.9	54.9	45.0	45.0
	Shortfall	0.0	17.1	17.1	31.0	31.0	31.0	31.0	31.0	40.9	40.9
	Shortfall as % of Demand	0.0%	19.9%	19.9%	36.1%	36.1%	36.1%	36.1%	36.1%	47.6%	47.6%
2040	Total Retail Demand[4]	89.9	89.9	89.9	89.9	89.9	89.9	89.9	89.9	89.9	89.9
	Total Retail Supply[5]	89.9	68.9	68.9	55.0	55.0	55.0	55.0	55.0	45.1	45.1
	Shortfall	0.0	21.0	21.0	34.9	34.9	34.9	34.9	34.9	44.8	44.8
	Shortfall as % of Demand	0.0%	23.4%	23.4%	38.8%	38.8%	38.8%	38.8%	38.8%	49.8%	49.8%

Notes:
1. During a single dry year and multiple dry year 1 (year 2 of SFPUC's design drought sequence), the retail allocation under the WSAP is 37.5% of available RWS supply, or 59.6 mgd.
2. During multiple dry years 2-6 (years 3-7 of SFPUC's design drought sequence), the retail allocation under the WSAP is 37.5% of available RWS supply, or 45.7 mgd.
3. During multiple dry years 7 and 8 (years 8 and 8.5 of SFPUC's design drought sequence), the retail allocation under the WSAP is 37.5% of available RWS supply, or 35.8 mgd.
4. Total retail demands correspond to those in ***Table 4-1 of the UWMP***, except for the 2020 demand projection, which was re-projected to take into account the lower demands being experienced due to the recent drought and the lag in occupancy of built units.
5. Local supplies (i.e., supplies not from the RWS, including groundwater, recycled water, and non-potable water) correspond to those in ***Table 6-7 of the UWMP***. Local supplies are assumed to be used before RWS supplies to meet retail demand.

4.2 Rationing Implications to the Proposed Project

While the levels of rationing described above apply to the retail service area as a whole (i.e., 5-7% under Scenario 1, 16-50% under Scenario 3), the SFPUC may allocate different levels of rationing to individual retail customers based on customer type (e.g., dedicated irrigation, single family residential, multi-family residential, commercial, etc.) to achieve the required level of retail system-wide rationing. Allocation methods and processes that have been considered in the past and may be used in future droughts are described in the SFPUC's current Retail Water Shortage Allocation Plan (***Appendix L of the UWMP***). However, additional allocation methods that reflect existing drought-related rules and regulations adopted by the Commission during the recent drought (2015-2016 Drought Program adopted by Resolution 15-0119) are more pertinent to current and foreseeable development and water use in San Francisco and may be included in the SFPUC's update to its Retail Water Shortage Allocation Plan. The updated Retail Water Shortage Allocation Plan will be brought forward to the Commission along with the 2020 Urban Water Management Plan for consideration and adoption through a public hearing process in 2021. It is anticipated that the updated Retail Water Shortage Allocation Plan would include a tiered allocation approach that imposes lower levels of rationing on customers who use less water than similar customers in the same customer class, and would require higher levels of rationing by customers who use more water. This approach aligns with the SWRCB's statewide emergency conservation mandate imposed during the recent drought, in which urban water suppliers who used less water were subject to lower reductions than those who used more water. Imposing lower rationing requirements on customers who already conserve more water is also consistent with the implementation of prior rationing programs based on past water use, in which more efficient customers were allocated more water through an appeal process administered by the General Manager. Staff expects that under a future Retail Water Shortage Allocation Plan adopted by the Commission, the allocation method or combination of methods that would be applied during water shortages caused by drought would similarly be subject to the discretion of the General Manager.

The SFPUC anticipates that, as a worst-case scenario under Scenario 3, a mixed-use residential customer such as the proposed project could be subject to up to 38% rationing during a severe drought.[5] In accordance with the Retail Water Shortage Allocation Plan, the level of rationing that would be imposed on the proposed project would be determined at the time of a drought or other water shortage and cannot be established with certainty prior to the shortage event. However, newly-constructed buildings, such as the proposed project, have water-efficient fixtures and non-potable water systems that comply with the latest regulations. Thus, if these buildings can demonstrate below-average water use, they would likely be subject to a lower level of rationing than other retail customers that meet or exceed the average water use for the same customer class.

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[5] This worst-case rationing level for San Francisco multi-family residential was estimated for the purpose of preparing comments on behalf of the City and County of San Francisco on the SWRCB's Draft Substitute Environmental Document in Support of Potential Changes to the Bay-Delta Plan, dated March 16, 2017. See comment letter Attachment 1, Appendix 3, Page 5, Table 3. The comment letter and attachments are available on the SWRCB website: https://www.waterboards.ca.gov/public_notices/comments/2016_baydelta_plan_amendment/docs/dennis_herrera.pdf. The rationing estimates prepared for the comment letter apply to the first 6 years of the SFPUC's 8.5-year design drought as they reflect the 1987-92 drought. For the last 2.5 years of the design drought, a corresponding worst-case rationing level for San Francisco multi-family residential customers was not estimated. While the level of rationing imposed on the retail system will be higher for the outer years of the design drought compared to the first 6 years, it is reasonable to assume that multi-family residential customers such as the proposed project would not have to conserve more than 38%.

4.3 Findings

Regarding the availability of water supplies to serve the proposed project beginning in 2023, the SFPUC finds, based on the entire record before it, as follows:

- During normal years, the SFPUC's total projected water supplies will meet the projected demands of its retail customers, including those of the proposed project, existing customers, and foreseeable future development under Scenario 1, Scenario 2, and Scenario 3.
- During single dry years and multiple dry years under Scenario 1—No implementation of the Bay-Delta Plan Amendment or the March 1st Proposed Voluntary Agreement—the SFPUC can meet the projected demands of its retail customers, including those of the proposed project, existing customers, and foreseeable future development without the need for rationing beyond the LOS goal of 20% system-wide rationing. Based on past hydrology, statistically speaking dry years occur roughly once out of every 10 years.
- During single dry years and multiple dry years under Scenario 2—Implementation of the March 1st Proposed Voluntary Agreement—the SFPUC would still face a shortfall in single dry and multiple dry years, thus requiring rationing, but to a lesser degree and in closer alignment to the LOS goal of no more than 20% system-wide rationing compared to that which would occur under Scenario 3.
- During single dry years and multiple dry years under Scenario 3—Implementation of the Bay-Delta Plan Amendment—the SFPUC cannot reliably meet the projected demands of its retail customers, including the proposed project, existing customers, and foreseeable future development, without rationing at a level greater than that required to achieve the LOS goal of a maximum of 20% system-wide average rationing starting as soon as 2022. The SFPUC estimates it would impose up to 50% rationing across the retail service area and up to 38% rationing for mixed-use residential customers such as the proposed project.

Approval of this WSA by the Commission is not equivalent to approval of the development project for which the WSA is prepared. A WSA is an informational document required to be prepared for use in the City's environmental review of a project under CEQA. It assesses the adequacy of water supplies to serve the proposed project and cumulative demand.

Furthermore, this WSA is not a "will serve" letter and does not verify the adequacy of existing distribution system capacity to serve the proposed project. A "will serve" letter and/or hydraulic analysis must be requested separately from the SFPUC City Distribution Division to verify hydraulic capacity.

While this WSA contains information provided by or on behalf of the project sponsor regarding the proposed project's plans for onsite water reuse and demand estimates using the SFPUC's Non-potable Water Calculator, any information submitted to the SFPUC for preparation of this WSA does not fulfill the requirements of the Non-potable Water Ordinance. City review and approval of a proposed onsite water system must be performed separately through the Non-potable Water Program.

If there are any questions or concerns, please contact Steve Ritchie at (415) 934-5736 or SRitchie@sfwater.org.

Attachments: Attachment A, Communications from San Francisco Planning Department
Attachment B, Potrero Power Station Project Demand Memo

Attachment A –

Communications from San Francisco Planning Department

SAN FRANCISCO
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MEMO

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DATE: **June 13, 2013**

TO: **SF Planning EP Planners & SFPUC Planners**

FROM: **Scott T. Edmondson, AICP; Aksel Olsen**

RE: **Project Types Represented in the Land Use Allocation**

This Memorandum explains the Planning Department's Land Use Allocation (LUA) and the types of projects included in the LUA. The 2012 LUA is the most recent update and uses the Association of Bay Area Governments' (ABAG) May 2012 Jobs-Housing Connection Scenario. As this memorandum explains, the Planning Department expects that the LUA will encompass the vast majority of development proposals that project sponsors will present to the Planning Department. This memorandum also identifies possible unusual circumstances under which EP Planners and the SF PUC Planners may want to consult further with the Planning Department's Information and Analysis Group to determine whether a project is encompassed within the LUA.

ABAG's Projections of San Francisco's Economic Growth and the LUA

The LUA takes ABAG's 30-year projections of citywide household and job growth and allocates them to smaller geographic units, in this case, the traffic analysis zones of the SF Transportation Authority's Countywide Transportation Model. Thus, the LUA does not project growth but simply allocates ABAG's growth projections to subarea locations within the city. The current 2012 LUA uses ABAG's Jobs-Housing Connection Scenario projections for San Francisco and covers the period from 2010 to 2040; these projections were released in May 2012 and are represented in five-year increments.

ABAG derives its demographic and economic growth projections from assumptions about long-term demographic and economic growth.[1] ABAG maintains its own set of regional models and develops each forecast with its in-house experts and private economic consultants.[2] The forecasting is informed by the best information and assumptions available through federal and State agencies, such as the State Department of Finance, and private sources. However, ABAG develops its forecast based on local knowledge from over 50 years of forecasting and develops the forecast to reflect local conditions in contrast to more general forecasting assumptions of State or federal sources. ABAG's estimate of total citywide growth for the 30-year period is expected to best represent actual growth at the end of the 30-year period. However, projected growth for any portion of the projection period, such as growth in a one-year or a five-year period, would be expected to vary from actual growth in such periods. Within the 30-year growth projection period, higher than average growth periods could be followed by lower than average growth periods such that growth over the period would ultimately equal the projected 30-year

total. All projection methodologies make assumptions based on the best available information at the time. To minimize the effects of imprecision intrinsic to any projections methodology when used in for planning decisions, ABAG follows professional best practices and updates its projections every two years. Accordingly, the Planning Department updates its LUA every two years. The planning practice of frequently updating projections and plans allows the incorporation of new information over time to provide for the most up-to-date projections.

The SFPUC updates its Urban Water Management Plan (UWMP) every five years. The UWMP typically relies on LUA projections or similar information. But, because the LUA is updated every two years, the SFPUC may want to review the LUA issued within SFPUC's 5-year UWMP cycle; and if it varies in a significant way from the SFPUC's projections used in its UWMP, discuss with Planning whether it should make any changes in its own water supply needs assessment during an UWMP cycle.

Types of Projects Included in the LUA

The LUA translates ABAG's projected household and job growth into total expected development in San Francisco over a 30-year period. The LUA translates ABAG's household growth into residential housing units and ABAG's job growth into commercial space.[3] Thus, the LUA projections of housing units and commercial space include all project types expected from San Francisco growth, such as housing, office, retail, production-distribution-repair (PDR), visitor, and cultural-institutional-educational (CIE). The LUA does not exclude any project type or potential growth. As such, the LUA and the ABAG economic projections upon which it is based contain the best estimates available of reasonably foreseeable growth and development in San Francisco over a 30-year period.

Unusual Circumstances

The LUA can be considered to include all reasonably expected growth and development and it is frequently updated to correct for expected variations. Nevertheless, there are possible unusual circumstances under which the EP Planners or SFPUC Planners may want to request further Planning Department consultation with the Information and Analysis Group to determine if a particular project falls within the LUA. ABAG's projections and the Department's LUA take into account urban economic trends and based on that information capture all reasonably foreseeable growth in San Francisco. Limited capital and aggregate demand of any urban economy constrains growth. However, occasionally the reality or perception may arise that a project lies outside the normal growth constraints of the San Francisco economy for some reason, and therefore lies outside ABAG's projection's and the Department's current spatial allocation in its LUA.

One can envision the rare case of a project arising outside the City's economy (demand and capital) from an organization not located in San Francisco using nonprofit foundation funds or private donations to construct a large institutional project in San Francisco, such as a major hospital, a university, or an office complex. These projects would represent spending and demand beyond that normally active in the San Francisco economy, and therefore represent net additions to projected growth beyond that captured by ABAG's projections and reflected in the Department's LUA. Indicative characteristics of such projects

would include those with non-local sponsors, of large size, and for an institutional land use. Alternatively, very large project proposals from local project sponsors active in the SF economy involving a large site, land assembly, a planned unit development (PUDs), master plans, or area plan and rezoning proposals may warrant individual assessment for a range of reasons even though they are likely captured in ABAG's projections and the LUA. Such projects would be similar to recent projects such as Hunters Point/Candlestick, Park Merced, Treasure Island, Pier 70 Master Plan, Eastern Neighborhoods, or the Transit Center District Plan.

The bi-annual update of ABAG's projections and the LUA would be able to capture development associated with such projects. However, should such a project be proposed between updates, the EP Planners and SFPUC could treat its appearance as sufficient cause to request the Planning Department's assistance in determining whether to consider the project outside the latest LUA projections.

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[1] Please see ABAG's summary of its research and forecasting on its website: http://www.abag.ca.gov/planning/research/index.html

[2] ABAG describes its current Jobs-Housing Scenario policy-based forecast here: http://onebayarea.org/pdf/JHCS/May_2012_Jobs_Housing_Connection_Strategy_Appendices_Low_Res.pdf.

[3] The LUA citywide totals only differ slightly, up to within one percent of ABAG totals (+/-). The difference is produced by LUA's complex method of translating ABAG projections into development (residential units and commercial space) and allocating total citywide growth to subarea locations. The minor difference between the LUA and ABAG citywide totals is real in absolute terms, but not in the sense that they are different projections. The one percent difference does not constitute a difference of projections. ABAG and MTC consider variation of one percent in citywide totals, plus or minus, as sufficiently representing ABAG's projections for consistency with the MTC regional projections and modeling purposes (congestion management, etc.). Even if a few versions of the LUA must be done to make minor subarea spatial allocation corrections, as long as the LUA's citywide totals are within one percent of ABAG's projections, and ABAG's projections have not changed, the LUA citywide totals have not effectively changed either. Any of those LUA versions' citywide totals fully represent the same unchanged ABAG projection totals.

Attachment B –

Potrero Power Station Project Demand Memo

SAN FRANCISCO
PLANNING DEPARTMENT

MEMO

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

DATE: June 28, 2019

TO: Fan Lau, SFPUC

FROM: Chris Thomas, Environmental Planning

CC: Rachel Schuett, Environmental Planning

RE: Potrero Power Plant Project Revised Water Supply Assessment Request (Planning Department Case No. 2017-011878ENV)

On April 24, 2018 the San Francisco Public Utilities Commission (SFPUC) approved a Water Supply Assessment (WSA) for the proposed Potrero Power Plant project (Resolution 18-0069). After this approval, on December 12, 2018, the State Water Resources Control Board (SWRCB) adopted an amendment to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan), which establishes water quality objectives to maintain the health of certain rivers and the Bay-Delta ecosystem. Specific requirements for unimpaired flow on the Tuolumne River under the Bay-Delta Plan Amendment, as currently adopted, would have a significant impact to the regional water system supply delivered by the SFPUC.

The purpose of this memorandum is to request that the SFPUC prepare a revised WSA for the proposed Potrero Power Plant mixed use project, in recognition of the Bay-Delta Plan Amendment and in compliance with CEQA Guidelines Section 15155 and Sections 10910 through 10915 of the California Water Code. Information provided by the project sponsor in the attached Potrero Power Station Water Demand Memo Update (memo), updated May 28, 2019, is intended to meet the requirements outlined in the SFPUC guidance memo dated September 6, 2016. As indicated in the attached memo and calculations, the project continues to propose redevelopment of the approximately 29-acre project site (formerly the PG&E Potrero Power Plant) into an approximately 5.3 million gsf mixed-use development that would include residential, hotel, office and research development, community facilities and public open space land uses.

As indicated in Table 1 of the attached memo, the currently proposed project for this request includes the same three program scenarios as were included in the WSA approved on April 24, 2018: (1) a preferred development program with 2,682 units; (2) a maximum residential development program with 3,014 units; and (3) a maximum commercial development program with 2,441 units. The respective areas for the various proposed commercial, community, assembly, parking and public open space uses included with each of the three development program scenarios also remains the same as those considered in the April 24, 2018 approval.

The currently proposed project also includes two proposed variant development program scenarios (variants) as summarized in Table 1A of the attached memo. The proposed preferred variant development program includes 2,522 residential units and approximately 216,520 more square feet of commercial office space than that included in the three proposed development programs. The proposed variant maximum residential program includes 2,669 residential units and also approximately 216,520 more square feet of commercial office space than that included in the three proposed development programs. The areas proposed with the two variants for

commercial retail, commercial PRD, community facilities, and parking also differ from that of the three proposed development scenarios. As indicated in Tables 3 and 4 of the attached memo, the proposed preferred variant development program would result in a lower average daily potable water demand than the preferred development program and the maximum residential program, and a greater average daily water demand than the maximum commercial program. As also indicated in Tables 3 and 4 of the attached memo, the proposed variant maximum residential program would result in a higher average daily potable water demand than the proposed preferred variant development program and a lower average daily potable water demand than the preferred development program and the maximum residential program, and a greater average daily water demand than the maximum commercial program.

The project is proposed to be constructed in six phases over a 15-year period between 2020 and the end of 2034. The attached memo includes a summary of the project description, proposed average daily water demands, and supporting tables prepared by the project sponsor's consultant (based on the SFPUC Non-Potable Water Calculator Version 7). Non-Potable Water Calculator spreadsheets for the proposed project's three scenarios and the variant are also attached.

Should you have questions or need additional information from the Planning Department or the project sponsor, please contact me at 415-575-9036 or christopher.thomas@sfgov.org.

Attachments

PPS_Water Demand Memo Update_062419_v2.pdf

Copy of NP District Scale Calc_V7.1_SITE_Target_032118.xlsx

Copy of NP District Scale Calc_V7.1_SITE_Max Res_032118.xlsx

Copy of NP District Scale Calc_V7.1_SITE_Max Comm_032118.xlsx

Copy of NP District Scale Calc_V7.1_SITE_Variant_052819.xlsx

Copy of NP District Scale Calc_V7.1_SITE_VariantMaxRes_061319.xlsx

CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS

March 21, 2018
Job No.: 2747-000
Updated: June 24, 2019

M E M O R A N D U M

TO: Erin Epperson – Associate Capital

FROM: Angelo Obertello, P.E., LEED AP, Principal

SUBJECT: Potrero Power Station – Project Water Demand *Update*

The following provides a summary of the estimated potable and non-potable water demands associated with the Potrero Power Station project. *This summary has been updated to also include the water demands associated with the Variant Program and Variant – Max Residential Program.*

Project Description

The Potrero Power Station project ("Proposed Project") area is approximately 28.8 acres located along San Francisco's Central Waterfront. The project site is generally bound by 22nd Street to the north, the San Francisco Bay to the east, 23rd Street to the south and Illinois Street to the west.

The Proposed Project includes the redevelopment of the project site into a mixed-use development including residential, commercial, hotel, community facility, PDR, retail and other active uses, and parking. The Proposed Project would also include public access areas and open spaces and a grid of public streets and private alleys.

Overall, the Proposed Project would involve the construction of up to approximately *5.4 million* gross square feet. The proposed target development program and maximum residential or commercial scenarios are outlined as follows:

Table 1: Proposed Development Program Scenarios

Proposed Building Use	Preferred Development Program	Maximum Residential Development Program	Maximum Commercial Development Program
Residential	2,682 units / 2,682,427 sf	3,014 units / 3,014,376 sf	2,441 units / 2,441,667 sf
Commercial (Hotel)	241,574 sf	0 sf	241,574 sf
Commercial (Office)	597,723 sf	421,952 sf	814,240 sf
Commercial (Research And Development)	645,738 sf	645,738 sf	645,738 sf
Commercial (Retail)	107,439 sf	107,439 sf	107,439 sf
Commercial (PRD)	45,040 sf	45,040 sf	45,040 sf
Community Facilities	100,938 sf	100,938 sf	100,938 sf
Assembly / Entertainment	25,000 sf	25,000 sf	25,000 sf
Parking	921,981 sf	931,614 sf	902,856 sf
Public Open Space	6.2 acres	6.4 acres	6.2 acres

Table 1A: Proposed Variant Development Program Scenarios

Proposed Building Use	Preferred Variant Development Program	Variant Maximum Residential Program
Residential	2,522 units / 2,522,970 sf	2,669 units / 2,669,778 sf
Commercial (Hotel)	241,574 sf	0 sf
Commercial (Office)	814,240 sf	814,240 sf
Commercial (Research And Development)	645,738 sf	645,738 sf
Commercial (Retail)	99,464 sf	99, 464 sf
Commercial (PRD)	35,000 sf	35,000 sf
Community Facilities	50,000 sf	50,000 sf
Assembly / Entertainment	25,000 sf	25,000 sf
Parking	965,458 sf	975,091 sf
Public Open Space	7 acres	7.2 acres

Potable water is currently available from existing potable water pipelines adjacent to the project site located in 22nd Street, 23rd Street and Illinois Street.

The project site is located within the City's designated recycled water use area and is subject to the Recycled Water Use Ordinance. Accordingly, the Proposed Project would install a recycled water distribution pipeline system throughout the project site.

The Proposed Project is also subject to the Non-Potable Water Ordinance. The proposed project would include the diversion and reuse of graywater and rainwater for toilet and urinal flushing, cooling towers and irrigation uses. The non-potable water generated within the project site would be distributed to the proposed buildings through the proposed recycled water pipeline system.

Existing Potable and Non-Potable Water Demand

The historical water use at the project site was associated with the PG&E Power Plant, which was closed in 2011. Since the PG&E Power Plant was closed in 2011, the site has on-going environmental remediation activities and some of the structures have been since demolished. The existing water use has been further reduced as there are only a small amount of remaining employees and uses within the project site. There is no available source or use of recycled water at the project site.

In order to estimate the historical potable water demand, a unit demand factor of 0.15 gallons per day per square foot has been applied to the existing building square footages. Prior to 2008 and adoption of California Green Building Standards, 0.10 gallons per day per square foot was a generally accepted water demand for office / commercial space. This demand factor has been increased to 0.15 gpd / sf to account for older, less efficient fixtures within the existing buildings. The existing water demand estimated is based on the square footage of the existing structures within project even though the majority of these existing structures housed power generation equipment that did not have a potable water demand. Table 2 outlines the estimated historical potable water demands at the project site.

Table 2: Existing Potable Water Demand

Building Uses	Unit	Demand Factor	Potable Water Demand	
			Average Daily Demand (gal per day)	Average Daily Demand (gpm)
Commercial (Industrial)[1]	107,000 sf	0.15 gpd / sf	16,050 gpd	11 gpm

Notes[1]:
The existing square footages of the existing building within the project site are based upon the September 15, 2017 project application materials.

Proposed Potable and Non-Potable Water Demand

The potable and non-potable water demand calculations associated with each development program scenario for the Proposed Project are estimated using the SFPUC's Non-Potable Water Program district scale water calculator ("calculator").

The estimated indoor water demands were input to the calculator to reflect HVAC / Cooling Demands. The HVAC / Cooling water demands were estimated based on the projected cooling loads for each development program scenario. The cooling load of each land use within the development was estimated by Atelier Ten using energy models based on current 2016 Title 24 California Building Energy Efficiency Standards. The cooling load was converted to cooling tower water demands by adding the heat load from the chillers and auxiliary mechanical systems. Then the quantity of water was calculated based on the required amount to evaporate this heat load plus additional water to accommodate blowdown and drift.

The cooling tower water demand input to the calculator represents a maximum estimate. The actual cooling tower water demands could be lower if heat recovery systems are installed to meet the heat loads in the buildings. The output from the calculator for each development program scenario is enclosed as Attachment 1.

Below are summary tables for the proposed Potable and Non-Potable Water Demands associated with the proposed project. The demands are provided by 5-year increments based on the proposed project Phasing Plan. The Phasing Plan is enclosed as Attachment 2. The highest water demand development program scenario is the maximum residential program.

Table 3: Cumulative Potable Water Demand

	Average Daily Water Demand (gpd)			
	2020	**2025**	**2030**	**2035**
Target Program	0	30,700	132,200	224,400
Maximum Residential Program	0	57,300	158,800	251,000
Maximum Commercial Program	0	30,700	117,400	205,000
Variant Program	*0*	*30,700*	*117,900*	*211,600*
Variant Maximum Residential Program	*0*	*42, 400*	*120,600*	*223,400*

Table 4: Cumulative Recycled Water Demand

	Average Daily Water Demand (gpd)			
	2020	**2025**	**2030**	**2035**
Target Program	0	16,700	55,000	78,900
Maximum Residential Program	0	14,400	49,900	73,800
Maximum Commercial Program	0	16,700	49,800	79,300
Variant Program	*0*	*16,700*	*52,900*	*79,500*
Variant Maximum Residential Program	*0*	*14,500*	*50,800*	*77,400*

Attachment 1

NON-POTABLE WATER CALCULATOR

Project Summary Sheet

Project Contact: Angelo Obertello
925-866-0322
aobertello@cbandg.com

Estimated Site/Building Permit Issuance Date: 1/1/2020

Total Gross Square Footage: 5,367,860

1. Demands and Supplies Summary

Demands Met by Non-Potable Supply for Project (gpy):	28,792,700	Meets Grant Criteria for Annual Offset in Year 2036
Demands Met by Non-Potable Supply for Project*:	26%	
Project Total Annual Water Demand (gpy)*:	110,681,535	
If Grant Offset Criteria Met, Occurs in Year:	2036	
Potable Make-Up Water Allocation (gpy):	1,910,686	Potable supplies are allocated to this project to meet remaining demands. Projects are allocated an additional 10% in potable supplies as a buffer.
Avg. Daily Wet Weather Potable Allocation (gpd):	5,006	Projects are allocated these potable supplies during wet weather months (October - March)
Avg. Daily Dry Weather Potable Allocation (gpd):	5,469	Projects are allocated these potable supplies during dry weather months (April - September)

*Note: Estimates based on Tab 6 - Building Potential Summary total water demand values. Manually entered non-potable demands that exceed auto-calculated non-potable demands from Tab 6 may result in Total Annual Water demands greater than the value used in this analysis

2. Building Information Summary

	Main Project Site 1	Site 2	Site 3
Project / Building Name:	Potrero Power Plant - Target Program		
Project Address:	420 23rd Street		
Assessor's Block & Lot No. / APN:	4232-006		
Year Online:	2036		
Building Type:	Mixres	Mixres	Mixres
Total Building Size (gross square footage or GSF):	5,367,860	0	0
Total Lot Size (ft^2):	1,262,277	0	0
Number of Residential Units:	2,682	0	0
Impervious Surface Above Grade (ft^2):	533,200	0	0
Impervious Surface Below Grade (ft^2):	332,246	0	0
Landscaped Area (ft^2):	207,810	0	0
Site Location (Zone):	Eastern SF	Eastern SF	Eastern SF

3. Summary of Nonpotable Demands and Supplies for the Project

Non-Potable Water Supply Estimates

On-site Alternate Water Source Supplies	Annual Supply (gpy)	Annual Supply (gpy)	Annual Supply (gpy)	Total (gpy)
Rainwater:	4,469,973	0	0	4,469,973
Stormwater:	3,586,006	0	0	3,586,006
Graywater:	47,561,467	0	0	47,561,467
Blackwater:	0	0	0	0
Foundation Drainage	0	0	0	0
Cooling & Other Supplies	1,452,868	0	0	1,452,868
TOTAL:	57,070,314	0	0	57,070,314

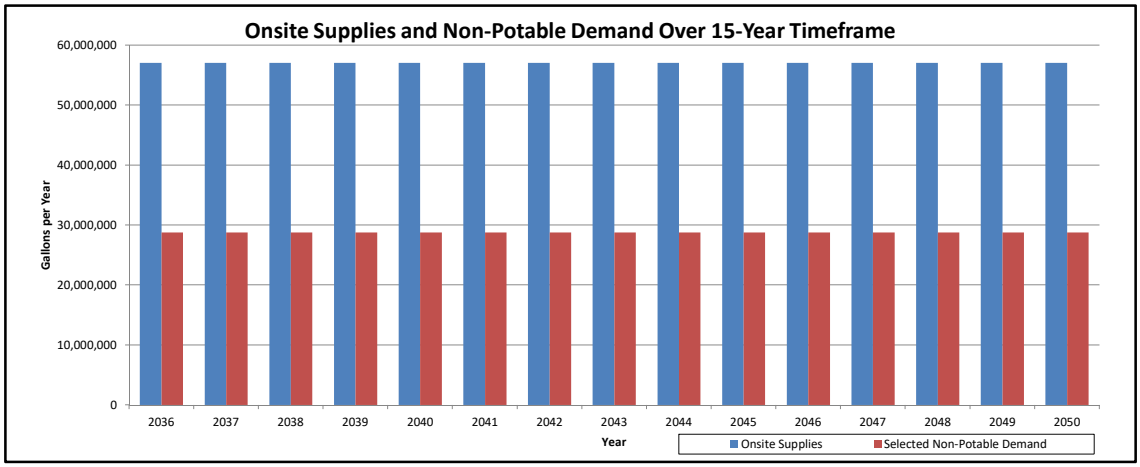
Non-Potable Applications Estimates

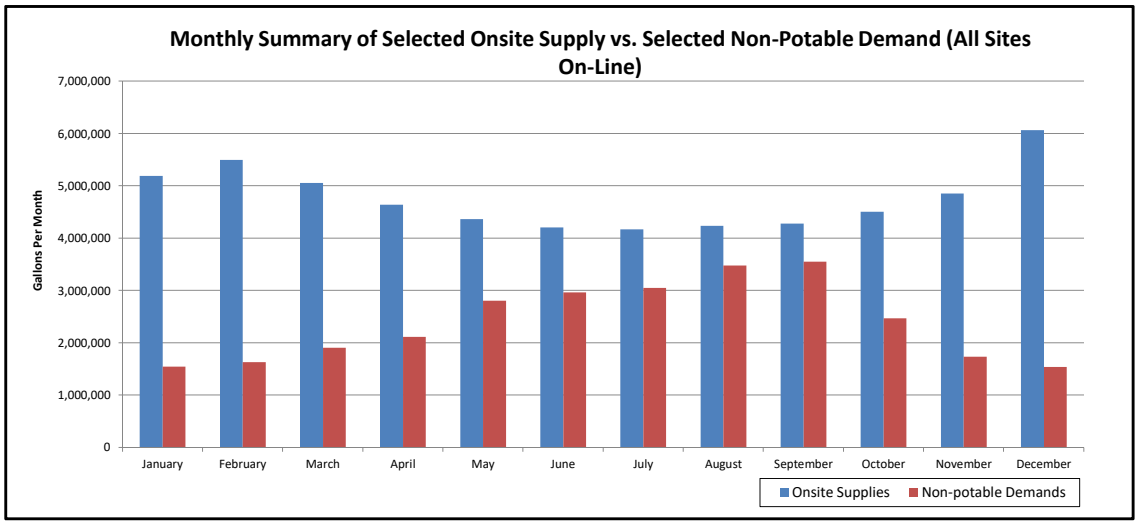
Project Specific Non-Potable Application Demands	Annual Demand (gpy)	Annual Demand (gpy)	Annual Demand (gpy)	Total (gpy)
Toilets/Urinals:	17,292,322	0	0	17,292,322
Irrigation:	1,814,537	0	0	1,814,537
Toilets/Urinals + Irrigation:	19,106,859	0	0	19,106,859
Cooling Tower:	9,685,785	0	0	9,685,785
Commercial Laundry & Other	0	0	0	0
TOTAL:	28,792,644	0	0	28,792,644

4. Project Phasing

	SITE 1: Potrero Power Plant - Target Program -- 420 23rd Street		SITE 2: --		SITE 3: --		
15-Year Timeframe	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	Re-Used Non-Potable Supplies (gpy)
2036	57,070,314	28,792,644	0	0	0	0	28,792,644
2037	57,070,314	28,792,644	0	0	0	0	28,792,644
2038	57,070,314	28,792,644	0	0	0	0	28,792,644
2039	57,070,314	28,792,644	0	0	0	0	28,792,644
2040	57,070,314	28,792,644	0	0	0	0	28,792,644
2041	57,070,314	28,792,644	0	0	0	0	28,792,644
2042	57,070,314	28,792,644	0	0	0	0	28,792,644
2043	57,070,314	28,792,644	0	0	0	0	28,792,644
2044	57,070,314	28,792,644	0	0	0	0	28,792,644
2045	57,070,314	28,792,644	0	0	0	0	28,792,644
2046	57,070,314	28,792,644	0	0	0	0	28,792,644
2047	57,070,314	28,792,644	0	0	0	0	28,792,644
2048	57,070,314	28,792,644	0	0	0	0	28,792,644
2049	57,070,314	28,792,644	0	0	0	0	28,792,644
2050	57,070,314	28,792,644	0	0	0	0	28,792,644

This offset analysis assumes the full year of supplies is available to offset non-potable demands. Some scenarios may require storage to store excess supplies from one month in order to use those supplies in another month with unmet demands.





Attachment 1

NON-POTABLE WATER CALCULATOR

Project Summary Sheet

Project Contact: Angelo Obertello
925-866-0322
aobertello@cbandg.com

Estimated Site/Building Permit Issuance Date: 1/1/2020

Total Gross Square Footage: 5,292,097

1. Demands and Supplies Summary

Demands Met by Non-Potable Supply for Project (gpy):	26,940,000	Meets Grant Criteria for Annual Offset in Year 2036
Demands Met by Non-Potable Supply for Project:*	23%	
Project Total Annual Water Demand (gpy):*	118,538,329	
If Grant Offset Criteria Met, Occurs in Year:	2036	
Potable Make-Up Water Allocation (gpy):	1,866,025	Potable supplies are allocated to this project to meet remaining demands. Projects are allocated an additional 10% in potable supplies as a buffer.
Avg. Daily Wet Weather Potable Allocation (gpd):	4,883	Projects are allocated these potable supplies during wet weather months (October - March)
Avg. Daily Dry Weather Potable Allocation (gpd):	5,347	Projects are allocated these potable supplies during dry weather months (April - September)

*Note: Estimates based on Tab 6 - Building Potential Summary total water demand values. Manually entered non-potable demands that exceed auto-calculated non-potable demands from Tab 6 may result in Total Annual Water demands greater than the value used in this analysis

2. Building Information Summary

	Main Project Site 1	Site 2	Site 3
Project / Building Name:	Potrero Power Plant - Max Res Program		
Project Address:	420 23rd Street		
Assessor's Block & Lot No. / APN:	4232-006		
Year Online:	2036		
Building Type:	Mixres	Mixres	Mixres
Total Building Size (gross square footage or GSF):	5,292,097	0	0
Total Lot Size (ft^2):	1,262,277	0	0
Number of Residential Units:	3,014	0	0
Impervious Surface Above Grade (ft^2):	533,200	0	0
Impervious Surface Below Grade (ft^2):	332,246	0	0
Landscaped Area (ft^2):	207,810	0	0
Site Location (Zone):	Eastern SF	Eastern SF	Eastern SF

3. Summary of Nonpotable Demands and Supplies for the Project

Non-Potable Water Supply Estimates

On-site Alternate Water Source Supplies	Annual Supply (gpy)	Annual Supply (gpy)	Annual Supply (gpy)	Total (gpy)
Rainwater:	4,349,681	0	0	**4,349,681**
Stormwater:	3,524,944	0	0	**3,524,944**
Graywater:	53,190,626	0	0	**53,190,626**
Blackwater:	0	0	0	**0**
Foundation Drainage	0	0	0	**0**
Cooling & Other Supplies	1,241,952	0	0	**1,241,952**
TOTAL :	**62,307,203**	**0**	**0**	**62,307,203**

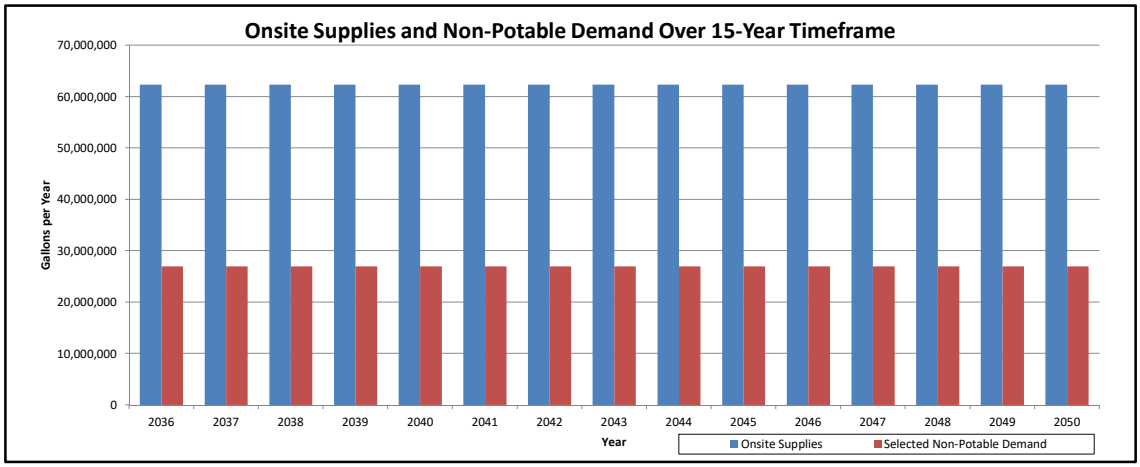
Non-Potable Applications Estimates

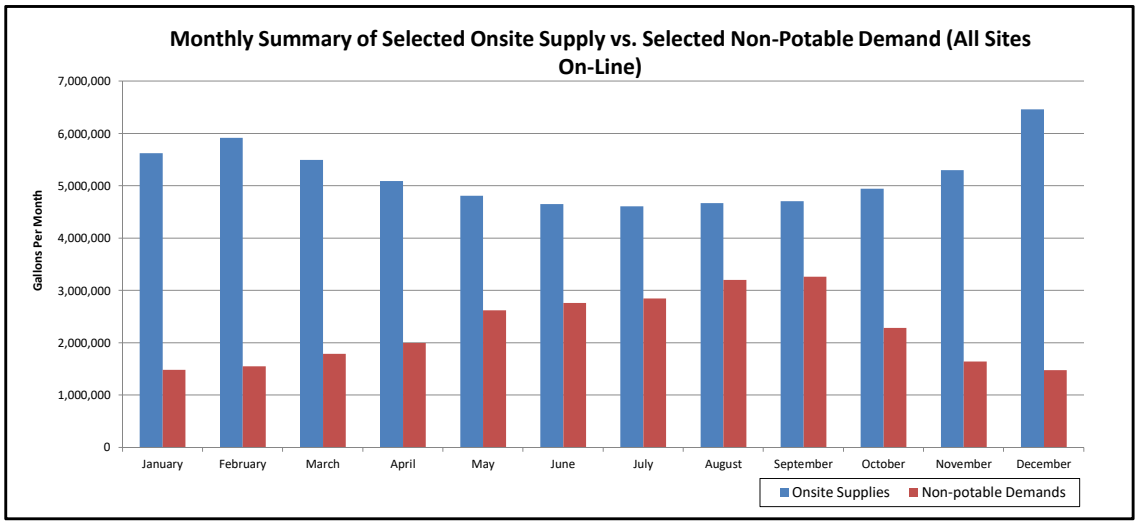
Project Specific Non-Potable Application Demands	Annual Demand (gpy)	Annual Demand (gpy)	Annual Demand (gpy)	Total (gpy)
Toilets/Urinals:	16,845,715	0	0	**16,845,715**
Irrigation:	1,814,537	0	0	**1,814,537**
Toilets/Urinals + Irrigation:	18,660,252	0	0	**18,660,252**
Cooling Tower:	8,279,677	0	0	**8,279,677**
Commercial Laundry & Other	0	0	0	**0**
TOTAL:	**26,939,929**	**0**	**0**	**26,939,929**

4. Project Phasing

15-Year Timeframe	SITE 1: Potrero Power Plant - Max Res Program -- 420 23rd Street		SITE 2: --		SITE 3: --		
	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	Re-Used Non-Potable Supplies (gpy)
2036	62,307,203	26,939,929	0	0	0	0	26,939,929
2037	62,307,203	26,939,929	0	0	0	0	26,939,929
2038	62,307,203	26,939,929	0	0	0	0	26,939,929
2039	62,307,203	26,939,929	0	0	0	0	26,939,929
2040	62,307,203	26,939,929	0	0	0	0	26,939,929
2041	62,307,203	26,939,929	0	0	0	0	26,939,929
2042	62,307,203	26,939,929	0	0	0	0	26,939,929
2043	62,307,203	26,939,929	0	0	0	0	26,939,929
2044	62,307,203	26,939,929	0	0	0	0	26,939,929
2045	62,307,203	26,939,929	0	0	0	0	26,939,929
2046	62,307,203	26,939,929	0	0	0	0	26,939,929
2047	62,307,203	26,939,929	0	0	0	0	26,939,929
2048	62,307,203	26,939,929	0	0	0	0	26,939,929
2049	62,307,203	26,939,929	0	0	0	0	26,939,929
2050	62,307,203	26,939,929	0	0	0	0	26,939,929

This offset analysis assumes the full year of supplies is available to offset non-potable demands. Some scenarios may require storage to store excess supplies from one month in order to use those supplies in another month with unmet demands.





Attachment 1

NON-POTABLE WATER CALCULATOR

Project Summary Sheet

Project Contact: Angelo Obertello
925-866-0322
aobertello@cbandg.com

Estimated Site/Building Permit Issuance Date: 1/1/2020

Total Gross Square Footage: 5,324,492

1. Demands and Supplies Summary

Demands Met by Non-Potable Supply for Project (gpy):	28,939,200	Meets Grant Criteria for Annual Offset in Year 2036
Demands Met by Non-Potable Supply for Project:*	28%	
Project Total Annual Water Demand (gpy):*	103,742,471	
If Grant Offset Criteria Met, Occurs in Year:	2036	
Potable Make-Up Water Allocation (gpy):	1,863,132	Potable supplies are allocated to this project to meet remaining demands. Projects are allocated an additional 10% in potable supplies as a buffer.
Avg. Daily Wet Weather Potable Allocation (gpd):	4,875	Projects are allocated these potable supplies during wet weather months (October - March)
Avg. Daily Dry Weather Potable Allocation (gpd):	5,339	Projects are allocated these potable supplies during dry weather months (April - September)

*Note: Estimates based on Tab 6 - Building Potential Summary total water demand values. Manually entered non-potable demands that exceed auto-calculated non-potable demands from Tab 6 may result in Total Annual Water demands greater than the value used in this analysis

2. Building Information Summary

	Main Project Site 1	Site 2	Site 3
Project / Building Name:	Potrero Power Plant - Max Commercial Program		
Project Address:	420 23rd Street		
Assessor's Block & Lot No. / APN:	4232-006		
Year Online:	2036		
Building Type:	Mixres	Mixres	Mixres
Total Building Size (gross square footage or GSF):	5,324,492	0	0
Total Lot Size (ft^2):	1,262,277	0	0
Number of Residential Units:	2,441	0	0
Impervious Surface Above Grade (ft^2):	533,200	0	0
Impervious Surface Below Grade (ft^2):	332,246	0	0
Landscaped Area (ft^2):	207,810	0	0
Site Location (Zone):	Eastern SF	Eastern SF	Eastern SF

3. Summary of Nonpotable Demands and Supplies for the Project

Non-Potable Water Supply Estimates

On-site Alternate Water Source Supplies	Annual Supply (gpy)	Annual Supply (gpy)	Annual Supply (gpy)	Total (gpy)
Rainwater:	4,479,103	0	0	**4,479,103**
Stormwater:	3,590,701	0	0	**3,590,701**
Graywater:	43,404,144	0	0	**43,404,144**
Blackwater:	0	0	0	**0**
Foundation Drainage	0	0	0	**0**
Cooling & Other Supplies	1,546,170	0	0	**1,546,170**
TOTAL :	**53,020,119**	**0**	**0**	**53,020,119**

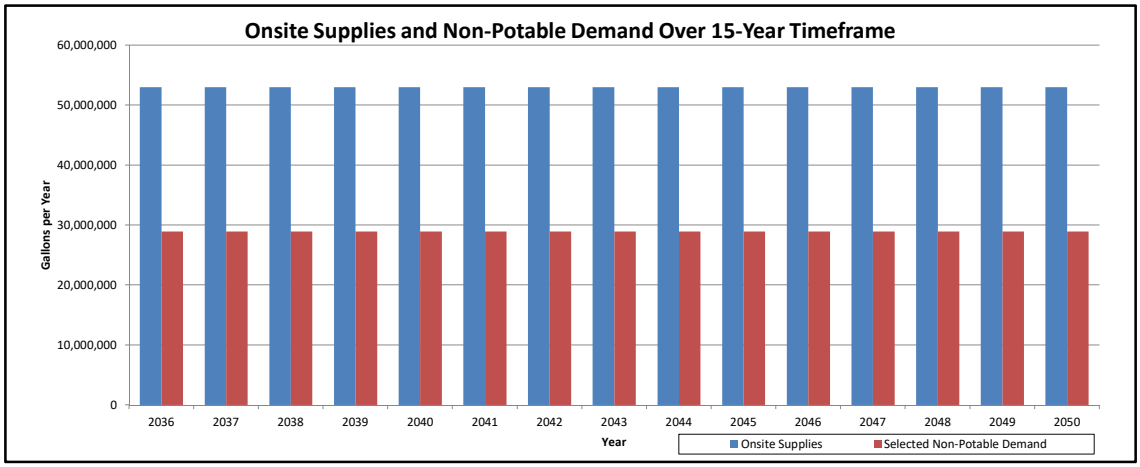
Non-Potable Applications Estimates

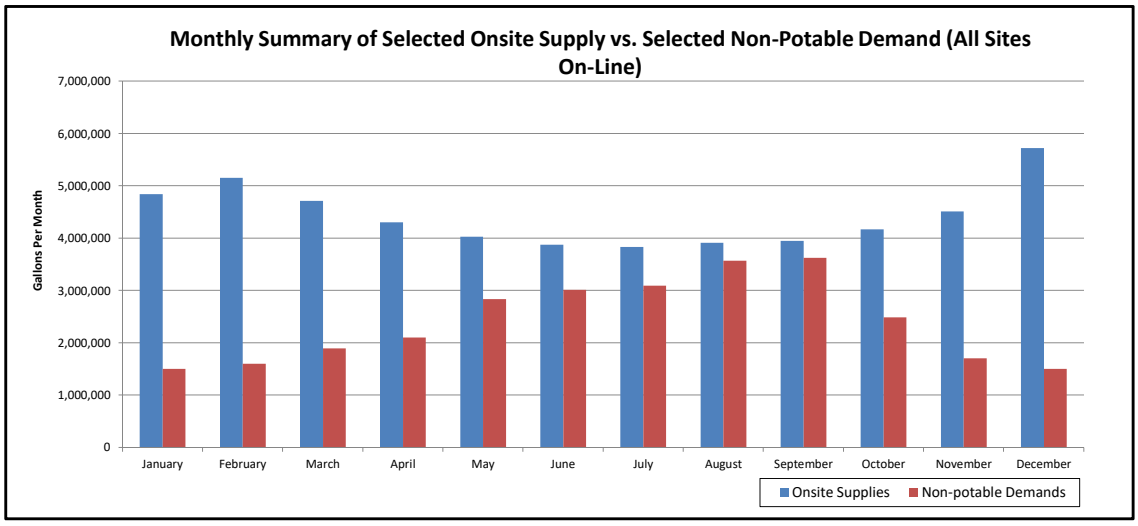
Project Specific Non-Potable Application Demands	Annual Demand (gpy)	Annual Demand (gpy)	Annual Demand (gpy)	Total (gpy)
Toilets/Urinals:	16,816,788	0	0	**16,816,788**
Irrigation:	1,814,537	0	0	**1,814,537**
Toilets/Urinals + Irrigation:	18,631,325	0	0	**18,631,325**
Cooling Tower:	10,307,803	0	0	**10,307,803**
Commercial Laundry & Other	0	0	0	**0**
TOTAL:	**28,939,128**	**0**	**0**	**28,939,128**

4. Project Phasing

15-Year Timeframe	SITE 1: Potrero Power Plant - Max Commercial Program -- 420 23rd Street		SITE 2: --		SITE 3: --		
	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	Re-Used Non-Potable Supplies (gpy)
2036	53,020,119	28,939,128	0	0	0	0	28,939,128
2037	53,020,119	28,939,128	0	0	0	0	28,939,128
2038	53,020,119	28,939,128	0	0	0	0	28,939,128
2039	53,020,119	28,939,128	0	0	0	0	28,939,128
2040	53,020,119	28,939,128	0	0	0	0	28,939,128
2041	53,020,119	28,939,128	0	0	0	0	28,939,128
2042	53,020,119	28,939,128	0	0	0	0	28,939,128
2043	53,020,119	28,939,128	0	0	0	0	28,939,128
2044	53,020,119	28,939,128	0	0	0	0	28,939,128
2045	53,020,119	28,939,128	0	0	0	0	28,939,128
2046	53,020,119	28,939,128	0	0	0	0	28,939,128
2047	53,020,119	28,939,128	0	0	0	0	28,939,128
2048	53,020,119	28,939,128	0	0	0	0	28,939,128
2049	53,020,119	28,939,128	0	0	0	0	28,939,128
2050	53,020,119	28,939,128	0	0	0	0	28,939,128

This offset analysis assumes the full year of supplies is available to offset non-potable demands. Some scenarios may require storage to store excess supplies from one month in order to use those supplies in another month with unmet demands.





Attachment 1

NON-POTABLE WATER CALCULATOR

Project Summary Sheet

Project Contact: Angelo Obertello
925-866-0322
aobertello@cbandg.com

Estimated Site/Building Permit Issuance Date: 1/1/2020

Total Gross Square Footage: 5,399,444

1. Demands and Supplies Summary

Demands Met by Non-Potable Supply for Project (gpy):	**29,008,000**	**Meets Grant Criteria for Annual Offset in Year 2036**
Demands Met by Non-Potable Supply for Project*:	***27%***	
Project Total Annual Water Demand (gpy)*:	***106,222,544***	
If Grant Offset Criteria Met, Occurs in Year:	**2036**	
Potable Make-Up Water Allocation (gpy):	**1,870,011**	**Potable supplies are allocated to this project to meet remaining demands. Projects are allocated an additional 10% in potable supplies as a buffer.**
Avg. Daily Wet Weather Potable Allocation (gpd):	**4,894**	**Projects are allocated these potable supplies during wet weather months (October - March)**
Avg. Daily Dry Weather Potable Allocation (gpd):	**5,358**	**Projects are allocated these potable supplies during dry weather months (April - September)**

*Note: Estimates based on Tab 6 - Building Potential Summary total water demand values. Manually entered non-potable demands that exceed auto-calculated non-potable demands from Tab 6 may result in Total Annual Water demands greater than the value used in this analysis

2. Building Information Summary

	Main Project Site 1	Site 2	Site 3
Project / Building Name:	**Potrero Power Plant - Variant Program**		
Project Address:	420 23rd Street		
Assessor's Block & Lot No. / APN:	4232-006		
Year Online:	2036		
Building Type:	Mixres	Mixres	Mixres
Total Building Size (gross square footage or GSF):	5,399,444	0	0
Total Lot Size (ft^2):	1,262,277	0	0
Number of Residential Units:	2,522	0	0
Impervious Surface Above Grade (ft^2):	533,200	0	0
Impervious Surface Below Grade (ft^2):	332,246	0	0
Landscaped Area (ft^2):	207,810	0	0
Site Location (Zone):	Eastern SF	Eastern SF	Eastern SF

3. Summary of Nonpotable Demands and Supplies for the Project

Non-Potable Water Supply Estimates

On-site Alternate Water Source Supplies	Annual Supply (gpy)	Annual Supply (gpy)	Annual Supply (gpy)	Total (gpy)
Rainwater:	4,483,381	0	0	**4,483,381**
Stormwater:	3,592,906	0	0	**3,592,906**
Graywater:	44,797,622	0	0	**44,797,622**
Blackwater:	0	0	0	**0**
Foundation Drainage	0	0	0	**0**
Cooling & Other Supplies	1,546,170	0	0	**1,546,170**
TOTAL:	**54,420,080**	**0**	**0**	**54,420,080**

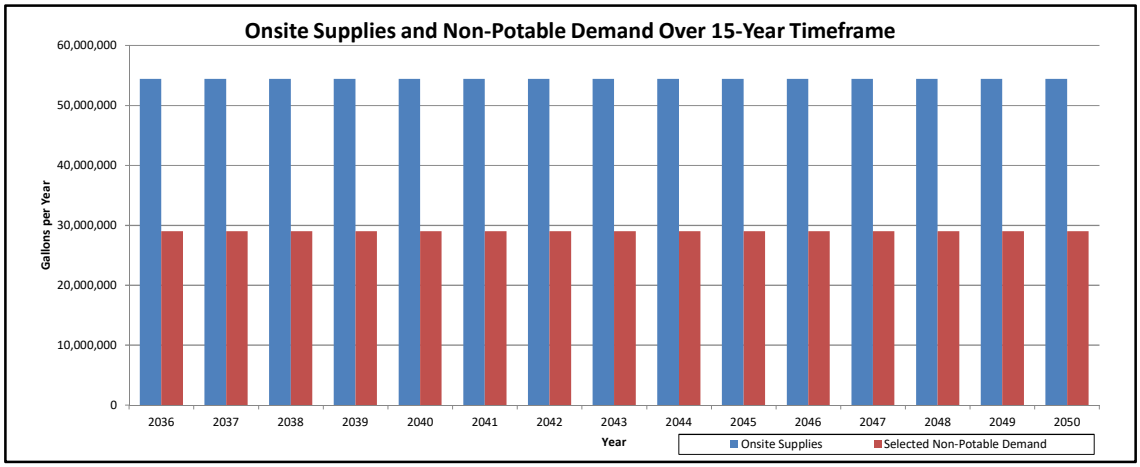
Non-Potable Applications Estimates

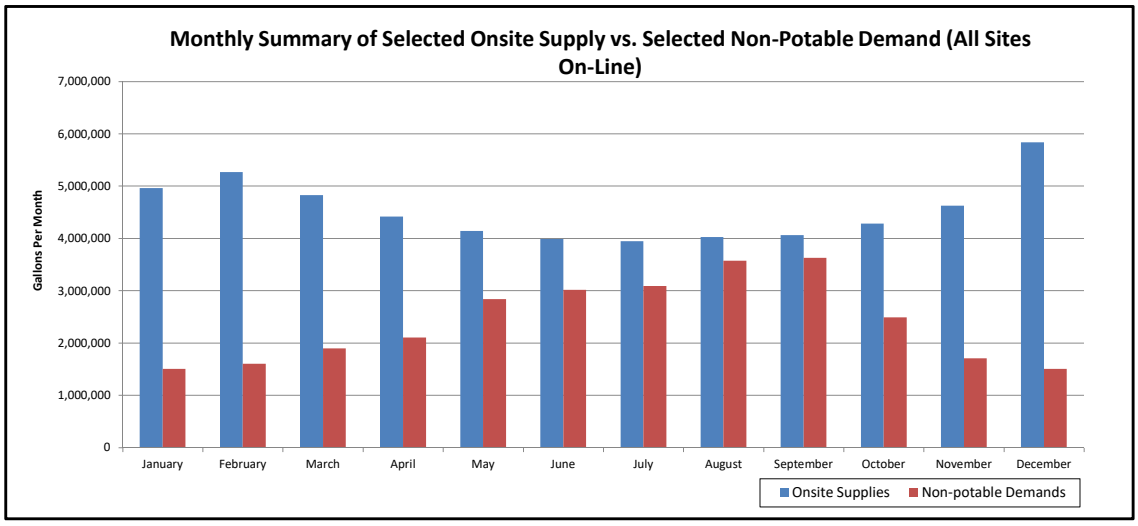
Project Specific Non-Potable Application Demands	Annual Demand (gpy)	Annual Demand (gpy)	Annual Demand (gpy)	Total (gpy)
Toilets/Urinals:	16,885,572	0	0	**16,885,572**
Irrigation:	1,814,537	0	0	**1,814,537**
Toilets/Urinals + Irrigation:	18,700,110	0	0	**18,700,110**
Cooling Tower:	10,307,803	0	0	**10,307,803**
Commercial Laundry & Other	0	0	0	**0**
TOTAL:	**29,007,913**	**0**	**0**	**29,007,913**

4. Project Phasing

	SITE 1: Potrero Power Plant - Variant Program -- 420 23rd Street		SITE 2: --		SITE 3: --		
15-Year Timeframe	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	Re-Used Non-Potable Supplies (gpy)
2036	54,420,080	29,007,913	0	0	0	0	29,007,913
2037	54,420,080	29,007,913	0	0	0	0	29,007,913
2038	54,420,080	29,007,913	0	0	0	0	29,007,913
2039	54,420,080	29,007,913	0	0	0	0	29,007,913
2040	54,420,080	29,007,913	0	0	0	0	29,007,913
2041	54,420,080	29,007,913	0	0	0	0	29,007,913
2042	54,420,080	29,007,913	0	0	0	0	29,007,913
2043	54,420,080	29,007,913	0	0	0	0	29,007,913
2044	54,420,080	29,007,913	0	0	0	0	29,007,913
2045	54,420,080	29,007,913	0	0	0	0	29,007,913
2046	54,420,080	29,007,913	0	0	0	0	29,007,913
2047	54,420,080	29,007,913	0	0	0	0	29,007,913
2048	54,420,080	29,007,913	0	0	0	0	29,007,913
2049	54,420,080	29,007,913	0	0	0	0	29,007,913
2050	54,420,080	29,007,913	0	0	0	0	29,007,913

This offset analysis assumes the full year of supplies is available to offset non-potable demands. Some scenarios may require storage to store excess supplies from one month in order to use those supplies in another month with unmet demands.





NON-POTABLE WATER CALCULATOR

Project Summary Sheet

Project Contact: Angelo Obertello
925-866-0322
aobertello@cbandg.com

Estimated Site/Building Permit Issuance Date: 1/1/2020

Total Gross Square Footage: 5,314,311

1. Demands and Supplies Summary

Demands Met by Non-Potable Supply for Project (gpy):	28,227,300	Meets Grant Criteria for Annual Offset in Year 2036
Demands Met by Non-Potable Supply for Project:*	26%	
Project Total Annual Water Demand (gpy):*	109,750,154	
If Grant Offset Criteria Met, Occurs in Year:	2036	
Potable Make-Up Water Allocation (gpy):	1,791,941	Potable supplies are allocated to this project to meet remaining demands. Projects are allocated an additional 10% in potable supplies as a buffer.
Avg. Daily Wet Weather Potable Allocation (gpd):	4,679	Projects are allocated these potable supplies during wet weather months (October - March)
Avg. Daily Dry Weather Potable Allocation (gpd):	5,145	Projects are allocated these potable supplies during dry weather months (April - September)

*Note: Estimates based on Tab 6 - Building Potential Summary total water demand values. Manually entered non-potable demands that exceed auto-calculated non-potable demands from Tab 6 may result in Total Annual Water demands greater than the value used in this analysis

2. Building Information Summary

	Main Project Site 1	Site 2	Site 3
Project / Building Name:	Potrero Power Plant - Variant - Max Res Program		
Project Address:	420 23rd Street		
Assessor's Block & Lot No. / APN:	4232-006		
Year Online:	2036		
Building Type:	Mixres	Mixres	Mixres
Total Building Size (gross square footage or GSF):	5,314,311	0	0
Total Lot Size (ft^2):	1,262,277	0	0
Number of Residential Units:	2,670	0	0
Impervious Surface Above Grade (ft^2):	533,200	0	0
Impervious Surface Below Grade (ft^2):	332,246	0	0
Landscaped Area (ft^2):	207,810	0	0
Site Location (Zone):	Eastern SF	Eastern SF	Eastern SF

3. Summary of Nonpotable Demands and Supplies for the Project

Non-Potable Water Supply Estimates

On-site Alternate Water Source Supplies	Annual Supply (gpy)	Annual Supply (gpy)	Annual Supply (gpy)	Total (gpy)
Rainwater:	4,434,341	0	0	**4,434,341**
Stormwater:	3,567,848	0	0	**3,567,848**
Graywater:	47,255,982	0	0	**47,255,982**
Blackwater:	0	0	0	**0**
Foundation Drainage	0	0	0	**0**
Cooling & Other Supplies	1,546,170	0	0	**1,546,170**
TOTAL :	**56,804,341**	**0**	**0**	**56,804,341**

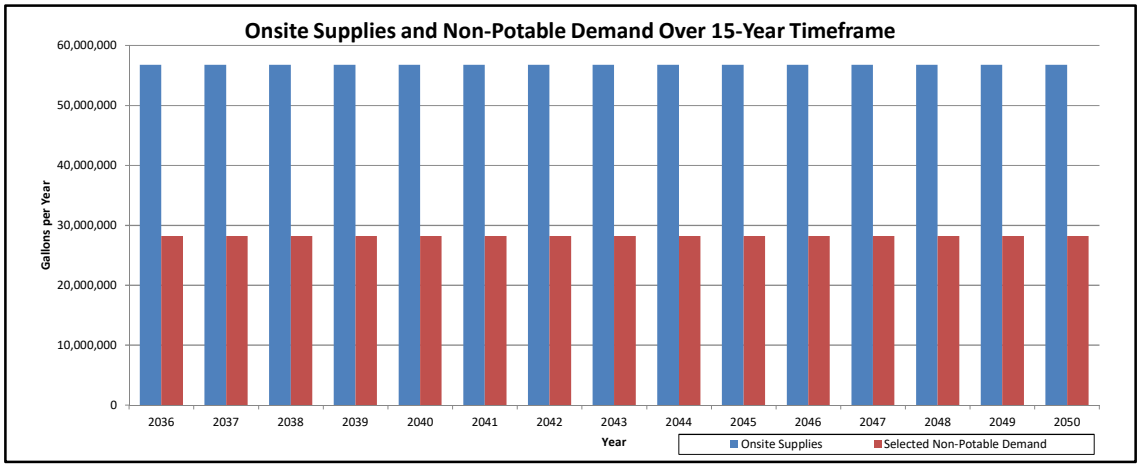
Non-Potable Applications Estimates

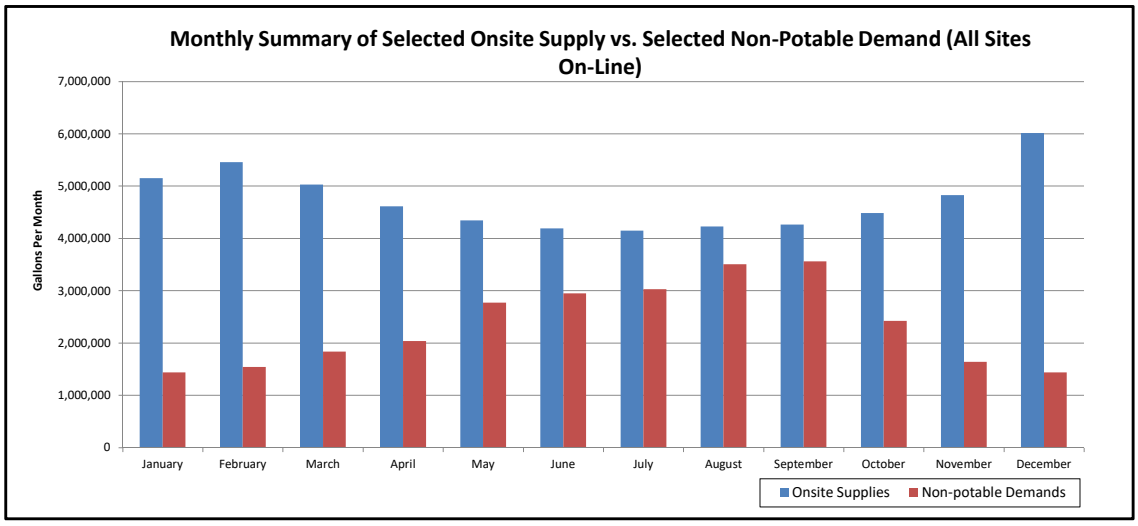
Project Specific Non-Potable Application Demands	Annual Demand (gpy)	Annual Demand (gpy)	Annual Demand (gpy)	Total (gpy)
Toilets/Urinals:	16,104,871	0	0	**16,104,871**
Irrigation:	1,814,537	0	0	**1,814,537**
Toilets/Urinals + Irrigation:	17,919,408	0	0	**17,919,408**
Cooling Tower:	10,307,803	0	0	**10,307,803**
Commercial Laundry & Other	0	0	0	**0**
TOTAL:	**28,227,211**	**0**	**0**	**28,227,211**

4. Project Phasing

	SITE 1: Potrero Power Plant - Variant - Max Res Program -- 420 23rd Street		SITE 2: --		SITE 3: --		
15-Year Timeframe	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	Re-Used Non-Potable Supplies (gpy)
2036	56,804,341	28,227,211	0	0	0	0	28,227,211
2037	56,804,341	28,227,211	0	0	0	0	28,227,211
2038	56,804,341	28,227,211	0	0	0	0	28,227,211
2039	56,804,341	28,227,211	0	0	0	0	28,227,211
2040	56,804,341	28,227,211	0	0	0	0	28,227,211
2041	56,804,341	28,227,211	0	0	0	0	28,227,211
2042	56,804,341	28,227,211	0	0	0	0	28,227,211
2043	56,804,341	28,227,211	0	0	0	0	28,227,211
2044	56,804,341	28,227,211	0	0	0	0	28,227,211
2045	56,804,341	28,227,211	0	0	0	0	28,227,211
2046	56,804,341	28,227,211	0	0	0	0	28,227,211
2047	56,804,341	28,227,211	0	0	0	0	28,227,211
2048	56,804,341	28,227,211	0	0	0	0	28,227,211
2049	56,804,341	28,227,211	0	0	0	0	28,227,211
2050	56,804,341	28,227,211	0	0	0	0	28,227,211

This offset analysis assumes the full year of supplies is available to offset non-potable demands. Some scenarios may require storage to store excess supplies from one month in order to use those supplies in another month with unmet demands.





POTRERO POWER STATION
FIGURE X: PROJECT PHASING

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. **19-0161**

WHEREAS, Under the California Environmental Quality Act (CEQA) and State of California Water Code (Section 10910(g)(1)), the San Francisco Public Utilities Commission (SFPUC) is required to prepare and approve a Water Supply Assessment (WSA) for the cumulative water demands presented by the proposed Potrero Power Station Project, which would redevelop the former Potrero Power Plant site located along San Francisco's Central Waterfront into a mixed-use development, including residential; commercial; hotel; community facility; production, distribution, and repair; retail and other active uses; and parking; as well as public access areas, open spaces, and a grid of public streets and private alleys; and involve the construction of up to approximately 5.4 million gross square feet; and

WHEREAS, The Potrero Power Station Project is required to comply with the City's Non-potable Water Ordinance, Article 12C of the San Francisco Health Code, and as a result, the Project will offset its potable water use through the use of alternate water sources; and

WHEREAS, A WSA is an informational document that assesses the adequacy of water supplies to serve a proposed project and is required to be prepared as part of the CEQA environmental review process; and

WHEREAS, Approval of a WSA as an informational document is not considered an approval action as defined in Section 15378 of the CEQA Guidelines; and

WHEREAS, A WSA must be approved at a public meeting by the governing body of the public water supplier that would serve the proposed project; and

WHEREAS, On April 24, 2018, by Resolution No. 18-0069, this Commission approved a WSA for the Potrero Power Station Project, which concluded that the SFPUC has adequate water supplies to meet the proposed project's water demands through 2040; and

WHEREAS, Following this Commission's approval of the WSA,on December 12, 2018, the State Water Resources Control Board adopted an amendment to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (i.e., Bay-Delta Plan Amendment), which, if implemented in the future, would affect the Hetch Hetchy Regional Water System supply and the SFPUC's ability to meet the projected demands of existing and future retail customers, including the proposed project; and

WHEREAS, Multiple lawsuits are pending challenging the Bay-Delta Plan Amendment, and the City is a party to one of those suits; and

WHEREAS, In accordance with the State Water Resources Control Board's instruction, on March 1, 2019, the SFPUC, in partnership with other key stakeholders, submitted a proposed "voluntary agreement" (March 1st Proposed Voluntary Agreement) for the State's consideration as a substitute or replacement of the Bay-Delta Plan Amendment; and

WHEREAS, On March 26, 2019 by Resolution No. 19-0057, this Commission endorsed the SFPUC's continued participation in the voluntary agreement negotiation process and stated

its intent that the terms of any final voluntary agreement would improve the health of the fisheries and maintain the reliability of its water supply including maintenance of its level of service (LOS) goal of no more than 20% system-wide rationing; and

WHEREAS, The voluntary agreement negotiation process is ongoing and in a July 1, 2019 written status report, the California Secretary for Environmental Protection and California Secretary for Natural Resources stated that the collective State agencies should be able "to determine the adequacy" of the various proposed voluntary agreements, including the proposed Tuolumne Voluntary Agreement, by October 15, 2019; and

WHEREAS, Because implementation of the Bay-Delta Plan Amendment or an alternative Voluntary Agreement is uncertain at this time for several reasons outlined in the attached Revised WSA, the SFPUC staff prepared the attached Revised WSA for the proposed Potrero Power Station Project, analyzing water supply and demand under three scenarios: (1) No implementation of the Bay-Delta Plan Amendment or the March 1st Proposed Voluntary Agreement ("Scenario 1"), (2) Implementation of the March 1st Proposed Voluntary Agreement ("Scenario 2"), and (3) Implementation of the Bay-Delta Plan Amendment ("Scenario 3"); and

WHEREAS, The Revised WSA concludes that the SFPUC's total projected water supplies through 2040 will (1) meet the demands of the proposed project in normal years under all three scenarios, (2) meet the demands of the proposed project in dry years without rationing beyond the SFPUC's LOS goal of 20% system-wide rationing under Scenario 1, (3) meet the demands of the proposed project in dry years but require rationing closer to the LOS goal under Scenario 2, and (4) not reliably meet the demands of the proposed project without rationing at a level greater than that required to achieve the LOS goal under Scenario 3; and

WHEREAS, The Revised WSA is intended to supersede the previous WSA approved by the Commission on April 24, 2018 for the proposed Project; now, therefore, be it

RESOLVED, This Commission approves the attached Revised Water Supply Assessment for the proposed Potrero Power Station Project pursuant to the State of California Water Code Section 10910(g).

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of August 13, 2019.

Donna Wood

Secretary, Public Utilities Commission

Appendix J
Draft EIR Comment Letters

J.1 Agencies
J.2 Organizations
J.3 Individuals

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J.1 Agencies

Comment Letter A-BCDC

Schuett, Rachel (CPC)

From: Coates-Maldoon, Rebecca@BCDC <rebecca.coates-maldoon@bcdc.ca.gov>
Sent: Monday, November 19, 2018 4:29 PM
To: CPC.PotreroPowerStation
Subject: Potrero Power Station DEIR Clarifications

Dear Ms. Schuett,

Thank you for providing the opportunity to comment on the DEIR for the Potrero Power Station Mixed-Use Development Project (State Clearinghouse No. 2017112005). While we are not submitting a more detailed comment letter, BCDC staff have the following clarifications based on our preliminary review of the DEIR. Please note that these clarifications are not comprehensive comments on the project, and additional information will be needed as the project moves through BCDC's permitting process to determine if the project is consistent with BCDC's laws and policies.

1. **Project Components Within BCDC Jurisdiction.** In Section 3.C.2, the DEIR describes the project as partially occurring within BCDC's 100-foot shoreline band jurisdiction. Please note that some portions of the project, including the proposed recreational dock and shoreline protection, appear to be located within BCDC's Bay jurisdiction, and are therefore subject to the laws and policies that apply to work in this jurisdiction. 1 [PP-8]
2. **Sea Level Rise.** The Ocean Protection Council and California Natural Resources Agency released a State of California Sea Level Rise Guidance document earlier this year, which provides guidance on sea level rise risk analysis and planning based on probabilistic projections. It would be helpful to include information based on this Guidance as part of the discussion in Section 2.E.10, to understand how the proposed improvements to address sea level rise relate to the Guidance. Additionally, please note that BCDC will evaluate the proposed project for consistency with our laws and policies through the permitting process, including as they pertain to sea level rise. The San Francisco Bay Plan Climate Change policies state, in part, that "when planning shoreline areas or designing larger shoreline projects, a risk assessment should be prepared…" and that "…within areas that a risk assessment determines are vulnerable to future shoreline flooding that threatens public safety, all projects…should be designed to be resilient to a mid-century sea level rise projection. If it is likely the project will remain in place longer than mid-century, an adaptive management plan should be developed to address the long-term impacts that will arise based on a risk assessment using the best available science-based projection for sea level rise at the end of the century." The Bay Plan Public Access policies also state, in part, "[p]ublic access should be sited, designed, managed and maintained to avoid significant adverse impacts from sea level rise and shoreline flooding" and that "[a]ny public access provided as a condition of development should either be required to remain viable in the event of future sea level rise or flooding, or equivalent access consistent with the project should be provided nearby." 2 [PD-1]
3. **Bay Fill Clarification.** Please provide clarification on the amount of bay fill associated with the proposed dock and related components, which is described as "a new 80-foot long and 3-foot wide floating dock" on page 4.I-53. These are the dimensions of the gangway described on page 2-45, and the dock there is described as being 120 feet by 15 feet. 3 [PD-1]
4. **Temporary Events.** Page 2-22 of the DEIR states that "Temporary events would be allowed in all open spaces on site. Events could include movie nights in the park, farmers markets, fairs, performances, food trucks, block parties, and weddings, any of which would be allowed in all open space areas." Please note that the baseline for public access areas required by BCDC as a condition of development is that those areas would be made available for public use at all times. Requests for special events or reasonable rules and restrictions on public access would need to be evaluated through the BCDC permitting process. 4 [PD-1]

Thank you,

Rebecca Coates-Maldoon
Principal Permit Analyst
San Francisco Bay Conservation & Development Commission
455 Golden Gate Ave., Suite 10600
San Francisco, CA 94102
(415) 352-3634
RCoates-Maldoon@bcdc.ca.gov

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
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Making Conservation a California Way of Life

November 16, 2018

SCH# 2017112005
GTS # 04-SF-2017-00223
GTS I.D. 8462
ALA - 280 - R5.97

Rachel Schuett
Planning Department
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479

The Potrero Power Station Mixed-Use Development Project– Draft Environmental Impact Report

Dear Rachel Schuett:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. Our comments are based on the Draft Environmental Impact Report (DEIR).

Project Understanding

The proposed infill project would include amendments to the General Plan and planning code, creating a new Potrero Power Station Special Use District. The proposed rezoning would modify the existing height limits of 40 and 65 feet (ft.) to various heights ranging from 65-300 ft. Overall, the proposed project would construct up to 5.3 million gross square feet (gsf.) of uses: 2.7 million gsf. of residential (2,682 residential units), 1.6 million gsf. of commercial, 922,000 gsf. of parking, 25,000 gsf of entertainment/assembly and 100,000 gsf. of community facilities. Approximately 6.2 acres would be devoted to publicly accessible open space. The proposed project would provide 2,622 vehicle off-street parking spaces, including 38 car share spaces. No off-street parking would be provided for proposed retail uses on the project site. The project has regional access 0.35 miles from the Interstate (I-) 280 / 25th Street on- and off-ramps.

Transportation and circulation improvements under the proposed project includes a continuous street network, connection to the planned Pier 70 Mixed-Use District project directly north of the project site, a new bus stop and shuttle service, and the installation of traffic signals at the intersections of Illinois Street at 23rd and Humboldt streets. The roadway network would be accessible for all modes of transportation and would include vehicular, bicycle and pedestrian improvements. A draft Transportation Demand Management Plan has been developed to support sustainable land use development, and would implement a final approved plan as part of project

operations.

Interchange Operations
The proposed development will likely affect operations at the I-280 / 25th Street interchange traffic signals. As a result, possible signal timing adjustments may be requi
work will have to be coordinated, reviewed, and approved by the Caltrans Office of Signal Operations. 1 [TR-3]

Please provide dual-turn lanes at signalized intersections with turning movement demands exceeding 300 vehicles per hour, see current Highway Design Manual (HDM) sections 405.2 and 405.3. Additional through-traffic lanes may also be required if the existing number of through-traffic lanes in each direction cannot accommodate forecasted traffic. 2 [TR-3]

Project Site Maps
The project site map in Figure 4.E-1 on page 4.E-2 incorrectly shows the project site as being near I-80. The freeway shown in this Figure should be labeled I-280. The same error is found in the figures following Figure 4.E-1. 3 [TR-1]

Lead Agency
As the Lead Agency, the City of San Francisco is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and Lead Agency monitoring should be fully discussed for all proposed mitigation measures. Furthermore, since this project meets the criteria to be deemed of statewide, regional, or areawide significance per CEQA Guidelines Section 15206, the DEIR should be submitted to the Metropolitan Transportation Commission, Association of Bay Area Governments and the San Francisco Metropolitan Transportation Agency for review and comment. 4 [TR-7] 5 [G-1]

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jannette Ramirez at (510) 286-5535 or jannette.ramirez@dot.ca.gov.

Sincerely,

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Comment Letter A-Caltrans2

From: Ramirez, Jannette P@DOT <jannette.ramirez@dot.ca.gov>
Sent: Thursday, January 24, 2019 2:12 PM
To: CPC.PotreroPowerStation
Cc: Maurice, Patricia@DOT
Subject: RE: Caltrans comment letter for The Potrero Power Station Mixed-Use Development Project - DEIR
Attachments: 04-SF-2017-00223_The Potrero Power Station Mixed-Use Development Project_ DEIR-2018NOV16.pdf

Good afternoon,

Based on further review of the information provided to this day, there is no action needed at the I-280 / 25th Street interchange (refer to comment on Interchange Operations in the attached comment letter). 1 [TR-3]

Thank you,
Jannette Ramirez
Associate Transportation Planner
Local Development - Intergovernmental Review
California Department of Transportation, District 4
111 Grand Avenue, MS 10D
Oakland, CA 94612
(510) 286-5535 office (510) 286-5559 fax

From: CPC.PotreroPowerStation <CPC.PotreroPowerStation@sfgov.org>
Sent: Friday, November 16, 2018 4:25 PM
To: Ramirez, Jannette P@DOT <jannette.ramirez@dot.ca.gov>
Cc: Maurice, Patricia@DOT <patricia.maurice@dot.ca.gov>; OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>; Compliance, PPS (ECN) <pps_compliance.ecn@sfgov.org>; TheStack <TheStack@esassoc.com>
Subject: RE: Caltrans comment letter for The Potrero Power Station Mixed-Use Development Project - DEIR

Ms. Ramirez,

We have received your comment letter.

Thank you,

Rachel Schuett, Senior Planner
Environmental/Transportation Team, Environmental Planning Division
San Francisco Planning Department
1650 Mission Street, Suite 400 San Francisco, CA 94103
Direct: 415.575.9030| www.sfplanning.org
San Francisco Property Information Map

From: Ramirez, Jannette P@DOT <jannette.ramirez@dot.ca.gov>
Sent: Friday, November 16, 2018 3:19 PM
To: CPC.PotreroPowerStation <CPC.PotreroPowerStation@sfgov.org>
Cc: Maurice, Patricia@DOT <patricia.maurice@dot.ca.gov>; OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>
Subject: Caltrans comment letter for The Potrero Power Station Mixed-Use Development Project - DEIR

Good afternoon Rachel Schuett:

Please find attached a soft copy of The Potrero Power Station Mixed-Use Development Project – DEIR comment letter. The original letter has been mailed to you at:

City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479

Thank you for including Caltrans in the environmental review process. Should you have any questions regarding this letter or require any additional information, please feel free to contact me at (510) 286-5535 or jannette.ramirez@dot.ca.gov.

Sincerely,
Jannette Ramirez
Associate Transportation Planner
Local Development - Intergovernmental Review
California Department of Transportation, District 4
111 Grand Avenue, MS 10D
Oakland, CA 94612
(510) 286-5535 office (510) 286-5559 fax

Comment Letter A-Caltrans2

DEPARTMENT OF TRANSPORTATION
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Making Conservation a California Way of Life

November 16, 2018

SCH# 2017112005
GTS # 04-SF-2017-00223
GTS I.D. 8462
ALA - 280 - R5.97

Rachel Schuett
Planning Department
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479

The Potrero Power Station Mixed-Use Development Project– Draft Environmental Impact Report

Dear Rachel Schuett:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. Our comments are based on the Draft Environmental Impact Report (DEIR).

Project Understanding

The proposed infill project would include amendments to the General Plan and planning code, creating a new Potrero Power Station Special Use District. The proposed rezoning would modify the existing height limits of 40 and 65 feet (ft.) to various heights ranging from 65-300 ft. Overall, the proposed project would construct up to 5.3 million gross square feet (gsf.) of uses: 2.7 million gsf. of residential (2,682 residential units), 1.6 million gsf. of commercial, 922,000 gsf. of parking, 25,000 gsf of entertainment/assembly and 100,000 gsf. of community facilities. Approximately 6.2 acres would be devoted to publicly accessible open space. The proposed project would provide 2,622 vehicle off-street parking spaces, including 38 car share spaces. No off-street parking would be provided for proposed retail uses on the project site. The project has regional access 0.35 miles from the Interstate (I-) 280 / 25th Street on- and off-ramps.

Transportation and circulation improvements under the proposed project includes a continuous street network, connection to the planned Pier 70 Mixed-Use District project directly north of the project site, a new bus stop and shuttle service, and the installation of traffic signals at the intersections of Illinois Street at 23rd and Humboldt streets. The roadway network would be accessible for all modes of transportation and would include vehicular, bicycle and pedestrian improvements. A draft Transportation Demand Management Plan has been developed to support sustainable land use development, and would implement a final approved plan as part of project

Comment Letter A-Caltrans2

operations.

Interchange Operations
The proposed development will likely affect operations at the I-280 / 25th Street interchange traffic signals. As a result, possible signal timing adjustments may be required. Signal-related work will have to be coordinated, reviewed, and approved by the Caltrans Office of Signal Operations.

Please provide dual-turn lanes at signalized intersections with turning movement demands exceeding 300 vehicles per hour, see current Highway Design Manual (HDM) sections 405.2 and 405.3. Additional through-traffic lanes may also be required if the existing number of through-traffic lanes in each direction cannot accommodate forecasted traffic.

Project Site Maps
The project site map in Figure 4.E-1 on page 4.E-2 incorrectly shows the project site as being near I-80. The freeway shown in this Figure should be labeled I-280. The same error is found in the figures following Figure 4.E-1.

Lead Agency
As the Lead Agency, the City of San Francisco is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and Lead Agency monitoring should be fully discussed for all proposed mitigation measures. Furthermore, since this project meets the criteria to be deemed of statewide, regional, or areawide significance per CEQA Guidelines Section 15206, the DEIR should be submitted to the Metropolitan Transportation Commission, Association of Bay Area Governments and the San Francisco Metropolitan Transportation Agency for review and comment.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jannette Ramirez at (510) 286-5535 or jannette.ramirez@dot.ca.gov.

Sincerely,

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Comment Letter A-BayTrail

From: CPC.PotreroPowerStation <CPC.PotreroPowerStation@sfgov.org>
Sent: Tuesday, November 20, 2018 5:22 PM
To: Maureen Gaffney
Cc: Compliance, PPS (ECN); TheStack
Subject: RE: SF Bay Trail Comments on Potrero Power Station Mixed Use Development Project DEIR

Your comments were received and added to the administrative record.

Rachel Schuett, Senior Planner
Environmental / Transportation Team, Environmental Planning Division
San Francisco Planning Department
1650 Mission Street, Suite 400 San Francisco, CA 94103
Direct: 415.575.9030| www.sfplanning.org
San Francisco Property Information Map

From: Maureen Gaffney <mgaffney@bayareametro.gov>
Sent: Monday, November 19, 2018 5:00 PM
To: CPC.PotreroPowerStation <CPC.PotreroPowerStation@sfgov.org>
Subject: SF Bay Trail Comments on Potrero Power Station Mixed Use Development Project DEIR

Dear Ms. Rachel Schuett,

The Bay Trail Project plans, promotes and advocates for the implementation of a continuous 500-mile bicycling and walking path around the entire San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and will cross seven toll bridges. More than half the length—355 miles—of the shoreline Bay Trail has been developed, connecting neighborhoods, schools, parks, and transit centers, and providing a unique alternative commute corridor. The mission and goal of the Bay Trail is for a Class I multi-use path fully separated from traffic, located as close to the shoreline as possible.

We at the Bay Trail are excited to finally be commenting on the Draft EIR for this project, and we are pleased to note the frequent reference to the Trail as well as the attention given to a seamless connection to bicycle and pedestrian facilities at neighboring Pier 70.

Plans and Policies

The list of relevant Plans and Policies omits the San Francisco Bay Trail Plan, adopted in 1989 by the Association of Bay Area Governments (ABAG). 1 [PP-9]

Transportation and Circulation

It is extremely important that connections through the site to the waterfront, as well as the "existing" Bay Trail on Illinois are safe, inviting and comfortable. The current facility on Illinois Street represents the least desirable form of Bay Trail—a Class II bike lane with poor paving coupled with discontinuous, uneven sidewalks. The project development should include improvements to the bike lanes and sidewalks on Illinois Street as part of the project.

Page 4.E-15 states that "Class II bikeways are bicycle lanes striped within the paved areas of roadways and established for the preferential use of bicycles. They include a striped, marked and signed bicycle lane buffered from vehicle traffic." Class II bike lanes are generally not "buffered from vehicle traffic." Class IV facilities are buffered, and the distinction is important so that the reader/commenter can fully understand the type of facility that is being proposed.

Page 4.E-17 states that "At various locations, the Bay Trail consists of paved multi-use paths, dirt trails, bicycle lanes, sidewalks or city streets signed as bicycle routes." This is not accurate. As noted above, the Bay Trail's mission is a Class I, fully separated

2 [TR-1]

bicycle and pedestrian facility located as close to the shoreline as feasible. When no option for a shoreline alignment is possible, as is currently the case along Illinois Street, the Bay Trail Steering Committee can decide, on a case-by-case basis, to accept Class II or Class IV bike lanes and sidewalks as "complete" Bay Trail. The Bay Trail does not recognize Class III bicycle routes as an acceptable trail facility within our system—Class III bike routes are considered gaps until such time as they can be upgraded to Class I, or II/IV with sidewalks.

2 [TR-1] cont.

Thank you for your consideration of our comments, and please add me to the "interested parties" list.

Sincerely,

Maureen Gaffney

Principal Planner
SF Bay & Water Trail Programs
ABAG/MTC
(415) 820-7909

SAN FRANCISCO
PLANNING DEPARTMENT

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San Francisco,
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Information:
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November 2, 2018

Ms. Lisa Gibson
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

Dear Ms. Gibson,

On October 17, 2018, the Historic Preservation Commission (HPC) held a public hearing and took public comment on the Draft Environmental Impact Report (DEIR) for the proposed Potrero Power Station Project (2017-011878ENV). After discussion, the HPC arrived at the comments below:

- The HPC agreed that the analysis of historic resources in the DEIR was adequate and clear. 1 [HR-1]
- The HPC agreed that the DEIR analyzed an appropriate range of preservation alternatives to address historic resource impacts. Further, the HPC appreciated that the preservation alternatives avoided some or all of the identified significant impacts, that they also met or partially met the project objectives and that they explored similar development programs as the proposed project. 2 [ALT-1]
- The HPC agreed that they recommend adoption of Full Preservation Alternative C as it avoids significant impacts to the historic resource by rehabilitating all historic resources on site and maintaining the same general development program as the proposed project.
- The HPC also supported adoption of one of the Partial Preservation Alternatives or a combination of partial preservation alternatives, such as retaining the Meter House and Compressor House and allowing for retention of a portion of Station A. The HPC President noted, further, that the HPC highly encourages the Planning Commission to look at a project that preserves historic resources even if there are some trades off, such as a small reduction of square footage or densification of the development program. 3 [G-9]

The HPC appreciates the opportunity to participate in review of this environmental document.

Sincerely,

Andrew Wolfram, President
Historic Preservation Commission

J.2 Organizations

Comment Letter O-CAN

From: CPC.PotreroPowerStation <CPC.PotreroPowerStation@sfgov.org>
Sent: Tuesday, November 20, 2018 5:21 PM
To: Rick Hall
Cc: Compliance, PPS (ECN); TheStack
Subject: RE: Case No. 2017-011878ENV

Your comments were received and added to the administrative record.

Rachel Schuett, Senior Planner
Environmental / Transportation Team, Environmental Planning Division
San Francisco Planning Department
1650 Mission Street, Suite 400 San Francisco, CA 94103
Direct: 415.575.9030| www.sfplanning.org
San Francisco Property Information Map

From: Rick Hall <rclistad@gmail.com>
Sent: Monday, November 19, 2018 11:43 PM
To: CPC.PotreroPowerStation <CPC.PotreroPowerStation@sfgov.org>
Cc: rclistad@gmail.com
Subject: Case No. 2017-011878ENV

EIR Comments

The scope of the EIR is flawed
The scoping which includes the speculative PG & E property is too large to allow the public to understand the environmental impacts of the Power Plant Project.
This fatal flaw results in the inability to identify the impacts of the project at hand and thus to provide appropriate mitigations. 1 [G-2]

The transportation study uses outdated data and is invalid 2 [TR-2]
TNC's are not even considered. The package delivery factors used are off by a factor of 100. 3 [TR-6]

The reduced density alternative scoping is biased.
All alternatives are solely based on historical resource alternatives and scoped in a manner to make them all infeasible and thus only support the sponsor's proposed project.
No reduced density project was scoped, although many ate available that would have lower environmental impact and still be economically feasible. 4 [ALT-2]

Shadowing and open space cannot be properly defined and thus properly evaluated in the EIR
The flawed initial scoping of the EIR and its alternatives referenced above preclude proper EIR analysis of shadowing and open space. 5 [SH-1]

The EIR scopes an illegal project.
The scope is not in compliance with zoning and plans (including the EN Plan) and is thus an illegal project. This flaw also makes it a mockery of all of the community and city work that went into creating the EN Plan. 6 [PP-2]

Thank You
Rick Hall
Cultural Action Network

Grow Potrero Responsibly

E-Mail: gprorg@yahoo.com
Web: http://growpotreroresponsibly.com

October 16, 2018

Andrew Wolfram, President
Historic Preservation Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear President Wolfram and Commissioners:

I am writing on behalf of Grow Potrero Responsibly urging you to be discerning in your review of the Draft EIR for the Potrero Power Station. We are relying on your expertise and leadership to preserve what remains of our neighborhood's rich history.

We note the following:

The Draft EIR's range of alternatives is not adequate or reasonable.

There are aspects of each *Partial Preservation* alternative that could mitigate some impacts on historic resources, however they all fail to properly prioritize the most significant structures, preserving the Boiler Stack and Unit 3 while sacrificing more significant resources. The two *Full Preservation* alternatives have impediments that would likely render them infeasible. Viable alternatives must be in place to save the most important structures, in an appropriate context with ample open space and vistas.

1 [ALT-2]

The *Preferred Project Alternative* would irreparably harm the Third Street Industrial District and adjacent Districts.

The Third Street Industrial District encompasses the highest concentration of significant light industrial and processing properties remaining in the Central Waterfront Area. Along with the neighborhood's other two historic districts, this is the only area in San Francisco that still retains the infrastructure of a historic mixed-use industrial and residential community, once the most important industrial zone on the West Coast.

The Power Station represents 1/2 of the entire Third Street Industrial District, with six remaining structures identified as contributors to the District. Demolition under the Preferred Project plan would destroy four or five of the six identified structures. Station A, the Gate House, the Meter House, and the Compressor House would all be lost, along with their history of early power generation and gas manufacturing in San Francisco. These precious resources are some of the oldest in the district and important examples of the character-defining typology of brick industrial buildings from this significant period in the city's industrial history.

According to the HRER, the demolition of these four buildings would result in loss of the "characteristics that justify, in part, the district's eligibility for the California Register" and would "remove historic materials, features, and spaces that characterize the historic district and justify the existing district boundary, and … result in physical destruction, damage or alteration such that the significance of the district [would] be materially impaired."

The buildings slated for demolition connect the portion of the district along San Francisco Bay with the rest of the district and other nearby districts. Their loss would create a physical gap between remaining historic buildings along the waterfront including the Spreckels Sugar Refinery warehouse south of the project site, Irish Hill, and all of the district contributors along Third Street.

2 [HR-2]

Extending the period of significance to 1965 to include the Boiler Stack and Unit 3 establishes a false equivalency between these two 1965 structures and considerably older, more significant resources.

Unlike the Boiler Stack and Unit 3, the older Station A, Meter House, and Compressor House are individually eligible for listing on the California Register. With the Gate House, these four late-19th and early 20th century structures have extraordinary local and national significance and must be saved.

The historic significance of the Boiler Stack and Unit 3 is dubious. As noted in the HRE, the design and construction of Unit 3 isn't unique. It wasn't the first natural gas power plant of its kind. Dozens of additional power plants of similar design were constructed in the latter half of the twentieth century and early 2000s.

The DEIR analysis assumes that Unit 3 would be demolished or would be repurposed in a manner such that it would no longer convey whatever historical significance justifies its eligibility for the California Register as a contributor. In fact, it might simply act a placeholder, allowing a hotel ranging in height from 65 to 143 feet to be constructed within 80-100 feet of the waterfront, running along nearly 2/3 the length of the public shoreline. This would compromise the relatively narrow dimensions of the Waterfront Park, and obscure vistas. While the Boiler Stack may serve as an iconic feature, its context as the only historic element onsite would limit any remaining historic relevance. The integrity of its setting would be lost amidst surrounding new buildings, overwhelmed in scale by the combined bulk and height of the proposed 300 foot tower and other large buildings to the west.

3
[HR-3]

The Proposed Project is inconsistent with the *Central Waterfront Plan*, the *Urban Design Element* and the *Housing Element*.

Specifically the project is at odds with the *Central Waterfront's Plan Objective 8.2* that protects historic resources within the Area, particularly those east of Illinois, and the *Urban Design Element* that seeks to preserve notable areas of historic value.

4
[PP-4]

We thank you for your careful consideration.

Sincerely,

Alison Heath

November 19, 2018

San Francisco Planning Department
Attention: Rachel Schuett, PPS EIR Coordinator
Enviromental Review Officer
1650 Mission Street, Suite 400
San Francisco, CA 94103

Potrero Power Plant
Case No. 2014-001272ENV

Opposition | Negative Feedback

Dear Ms. Schuett,

Thirteen years ago, Friends of the River warned the Federal Energy Regulatory Commission and others that our nation's tallest dam at Lake Oroville was a clear and present danger.

Last year, Governor Jerry Brown recognized that it's time for commissioners to start listening to citizens; not just hearing (and ignoring) valid local neighbor concerns.

Today, the longtime neighbors for Potrero Hill and Dogpatch urgently warn you and the SF Planning Commissioners of imminent severely negative impacts due to accelerating overdevelopment in the Eastern Neighborhoods, including the Potrero Power Plant.

I am opposed to the current proposal for Potrero Power Plant, and I disagree with findings of the Draft Environmental Impact Report**.** 1 [G-8]

I observed the ignored issues of insufficient prerequisite infrastructure to mitigate (1) flooding by bay water table rise due to global warming which will flood this location, (2) insufficient transportation infrastructure for +140,000 new daily trips to/from the Power Plant area, (3) inadequate parks/recreations open space for new residents, (4) gridlock traffic on streets, (5) delivery vehicle loading impacts, (6) noise and vibration, and (7) permanently deteriorated air quality. 2 [G-3]

1. FLOODING

FLOODING: "NONE REQUIRED"

I'm opposed to all conclusions of "NONE REQUIRED" for the bayside elevation zero development at the Potrero Power Plant. 3 [HY-1]

This EIR report is based on obsolete data as current neighbors observe the new and

accelerating flooding along The Embarcadero and our bayside waterfront neighborhoods.

I ask, "What world do San Franciscans live in surrounded on three sides by water? Was this draft EIR report written by incompetent out-of-state climate global warming denialist?"

You, the planning officers, and the commissioners, need to decide now how to mitigate global warming impacts and to solve for imminent flooding at future development sites located along the sea level elevations. If you ignore the overwhelming scientific predictions of imminent rapid sea level rise --that will flood Potrero Power Plant -- you will negligently exposure San Francisco citizens to predictable flooding, massive property losses and unfunded mitigation solutions. In this decision, I urge you to consider if you would be willing to accept your own personal financial responsibility to pay for future property losses due to predictable flooding at this bayside elevation zero flood zone. Luckily, you aren't personally responsible; however, you will expose all of us to an unnecessary imminent loss if a new development is approved at this future flood site without expensive prerequisite preparations to this site.

I urge you to HALT this project until fresh studies can assess the impacts of future flooding based on new climate models.

3 [HY-1] cont.

2. TRANSPORTATION and CIRCULATION

• Project will substantially increase transit demand that could not be accommodated by public transit. Predictably, the result is substantial transit delays and unaffordable public transit operating costs that cannot be mitigated to less than significant levels.

• Proposed improvements to public transit are uncertain, as is obtaining adequate funding in current government budget trends. Improvements will require discretionary approvals by the SFMTA and other agencies.

The cumulative impacts of the newly approved Warrior Stadium, UCSF Hospital, ATT Park and the accelerating overdevelopment around Potrero Hill and Dog Patch are already overwhelming the existing public transportation infrastructure along Third Street, which is the only major transportation connection connecting Potrero Power Plant to our city.

4 [TR-5]

The 280 freeway is now chronic gridlock from 8am to 8pm during weekdays.

This Potrero Power Plant development will add hundreds of thousands of new trips to/from the neighborhood.

5 [TR-4]

I urge the project sponsor to fund creative solutions such as an **aerial cable-propelled transit system** —as considered in Brooklyn, Washington, Chicago, San Diego, Seattle, Cleveland, Cincinnati, Buffalo, Baton Rouge, Austin, Tampa Bay, Miami, and as already existing in Mexico, Brazil, Bolivia, Colombia, the Dominican Republic, Ecuador, Peru and Venezuela— that could complement the traditional MUNI ground networks of buses and streetcars.

An aerial system could be a "temporary" remediation that is removable after sufficient conventional transit improvements are afforded by MUNI.

To service new Potrero Power Plant residents and workers, I would propose an aerial cable-propelled gondola transit system from Embarcadero BART > ATT Ballpark > Warriors > Potrero Power Plant > Caltrain 22th Street Station. 3 mile over 32 towers traveled in 17 minutes.

A similar 3 miles aerial cable-propelled system in Mexico City opened in 2016 was constructed for $26 million.

Highlights of the "Mexicable" aerial system in Mexico City:

- 3,000 passengers per hour each direction
- Zero CO2 emissions
- "Two stations will house daycare centers for children of working parents"
- A ticket costs eight pesos (43 cents)

Here are more examples of aerial cable-propelled transit systems:

10 Urban Gondolas Changing the Way People Move

http://www.curbed.com/2016/7/25/12248896/urban-gondolas-cable-cars-cities

https://www.wsj.com/articles/uphill-climb-cities-push-gondolas-on-skeptical-commuters-1465237251

http://www.chicagotribune.com/news/local/breaking/ct-sky-gondolas-chicago-river-met-0505-20160504-story.html

https://archpaper.com/2016/05/chicago-skyline-gondola-proposal/#gallery-0-slide-0

http://www.chicagotribune.com/news/local/breaking/ct-sky-gondolas-chicago-river-met-0505-20160504-story.html

6
[TR-5]

(3) PARKS and RECREATION

I strongly believe the Potrero Power Plant would be better suited for OPEN SPACE and PUBLIC PARKS AND RECREATION as a natural extension to fulfill the promised benefits of the Eastern Neighborhood Plans.

Here are specific references to open space and recreation that should be addressed in the EIR for the Potrero Power Plant.

Eastern Neighborhoods Plans
Chapter 5:
OBJECTIVE 5.1
PROVIDE PUBLIC PARKS AND OPEN SPACES THAT MEET THE NEEDS OF RESIDENTS, WORKERS AND VISITORS

Page 51 of Showplace Square/Potrero Hill Area Plan December 2008 adopted version:

"**It is critical that at least one new substantial open space be provided as part of this Plan. The Planning Department will continue working with the Recreation and Parks Department to identify a site in Showplace / Potrero for a public park and will continue to work to acquire additional open spaces."**

Page 52 of Showplace Square/Potrero Hill Area Plan December 2008 adopted version:

POLICY 5.1.1
Identify opportunities to create new public parks and open spaces and provide at least one new public park or open space serving the Showplace / Potrero.

7
[PP-6]

(4) TRAFFIC

Adequate analysis of noise, air quality, greenhouse gas emissions, emergency vehicle access, pedestrian and bike safety are all dependent on accurate and realistic traffic and mode share projections, rather than the outdated modeling from SF-CHAMP and 2002 SF Guidelines. Traffic is considered only indirectly, but its impacts are undeniable.

This is a very private car-centric project. With a total of 2622 parking places, parking comprises 921,981 gsf or 17% of the entire building area. Analysis in the DEIR shows the proposed project would generate 93,609 person trips daily, with nearly half of external trips made by private automobile. There is no recognition of TNC's as a transit mode so it's likely that the number of person trips by private automobile is even higher.

A discussion of automobile delay impacts under LOS is relevant and should be provided at least for informational purposes to better determine traffic-related impacts and inform a more realistic TDM plan.

8
[TR-2]

(5) DELIVERY VEHICLE LOADING IMPACTS

The Loading Demand analysis is not accurate. Delivery vehicle impacts are vastly understated by reliance on the outdated 2002 SF Guidelines that show only 81 daily delivery trips for 2682 residential units (or .03 deliveries per 1000 gsf). 9 [TR-6]

(6) NOISE AND VIBRATION

This projects adds substantial increase in ambient noise levels despite noise control measures. 10 [NO-1]

Increased traffic will be a substantial and permanent increase in ambient noise.

(7) AIR QUALITY

Construction will generate air pollution at unacceptable levels that violate air quality standards. 11 [AQ-1]

Traffic and operations from the development would result in substantial and permanent increases in air pollutants that would violate air quality standards, and cumulatively impact regional air quality.

Studies are out of date: The City is relying on a document (Eastern Neighborhoods Final EIR) that is 10 years old and is now stale for the environmental review. Some of the studies and research rely on data that is as old as the 2000 census. 12 [PH-1]

I believe the Draft EIR report presents false conclusions. 13 [G-2]

I urge the Planning Department to order a 'time out' halt to this poor proposal and all future projects around Dog Patch and Potrero Hill until the cumulative negative impacts caused by current projects that are already rapidly deteriorating our neighborhood's quality of life are assessed and mitigated. 14 [G-1]

Sincerely,

Sean D Angles, on behalf of
- Grow Potrero Responsibly
- 18th & Arkansas Homeowners Association

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November 15, 2018

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Re: Comment on Draft Environmental Impact Report, Potrero Power Station Mixed-Use Development Project, aka SCH2017112005 and Case No. 2017-011878ENV

Dear Ms. Schuett and Mr. Rahaim:

I am writing on behalf of Laborers International Union of North America, Local Union No. 261 and its members living in and around the City and County of San Francisco ("LIUNA") regarding the Draft Environmental Impact Report ("DEIR") prepared for the Project known as the Potrero Power Station Mixed-Use Development Project, aka SCH2017112005 and Case No. 2017-011878ENV, including all actions related or referring to the redevelopment of the site of the former Potrero Power Plant to include between 2.4 and 3.0 million gross square feet of residential uses (about 2,400 to 3,000 dwelling units) and between 1.2 and 1.9 million gross square feet of commercial uses on Block 4175/Lot 002, Block 4175/Lot 017, Block 4175/Lot 018, Block 4232/Lot 001, Block 4232/Lot 006, and non-assessed Port and City/County of San Francisco properties ("Project").

After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. LIUNA requests that the Planning Department address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997). 1 [G-2]

Sincerely,

Michael R. Lozeau
Lozeau | Drury LLP

Comment Letter O-PBNA1

Received at HPC Hearing 10/17/18 R. Schmitt

POTRERO BOOSTERS
NEIGHBORHOOD ASSOCIATION
SERVING THE HILL SINCE 1926

October 17, 2018

San Francisco Historic Preservation Commission
Andrew Wolfram, President
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Via Handout

Re: Comments on the Potrero Power Station Draft EIR

Dear President Wolfram and Commissioners:

The Potrero Boosters Neighborhood Association (the "Boosters") has been working with Associate Capital, project sponsors for the Potrero Power Station, on achieving creative ways to adequately acknowledge the history present on the Power Station site. Unfortunately, the alternatives presented in the Power Station Draft EIR fail to adequately achieve any reasonable preservation goals. 1 [ALT-2]

The Power Station site comprises half of the area of the Third Street Industrial District, and includes six structures that are identified as contributors to the Central Waterfront's mixed-use industrial past. That history runs deep, from the area's days as a sugar refinery and its earliest use as a power generating facility. Full loss of Station A, the Gate House, the Meter House and the Compressor House would remove all tangible association with that history.

In exchange for the complete loss of these historical contributors, the project proposes to save the boiler stack and Unit 3. While these are interesting and appreciated ideas, their historic significance, especially Unit 3's, should not be conflated with the historic significance of the elements slated for removal. This concern is exacerbated by the uncertainty around whether Unit 3 may be physically repurposed as a hotel in a way that maintains any historic relevance.

The Draft EIR proposes a question: it is adequate to preserve only those historic features that are most marketable, whether as a revenue generator (Unit 3's hotel) or an iconic place maker (the boiler stack), or should the goal of preservation be to reach back and tell a richer, more complete story of the site? We believe that it is the latter, and we look forward to working with you, and continuing our work with Associate Capital, to creatively, and tangibly, incorporate the site's built history into the overall project. 2 [HR-2]

Thank you for your consideration.

Sincerely,

J.R. Eppler
President

TABLE 6-6
COMPARISON OF ENVIRONMENTAL IMPACTS OF THE PROJECT TO IMPACTS OF THE ALTERNATIVES

Impact of Proposed Project [1]	Alternative A: No Project/ Code Compliant	Alternative B: Full Preservation/ Reduced Program	Alternative C: Full Preservation/ Similar Program	Alternative D: Partial Preservation 1	Alternative E: Partial Preservation 2	Alternative F: Partial Preservation 3	Alternative G: Partial Preservation 4
Land Use							
All impacts LTS	Same as project	Same as project	Same as project	Same as project	Same as project	Same as project	Same as project
Population and Housing							
All impacts LTS	Same as or less than project	Same as or less than project	Same as project	Same as project	Same as project	Same as project	Same as project
Cultural Resources							
Impact CR-1: Archeological resources (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Impact CR-2: Human remains (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Impact CR-3: Tribal cultural resources (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Impact CR-4: Historic architecture, individual resources (SUM)	**Same as project, SUM**	LSM	LSM	**Less than project but still SUM**	**Less than project but still SUM**	**Less than project but still SUM**	**Less than project but still SUM**
Impact CR-5: Demolition and alteration effects on Third Street Industrial District (SUM)	**Same as project, SUM**	LSM	LSM	LSM	LSM	LSM	LSM
Impact CR-6: Infill construction effects on Third Street Industrial District (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Impact C-CR-2: Cumulative effects on Third Street Industrial District (SUM)	**Same as project, SUM**	LSM	LSM	LSM	LSM	LSM	LSM
Transportation and Circulation							
Impact TR-4: Muni ridership (SUM)	LTS	**Less than project but still SUM**	**Similar to project, SUM**	**Similar to project, SUM**	**Similar to project, SUM**	**Similar to project, SUM**	**Similar to project, SUM**
Impact TR-5: Muni operations (SUM)	LTS	LTS	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**
Impact TR-7: Pedestrian safety and accessibility impacts (LSM)	LTS	Similar to project (LSM)	Similar to project (LSM)	Similar to project (LSM)	Similar to project (LSM)	Similar to project (LSM)	Similar to project (LSM)

3
[G-2]

TABLE 6-6 (CONTINUED)
COMPARISON OF ENVIRONMENTAL IMPACTS OF THE PROJECT TO IMPACTS OF THE ALTERNATIVES

Impact of Proposed Project [1]	Alternative A: No Project/ Code Compliant	Alternative B: Full Preservation/ Reduced Program	Alternative C: Full Preservation/ Similar Program	Alternative D: Partial Preservation 1	Alternative E: Partial Preservation 2	Alternative F: Partial Preservation 3	Alternative G: Partial Preservation 4
Transportation and Circulation (cont.)							
Impact C-TR-4: Cumulative Muni ridership (SUM)	LTS	**Less than project but still SUM**	**Similar to project, SUM**	**Similar to project, SUM**	**Similar to project, SUM**	**Similar to project, SUM**	**Similar to project, SUM**
Impact C-TR-5: Cumulative transit operations (SUM)	LTS	LTS	**Similar to project, SUM**	**Similar to project, SUM**	**Similar to project, SUM**	**Similar to project, SUM**	**Similar to project, SUM**
All other transportation impacts LTS	Similar to or less than project	Similar to or less than project	Similar to project	Similar to project	Similar to project	Similar to project	Similar to project
Noise and Vibration							
Impact NO-1: Exposure to construction-related noise levels in excess of standards (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Impact NO-2: Construction-related increases in ambient noise levels at noise-sensitive receptors (SUM)	**Less than project but still SUM** (impacts on future Pier 70 receptors, only and shorter duration)	**Less than project but still SUM** (fewer receptors and shorter duration)	**Same as project, SUM**	**Same as project, SUM**	**Same as project, SUM**	**Same as project, SUM**	**Same as project, SUM**
Impact NO-4: Construction-related vibration impacts on existing buildings (LSM)	Less than project but still LSM	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Impact NO-5: Exposure to operational noise levels in excess of standards (LSM)	Same or less than project (LSM)	Same or less than project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Impact NO-8: Operational offsite traffic noise increases (SUM)	**Less than project but still SUM** (fewer affected roadway segments)	**Less than project but still SUM** (fewer affected roadway segments)	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**
Impact C-NO-1: Cumulative construction traffic noise increases (SUM)	**Less than project but still SUM**	**Less than project but still SUM**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**
Impact C-NO-2: Cumulative operational traffic noise increases (SUM)	**Less than project but still SUM**	**Less than project but still SUM**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**
All other noise impacts LTS	Same as project	Same as project	Same as project	Same as project	Same as project	Same as project	Same as project

3 [G-2] cont.

TABLE 6-6 (CONTINUED)
COMPARISON OF ENVIRONMENTAL IMPACTS OF THE PROJECT TO IMPACTS OF THE ALTERNATIVES

Impact of Proposed Project [1]	Alternative A: No Project/ Code Compliant	Alternative B: Full Preservation/ Reduced Program	Alternative C: Full Preservation/ Similar Program	Alternative D: Partial Preservation 1	Alternative E: Partial Preservation 2	Alternative F: Partial Preservation 3	Alternative G: Partial Preservation 4
Air Quality							
Impact AQ-2: Construction-related plus overlapping operational criteria air pollutant emissions. (SUM)	LSM	**Less than project but still SUM**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**
Impact AQ-3: Operations-related criteria air pollutant emissions. (SUM)	LSM	**Less than project but still SUM**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**
Impact AQ-4: Toxic air contaminants, cancer risk and PM2.5 concentration at offsite receptors and onsite receptors (LSM)	Offsite (LSM) Onsite (NI)	Less than project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Impact AQ-5: Clean Air Plan consistency (LSM)	Similar to project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Impact C-AQ-1: Cumulative regional air quality (SUM)	LSM	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**	**Same as project (SUM)**
Impact C-AQ-2: Cumulative health risk (LSM)	Less than project (LSM)	Less than project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
All other air quality impacts LTS	Same as project	Same as project	Same as project	Same as project	Same as project	Same as project	Same as project
Greenhouse Gas Emissions							
All impacts LTS	Same as or less than project	Same as or less than project	Same as project	Same as project	Same as project	Same as project	Same as project
Wind and Shadow							
Impact WS-1. Wind impacts at buildout (LTS)	Less than the project	Same as or less than project	SUM (conservative in the absence of testing)	Similar to the project	Same as project	SUM (conservative in the absence of testing)	SUM (conservative in the absence of testing)
Impact WS-2. Interim wind hazards or changes in building layout or massing (SUM)	LTS	**Same as project, SUM**	**Same as project, SUM**	**Same as project, SUM**	**Same as project, SUM**	**Same as project, SUM**	**Same as project, SUM**
Impact C-WS-1. Cumulative wind impacts (LTS)	Less than the project	Same as or less than project	SUM (conservative in the absence of testing)	Similar to the project	Same as project	SUM (conservative in the absence of testing)	SUM (conservative in the absence of testing)

3 [G-2] cont.

TABLE 6-6 (CONTINUED)
COMPARISON OF ENVIRONMENTAL IMPACTS OF THE PROJECT TO IMPACTS OF THE ALTERNATIVES

Impact of Proposed Project [1]	Alternative A: No Project/ Code Compliant	Alternative B: Full Preservation/ Reduced Program	Alternative C: Full Preservation/ Similar Program	Alternative D: Partial Preservation 1	Alternative E: Partial Preservation 2	Alternative F: Partial Preservation 3	Alternative G: Partial Preservation 4
Wind and Shadow (cont.)							
All shadow impacts LTS	Less than the project	Less than the project	Slightly more than the project but still LTS	Similar to the project	Same as project	Similar to the project	Similar to the project
Recreation							
All impacts LTS	Same as or less than project	Same as or less than project	Same as project	Same as project	Same as project	Same as project	Same as project
Utilities and Service Systems							
All impacts LTS	Same as or less than project	Same as or less than project	Same as project	Same as project	Same as project	Same as project	Same as project
Public Services							
All impacts LTS	Same as or less than project	Same as or less than project	Same as project	Same as project	Same as project	Same as project	Same as project
Biological Resources							
Impact BI-1: Construction impacts on nesting birds (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Impact BI-3: Construction impacts on special-status bats (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Impact BI-4: Construction impacts on special-status fish and marine mammals (LSM)	LTS (no dock, so no in-water pile driving)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Impact BI-7: Construction impacts on jurisdictional waters (LSM)	Same as or less than project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Impact BI-9: Construction impacts on wildlife movement, nesting birds and marine species (LSM)	Same as project (LSM, nesting birds only)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Impact C-BI-1: Cumulative impacts, nesting birds, special-status bats, marine species, and jurisdictional waters (LSM)	Same as project (LSM, nesting birds only)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
All other impacts LTS	Same as project	Same as project	Same as project	Same as project	Same as project	Same as project	Same as project

3 [G-2] cont.

TABLE 6-6 (CONTINUED)
COMPARISON OF ENVIRONMENTAL IMPACTS OF THE PROJECT TO IMPACTS OF THE ALTERNATIVES

Impact of Proposed Project [1]	Alternative A: No Project/ Code Compliant	Alternative B: Full Preservation/ Reduced Program	Alternative C: Full Preservation/ Similar Program	Alternative D: Partial Preservation 1	Alternative E: Partial Preservation 2	Alternative F: Partial Preservation 3	Alternative G: Partial Preservation 4
Geology, Soils, and Paleontological Resources							
All geologic hazards impacts LTS	Same as project	Same as project	Same as project	Same as project	Same as project	Same as project	Same as project
Impact GE-6: Paleontological resources (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)	Same as project (LSM)
Hydrology and Water Quality							
All impacts LTS	Same as project	Same as project	Same as project	Same as project	Same as project	Same as project	Same as project
Hazards and Hazardous Materials							
All impacts LTS	Same as project	Same as project	Same as project	Same as project	Same as project	Same as project	Same as project
Mineral and Energy Resources							
All impacts LTS	Same as or less than project	Same as or less than project	Same as project	Same as project	Same as project	Same as project	Same as project
Agriculture and Forest Resources							
All impacts LTS	Same as project	Same as project	Same as project	Same as project	Same as project	Same as project	Same as project

[1] See Chapter 4 for complete impact statements. CEQA significance determination: NI = No Impact; LTS = Less than significant; LSM = Less than significant with mitigation; SUM = Significant and unavoidable with mitigation; SU = Significant and unavoidable.

All SUM and SU impacts are shown in **bold**.

Dark shading indicates a substantial change in impact significance from the proposed project, from SU or SUM to LTS. Medium shading indicates a noticeable change in impact significance from the proposed project, from SUM to LSM or from LSM to LTS. Light shading indicates a slight change in impact severity from the proposed project but no change in significance determination.

3 [G-2] cont.

TABLE 6-1
CHARACTERISTICS OF PROPOSED PROJECT AND ALTERNATIVES

Characteristic	Proposed Project[a]	Alternative A: No Project/Code Compliant	Alternative B: Full Preservation/ Reduced Program	Alternative C: Full Preservation/ Similar Program	Alternative D: Partial Preservation 1	Alternative E: Partial Preservation 2	Alternative F: Partial Preservation 3	Alternative G: Partial Preservation 4
Land Uses								
Area of site, acres	29.0	22.9 (does not include 4.8-acre PG&E sub-area or 1.3-acre portion of Port sub-area along 23rd Street)	29.0	29.0	29.0	29.0	29.0	29.0
Residential, dwelling units	2,682	0	1,764	2,681	2,445	2,682	2,459	2,492
Residential, gsf	2,682,427	0	1,764,202	2,681,272	2,444,690	2,682,427	2,458,595	2,491,852
Hotel, rooms	220	0	145	220	220	220	220	220
Hotel, gsf	241,574	0	160,290	241,574	241,574	241,574	241,574	241,574
Commercial (office), gsf	597,723	87,655	450,362	544,228	551,694	488,012	597,723	592,018
Commercial (R&D), gsf	645,738	0	373,747	645,738	645,738	645,738	645,738	645,738
Commercial (PDR), gsf	45,040	1,088,735	29,726	45,040	45,040	45,040	45,040	45,040
Commercial (retail), gsf	107,439	20,768	70,910	107,439	107,439	107,439	107,439	107,439
Community Facilities, gsf	100,938	0	66,619	100,938	100,938	100,938	100,938	100,938
Entertainment/Assembly, gsf	25,000	0	16,500	25,000	25,000	25,000	25,000	25,000
Parking, no. of spaces	2,622	784	1,729	2,585	2,409	2,549	2,487	2,502
Parking, gsf	921,981	274,400	634,032	905,226	857,276	892,276	870,717	875,750
Total Building Area, gsf	5,367,860	1,471,558	3,566,388	5,296,455	5,019,389	5,228,444	5,092,764	5,126,349
Total Building Area, % of project	100%	27%	66%	99%	94%	97%	95%	96%
Open Space, acres	6.2	4.4	6.2	6.2	6.2	6.2	6.2	6.2
Open Space, % of area	21%	19%	21%	21%	21%	21%	21%	21%

3 [G-2] cont.

TABLE 6-1 (CONTINUED)
CHARACTERISTICS OF PROPOSED PROJECT AND ALTERNATIVES

Characteristic	Proposed Project[a]	Alternative A: No Project/Code Compliant	Alternative B: Full Preservation/ Reduced Program	Alternative C: Full Preservation/ Similar Program	Alternative D: Partial Preservation 1	Alternative E: Partial Preservation 2	Alternative F: Partial Preservation 3	Alternative G: Partial Preservation 4
Building Characteristics								
Stories, no.	5 to 30	4	4 to 20	5 to 30	5 to 30	5 to 30	5 to 30	5 to 30
Height, feet	65 to 180 ft, one building 300 ft tall	40 ft	45 to 120 ft, one building 200 ft tall	65 to 240 ft, two buildings 300 ft	65 to 180 ft, one building 300 ft tall	65 to 180 ft, one building 300 ft tall	65 to 180 ft, one building 300 ft tall	65 to 180 ft, one building 300 ft tall
Towers (building >180 ft), no.	1 (300-ft tower)	0	1 (200-ft tower)	2 (300-ft towers) 2 (240-ft towers)	1 (300-ft tower)	1 (300-ft tower)	1 (300-ft tower)	1 (300-ft tower)
Residential Buildings, LEED gold standard	Yes	No (no residential uses)	Yes	Yes	Yes	Yes	Yes	Yes
Transportation Features								
Bicycle Parking, Class 1, no.	1,577	123	1,114	1,413	1,357	1,556	1,446	1,454
Bicycle Parking, Class 2, no.	373	52	291	349	333	345	333	338
Space for future Muni bus stop on 23rd Street	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Sidewalk Improvements, Illinois St (same as project)	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Signal on Illinois/23rd (same as project)	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Signal on Illinois/Humboldt (same as project)	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Bay Trail (same as project)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
TDM Plan (same as project)	Yes	No, but would comply with TDM Ordinance	Yes	Yes	Yes	Yes	Yes	Yes
Transit Shuttle Service (same as project)	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes

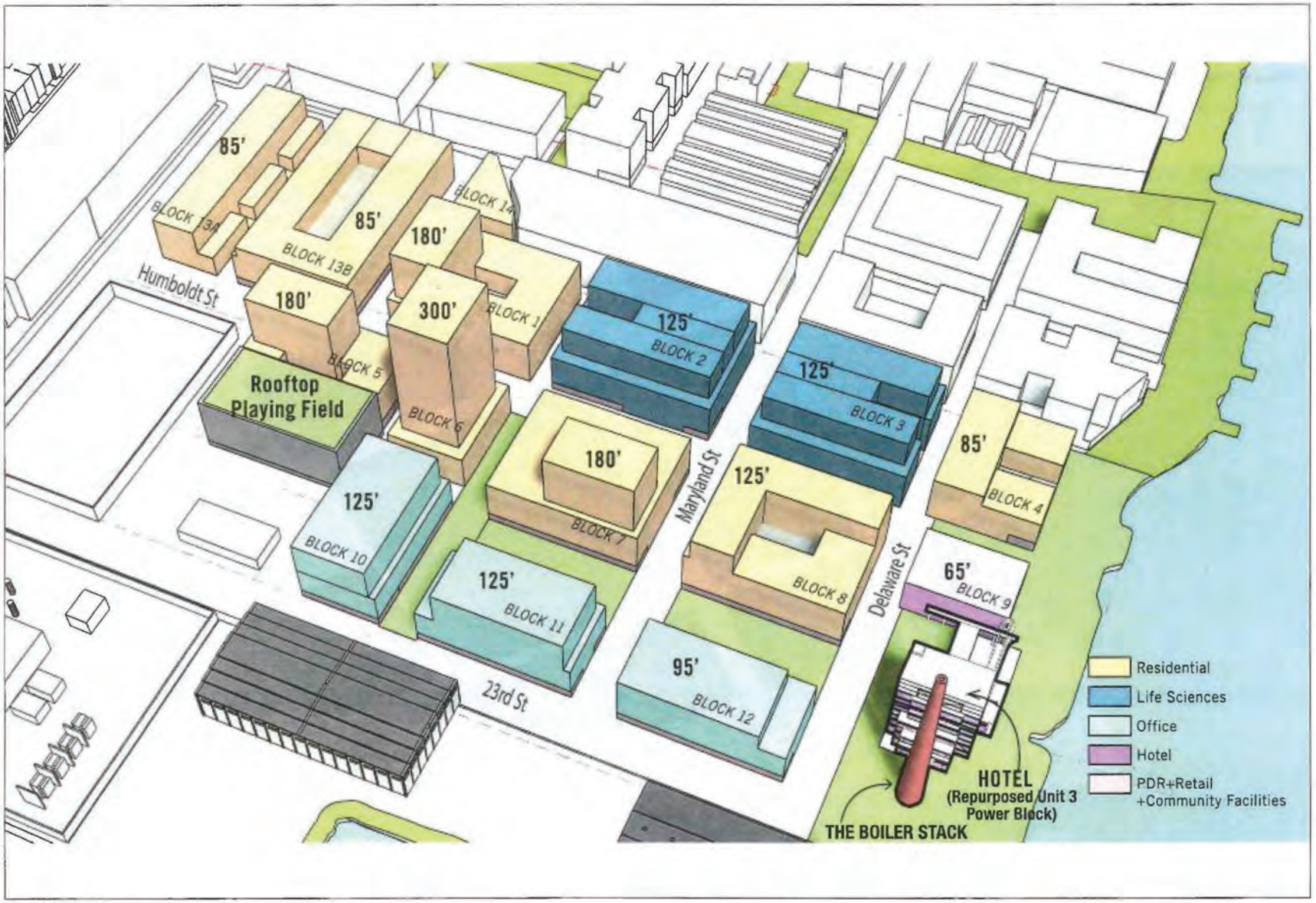
3 [G-2] cont.

TABLE 6-1 (CONTINUED)
CHARACTERISTICS OF PROPOSED PROJECT AND ALTERNATIVES

Characteristic	Proposed Project[a]	Alternative A: No Project/Code Compliant	Alternative B: Full Preservation/ Reduced Program	Alternative C: Full Preservation/ Similar Program	Alternative D: Partial Preservation 1	Alternative E: Partial Preservation 2	Alternative F: Partial Preservation 3	Alternative G: Partial Preservation 4
Other Features								
Dock	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Rooftop Playing Field	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Onsite Historical Resources[b]								
Station A	Demolish	Demolish	Rehabilitate	Rehabilitate	Rehabilitate	Rehabilitate southern portion to the extent feasible; demolish northern portion	Demolish	Retain façade, new vertical construction within and above
Meter House	Demolish	Demolish	Rehabilitate	Rehabilitate	Demolish	Demolish	Rehabilitate	Retain façade new vertical construction within and above
Compressor House	Demolish	Demolish	Rehabilitate	Rehabilitate	Demolish	Demolish	Rehabilitate	Retain façade, new vertical construction within and above
Gate House	Demolish	Demolish	Rehabilitate	Rehabilitate	Demolish	Demolish	Demolish	Demolish
Unit 3 Power Block	Retain or Demolish	Demolish	Rehabilitate	Rehabilitate	Retain	Retain	Retain	Retain
Unit 3 Boiler Stack	Retain	Retain	Rehabilitate	Rehabilitate	Rehabilitate	Rehabilitate	Rehabilitate	Rehabilitate
Construction								
Start Date [c]	2020	2020	2020	2020	2020	2020	2020	2020
End Date	2034	2026	2030	2034	2034	2034	2034	2034
Total Duration, years	15	7	11	15	15	15	15	15
Construction phases	6	3	6	6	6	6	6	6

[a] Represents the preferred project characteristics, which includes the anticipated but not the range of development of flex blocks. See Chapter 2, Project Description, for full description.
[b] "Demolish" means the building would be entirely demolished. "Rehabilitate" means the project would rehabilitate a historic building to meet the Secretary of the Interior's Standards. "Retain" means that the building would not be completely demolished but the alterations may not meet the standards.
[c] Actual construction start date would be affected by PG&E's ongoing remediation process and market conditions, and construction would not start until all necessary permits are secured.

3 [G-2] cont.

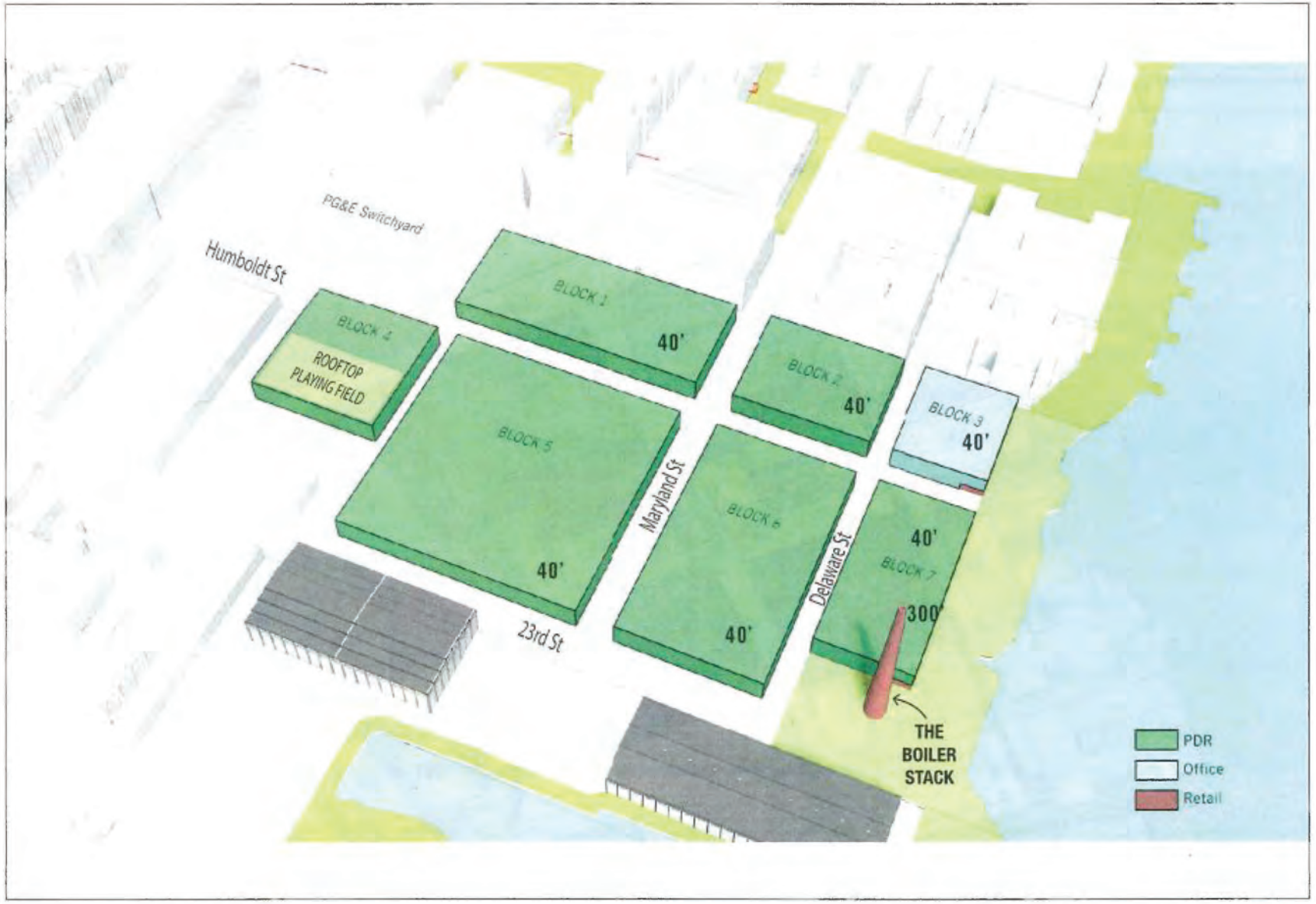


SOURCE: California Barrel Company, 2018

Potrero Power Station Mixed-Use Development Project

Figure 6-1
Proposed Project

3
[G-2]
cont.

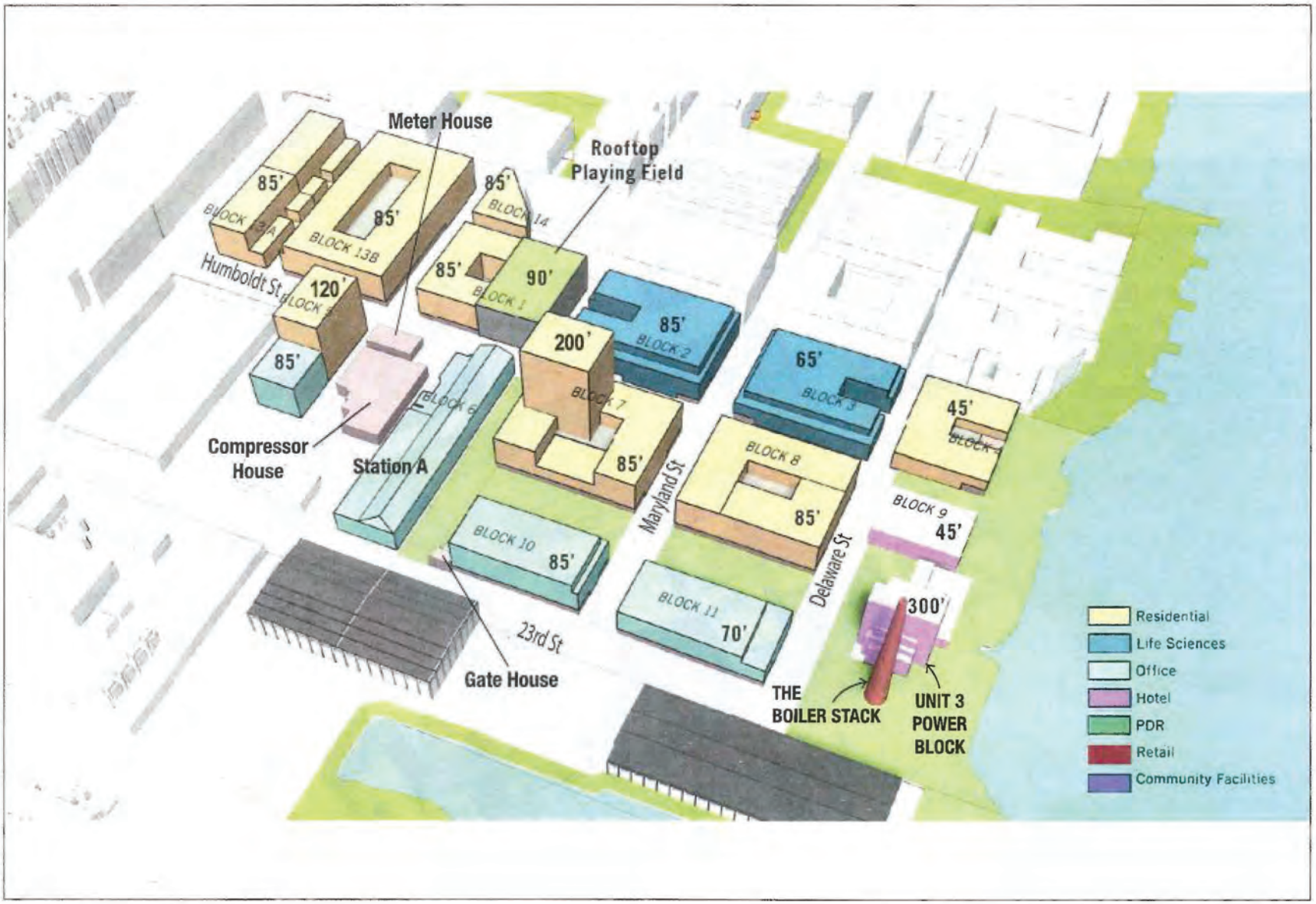


SOURCE: California Barrel Company, 2018

Potrero Power Station Mixed-Use Development Project

Figure 6-2
Alternative A: No Project/Code Compliant Alternative

3 [G-2] cont.

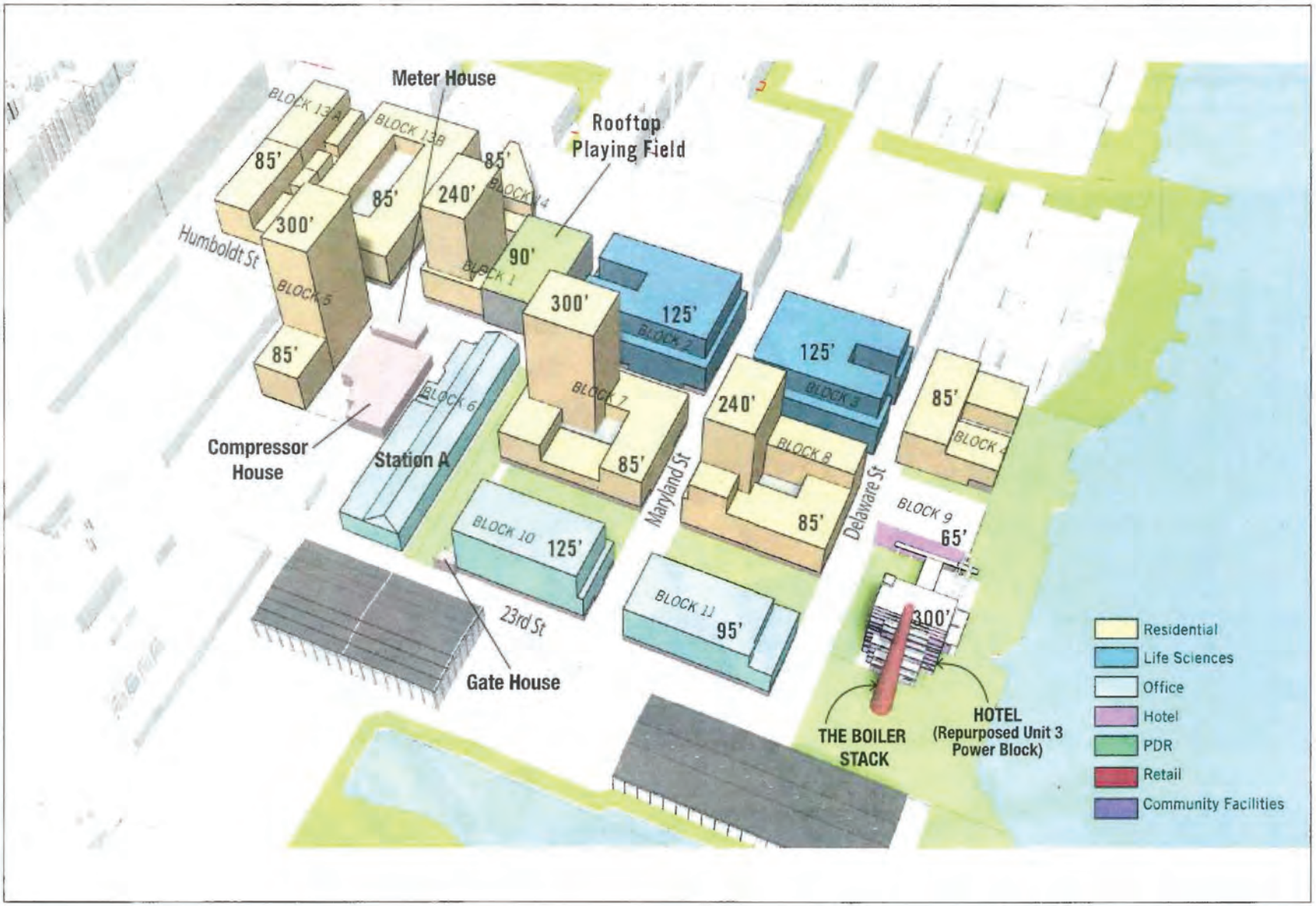


SOURCE: California Barrel Company, 2018

Potrero Power Station Mixed-Use Development Project

Figure 6-3
Alternative B: Full Preservation/Reduced Program Alternative

3 [G-2] cont.

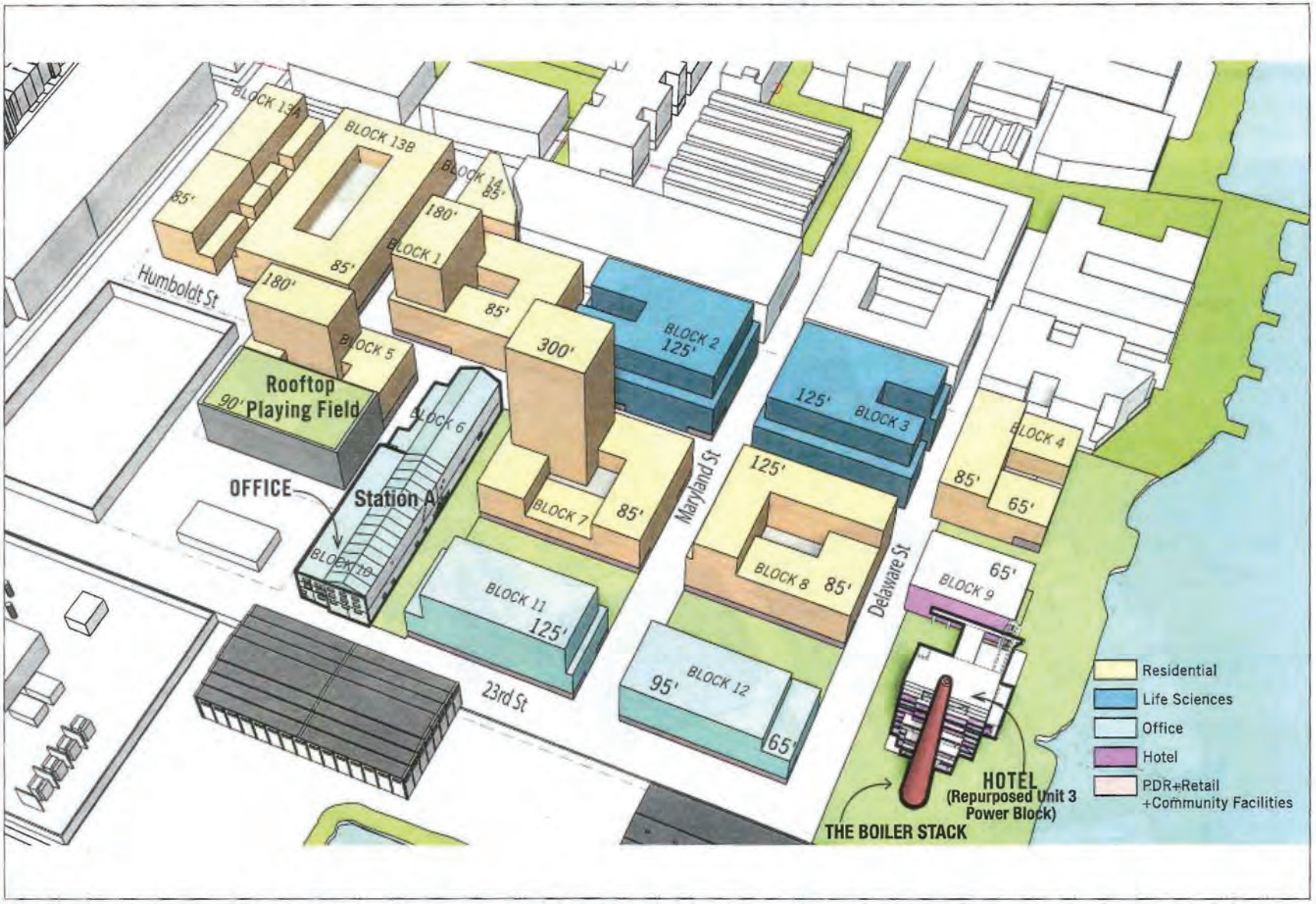


SOURCE: California Barrel Company, 2018

Potrero Power Station Mixed-Use Development Project

Figure 6-4
Alternative C: Full Preservation/Similar Program Alternative

3 [G-2] cont.

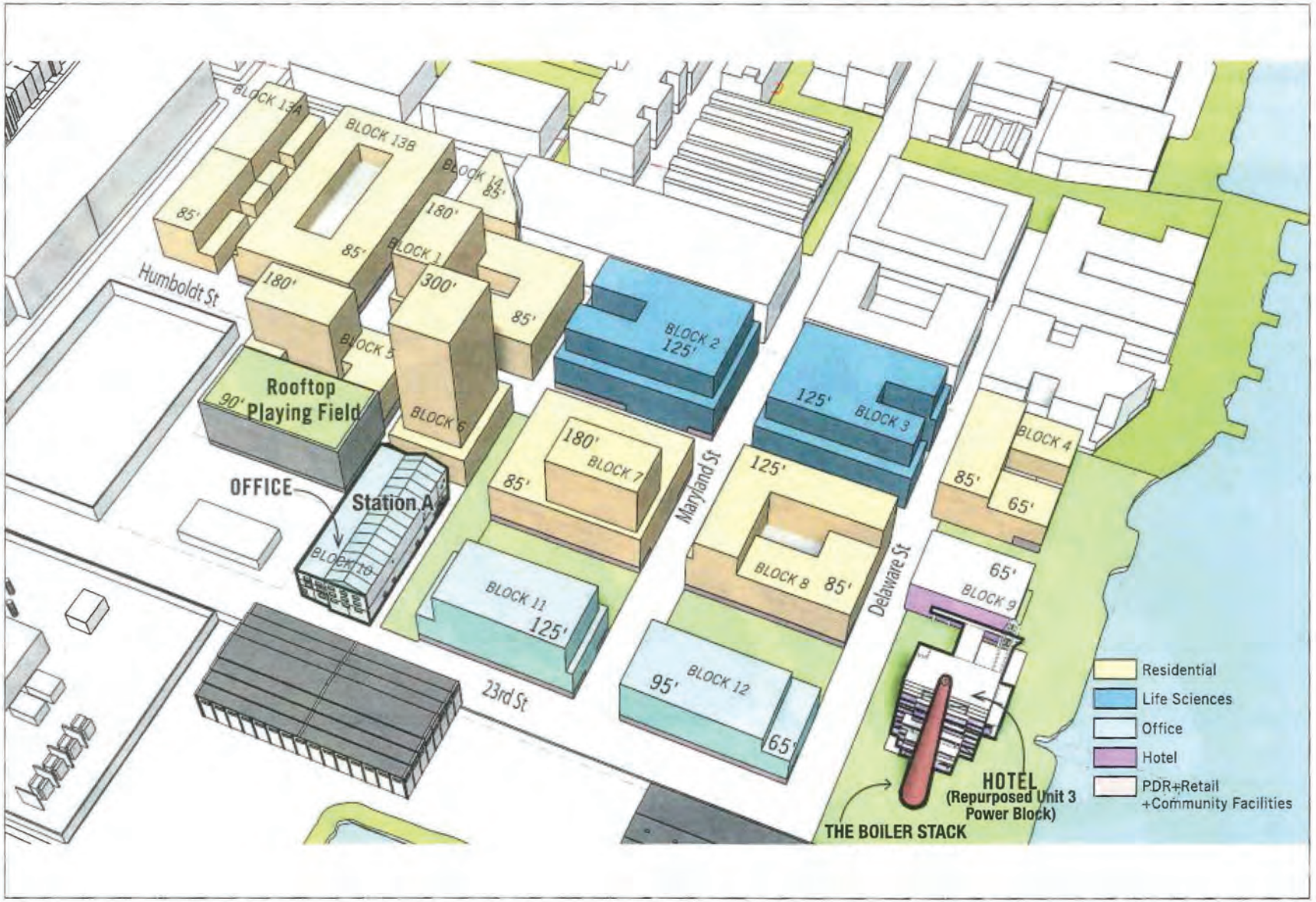


SOURCE: California Barrel Company, 2018

Potrero Power Station Mixed-Use Development Project

Figure 6-5
Alternative D: Partial Preservation 1 Alternative

3
[G-2]
cont.

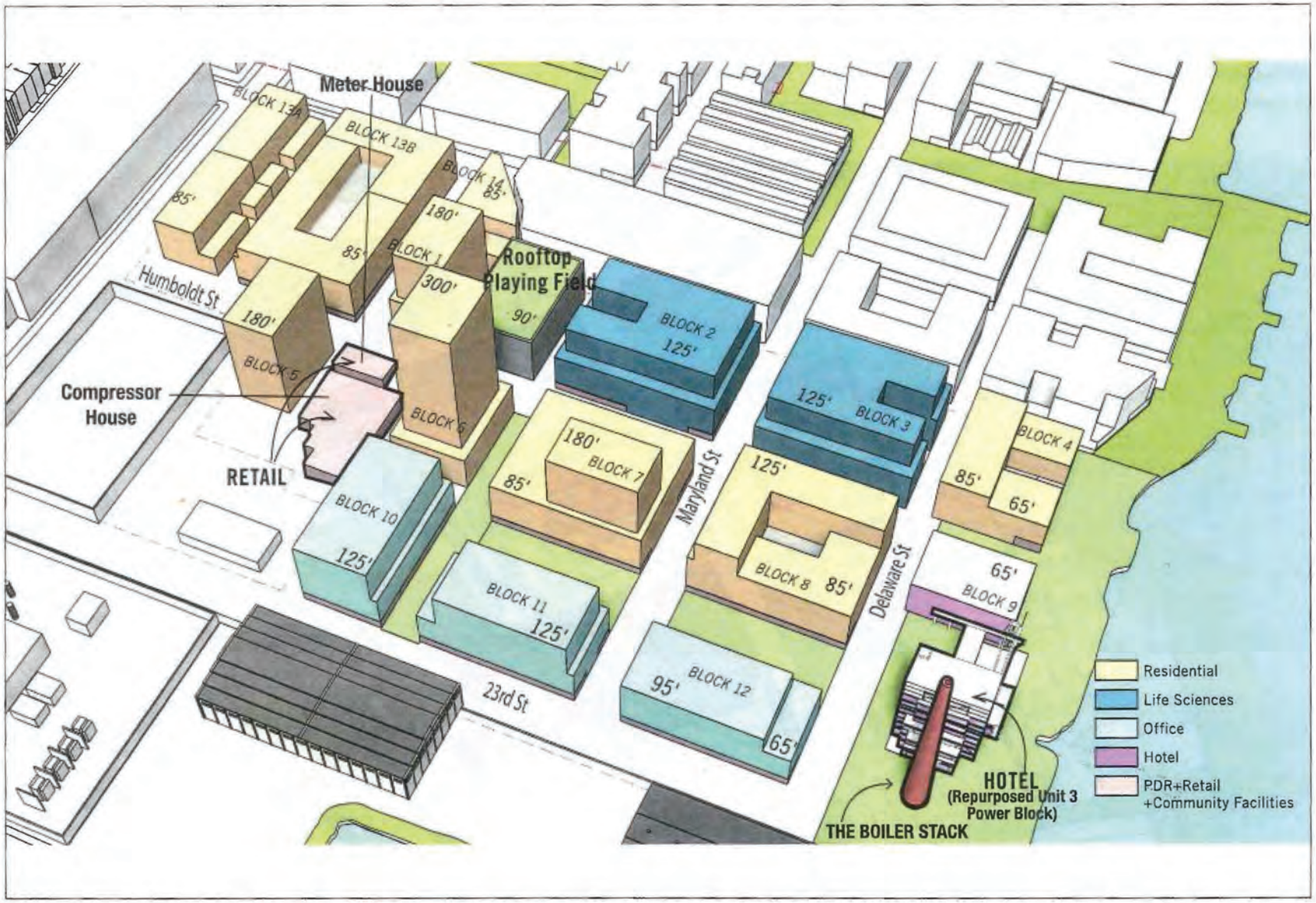


SOURCE: California Barrel Company, 2018

Potrero Power Station Mixed-Use Development Project

Figure 6-6
Alternative E: Partial Preservation 2 Alternative

3
[G-2]
cont.

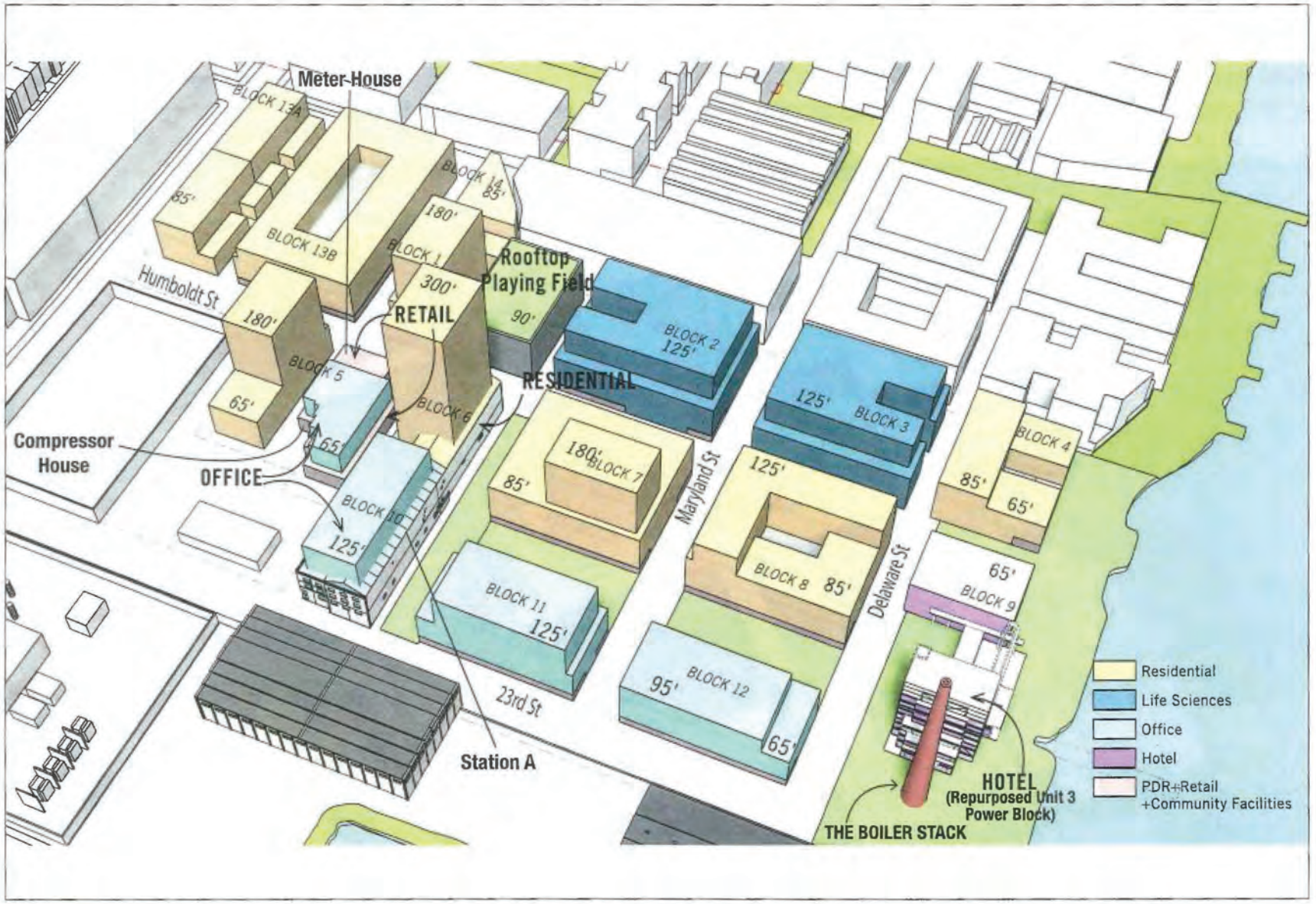


SOURCE: California Barrel Company, 2018

Potrero Power Station Mixed-Use Development Project

Figure 6-7
Alternative F: Partial Preservation 3 Alternative

3
[G-2]
cont.



SOURCE: California Barrel Company, 2018

Potrero Power Station Mixed-Use Development Project

Figure 6-8
Alternative G: Partial Preservation 4 Alternative

3
[G-2]
cont.

Comment Letter O-PBNA2

POTRERO BOOSTERS
NEIGHBORHOOD ASSOCIATION
SERVING THE HILL SINCE 1926

November 19, 2018

Rachel Schuett, PPS EIR Coordinator
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Via: Email to CPC.PotreroPowerStation@sfgov.org

Re: Comments on the Draft Environmental Impact Report for the Potrero Power Station 2017-0011878ENV

Dear Ms. Schuett:

Thank you for the opportunity to submit comments on the Potrero Power Station Draft Environmental Impact Report ("DEIR"). Our overarching concerns include the lack of reasonable alternatives; inaccurate population growth assumptions; outdated methodology; inconsistencies with the objectives of established land use plans; unmitigated transportation impacts and impacts to historic resources; and shadowing of open space. 1 [G-3]

Detailed comments are attached as Exhibit A hereto.

Thank you for your consideration,

J.R Eppler
President

Alison Heath
Secretary &
Chair of Development Committee

EXHIBIT A

Detailed Draft Environmental Impact Report Comments

I. Historic Architectural Resources

The Proposed Project would demolish individually significant historic buildings as well as buildings that contribute to the Third Street Industrial District and justify its inclusion in the California Register of Historical Resources. These buildings are representative of the explosion of industry on Potrero Point from the mid-19th to early 20th centuries. This was the most important power plant west of the Mississippi. The District is part of the only area in San Francisco that combines industrial and residential communities. 2 [HR-2]

Proposed mitigation measures, such as books-printed-on-demand, videos, displays or salvaged fragments, and design controls for new construction will never compensate for the loss of these historic structures. 3 [HR-4]

The only structures that would be retained as part of the Proposed Project would be the Boiler Stack and possibly Unit 3, both built in 1965. The analysis done for the DEIR extended the period of significance to the mid-1960s to include these structures. Although they are character defining, their design and construction isn't unique. Dozens of additional power plants of similar design were constructed in the latter half of the twentieth century and early 2000s. 4 [HR-3]

The Proposed Project will rehabilitate the Boiler Stack, but there is little likelihood that Unit 3 will be retained to the extent that it would retain any historic significance whatsoever. The Boiler Stack would be the last remaining historic resource, and its integrity would be compromised in setting and feeling as it would be surrounded by new buildings and overwhelmed in scale by the bulk of the 300' tower to the west. 5 [HR-2]

As noted in the section on Area Plans and Policies, the Proposed Project is in conflict with several policies protecting historic resources. 6 [PP-4]

II. Transportation and Circulation

Although the DEIR admits that the Proposed Project would result in substantial increases in transit demand and substantial delays to transit or operating costs that could not be mitigated, the inaccurate and inadequate analysis probably means that the actual impacts are far worse than stated. Additional analysis is necessary.

Mitigations that rely on proposed improvements to public transit are uncertain, as is the availability of adequate funding. As noted in the DEIR, these improvements "are outside of the control of the project sponsor" and will require discretionary approvals by the San Francisco Municipal Transportation Agency ("SFMTA") and other agencies, as well as funding to operate at increased frequencies. Sources for full funding have yet to be identified and it is unlikely they will be identified prior to the certification of the EIR. 7 [TR-5]

No reliable transportation options to downtown San Francisco from the project site currently exist. The effectiveness of planned improvements such as the new 55 Dogpatch and the Central Subway remain uncertain.

We do know that the system is already near capacity on lines serving the area. As noted in the DEIR (4.E-10) the T-Third is already at or beyond capacity (103.7% outbound during a.m. peak; 119.2% inbound and 98.7% outbound during p.m. peak) during the peak hours.

"*T-third has never lived up to its promise*" as reported recently in the San Francisco Chronicle: https://www.sfchronicle.com/bayarea/article/The-T-line-never-lived-up-to-its-promise-Now-13306888.php.

SFMTA data from July 2018 provides ample evidence that MUNI service is unreliable and getting worse. The 22 Fillmore had an on-time arrival only 57% of the time, for the 48 Quintara it was 31%, and the T-Third was on time only 14% of the time.

A Civil Grand Jury Report on the Port of San Francisco in 2014 stated that:

> *The City's transportation plans so far have not provided a solution, and its planning for increased traffic resulting from new development would not resolve the current situation but would only attempt to mitigate additional transportation needs. It is critically important that any waterfront future development place heavy emphasis on transportation needs in practice as well as in theory. Adding additional parking, for example, assures additional roadway traffic.*
>
> *The current transportation system of light rail and vehicular traffic is inadequate. The Embarcadero has been closed to traffic entirely in order to accommodate special needs such as cruise ship passengers arriving or departing. Other events along the waterfront may also result in lengthy backups. Of greater concern, there are times when emergency service vehicles cannot use the roadbed but must instead drive on the light rail tracks.*

7 [TR-5] cont.

The full details and extent of the Proposed Project's private shuttle service, as well as coordination with the Pier 70 shuttle, have not been determined so it is impossible to gauge its effectiveness in supplementing public transit. Although a ferry and water taxi landing is planned at Mission Bay, the possibility of providing a water taxi landing at the Power Station has also been mentioned. If this is a serious proposal that could effectively mitigate some transportation impacts, it should be analyzed in the final EIR, and formalized in the Development Agreement, Design for Development ("D4D") and Transportation Demand Management ("TDM") plans.

8 [TR-9]

9 [TR-5]

Transportation analysis is based on outdated projections. Mode analysis for the project is derived from the outdated *SF Guidelines* from 2002. This analysis didn't consider Transportation Network Companies ("TNCs") as a unique transit mode although the DEIR includes a footnote about "app-based ride-hailing services" in Table 4.E-11 without explanation as to how this was determined or how it would have been an option in 2002.

10 [TR-2]

The *Potrero Power Station Mixed-Use Development Project Estimation of Project Travel Demand*, contained in Appendix C and cited in the DEIR, is confusing, lacks transparency and contradicts some of what is in the DEIR itself. It appears to be based on outdated methodology, supplemented with speculative assumptions of future conditions with little empirical basis. For example, it seems to arbitrarily determine that mode share for the project would be some combination of the 2002 NE (downtown) Quadrant and 2002 SE Quadrant. The analysis goes on to cite national trends from the 2010 *Improved Estimation of Internal Trip Capture for Mixed-Use Development,* a *Presidio Trust Management Plan* from 2002, and the *Final Mission Bay Subsequent EIR,* dated 1998. None of these are relevant to current or anticipated conditions in the area of the Power Station.

11 [TR-2]

Glaring discrepancies between and Table 4.E-11 in the DEIR and Table 9 in Appendix C must be clarified. For example, is the auto share 35.7% or 47.2%?

TABLE 4.E-11
PROPOSED PROJECT TRAVEL MODE SPLIT – INTERNAL AND EXTERNAL TRIPS

Mode	Daily	AM Peak Hour	PM Peak Hour
Auto[a]	35.7%	37.0%	34.2%
Transit	17.1%	27.0%	19.8%
Other modes[b]	47.2%	36.0%	46.0%
Total	100.0%	100.0%	100.0%

NOTES:
[a] Auto mode includes persons traveling by private auto, carpool, app-based ride-hailing services (e.g., Uber, Lyft)
[b] Other modes include walk, bicycle, motorcycle, and additional modes such as taxis. Internal trips, generally by walking and bicycling, are also included within the "other" mode.

SOURCE: Technical Memorandum – Potrero Power Station Mixed-Use Development Project Estimation of Project Travel Demand, April 2018. See Appendix C.

Table 9
Potrero Power Station Modal Split Comparison by Scenario
Before and After Estimation of Internal Trips
Internal + External Person-trips [a]

Scenario	Daily		AM Peak Hour		PM Peak Hour	
	Before [b]	After [c]	Before [b]	After [c]	Before [b]	After [c]
Proposed Project						
Auto	47.2%	35.8%	46.2%	37.1%	46.8%	34.2%
Transit	24.2%	17.1%	34.3%	27.0%	28.1%	19.8%
Other [d]	28.6%	47.2%	19.5%	36.0%	25.1%	46.0%
Total Proposed Project	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**
Scenario A – Maximum Residential						
Auto	46.9%	34.2%	45.5%	35.8%	46.3%	31.9%
Transit	24.6%	16.8%	34.9%	26.8%	28.5%	19.4%
Other [d]	28.5%	49.1%	19.6%	37.4%	25.2%	48.8%
Total Scenario A	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**
Scenario B – Maximum Commercial						
Auto	47.4%	36.6%	46.8%	38.2%	47.2%	35.1%
Transit	24.0%	17.3%	34.0%	27.1%	27.9%	20.1%
Other [d]	28.6%	46.0%	19.2%	34.7%	24.9%	44.9%
Total Scenario B	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Notes:
[a] Numbers may not sum to total due to rounding.
[b] Generally based on US Census and *SF Guidelines* data; treats all person-trips as external to the project site.
[c] Calculates the proportion of person-trips that would be internal to the project and shifts them to use non-motorized modes of travel.
[d] "Other" includes walk, bicycle, motorcycle, and additional modes such as taxis and limousines.

Source: Adavant Consulting – April 2018.

11 [TR-2] cont.

The TDM Plan for the project is not adequate and once build-out begins, there will be a significant time lag between annual transportation monitoring reports and any required increase in TDM measures, allowing 30 months to improve performance. At the end of the 30 months there would be another opportunity to demonstrate improvements. As a result several years could pass before effective measures would be implemented.

12 [TR-8]

Additional transit analysis that uses accurate data with realistic projections must be provided and funding sources need to be in place before the project is entitled.

13 [TR-5]

III. Traffic

This is a very car-centric project. With a total of 2,622 parking places, parking comprises 921,981 gross square feet or 17% of the entire building area. Adequate analysis of noise, air quality, greenhouse gas emissions, emergency vehicle access, pedestrian and bike safety are all dependent on accurate and realistic traffic and mode share projections, rather than outdated modeling from SF-CHAMP and 2002 *SF Guidelines*. Traffic is considered only indirectly, but its impacts are undeniable.

There is no recognition of TNCs as a transit mode anywhere in the DEIR or Transportation Analysis outside of one unexplained footnote. Recent analysis by the SF County Transit Authority (*TNCs and Congestion*) shows that these vehicles are responsible for 51% of the increase in daily vehicle hours of delay and 47% of increase in Vehicle Miles Travelled ("VMT"). These impacts are particularly acute in urban areas, throwing into question the accuracy of VMT analysis.

The VMT analysis also fails to incorporate recent San Francisco County Transportation Authority ("SFCTA") analysis showing that a substantial share of TNC trips have shifted away from public transit. SFCTA's publication *TNCs Today* estimates conservatively that TNCs contribute 570,000 VMT on a typical workday. Urban areas are experiencing especially acute increases in traffic due to this shift. We can no longer assume that a project's location in an urban area will automatically result in reduced traffic.

14 [TR-2]

SB 743 is applied for projects that are located within areas served by transit and where the VMT criteria "promote[s] the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses". (New Public Resources Code Section 21099(b)(1).) Here, the Proposed Project results in acknowledged impacts to transportation networks and increases reliance on cars by substantially increasing automobile trips. It should not have qualified for SB 743.

15 [G-5]

The Proposed Project also should not have qualified for AB 900 which requires that the project will achieve at least 15% greater transportation efficiency than comparable projects.

16 [G-6]

Traffic congestion is already a fact of life in the area. Third Street is limited in its carrying capacity and cannot be widened. Without adequate transit, traffic on this major artery heading downtown and towards SOMA will only get worse. This will have a profound effect on the community's quality of life and must be considered so that appropriate mitigation measures and alternatives to the Project may be fairly reviewed and proposed for implementation within the context of the DEIR.

The DEIR considers existing traffic volumes but doesn't include any analysis of projected impacts even though Appendix C contains detailed raw Level of Service ("LOS") data. A discussion of automobile delay impacts under LOS is relevant and should be provided for informational purposes to better determine traffic-related impacts and thus provide a fair analysis of alternatives and inform a more realistic TDM plan.

17 [TR-4]

IV. Loading Impacts

The Loading Demand analysis doesn't recognize potentially significant impacts and should be redone. Delivery vehicle use is vastly understated by reliance on the outdated *2002 SF Guidelines*. For example the DEIR states that there would be 80 deliveries a day for 2,622 units. Analysis in Appendix C shows 81 daily delivery trips for 2,682 residential units (or .03 deliveries per 1000 gross

18 [TR-6]

square feet). This amounts to roughly 3 deliveries per day for 100 units. No doubt this is because the SF Guidelines use studies done in the *Center City Pedestrian Circulation and Goods Movement Study (Wilbur Smith & Associates for San Francisco Department of City Planning)* which was published in September 1980.

In the age of Amazon, Blue Apron, Caviar and a host of other delivery dependent services, reliance on 1980 loading demand data is extraordinarily misplaced.

18 [TR-6] cont.

V. Shadowing

Shadowing impacts on open space, nearby buildings and public space are potentially significant and demand further analysis.

Planned public open space will be greatly impacted by shadowing, nearly year-round. Pervasive shade will greatly diminish the comfort and usability of open space onsite and at Pier 70. Shadowing diagrams show deep shadowing over much of the project and nearby area for much of the year. However, in analyzing shadow impacts, the DEIR erroneously concludes, "the proposed project would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas".

Not only are impacts to planned public areas onsite and at Pier 70 not considered; neither are impacts to the existing Bay and shoreline, nearby sidewalks or Bay Trail.

The Project's proposed street grid, height and massing of buildings will result in substantial shadowing of lower buildings as well and potentially limit Forest City's flex buildings along 22nd Street to office uses instead of housing, an undesirable outcome that will skew the jobs-housing balance and increase transportation impacts there.

19 [SH-1]

Since shadowing of planned onsite open space appears to be significant it must be considered in the EIR, along with mitigations. These mitigations could be provided in the design with height reductions, orienting planned open space from north to south to optimize sunlight, and larger breaks between buildings. There is no discussion of this anywhere in the alternatives analysis or elsewhere in either the DEIR or D4D. A good example of what should be considered is articulated in the *Urban Design Guidelines:*

- *Orient and design publicly accessible open space to maximize physical comfort. Consider solar orientation, exposure, shading, shadowing, noise, and wind.*
- *Mass buildings to minimize shadow impacts on residential areas, lower buildings, parks, and open space.*

Shadowing of planned open space doesn't comply with protections in the San Francisco General Plan, Urban Design Element and Central Waterfront Plan:

20 [PP-5]

Recreation and Open Space Element

Policy 1.9: *Preserve sunlight in public open space.*

Urban Design Element

Objective 3*: Moderation of Major New Development to Complement the City Pattern, the Resources to be Conserved, and the Neighborhood Environment.*

Accompanying text as part of "Fundamental Principles for New Development" states, "Plazas or parks located in the shadows cast by large buildings are unpleasant for the user.

> *"A. Large buildings can be oriented to minimize shadows falling on public or semi-public open spaces.*
>
> *"B. The height and mass of tall, closely packed buildings can be shaped to permit sunlight to reach open spaces."*

Policy 3.4: *Promote building forms that will respect and improve the integrity of open spaces and other public areas.*

Central Waterfront Area Plan

Policy 5.2.6: *Ensure quality open space is provided in flexible and creative ways, adding a well-used, well-cared for amenity for residents of a highly urbanized neighborhood. Private open space should meet the following design guidelines:*

> *A. Designed to allow for a diversity of uses, including elements for children, as appropriate.*
>
> *B. Maximize sunlight exposure and protection from wind.*
>
> *C. Adhere to the performance-based evaluation tool."*

20 [PP-5] cont.

VI. Inconsistencies with Area Plans and Polices

There are a number of clear inconsistencies with the Central Waterfront Plan, Plan Bay Area, Waterfront Land Use Plan, and General Plan which must be considered as part of the CEQA review. The DEIR cherry picks its analysis, overlooking inconsistencies with a number of local and regional plan policies. The DEIR admits that it doesn't provide a comprehensive analysis of general plan consistency and asserts that this will be considered in future staff reports. However CEQA requires the EIR to discuss and analyze the Project's inconsistency with area plans and policies. (CEQA Guidelines § 15125(d).)

21 [PP-1]

Please state how the Project is consistent with the following plan policies:

Central Waterfront Area Plan

The Eastern Neighborhoods Plan promised *"*a full array of public benefits". Unfortunately the City has failed to provide most of the necessary infrastructure to support existing development, let alone massive unanticipated growth in an area already underserved by public transit and other public services. Rather than adhering to the objectives and policies of the Plan, the Proposed Project discusses amending it to address inconsistencies. The Power Station site is very much part of the Central Waterfront Area. It was specifically mentioned in the Plan and its location "west of Illinois" and "historically set off from the rest of the Central Waterfront Area" doesn't exempt it from Central Waterfront Area Plan policies.

22 [PP-3]

The Proposed Project is broadly inconsistent with the Central Waterfront Area Plan. The DEIR identifies some, but fails to properly identify all inconsistencies. While acknowledging a failure to meet objectives for noise and air quality, it also notes that the project is inconsistent with the Plan's anticipated use of the site:

The Central Waterfront Plan anticipated that the Power Plant site would be used for large-scale commercial and research development:

> Policy 1.1.8: *Consider the Potrero Power Plant site as an opportunity for reuse for larger-scale commercial and research establishments.*

Remarkably, the DEIR erroneously concludes, based simply on a presumption that hazardous materials onsite could be remediated to instead allow for residential uses, that the project would avoid "any physical effects" due to these inconsistencies with the Area Plan. The opposite is true. The sheer scale and density of the Proposed Project as a mixed-use development with non-industrial uses would result in a number of significant physical impacts, both individual and cumulative that were never anticipated or analyzed in the Eastern Neighborhoods Plan EIR.

The Plan sought to protect manufacturing. One of two key policy goals was ensuring a stable future for Production, Distribution and Repair ("PDR") businesses in the city, mainly by reserving a certain amount of land for this purpose. Although the proposed project includes 45,040 gross square feet of PDR and 645,738 gross square feet of Research and Development ("R&D") space, this amounts to only .08% PDR and 12% R&D of the total proposed building area. The vast majority of the space will go to Residential, Retail, and Office uses, which are generally more impactful than traditional industrial uses. Considerably denser than what was anticipated under the central Waterfront Plan, the Proposed Project will further exacerbate impacts and the need for infrastructure improvements.

22 [PP-3] cont.

As noted in the Transportation section of the DEIR, proposed mitigations fail to adequately address existing transportation issues as well as those from future development. The Proposed Project is inconsistent with the following public transit objectives and policies in the Central Waterfront Area Plan:

> 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 to the 22nd Street Caltrain Station and Third Street Light Rail.*
>
> Objective 4.10: *Develop a comprehensive funding plan for transportation improvements.*
>
> Objective 4.3: *Establish parking polices that improve the quality of neighborhoods and reduce congestion and private vehicle trips by encouraging travel by non-auto modes.*

The scale of the historic Dogpatch neighborhood was to be protected by lower height limits under the Central Waterfront Area Plan. The site was zoned for heights of 40 to 65 feet, with area heights stepping down eastward from the Caltrain station and elevated freeway to the water's edge. Views from Potrero Hill were not to be affected. With increased heights and density from rezoning under the Proposed Project, views of the Bay and historic features from the west will be greatly diminished in conflict with the following Central Waterfront policy:

Policy 3.1.5: *Respect Public View Corridors*

The DEIR fails to consider this loss of public vistas as inconsistent with the Central Waterfront Plan. CEQA section 21099 doesn't preclude the application of local general plan policies related to protected views.

22 [PP-3] cont.

The proposed project conflicts with the following objective to preserve historic resources. Preserving the Stack is not a substitute for preservation of more significant resources. The Proposed Project is inconsistent with the following:

> Objective 8.2: *Protect, preserve and reuse historic resources within the Central Waterfront Area.*
>
> 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.*

23 [PP-4]

General Plan

The Proposed Project will conflict with the following General Plan policy by blocking public vistas of the Bay and historic buildings, while shadowing the Bay shoreline and much of the onsite open space. The DEIR doesn't address inconsistences with this policy:

> Priority Policy 8: *That our parks and open space and their access to sunlight and vistas be protected from development.*

24 [PP-5]

Housing Element of the General Plan

The San Francisco Housing Element requires that infrastructure needs be planned and coordinated to accommodate new development, but the Proposed Project conflicts with a number of objectives and policies of the General Plan's Housing Element, and in particular fails to balance housing growth with adequate infrastructure, particularly public transit. Analysis of consistency with the Housing Element is omitted entirely despite the fact that the Proposed Project will disproportionately burden the neighborhood with growth well beyond any previous projections and concentrate it in an area with inadequate public services. Among the policies and objectives that should have been considered are the following:

> 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.*
>
> Policy 1.2: *Focus housing growth and infrastructure necessary to support growth according to community plans.*

25 [PP-1]

Policy 4.6: *Encourage an equitable distribution of growth according to infrastructure and site capacity.*

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.*

Transportation Element of the General Plan

The Proposed Project is car-centric with a large parking component. Nearly 50% of the external person trips each day will be by private automobile and parking comprises 17% the entire building area. Given the Project's location within a congested area underserved by transit, inconsistencies with the *Transportation Element* that should have been considered but were omitted include the following:

25 [PP-1] cont.

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 *Transportation Element* also requires that developers coordinate land use with transit service and mitigate traffic problems. Instead the Proposed Project will burden transit and increase traffic. The severity of these impacts, their adherence with the following policy, is not considered:

Policy 11.3: *Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.*

BCDC Bay Area Plan

Although the Proposed Project includes only a 100-foot swath of land along the shoreline, the proposed hotel and other private uses such as cafes and private events may encroach on this land. With a hotel complex as tall as 128 feet extending across much of the waterfront, views of the Bay will be impacted and private access may be compromised. The DEIR fails in consistency with the following policies:

26 [PP-7]

The most important uses of the Bay are those providing substantial public benefits and treating the Bay as a body of water, not as real estate.

Views from vista points and from public roads should be protected and scenic roads and trails should be built in accordance with the policies on Appearance, Design, and Scenic Views.

All bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay. Maximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline, especially from public areas, from the Bay itself, and from the opposite shore.

Views of the Bay from vista points and from roads should be maintained by appropriate arrangements and heights of all developments and landscaping between the view areas and the water.

VII.

Project Description

The Proposed Project incorporates a flexible land use program in which certain blocks permit both residential and commercial uses. Future market conditions and other economic considerations may ultimately determine the type and amount of residential and commercial land uses to be developed.

The specific uses would be determined after the EIR is adopted and after Project approval. This type of scheme shortcuts the required public review process that is meant to occur prior to adoption of a project.

The "worst case" analysis states that under a maximum commercial scenario, impacts are based on office use, but the specifics are unclear. For example, would it include the grocery store that has been promised to the neighborhood, and generates far more trips than office, or even general retail?

It is unclear as to whether Block 9 will be developed as residential vs. hotel and it is not explained whether ancillary restaurant or retail uses in the hotel were included in the analysis. Both of these uses generate far more trips and employee density than hotel or even office uses.

27
[PD-1]

Another unknown is whether the PG&E subarea will be developed as part of the Proposed Project. Its provision of housing will be critical to maintaining a good jobs/housing balance and affordable housing. The proposed new Georgia Street is within the subarea and infrastructure improvements including utilities and transportation are dependent on the subarea's inclusion. A much-needed San Francisco Recreation and Parks recreation center has been proposed for this location. This would help mitigate recreation impacts from massive population growth. Whether or not it would be built if the subarea is not developed under the Proposed Project is unclear.

An accurate, stable and consistent project description is necessary to an adequate evaluation of the project's impacts; the project description should describe the physical development that will result if the project is approved; and the description should be sufficiently detailed to provide a foundation for a complete analysis of environmental impacts.

VIII. Population and Housing

Impacts to Population and Housing should be classified as significant. The Proposed Project will result in significant population increases with the potential to result in adverse physical impacts. A full and accurate analysis of physical impacts resulting from that growth should be provided.

Individually the project would increase the residential population by 6,842 people, an increase of 51% in the area from the 2012-2016 baseline. Cumulatively the DEIR shows that approved and proposed projects, when combined with the proposed project, would add up to approximately 22,734 net new residents in 10,015 units in the vicinity. Once complete, the Project would bring up to 5524 jobs and cumulatively 25,066. However, cumulative analysis omits major developments including India Basin, UCSF medical office expansion and dorms, The Exchange, Uber offices at 1455 Third, and some smaller residential projects, all within a .5 mile radius of the proposed project.

28
[PH-1]

The DEIR analysis of cumulative growth employs a faulty methodology by which it looks at combined growth from nearby projects and then compares them to citywide Plan Bay Area projections. The comparison of population increase directly resulting from the Proposed Project to

projected overall population throughout San Francisco is not a valid basis; the proper comparison is the Project's cumulative contribution within the area.

The DEIR states that the level of population growth can be accommodated under "the City's existing zoning (height and bulk controls) … and the existing controls for the project site are not a barrier to growth". This is a nonsensical statement given the dramatic upzoning, density and land uses for the Proposed Project. Zoning controls established under the Eastern Neighborhoods Plan anticipated industrial and R&D uses at the site with heights ranging from 40 to 65 feet. Concentrating development in this area would not only push growth well beyond what was anticipated under the Eastern Neighborhoods Plan, the level of growth cannot be accommodated by existing services and infrastructure. Clear evidence of this can be found in the DEIR's analyses of significant and immitigable impacts.

As noted in the DEIR**,** the project would "generate a cumulatively significant impact… should the cumulative residential or employment growth substantially exceed planned growth, and… [if]… the growth could not be accommodated by existing services and infrastructure"**.** Physical impacts directly related to population increases acknowledged throughout the DEIR include significant impacts to transportation, along with impacts to air quality and ambient noise from motorized vehicles. These physical impacts can't be simply dismissed as the result of an economic or social change. They are directly related to an increase in population.

The Association of Bay Area Governments ("ABAG") projections and Plan Bay Area goals are for the whole region and cannot be the sole measure of growth at the neighborhood level. It's unreasonable to label impacts from the Project's population growth as "less than significant" by simply claiming the Project is a consistent with Plan Bay Area's goals for the entire region. In fact, under Plan Bay Area, population increases for the entire Port of San Francisco Priority Development Area ("PDA") and Eastern Neighborhoods PDA are already on track to well exceed 2040 targets without inclusion of Proposed Project. ABAG has a "Fair Share" policy to ensure that individual PDAs do not shoulder too much of the responsibility for meeting the region's housing needs. That is exactly what is occurring in both PDA's where anticipated residential growth exceeds the policy's 110% threshold. To make matters worse, Plan Bay Area does not address the need for infrastructure improvements at the project or neighborhood level, nor does it provide any direct funding to mitigate impacts for the significant population increase in the vicinity of the Project.

28
[PH-1]
cont.

Rather than confronting the fact that residential growth in the Eastern Neighborhoods Plan has been exceeded, the DEIR discusses amending the Central Waterfront Area Plan. The Central Waterfront growth projections for residential development in the Eastern Neighborhoods Plan were already maxed out by 2017. As noted in the *2010-2015 Monitoring Report*, over 2704 residential units had been constructed or were in the pipeline in the Central Waterfront at the end of 2015, with hundreds more submitted for review in 2016. Additional projects currently underway will result in approximately 7900 new residential units in an area that had planned for just 2020 units. Meanwhile, infrastructure improvements and community benefits to mitigate impacts of projected, let alone actual development have lagged way behind what was promised in the Eastern Neighborhoods Plan.

The Proposed Project may result in adverse and direct physical environmental effects due to population growth from a large commercial component. Employment opportunities at the Power Station and nearby developments will induce massive population growth, exacerbating the demand for additional housing locally as well as throughout the region. The DEIR considers some regional

impacts, but should also analyze neighborhood and citywide impacts from cumulative job growth in the Central Waterfront and nearby Mission Bay.

Growth-inducing impacts under CEQA are defined as "the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment". The Proposed Project is growth-inducing because it would accommodate new residential and employment growth in an undeveloped area with a direct increase in population on a very large scale, resulting in direct and cumulative adverse physical environmental effects due to that population growth.

28 [PH-1] cont.

IX. Recreation

The *Initial Study* asserts that the project would increase the use of existing neighborhood parks and other recreational facilities, but that the construction of new facilities would not be required. This conclusion is based on outdated population data from the 2010 census that was included in the 2014 *Recreation and Open Space Element (ROSE)*. The maps in *ROSE* show low population density in the area because intensive development of the Central Waterfront had not yet occurred. One of the maps projects just 0-33.41 potential new people per acre by 2040 at the Power Station site. Despite its drastically understated population projections, *ROSE* acknowledges that this as a "high needs area". In fact most, if not all, of the site is over one-half mile from any open space or facility for active uses and proposes. Furthermore, the proposed network of new open space onsite is inadequate, poorly designed, and includes very little active open space.

Analysis of Recreation impacts was omitted in the DEIR and should be included in the Final EIR.

29 [RE-1]

X. Greenhouse Gas Emissions

Despite greenhouse gas ("GHG") reduction measures, the *Initial Study* notes that proposed project "would contribute to annual long-term increases in GHGs". The DEIR simply assumes that all alternatives (except the No Project alternative) will produce similar levels of GHG Emissions based simply on adherence to particular policies. A full analysis that considers varying impacts with each alternative should be included in the EIR.

Analysis of Greenhouse Gas Emissions impacts was omitted in the DEIR and should be included in the Final EIR.

30 [GHG-1]

XI. Public Services

The need to construct facilities for Public Services is acknowledged in the *Initial Study* but never analyzed despite recognition there will be an increased need for these services because of population growth.

Analysis of Public Services impacts was omitted in the DEIR and should be included in the Final EIR.

31 [PS-1]

XII. Jobs Housing Balance

The DEIR includes housing numbers for the adjacent PG&E parcel, which comprises 27% of the total, but there are no guarantees that the PG&E site will be developed for residential use in the

32 [PH-2]

foreseeable future. If not developed, the ratio of jobs to housing will be even higher, exacerbating the local and regional imbalances in the growth of jobs versus the growth of housing.

Analysis of the jobs housing balance is critical because commercial uses tend to be more intensive then residential ones, and impacts on transportation are worse with commuters traveling within the region to jobs.

Analysis of Jobs Housing Balance impacts was omitted in the DEIR and should be included.

32 [PH-2] cont.

XIII. The Range of Project Alternatives

The range of project alternatives considered in the DEIR is not adequate or reasonable. Viable alternatives should have been considered that would save the most important historic structures, as well as reduce transportation, noise, air quality, wind and shadowing impacts. Given the acknowledged deficit of recreational facilities in the area, and stated project objectives to provide active uses, better consideration should be given to the quality and quantity of open space and recreation opportunities provided onsite. None of the proposed alternatives provided any additional open space than the Preferred Project, a serious omission.

A *Reduced Density Alternative* should have been included and was not. This was requested in Scoping comments. A reduced height and density alternative would analyze a project under similar height and zoning controls as those approved for the Pier 70 mixed-used development under Forest City. Because of the east-west orientation of the central Power Station Park and unbroken massing of buildings throughout, much of the open space is in shadow, and vistas of historic resources and the Bay are obscured. The proposed project stands in stark contrast to Pier 70. An alternative should be considered that matches and complements Forest City's development in height and density; but also its awareness of the context of historic structures, fine grained massing of buildings, open sightlines, midblock passageways, and streets that don't follow a simple grid. Additional consideration should be given to reduce parking as a means to reduce impacts from private vehicles.

33 [ALT-2]

The *Full Preservation Alternative with Reduced Program* (Alternative B) has been identified as the Environmentally Superior Alternative however it is not a Reduced Density Alternative, something that should have been included in the analysis. It retains the same footprint as the proposed project and simply lops of the top third of each building. Under this alternative, historic resources would not be presented in an appropriate context with ample open space and vistas, and open space would be compromised. The Planning Department has already stated that it would not meet some project objectives and it will most likely be deemed infeasible.

The Full Preservation Alternative with Similar Program (Alternative C) is extremely dense and tall, with no reduction in Transportation, Noise, Air Quality and Wind impacts. Shadowing and wind impacts would be worse than with the Proposed Project and the integrity of historic buildings would be severely compromised in setting and feeling.

Aspects of each *Partial Preservation* alternative would mitigate some impacts on historic resources, but none reduces all impacts. They all fail to properly prioritize the most significant structures over the 1965 structures. Impacts to historic resources would remain significant with each, and none of the *Partial Preservation* alternatives adequately mitigate other significant environmental impacts.

[End of DEIR Comments]

Comment Letter O-PHAP1

Received at HPC Hearing 10/17/18
R. Schuett

POTRERO HILL ARCHIVES PROJECT

Potrero Power Station DEIR Comments Oct 2018

Building for our future does not have to mean throwing away our past.

The historic brick buildings on the Potrero Power Station site have extraordinary local and national significance, offering a connection to:
—the explosion of industry on Potrero Point from the mid 19th to the early 20th centuries
-- until 1913, the most important power plant on the west coast
— competition between power producing industries which led to PG&E's 99 years on the site
--worker's neighborhood of Irish Hill just to the north
—and the rebuilding of San Francisco following the earthquake & fire of 1906.
—In addition these buildings are part of the only historic district in San Francisco combining industrial & residential communities, the only buildings which give context to the last remaining Spreckels Sugar warehouses across the street

1 [HR-2]

History gave us these buildings and we must respond to them. The proposed project would demolish four brick buildings, and extend the historic period to include Unit 3 and the Stack. I challenge anyone to make the case that the 1960s were as significant as the 1870s to the early 1900s on the Power Station site. The "60s saw technological development at PG&E while the earlier period saw the birth and growth of industries and businesses that transformed San Francisco and California. Saving the "60s structures is fine but only if priority is given to the cluster of the much more significant brick buildings.

2 [HR-3]

Public awareness of these buildings is just beginning; most people have no idea at all what's there. The historic buildings are largely hidden from view and inaccessible even on Power Station tours. My article and photos in the September Potrero View was an attempt to raise awareness. We will be circulating a 'Save historic Potrero Power Station Brick Buildings' petition which we will give to you.

The developer makes a point of using materials and design elements in new construction which reflect the site's industrial past. To tear down the few buildings which actually ARE PART of that past makes absolutely no sense.

If Associate Capital truly intends the Power Station development to merge with Pier 70's development to the north, why is the Power Station development preserving fewer of its historic buildings? Why is it denser than Pier 70? Why does it offer a smaller percentage of open space?

3 [HR-2]

Mitigations offered in the DEIR for the proposed destruction of the brick buildings are offensive. Does anyone imagine that books-printed-on-demand, videos, displays or salvaged fragments would compensate for the loss of these historic structures? The history held by these buildings belongs to everyone and should not be taken away.

4 [HR-4]

The DEIR does not offer a reasonable range of alternatives. Saving as many of the brick buildings should be a priority; they form a visually cohesive cluster. Space inside the buildings could be used as public spaces, perhaps tennis & basketball courts and walled gardens. Additions are possible but should not overwhelming old buildings which need some breathing space. These buildings are truly irreplaceable and, I hope, will become incredible assets. The history held by these buildings belongs to everyone and should not be taken away.

Peter Linenthal, director

5 [ALT-2]

Comment Letter O-PHAP1

Former Potrero Power Plant Site Eyed for Preservation

BY PETER LINENTHAL,
POTRERO HILL ARCHIVES PROJECT

Four early-20th Century brick buildings at the former site of the Potrero Power Plant are all that's left of what was a center of industrial growth in San Francisco between 1870 and 1940, a period during which, according to Dr. Paul Groth, efficiency and productivity became a national religion. The buildings housed early Pacific Gas and Electric Company activities, played a role in rebuilding the City after the 1906 earthquake and fire, and are central to Pier 70's history. The future of these brick buildings is uncertain, subject to the San Francisco Planning Commission's approval of Associate Capital's proposed development plans for the site.

The structures have significant problems, and are "Red Tagged;" the public isn't allowed to enter them. Nearly half of Station A was torn down in 1983, compromising structural integrity. It, as well as the Gas Meter Shop and Gas Compressor Building, has been without roofs since 2001. The structures' owner, Associate Capital, has found brick and mortar deterioration. Two of the edifices are near the constant hum from PG&E's South Switchyard.

Building preservation will compete with other expensive amenities: more affordable housing, reduced density and building heights, and greater amounts of open space.

Last month, the San Francisco Planning Department's *Historic Preservation Commission* called for creative solutions and open-minded approaches to preserving the buildings. Concepts that have been floated include modifying the structures, moving all or part of a building, and using materials harvested from the site in new contexts. Commission president Andrew Wolfram cautioned that developments without older buildings run the risk of being bland.

Associate Capital has promised not to repeat Mission Bay's blocky uniformity. The company plans to preserve the iconic 300-foot smokestack, repurpose adjacent Unit 3 as a hotel, include historical styles and materials in its designs, and rely on Macchiatto, a Potrero Hill design firm working for Pier 70, to interpret history. Drafts of Associate Capital's Design for Development and Infrastructure Plan will be published this month. Project approvals are scheduled for late 2019.

Station A, south end, west wall as seen from 23rd Street. The south portion is more structurally sound than the north.

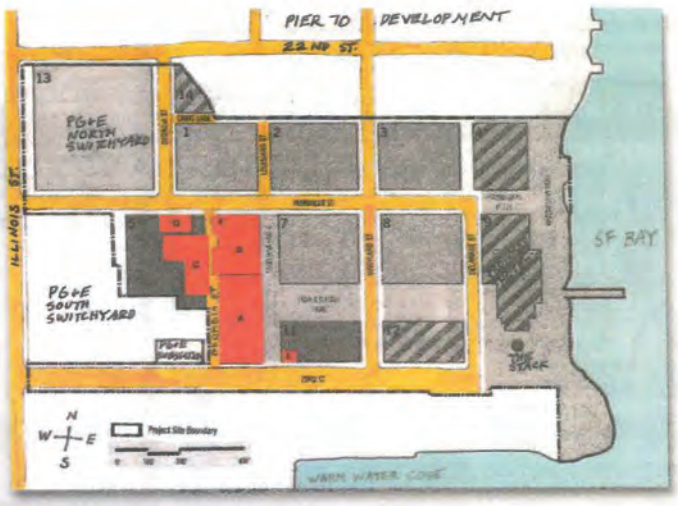
Station A's Machine Shop Facade (right) and Station A's north portion's north facade (center) as seen looking east down Humboldt Street's incline towards the bay.

The small Gatehouse in front of Station A, south portion, east wall, once the interior of a larger building, now with many door and window openings and a dramatic patina.

Gas Compressor Shop's east wall (left) and west wall of Station A's north portion (right) would have to be removed for proposed widening of Georgia Street. Here we look north on Georgia St towards Humboldt St.

The Gas Meter Shop, west facade, and Gas Compressor Shop (right). Both sit on excavated land below Georgia Street (above wall far left).

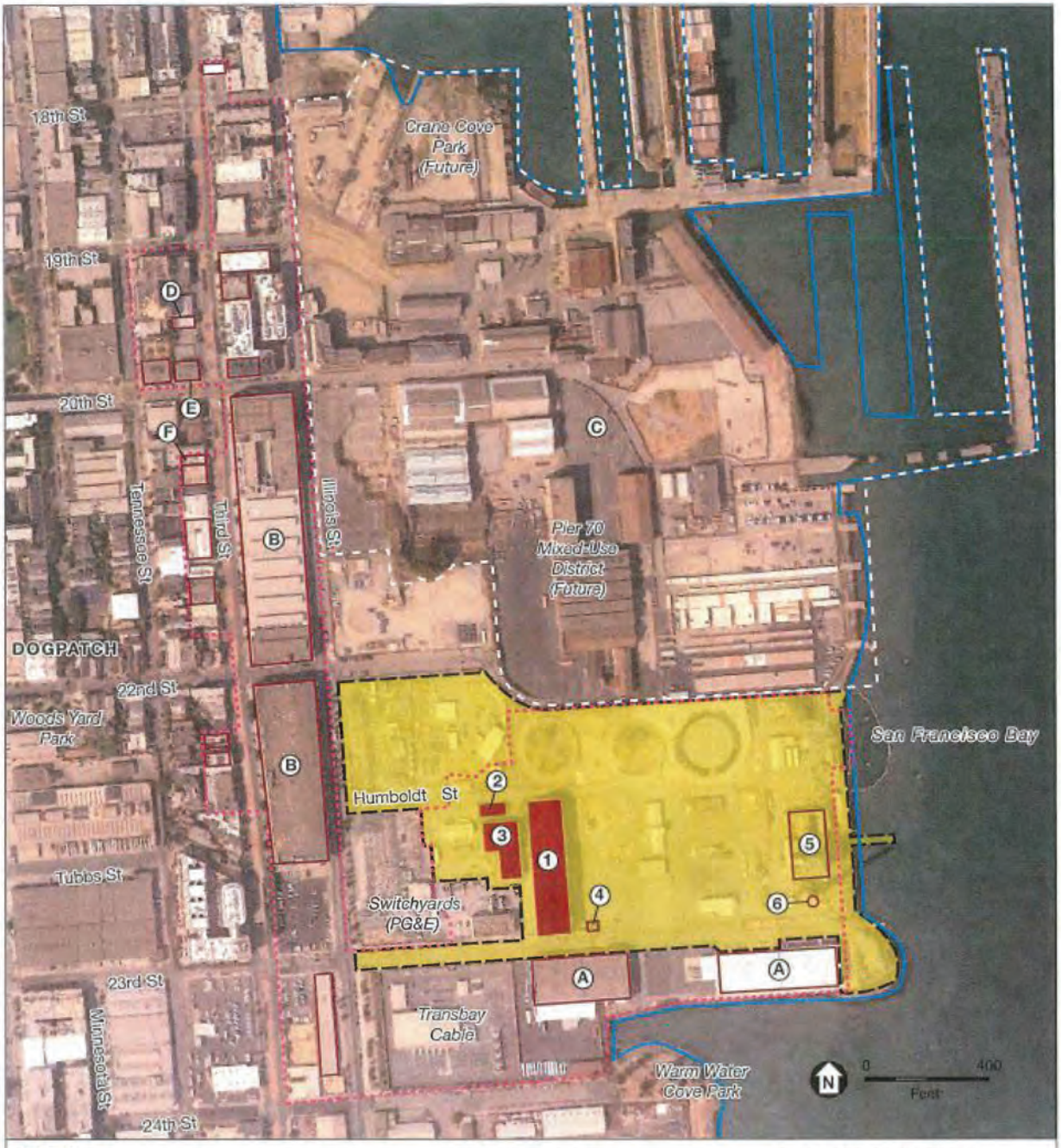
West facades of Gas Compressor Shop and beyond, Gas Meter Shop. Both are exposed to a constant hum from the PG&E South Switchyard.



Map of Proposed Development at the Potrero Power Plant Site, historic brick buildings in orange. Buildings C, D & F are little known, hidden and off-limits behind PG&E fencing. Buildings A, B & E can be seen from 23rd Street.

A: Station A, south portion
B: Station A, north portion
C: Gas Compressor Shop
D: Gas Meter Shop
E: Gatehouse
F: Station A's Machine Shop Facade

Received at HPC Hearing 10/17/18
R. Schuett



Project Site
Central Waterfront Area Plan Boundary
Third Street Industrial District Boundary
Contributor to Third Street Industrial District
District Contributior; also Individually Eligible for Cal. Register
Union Iron Works Historic District

On-Site Resources
1 - Station A Turbine Hall, Mach. Shop, Office, Switching Ctr.
2 - Meter House
3 - Compressor House
4 - Gate House
5 - Unit 3 Power Block
6 - Unit 3 Boiler Stack

Notable Nearby Resources
A - Western Sugar Warehouses
B - American Can Co. Buildings
C - Union Iron Works Historic District

Cumulative Projects
D - 2250 Third Street
E - 2290 Third Street
F - 2530 Third Street

SOURCE: Google Earth, 2017; ESA, 2018

Potrero Power Station Mixed-Use Development Project

Figure 4.D-1
Historical Resources On and Near the Project Site

Schuett, Rachel (CPC)

From: peterlinenthal1 <ppotrero@pacbell.net>
Sent: Saturday, November 17, 2018 9:52 AM
To: CPC.PotreroPowerStation
Subject: potrero power station comments

Dear SF Planning Department Commissioners, Nov. 2018

I direct the Potrero Hill Archives Project. Since 1986 we've collected neighborhood history and made it available to the public. We just held our 19th annual Potrero Hill History Night.

I would like to comment on the DEIR for the Potrero Power Station.

Building our future does not require throwing away our past.

The historic brick buildings on the Potrero Power Station site have extraordinary national significance, offering a connection to:
—the explosion of industry on Potrero Point starting in the 1860s

-- until 1913, the most important power plant on the west coast

—PG&E's 99 years on the site

-- Irish Hill to the north
—and the rebuilding of San Francisco following 1906.
—These buildings are part of the only historic district in San Francisco combining industrial & residential communities, and give context to the remaining Spreckels Sugar warehouses across the street

1 [HR-2]

The proposed project in the DEIR would demolish four brick buildings, extending the historic period to include Unit 3 and the Stack, both built in the 1960s. I challenge anyone to make the case that the 1960s were as significant as the late 19th & early 20th century periods on this site. Saving the "60s structures is fine but only if priority is given to the cluster of more significant brick buildings.

2 [HR-3]

Most people have no idea what's on this site. The historic buildings are largely hidden from view and inaccessible even on Power Station tours. My article in the September Potrero View was an attempt to raise awareness. We will be circulating a 'Save the Historic Potrero Power Station Brick Buildings' petition.The developer wants the development to reflect the site's history but to tear down the few buildings which are part of that history makes absolutely no sense.

3 [HR-2]

If Associate Capital intends the development to merge with Pier 70 to the north, why is the Power Station development preserving fewer historic buildings? Why is it denser than Pier 70? Why does it offer a smaller percentage of open space? Some of the mitigations offered are insulting. Can anyone imagine that books printed-on-demand, videos, or salvaged fragments would compensate for the loss of historic structures?

4 [HR-4]

The DEIR does not offer a reasonable range of alternatives. A variety of adaptive reuse solutions should be considered. SF Heritage's proposed charrettes will be an excellent way to generate possibilities. Saving the brick buildings & maintaining their visually cohesive cluster should be a priority. Space inside could be public spaces, perhaps tennis & basketball courts and walled gardens. Additions are possible but should not overwhelming old buildings which need breathing space. Of course, consideration of alternatives must include Associate Capital's cost estimates. Without these estimates, how can alternatives be evaluated? 5 [ALT-2]

These brick buildings are irreplaceable and, I hope, will become incredible assets. The history held by these buildings belongs to everyone and should not be taken away.

Peter Linenthal director, Potrero Hill Archives Project

SF HERITAGE www.sfheritage.org 2007 FRANKLIN STREET SAN FRANCISCO, CA 94109 415 441 3000

November 19, 2018

Ms. Rachel Schuett
PPS EIR Coordinator
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: CPC.PotreroPowerStation@sfgov.org

RE: Draft EIR for Potrero Power Station Mixed-Use Development Project

Dear Ms. Schuett:

On behalf of San Francisco Heritage (Heritage), thank you for the opportunity to comment on the Draft Environmental Impact Report (Draft EIR) for the Potrero Power Station Mixed-Used Development Project. As part of its ongoing review of the project and preservation alternatives, Heritage's Projects + Policy Committee toured the project site on August 31, 2018 and met with the project sponsor on October 26, 2018. We have also provided preliminary comments on the Draft EIR in testimony before the Historic Preservation Commission (HPC) on October 17, 2018 and the Planning Commission on November 8, 2018.

Heritage recognizes that the proposed transformation of the former Power Station site will be extraordinarily complex, requiring the city and project sponsor to balance a multitude of competing project objectives and public values, including affordable housing, infrastructure, open space, public access, and historic preservation. Nonetheless, we are dismayed by the extent of demolition proposed under the current development plan. With the exception of the iconic Boiler Stack, all other historic resources would be razed if the preferred project is approved.

To the extent that the project will require up-zoning the site to achieve its goals, the desired rate of return, and other public benefits, Heritage believes that it is warranted to expect more in terms of historic preservation, even if it requires a small reduction of square footage, densification of the development program, and/or new financial incentives (i.e., tax-increment financing).[1] The adaptive reuse of building/s within Potrero Point's historic core would not only provide a strong visual link to the Pier 70 development and the Third Street Industrial District, but retain the authenticity of the industrial character and materiality that the project sponsor has stated is a priority.

1 [ALT-2]

[1] In November 2, 2018 comments on the Draft EIR, the HPC encouraged the Planning Commission to "look at a project that preserves historic resources even if there are some trades [sic] offs, such as a small reduction of square footage or densification of the development program."

I. PROJECT DESCRIPTION AND SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS

The Potrero Power Station Mixed-Use Development Project proposes to build 2,400 dwelling units and a mix of commercial, parking, open space, and community facilities on 28 acres, including 19 new buildings ranging in height from 65 feet near the water to a single 300-foot residential tower at the center of the site. To achieve the desired density, the proposed project would require amendments to the General Plan and Planning Code, including rezoning to increase the existing height limits of 40 and 65 feet to various heights ranging from 65 to 300 feet.

Based on information presented in the Draft EIR, the preferred project would erase all traces of the site's early industrial brick buildings from the turn-of-the-twentieth-century, primarily represented by the Meter House (1902), Gate House (1914), Compressor House (1924), and the Station A Turbine Hall, Switching Station, and Machine Shop Office (1901-1902, 1930-1931).[2] With the exception of the Gate House, all are individually eligible for the California Register of Historical Resources. Despite suffering severe neglect, disrepair, and partial demolition, the EIR concludes that they retain sufficient physical integrity to convey their importance to San Francisco's industrial past. Their demolition would result in significant, irreversible adverse impacts on historic resources. The EIR analyzes an array of less harmful preservation options, including one full preservation and four partial preservation alternatives.

Although not included in the Draft EIR's project description, the sponsor is currently developing an innovative concept to convert Unit 3, built in 1965, into a hotel and public amenity. Heritage applauds and encourages these efforts, as Unit 3 and the iconic Boiler Stack are important latter-day contributors to the Third Street Industrial District and, together, they tell the story of the power plant's final phase of development.

2 [HR-2]

II. PRESERVATION APPROACHES FOR HISTORIC INDUSTRIAL RESOURCES

San Francisco's conversion of the Ghirardelli Chocolate Factory and Del Monte cannery – between 1964 and 1968 – into shops, restaurants, galleries, and offices is widely credited with starting the international trend for waterfront rehabilitation of industrial buildings. In the ensuing decades, historic preservation became a central tenet of the city's waterfront revitalization efforts, as reflected in the triumphant adaptive reuse of the Ferry Building and the Port's historic finger piers, and the ongoing redevelopment of the Union Iron Works Historic District at Pier 70. Like the industrial structures at Potrero Point, many of these projects faced daunting challenges and costs.

In his 2011 essay for the National Trust's *Forum Journal*, "Preserving Industrial Heritage: Challenges, Options, and Priorities," Duncan Hay of the Society for Industrial Archeology

3 [G-9]

[2] The Station A Boiler Hall, formerly attached to the east side of the Station A Turbine Hall, was demolished in 1983, reducing the size of the Station A power plant by more than 50%.

describes various techniques for preserving and interpreting historic industrial facilities, including: (1) continued industrial use, (2) adaptive use to non-industrial functions, (3) curation, (4) documentation, and/or (5) preservation of fragments as monuments.[3] Recognizing the inherent challenges posed by large, often derelict industrial structures, Hay advocates a pragmatic, flexible approach:

> [W]e need to recognize that preserving industrial heritage usually requires more than saving and finding new uses for old buildings. In many of the most successful projects, developers and preservationists cleared the guts in order to save the skin. That, by itself, is no sin. We simply need to recognize that the reuse of industrial properties, like many preservation projects, requires compromises and tradeoffs.[4]

In this spirit, the HPC has implored the Planning Commission to require greater preservation of historic resources at Potrero Point "even if there are some trades [sic] offs, such as a small reduction of square footage or densification of the development program,"[5] while simultaneously expressing an openness to "creative solutions that are out of the typical preservation lexicon."[6] Features highlighted by the HPC as especially worthy of retention include the small neoclassical façade of the Station A Machine Shop Office and the exposed, artfully besotted interior brick wall of Station A.

Heritage generally agrees with the HPC's recommended approach, while calling for preservation of the entire Station A complex. Of the brick structures that remain, the awesome size, scale, and evolution of Station A – including several accretions and subtractions over time – best tell the messy, evolving story of Potrero Point. Accordingly, we feel that preservation of Station A and its components (Turbine Hall, Switching Station, and Machine Shop Office) should be prioritized in any development program to complement the sponsor's existing plans to repurpose Unit 3 and the Boiler Stack.

3 [G-9] cont.

A. OPTIONS FOR ADAPTIVE REUSE AND EXPANSION OF "STATION A"

In general, Heritage feels that the EIR's alternatives that retain Station A do not exemplify the best approach at this conceptual stage. Rather than build over Station A – as proposed in Alternatives 2, 3, and 4 – Heritage encourages the project sponsor to explore options that maintain Station A's existing scale and interior volume to the maximum extent possible. This could include inserting a new structural steel frame and mezzanine levels within Station A to provide seismic bracing and additional floor area, similar to the adaptive reuse of the Union Iron Works Machine Shop at Pier 70. Much more floor area could be

4 [ALT-2]

[3] Proposed Mitigation Measure M-CR-5c, "Public Interpretation and Salvage," would require the project sponsor to "make a good faith effort to salvage materials of historical interest to be used as part of the interpretative [sic] program. This could include reuse of the Greek Revival façade of the Machine Shop Office, Gate House or a portion of the Unit 3 Power Block."

[4] Duncan Hay, "Preserving Industrial Heritage: Challenges, Options, and Priorities," *Forum Journal* (Spring 2011, Vol. 25, No. 3), at p.11.

[5] HPC comment letter to Planning Commission, November 2, 2018.

[6] HPC hearing transcript, October 17, 2018.

created by building a large horizontal addition to Station A atop the footprint of the no-longer-extant Boiler Hall (formerly attached to the east side of the Turbine Hall, demolished in 1983). Notably, a new addition occupying the Boiler Hall's former exterior envelope would more than double the size of the Station A. This design approach was used at The Octagon project on Roosevelt Island in New York City, profiled below. To facilitate restoration of the historic Octagon Building, two large residential additions were built atop the footprint of former hospital wings that had been demolished in the 1970s.

Alternative approaches to preservation, reuse, and expansion of Station A (and other historic buildings) should be further studied and refined through a design charrette process. This process should take into account potential economic incentives that would enable greater preservation of historic structures, such as the 20% federal historic tax credit and/or tax-increment financing. Heritage has offered to convene a charrette for the benefit of the community, the project sponsor, and historic resources at the former Potrero Power Station site.

B. MODEL PROJECTS AND PRESERVATION APPROACHES FOR "STATION A"

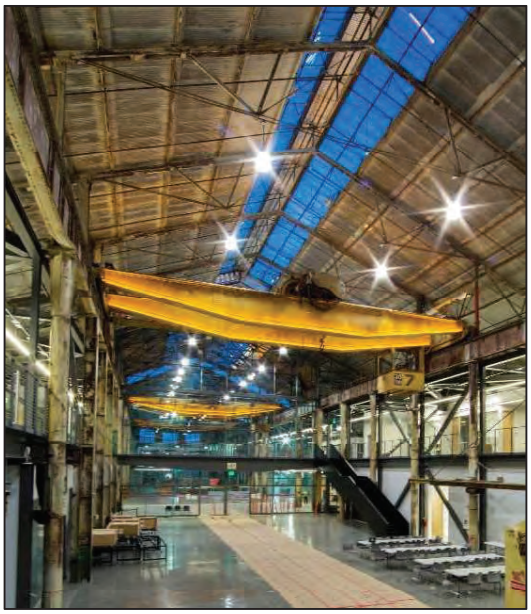
1. The Octagon – Roosevelt Island, New York City

Opened in 1841, the New York Pauper Lunatic Asylum was built on the two-and-a-half-mile-long island in the East River that runs parallel to the Manhattan shoreline. After closing in the late 1950s, the hospital buildings slowly deteriorated and, in the late 1970s, the two wings flanking the historic Octagon Building were demolished to alleviate blight. Fires in 1982 and 1999 destroyed 90% of the Octagon. Completed in 2006, the restoration and conversion of the Octagon, which is listed in the National Register, was partially funded by $10.2 million in federal historic tax credits. Because there was so little left of the Octagon, developer Becker + Becker did a historical restoration on the outside of the building and an interpretive restoration on the inside. Because the two (no-longer-extant) four-story hospital wings were not included in the historic designation, Becker + Becker had flexibility to build two 14-story wings atop the footprints of the old structures. They house 400 market-rate apartments and 100 units affordable to middle-income families, who earn up to 150 percent of area median income. Each residential wing includes a four-story connector to the historic Octagon Building, matching the height and scale of the original hospital wings.[7]

4 [ALT-2] cont.

[7] "Madhouse to green house," *Multi-Housing Pro*, February 1, 2007. See https://mhpmag.com/2007/02/madhouse-to-green-house/.

2. Union Iron Works Machine Shop, Pier 70 – San Francisco



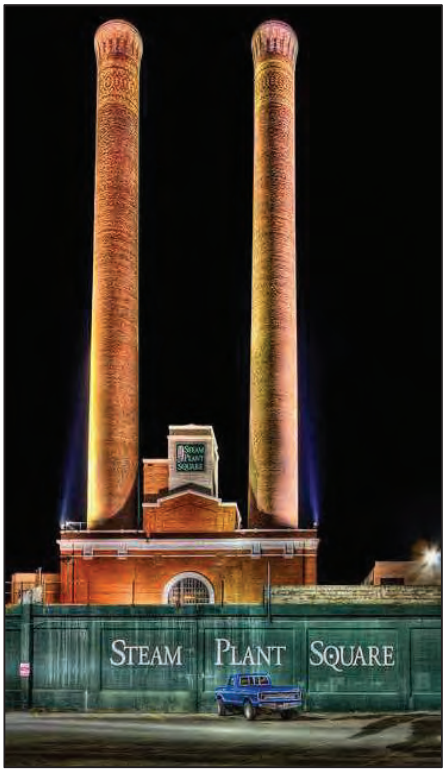
After languishing vacant for decades, the enormous Union Iron Works Machine Shop (Building 113/114), built in 1885-86, reopened as office and light-industrial space in 2018. Similar in size and scale to the Station A Turbine Hall, Buildings 113/114 were seismically vulnerable, lacked fire protection, were not ADA compliant, and had suffered heavy vandalism and weathering. A new structural steel frame was inserted within the 19th-century unreinforced masonry building, which had been red tagged for years and was crumbling by the time the project team began construction. To seismically brace the brick walls, a new perimeter mezzanine level was added near the wall mid-height. The approximately 40-foot-wide mezzanines run the length of the building on the north and south sides, substantially maintaining the interior volume (identified as a character-defining feature); the space is illuminated by a continuous skylight at the apex of the roof. The center connector building between Building 113 and 114, built in 1914, is now a breezeway that allows pedestrians to cross the building and reach a courtyard. The $118 million project qualified for the 20% federal rehabilitation tax credit.

3. Elektrownia Powisle – Warsaw, Poland

Built in 1904, the EC Powiśle Power Plant was expanded over time to become one of the largest and most modern powerhouses in Europe. After suffering damage during World War II, the plant started to generate electricity again in early 1945. In later years, its productivity declined as certain parts of the complex were demolished; electricity generation finally ceased in 2001. White Star Real Estate in collaboration with Tristan Capital Partners purchased the complex in 2015 and renamed it Elektrownia Powiśle. The former power plant is currently being rehabilitated as the centerpiece of a sprawling mixed-use development that will open in 2019, including several new buildings hosting office, residential, hotel, retail, and recreational uses.

4 [ALT-2] cont.

4. Steam Plant Square – Spokane, WA



Built in 1916, Spokane's Central Steam Heat Plant powered over 300 buildings in downtown Spokane for over 70 years. After sitting vacant for over a decade, the building was renovated and reopened as Steam Plant Square in the late 1990s, including restaurant, office, and commercial spaces. Rather than gut the building, the development team reused as much of its unique infrastructure and original machinery as possible. The four massive steam boilers were converted into restaurant seating and a waterfall/wishing well. The 1,200-ton coal bunker became high-tech office space suspended from the ceiling. One of the stacks is a visitor attraction, while the other stack houses a conference room in one of the office spaces. The project eventually grew to include the adjacent Seehorn Lang and Courtyard buildings; all three buildings combine to create one contiguous property totaling more than 80,000 square feet of unique office, retail, and dining space. The project qualified for the 20% federal rehabilitation tax credit and received the National Preservation Honor Award from the National Trust for Historic Preservation in 2001.

5. Arbuckle Brothers Sugar Refinery/10 Jay Street – Brooklyn, NY

Built in 1897 as a sugar refinery, 10 Jay Street was converted into a warehouse in 1945. The building's original red brick, river-fronting facade was replaced by concrete in later years. As part of its recent conversion into office space, the developer restored the historic brick facade on three sides and replaced the non-historic façade with a contemporary crystal-like elevation facing the East River. In close partnership with the New York City Landmarks Preservation Commission (LPC), architect ODA developed multiple concepts before finalizing a design that met LPC's standards for heritage. The project resulted in a highly contemporary façade facing the East River; "a delicate balance of glass, steel, brick, and spandrels give the building gravitas without compromising industrial heritage." Originally two buildings with a shared, piecemeal interior façade, ODA made this violation part of the narrative by creating a variation on the faceted look. The LPC approved the sugar crystal-inspired facade for the building, and approved the plans in March 2015.

4 [ALT-2] cont.

6. **Elbphilharmonie - Hamburg, Germany**

Completed in 2016, the *Elbphilharmonie*, or Elphie, is a concert hall and mixed-use project built atop an old warehouse built in 1966. Located within a historic warehouse district, the original 1966 brick façade of the *Kaispeicher* A warehouse was retained at the base of the building. On top of this a footprint-matching superstructure rests on its own foundation exhibiting a glassy exterior and a wavy roof line. The building has 26 floors with the first eight floors within the brick façade. It reaches its highest point at over 300 feet at the western side. The *Elbphilharmonie* has three concert venues, including the Great Concert Hall, Recital Hall, and the Kaistudio for educational activities. The easternmost part of the building is occupied by the *Westin Hamburg Hotel*, and the upper floors west of the concert hall accommodate 45 luxury apartments. The complex also houses conference rooms, restaurants, bars, and a spa. A parking garage for 433 cars is part of the building complex as well.

These projects illustrate how industrial buildings, in particular, are being reused around the world in ways that are more creative than previously contemplated. Heritage believes that the historic structures at the Potrero Point Power Station, especially Station A, have tremendous potential to be similarly reimagined. We look forward to continuing to engage the project sponsor, community members, and city officials to identify creative solutions and incentives to preserve and honor Potrero Point's rich industrial heritage.

4 [ALT-2] cont.

Thank you, again, for the opportunity to comment on the Draft EIR for the Potrero Power Station Mixed-Use Development Project. Should you have questions or concerns, please do not hesitate to contact me directly at mbuhler@sfheritage.org or 415/441-3000 x15.

Sincerely,

Mike Buhler
President & CEO

cc: San Francisco Planning Commission
San Francisco Historic Preservation Commission
Enrique Landa, Associate Capital

SAVE THE HILL

Commissioners
San Francisco Historic Preservation Commission
Commission Chambers, Room 400
City Hall, 1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: Case No. 2017-011878ENV / Potrero Power Station

October 17, 2018

Dear Commissioners,

I'm writing on behalf of Save The Hill (STH) in regard to the draft Environmental Impact Report (DEIR) prepared for the proposed development of the Potrero Power Station site. After review, STH believes the draft EIR contains serious flaws related to analysis of significant impacts on historic resources and the feasibility of alternatives.

Save The Hill was founded in 2012 as a grassroots neighborhood group dedicated to the health, culture, heritage, and scenic beauty of Potrero Hill. We enjoy the support of hundreds of our fellow neighbors. Our mission is to protect and promote Potrero Hill's unique identity, to support its locally run businesses and to ensure that neighborhood growth promotes the highest standards of urban development and planning.

As currently proposed by the developer, the Potrero Power Station project would irreparably alter, harm, and undermine the integrity of the historic Third Street Industrial District by demolishing buildings eligible for the California Historic Register. The Potrero Power Station site alone comprises about half of this special district and houses at least six structures that contribute significantly to the area's rich industrial history. Yet the developer's project proposes to demolish up to four or five of these buildings — buildings that are among the oldest in the area. The DEIR simply fails to offer additional reasonable and feasible alternatives that would save and repurpose the oldest of these structures.

1
[HR-2]

Merely preserving the site's Boiler Stack, as the developer proposes, isn't enough to satisfy good and meaningful standards of historic preservation. For one, any significance of the Boiler Stack would be vastly compromised and overshadowed by multiple new high-rises the developer proposes to build on the site. In contrast, development of the adjacent Pier 70 property site has been a model of retaining and repurposing historic resources while also respecting visual and historic context — largely by keeping building heights at reasonable levels unlike the Potrero Power Station plan.

1 [HR-2] cont.

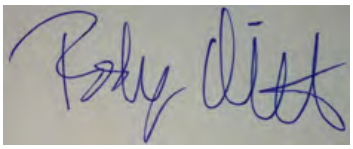
Additionally, the Potrero Power Station project remains inconsistent with the Central Waterfront Area Plan. Objective 8.2 of the Central Waterfront Plan calls for protecting, preserving, and reusing historic resources within the Area Plan — particularly those east of Illinois Street.

2 [PP-4]

We urge the Historic Preservation Commission to do the right thing by insisting that the Potrero Power Station project and the draft EIR be significantly revised in favor of a plan that feasibly preserves, protects, and reuses the multiple existing historic structures on the site that date back to the early 20th century.

3 [G-9]

Best,



Rodney Minott, on behalf of Save The Hill

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J.3 Individuals

Comment Letter I-Anasovich

Received at HPC Hearing 10/17/18
R. Schmitt

October 17, 2018

Meeting of the Historic Preservation Commitee of the San Francisco Planning Department re:
Draft Environmental Impact Report,
Potrero Power Station
Mixed-Use Development Project

Case No. 2017-011878ENV

Dear members of the Commitee:

The single most important issue that is being dealt with is not the development itself, but what it proposes for a group of extremely historically important structures on the site. These buildings represent a critical phase in the early industrial history of the City of San Francisco. These buildings are: the old PG&E Station 'A' Turbine Hall, Machine Shop, Office and Switching Center; the Meter House, the Compressor House and the small Gate House. There are also 2 mid-century structures under consideration for preservation, one a smoke stack.

But these early 20th century brick buildings, whether abandoned, decayed, or in ruins, cluster in an area that lies in the center of the project. It is critical that they be saved for future generations. There are alternate plans in the DEIR that propose solutions which address these structures with a sense of respect and true interest in preservation, and which propose to save *all* the structures. Other alternative schemes either call for partial demolition, total incorporation into new unsympathetic uses, or in the extreme case mitigation by filming the buildings, saving fragments, and creating a sad post demolition narrative.

I can only support the full preservation outcome with any enthusiasm, and I will be the first to admit that it may require some adjustment, and possible trimming of size and scope. A truly sensitive adaptive reuse strategy may be appropriate in some cases.

We must save these early 20th century industrial buildings.

1
[HR-2]

Philip Anasovich, A.I.A.

298 Missouri St.
San Francisco, CA 94107

Tel. 415-863-0784

<panasovich5@yahoo.com>

November 8, 2018

Received at CPC Hearing 11/8/18
R. SCHUETT

San Francisco Planning Commission
President Hillis and Commissioners
Room 400, City Hall, 1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: Case: 2017-011878ENV

Dear Commissioners:

I urge you to recommend a balance between Alternative B —a less dense project, and Alternative C but to include the demolition of the Unit 3 Power Block. What is left of the important older historic brick buildings should be preserved. Unit 3 Power Block is not within the important historic time period and is just an unpleasant looking structure which mars the waterfront! That structure should be demolished to make way for more public open space on the waterfront —something this project is short of. 1 [G-9]

On the other hand the Unit 3 Boiler Stack of the later period, is an icon for our neighborhood and the city and anyone who sails in the Bay. It is a beautiful and simple architectural structure. Retain and restore this icon. 2 [G-7]

In general, as far as historic preservation within this site, this developer has given short-shrift to the importance of physical preservation. I attended and spoke at the Alternative —to demolish all of the old, historic brick buildings. The hearing concluded with one commissioner's comment that none, or very little preservation of the older brick buildings is a non-starter. I agree.

A few other issues I want to comment on:

1. The 300 foot tall tower is out of scale in height and bulk and does not belong on this part of the waterfront. It also will detract from and overpower the presence of the important iconic stack which will and should be the architectural element that beckons people to the area. Any new tower needs to have a considerably narrower, shorter and more elegant footprint than what is proposed. 3 [G-7]

2. In general the project is over-programmed with too many large buildings and not enough open space. As proposed, the project will not fit in even with the newer height and densities of Pier 70, which this developer likes to say this project is emulating.

3. Surrounding Infrastructure and especially transportation issues need to be carefully considered as far as the density of this project. The Central Waterfront is already experiencing gridlock and accompanying air pollution and road safety issues. There have been too many major projects with less than stellar planning in the past several years. Let's not let this project add to those problems. 4 [G-7]

Thank you, Janet Carpinelli JC 934 Minnesota St., San Francisco, CA 94107

Associate Capital Power Plant DEIR comments to Planning Commission
November 8th, 2018

I am a resident of the Dogpatch Neighborhood and have lived 2 blocks from the power plant site for 17 years.
First I want to say we have an open, communicative and mutually supportive relationship with the Power Plant developer, Enrique Landa, and the whole Associate Capital Team.

That said, similar to working with Pier 70 and Forest City, when you are building a new village to from whole cloth, it takes time to plan within the current community and city and to get it right, as you only get one chance. Also, just because you can build doesn't mean you should, and we need to look hard and break out of our set thinking that anything goes, when you are adding more housing, and start thinking about livability and quality of life for everyone who is here now and will come as these developments as they march down the Waterfront from Mission Rock to Mission Bay/Warriors UCSF to Pier 70 to This site to India Basin and Hunters Point.

In regards to the DEIR I would like to comment on three areas of concern:
Historic Resources and Project Alternatives, Shadowing and Open Space and Current and Future Population Estimates and their impact on estimating necessary Public Services/Community Amenities.

Historic Resource Preservation:
• The proposed project considers demolishing individually significant 19th C historic brick buildings. This was the most important power plant west of the Mississippi. The District is part of the only area in San Francisco that combines industrial and residential communities.

I watched at the HPC hearing the request that Associate capital study innovative ways to capture and reuse parts of these buildings to ensure that this story and the character of these buildings is not lost. I also know that the developer and his team are working creatively on this challenge.

• In the DEIR, this would have been clearer if viable alternatives were considered that would reuse portions of the most important historic structures.

I strongly urge an alternative that studies creative reuse of these walls and volumes to prevent the wholesale demolition of such significant portion of our community and City's history. It is in these seams of old and new, industrial and residential, gritty and natural that brings such vibrancy to our beloved and *still* mixed use neighborhood.

1
[ALT-2]

Shadowing Studies:
Because of the east-west orientation of the central Power Station project and unbroken massing of buildings throughout, much of the open space is in shadow, and vistas of historic resources and the Bay are Obscured.
• As shadowing appears significant, mitigations must be considered. These could

2
[SH-1]

be provided in design with building height reductions, setbacks and air given to buildings with plazas, creative cutaways, open site lines, less blocky sitings and streets that don't follow a simple grid. Also, orienting buildings and planned open space from north to south to optimize sunlight, with much larger breaks between buildings.

2 [SH-1] cont.

2008 EN Plan growth projections and how these relate to current housing development, infrastructure and estimated levels of service for recreation/public services/amenities:

EN Plan Growth Projections

• the DEIR discusses amending the Central Waterfront Area Plan because growth projections for residential development in the EN Plan w**ere maxed out by 2017.**

To make matters worse, infrastructure improvements and community benefits to mitigate impacts of projected, let alone actual development, have lagged way behind what was promised in the Eastern Neighborhoods Plan.

3 [PH-1]

Studies of Need for Active Recreation Sites

• The Initial Study asserts that the project would increase the use of existing neighborhood parks and other recreational facilities, but that the construction of new facilities would not be required because it us using outdated 2010 census driven 2014 Rec and open space element maps.

Given the acknowledged deficit of recreational facilities in the area, and stated project objectives to provide active uses, better consideration should be given to the quality and quantity of open space and recreation opportunities provided onsite.

4 [RE-1]

Studies of Public Services & Community Amenities

• The need to construct facilities for Public Services is acknowledged in the Initial Study but never analyzed despite recognition there will be an increased need for these services because of population growth. In-depth analysis based on accurate service need forecasting using current data needs to be conducted in the DEIR for schools, libraries and community centers. Note: There is not one pubic Middle School currently serving the Potrero/Dogpatch/Central Waterfront/Mission Bay area and Daniel Webster Elementary had the longest wait list of any elementary school in the district in 2018.

5 [PS-1]

Thank you,

Katherine Doumani
1006 Tennessee St.
SF CA 94107

Comment Letter I-Green

Schuett, Rachel (CPC)

From: andrew green <andrewgreen63@yahoo.com>
Sent: Thursday, November 15, 2018 6:15 PM
To: CPC.PotreroPowerStation
Subject: Potrero Power Station

Ms. Schuett,

I am writing to express my opposition to the Potrero Power Station development project (Case No. 2017-011878NEV). The demolition of historic buildings and the excessive height of the proposed buildings make this project inappropriate for this location and disrespectful of the character of San Francisco and the surrounding neighborhood

Please consider my opposition representative of the feelings of many people who didn't know of the project or take the time or have the time to write to you today.

1
[G-8]

Thank You,
Andrew

Sent from Yahoo Mail on Android

Comment Letter I-Hong

Schuett, Rachel (CPC)

From: Dennis Hong <dennisj.gov88@yahoo.com>
Sent: Thursday, November 08, 2018 8:50 AM
To: Secretary, Commissions (CPC)
Cc: Rahaim, John (CPC); Schuett, Rachel (CPC); Gibson, Lisa (CPC); Kim, Jane (BOS); Breed, London (MYR); Marlia.Cohen@sfgov.org
Subject: Potrero Power Station Mixed Use Case 2017-011878ENV

Good morning Honorable Members of the SF Planning Commission. I'm sorry I will be unable to attend this mornings 11/08/2018 meeting. However, I fully support item number 13 on your agenda – **DEIR - 2017-011878ENV - POTRERO POWER STATION – Draft Environmental Impact Report.** I'm currently reviewing this DEIR and as noted, I will submit my comments to this DEIR by November 19, 2018. Both the Developer and the San Francisco Planning Department has done a fine job with this Document. Let me rough in my initial comments.

Your Recommendation; Review and Comments, good or bad - can help in expediting the RTC process and getting a final Certification.

This Mixed use Project shows great promise. This area has several major, if not many other projects both in the pipeline and under review. All these projects will help this semi blighted area in it's revitalization. This includes Table 2-1 on pages 2-14 of Volume 1 which pretty much says it all – a well thought out Project from the Developer with a good use of retail and office space, 2,682 housing units, hotel, PDR and more. Wow where else can you get so many units to be added to the our City?

I see this as another ideal project that will bring so much additional housing, retail, office, PDF and other mixed use to this area. Just think per table 2-1 it shows an additional 2,682 housing units from this Project alone.

I hope we do not loose the opportunity to get this project approved. Only because I feel that these Developers are moving on with their projects some where else, only because so much time passes on with this process, construction costs keep rising and it hurts their bottom line.

Okay, as usual, said enough, more of my comments will be submitted later. I'm a resident of San Francisco for more than 74 Plus years. Now retired. Can I have everyone's support on this Project too? If you have any question regarding my email, please reach out and let me know what your concerns are.

Please include this as part of the DEIR Document/file.

Honorable Commissioners with all that said, can I have your support and any comments to help expedite this project thru the system, as I believe it will help with the RTC.

Best, Dennis

1 [G-8]

Schuett, Rachel (CPC)

From: CPC-Commissions Secretary
Sent: Tuesday, November 20, 2018 9:37 AM
To: Richards, Dennis (CPC); Johnson, Milicent (CPC); Koppel, Joel (CPC); Moore, Kathrin (CPC); Melgar, Myrna (CPC); planning@rodneyfong.com; Rich Hillis
Cc: Feliciano, Josephine (CPC); Schuett, Rachel (CPC)
Subject: FW: Letter of Support - Power Station-Dogpatch / Central Waterfront-DEIR Comments

Jonas P. Ionin,
Director of Commission Affairs

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org

From: Bruce Kin Huie <brucehuie@me.com>
Sent: Monday, November 19, 2018 3:00 PM
To: CPC-Commissions Secretary <commissions.secretary@sfgov.org>
Cc: Susan Eslick <susan.thebookkeeper@gmail.com>; Scott R. Kline <scott@scottrklinephoto.com>; Jarred Doumani <jared@doumani.net>; Vanessa Aquino <vanessa.r.aquino@gmail.com>; Enrique Landa <e5@associatecapital.com>
Subject: Letter of Support - Power Station-Dogpatch / Central Waterfront-DEIR Comments

I live on 23rd Street at Indiana – 3 blocks to the West of the Power Station site. The Power Station is within Dogpatch. I support the addition of housing, recreation and transportation options outlined in the project DEIR to fill in current gaps in complete neighborhood services.

As many in Dogpatch learned during the Dogpatch Central Waterfront Public Realm Plan – Dogpatch is a neighborhood with gaps in neighborhood serving capabilities – lack of street lights, no sidewalks in many locations including along 23rd St to the West of the site, no community facilities such as a library, athletic center or community center and some but limited green space with urban recreation. Local property owner reaction was the creation of Green Benefit District to maintain current street parks serving new developments and within a few blocks of the Power Station site. One recreation site is Progress Park that opened in 2012 and offers a bocce ball court and a new exercise area underneath the 280-freeway onramp.

There are 3 priority areas where continued detailed discussions between project sponsor and neighbors continue with the current DEIR:

ACTIVE RECREATION & OPEN SPACE WITH NEW WATERFRONT ACCESS

1
[G-8]

On recreation, neighbors continue discussions with the project sponsor on details to add detail of open space with active recreation for all generations – young children, adolescents, those with families and most important to my generation – active senior services. More is better.

COMMUNITY SERVICES WITH NEW HOUSING DENSITY

Public community services that serve multiple generations such as community center, library or active athletic centers do not exist in Dogpatch, but do exist in neighborhoods to the West, to the South and built out to the North of Dogpatch with new development. All are missing in Dogpatch and needed with the population bump up over the next 10-15 years.

There is good news to report – those new and long-term neighbors in Dogpatch and adjacent neighborhoods continue the process of community meetings and ongoing discussions using the Draft EIR and Design for Development documents to guide conversations. Key benefits to current and future Dogpatch locals – more housing options, addition of community serving facilities and new recreation uses not seen in Dogpatch is the proposed addition of a recreational dock on page 2-45 of the DEIR is a great example to honor on-the-water recreation. A detailed investment plan at each phase of the discussion is needed, as the population will grow exponentially over the next 10 years from the initial 1,800 people in 2016.

1 [G-8] cont.

CONSERVATION OF DOGPATCH HISTORY

Safeguarding history is an ongoing priority in Dogpatch. More is better. The current plan to outline the priority of key structures should be studied and outlined carefully to insure Dogpatch history does not disappear.

I support more housing and workplace density in Dogpatch presented by the project sponsor to focus attention on open space active recreation, new and current transportation options and preservation of historic neighborhood assets along the Southeast San Francisco Waterfront.

Best –

Bruce Huie

18-year Dogpatch resident and property owner

Comment Letter I-Hutson

Schuett, Rachel (CPC)

From: Richard C Hutson <rchutson@comcast.net>
Sent: Monday, November 12, 2018 4:59 PM
To: CPC.PotreroPowerStation
Subject: Potrero Power Plant Project

San Francisco City Planning Commission

Re: Draft Environmental Impact Report Proposed Potrero Power Plant Project

Commissioners,

This letter is to follow up and expand on my remarks at the hearing on November 8, 2018. Although there are myriad issues that need to be addressed, I will limit my comments to the excessive height and bulk of the proposed project.

Page 34 of the Central Waterfront Plan - *Generally, building heights should not obstruct public views of the Bay from Potrero Hill. Public "windows" to the bay should be maintained or created from within the Central Waterfront by extending the street grid as much as possible through Port lands to give views of the water or maritime activities.*

It is my understanding that except for a 100' strip along the Bay that belongs to the Port, this project is on private land, but it seems like the same objectives should apply to any project that close to the Bay.

1 [PP-3]

The proposed project fails to adequately protect the public view of the Bay from Potrero Hill and will create a wall of buildings along the waterfront blocking the public view of the bay and the hills beyond. It will also diminish, if not hide, the iconic stack which the developer claims as the focal point of the project. This issue can be addressed by significantly reducing overall building heights and with more separation between the taller structures.

I've heard a lot of criticism of Mission Bay for its lack of variation in building heights and design, but at least, except for the black monstrosity of the Exchange building, it does not totally obliterate the public view of bay. Allowing a block of 150' – 300' buildings on the Power Plant site is irresponsible planning.

I have included for your reference a photo that was taken at the corner of Pennsylvania Ave and 20th Street showing how the stack relates to the site and the public view from Potrero Hill to provide some context for my comments.

2 [G-4]

Sincerely,

Richard C. Hutson


© Richard C Hutson

Comment Letter I-Minott

Schuett, Rachel (CPC)

From: Rodney Minott <rodneyminott@outlook.com>
Sent: Friday, November 16, 2018 4:26 PM
To: CPC.PotreroPowerStation
Subject: Case No. 2017-011878ENV - Potrero Power Station

November 16, 2018

Re: Draft EIR Case No. 2017-011878ENV – Potrero Power Station

I'm writing in regards to Case No. 2017-011878ENV, the Potrero Power Station draft EIR. After reviewing the draft Environmental Impact Report (DEIR) I believe the document is inadequate and flawed and therefore does not fully comply with requirements of the California Environmental Quality Act (CEQA). Among the reasons why are the following: 1 [G-2]

- Demolition of Historic Buildings. All of the historically significant brick buildings on the 28+ acre industrial site will be destroyed under plans for the proposed project. These unique structures are representative of the City's famed industrial past at Potrero Point in the mid-19th to early 20th centuries. Alternatives presented in the DEIR fail to both adequately preserve these structures and mitigate multiple significant impacts of the proposed project. Additional alternatives reflecting these revisions should be included. 2 [ALT-2]

- A Wall of Highrises. The developer plans to erect one high-rise tower that'll reach 300 feet in height, and construct multiple other buildings ranging between 90 to 180 feet in height. Collectively, they will form a huge wall along the public waterfront. The development will be considerably taller and denser than what was approved for the adjacent Pier 70 project. 3 [G-4]

- Major Shadowing of Open Spaces. The recreational space planned for this project will be minimal and much of the open space will be compromised by shadowing from overly tall buildings. 4 [SH-1]

- More Traffic, Transit Delay, Dirty Air. The draft Environmental Impact Report (DEIR) for the Potrero Power Station acknowledges: the project will burden the City's public transit system with more demand and delays – impacts that the DEIR admits cannot be mitigated; substantial noise and decline in air quality will occur during many years of construction; and traffic will be so bad that it will permanently increase air pollution to levels that violate air quality standards. The DEIR fails to provide alternatives that mitigate these serious and significant. Additional alternatives addressing these shortcomings should be included.

For all of the above reasons, I urge you to require major revisions of the draft EIR to address the shortcomings of both the document and the project itself as currently proposed. Additional alternatives that will mitigate the more serious and significant impacts of the project should be included. 5 [ALT-2]

Best,

Rodney Minott

Potrero Hill

Comment Letter I-Ronsaville

Schuett, Rachel (CPC)

From: Rebecca Ronsaville <ronsavi@gmail.com>
Sent: Friday, November 16, 2018 10:23 PM
To: CPC.PotreroPowerStation
Subject: Case No. 2017-011878ENV

Dear San Francisco -

I'm writing to express my unhappiness and frustration with the proposed project at the Potrero power plant site. A 300 foot tower will completely change the feel of the eastern part of the city, be out of line, and does not abide by what the development site was originally approved for.

The eastern expansion continues to overshadow the existing neighborhoods, leaving hardworking taxpaying citizens rightly frustrated and ready to move out.

Please do not approve this project. It changes the character of the neighborhood and does not abide by what was approved. Least of all, it demolishes a historic site.

1
[G-8]

Sincerely,
Rebecca Ronsaville
834 Arkansas St #4
SF, CA 94107

Comment Letter I-Sundell

Schuett, Rachel (CPC)

From: Carol Sundell <casundell@yahoo.com>
Sent: Friday, November 16, 2018 9:45 AM
To: CPC.PotreroPowerStation
Subject: Case #2017-011878ENV

I have many objections and concerns about the proposed Potrero Power Station. I supported the Pier 70 project...but what is being proposed for the Potrero Power Station is unbelievable. 1 [G-8]

1. The 300 and 90-180 foot heights near the water front are shocking....blocking sun light, casting shadows, increasing strains on transportation and traffic that the area is not prepared to handle. Why are the standards that were applied to the pier 70 projects not applied to this project? Please take this into your consideration. 2 [G-7]

2. The open space is at a bare minimum...please increase this. 3 [G-7]

3 . Please consider the Dog Patch and Potrero Hill neighborhoods who have been greatly impacted by numerous current developments w/o much consideration to how it effects the current residents in many negative ways...not to mention the pollution of 2 freeways. 4 [AQ-1]

Sincerely,
Carol Sundell

Sent from my iPad

Schuett, Rachel (CPC)

From: Pamela Wellner <pwellner@getupstandup.net>
Sent: Sunday, November 18, 2018 12:11 PM
To: CPC.PotreroPowerStation
Subject: Case No. 2017-011878ENV

Hi
I am writing to comment on the Environmental Impact Report for the Potrero Power Station. I oppose the plan for the following reasons"

***Demolition of Historic Buildings**. All of the historically significant brick buildings on the 28+ acre industrial site will be destroyed under plans for the proposed project. These unique structures are representative of the City's famed industrial past at Potrero Point in the mid-19th to early 20th centuries. 1 [HR-2]

***A Wall of Highrises**. The developer plans to erect one high-rise tower that'll reach 300 feet in height, and construct multiple other buildings ranging between 90 to 180 feet in height. Collectively, they will form a huge wall along the public waterfront. The development will be considerably taller and denser than what was approved for the adjacent Pier 70 project. 2 [G-4]

***Major Shadowing of Open Spaces**. The recreational space planned for this project will be minimal and much of the open space will be compromised by shadowing from overly tall buildings. 3 [SH-1]

***More Traffic, Transit Delay, Dirty Air**. The draft Environmental Impact Report (DEIR) for the Potrero Power Station acknowledges: the project will burden the City's public transit system with more demand and delays – impacts that the DEIR admits cannot be mitigated; substantial noise and decline in air quality will occur during many years of construction; and traffic will be so bad that it will permanently increase air pollution to levels that violate air quality standards. 4 [G-3]

Please consider these comments in the review of the EIR for this project. Thank you.

Sincerely,

-- Pamela Wellner

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Appendix K
Draft EIR Hearing Transcript

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BEFORE THE

SAN FRANCISCO PLANNING COMMISSION

---o0o---

HEARING ON THE

DRAFT ENVIRONMENTAL IMPACT REPORT

POTRERO POWER STATION

MIXED-USE DEVELOPMENT PROJECT

---o0o---

Thursday, November 8, 2018

Commission Chambers, Room 400

San Francisco City Hall

1 Dr. Carlton B. Goodlett Place

San Francisco, California

Reported By: Deborah Fuqua, CSR #12948

APPEARANCES:

SAN FRANCISCO PLANNING COMMISSION

President: Rich Hillis

Vice President: Myrna Melgar

Commissioners: Rodney Fong

Millicent Johnson

Joel Koppel

Dennis Richards

Secretary: Jonas Ionin

San Francisco Planning Department:

Rachel Schuett, Environmental Review Coordinator

Chris Kern, Principal Environmental Planner

John Francis, Citywide Planning Division

Jon Lau, Mayor's Office of Economic and Workforce Development

Ken Rich, Mayor's Office of Economic and Workforce Development

Allison Vanderslice, Principal Planner

Project Sponsor:

Enrique Landa, Associate Capital

---o0o---

Thursday, November 8, 2018 3:10 p.m.

---o0o---

P R O C E E D I N G S

SECRETARY IONIN: Commissioners, Item 13 for Case No. 2017-011878 ENV, the Potrero Power Station. This is a draft environmental impact report.

RACHEL SCHUETT: Good afternoon.

PRESIDENT HILLIS: Good afternoon.

RACHEL SCHUETT: Good afternoon, President Hillis, Commissioners. Rachel Schuett, Planning Department Staff and Environmental Review Coordinator, for the Potrero Power Station Project.

Joining me today are my colleagues Chris Kern, Principal Planner, Allison Vanderslice, Principal Planner, and John Francis, Citywide Planner, and Jon Lau from the Mayor's Office of Economic and Workforce Development. Enrique Landa and other members of the project sponsor team are present as well.

The Commission Secretary has provided you with a handout that I will refer you to later. Copies of this handout are also available for members of the public at the table on my left.

Today we're here to receive public testimony on the Draft EIR and to provide the Commission an opportunity to formulate any comments you may wish to

submit to the Department on the Draft EIR.

I would like to note that we have a stenographer present today to create a transcript of today's proceedings, so I would encourage all speakers to speak slowly and clearly in order to assist this process. We'd also appreciate it if members of the public would state their name for the record prior to submitting oral comments on the Draft EIR.

A little bit about the project. The project sponsor proposes to redevelop an approximately 29-acre site along the Central Bayside Waterfront with a variety of land uses. Overall, the proposed project would include up to approximately 5.4 million gross square feet of development.

Given the size and complexity of this proposal, we've asked the project sponsor team to give a brief overview to orient the Commission and members of the public to the proposed project. So at this time, I will introduce the following three speakers: Enrique Landa of the California Barrel Company LLC, the project sponsor; Karen Alschuler of Perkins + Will, urban designer for project; and Jon Lau of the Mayor's Office of Economic and Workforce Development.

PRESIDENT HILLIS: Okay. Mr. Landa.

And how long were you all planning for this?

Can we do ten minutes, this presentation?

ENRIQUE LANDA: I think that's about right.

PRESIDENT HILLIS: Okay. We'll put that on the clock.

Whenever you're ready. Oh, you need the computer? Perhaps if there is --

ENRIQUE LANDA: Hi, Commissioners. Good afternoon. My name is Enrique Landa with the California Barrel Company, the project sponsor for the Power Station. This project is about reopening a 28-acre waterfront site that, for the past 160 years, has stood in the background and fueled the growth of our city.

Today, we're in the process of weaving this site back into the fabric of our city and reopening Dogpatch's waterfront.

Since the time of the Gold Rush, this site has produced what San Francisco needed to grow, starting with dynamite for the Gold Rush, gas to provide the first lights to San Francisco, sugar, and then finally, electricity that powered the city for the past hundred years.

For more than a decade -- more than a decade ago, there was a turning point, when the citizens of San Francisco, with the help of many in the audience

today, helped close the Power Station and left a path for development that we are discussing this afternoon.

Today, the Power Station is an ideal site for development. The site is all but vacant, sitting mostly on bedrock with -- adjacent to growing neighborhoods. And it is an opportunity for growth without displacing a single resident or business.

As a project team, it was our goal to partner with the community in shaping the project. We moved our offices to Dogpatch, and some of us have even moved to the neighborhood. Since then, we've had a very active community process, having quarterly meetings, monthly tours, weekly individual meetings, and a large range of events that have brought more than 10,000 people to visit the Power Station.

The community's feedback has flowed directly back into the design of the project to create an urban waterfront mixed-use plan that reflects the priorities of the neighborhood. Overwhelmingly, the desire of the community was to have a mixed-use neighborhood. They did not want a single-use. Instead, they wanted a mix of uses to bring vibrancy at all times of the day, weeks -- weekdays and week nights.

This is not a surprise, since Dogpatch is one of the most successful mixed-use neighborhoods and

vibrant at many, many times of the day. However, they also said they wanted us to prioritize housing. And the project before you today has committed to deliver more housing than any other project on the Central Bayfront.

We heard emphatically the community's desire to open up the waterfront as quickly as possible. Today, the 1100 linear feet -- sorry -- of waterfront that you see today sits vacant. But in the future, it will be a vibrant extension of Dogpatch, allowing current and future residents to live, work, and play in this section of the waterfront. The six acres, parks of the Power Station, would be filled with passive and active recreation, an extension of the Blue Greenway, and ways for the neighborhood to get close to the water and enjoy the bay.

We heard the need for spaces and services to help complete the neighborhood. We've heard the need for basic infrastructure like sidewalks and improved streets, community facilities, neighborhood-serving retail, and major investments in transit. As a project team, we're looking for ways that this project can invest in Dogpatch and help fill the real gaps that exist in this wonderful community.

The community benefit package at this point of

the project's evolution is an ongoing collaboration, and the specific package will continue to evolve through ongoing conversations with the neighborhood, the Supervisors' office and the Mayor's office. But today, I'd like to highlight some of the community benefits that this project has already committed to.

We're proud to announce that there will be more than $150 million in infrastructure, more than $50 million investment in transit, a commitment to build a grocery store and other neighborhood-serving retail, a commitment to build one of the largest childcare facilities in the city, a decision to build 40,000 square feet of new PDR, significant investments in the resiliency of our seawall. And we have large spaces for community facilities that we look forward to defining future uses for with the community in the coming months.

I'll now turn it over to Karen Alschuler of Perkins + Will, who will guide you through the rest of the project. Thank you very much.

PRESIDENT HILLIS: Thank you.

KAREN ALSCHULER: See how this is working. Okay.

Good afternoon. Glad to be here and to follow up Enrique's discussion because, as this illustrates,

we are proposing to weave our 20 acres back into the city in an intensive and interesting form in a way that really makes it a San Francisco neighborhood with some of that intensity that was there when it was very much alive in its history.

What this shows is a massing diagram, with the colored buildings are part of our site at the Power Station. The small blocks that are used are one of the great benefits on this site. These blocks are about a third to half the size of the Mission Bay blocks, and they allow us to open up the site, invite people there, to use its public spaces and reach the bay edge.

Variety and form means stepping down towards the waterfront. We've got about 65 feet at the water. Most of the buildings are in the 100- -- from there up to 180, and then one building, further back inland on the site, goes to 300 feet which is the height of the Stack on the site.

These buildings then frame the public spaces and provide a mix at the end, at the water's edge, which you can see, which essentially is an exclamation point on the site, where we combine the reuse of existing buildings and a new hotel to really bring people to the water, something that is very much needed along the Bayfront, to destination.

The next image -- the next image speaks to land use. So we're looking in colors at the blocks on this site, the small blocks I was describing. It's majority housing on this site; 60 percent of the square footage on this site goes to housing.

From there, there's office and RD at 28 percent and then this exclamation point. And the community facilities that line and enliven the streets that you see with retail, PDR, and other uses are another 12 percent.

We've released three very important documents all at the same time. And we've consciously done this so that, when the EIR came out, there was also a draft Design for Development so you could see what we're committed to in terms of controls that can deliver on the projects that's described in the EIR and the infrastructure plan. We hope that this will be helpful. They've been out and in the public viewing, and we'll get comments, I'm sure, on a number of these items.

The Design for Development, the design controls, are going to be very important, as I said, in delivering on the project. And there are just two examples here. This slide shows the area near to the Third Street Industrial District, that special district

that's set. And it's really a demonstration of the kind of character that will be there. The guidelines will be sure that there are buildings that work with it sensibly -- industrial district and their materials and the ways in which they open up onto the block, in this case, would open onto 23rd Street and make sure that that connection is there. And this site continues to tell its story, as you saw hinted at in those few images that Enrique showed earlier.

A second example is one of many ways in which we're calling for a variety of design. It should not be boring in any place on this site. There's many opportunities for changes in uses along the edges and the -- in this case, the facades of the buildings. And that will be just two of many examples.

There's a fabulous array of options for how to use the open spaces that are in the Design for Development as well.

Interpretation and salvage is how we're describing our plan for telling the stories of this site in its long-term feature. It's related to the map that you see here, where people will be able to walk through the site and come upon interesting pieces that are salvaged of stories that are told with a hub around the Stack which, of course, would be the big draw on

the site. This plan is very much in the works right now. And it's full of interesting ideas about how to bring art and serendipitous use of materials on the site that helps tell the story and make it very attractive and interesting to all age groups.

One of our really challenged places on the site has suffered tremendously. It's Station A, the original building, which, in the grayed-out area, you can see what's already been removed of the building. But in addition to that removal, it's had 50 years of neglect and 35 years without a roof, which makes -- the building really is suffering.

We think, however, in terms of telling the story, that a great opportunity will be Unit 3 and the Stack, that are sitting on the edge of the water and will be a great attraction with a use that has public accommodation.

You can see this -- the Unit 3 they're building with the steel structure as it was being built. And you can see how, therefore, it could be used.

And this is just one sketch by our architects looking to see how you could transform that building into a hotel facility, and it would be a really one-of-a-kind experience around the bay. And this is

the generation that's delivering activities along the bay.

One rendering then shows the main street that brings people in on Humboldt. Streets are very key to this site. And the view, then, to the water, we're raised, and we're able to have a view down to the water on the site.

I'd like to have just a couple minutes more since we had trouble getting started.

PRESIDENT HILLIS: Just take two more minutes.

KAREN ALSCHULER: Okay. Great. Thank you very much.

Inviting neighborhood streets is also the case for 23rd Street. And if you look carefully, there's a bus there because the 55 Dogpatch, which is charted on this map, will be coming and having a terminal site there. The people will always be able to get on a bus and get around. And the streets are all planned for multiple uses. We're also committed to a shuttle to take people to Caltrain at 22nd Street and the 16th Street BART and, thirdly, to work with an issue called curb management, which is key with all the kinds of buildings that we have today.

And just two final slides. This green area is pedestrian. It's open space. It's soft. This is the

point on the waterfront moving south where we're getting more green, more soft, creating a living room for Dogpatch and the whole area. Six-some acres of parks, including some wonderful play and active areas and soccer on rooftops and in the fields.

And the final slide, just reminding us what it will be like to be in just one of those park spaces looking out towards Unit 3 and the Stack and getting a sense of how it will be enlivened by activity surrounding it but not cars passing through it.

This is for people. This is soft, quiet, for families and for healthy living. The result will be a deep -- a place of deep history and compelling opportunity and a lot of beauty and enjoyment.

Thank you.

PRESIDENT HILLIS: Thank you very much.

Mr. Lau.

JON LAU: Thank you, Mr. President. I'll be very brief, just one slide here.

PRESIDENT HILLIS: SFGov, can you go to the computer?

There is.

JON LAU: Jon Lau with the Office of Economic Development. Thank you for that.

So now that we've refreshed your memory on

sort of the richness of the program involved here, as you know from prior projects, all of this lives in the public benefits package, which itself is memorialized in the Development Agreement, which is itself a major component of the entitlement package, which we hope to be before you in the middle of next year with all of the range of documents and actions involved in that.

So remember the DA itself, the Development Agreement, is a contract between the City and the sponsor. It's a contract that, in essence, the City delivers a number of entitlement actions and guarantees around that development project in return for a number -- a rich package of public benefits that the sponsor is then required by law to provide.

So this contract is informed by an economic analysis which looks at project feasibility. We obviously can't ask for so many things that the project is not feasible to build, or else we get nothing and nothing happens. So the goal is to find that balancing act where the City is getting a very -- a good return on its investment.

The agreement itself ensures the project will perform well in these categories that you see. Actually, housing and affordable housing is the top of that list, but it addresses many other relevant topics,

including sea level rise, workforce development, et cetera.

And my last point is that the contract itself is also an intense balancing act between neighborhood and citywide objectives; I would add site-specific opportunities to that list. For instance, this is on the waterfront. Obviously there's some special opportunities to do things in terms of waterfront access.

But there is no free lunch. So we ask for a lot of one item, it needs to come from somewhere. So for instance, historic preservation has gotten a lot of conversation in this project. There's obviously an extraordinary cost to retaining any of the structures on the site. That money would have to come from somewhere, affordable housing or another area. Nothing comes for free, unfortunately.

So I think that wraps up the presentation. Thank you very much.

PRESIDENT HILLIS: All right. Thank you.

RACHEL SCHUETT: Thank you Jon, Karen, and Enrique for the presentation on the project.

I just want to again remind everyone that the purpose of this hearing is to receive comments on the adequacy and accuracy of the Draft Environmental Impact

Report rather than to discuss or hear comments on the proposed project, the Design for Development document, or the infrastructure master plan. There will be future opportunities to discuss the details of the proposed project, such as at the approval hearing.

To that end, the public review period for the Potrero Power Station Project Draft EIR began on October 4th, 2018, and will continue until November 19th.

I'd like to briefly provide you with a brief summary of the environmental impacts identified in the Draft EIR. Several significant unavoidable impacts were identified along with feasible mitigation measures. However, even with the implementation of mitigation measures, the following impacts would be significant and unavoidable.

Under historic architectural resources, there are impacts on individually significant buildings and on the integrity of the Third Street Industrial District, a historic district, at both the project-specific and cumulative level.

The impacts to the Third Street Industrial District would result from the demolition of up to five buildings on the project site that contribute to that district: Station A, the Meter House, the Compressor

House, the Gate House, and potentially the Unit 3 Power Block.

The first three, the Station A, the Meter House, and the Compressor House, are also individually eligible for listing in the California Registers. So demolition of these resources would result in impacts to individually significant buildings.

Under transportation and circulation, there are impacts to transit capacity and transit operations at both the project-specific and cumulative level. The transit capacity impacts would result from the increase in ridership that would occur on the 22 Fillmore and 48 Quintara Muni lines. The transit operation impacts would result from increased vehicle traffic on local streets that could result in delays where transit-only lanes are not present.

Under noise, there would be elevated construction noise levels at noise sensitive receptors, operational noise increases along roadways, and cumulative traffic noise increases. It should be noted that the current ambient noise levels on and near the project site are quite low currently. The noise impacts would occur due to a substantial increase in noise levels as relative to the existing noise levels, both during construction and also during the project

operations. Although these impacts are considered significant, the permanent ambient noise levels would not be in excess of what's typically expected in an urban environment.

Under air quality criteria, air pollutant emissions impacts during overlapping periods of construction and operation, criteria air pollutant emissions during project operations, and cumulative regional air quality impacts. The air quality impacts related to construction and project operations would result from a very large multiphase construction project and increases in vehicle traffic, also the use of diesel back-up generators.

For wind, there would be potential for hazardous wind conditions during interim periods of phased consideration or due to changes in the building layout or massing. So it should be noted here that, if the proposed project is completely built out in accordance with the proposed massing, significant wind impacts would not occur. However, given the possibility that only a portion of the project may ultimately be constructed, we've conservatively identified a significant impact with mitigation that calls for additional wind tunnel testing as portions of the project are more fully designed and move forward

for entitlements.

Note about construction, the construction of the proposed project is estimated to occur over a 15-year period beginning in 2020 and ending in 2034, but the construction period could vary depending on market conditions and permitting requirements. Project construction would likely occur in seven overlapping phases with each phase lasting approximately three to five years. So construction-related impacts would result from the overall size of the proposed project and then the commensurate length of the construction period.

The Draft EIR also identified impacts that could be mitigated to a less than significant level related to the following topics: impacts to the Third Street Industrial District resulting from new construction; hazards to pedestrians; construction vibration, including impacts to historic buildings; operational noise related to stationary equipment; construction noise levels and excess of the noise ordinance standards; toxic air contaminants, including diesel particulate matter; biological resources including nesting birds, bats, fish and marine mammals and the San Francisco Bay; and archeological, paleontological, and tribal cultural resources as well

as human remains.

So I want to talk very briefly about the project alternatives. The DEIR analyzed seven alternatives to the proposed project, including a no-project or code-compliant alternative, two full preservation alternatives, and four partial preservation alternatives. These alternatives were developed in consultation with the Architectural Resources Committee of the Historic Preservation Commission.

So what are the impacts of the project alternatives?

Under the no-project or code-compliant alternative, all of the existing historical resources would be demolished, and the impacts from demolition would remain significant and unavoidable. Both of the full preservation alternatives would avoid all significant impacts to historical resources. All four partial preservation alternatives would have significant unavoidable demolition-related impacts to individual resources, although the impacts would be somewhat reduced compared to the proposed project. And under partial preservation alternatives, project-level and cumulative impacts to the Third Street District would be less than significant.

Under all of the alternatives, the impact to the district related to new construction would be the same as under the proposed project and would be less than significant with mitigation.

So a public hearing before the Historic Preservation Commission was held on October 17th, 2018. The purpose of the hearing was to receive public testimony related to historic resource impacts of the proposed project and to allow the HPC to formulate comments on the Draft EIR.

Subsequent to this hearing, the HPC issued a comment letter on the Draft EIR which the Commission Secretary has provided to you. I will briefly summarize the contents of that letter. The HPC agreed that the analysis of historic resources in the Draft EIR was adequate and clear; agreed that the Draft EIR analyzed an appropriate range of preservation alternatives to address historic resource impacts; recommended adoption of full preservation Alternative C, as it avoids significant impacts to historical resources; or alternatively supported adoption of one of the partial preservation alternatives or a combination of some of the partial preservation alternatives.

So returning you to the handouts, in addition

to the HPC letter, there's two sets of materials from the Draft EIR. The first table, 6-1, provides a summary comparison of the development program for the proposed project and each of the alternatives. The second table, S-3, compares the impacts of the proposed project and each of the alternatives. I've provided those for your reference as you formulate your comments on the Draft EIR.

So before I conclude, I'd like to remind members of the public that, in order to be responded to in the Final EIR, comments on the Draft EIR must be submitted orally at today's hearing or in writing to the Planning Department by 5:00 p.m. on November 19th.

Again, please, when submitting comments at today's hearing, please state your name for the record.

After the close of the comment period, the Planning Department will prepare and publish a response to comments document which will contain our responses to all relevant comments on the Draft EIR. Publication of the response to comments document will be followed by certification of the Final EIR at a hearing here before the Planning Commission.

This ends my presentation. As I mentioned, City Staff and members of the project sponsor's team are available to answer any clarifying questions you

may have. Otherwise, I would respectfully suggest that the item be opened for public testimony and Commission comments on the Draft EIR. Thank you.

PRESIDENT HILLIS: All right. Thank you, Ms. Schuett.

We will open up to public comment. Again, we're commenting on the Draft EIR. We're not approving the project today. We'll have more hearings on the project. Comments can be sent to the Planning Department any time before November 19th.

I've got a couple speakers cards: Ron Miguel, Katherine Petrin, Katherine Doumani. But if others would like to speak, please line up on the screen side of the room and approach in any order.

Mr. Miguel.

RON MIGUEL: Commissioners, I'm Ron Miguel. I've read the DEIR, although not -- perhaps not as thoroughly as when I sat up there. I've toured the site at least twice, and I have great hopes for this development which, even though it's been in process for some time, it's still in its early stages.

This afternoon, I'll only touch on two important areas: public open space and shadowing, both of which have their roots in density.

I am specifically not including the immediate

Miguel-1
[RE-1]

waterfront area in these remarks. That acreage I consider entirely separate and to be developed appropriately.

This project is on private land, not on Port land as is much of our waterfront, including other immediate developments such as Pier 70 and India Basin. Because of this difference, the Power Plant open space is under far less legal restraint and becomes an immense value to the general public as well as to those who will live and work there.

The ability to create programmed space -- specified fields, playgrounds, and other uses not allowed on Port property -- must take high priority. Other than a single soccer field located on a building's roof, the plan is basically void of real usable programmable open space for the development itself or for the general public.

As to that general public, the Power Plant site is adjacent to the fastest growing residential neighborhood in San Francisco. References to the 2014 recreation and open space element of the San Francisco General Plan rely on the 2010 census numbers and no longer have any viable relationship to this development.

Nor is there consideration of other

Miguel-1 [RE-1] cont.

developments on the Planning Department's schedule. In my opinion, this concern is not sufficiently explored in the DEIR.

My second point, shadowing, concerns the densities and heights noted in the proposed alternatives, particularly the preferred alternative. Although not specifically under the San Francisco General Plan, Urban Design Element, or the Central Waterfront Plan as to park and open space shadowing, those concepts and arguments must remain valid.

Under certain of the alternatives, even shadowing between buildings also becomes a problem. I appreciate that the D4D has been released simultaneously, and I'll have more specific remarks as to that at a later date. However, I do not believe the DEIR sufficiently explores shadowing in any of the alternatives.

These two points inevitably lead to orientation, density, and building heights. I'm not opposed to heights, and I know we need more density. However, I believe that the DEIR alternatives do not sufficiently explore the effect that this density will have on the extended community and its resources.

PRESIDENT HILLIS: Thank you, Mr. Miguel.

RON MIGUEL: Thank you.

Miguel-1 [RE-1] cont.

Miguel-2 [SH-1]

PRESIDENT HILLIS: Ms. Petrin.

KATHERINE PETRIN: Good afternoon, Commissioners. I'm Katherine Petrin, here today representing San Francisco Heritage as Mike Buhler could not attend.

Heritage is closely following the proposed project, reviewing the EIR, continuing to meet with project sponsor to discuss preservation options for the significant historic resources at the Power Station site.

With the exception of the Smoke Stack in Unit 3, none of the sites's historic resources will be retained as part of the overall development plan. Based on the information in the Draft EIR, the preferred project would erase all traces of the site's highly significant early industrial development, making it difficult to engage in a meaningful dialog to determine what is actually possible in terms of historic preservation, both in terms of financial and technical feasibility.

Petrin-1 [HR-2]

In this regard, there is a disconnect between the timing and pace of the EIR process and the availability of essential information needed to assess the feasibility of various preservation options. With those caveats in mind, Heritage offers the following

Petrin-2 [ALT-2]

comments.

To the extent that the project will require up-zoning to achieve the desired density, project objectives, and rate of return, Heritage believes that it is warranted to expect corresponding public benefits in terms of historic resource protection.

Heritage feels that the preservation of the brick structures in the historic core would both link the site to the Pier 70 development and the Third Street Industrial District and retain the authenticity of the industrial character and materiality that the project sponsor has stated is a priority.

We recognize that retaining all the historic contributors may not be possible, but the awesome size and scale of Station A tells a story of the site's history to the greatest degree and provides a strong visual link to the Third Street Industrial District.

In general, Heritage feels that the alternatives that retain Station A do not exemplify the best approach at this conceptual stage. Heritage would prefer options that would build an addition to Station A within the building's original footprint, which was partially demolished in the 1990s.

We are compiling examples of similar successful industrial reuse projects and are aware of

Petrin-2 [ALT-2] cont.

one intriguing example on Roosevelt Island in New York City, where this approach was approved by the National Park Service and with the project ultimately receiving a 20 percent historic preservation tax credit.

Heritage is planning to convene a design charette for the benefit of the community, the project sponsor, and the site. And Heritage also supports other economic incentives, such as tax increment financing, to enable a greater level of preservation on the site.

Happy to answer any questions, and thank you for your attention.

PRESIDENT HILLIS: Thank you very much.

Next speaker, please.

ZACH BROWNE: Hello. My name is Zach Browne. I'm here as a San Francisco resident for six years as well as a San Francisco city guide, so a walking tour guide here in the Dogpatch neighborhood to voice my support for this project.

First, as a resident of San Francisco and living in the Mission, I've struggled with housing the whole time I've been here. I've fought off evictions. And density and housing in this city is very important to me and a lot of the people I know here as well. I hope to some day, you know, own a home here and live

Petrin-2 [ALT-2] cont.

Browne-1 [G-8]

here for a very long time. I love this city. And to see projects like this really excites me -- that we're adding more density to neighborhoods that, you know, I some day want to live in.

Second, as a walking tour guide and historical tour guide of the Dogpatch neighborhood for the past four years, I've seen a lot of really positive changes in the development and the growth of the neighborhood. From a historical preservation standpoint and from a density standpoint, a lot of developers have added a lot of positive value to the places there.

A lot of new shops and new restaurants and new places are popping up now that more housing is available to people in the neighborhood. And it's been a really positive trend that I've seen over the years. And I see projects like this as continuing that growth and that path in the neighborhood.

And, you know, myself, I look forward to seeing more density and more historical preservation and reuse and more people caring about these places as they move in, as they live and they work in this neighborhood and continuing on.

I've been a part of their public outreach and engagement and brought other people into the mix as well. And everything about the project has really

Browne-1
[G-8]
cont.

excited me so far, from density, from historic preservation, and from the positive impacts that will continue from development like this in the neighborhood. Thank you.

Browne-1 [G-8] cont.

PRESIDENT HILLIS: Thank you.

Next speaker, please.

J.R. EPPLER: Good afternoon, Commissioners. J.R. Eppler President of the Potrero Boosters Neighborhood Association.

I'm actually glad to be here to talk about one of the less controversial projects that you're going to be hearing about today, although we certainly shouldn't mistake that relative lack for an absence of controversy.

As you can see from the large number of my neighbors and community neighbors here today, there area a lot of thoughts; and they are armed with EIR data. So I'm going to break the rules a little bit and not get into the EIR so much -- they have the specifics -- but talk about the context in which our comments are made, particularly those by members of my association.

I want you to know that they are motivated to ensure the success of this project. They want a project that is successful for itself and one that is successful for the surrounding community. And that

Eppler-1 [G-1]

motivation will express itself in two different ways. One, of course, is excitement. Excitement because, as with Pier 70, the project to the north, this project will open up the waterfront to our community and our city in exciting ways.

The other way it will express itself is concern. And that concern is not just about the magnitude of the impacts that we'll be discussing today, great though they be, because as you all well know, in our neck of the wood, we're actually accustomed to working through these massive impacts; we've had a lot of them over the last decade.

But that concern is actually based on a process that began with the preferred project design and a process that, despite scores of meetings and office hours, remains with the preferred project design, a concern that we've been handed a pre-baked project that does not adequately address neighborhood concern and the impacts of the project.

Now, I hope that the CEQA process, clumsy as it is, provides a means of addressing our community concerns and results in a project that the community can be truly excited by. And we of course look forward to continuing our work with Associate Capital and American Barrel Company and the City to ensure that

Eppler-1 [G-1] cont.

these concerns are remedied. Thank you.

PRESIDENT HILLIS: Thank you, Mr. Eppler.

Next speaker, please.

PETER LINENTHAL: Hello, Commissioners. I'm Peter Linenthal, and I direct the Potrero Hill Archive Project. We've been in the neighborhood for over 30 years.

I'm concerned about the future of the brick buildings on the site. Building our future does not have to mean throwing away our past. The historic brick buildings on the Potrero Power Station site have extraordinary national significance, offering a connection to the explosion of industry on Potrero Point starting in the 1860s and, until 1913, the most important Power Plant on the West Coast.

PG&E has 99 years on this site. Irish Hill is to the north. And the Power Station was crucial in the rebuilding of San Francisco following the destruction of 1906. These buildings are part of the only historic district in San Francisco which combines industrial and residential communities, and it gives context to the remaining Spreckles Sugar warehouses just across the street.

I was heartened by Mark Buhler and San Francisco's Heritage strong support for saving as

Eppler-1 [G-1] cont.

Linenthal-1 [HR-2]

many of these historic brick buildings as possible at the HPC.

The proposed project would demolish four brick buildings extending the historic period to include Unit 3 and the Stack. I really challenge anyone in the world to make the case that the 1960s were as significant as the earlier period on this site. Saving the '60s structures is fine, but only if priority is given to the cluster of much more significant brick buildings.

Most people have no idea at all what's on this site. The historic brick buildings are largely hidden from view and inaccessible even on Power Station tours. My article in the Potrero View, which I'll give you copies of today, was an attempt to raise awareness. We're also circulating a Save the Historic Brick Buildings petition now.

The developer wants the development to reflect the site's history, but to tear down the very few remaining buildings which actually are part of that history makes absolutely no sense.

If Associate Capital intends the development to merge with Pier 70 to the north, why is the Power Station development preserving fewer historic buildings? Why is it denser than Pier 70, and why does

Linenthal-1 [HR-2] cont.

Linenthal-2 [HR-3]

Linenthal-3 [HR-2]

it offer a smaller percentage of open space?

Some of the mitigations offered are, frankly, insulting. Can anyone imagine that books printed on demand, videos, or salvaged fragments would compensate for the loss of historic structures?

The DEIR does not offer a reasonable range of alternatives. Saving the brick buildings and maintaining their visually cohesive cluster should be a priority. Space inside could be public spaces -- tennis courts, basketball courts, or gardens. The history held by these buildings belongs to everyone and should not be demolished. Thank you.

PRESIDENT HILLIS: Thank you.

Next speaker, please.

VANESSA AQUINO: Good afternoon, Commissioners. My name is Vanessa Aquino, and I live on 22nd and Tennessee Streets for over 15 happy years. I'm three blocks from -- we like to call it Dogpatch Power Station. I'm a passionate and proud San Franciscan, and I love our neighborhood, Dogpatch.

I'm here to show my continued support for Dogpatch Power Station. As board member of Dogpatch Neighborhood Association, DNA, for the past ten years, Dogpatch block party organizer, I have seen amazing changes and growth all around the neighborhood. It's

Linenthal-3 [HR-2] cont.

Linenthal-4 [HR-4]

Linenthal-5 [ALT-2]

Aquino-1 [G-8]

growing fast. New neighbors are moving in by the minute, and it's exciting.

Here's why I support Dogpatch Power Station project. Dogpatch Power Station has been very active in our community about their project for the past couple of years, which they hosted numerous outreach workshops, extensive coordination with DNA, public tours, community events, office hours at various Dogpatch businesses. They are passionate about engaging with community and keeping us informed.

What I find exciting is the future access to the waterfront, businesses, housing, jobs, open space, art space, green space, which is much, much needed in the great historical meaning of the area. Like Pier 70 project, Dogpatch Power Station will enhance for the betterment of the Eastern Neighborhood, which is part of our amazing city, San Francisco.

Have a good evening.

PRESIDENT HILLIS: Thank you very much.

Next speaker, please.

EMILY PEARL: Hi, good afternoon. My name is Emily Pearl, and I am a project architect and here representing Lundberg Design. We're a full-service architectural firm in the Dogpatch, about five minutes' walk from the project site. We've been there for 20

Aquino-1 [G-8] cont.

years, myself for eight, and have extensive experience actually designing projects along San Francisco's waterfront. I should also mention that several people in my office are Dogpatch members of the DNA and thereby residents.

We think that the proposed Power Station development, massing, programming, and adaptive reuse objectives are a breath of fresh air in comparison to other local developments like the Mission Bay that, as many know, are primarily single-program, monolithic mid-rise structures with little pedestrian activity or diversity and personality.

And in contrast, the tower density of the proposed project allows for a more interesting series of building shapes and sizes across the site and is a much more urban and, therefore, appropriate solution and one for which the team, the project team, should be commended. It goes without saying that we enthusiastically support this proposed direction.

The Unit 3 hotel in particular is a programmatically strong idea. We think that the different experience of the Bay or the City that it will provide both residents and visitors will be tremendous.

You know, the current nexus of hotels in the

Pearl-1
[G-8]

City is in a very highly touristed area. A lot of people aren't actually crazy about being there. And it also supports the site being active throughout the day and the week, provides public amenities, and of course has the adaptive reuse of the existing and important historical building.

Opening up the waterfront and placemaking and creating connectivity and continuation of our existing waterfront's extremely important. And it also offers an incredible vantage point that is contextual and offers a different experience than we currently have of our waterfront.

And additionally, this strengthens the connectivity of the Dogpatch area to the rest of the City which, coincidently, has some of the best weather, as we know.

Additionally, the 60 percent program of housing is incredibly important, and it is more sensitively interspersed in the site. And this will again help create a variety of uses throughout the day and the week, which will be very important.

And as we know and as we have heard, housing is desperately needed. I am a Bay Area native myself, and I've had many friends and family that are not only in the arts, but academia, engineering, science, real

Pearl-1 [G-8] cont.

estate, entrepreneurs all be pushed out of the city based on a lack of housing.

I should also mention that we, myself personally, our office, we love Station A. We think that building is fantastic. I don't know any architect that doesn't think it's absolutely beautiful. But we need to remember that adaptive reuse needs to also be financially feasible.

So to that end, you know, we are open to considering possibilities where that gets saved or other ways in which it can get saved but not at the expense of the entire project.

I should also mention lastly that no one should look at the massing diagrams that are shown here as actual designs of any of these buildings. They're really just used to show square footages and general placement along the site. And I think all of the efforts that are focused on making this tower go away should actually be focused on making a great tower with an incredible design that is slender and elegant.

Pearl-1 [G-8] cont.

PRESIDENT HILLIS: Thank you very much.

EMILY PEARL: Thank you.

PRESIDENT HILLIS: Next speaker, please.

KATHERINE DOUMANI: Good afternoon, Commissioners. My name is Katherine Doumani, and I'm a

resident of the Dogpatch Neighborhood, and I am also an executive board member of the Potrero Boosters. I've lived two blocks from the Power Plant site for the last 17 years.

First, I want to say that we have an open, communicative, and mutually supportive relationship with the developer and the whole Associate team. That said, similar to working with the Pier 70 and Forest City, when you are building a new village from the whole cloth, it takes time to plan within a current community and city to get it right, as you only get one chance.

Also, just because you can build doesn't mean that you should. And we need to look hard and break out of our set thinking that anything goes when you're adding more housing and start thinking about livability and quality of life for everyone who is here now and will come as these developments march down the waterfront from Mission Rock to Mission Bay, the Warriors, UCSF, Pier 70, this site, India Basin, and Hunters Point.

In regards to the DEIR and historic resources and project alternatives, I would like to discuss the current population, the homes, and the -- how it relates to the rec and park and public housing -- sorry

Doumani-1
[G-3]

-- public resources.

The proposed project considers demolishing individually significant 19th century historic buildings. This was the most important Power Plant west of the Mississippi. The District is part of the only area of San Francisco that combines industrial and residential communities.

I know that the Historic Preservation Commission recommended that Associate Capital study innovative ways to capture and reuse parts of these buildings to assure that the story and the character of these buildings are not lost. I also know that the developer and his team are working creatively on this challenge.

In the DEIR, this would have been clearer if viable alternatives were considered that would reuse portions of the most important historic structures.

I strongly urge that creative reuse of these walls and volumes happen to prevent the wholesale demolition of such a significant portion of our community and city's history. It is in these seams of old and new, industrial and residential, gritty and natural, that bring such vibrancy to our beloved and still mixed-use neighborhood.

In terms of shadowing, because the east-west

Doumani-1 [G-3] cont.

Doumani-2 [HR-2]

Doumani-3 [SH-1]

orientation of the Central Power Station Project is unbroken, massing of the buildings throughout, much of the open space is in shadow, and vistas of historic resources and the bay are obscured.

When shadowing appears significant, mitigations must be considered. These should be provided in design with building height reductions, setbacks, and air given to buildings with plazas, creative cutaways, open sight lines, less blocky sitings, and streets that don't follow a simple grid, also, orienting buildings and planned open space from north to south to optimize sunlight and with much larger breaks between the buildings.

Most importantly, public services, especially community amenities, need to be discussed. Given the acknowledged deficit of recreational facilities in the area and the stated project objectives to provide active uses --

PRESIDENT HILLIS: Thank you very much.

KATHERINE DOUMANI: -- better consideration should be given to the quality and quantity of open space and recreational opportunities. And --

PRESIDENT HILLIS: Thank you. You can submit -- we give people three minutes, but you can submit that too. You can submit that in writing or give us

Doumani-3 [SH-1] cont.

Doumani-4 [RE-1]

your notes, and we'll respond that in the DEIR. Your time's up. Thank you.

Next speaker, please.

SCOTT KLINE: Hello. My name is Scott Kline, and I'm a member of the Dogpatch Neighborhood Association. My wife and have I have lived in Dogpatch for seven years. I'm very active in the neighborhood and moved there because I chose to move there. I love the vibrancy of the neighborhood, how it's dynamic, how the neighbors know each other and support each other.

I think Associate Capital has come into the neighborhood and really kind of woven themselves into the neighborhood and tried to keep that in mind when building the project.

I'm going to focus more on what this brings to the neighborhood that isn't there now, particularly the hotel, with a very amazing view from the top, which is going to have a roof bar open to the public. I think this is an amenity that would be really unique to Dogpatch and we don't have much of south of the ballpark.

The open space and shore access there is going to be incredible, particularly when it's woven in with Pier 70 and the Crane Cove Park.

We don't have a grocery store in Dogpatch.

Kline-1
[G-8]

This project is committed to bringing a large-scale grocery store to the neighborhood, which is much needed. The closest is the clear across -- almost to 101 at Whole Foods.

And then finally, I think the biggest amenity that this brings to the City is more housing. We all know what -- what a problem that is in the City, how the rents have gotten high. I've had lots of friends leave the city. I'd like to see more of them be able to say. So I'm supportive of this project. Thank you.

Kline-1 [G-8] cont.

PRESIDENT HILLIS: Thank you very much.

Next speaker, please.

TIM COLEN: Thank you, Commissioners. Tim Colen on behalf of the 300 members of the San Francisco Housing Action Coalition.

And can't tell you how pleased and excited we are to see projects like this come forward that give evidence that finally, decades, decades later our old industrial lands are being repurposed in ways that meet the challenges we face.

Big fans of the Dogpatch Power Station. While it's admittedly too early for the HAC to review it yet, there's not any firm numbers to analyze, we're big fans of the work that Perkins + Will does, land use planning. We'd urge the developer and the architects

Colen-1 [G-8]

and the planners to build in the maximum flexibility in land uses because it's going to be years before a lot of this comes to the market, and things change. Job trends change, retail changes as we see almost by the minute. So it would be good that it's flexible.

It appears that the DEIR is -- it's on the right approach. We like the approach. It appears balanced; it appears thorough. And we look forward to reviewing this in more detail but really want this to move forward as quickly as possible. Thank you.

Colen-1 [G-8] cont.

PRESIDENT HILLIS: Thank you.

Next speaker, please.

RAY HERNANDEZ: Good afternoon, Commissioners. My name is Ray Hernandez. I've been Dogpatch resident for seven years. It is now my home.

First, I would like to point out there was more of myself and my other neighbors that were here, but unfortunately, we ran late, and they had life to go back to. And they were here in support.

I'm also here in support of one of the biggest things, which is housing and what they're doing. I know there's been a lot of discussions about views and about shadows. These are things that come, you know, living in the city. It's just unavoidable.

But I'm looking forward with the work that --

Hernandez-1 [G-8]

what they're doing and making sure that a lot of our neighbors, like Bayview, have more housing to come into and be able to merge the two.

So we are here in support, and we really love what they're doing. There's a lot of concerns that a lot of people are bringing. And those are absolutely valid, but please just remember that, you know, it's not the problem; come here with solutions. And I'm sure that Associate Capital and Enrique and Hassim [phonetic] will be more than happy to see what they can do within reason to make sure that everybody in the community feels heard. And thank you for your time.

Hernandez-1 [G-8] cont.

PRESIDENT HILLIS: Thank you very much.

RICHARD HUTSON: I'm not sure -- I don't how to work this.

PRESIDENT HILLIS: SFGov, can we have the overhead please? There you go.

RICHARD HUTSON: Good afternoon, Commissioners. My name is Richard Hutson. I've been a resident of Potrero Hill for over 50 years, and I've watched the bay disappear right in front of me.

I brought this photograph today to speak to one of the concerns I have about the project, which is the obstruction of the public view. This photograph was taken from the corner of Pennsylvania Avenue and

Hutson-1 [G-4]

20th Street. And as you can see, if you drew a line across up in the clouds where the 300-foot tower is, a massing of 300-, 200-foot buildings in that area is going to totally block out the bay and the East Bay hills.

And I think that the project, as one of the earlier speakers said, should be revisited to open up the density of the massing. I'm not against developing the project down there. I think it's wonderful to open the waterfront. But I don't think the waterfront -- or I don't think the bay should be blocked off from public view.

If any of you take a stroll down the north end of Van Ness Avenue, you'll see a project that came up in the late '50s, early '60s, the Fontana Apartments. And they're only 17 stories high. I think that's probably half of 300 feet. So that will just give you an idea of what, you know, a big, massive block of buildings will do to the public view of the bay.

Thank you.

PRESIDENT HILLIS: Thank you.

Next speaker, please.

JOHN LARNER: Good afternoon, Commissioners. My name is John Larner. I'm a resident of San Francisco for over 26 years and a homeowner in

Hutson-1 [G-4] cont.

Dogpatch, about three blocks from the project, for the last almost 17 years. And I can't say how excited I am to see this go up. I think that the revitalization and added vibrancy that this will bring to my neighborhood and our city is dramatic.

To see the plans that they've put together that have varied sizes and shapes that will add a different look to the -- what has become more cookie-cutter look to many buildings and new developments the City is really exciting to me and to my neighbors.

Again, like somebody said earlier, I saw about 20 or 25 of my neighbors here earlier, and I think we were whittled down over time to about eight of us in dramatic support of this. And I think the key for me is seeing the interest and excitement from the developers and getting involved in the neighborhood.

And whether that's having office hours at local restaurants and participating and sharing their space for events like Decompression or supporting a fantastic local nonprofit like La Cocina and supporting -- offering them the space for their street food festival to have an opportunity to raise money in support of their program, I consider these people, from my perspective, as what I would call white hat

Larner-1 [G-8]

developers.

They're in it for the good of us, for the good of the city. There may be specific issues that people have with density, et cetera. I know, as a hospitality professional in San Francisco and somebody who employs, in combined between my two businesses, over a hundred people, that having more places for them to live, more places for them to get out and enjoy the city is very important. And that level of density is valuable to us.

With the inclusion of Crane Cove Park down the street, we will have beautiful open spaces. We'll have places to go. The opportunity to walk down to the bay and enjoy that view up close and personal rather than, as we saw in that -- from up on the hill is -- will be a dramatic difference. We've had no access to that. And these gentlemen and ladies that are participating in this development will be bringing that to us in a dramatic way. And I'm very excited to see it, and I'm full support. Thank you.

Larner-1 [G-8] cont.

PRESIDENT HILLIS: Thank you very much.

Next speaker, please.

PHILIP ANASOVICH: Good afternoon, Commissioners. My name is Philip Anasovich. I'm an architect. I've lived on Potrero Hill for 33 years,

and I'm a member of the Potrero Boosters Development Committee.

Unfortunately, the design presented by the developer is the worst that we've seen. It combines some of the disappointing failings of recent developments in the city, demolishes historic resources, and creates a myriad of problems for the city that they will have to address.

The proposed project would demolish historic buildings that contribute to the Third Street Industrial District. This greatly reduces the existing unique character of the area and forever loses to us a tremendous historic group of structures that are of national significance.

If these historic resources are preserved, they will be encircled by buildings which tower over them, casting shadows, and which belittle the original context of these structures. These historic buildings will be overwhelmed by the bulk of the new and cut off from the bay.

The environment would be affected by a permanent increase of ambient noise, and the impact on air quality would be in violation of air quality standards, impacting regional air quality.

This issue is precisely why the Power Plant

Anasovich-1
[G-8]

was torn down. The design as proposed would cast shadows on public open space nearly year round. It will result in the substantial shadowing of lower buildings as well and potentially limit Forest City's flex buildings along 22nd Street to office uses instead of housing, an undesirable outcome that will skew the jobs-housing balance.

The basic layout of the project creates a grid that is very similar the disastrous plan that has bemoaned the Mission Bay developments nearby. This layout presents an inflexible, closed, and monotonous built environment that features large unbroken blocks and contrasts sharply with the proposed development at nearby Pier 70.

Because of the east-west orientation of the Central Power Station Park and unbroken massing of the buildings throughout, much of the open space is in shadow and vistas of historic resources and the bay are obscured. What is proposed creates the effect of a wall that substantially cuts off views of the bay.

The DEIR shows that approved and proposed projects would add up to approximately 22,734 net new residents and 10,015 units. The density proposed is comparable to the current density in Manhattan. We are virtually taking the population of an American town and

Anasovich-1
[G-8]
cont.

putting it down on a 29-acre site.

PRESIDENT HILLIS: Thank you very much.

PHILIP ANASOVICH: This is substantially more than the nearby --

PRESIDENT HILLIS: Thank you.

PHILIP ANASOVICH: -- Pier 70 project.

PRESIDENT HILLIS: Thank you very much.

PHILIP ANASOVICH: Thank you.

PRESIDENT HILLIS: Mr. Hall.

RICK HALL: Rick Hall, Potrero resident, and I'm a member of the Boosters Development Committee.

I spoke earlier at general public comment on the need for an additional planning process tool to help analyze what CEQA doesn't. And I think what you're hearing today and what you see in this DEIR probably really does show we need a different tool to go along with this.

But since we're looking at the DEIR, it should be as best as it can be. And you know, essentially, in it's analyses, the population growth in this -- in this DEIR omits India Basin, the UCSF Medical Offices and Uber offices at 1455 Third, the Exchange, and other smaller projects within a half a mile radius. So, you know, it -- it does not include a proper population analysis.

Anasovich-1 [G-8] cont.

Hall-1 [PH-1]

And on some cases, you know, people impose sort of ABAG, Plan Bay Area Growth projections. But those are useless at neighborhood levels.

Essentially, this DEIR does not comply with the growth plans under the EN plan. And instead, it discusses amending the Central Waterfront Plan of the Eastern Neighborhoods Plan. Well, those are maxed out in 2017, essentially, as determined by the EN monitoring report.

Projects brought forward must adhere to our community plans, not render them meaningless as suggested by this EIR. So the scoping of the DEIR itself is -- is flawed.

This project also disrespects the desires of San Francisco people, you know, by scoping a 300-foot luxury tower along the waterfront. I understand they have the right to do that, but you don't have to approve it.

This DEIR neglects to provide a realistic reduced impact option that -- it appears to be scoped by the develop- -- to essentially make the developer's preferred option the only viable project.

Now, I understand it was all done with regard to historic preservation, but what about an alternate that is a reduced density alternate and not just based

Hall-1 [PH-1] cont.

Hall-2 [PP-2]

Hall-3 [G-7]

Hall-4 [ALT-2]

on historic preservation issues? I mean, the project itself ends up unavoidably impacted. Doesn't need to.

PRESIDENT HILLIS: Thank you very much.

Next speaker, please.

GUY CARSON: Good afternoon, Commissioners. My name is Guy Carson. I'm a long-term small business owner. And I consult in the night life and entertainment space.

I originally was going to come here today and tell you how excited I was about the 20 new restaurants, bars, cafes, and assembly space that this village envisions and how it's one of the first times we've had a good solid, quote, "plan for fun," which we've been railing about for years. It's safe, sane, and sensible. And we're very excited. And we think it would make a perfect complement to Dogpatch to complete it and make it an exciting, vital place to be.

Rather, though, I'd like to talk a little bit about preservation just because I happen to know the developer. I sold him a business, Swedish American Hall, up on Market Street.

And I would say he was -- I mean, I can bring up 25 Swedes here to testify to this. But he has been a remarkable partner in preservation. He is -- he brought in almost $5 million in funding to completely

Hall-4 [ALT-2] cont.

Carson-1 [G-7]

redo the Swedish-American Hall, which became a historic landmark last year -- or two years ago.

And I would say all of the Swedish society -- as I just attended an awards ceremony earlier this week, and they're absolutely thrilled with the love and devotion that he has for that building, for buildings old and venerable.

And I've known him now for five or six years. He's been completely consistent with this. And I think he will honor that within this community. I think, you know, preservation's going to be a big issue. And I think we're going to have to also, though, weigh that some of these buildings are basically in ruins. Some of them -- and would be better used in other ways, for community, for housing projects.

And I spoke with the developer at length on Monday night about the housing that he has planned for homeless mothers, et cetera, et cetera.

Anyway, he's a upstanding guy. He knows more about preservation than, I think, anyone does -- of any developer I've met, certainly, he cares more about it.

So that's my speech.

PRESIDENT HILLIS: Thank you very much. Appreciate it.

Next speaker, please.

Carson-1 [G-7] cont.

JIM WARSHELL: Well, I'm Jim Warshell. I am president of San Francisco Victorian Alliance. And as your last speaker, I'll keep this mercifully short.

PRESIDENT HILLIS: Oh, we've got more.

JIM WARSHELL: Almost. At any rate, I'll still keep it short.

That there is a preservation Alternative C that gets all the metrics, all the housing, all the gross area, and also does full preservation of the historic assets is obviously good. So the HPC was very thoughtful in making that their first recommendation, and I really endorse that.

Every time we do one of these big projects and so much is new, incorporating the old into it and making the whole project richer because it embraces the history and creates something more than it would be if we hadn't done that, you have to applaud creative efforts to do that.

So, again, to keep it short, I'm at two minutes, please, save the brick buildings. They are part of the history. They define the area. Please support them.

Warshell-1 [G-9]

PRESIDENT HILLIS: Thank you.

Next speaker, please.

SEAN ANGLES: Good afternoon. It's nice to

see you. I haven't been here in a year. I'm Sean Angles from Grow Potrero Responsibly. I'm a homeowner on Potrero Hill for 21 years. I'd like express, to begin, that I'm opposed to the current proposal at the Potrero site due to lack of public community benefits and the consequential significant increase of cumulative negative impacts, which we've been talking about a lot over the last couple of years.

Angles-1 [G-8]

I really want to urge the Commission to order a time-out, halt to this proposal and to all future projects along Third Street until these cumulative impacts that are already rapidly deteriorating our neighborhood's quality are assessed and mitigated. Examples are the Warriors Stadium, Pier 70, the Exchange Building, which is imminent to beginning opening for DropBox.

Today, this Draft EIR, which we're here to talk about, ignores all, right now, the realtime evidence of the impacts that are caused by massive over-development in the Eastern Neighborhoods.

Angles-2 [G-1]

Highlights of the concerns of this DEIR I'd like to talk about are transportation and circulation. This project will be contributing to the traffic gridlock we are experiencing every day in the Eastern Neighborhoods.

Angles-3 [TR-4]

This project will substantially increase transit demand that could be not be accommodated by extension of public transportation. The streets just aren't there to get people in and out of the project, regardless, along Third Street.

Predictably, the result is substantial transit delays and unaffordable public transportation operating costs that cannot be mitigated to anything less than significant deteriorating levels.

The proposed improvements to public transit are uncertain, and obtaining, as we know, adequate funding for -- in the current government budget trends for public transportation is uncertain. Improvements will require discretionary approvals by the SFMTA.

I encourage the Planners to urge Muni to look at something a little bit more creative, such as where Mexico City has the Mexicable. Those are aerial cable-propelled gondolas that can transport people over Third Street. The three miles, if we can have an extension along Third, the Embarcadero, that three miles can be traversed in 17 minutes by aerial cable, and it can move 3,000 passengers in each direction every hour.

I'd like to also highlight the transportation analysis in the DEIR is based on outdated methodology.

Angles-4 [TR-5]

Angles-5 [TR-2]

It's using the SF Guidelines 2002 analysis, which is a very long time ago.

I'd also like to talk about traffic briefly. There's inadequate analysis of noise, air quality, and greenhouse gasses, and emergency vehicle access has not been looked at. They're, again, using outdated guidelines from SF-CHAMP. And this project is very private-car centric.

I'm seeing 17 percent of the entire building area is for parking of this project, which is ridiculous.

We haven't talked about delivery of vehicle loading impacts.

PRESIDENT HILLIS: Thank you very much.

SEAN ANGLES: That's my time, but I will submit more comments in writing.

PRESIDENT HILLIS: Thank you.

Ms. Heath.

ALISON HEATH: Hi, I'm Alison Heath, speaking today on behalf of the Potrero Boosters.

Under CEQA, an EIR must study feasible alternatives that will lessen the environmental impacts of the project. The range of project alternatives in this Draft EIR is not adequate or reasonable.

Every alternative has been burdened with

Angles-5 [TR-2] cont.

Angles-6 [G-7]

Angles-7 [TR-6]

Heath-1 [ALT-2]

inherent flaws that limit their feasibility and ability to mitigate significant impacts. The range of alternatives should have included a reduced density alternative.

This was requested during scoping, specifically, an alternative with similar height and zoning controls as those approved for the Pier 70 mixed-use development under Forest City. Instead, a reduced program alternative was analyzed. This is not the same thing as a reduced density alternative. It retains roughly the same density and amount of open space as the proposed project, and simply lops off the top third of the buildings.

Historic buildings lack appropriate context with ample open space and vistas, and almost all of the open space would be deeply shadowed by buildings as tall as 200 feet, limiting much needed recreational opportunities.

Although the reduced program alternative is identified as environmentally superior, the Planning Department already stated at the HPC hearing that it would not meet some project objectives. My guess is that it will ultimately be deemed infeasible.

Other alternatives include a full preservation alternative with similar program that is extremely

Heath-1 [ALT-2] cont.

dense and tall, with zero reduction in transportation, noise, air quality, and wind impacts. Shadowing would be much worse, and open space and the integrity of historic buildings would be severely compromised. Each partial preservation alternative might mitigate some impacts on historic resources, but none adequately reduces other significant impacts.

And as far as historic preservation goes, they all fail miserably, prioritizing the 1965 Stack and Unit 3 over the most historically significant structures.

So by default, we're left with the proposed project -- a poorly designed development providing few community benefits, a project that will obliterate a precious part of our waterfront history and permanently impact our quality of life.

We urge the Planning Department and OEWD to work together with us and Associate Capital to develop a more reasonable alternative that adequately addresses significant impacts and provides a real and lasting benefit to our community. Thank you.

PRESIDENT HILLIS: Thank you very much.

Any additional comment?

LAURA CLARK: Hey, Laura Clark, YIMBY Action.

I think it's important to think about the

Heath-1 [ALT-2] cont.

Clark-1 [G-8]

costs and benefits of a project like this. A lot of people are talking about the historic preservation aspect. I recommend all of you go out and visit it because, if you go out and visit it, you can see how much history is being lost by it rotting away.

You can't really visit and can't enjoy a historic artifact unless it's infused with life, unless it's redeveloped and becomes something worth visiting.

If we're talking about preserving the brick buildings, that's where the housing has the potential to go. So we're talking about cutting the bit of housing in this project, and we're talking about preserving something that is a rusting hulk of industrialism. It reminds me of places where I used to club and have illegal parties back in the day when I was cool. But I would not say that a rusting post-industrial -- I mean, it's cool. Right? I did club there.

But, like, we can do better. We can redevelop these places into something that people can enjoy every day. What is the point of our waterfront if it is not infused with life? People should be living there.

I don't believe this, frankly, crap about how we can't increase our public transportation and run more bus lines and infuse this area with a

Clark-1 [G-8] cont.

transit-oriented, walkable community. I think it's great. We're talking about dumping a whole town right there. And that's frickin phenomenal. That's what we need to happen next. We need more life in our city, not a rusting hunk of junk.

Keep the Stack; that's cool. Have the hotel built around it. I think that sounds really cool. Please do not listen to the people who are telling you that the thing they want less of is density and housing. The thing that they are putting up on the chopping block for this project is the housing aspect of this project. And if we lose that, this project will not be worth it.

So, please, preserve the housing package of this, and make sure that we do get more transit out there. Make sure that this entire community continues to take the forward march of history and thrive. Thank you.

PRESIDENT HILLIS: Thank you.

Ms. Carpinelli.

JANET CARPINELLI: Good afternoon, Janet Carpinelli. I'm a long-time resident of Dogpatch, member of the DNA. And I am here today to urge you to recommend a balance between Alternative B, a less dense project, and Alternative C.

Clark-1 [G-8] cont.

Carpinelli-1 [G-9]

However, I would like to include the demolition of the Unit 3 Power Block. I just don't see the point in preserving that at all, and we can therefore have more open space if we do not need to keep that Power Block.

On the other hand, I would love to see the -- where am I here?

I would love to see the Unit 3 Boiler Stack of that later period preserved. It's an icon for our neighborhood in the City and anyone who sails in the bay. It's a beautiful and simple architectural structure. Retain and restore that icon.

In general, as far as the historic preservation within this site, this development has given short shrift to the importance of the physical preservation.

I attended and spoke at the -- at the HPC hearing. And at the hearing, it was concluded by one Commissioner that very little preservation or no preservation of the old brick buildings would be a nonstarter, and I agree with that.

A few of the other issues I want to comment on: The 300-foot tower is out of scale in height and bulk and does not belong in this part of the waterfront. It will also detract from and overpower

Carpinelli-2 [G-7]

Carpinelli-3 [G-7]

the presence of the important iconic Stack, which will be and should be the architectural element that beckons people to the area.

Any new tower needs to have a considerably narrower, shorter, and more elegant footprint than what's proposed. And I know one of the speakers talked about how it's only showing what could happen there. But as we've seen in other developments, what could happen there does happen there, and we shouldn't have that.

In general, the project is a bit over-programmed with too many large buildings and not enough open space. As proposed, the project will not fit in even with the newer height and densities of Pier 70, which this developer likes to say this project is emulating.

Additionally, the surrounding infrastructure and especially transportation issues need to be carefully considered as far the density of this project. The Central Waterfront has already experienced gridlock and accompanying air pollution and road safety issues. There have been too many major projects with less than stellar planning in the past several years. Let's not let this project add to those problems. Thank you.

Carpinelli-3
[G-7]
cont.

PRESIDENT HILLIS: Thank you.

Next speaker, please.

BRUCE HUIE: Commissioners, my name is Bruce Huie. I'm an 18-year resident and property owner in Dogpatch. You did miss at least 12 others that were here earlier, around 1:00 o'clock, to speak from my neighborhood. So I just want to go on the record that we did have a team from Dogpatch out.

I live on 23rd Street at Indiana, three blocks to the west of the Power Station site. The Power Station is within Dogpatch. Many of us in Dogpatch look forward to the addition of housing, recreation, and transportation options from this project to fill in current gaps in the neighborhood, complete services.

As many of us learned during the Dogpatch/Central Waterfront Public Realm Plan, Dogpatch is a neighborhood with gaps in neighborhood-serving capabilities. Lack of streetlights, no sidewalks in many locations, including along 23rd Street to the west of the site, no community facilities such as a library, athletic center, or community center, and some but limited green space with urban recreation.

Local property owners' -- myself included -- reaction was the creation of the Green Benefit District to maintain current street parks serving new

Huie-1
[G-8]

developments within southern Dogpatch and within a few blocks of the Power Station site.

One recreation site is Progress Park that opened in 2012 with Mayor Ed Lee and offers a bocce ball court and a new exercise area underneath the 280 Freeway onramp.

But this is not enough. There are three priority areas where continued detailed discussions between the project sponsor and neighbors would help many: active recreation, because it is unique for this property; neighborhood-serving services; and preservation of history on the site.

Our recreation neighbors continue discussions with the project sponsor on details, that detail of open space and those active uses for all generations. Many children are in the neighborhood at this point. Ten years ago, we had very a little.

Adolescents and those with families and, most important for my generation, active senior services, public community services that serve multiple generations such as a community center, library, or athletic center do not exist in Dogpatch but do exist in the neighborhoods to the west, up the hill, to the south, and built out in the north of Dogpatch in Mission Bay. All are missing in Dogpatch and needed

Huie-1 [G-8] cont.

within the population bump.

Lastly, conservation of history is an ongoing priority in Dogpatch. More is actually better for us. Thanks for your time today.

PRESIDENT HILLIS: Thank you.

Any additional public comment on the Draft EIR?

(No response)

PRESIDENT HILLIS: Seeing none, we'll close public comments.

COMMISSIONER COMMENTS

PRESIDENT HILLIS: Commissioners, any comment on the Draft EIR? Commissioner Richards.

COMMISSIONER RICHARDS: So the items that concern me most are around the outdated transportation figures that I think we struggle with when we get to do these EIRs over and over and somebody gets up and says "We're using 2002 data that doesn't do TNCs." I still struggle with that. And I'd still like some, something in the record around why we're continuing to use old data and what's the plan to start using better data.

The other thing that is interesting from a transportation point of view that I actually really like is the fact that the project sponsor is going to fund capital -- expenditures for Muni to buy new buses,

Huie-1 [G-8] cont.

Richards-1 [TR-2]

Richards-2 [TR-7]

actually bringing people in and out of the new project that going to be metered based on the percent growth. I think that's an innovative and great thing. However, the issue that I have with that is there's no operating funds dedicated to that. So it's some mitigation measure that's not backed up by money to actually run the things. That concerns me. I think there needs to be coordination with MTA.

Richards-2 [TR-7] cont.

The third measure obviously is historic preservation. If we're asked to -- you know, we have 450 O'Farrell there recently. We're going to demolish entire building. It's a historic -- even -- this Commission actually even said let's rip off the little facade that was pasted on.

As I look over the alternatives to the proposed project, Alternative C really looks like it meets nearly everything identically to the proposed project, yet it allows us to preserve most or all the buildings.

I toured the site. The Building A, I said to the developer, "Why would you spend a lot of money trying to do something with this? Perhaps Heritage can do a charette, and they can show on -- is it Rikers Island, Roosevelt Island -- how you can actually do something with that building. But to dump a lot of

Richards-3 [ALT-2]

money into there, I think it could be better spent preserving, maybe, the other buildings.

So I really -- I like Alternative C. I wanted to also have a response on each one of the buildings themselves and why the need to actually demolish them with having alternatives. And I spoke to the project sponsor this morning, and he had some reasons around that. And I would like to have that detailed in the Response to Comments somehow.

I am concerned, the PG&E Transmission Station next door seems to be an issue. Is the long-term plan to have that always be there, or will that be relocated somewhere else, thereby mitigating the need to demolish the buildings because they're actually not usable because of the ongoing, you know, electrical-generating transmission activity right next door.

I think the other thing is I asked the project sponsor -- I think Mr. Landa is a great person. He's done great preservation. He did the Swedish American Hall. He's been one of the most honest project sponsor developers I've ever met. I also asked him this morning can we change the way the street grid goes to actually allow us to be more creative around preservation and the programming of the site? Does it have to be the same continual blocky street grid --

Richards-3 [ALT-2] cont.

Richards-4 [PD-4]

Richards-5 [ALT-2]

because there are a couple of blocks there in the very middle of the project that are -- seem very, very big. So is there anything we can do around that?

The last thing -- and I'm going to submit some more detailed comments. I have a lot of little stickers here that I want to explore in writing. But I know we talk about -- I've mentioned this now several times. I know we talk about hydrology, you know, what's going happen to the groundwater and all those wonderful things. Yet -- and I bring this up every time because we're in the middle of having the State want to cut our water supply as a city. How do we actually handle population growth in the face of curbing deliveries of water to us? Do we have a desalinization plan? What's the plan so that the people that come here can actually have water to drink and all of us that actually live here have water to drink without significant rationing?

I heard that, should the plan go through, we're all to having face a 40 percent reduction in an already economically state -- we use water very economically. So cutting it by half is -- would be a really, really hard thing for us as a city. So those are my initial comments.

PRESIDENT HILLIS: Thank you.

Richards-5 [ALT-2] cont.

Richards-6 [UT-1]

Just a question for Mr. Lau or Mr. Rich, just the process from here. Where does this go? Obviously -- is there some competing interests of whether, you know, funds are spent or community benefits are spent on preservation or additional open space, affordable housing? I know it's a puzzle, but how do we get to that in timing?

KEN RICH: Hi, Ken Rich with OEWD, working with Jon Lau and others. And as you all know, we are working hand in hand with the project sponsor and the Planning Department to develop the community benefits package in the Development Agreement.

We are about on track with other large developments that you've seen in front of you in the last couple of years. We have -- we're probably a year into a negotiation with the sponsor. And we will be able to kind of roll out what we see the contours of the benefit package in the next few months. We expect this to be in front of you for approval about six to eight months from now.

PRESIDENT HILLIS: Okay.

KEN RICH: So we have time. We're not really any farther behind than we are -- we were with other projects.

I think the watch word on this project more so

than ever is going to be that we are not in a world where we can be all things to all people with the community benefits package. The difference between, let's say, Pier 70, where we were a couple years back and this project is somewhat profound, even though physically they're similar. And that's for two reason reasons.

One, the cost of building housing or building anything else, but housing being the key thing here, is dramatically higher than it was when we negotiated the Pier 70 deal, probably 20 percent, maybe 25. And secondly, there's no public landowner, i.e., the Port, to take some of the pain for a benefits package. So when we are done, we are going -- there are going to be people who have a particular constituency around one thing or the other that are going to be disappointed here. And that's going to be a balancing act. And that is the -- sort of what's on the top of my mind.

We cannot have everything here, not even close. And that's something that, you know, we -- as you know, we run numbers. We will present those to you until you're bored of looking at them. But that's going to be what happens.

So it's a -- it's gets tougher every time until the economics change.

PRESIDENT HILLIS: And just on that, I think Ms. Petrin mentioned tax increment financing, which, unlike Port projects or Mission Bay of old when redevelopment was around, those aren't available, correct, here?

KEN RICH: So the regulatory climate around tax increment is as follows. You know, we don't have the traditional redevelopment, which we lost in 2012. It's completely possible to -- if we hadn't lost redevelopment, I could easily see this project being included in a redevelopment area. It probably meets every criterion that they had.

We do have infrastructure financing districts which the Port used, which aren't as -- they aren't as lucrative, I guess is the right word, because we only get to use the share of the taxes that goes to the City and County. We don't have access to the State share. We haven't been able to get agreement to use an IFD on this project because of that fact more than anything else.

The thing that's coming down the line is what's called Redevelopment 2.0. Assemblyman Chiu is going to be running a bill in Sacramento, I believe, this year to try to bring back the new version of redevelopment.

I think the challenging thing for this project, because it's right on the cusp, I don't think we will know enough about that tool in the time frame of this project. But we're trying to think through -- can we be creative? Can we negotiate some additional community benefits that maybe would come along in the future if we did get access to tax increment?

I can't promise right now that we'll have that tool available.

PRESIDENT HILLIS: Okay. And IFDs are off the table, or it's still part of the discussion?

KEN RICH: IFDs are allowed by law, not currently part of the discussion.

PRESIDENT HILLIS: Okay. I think certainly those are the, you know, taxes you would need to operate Muni and police and fire and things like that. So thank you.

I'm going to just echo some of the comments Commissioner Richards made. For one, it's a great -- I think there were some members of the public that touched on this. It's a great site for housing and for redevelopment. There's vast areas of this -- although we talk about the kind of importance of it historically -- that are nothing, you know, just wide areas of open space that should be redeveloped.

Hillis-1 [G-7]

And I think we're kind of -- we don't think about this site because we don't walk through it or bike through it or drive through it. It's pretty much hidden back beyond some of these historic buildings. And the same, I was able to tour the main kind of historic building. It's vast. And I think it's a great old building.

And I think the developer thinks the same way, but what it could be or how it could be reused is difficult to imagine. It's just a vast, open building with not too many windows and no roof.

So I don't -- you know, I agree with kind of Mr. Wolfram's comments from the Historic Preservation Commission. You know, sometimes when it's all new, it lacks some authenticity. So some preservation of that, some ability to keep the smaller buildings, or you know, this may be a good case for a facade or a partial -- you know, keeping a partial portion of a building. but it will be interesting to see, and it will be good to hear from Heritage and others on how that could be done.

Hillis-2 [G-9]

And former Commissioner Miguel, I think, raised an interesting issue about passive versus active recreation space.

We continually see, I think, on Port property,

Hillis-3 [G-7]

this kind of passive, sit-around open space and not soccer fields and baseball fields. And I think you see this in Mission Bay, where there's some park property, some of it passive, but others where there's temporary soccer fields and things like that. And those are the most active used portions of that open space.

So I encourage you to look beyond just kind of the rooftop of the garage to get -- because there's a lot of open space here for active fields and recreational uses because they're needed throughout the City.

Hillis-3 [G-7] cont.

Commissioner Richards.

COMMISSIONER RICHARDS: One thing I forgot when I mentioned 450 O'Farrell, the thing that Table S-3 lacks for me is context financially.

So on 450 O'Farrell, we had each one of the alternatives and what it cost out, whether it was feasible or not, was peer reviewed. So I was actually very confident that the project wasn't feasible the way it was presented with the program.

So I'd like to see that with these alternatives so that we can really make an informed decision on which one of these we want to do with the proposed project.

Richards-7 [ALT-2]

PRESIDENT HILLIS: Commissioner Koppel.

COMMISSIONER KOPPEL: Yeah, thank you. Glad to see the project here today in front of us. It's great to see the east and the southeast sector of the city materializing and soon to be, you know, a nice little community down here. I do see a lot of potential here for this site.

Some of the buildings are preservable; some of them are not. I also took a tour of the site, and it's amazing to see what the current condition of some of these buildings are actually in, some of them better than others.

But, again, a lot of potential here. This is the first of many hearings to come for this project, so we're not going to get too far ahead of ourselves here today. But I am, you know, seeing a lot of -- again, a lot of potential here. And I'm in favor of some of the heights that are proposed. And, again, you know, let's try and make the most of this and these parcels while we can.

C.Koppel-1 [G-7]

PRESIDENT HILLIS: Commissioner Fong.

COMMISSIONER FONG: Yes, just very quickly, 15 years ago, when I was serving on the Port Commission, I took the very first tour -- growing up here as well -- but really got to study the opportunity there and been watching it for the last 15 years go through this whole

C.Fong-1 [G-7]

legal battle and finally, hopefully, prepared to move forward.

And I actually agree with Laura Clark's comment about the longer it sits there, the further it's eroding. And so I'm excited to get going on it.

PRESIDENT HILLIS: Well, thank you all for your comments. The public comment period ends on the 19th, so you're able to submit written comments by then. And we'll hopefully see you all back here next year to hear more about this project.

(Whereupon, the proceedings concluded at 4:45 p.m.)

C.Fong-1 [G-7] cont.

STATE OF CALIFORNIA)
) ss.
COUNTY OF MARIN)

I, DEBORAH FUQUA, a Certified Shorthand Reporter of the State of California, do hereby certify that the foregoing proceedings were reported by me, a disinterested person, and thereafter transcribed under my direction into typewriting and which typewriting is a true and correct transcription of said proceedings.

I further certify that I am not of counsel or attorney for either or any of the parties in the foregoing proceeding and caption named, nor in any way interested in the outcome of the cause named in said caption.

Dated the 19th day of November, 2018.

DEBORAH FUQUA

CSR NO. 12948