

**EXHIBIT A**

**Legal Description of Property**

DRAFT

EXHIBIT A-1  
PROPERTY DESCRIPTION  
PREMISES  
POTRERO SITE  
CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA

REAL PROPERTY, SITUATE IN THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, COMPRISED OF TWO (2) PARCELS, DESCRIBED AS FOLLOWS:

PORT OPEN SPACE PROPERTY

BEING A PORTION OF PARCEL A, AS SAID PARCEL A IS DESCRIBED IN THAT CERTAIN GRANT DEED TO THE CITY AND COUNTY OF SAN FRANCISCO, RECORDED MAY 14, 1976, IN BOOK C169 OF OFFICIAL RECORDS AT PAGE 573, IN THE OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAN FRANCISCO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE BOUNDARY LINE OF SAID PARCEL A, SAID POINT BEING THE WESTERN TERMINUS OF THAT CERTAIN COURSE DESCRIBED AS "140. ... S. 85° 40' W 1.0 FOOT", SAID POINT BEING THE INTERSECTION OF THE CENTERLINE OF FORMER HUMBOLDT STREET (66 FEET WIDE) WITH THE WESTERN LINE OF WATERFRONT STREET (WIDTH VARIES);

THENCE, FROM SAID POINT OF BEGINNING, ALONG SAID BOUNDARY LINE OF PARCEL A, THE FOLLOWING THREE (3) COURSES:

- 1) NORTH 85°38'01" EAST (THE BEARING OF SAID BOUNDARY LINE BEING TAKEN AS NORTH 85°38'01" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 42.67 FEET,
- 2) NORTH 04°21'59" WEST 4.38 FEET, AND
- 3) NORTH 84°30'01" EAST 5.00 FEET;

THENCE, LEAVING SAID BOUNDARY LINE OF PARCEL A, SOUTH 04°25'59" EAST 250.61 FEET;

THENCE, NORTH 85°35'23" EAST 220.00 FEET;

THENCE, SOUTH 04°24'37" EAST 29.17 FEET;

THENCE, SOUTH 85°35'23" WEST 215.86 FEET;

THENCE, ALONG THE ARC OF A NON-TANGENT 284.00 FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS SOUTH 75°55'47" EAST, THROUGH A CENTRAL ANGLE OF 32°10'43", AN ARC DISTANCE OF 159.50 FEET;

THENCE, ALONG THE ARC OF A COMPOUND 30.00 FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 71°53'30" EAST, THROUGH A CENTRAL ANGLE OF 75°12'40", AN ARC DISTANCE OF 39.38 FEET;

THENCE, ALONG THE ARC OF A REVERSE 13.00 FOOT RADIUS CURVE TO THE RIGHT, FROM WHICH THE CENTER OF SAID CURVE BEARS SOUTH 03°19'10" EAST, THROUGH A CENTRAL ANGLE OF 83°52'35", AN ARC DISTANCE OF 19.03 FEET;

THENCE, NORTH 85°38'02" EAST 48.15 FEET;

THENCE, SOUTH 04°20'07" EAST 23.54 FEET;

THENCE, SOUTH 85°38'03" WEST 24.16 FEET;

THENCE, ALONG THE ARC OF A NON-TANGENT 50.00 FOOT RADIUS CURVE TO THE RIGHT, FROM WHICH THE CENTER OF SAID CURVE BEARS SOUTH 20°58'02" WEST, THROUGH A CENTRAL ANGLE OF 56°23'46", AN ARC DISTANCE OF 49.22 FEET;

THENCE, ALONG THE ARC OF A REVERSE 165.00 FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 77°21'48" EAST, THROUGH A CENTRAL ANGLE OF 18°31'47", AN ARC DISTANCE OF 53.36 FEET;

THENCE, ALONG THE ARC OF A REVERSE 82.00 FOOT RADIUS CURVE TO THE RIGHT, FROM WHICH THE CENTER OF SAID CURVE BEARS SOUTH 58°50'01" WEST, THROUGH A CENTRAL ANGLE OF 98°40'27", AN ARC DISTANCE OF 141.22 FEET;

THENCE, SOUTH 67°30'28" WEST 66.81 FEET;

THENCE, NORTH 85°19'01" WEST 38.54 FEET;

THENCE, SOUTH 85°38'01" WEST 5.82 FEET TO A POINT ON SAID BOUNDARY LINE OF PARCEL A;

THENCE, ALONG SAID BOUNDARY LINE OF PARCEL A, NORTH 04°21'59" WEST 709.12 FEET TO SAID POINT OF BEGINNING.

CONTAINING 62,795 SQUARE FEET OF LAND, MORE OR LESS.

**PORT BAY PROPERTY**

BEING A PORTION OF SAID PARCEL A (BOOK C169 OR 573), MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE BOUNDARY LINE OF SAID PARCEL A, SAID POINT BEING THE NORTHERN TERMINUS OF THAT CERTAIN COURSE DESCRIBED AS "130. S. 04°20' E., 113.69 FEET";

THENCE, FROM SAID POINT OF BEGINNING, ALONG SAID BOUNDARY LINE OF PARCEL A, THE FOLLOWING TWO (2) COURSES:

- 1) SOUTH 04°21'59" EAST (THE BEARING OF SAID BOUNDARY LINE BEING TAKEN AS SOUTH 04°21'59" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 113.51 FEET, AND
- 2) NORTH 86°57'51" EAST 17.19 FEET;

THENCE, LEAVING SAID BOUNDARY LINE OF PARCEL A, ALONG THE ARC OF A NON-TANGENT 88.00 FOOT RADIUS CURVE TO THE RIGHT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 67°56'38" EAST, THROUGH A CENTRAL ANGLE OF 44°12'48", AN ARC DISTANCE OF 67.91 FEET;

THENCE, NORTH 22°09'26" EAST 53.51 FEET;

THENCE, SOUTH 85°38'01" WEST 46.18 FEET TO SAID POINT OF BEGINNING.

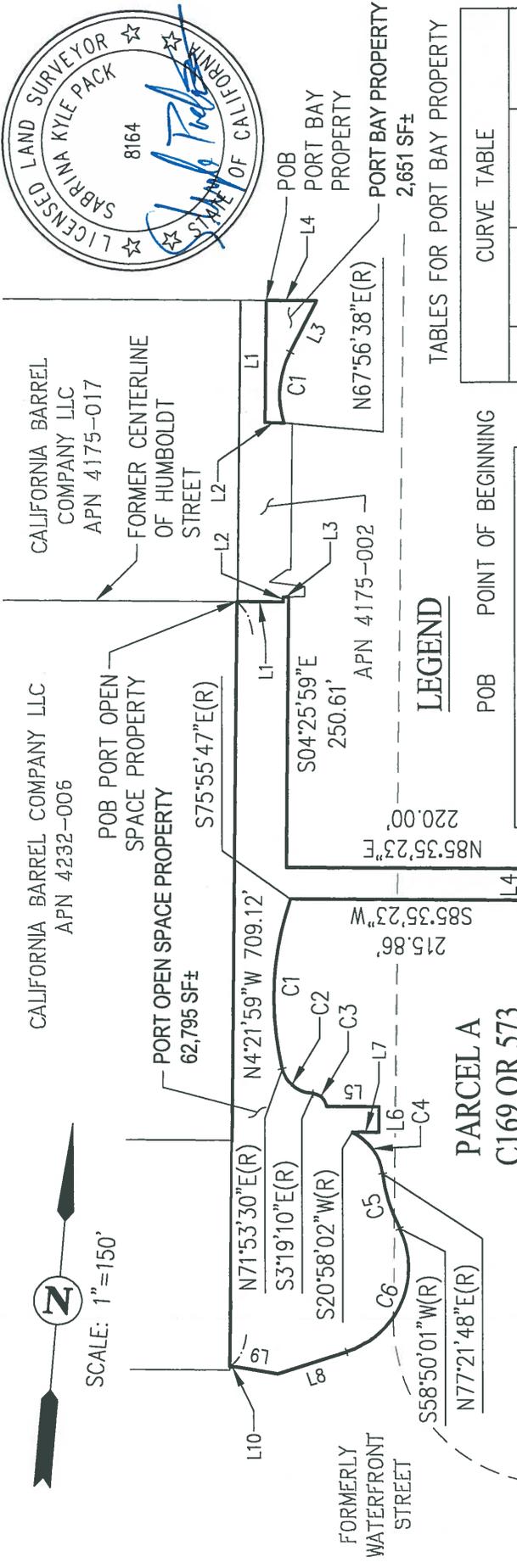
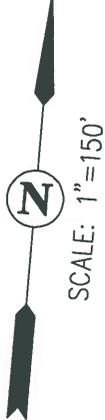
CONTAINING 2,651 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE, MADE A PART HEREOF.

END OF DESCRIPTION



  
\_\_\_\_\_  
SABRINA KYLE PACK, P.L.S.  
L.S. NO. 8164



**LEGEND**

POB POINT OF BEGINNING

TABLES FOR PORT OPEN SPACE PROPERTY

LINE TABLE		
NO	BEARING	LENGTH
L1	N85°38'01"E	42.67'
L2	N04°21'59"W	4.38'
L3	N84°30'01"E	5.00'
L4	S04°24'37"E	29.17'
L5	N85°38'02"E	48.15'

LINE TABLE		
NO	BEARING	LENGTH
L6	S04°20'07"E	23.54'
L7	S85°38'03"W	24.16'
L8	S67°30'28"W	66.81'
L9	N85°19'01"W	38.54'
L10	S85°38'01"W	5.82'

CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
C1	284.00'	32°10'43"	159.50'
C2	30.00'	75°12'40"	39.38'
C3	13.00'	83°52'35"	19.03'
C4	50.00'	56°23'46"	49.22'
C5	165.00'	18°31'47"	53.36'
C6	82.00'	98°40'27"	141.22'

TABLES FOR PORT BAY PROPERTY

CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
C1	88.00'	44°12'48"	67.91'

LINE TABLE		
NO	BEARING	LENGTH
L1	S04°21'59"E	113.51'
L2	N86°57'51"E	17.19'
L3	N22°09'26"E	53.51'
L4	S85°38'01"W	46.18'

EXHIBIT A-1

SHEET 1 OF 1

# PLAT TO ACCOMPANY LEGAL DESCRIPTION

PREMISES  
 POTRERO SITE  
 CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA  
 NOVEMBER 25, 2019



CIVIL ENGINEERS • SURVEYORS • PLANNERS

SAN RAMON (925) 866-0322  
 SACRAMENTO (916) 375-1877  
 WWW.CBANDG.COM

SEPTEMBER 20, 2019

JOB NO.: 2747-000

**EXHIBIT A-2**  
**PROPERTY DESCRIPTION**  
**PORT OPEN SPACE PROPERTY**  
**CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA**

REAL PROPERTY, SITUATE IN THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF PARCEL A, AS SAID PARCEL A IS DESCRIBED IN THAT CERTAIN GRANT DEED TO THE CITY AND COUNTY OF SAN FRANCISCO, RECORDED MAY 14, 1976, IN BOOK C169 OF OFFICIAL RECORDS AT PAGE 573, IN THE OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAN FRANCISCO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE BOUNDARY LINE OF SAID PARCEL A, SAID POINT BEING THE WESTERN TERMINUS OF THAT CERTAIN COURSE DESCRIBED AS "140. ... S. 85° 40' W 1.0 FOOT", SAID POINT BEING THE INTERSECTION OF THE CENTERLINE OF FORMER HUMBOLDT STREET (66 FEET WIDE) WITH THE WESTERN LINE OF WATERFRONT STREET (WIDTH VARIES);

THENCE, FROM SAID POINT OF BEGINNING, ALONG SAID BOUNDARY LINE OF PARCEL A, THE FOLLOWING THREE (3) COURSES:

- 1) NORTH 85°38'01" EAST (THE BEARING OF SAID BOUNDARY LINE BEING TAKEN AS NORTH 85°38'01" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 42.67 FEET,
- 2) NORTH 04°21'59" WEST 4.38 FEET, AND
- 3) NORTH 84°30'01" EAST 5.00 FEET;

THENCE, LEAVING SAID BOUNDARY LINE OF PARCEL A, SOUTH 04°25'59" EAST 250.61 FEET;

THENCE, NORTH 85°35'23" EAST 220.00 FEET;

THENCE, SOUTH 04°24'37" EAST 29.17 FEET;

THENCE, SOUTH 85°35'23" WEST 215.86 FEET;

THENCE, ALONG THE ARC OF A NON-TANGENT 284.00 FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS SOUTH 75°55'47" EAST, THROUGH A CENTRAL ANGLE OF 32°10'43", AN ARC DISTANCE OF 159.50 FEET;

THENCE, ALONG THE ARC OF A COMPOUND 30.00 FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 71°53'30" EAST, THROUGH A CENTRAL ANGLE OF 75°12'40", AN ARC DISTANCE OF 39.38 FEET;

THENCE, ALONG THE ARC OF A REVERSE 13.00 FOOT RADIUS CURVE TO THE RIGHT, FROM WHICH THE CENTER OF SAID CURVE BEARS SOUTH 03°19'10" EAST, THROUGH A CENTRAL ANGLE OF 83°52'35", AN ARC DISTANCE OF 19.03 FEET;

THENCE, NORTH 85°38'02" EAST 48.15 FEET;

THENCE, SOUTH 04°20'07" EAST 23.54 FEET;

THENCE, SOUTH 85°38'03" WEST 24.16 FEET;

THENCE, ALONG THE ARC OF A NON-TANGENT 50.00 FOOT RADIUS CURVE TO THE RIGHT, FROM WHICH THE CENTER OF SAID CURVE BEARS SOUTH 20°58'02" WEST, THROUGH A CENTRAL ANGLE OF 56°23'46", AN ARC DISTANCE OF 49.22 FEET;

THENCE, ALONG THE ARC OF A REVERSE 165.00 FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 77°21'48" EAST, THROUGH A CENTRAL ANGLE OF 18°31'47", AN ARC DISTANCE OF 53.36 FEET;

THENCE, ALONG THE ARC OF A REVERSE 82.00 FOOT RADIUS CURVE TO THE RIGHT, FROM WHICH THE CENTER OF SAID CURVE BEARS SOUTH 58°50'01" WEST, THROUGH A CENTRAL ANGLE OF 98°40'27", AN ARC DISTANCE OF 141.22 FEET;

THENCE, SOUTH 67°30'28" WEST 66.81 FEET;

THENCE, NORTH 85°19'01" WEST 38.54 FEET;

THENCE, SOUTH 85°38'01" WEST 5.82 FEET TO A POINT ON SAID BOUNDARY LINE OF PARCEL A;

THENCE, ALONG SAID BOUNDARY LINE OF PARCEL A, NORTH 04°21'59" WEST 709.12 FEET TO SAID POINT OF BEGINNING.

CONTAINING 62,795 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE, MADE A PART HEREOF.

END OF DESCRIPTION



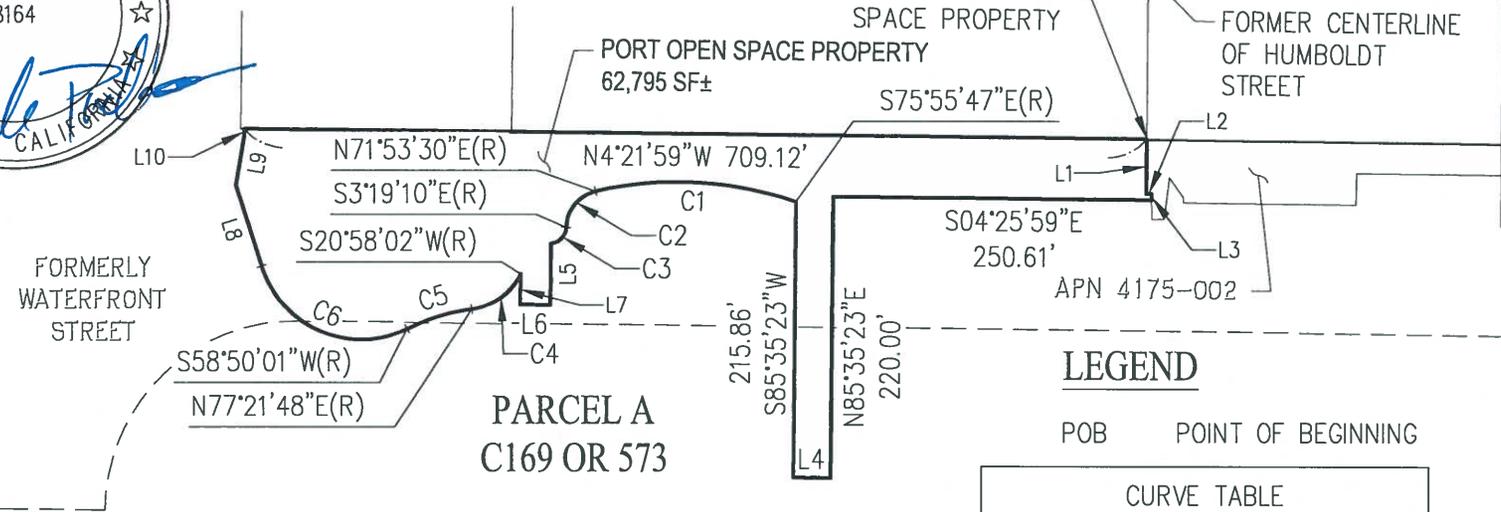
*Sabrina Kyle Pack*  
\_\_\_\_\_  
SABRINA KYLE PACK, P.L.S.  
L.S. NO. 8164



SCALE: 1"=150'

CALIFORNIA BARREL COMPANY LLC  
APN 4232-006

CALIFORNIA BARREL COMPANY LLC  
APN 4175-017



**LEGEND**

POB POINT OF BEGINNING

LINE TABLE		
NO	BEARING	LENGTH
L1	N85°38'01"E	42.67'
L2	N04°21'59"W	4.38'
L3	N84°30'01"E	5.00'
L4	S04°24'37"E	29.17'
L5	N85°38'02"E	48.15'

LINE TABLE		
NO	BEARING	LENGTH
L6	S04°20'07"E	23.54'
L7	S85°38'03"W	24.16'
L8	S67°30'28"W	66.81'
L9	N85°19'01"W	38.54'
L10	S85°38'01"W	5.82'

CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
C1	284.00'	32°10'43"	159.50'
C2	30.00'	75°12'40"	39.38'
C3	13.00'	83°52'35"	19.03'
C4	50.00'	56°23'46"	49.22'
C5	165.00'	18°31'47"	53.36'
C6	82.00'	98°40'27"	141.22'

EXHIBIT A-2

SHEET 1 OF 1

# PLAT TO ACCOMPANY LEGAL DESCRIPTION

PORT OPEN SPACE PROPERTY  
POTRERO SITE  
CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA  
SEPTEMBER 20, 2019



SAN RAMON (925) 866-0322  
SACRAMENTO (916) 375-1877  
WWW.CBANDG.COM

CIVIL ENGINEERS • SURVEYORS • PLANNERS

**EXHIBIT A-3**  
**PROPERTY DESCRIPTION**  
**PORT 23<sup>RD</sup> ST. PROPERTY**  
**CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA**

REAL PROPERTY, SITUATE IN THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF PARCEL L, AS SAID PARCEL L IS DESCRIBED IN THAT CERTAIN GRANT DEED TO THE CITY AND COUNTY OF SAN FRANCISCO, RECORDED MAY 14, 1976, IN BOOK C169 OF OFFICIAL RECORDS AT PAGE 573, IN THE OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAN FRANCISCO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE BOUNDARY LINE OF SAID PARCEL L, SAID POINT BEING THE NORTHEASTERN CORNER OF 23<sup>RD</sup> STREET (FORMERLY NEVADA STREET, FORMERLY 66 FEET WIDE), AND ILLINOIS STREET (80 FEET WIDE);

THENCE, FROM SAID POINT OF BEGINNING, ALONG SAID BOUNDARY LINE OF PARCEL L, THE FOLLOWING SIX (6) COURSES:

- 1) ALONG THE NORTHERN LINE OF SAID 23<sup>RD</sup> STREET, NORTH 85°38'01" EAST (THE BEARING OF SAID NORTHERN LINE BEING TAKEN AS NORTH 85°38'01" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 604.63 FEET TO A POINT ON THE BOUNDARY LINE OF THE PUEBLO OF SAN FRANCISCO AS SURVEYED BY F. VON LEICHT, U.S. DEPUTY SURVEYOR, IN DECEMBER 1883 AND SHOWN ON "PLAT OF THE PUEBLO LANDS OF SAN FRANCISCO FINALLY CONFIRMED TO THE CITY AND COUNTY OF SAN FRANCISCO", APPROVED MAY 15, 1884;
- 2) ALONG SAID PUEBLO LINE, THE FOLLOWING TWO (2) COURSES:  
SOUTH 63°36'59" EAST 5.08 FEET AND
- 3) NORTH 33°08'01" EAST 3.27 FEET TO SAID NORTHERN LINE OF SAID 23<sup>RD</sup> STREET,
- 4) ALONG SAID NORTHERN LINE OF 23<sup>RD</sup> STREET, NORTH 85°38'01" EAST 35.69 FEET TO A POINT ON SAID PUEBLO LINE,
- 5) ALONG SAID PUEBLO LINE, SOUTH 56°51'59" EAST 108.42 FEET TO A POINT ON THE SOUTHERN LINE OF SAID 23<sup>RD</sup> STREET (FORMERLY 66 WIDE), AND
- 6) ALONG SAID SOUTHERN LINE, SOUTH 85°38'01" WEST 732.69 FEET TO THE EASTERN LINE OF SAID ILLINOIS STREET (80 FEET WIDE);

THENCE, LEAVING SAID BOUNDARY LINE OF PARCEL F (C169 OR 573), ALONG SAID EASTERN LINE OF ILLINOIS STREET (80 FEET WIDE), NORTH 04°21'59" WEST 66.00 FEET TO SAID POINT OF BEGINNING.

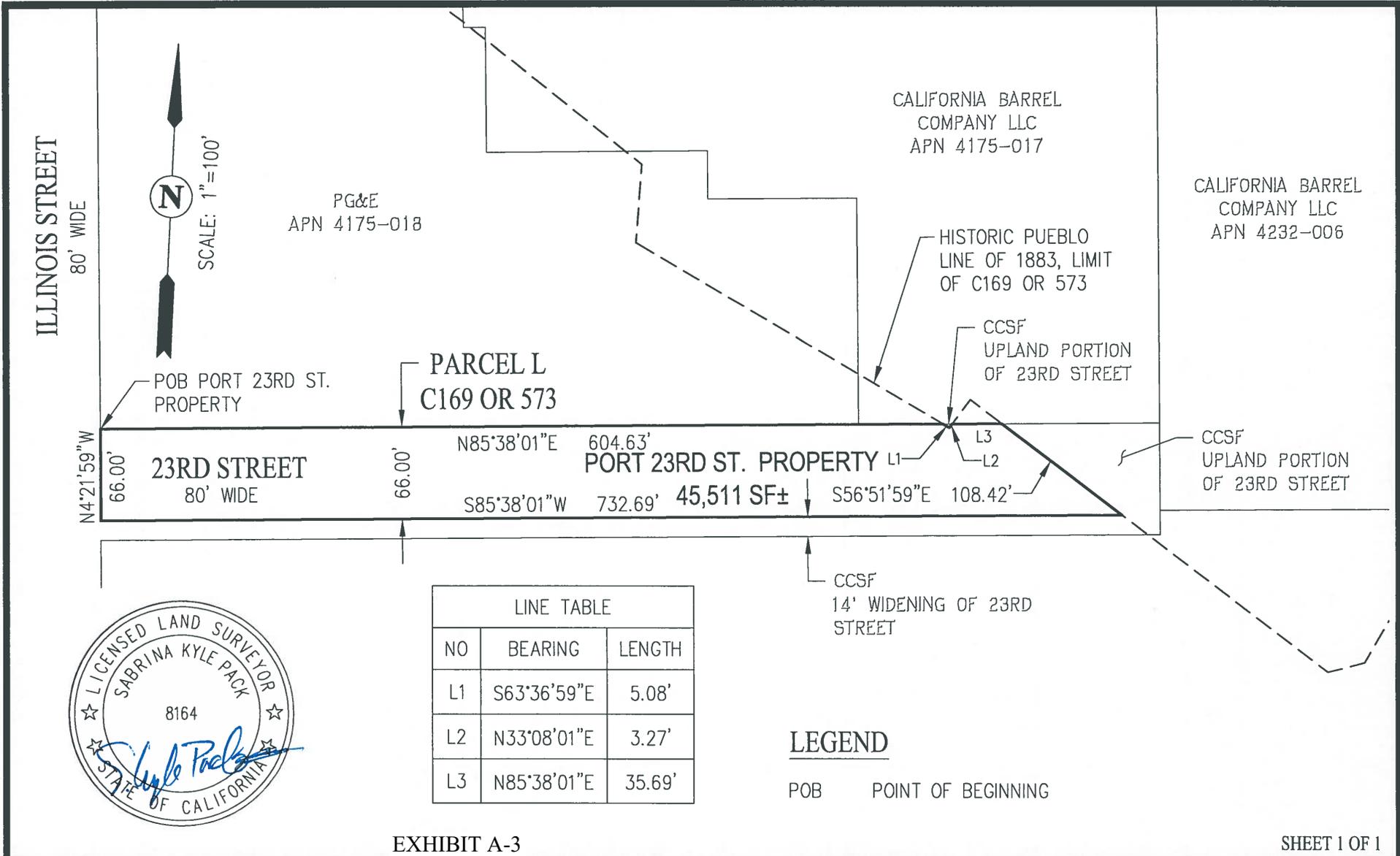
CONTAINING 45,511 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE, MADE A PART HEREOF.

END OF DESCRIPTION



  
\_\_\_\_\_  
SABRINA KYLE PACK, P.L.S.  
L.S. NO. 8164



LINE TABLE		
NO	BEARING	LENGTH
L1	S63°36'59"E	5.08'
L2	N33°08'01"E	3.27'
L3	N85°38'01"E	35.69'

EXHIBIT A-3

SHEET 1 OF 1

# PLAT TO ACCOMPANY LEGAL DESCRIPTION

PORT 23RD ST. PROPERTY  
 POTRERO SITE  
 CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA  
 SEPTEMBER 20, 2019



SAN RAMON (925) 866-0322  
 SACRAMENTO (916) 375-1877  
 WWW.CBANDG.COM

CIVIL ENGINEERS • SURVEYORS • PLANNERS

SEPTEMBER 20, 2019  
JOB NO.: 2747-000

EXHIBIT A-4  
PROPERTY DESCRIPTION  
PORT BAY PROPERTY  
CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA

REAL PROPERTY, SITUATE IN THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF PARCEL A, AS SAID PARCEL A IS DESCRIBED IN THAT CERTAIN GRANT DEED TO THE CITY AND COUNTY OF SAN FRANCISCO, RECORDED MAY 14, 1976, IN BOOK C169 OF OFFICIAL RECORDS AT PAGE 573, IN THE OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAN FRANCISCO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE BOUNDARY LINE OF SAID PARCEL A, SAID POINT BEING THE NORTHERN TERMINUS OF THAT CERTAIN COURSE DESCRIBED AS "130. S. 04°20' E., 113.69 FEET";

THENCE, FROM SAID POINT OF BEGINNING, ALONG SAID BOUNDARY LINE OF PARCEL A, THE FOLLOWING TWO (2) COURSES:

- 1) SOUTH 04°21'59" EAST (THE BEARING OF SAID BOUNDARY LINE BEING TAKEN AS SOUTH 04°21'59" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 113.51 FEET, AND
- 2) NORTH 86°57'51" EAST 17.19 FEET;

THENCE, LEAVING SAID BOUNDARY LINE OF PARCEL A, ALONG THE ARC OF A NON-TANGENT 88.00 FOOT RADIUS CURVE TO THE RIGHT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 67°56'38" EAST, THROUGH A CENTRAL ANGLE OF 44°12'48", AN ARC DISTANCE OF 67.91 FEET;

THENCE, NORTH 22°09'26" EAST 53.51 FEET;

THENCE, SOUTH 85°38'01" WEST 46.18 FEET TO SAID POINT OF BEGINNING.

CONTAINING 2,651 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE, MADE A PART HEREOF.

END OF DESCRIPTION



SABRINA KYLE PACK, P.L.S.  
L.S. NO. 8164



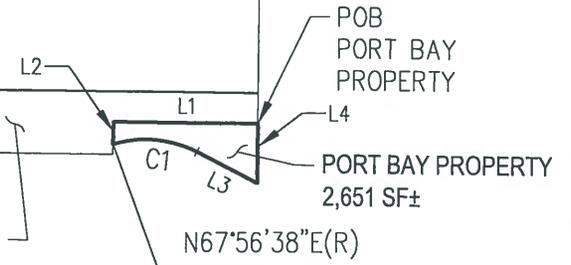
SCALE: 1"=150'

CALIFORNIA BARREL COMPANY LLC  
APN 4232-006

CALIFORNIA BARREL  
COMPANY LLC  
APN 4175-017

FORMERLY  
WATERFRONT  
STREET

APN 4175-002



### LEGEND

POB POINT OF BEGINNING



LINE TABLE		
NO	BEARING	LENGTH
L1	S04°21'59\"E	113.51'
L2	N86°57'51\"E	17.19'
L3	N22°09'26\"E	53.51'
L4	S85°38'01\"W	46.18'

CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
C1	88.00'	44°12'48\"	67.91'

EXHIBIT A-4

SHEET 1 OF 1

# PLAT TO ACCOMPANY LEGAL DESCRIPTION

PORT BAY PROPERTY  
POTRERO SITE  
CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA  
SEPTEMBER 20, 2019



CIVIL ENGINEERS ■ SURVEYORS ■ PLANNERS

SAN RAMON (925) 866-0322  
SACRAMENTO (916) 375-1877  
WWW.CBANDG.COM

JULY 29, 2019  
JOB NO.: 2747-000

**EXHIBIT A-5**  
**PROPERTY DESCRIPTION**  
**LEASE AREA - PORT CRAIG LANE**  
**LOTS 18, 19, 22, Y AND AA, FINAL TRANSFER MAP 9597 (HH SURVEY MAPS 89)**  
**CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA**

REAL PROPERTY, SITUATE IN THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, COMPRISED OF TWO (2) PARCELS, DESCRIBED AS FOLLOWS:

**PARCEL ONE**

BEING A PORTION OF LOTS 18, 22, AND LOT Y, AS SAID LOTS ARE SHOWN AND SO DESIGNATED ON THAT CERTAIN FINAL TRANSFER MAP 9597, RECORDED FEBRUARY 7, 2019, IN BOOK HH OF SURVEY MAPS, AT PAGE 89, IN THE OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEING THE SOUTHERN FIFTEEN (15) FEET OF SAID LOTS.

CONTAINING 6,516 SQUARE FEET OF LAND, MORE OR LESS.

**PARCEL TWO**

BEING A PORTION OF LOT 19 AND LOT AA, AS SAID LOTS ARE SHOWN AND SO DESIGNATED ON SAID FINAL TRANSFER MAP 9597 (HH SURVEY MAPS 89), MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEING THE SOUTHERN FIFTEEN (15) FEET OF SAID LOTS.

CONTAINING 4,365 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.

**END OF DESCRIPTION**



  
\_\_\_\_\_  
SABRINA KYLE PACK P.L.S.  
L.S. NO. 8164

FINAL TRANSFER MAP 9597  
HH SURVEY MAPS 89

22ND STREET

LOT V

LOT 18

LOT Y

LOT 22

LOT Z

LOT 19

LOT AA

LOT 20

PG&E  
DN 2016-K187706  
APN 4175-018

15'

15'

PARCEL ONE  
6,516 SF ±

PARCEL TWO  
4,365 SF ±

CALIFORNIA BARREL  
COMPANY, LLC  
APN 4175-017



EXHIBIT A-5

SHEET 1 OF 1

# PLAT TO ACCOMPANY LEGAL DESCRIPTION

LEASE AREA - PORT CRAIG LANE  
LOTS 18, 19, 22, Y AND AA, FINAL TRANSFER MAP 9597 (HH SURVEY MAPS 89)  
CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA

JULY 29, 2019



CIVIL ENGINEERS • SURVEYORS • PLANNERS

SAN RAMON (925) 866-0322  
SACRAMENTO (916) 375-1877  
WWW.CBANDG.COM

**EXHIBIT A-6**  
**PROPERTY DESCRIPTION**  
**CITY SUB-AREA PROPERTY**  
**CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA**

REAL PROPERTY, SITUATE IN THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, COMPRISED OF TWO (2) PARCELS, DESCRIBED AS FOLLOWS:

**CITY SUB-AREA PARCEL ONE**

BEING A PORTION OF 23<sup>RD</sup> STREET (FORMERLY NEVADA STREET, 80 FEET WIDE), MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEASTERN CORNER OF SAID 23<sup>RD</sup> STREET AND ILLINOIS STREET (80 FEET WIDE);

THENCE, FROM SAID POINT OF COMMENCEMENT, ALONG THE NORTHERN LINE OF SAID 23<sup>RD</sup> STREET, NORTH 85°38'01" EAST (THE BEARING OF SAID NORTHERN LINE BEING TAKEN AS NORTH 85°38'01" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 604.63 FEET TO A POINT ON THE BOUNDARY LINE OF THE PUEBLO OF SAN FRANCISCO AS SURVEYED BY F. VON LEICHT, U.S. DEPUTY SURVEYOR, IN DECEMBER 1883 AND SHOWN ON "PLAT OF THE PUEBLO LANDS OF SAN FRANCISCO FINALLY CONFIRMED TO THE CITY AND COUNTY OF SAN FRANCISCO", APPROVED MAY 15, 1884, SAID POINT BEING THE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, FROM SAID POINT OF BEGINNING, ALONG SAID PUEBLO LINE, THE FOLLOWING TWO (2) COURSES:

- 1) SOUTH 63°36'59" EAST 5.08 FEET AND
- 2) NORTH 33°08'01" EAST 3.27 FEET TO SAID NORTHERN LINE OF SAID 23<sup>RD</sup> STREET;

THENCE, ALONG SAID NORTHERN LINE OF 23<sup>RD</sup> STREET, SOUTH 85°38'01" WEST 6.35 FEET TO SAID POINT OF BEGINNING.

CONTAINING 8 SQUARE FEET OF LAND, MORE OR LESS.

**CITY SUB-AREA PARCEL TWO**

BEING A PORTION OF SAID 23<sup>RD</sup> STREET (FORMERLY NEVADA STREET, FORMERLY 66 FEET WIDE), A PORTION OF THE 14 FOOT WIDENING OF 23<sup>RD</sup> STREET, AS SHOWN ON THE MAP ENTITLED "MAP SHOWING THE WIDENING OF TWENTY-THIRD STREET FROM THIRD STREET TO ITS EASTERLY TERMINATION", FILED ON JULY 22, 1927, IN BOOK L OF MAPS, AT PAGE 34, IN SAID OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAN FRANCISCO, AND BEING A PORTION

OF MICHIGAN STREET (80 FEET WIDE) AND GEORGIA STREET (80 FEET WIDE), MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEASTERN CORNER OF SAID 23<sup>RD</sup> STREET (FORMERLY 66 FEET WIDE) AND ILLINOIS STREET (80 FEET WIDE);

THENCE, FROM SAID POINT OF COMMENCEMENT, ALONG THE NORTHERN LINE OF SAID 23<sup>RD</sup> STREET, NORTH 85°38'01" EAST (THE BEARING OF SAID NORTHERN LINE BEING TAKEN AS NORTH 85°38'01" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 646.67 FEET TO A POINT ON SAID PUEBLO LINE, SAID POINT BEING THE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, FROM SAID POINT OF BEGINNING, CONTINUING ALONG SAID NORTHERN LINE OF 23<sup>RD</sup> STREET, NORTH 85°38'01" EAST 113.32 FEET TO THE WESTERN LINE OF FORMER LOUISIANA STREET (80 FEET WIDE);

THENCE, ALONG SAID WESTERN LINE, SOUTH 04°21'59" EAST 80.00 FEET TO THE SOUTHERN LINE OF SAID 14 FOOT WIDENING OF 23<sup>RD</sup> STREET;

THENCE, ALONG SAID SOUTHERN LINE, AND ITS CONNECTING PROLONGATIONS, SOUTH 85°38'01" WEST 760.00 FEET TO THE EASTERN LINE OF SAID ILLINOIS STREET (80 FEET WIDE);

THENCE, ALONG SAID EASTERN LINE, NORTH 04°21'59" WEST 14.00 FEET TO THE NORTHERN LINE OF SAID 14 FOOT WIDENING OF 23<sup>RD</sup> STREET;

THENCE, ALONG SAID NORTHERN LINE, AND IT'S CONNECTING PROLONGATIONS, NORTH 85°38'01" EAST 732.69 FEET TO A POINT ON SAID PUEBLO LINE;

THENCE, ALONG SAID PUEBLO LINE, NORTH 56°51'59" WEST 108.42 FEET TO SAID POINT OF BEGINNING.

CONTAINING 15,279 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE, MADE A PART HEREOF.

END OF DESCRIPTION



*Sabrina Kyle Pack*  
\_\_\_\_\_  
SABRINA KYLE PACK, P.L.S.  
L.S. NO. 8164

ILLINOIS STREET



PG&E  
APN 4175-018

CALIFORNIA BARREL  
COMPANY LLC  
APN 4175-017

CALIFORNIA BARREL  
COMPANY LLC  
APN 4232-006

POC CITY SUB-AREA  
PARCEL TWO

HISTORIC PUEBLO LINE  
OF 1883, LIMIT OF  
C169 OR 573

SEE DETAIL A  
SHEET 2  
POB CITY  
SUB-AREA  
PARCEL TWO  
L1

CITY SUB-AREA  
PARCEL TWO  
15,279 SF±

23RD STREET

PARCEL L  
C169 OR 573

N85°38'01"E 646.67'

N85°38'01"E 732.69'

66.00'

S85°38'01"W 760.00'

14' WIDENING OF 23RD  
STREET

FORMERLY  
MICHIGAN  
STREET  
(80' WIDE)

14' WIDENING OF 23RD  
STREET

FORMERLY  
GEORGIA  
STREET  
(80' WIDE)

14' WIDENING OF 23RD  
STREET

LINE TABLE

NO	BEARING	LENGTH
L1	N85°38'01"E	113.32'
L2	S04°21'59"E	80.00'
L3	N04°21'59"W	14.00'
L4	N56°51'59"W	108.42'

LEGEND

POB POINT OF BEGINNING  
POC POINT OF COMMENCEMENT



EXHIBIT A-6

SHEET 1 OF 2

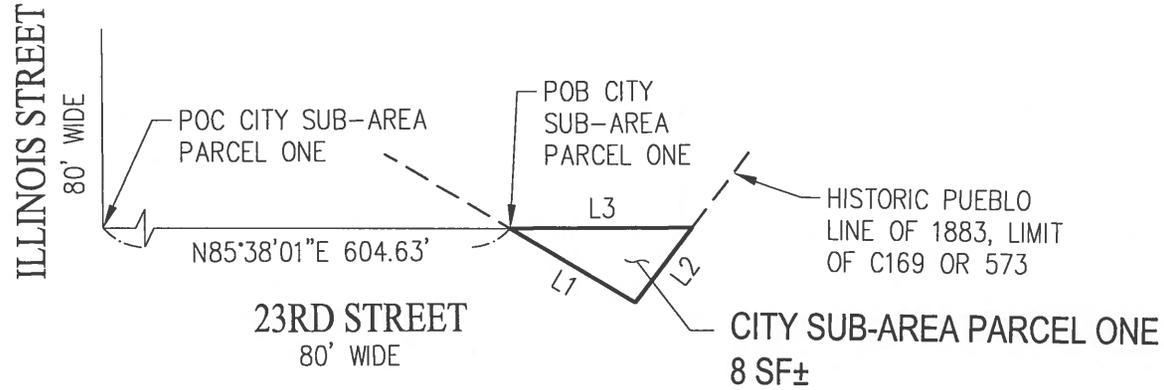
PLAT TO ACCOMPANY LEGAL DESCRIPTION

CITY SUB-AREA PROPERTY  
POTRERO SITE  
CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA  
SEPTEMBER 20, 2019



SAN RAMON (925) 866-0322  
SACRAMENTO (916) 375-1877  
WWW.CBANDG.COM

CIVIL ENGINEERS ■ SURVEYORS ■ PLANNERS



DETAIL A  
NOT TO SCALE

LEGEND

POB POINT OF BEGINNING  
POC POINT OF COMMENCEMENT

LINE TABLE		
NO	BEARING	LENGTH
L1	S63°36'59"E	5.08'
L2	N33°08'01"E	3.27'
L3	S85°38'01"W	6.35'

EXHIBIT A-6

SHEET 2 OF 2

**PLAT TO ACCOMPANY LEGAL DESCRIPTION**

CITY SUB-AREA PROPERTY  
POTRERO SITE  
CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA  
SEPTEMBER 20, 2019



SAN RAMON (925) 866-0322  
SACRAMENTO (916) 375-1877  
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NOVEMBER 25, 2019  
JOB NO.: 2747-000

**EXHIBIT A-7  
PROPERTY DESCRIPTION  
TENANT'S CRAIG LANE PROPERTY  
CALIFORNIA BARREL COMPANY, LLC PROPERTY (DN 2016-K334613)  
CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA**

REAL PROPERTY, SITUATE IN THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, COMPRISED OF TWO (2) PARCELS, DESCRIBED AS FOLLOWS:

BEING A PORTION OF PARCEL A, AS SAID PARCEL A IS DESCRIBED IN THAT CERTAIN GRANT DEED RECORDED SEPTEMBER 26, 2016, AS DOCUMENT NUMBER 2016-K334613, OF OFFICIAL RECORDS, IN THE OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**PARCEL ONE**

BEGINNING AT THE NORTHWESTERN CORNER OF SAID PARCEL A;

THENCE, FROM SAID POINT OF BEGINNING, ALONG THE NORTHERN LINE OF SAID PARCEL A, NORTH 85°38'01" EAST 468.19 FEET (THE BEARING OF SAID NORTHERN LINE BEING TAKEN AS NORTH 85°38'01" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) TO A POINT ON SAID NORTHERN LINE, SAID POINT BEING THE SOUTHEASTERN CORNER OF LOT 22, AS SAID LOT 22 IS SHOWN AND SO DESIGNATED ON THAT CERTAIN FINAL TRANSFER MAP 9597, RECORDED FEBRUARY 7, 2019, IN BOOK HH OF SURVEY MAPS, AT PAGE 89, IN SAID OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAN FRANCISCO, SAID POINT HEREINAFTER REFERRED TO AS POINT A;

THENCE, FROM SAID POINT A, LEAVING SAID NORTHERN LINE, SOUTH 00°34'33" EAST 15.03 FEET;

THENCE, SOUTH 85°38'01" WEST 467.20 FEET TO A POINT ON THE WESTERN LINE OF SAID PARCEL A;

THENCE, ALONG SAID WESTERN LINE, NORTH 04°21'59" WEST 15.00 FEET TO SAID POINT OF BEGINNING.

CONTAINING 7,015 SQUARE FEET OF LAND, MORE OR LESS.

**PARCEL TWO**

COMMENCING AT THE POINT HEREINABOVE REFERRED TO AS POINT A;

THENCE, FROM SAID POINT OF COMMENCEMENT, ALONG SAID NORTHERN LINE, NORTH 85°38'01" EAST 62.00 FEET TO A POINT ON SAID NORTHERN LINE, SAID POINT BEING THE SOUTHWESTERN CORNER OF LOT 19, AS SAID LOT 19 IS SHOWN AND SO DESIGNATED ON SAID FINAL TRANSFER MAP 9597 (HH SURVEY MAPS 89), SAID POINT BEING THE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, FROM SAID POINT OF BEGINNING, CONTINUING ALONG SAID NORTHERN LINE, NORTH 85°38'01" EAST 291.00 FEET TO A POINT ON SAID NORTHERN LINE, SAID POINT BEING THE SOUTHEASTERN CORNER OF LOT AA, AS SAID LOT AA IS SHOWN AND SO DESIGNATED ON SAID FINAL TRANSFER MAP 9597 (HH SURVEY MAPS 89);

THENCE, LEAVING SAID NORTHERN LINE, SOUTH 04°21'59" EAST 15.00 FEET;

THENCE, SOUTH 85°38'01" WEST 289.99 FEET;

THENCE, NORTH 08°12'15" WEST 15.03 FEET TO SAID POINT OF BEGINNING.

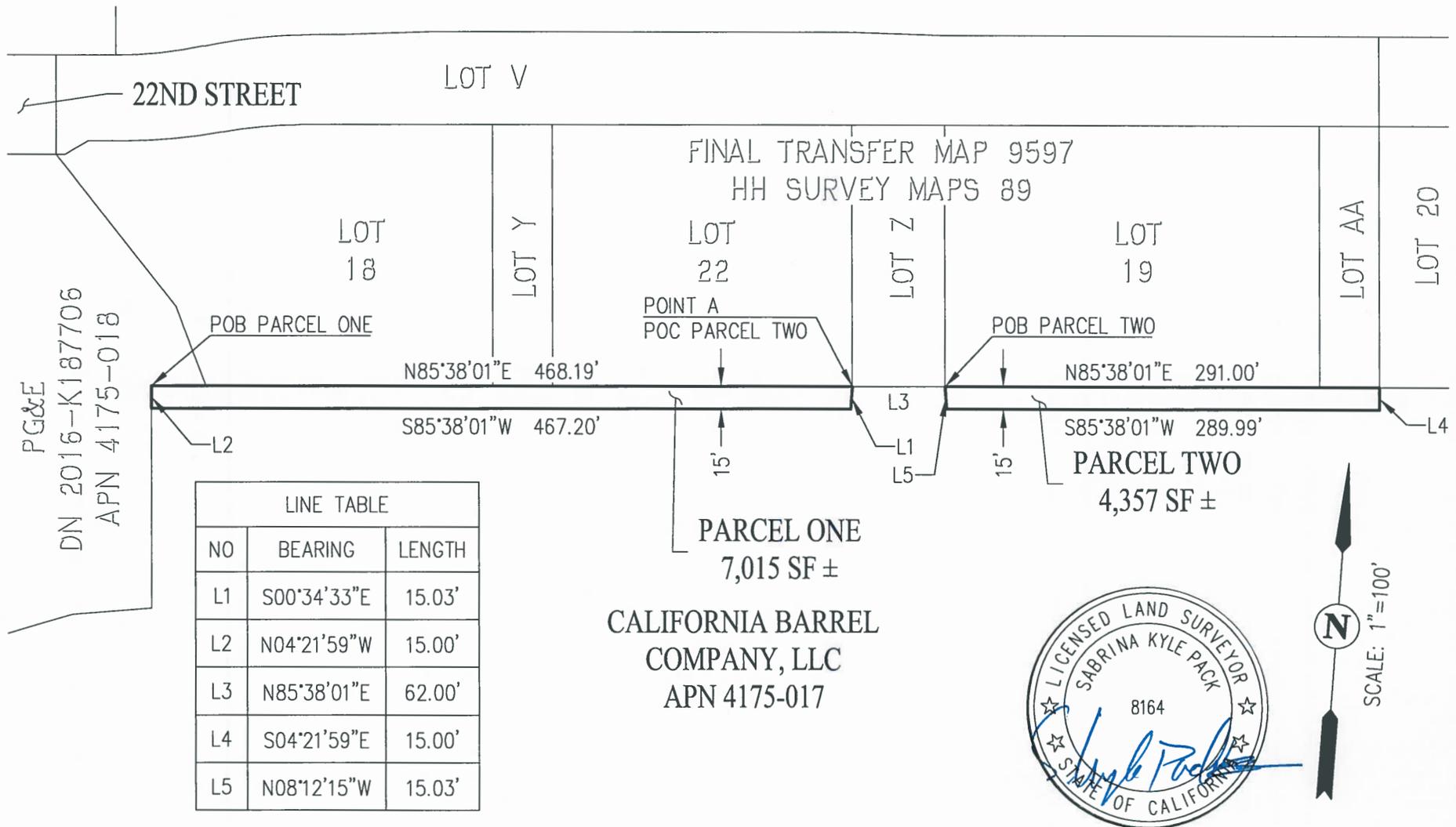
CONTAINING 4,357 SQUARE FEET OF LAND, MORE OR LESS

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



  
\_\_\_\_\_  
SABRINA KYLE PACK P.L.S.  
L.S. NO. 8164



LINE TABLE		
NO	BEARING	LENGTH
L1	S00°34'33"E	15.03'
L2	N04°21'59"W	15.00'
L3	N85°38'01"E	62.00'
L4	S04°21'59"E	15.00'
L5	N08°12'15"W	15.03'

CALIFORNIA BARREL  
COMPANY, LLC  
APN 4175-017



EXHIBIT A-7

SHEET 1 OF 1

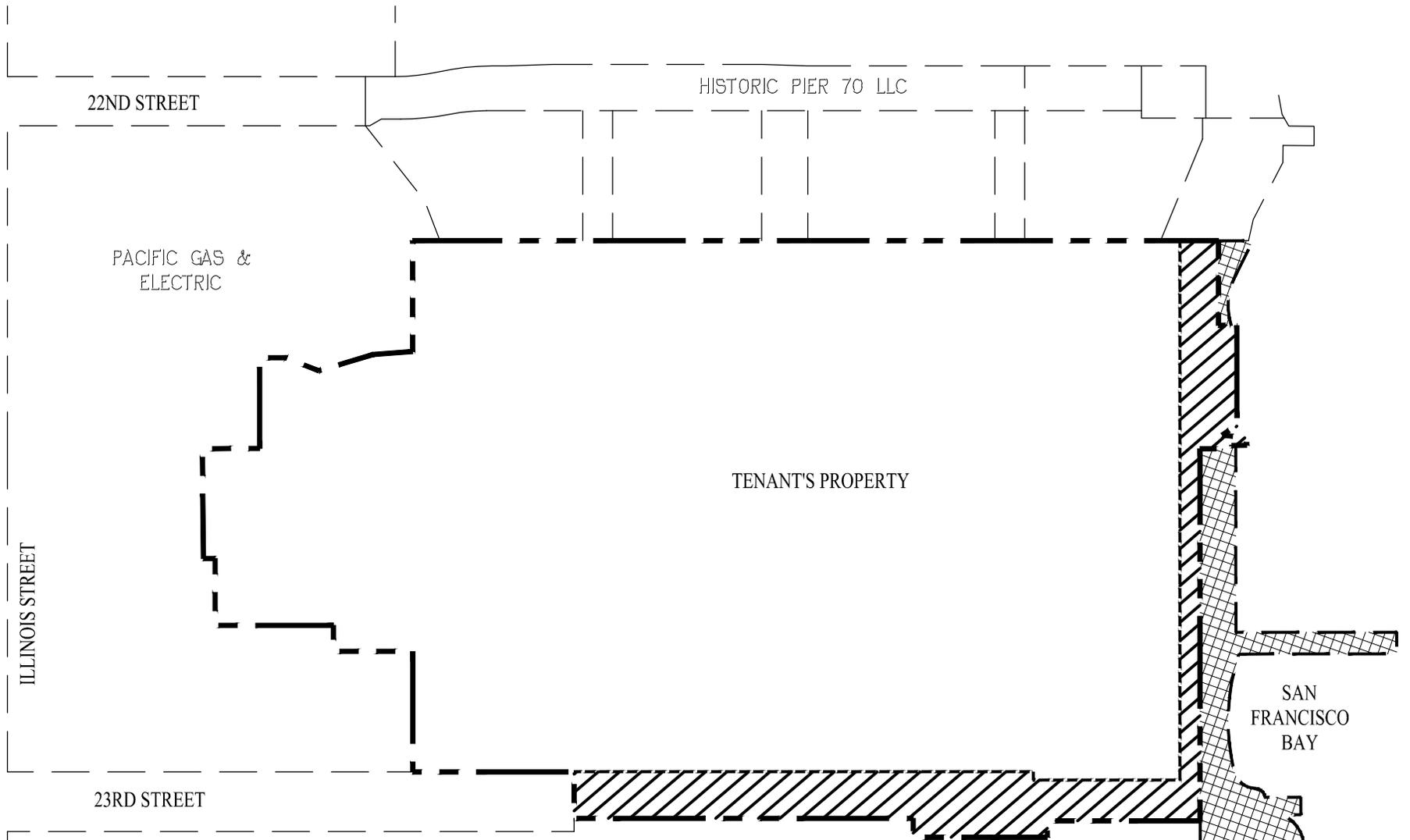
# PLAT TO ACCOMPANY LEGAL DESCRIPTION

TENANT'S CRAIG LANE PROPERTY  
CALIFORNIA BARREL COMPANY, LLC PROPERTY (DN 2016-K334613)  
CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA  
NOVEMBER 25, 2019



SAN RAMON (925) 866-0322  
SACRAMENTO (916) 375-1877  
WWW.CBANDG.COM

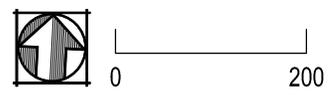
CIVIL ENGINEERS ■ SURVEYORS ■ PLANNERS



**LEGEND**

-  TENANT'S PROPERTY
-  PREMISES
-  PUBLIC TRUST OPTION PROPERTY

**POTRERO POWER STATION  
EXHIBIT B: SITE PLAN**



**Exhibit D**  
**Project Approvals**

**A. Final approval actions by the City and County of San Francisco Board of Supervisors for the Port Lease Premises (Potrero Power Station Mixed-Use Project)**

1. Ordinance [\_\_\_\_\_] (File No. [\_\_\_\_\_] ): (1) Approving a Development Agreement between the City and County of San Francisco and California Barrel Company LLC; (2) waiving or modifying certain provisions of the Administrative Code, Planning Code, Subdivision Code, and Zoning Map; and (3) adopting findings under the California Environmental Quality Act, public trust findings, and findings of consistency with the General Plan and Planning Code priority policies.
2. Ordinance [\_\_\_\_\_] (File No. [\_\_\_\_\_] ): Amending the Planning Code and the Zoning Maps to establish the Power Station Special Use District and Height and Bulk districts.
3. Ordinance [\_\_\_\_\_] (File No. [\_\_\_\_\_] ): Amending the General Plan to conform the General Plan with the Potrero Power Station Special Use District.

**B. Final and Related Approval Actions of City and County of San Francisco Port Commission (referenced by Resolution number “R No.”)**

1. R No. [\_\_\_\_\_] : [\_\_\_\_\_] : Approving a Lease Agreement between the Port and California Barrel Company LLC.
2. R No. [\_\_\_\_\_] : [\_\_\_\_\_] : Adopting findings regarding public trust consistency.
3. R No. [\_\_\_\_\_] : [\_\_\_\_\_] : Consenting to a Development Agreement between the City and California Barrel Company LLC.

**C. Final and Related Approval Actions of City and County of San Francisco Planning Commission (referenced by Motion Number “M No.” or Resolution Number “R No.”)**

1. M No. [\_\_\_\_\_] : Certifying the Final Environmental Impact Report for the Potrero Power Station Mixed-Use Development Project.
2. M No. [\_\_\_\_\_] : Adopting Findings and Statement of Overriding Considerations under the California Environmental Quality Act.
3. R No. [\_\_\_\_\_] : Recommending to the Board of Supervisors approval of the General Plan Amendments to conform the General Plan to the Potrero Power Station Special Use District.
4. R No. [\_\_\_\_\_] : Recommending to the Board of Supervisors approval of a Development Agreement between the City and California Barrel Company LLC
5. R No. [\_\_\_\_\_] : Recommending to the Board of Supervisors approval of amendments to the Planning Code and Zoning Map amendments to establish the Power Station Special Use District and Height and Bulk districts.
6. M No. [\_\_\_\_\_] : Approving the Potrero Power Station Design for Development.

**EXHIBIT E  
FORM OF PUBLIC EASEMENT DEED**

RECORDING REQUESTED BY AND  
WHEN RECORDED RETURN TO:

The undersigned hereby declares this instrument to be  
exempt from Recording Fees (CA Govt. Code § 27383)  
and Documentary Transfer Tax (CA Rev. & Tax Code  
§ 11922 and S.F. Bus. & Tax Reg. Code § 1105)

(Space above this line reserved for Recorder's use only)

Assessor's Block ("A.B.") \_\_\_\_, Lot \_\_; A.B. \_\_\_\_, Lot \_\_

**GRANT DEED**  
**(Public Trust Easement)**

**FOR VALUABLE CONSIDERATION**, receipt of which is hereby acknowledged,  
**CALIFORNIA BARREL COMPANY LLC**, a Delaware limited liability company, hereby  
grants to the [**STATE OF CALIFORNIA**, acting by and through the State Lands  
Commission/**CITY AND COUNTY OF SAN FRANCISCO**, a municipal corporation,  
operating by and through the **SAN FRANCISCO PORT COMMISSION**], a public trust  
easement for commerce, navigation and fisheries, in perpetuity, in the real property located in the  
City and County of San Francisco, State of California, described on Exhibit A attached hereto  
and made a part hereof.

Executed as of this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

[Signature appears on following page]

**CALIFORNIA BARREL COMPANY LLC,**  
a Delaware limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

**A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.**

State of California            )  
  )  
County of \_\_\_\_\_        )

On \_\_\_\_\_, before me, \_\_\_\_\_, a notary public in and for said State, personally appeared \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_ (Seal)

**EXHIBIT A**

**Legal Description of Property**

CERTIFICATE OF ACCEPTANCE AND CONSENT TO RECORDING

This is to certify that the [STATE OF CALIFORNIA, acting by and through the CALIFORNIA STATE LANDS COMMISSION, an agency of the STATE OF CALIFORNIA (“**State**”)/CITY AND COUNTY OF SAN FRANCISCO, a municipal corporation, operating by and through the SAN FRANCISCO PORT COMMISSION (“**Port**”)], hereby accepts from California Barrel Company LLC, a Delaware limited liability company, the foregoing Grant Deed dated \_\_\_\_\_, 202\_, granting a public trust easement for commerce, navigation and fisheries in the real property described therein.

The said interests in real property are accepted by [State/Port] in trust for the people of the state, as real property of the legal character of tidelands and submerged lands.

[State/Port] hereby consents to the recordation of said Grant Deed and this Certificate in the Office of the Recorder of the City and County of San Francisco, as authorized pursuant to [Minute Item/Resolution No. \_\_\_\_ of its public meeting on \_\_\_\_\_].

Dated: \_\_\_\_\_, 202\_

[STATE OF CALIFORNIA, acting by and through the CALIFORNIA STATE LANDS COMMISSION, an agency of the STATE OF CALIFORNIA/ CITY AND COUNTY OF SAN FRANCISCO, a municipal corporation, operating by and through the SAN FRANCISCO PORT COMMISSION]

By: \_\_\_\_\_

**EXHIBIT F**  
**FORM OF MEMORANDUM OF PUBLIC TRUST OPTION**

RECORDING REQUESTED BY,  
AND WHEN RECORDED RETURN TO:

Port of San Francisco  
Pier 1, The Embarcadero  
San Francisco, CA 94111  
Attn: Port General Counsel

The undersigned hereby declares this instrument to be exempt from Recording Fees (CA Govt. Code § 27383) and Documentary Transfer Tax (CA Rev. & Tax Code § 11922 and S.F. Bus. & Tax Reg. Code § 1105).

(Space above this line reserved for Recorder's use only)

Assessor's Block ("A.B.") \_\_\_, Lot \_\_\_; A.B. \_\_\_, Lot \_\_\_

**MEMORANDUM OF PUBLIC TRUST OPTION**

**THIS MEMORANDUM OF PUBLIC TRUST OPTION** (this "**Memorandum**"), dated as of \_\_\_\_\_, 2020 (the "**Reference Date**"), between **THE CITY AND COUNTY OF SAN FRANCISCO**, a municipal corporation, operating by and through the **SAN FRANCISCO PORT COMMISSION** ("**Optionee**"), and **CALIFORNIA BARREL COMPANY LLC**, a Delaware limited liability company ("**Optionor**"), is to give notice of the Public Trust Option (as defined below) and the rights and obligations of Optionee and Optionor with respect to the Public Trust Option as follows:

1. Optionee and Optionor are parties to a Ground Lease (the "**Lease**"), dated as of \_\_\_\_\_, 2020, pursuant to which Optionee ground leases to Optionor approximately 1.5 acres of land located in the City and County of San Francisco, California, more particularly described in **Exhibit A** attached to and incorporated by this reference into this Memorandum ("**Leased Premises**"). All initially capitalized terms used but not defined in this Memorandum shall have the meanings ascribed to them in the Lease.

2. Optionor is the owner of certain real property located in the vicinity of the Leased Premises in the City and County of San Francisco, California, as more particularly described in **Exhibit B** attached to and incorporated by this reference into this Memorandum ("**Public Trust Easement Parcel**").

3. Pursuant to section 2.9 of the Lease, Optionor has granted to Optionee the option to impress the Public Trust Easement Parcel (or any portion thereof) with the public trust for commerce, navigation and fisheries and the statutory trust imposed by the provisions of the Burton Act, all on the terms and conditions set forth in section 2.9 of the Lease ("**Public Trust Option**").

4. During the Option Period, the grant of any encumbrances on the Public Trust Easement Parcel are subject to the limitations set forth in the Lease.

5. The covenants, terms and conditions of the Public Trust Option run with the Public Trust Easement Parcel for the benefit of the Leased Premises and shall be binding on any successor or transferee of Optionor's interest in the Public Trust Easement Parcel, subject to the terms and conditions of the Lease.

6. This Memorandum does not modify, alter, or amend the Lease in any way. If any conflict exists between the terms of the Lease and this Memorandum, the terms of the Lease shall govern and determine for all purposes the relationship between Optionor and Optionee and their respective rights and duties with respect to the Public Trust Option, the Public Trust Easement Parcel and the Leased Premises.

[Signatures appear on following page]

**IN WITNESS WHEREOF**, Optionee and Optionor have executed this Memorandum as of the Reference Date.

**OPTIONOR:**

**CALIFORNIA BARREL COMPANY LLC**,  
a Delaware limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

**OPTIONEE:**

**THE CITY AND COUNTY OF SAN FRANCISCO**, a municipal corporation, operating by and through the **SAN FRANCISCO PORT COMMISSION**

By: \_\_\_\_\_  
Name: Elaine Forbes  
Title: Executive Director

Approved as to form:  
DENNIS J. HERRERA, City Attorney

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Deputy City Attorney

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California )  
County of \_\_\_\_\_)

On \_\_\_\_\_ before me, \_\_\_\_\_, a Notary Public, personally appeared \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_ (Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California )  
County of \_\_\_\_\_)

On \_\_\_\_\_ before me, \_\_\_\_\_, a Notary Public, personally appeared \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_ (Seal)

**EXHIBIT A**  
**LEASED PREMISES**

**EXHIBIT B**  
**PUBLIC TRUST EASEMENT PARCEL**

**EXHIBIT H**

This document is exempt from payment of a recording fee pursuant to California Government Code Section 27383

**RECORDING REQUESTED BY:  
AND WHEN RECORDED MAIL TO:**

[\_\_\_\_\_]
[\_\_\_\_\_]
[\_\_\_\_\_]
Attn: [\_\_\_\_\_]

Lot \_\_\_\_, Block \_\_\_\_

FOR RECORDER'S USE ONLY

The Undersigned Declare(s):

DOCUMENTARY TRANSFER TAX: \_\_\_\_\_;

- [ ] computed on the consideration or full value of property conveyed, OR
[ ] computed on the consideration or full value less value and/or encumbrances remaining at time of sale,
[ ] unincorporated area;
[ ] City of San Francisco

**ASSIGNMENT AND ASSUMPTION AGREEMENT**

(Lease No. L-[XXXX])

This ASSIGNMENT AND ASSUMPTION AGREEMENT (this "Agreement"), effective as of [\_\_\_\_\_] (the "Effective Date"), is entered into by and between [\_\_\_\_\_] a [\_\_\_\_\_] ("Tenant"), and [\_\_\_\_\_] a [\_\_\_\_\_] ("Transferee").

**RECITALS:**

A. The City and County of San Francisco (the "City"), acting by and through the San Francisco Port Commission ("Port"), and Tenant are parties to that certain Lease No. L-[\_\_\_\_\_] dated as of [\_\_\_\_\_] 2020, a memorandum which was recorded in the Office of the Recorder of the City and County of San Francisco, State of California (the "Official Records") on [\_\_\_\_\_] 2020, as Instrument No. 2020-[\_\_\_\_\_] [(the "Lease"), for certain property located in the City and County of San Francisco, California, as more particularly described in Exhibit A attached hereto and made a part hereof (the "Premises"), [Note: add if applicable any intervening amendment and/or assignments] (as [amended] [and] [assigned], the "Lease") Terms used herein but not defined here shall have the meanings ascribed to such terms in the Lease.

B. Tenant desires to assign to Transferee, and Transferee desires to assume, the Lease on the terms and conditions set forth in this Agreement.

## AGREEMENT

**NOW, THEREFORE**, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Tenant and Transferee agree as follows:

1. Assignment by Tenant. Tenant hereby assigns to Transferee as of the Effective Date each and all of the right, title, interest and obligations of Tenant under the Lease (including, without limitation, all of Tenant's right, title and interest in and to the Improvements).

2. Assumption by Transferee. Transferee hereby assumes from Tenant as of the Effective Date each and all of the right, title, interest and obligations of Tenant under the Lease (including, without limitation, all of Tenant's right, title and interest in and to the Improvements). Transferee hereby acknowledges that Transferee has reviewed the Lease and agrees to be bound by the Lease and all conditions and restrictions applicable to the Premises pursuant to the Lease.

3. Representations and Warranties of Tenant. Tenant hereby makes the following representations and warranties to Transferee and to the Port as of the Effective Date:

3.1 Status. Tenant is a [ \_\_\_\_\_ ] duly organized, validly existing and in good standing under the laws of the State of [ \_\_\_\_\_ ] and is authorized to do business in the State of California and is in good standing therein.

3.2 No Conflicts. This Agreement is duly authorized, executed and delivered and shall be the legal, valid and binding obligation of Tenant. The person signing this Agreement on behalf of Tenant has full power and authority to sign this Agreement on Tenant's behalf.

3.3 No Defaults. Tenant is not in default or breach of the Lease, nor has Tenant committed an act or failed to act in such a manner that, with the passage of time or notice or both, would result in a default or breach under the Lease.

4. Representations and Warranties of Transferee. Transferee hereby makes the following representations and warranties to Tenant and to the Port as of the Effective Date:

4.1 Status. Transferee is a [ \_\_\_\_\_ ] duly organized, validly existing and in good standing under the laws of the State of [ \_\_\_\_\_ ] and is authorized to do business in the State of California and is in good standing therein.

4.2 Authority. This Agreement is duly authorized, executed and delivered and shall be the legal, valid and binding obligation of Transferee. The person signing this Agreement on behalf of Transferee has full power and authority to sign this Agreement on Transferee's behalf.

4.3 Investigation and Due Diligence; No Port Representations. Transferee has conducted a thorough investigation and due diligence of the Premises and the Improvements, and has received [**Note: add if applicable**: and reviewed the Facilities Condition Report dated \_\_\_\_\_ prepared by or on behalf of Tenant]. Transferee has reviewed and is familiar with the terms and conditions of the Lease. Transferee recognizes and acknowledges that the Port makes no representation or warranty hereby, express or implied, regarding the Premises, the

## **EXHIBIT H**

Improvements, [the Facilities Condition Report], or the amount, nature, or extent of any obligation, liability, or duty under the Lease.

5. Release of Indemnified Parties. Transferee, on behalf of itself and its successors and assigns, waives or will be deemed to waive, any right to recover from, and forever releases, acquits, and discharges Indemnified Parties under the Lease of all Losses against the Indemnified Parties for the condition of the Improvements or the real property or any claims Tenant may have against the Indemnified Parties arising prior to the Effective Date.

Transferee understands and expressly accepts and assumes the risk that any facts concerning the Losses released, waived, and discharged in this Agreement includes known and unknown claims, disclosed and undisclosed, and anticipated and unanticipated claims pertaining to the subject matter of the releases, waivers, and discharges, and might be found later to be other than or different from the facts now believed to be true, and agrees that the releases, waivers, and discharges in this Agreement will remain effective. Accordingly, with respect to the claims released, waived, and discharged in this Agreement, Transferee expressly waives the benefits of Section 1542 of the California Civil Code, which provides as follows:

A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR OR RELEASING PARTY DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE AND THAT, IF KNOWN BY HIM OR HER, WOULD HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR OR RELEASED PARTY.

BY PLACING ITS INITIALS BELOW, TRANSFEREE SPECIFICALLY ACKNOWLEDGES AND CONFIRMS THE VALIDITY OF THE RELEASES, WAIVERS, AND DISCHARGES MADE ABOVE AND THE FACT THAT TRANSFEREE WAS REPRESENTED BY COUNSEL WHO EXPLAINED, AT THE TIME THIS AGREEMENT WAS MADE, THE CONSEQUENCES OF THE ABOVE RELEASES, WAIVERS AND DISCHARGES.

TRANSFEREE INITIALS: \_\_\_\_\_

6. General Provisions.

6.1 Attorneys' Fees. The provisions of Section 39.13 of the Lease are hereby incorporated by reference with the same effect as if set forth herein.

6.2 Notices. The provisions of Article 32 of the Lease are incorporated by reference with the same effect as if set forth herein; provided, however, the address for Transferee is as follows:

[ \_\_\_\_\_ ]  
[ \_\_\_\_\_ ]  
[ \_\_\_\_\_ ]  
Attn: [ \_\_\_\_\_ ]

**EXHIBIT H**

With a copy to:

[  
[  
[

Attn: [

6.3 Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of each of the parties hereto and their respective executors, administrators, successors, and assigns.

6.4 Counterparts. This Agreement may be executed in one or more counterparts, each of which shall constitute an original and all of which shall constitute one instrument. It shall not be necessary in making proof of this Agreement to account for more than one counterpart.

6.5 Captions. Any captions to, or headings of, the Articles, Paragraphs, or subparagraphs of this Agreement are solely for the convenience of the parties hereto, are not a part of this Agreement, and shall not be used for the interpretation or determination of the validity of this Agreement or any provision hereof.

6.6 Amendment to Agreement. The terms of this Agreement may not be modified or amended except by an instrument in writing executed by each of the parties hereto.

6.7 Exhibits. The Exhibits attached hereto are hereby incorporated herein by this reference for all purposes.

6.8 Waiver. The waiver or failure to enforce any provision of this Agreement shall not operate as a waiver of any future breach of any such provision or any other provision hereof.

6.9 Applicable Law. This Agreement shall be governed by and construed and enforced in accordance with the laws of the State of California.

6.10 Partial Invalidation. If any portion of this Agreement as applied to any party or to any circumstances shall be adjudged by a court to be void or unenforceable, such portion shall be deemed severed from this Agreement and shall in no way affect the validity or enforceability of the remaining portions of this Agreement.

6.11 Independent Counsel. Each party hereto acknowledges that: (a) it has been represented by independent counsel in connection with this Agreement; (b) it has executed this Agreement with the advice of such counsel; and (c) this Agreement is the result of negotiations between the parties hereto and the advice and assistance of their respective counsel.

6.12 Defined Terms. All capitalized terms not defined herein are set forth in the Lease.

[the remainder of this page has been intentionally left blank]

## EXHIBIT H

**EXHIBIT H**

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed as of the Effective Date.

**TENANT:**

By: \_\_\_\_\_

Name:

Title:

**TRANSFeree:**

By: \_\_\_\_\_

Name:

Title:

DRAFT

**EXHIBIT H**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California )  
County of \_\_\_\_\_)

On \_\_\_\_\_ before me, \_\_\_\_\_, a Notary Public, personally appeared \_\_\_\_\_ who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_ (Seal)  
Signature of Notary Public

**EXHIBIT H**

**EXHIBIT A**

**LEGAL DESCRIPTION OF PREMISES**

DRAFT

**EXHIBIT H**

**Exhibit J**

**Available in Port files – disclose to Potrero Power Station:**

Haley & Aldrich, 9/27/19, Summary of Investigation and Remedial Activities, Port of San Francisco-Owned Areas, Potrero Power Plant Site.

<I:\05-Southern Waterfront\Potrero.Pwr.Station\Environmental,non-CEQA\Related PG&E documents fr.PG&E\H&A,for PG&E,9-27-19,Summary,Investign.&Remedn.,Port-ownedPropertyAdjcnt.to.Pot.Pwr.Plant.pdf>

Haley & Aldrich, 10/2/14, Investigation of PG&E ZA-1 Line Alignment, Unit 3 Power Generation Area, Potrero Power Plant Site.

<I:\05-Southern Waterfront\Potrero.Pwr.Station\Environmental,non-CEQA\Site Characterization, DPH\H&A,10-2-14, Investign.Report, PG&E ZA-1, Pot.Pwr.Plant.pdf>

Documents referenced in DPH approval letter 9/4/19, which Port does not have on file but PPS generated or should have:

Memo SFDPH Maher Permitting Approach 29 Oct 2018 by Geosyntec Consultants

Preliminary Geotechnical Report, Potrero Power Station by ENGEO dated September 7, 2017.

EEA PPA Application Package Potrero Power Station by Geosyntec Consultants Inc.

Final PPP Phase I ESA by Geosyntec Consultants dated 19<sup>th</sup> August 2016.

Final Station A RMP-LUC.PDF - Risk Management Plan by Haley & Aldrich.

PGE Potrero - NFA for Station A area 2-13-17, San Francisco Bay Regional Water.

PG&E Potrero - approve RMP (Station A - NRG area) 9-9-16 by San Francisco Bay Regional Water Quality Control Board Risk Management Plan.

PG&E Potrero - approve RMP (Station A - PG&E area) 9-9-16 by San Francisco Bay Regional Water Quality Control Board Risk Management Plan.

Covenant and Environmental Restriction on Property- 08-12-16 by San Francisco Bay Regional Water Quality Board Recorded on 12 August 2016.

Unit 3 Final Facility Investigation Report and Human Health Risk Assessment by Haley & Aldrich dated June 2017.

Unit 3 RWQCB Approval - Facility Investigation Report, San Francisco Bay Area Regional Water Quality Control Board Approval Memo to PG&E dated October 7, 2016.

PotreroMGP-PP\_Second-Add-Remedy draft by Haley & Aldrich dated April 2018.

PotreroMGP-PP\_Second-Add-Remedy by Haley & Aldrich dated 18<sup>th</sup> June 2018.

PGE Potrero - Approval 2nd addendum to Station A RAP by San Francisco Bay Area Regional Water Quality Board. Dated January 2, 2019.

**Exhibit K**  
**Port's Zero Waste Events and Activities Policy**

**EXHIBIT A  
TO RESOLUTION NO. 12-11**

**PORT OF SAN FRANCISCO  
ZERO WASTE EVENTS AND ACTIVITIES POLICY**

**February 2012**

The Port of San Francisco is proud to host numerous events on Port property each year. These include fundraising walks and runs, "tailgate parties" at athletic events, Christmas tree sales, 4th of July Celebration, Oktoberfest, Fleet Week, and the proposed 34<sup>th</sup> America's Cup events (subject to pending environmental review). Some events can generate public participation of 5,000 or more people during the period of the event. Large outdoor events of this size typically generate a variety of plastic wastes from the sale of water in single-use bottles, the use of non-compostable plastic food ware, and the distribution of plastic bags to customers for food, merchandise and souvenirs. Along the Port's facilities, the inherent challenges of waste management at a large event are compounded by a windy environment and proximity to the San Francisco Bay.

*Plastics*

Several plastic waste items have significant environmental impacts. Single use plastic bags are difficult to recycle and can contaminate existing recycling and composting streams. These products are easily scattered by the wind and can create significant litter problems on shore and in water. Single-use plastic water bottles are resource intensive to produce, fill and transport, and contribute to waste management challenges at events. Non-food product plastic packaging is also difficult to recycle, may create a significant litter problem and harm the marine environment. The National Oceanic and Atmospheric Administration (NOAA) has recognized burst latex and Mylar balloons as a commonly reported source of marine debris. Balloons drift onto the surface of water and mimic the appearance of jellyfish and other floating organisms that are a natural food source for turtles, fish, dolphins, and shorebirds.

Plastic wastes are of increasing concern in marine environments and are a focus of volunteer and non-profit clean-up activities along the waterfront and bay shoreline. Plastics from litter, stormwater and maritime sources enter the marine environment where they degrade into microscopic bits and damage the ecology of our oceans. They can entangle wildlife and disrupt their internal organs and, when digested by marine life plastics can function as a pathway of exposure to several pollutants such as polychlorinated biphenyls (PCBs), dichlorodiphenyltrichloroethane (DDTs) and polycyclic aromatic hydrocarbons (PAHs). These pollutants can bio-accumulate and bio-magnify in the food chain, eventually making their way into human food sources. There are five ocean gyres, or large bodies of water that contain massive accumulations of degraded plastics around the globe.

### *Food-Related Wastes and Packaging*

Large events produce large volumes of food-related wastes and packaging. San Francisco Special Events Ordinance No. 73-89 requires any applicant seeking permission for the temporary use or occupancy of a public street, a street fair or an athletic event within the City and County that includes the dispensing of beverages or which generates large amounts of other materials to submit a recycling plan to the department issuing the permit for the event or activity. Recycling plans shall include arrangements for collection and disposition of source separated recyclables and/or compostables by a service provider of the event organizer. San Francisco offers one of the most successful and comprehensive large municipal food scrap collection programs in the nation.

Events at the Port of San Francisco attract tourists who may be less familiar with the City's recycling and composting programs than residents and local business owners. In the experience of the Department of the Environment, the best way to manage food waste streams at large events is to require the use of either compostable or durable, reusable food service ware.

Exclusive use of compostable food service ware facilitates source separation and the diversion of organic materials from landfill, mitigates contamination in the City's recycling programs, and streamlines composting and related waste diversion activities during large events. A wide variety of compostable food service ware and bags are available in the marketplace. These are made from renewable resources such as paper, corn starch and sugarcane.

### *Reusable Water Bottles and Refilling Stations*

The City's water delivery system consistently provides among the purest, safest drinking water in the nation from spring snowmelt stored in the Hetch Hetchy Reservoir and flowing down the Tuolumne River. Re-usable water bottles are easy to refill and use of Hetch Hetchy water guarantees a high quality of water for the public. Durable or compostable service ware can be combined with water filling stations to further reduce the need for single-use plastic packaging.

The Port Commission adopts the following measures to address the concerns outlined above and to 1) ensure that food waste streams from large outdoor events can be easily composted, and 2) marine life in the Bay is protected from plastics and litter through elimination or reduction of plastics at these events.

1. The provisions of this Policy are mandatory for all events or activities ("Events") on Port property that the Port expects will attract 5,000 or more people aggregated over the number of days the event is held. Examples of these Events include but are not limited to: exhibitions or presentations of sporting events, tournaments, concerts, musical and theatrical performances and other forms of live entertainment, public ceremonies, fairs, carnivals, markets, shows, fundraising events, races or other public or private exhibitions and activities related thereto. This Policy shall apply to all persons or entities organizing, sponsoring or hosting an Event, including all vendors, subcontractors and agents ("Event Organizers") for

an Event. Event Organizers of Events with an expected attendance of less than 5,000 people are strongly encouraged to comply with this Policy.

2. The sale, use and distribution of single-use plastic water bottles are prohibited. The Event Organizer must provide "water filling stations" supplied either by the San Francisco Public Utilities Commission or a vendor approved by the Port's Executive Director or her or his designee for use by individuals with reusable water bottles. This prohibition applies only to single-use plastic bottles that are used for non-carbonated or non-flavored water.
3. The sale, use and distribution of single-use disposable plastic bags are prohibited. The Event Organizer must use alternatives to single-use plastic bags such as recyclable paper, compostable plastic (preferably marine degradable) and/or reusable bags as those terms are defined by the City's Plastic Bag Reduction Ordinance.
4. The sale, use and distribution of single-use non-compostable plastic food ware are prohibited. The Event Organizer may only sell, use and distribute food service ware that is either labeled "compostable" and meets American Society for Testing and Materials (ASTM) standards for compostability or that is durable, washable, and reusable.
5. All compostable plastic food service ware must meet ASTM D-6400 standards for compostable plastics, have BPI certification ([www.BPIworld.org](http://www.BPIworld.org)), and be clearly labeled with a color-coded (green) identifying marker, such as a green sticker, stripe or band on all pieces of the product (for example the cup and lid must both be labeled), or other certification standards (such as marine degradability) as may be recommended from time to time by the San Francisco Department of the Environment and approved by the Port Executive Director.
6. The intentional release of balloons on Port property in connection with an Event subject to this Policy is prohibited.
7. Event Organizers are encouraged to minimize packaging and avoid the use of disposable plastic packaging.
8. The Port reserves the right at any time and from time to time to revise this Policy or to make such other and further Rules and Regulations as the Port shall determine are in the best interest of the Port, the San Francisco Bay, and the community, or that comply with City law.
9. For Events that the Port expects will attract 5,000 or more people in the aggregate, all licenses, leases, or other real property agreements with Event Organizers entered into after the date of adoption of this Policy by the Port Commission ("the adoption date"), and all amendments to licenses, leases, or other real property agreements with Event Organizers made beginning in 2012 shall require the Event Organizer to comply with this Policy. Such Event Organizer's failure to comply with this Policy shall be deemed a material breach of the agreement and the Port may

pursue remedies, including liquidated damages and termination of the agreement.

10. The Port Commission may grant a waiver of any of the provisions of this Policy, in its sole discretion, if the provision that is waived is replaced by an action that (i) protects the Port's and Bay's natural habitat, (ii) is compliant with law, and (iii) is in keeping with the environmental spirit of the Port's goals herein.

This Policy for Zero Waste Events and Activities shall apply to all events on Port property with a total expected attendance of 5,000 or more people aggregated over the number of days the event is held. This Policy for Zero Waste Events and Activities also serves as non-mandatory goals for events with an expected attendance of less than 5,000 people.

## **EXHIBIT L**

### **FEMA-National Flood Insurance Program Disclosure Notice**

The Federal Emergency Management Agency ("FEMA") is revising Flood Insurance Rate Maps ("FIRMs") for San Francisco Bay Area communities. As part of this effort, FEMA is preparing a FIRM for the City and County of San Francisco for the first time. That process may have significant impacts for developing new structures and reconstructing or repairing existing structures in areas subject to coastal flooding in San Francisco.

FEMA prepares the FIRMs to support the National Flood Insurance Program ("NFIP"), a federal program that enables property owners, businesses, and residents in participating communities to purchase flood insurance backed by the federal government. The San Francisco Board of Supervisors has adopted a floodplain management ordinance governing new construction and substantial improvements in flood prone areas of San Francisco and authorizing the City's participation in NFIP (as amended, the "Floodplain Ordinance"). The Floodplain Ordinance imposes requirements on any new construction or substantial improvement of structures in identified flood zones that are intended to minimize or eliminate flood hazard risks. NFIP regulations allow a local jurisdiction to issue variances to its floodplain management ordinance under certain narrow circumstances, without jeopardizing the local jurisdiction's eligibility in the NFIP. However, the particular projects that are granted variances by the local jurisdiction may be deemed ineligible for federally-backed flood insurance by FEMA.

FIRMs identify areas that are subject to inundation during a flood having a 1% chance of occurrence in a given year (also known as a "base flood" or "100-year flood"). FEMA refers to an area that is at risk from a flood of this magnitude as a special flood hazard area ("SFHA"). To prepare the FIRM for San Francisco, FEMA has performed detailed coastal engineering analyses and mapping of the San Francisco Bay and Pacific Ocean shorelines. These studies include both regional hydrodynamic and wave modeling and detailed onshore coastal analysis used to estimate wave runup and overtopping, as well as overland wave propagation. These onshore analyses form the basis for the Base Flood Elevations (BFEs) and SFHAs shown on the FIRM.

FEMA used these studies to prepare a preliminary FIRM for San Francisco, which it issued in November 2015. The preliminary FIRM identified SFHAs along the City's shoreline in and along the San Francisco Bay consisting of "A zones" (coastal areas subject to inundation by tidal surge and waves less than three feet in height) and "V zones" (areas subject to the additional hazards that accompany waves more than three feet in height). These zones generally affect City property under the jurisdiction of the Port of San Francisco and other areas of the San Francisco waterfront, including parts of Mission Bay, Hunters Point Shipyard, Candlestick Point, Treasure and Yerba Buena Islands, and an area adjacent to Islais Creek. Additionally, the preliminary FIRM shows most of San Francisco International Airport to be within an SFHA.

In response to comments and an appeal submitted by the City, FEMA issued a revised preliminary FIRM in May 2019. The revised preliminary FIRM included changes to the flood hazard data for waterfront piers within the Port's jurisdiction and in the area of the Mission Bay development. FEMA is currently preparing to initiate a 90-day appeal period during which the City and/or property owners may appeal the revised information based on technical data. FEMA expects the appeal period to be initiated in December 2019 or January 2020. Following resolution of any appeals or comments, FEMA will issue a Letter of Final Determination (LFD) stating that the flood hazard data shown on the FIRM is final, and stating that the map will be published in final form six months from the date of the LFD (referred to as the "effective date" of the FIRM). During that six-month period, the City must amend the floodplain management ordinance to adopt the new FIRM. FEMA expects the FIRM to become effective in early 2021. After the effective date, the FIRM will be used for all flood insurance and floodplain management purposes.

The federal legislation and regulations implementing the NFIP are located at 42 U.S.C. §§ 4001 et seq.; 44 C.F.R. Parts 59-78, §§ 59.1-78.14. FEMA also publishes "Answers to Questions About the NFIP" and FEMA Publication 186 entitled "Mandatory Purchase of Flood Insurance Guidelines." Additional information on this matter can be found on the City's and FEMA's websites at the following links:

<http://sfgsa.org/san-francisco-floodplain-management-program>

<https://www.fema.gov/national-flood-insurance-program-flood-hazard-mapping>

<https://www.fema.gov/national-flood-insurance-program>

**Exhibit M**  
**Form of Memorandum of Lease<sup>1</sup>**

<p>This document is exempt from payment of a recording fee pursuant to California Government Code Section 27383</p> <p>RECORDING REQUESTED BY, AND WHEN RECORDED, MAIL TO:</p> <p>Paul Hastings LLP 101 California Street, 48th Floor San Francisco, CA 94111 Attn: David Hamsher, Esq.</p>	<p>FOR RECORDER'S USE ONLY</p>
---	--------------------------------

Lot \_\_\_\_, Block \_\_\_\_\_

The Undersigned Declare(s):

DOCUMENTARY TRANSFER TAX: \_\_\_\_\_;

computed on the consideration or full value of property conveyed, OR

computed on the consideration or full value less value and/or encumbrances remaining at time of sale,

unincorporated area;

City of San Francisco

**MEMORANDUM OF LEASE**

This Memorandum of Lease (this “**Memorandum**”), dated for reference purposes only as of \_\_\_\_\_, 2020 (the “**Reference Date**”), is by and between the **CITY AND COUNTY OF SAN FRANCISCO**, a municipal corporation, acting by and through the **SAN FRANCISCO PORT COMMISSION** (“**Port**”), and **CALIFORNIA BARREL COMPANY LLC**, a Delaware limited liability company (“**Tenant**”).

**RECITALS**

A. Port and Tenant have entered into that certain Ground Lease No. L-[REDACTED] (the “**Lease**”), dated as of the Reference Date, pursuant to which Port leases to Tenant and Tenant leases from Port certain real property more particularly described in the attached **EXHIBIT A** (the “**Premises**”), which is incorporated by this reference.

B. Port and Tenant desire to execute this Memorandum to evidence the Lease and provide constructive notice of Tenant’s rights and interests under the Lease to all third parties.

For good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties agree as follows:

1. **Term.** Port leases the Premises to Tenant for a term commencing on [REDACTED], 2020<sup>2</sup>. The term of the Lease will expire on [REDACTED], 2020<sup>3</sup>, unless extended or earlier terminated in accordance with the terms of the Lease.

<sup>1</sup> NTD: Title company to confirm recordable form.

2. Lease Terms. The lease of the Premises to Tenant is pursuant to the Lease, which is incorporated in this Memorandum by reference and confirmed hereby. This Memorandum is not a complete summary of and in no way modifies the Lease. Should any party require any information concerning the Lease, such party should reference the Lease. In the event of any conflict or inconsistency between this Memorandum and the Lease, the terms and conditions of the Lease shall be controlling in all respects. Except as otherwise defined in this Memorandum, capitalized terms shall have the meanings given them in the Lease.

3. Successors and Assigns. This Memorandum and the Lease are binding upon and shall inure to the benefit of the successors and assigns of Port and Tenant, subject, however, to the provisions of the Lease on assignment and transfers.

4. Counterparts. This Memorandum may be executed in counterparts, each of which is deemed to be an original, and all such counterparts constitute one and the same instrument.

5. Governing Law. This Memorandum shall be governed by, and interpreted in accordance with, the laws of the State of California.

*[The remainder of this page intentionally left blank]*

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<sup>2</sup> NTD: Per Basic Lease Information, insert date that is the first day of the first full month following the Effective Date of the Lease.

<sup>3</sup> NTD: Per Basic Lease Information, insert date that is 66 years after the Commencement Date of the Lease.

IN WITNESS WHEREOF, Port and Tenant have executed this Memorandum as of the Reference Date.

**TENANT:**

**CALIFORNIA BARREL COMPANY LLC,**  
a Delaware limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

**PORT:**

**CITY AND COUNTY OF SAN FRANCISCO,**  
a municipal corporation, acting by and through the  
**SAN FRANCISCO PORT COMMISSION**

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

**APPROVED AS TO FORM:**

DENNIS J. HERRERA, City Attorney

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Deputy City Attorney

Port Resolution No. 20—\_\_, adopted on \_\_\_\_\_, 2020  
Board of Supervisors Resolution No. XXX—20, adopted on \_\_\_\_\_, 2020; File No. \_\_\_\_\_

**CERTIFICATE OF ACKNOWLEDGMENT**

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF \_\_\_\_\_

On \_\_\_\_\_ before me, \_\_\_\_\_ personally  
(insert name and title of the officer),  
appeared \_\_\_\_\_

\_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.  
WITNESS my hand and official seal.

\_\_\_\_\_  
Signature (Seal)

**CERTIFICATE OF ACKNOWLEDGMENT**

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF \_\_\_\_\_

On \_\_\_\_\_ before me, \_\_\_\_\_ personally  
(insert name and title of the officer),  
appeared \_\_\_\_\_

\_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

\_\_\_\_\_  
Signature (Seal)

# Exhibit O: Design For Development



# POTRERO POWER STATION

DESIGN FOR DEVELOPMENT

January 10, 2020





# DESIGN FOR DEVELOPMENT

January 10, 2020

<b>1</b>	<b>PROJECT OVERVIEW</b>	<b>7</b>
<b>2</b>	<b>TELLING OUR STORY: INTERPRETIVE VISION</b>	<b>31</b>
<b>3</b>	<b>LAND USE</b>	<b>43</b>
<b>4</b>	<b>OPEN SPACE</b>	<b>53</b>
<b>5</b>	<b>STREETS</b>	<b>143</b>
<b>6</b>	<b>BUILDINGS</b>	<b>239</b>
<b>7</b>	<b>LIGHTING AND SIGNAGE</b>	<b>315</b>
<b>8</b>	<b>APPENDICES</b>	<b>329</b>

## User Guide

### Document Content

The Design for Development (the “D4D”) document of the Potrero Power Station (the “Power Station,” “project site” or “site”) governs the future development of the Power Station (the “Power Station project” or “project”) and implementation of the Power Station’s Special Use District (the “SUD”). The D4D establishes the design intent and prescribes design controls to direct development on the 29 acres that comprise the project site. General references to the “Power Station project” and “project” (defined above) are to be distinguished from references to a “building” or “building project,” terms which are intended to describe the construction of a building or group of buildings undertaken as a discrete project that implements a portion of the overall Power Station project. The following sections are included in this document:

#### Section 1: Project Overview

#### Section 2: Telling Our Story: Interpretive Vision

#### Section 3: Land Use

#### Section 4: Open Space

#### Section 5: Streets

#### Section 6: Buildings

#### Section 7: Lighting and Signage

The Appendices contain supporting information for reference during implementation by designers, developers, and agencies:

#### Appendix A: Block Plan Guide

#### Appendix B: Sustainable Neighborhood Framework

#### Appendix C: Power Station Definitions

#### Appendix D: Applicable Planning Code Sections

#### Appendix E: No PG&E Sub-Area Scenario

#### Appendix F: Historic Resource Evaluation, Part 2 Excerpt (Character Defining Features)

#### Standards, Guidelines, and Considerations

This D4D includes standards, guidelines, and considerations. Standards and guidelines are requirements that govern the construction and modification of buildings, streets, and open spaces within the project site. Standards are quantifiable or objective requirements whereas guidelines are qualitative or subjective requirements, relating to matters such as the choice of building materials or fenestration.

Each new building, street, and open space within the Power Station must meet the standards and guidelines prescribed herein unless modifications to these standards and/or guidelines are approved by the appropriate public bodies. The procedure required to modify the standards contained in the D4D is described in the Potrero Power Station SUD (Appendix E).

Considerations are recommendations, advisory in nature, and intended to further the objectives, principles, and values of this D4D.

#### Relationship to the Planning Code

References to the “Planning Code” or “Code” herein are references to the *San Francisco Planning Code*, as it exists as of the effective date of the Development Agreement. Future changes to the Planning Code may apply to the Power Station project, pursuant to the terms of the Development Agreement. Key Planning Code definitions and provisions, as of the effective date of the Development Agreement, are included as Appendix D (for reference purposes only).

In the event definitions and other provisions in this D4D conflict with the Planning Code (which includes the provisions of the PPS SUD), the Planning Code will control. If an amendment to the D4D creates a conflict between the D4D and the Planning Code, the Planning Code shall prevail unless and until such time as the Planning Code is amended and there is no longer a conflict between the D4D and the Planning Code. Consistent with the PPS SUD, in the event of a conflict between the SUD and the other provisions of the Planning Code, the SUD shall prevail.

Section Number  
Section Title  
Sub-Sections

Section 5		STREETS	
<b>Streets</b>		<b>5.10 Universal Passenger Loading Zones and Accessible Parking Stalls</b>	<b>Street Character</b>
5.1 Street Overview	146	5.11 Urban Forest: Streets	5.10 23rd Street 190
5.2 Pedestrian Network	148	5.12 Streetscape Planting	5.17 Maryland Street 202
5.3 Bicycle Network	152	5.13 Stormwater Management	5.18 Humboldt Street 208
5.4 On-Street Class II Bicycle Parking	156	5.14 Furnishing	5.19 Georgia Street 214
5.5 Transit Network	158	5.15 Paving and Materials	5.20 Georgia Lane 216
5.6 Shuttle Network	160		5.21 Delaware Street 222
5.7 Vehicular Network	162		5.22 Louisiana Street 228
5.8 Emergency Vehicle Access	164		5.23 Craig Lane 230
5.9 Curb Management	166		5.24 22nd Street 236
			5.25 Illinois Street 237

**Sustainability-Related Controls**

Sustainability-related standards, guidelines, and considerations are indicated with a green leaf.

Sub-Section Number and Title

**5.15 Paving and Materials**

**Introductory Text**  
Description of rationale and intents

Paving will be a key component that defines the character, connectivity, and identity of the Power Station project's street network and open spaces. Paving strategy should be considered as an interconnected site-wide system that activates the public realm and contributes to the overall pedestrian, bicycle, and vehicular circulation on the site. All paving in areas with high pedestrian traffic will be designed to facilitate access to the site. Paving design in the streetscape shall be carefully considered with the placement of lights, light poles, utility vaults, and other surface expressions of underground utilities. As such, this plan recommends the practical approach of using cast-in-place concrete in most sidewalk and furnishing zone applications. SF Public Works standard materials are permitted in all locations and required in public rights-of-way on a lot-by-lot basis.

**5.15.3 Roadway Materials**  
Roadway materials shall conform to 2015 SF Public Works standards. Asphalt vehicular paving shall be the primary road surface unless special paving is not used. Concrete vehicular paving is preferred at traffic circles and at Delaware Street, as permitted by SF Public Works (see Figure 5.15.11). On-site construction detail standards shall be used as road aggregate base, if feasible.

**5.15.4 Material Quality and Consistency**  
See Section 4.3.1.4.

**5.15.5 Surfacing at Tree Planting**  
**A) Trees in Paving:**  
See Section 4.11.1(a) and 5.11.5.

**B) Trees in Planting:**  
See Section 4.11.1(b).

adjacent paving, per SF Public Works accessibility guidelines. Stamped concrete is encouraged as a paving material for On-Street Class II Bicycle Parking. Refer to paving and materials images and descriptions in Figure 5.15.2.

**B) Sidewalks**  
Standard cast-in-place concrete should be used for Pedestrian Thoroughways, and standard or enhanced cast-in-place concrete in furnishing zones.

**5.15.7 Paving: Heat Island Effect**  
Where possible, in areas that are predominantly unshaded by tree canopy or buildings, reduce the potential for urban heat island effect by using pavements with a Solar Reflectance Index (SRI) of 29 or higher.

**Third Street Industrial District Compatibility Controls**  
Standards, guidelines, and considerations related to the Third Street Industrial Historic District are indicated with a rust-colored clock.

**STANDARDS**  
**5.15.1 Pedestrian Thoroughway Materials**  
The Pedestrian Thoroughway shall be an accessible path of travel that is unobstructed and ADA-compliant. Paving material shall be SF Public Works standard cast-in-place concrete. See Figure 5.15.2.

**5.15.2 Furnishing Zone Materials**  
The furnishing zone shall be cast-in-place concrete, either standard SF Public Works concrete, or enhanced finish cast-in-place concrete.

**GUIDELINES**  
**5.15.6 Paving Types**  
Paving should be a key component that defines the character, connectivity, and extent of the Power Station project's paved public realm. The following paving zones suggest materials and common paving details among adjacent streets.

**A) Special Paving on Alleys and Shared Streets**  
Contrasting, high-quality paving should be used to distinguish shared streets and alleys, as high pedestrian activity areas and as places to linger. Shared streets should incorporate concrete or stone pavers, enhanced cast-in-place concrete, stamped concrete, and high-quality, detectable warning pavers that contrast with

**CONSIDERATIONS**  
**5.15.8 Paving: Character and Consistency**  
Paving contrast may be introduced through color or geometric variation, sectional variation within a single paving module, integral lights, or juxtaposition of scale or material.

**Standards**  
As defined on page 2

**Guidelines**  
As defined on page 2

**Considerations**  
As defined on page 2

Figure Number and Name

Figure

Figure 5.15.1 Paving Zones

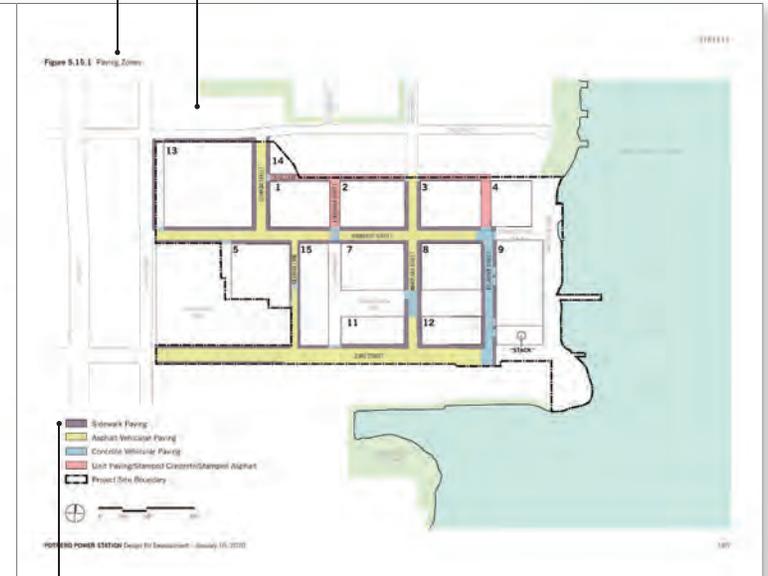


Figure Legend

### Companion Documents

In concert with the D4D, the Infrastructure Plan (the “Infrastructure Plan” or “IP”) describes the infrastructure improvements required to support the Power Station project. The IP outlines the infrastructure elements related to the project’s streets, open spaces, and utilities. It provides technical descriptions for how these elements are planned and identifies the responsible parties for design, construction and operation of the infrastructure. The IP includes information on the project’s regulatory compliance, as well as an approach to non-potable water and stormwater management for the site.

### Interpretive Vision

The interpretive strategies identified within this document form the basis of the Project’s site-wide interpretive plan, as required by Mitigation Measure M-CR-5(c), and will be coordinated with the designs and designers of public areas and open spaces. The hierarchy, location, and expression of these interpretive experiences will be further refined during the project’s implementation.

### Sustainability and Transportation

The project takes an integrated approach to sustainability and transportation planning by incorporating these elements into the D4D, rather than treating them as standalone documents. The controls pertaining to sustainability and transportation are integrated as standards and guidelines throughout the D4D.

The controls related to the circulation aspects of transportation are mainly in Section 5: Streets, and those related to buildings (such as parking) can be found in Section 6: Buildings. The Power Station is committed to sustainability and minimizing climate impacts from development. The project takes an integrated approach to enhanced mobility, environmental sustainability, and resilience planning by incorporating related controls and considerations throughout the D4D, rather than as standalone documents.

Sustainability-related standards focus on aspects such as climate (greenhouse gas emissions and air quality), energy, water and stormwater, materials, ecology/ biodiversity, and healthy communities, and are indicated with a green leaf: . The project’s Sustainable Neighborhood Framework summary is presented as Appendix B.

## Reviewing Agencies

The table below indicates the different agencies involved in review during implementation of the various elements of the D4D and IP.

**Table 1.1.1** Matrix of Reviewing Agencies

● = Reviewing Agency

	SF PLANNING	SFMTA	SF PUBLIC WORKS	SFPUC	SFFD	RPD	DBI	PORT
<b>DESIGN FOR DEVELOPMENT (D4D)</b>								
01 Project Overview	●							
02 Interpretive Vision	●							
03 Land Use	●							
04 Open Space <sup>1</sup>	●					●		●
05 Streets	●	●	●		●			
06 Buildings	●							
07 Lighting and Signage	●		●	●				
<b>INFRASTRUCTURE PLAN</b>								
01 Introduction	●			●				
02 Sustainability	●			●				
03 Environmental Management				●				
04 Site Demolition	●						●	
05 Site Resilience <sup>1</sup>	●			●				●
06 Geotechnical Conditions	●		●				●	
07 Site Grading				●			●	
08 Street and Transportation Systems	●	●	●					
09 Open Space and Parks <sup>1</sup>	●			● <sup>2</sup>	●			●
10 Utility Layout and Separation				●				
11 Low-Pressure Water System				●				
12 Non-Potable Water System				●				
13 Auxiliary Water Supply System				●	●			
14 Separated and Combined Sewer System				●				
15 Stormwater Management System	●			●				
16 Dry Utility Systems				●				

1. Per Figure 1.2.1, the Port of San Francisco has jurisdiction over certain waterfront spaces. The Port will thus be involved in the review of said spaces and their resilience against sea level rise during implementation, as described in this D4D and IP.

2. To the extent that there are stormwater management facilities.



Credit: Aspic Capital

## Section 1

# PROJECT OVERVIEW

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1.2	Site Context	12
1.3	Site History	14
1.4	Planning Context	16
1.5	Project Principles	20
1.6	Design Framework	22



Future Buildings at Pier 70

Conceptual rendering of the Waterfront Park.

## 1.1 Project Vision

The Power Station will be a vibrant new neighborhood that seamlessly connects with Dogpatch, Pier 70, and the Central Waterfront as a whole.

The Power Station will be a place for Dogpatch residents and all San Franciscans to access the Central Waterfront, drawing people to a place of arrival at an active, urban water's edge, through a network of streets designed for safe and easy use by those on foot, bicycle, or transit.

It will be a neighborhood alive with places to live, work, shop, and enjoy culture. A series of open spaces will offer opportunities for active recreation, passive contemplation, and everything in between.

The 300-foot-tall "Stack" is an icon for the Central Waterfront. It will stand side-by-side with elegant new buildings that enliven and anchor the public realm, a tangible expression of the site's story arc—from a polluting power plant to a sustainable, resilient neighborhood that embraces wellness.



Credit: Associate Capital

Photo from one of the monthly site tours hosted at the Power Station.

**Community Outreach Themes**

The community outreach process was a comprehensive multi-year community effort that revealed a series of themes and observations critical to the users and neighbors of the Power Station, shown in Figure 1.1.1. Ranging from program and density ideas to qualitative observations of the diversity and culture in place, these collective goals guided the development of the principles that inform and guide the urban design and place-making of the Power Station project.



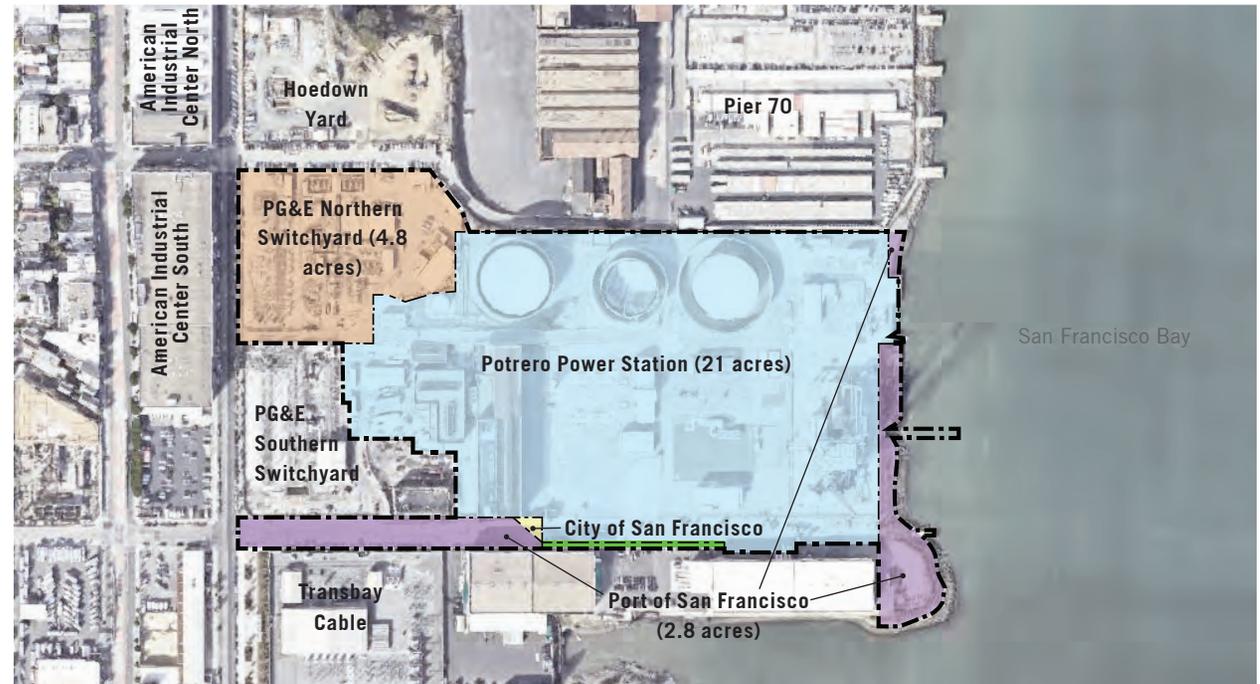
Figure 1.1.1 Community Feedback Summary

## 1.2 Site Context

The site is located in the Dogpatch neighborhood of San Francisco, which is characterized by large industrial warehouses near smaller, single-family homes. This mix and adjacency of uses gives Dogpatch its unique urban fabric, and has given rise to a community that is rich with arts and industry. The American Industrial Center buildings west of the project site, shown in Figure 1.2.1, serve as an anchor for a community of local artisans and craftspeople.

Large industrial users remain active in the area, particularly along the waterfront, where notable neighbors include the Pier 70 Shipyard and Pier 80, both of which are major Port of San Francisco operations. The character of the waterfront in this area is undergoing a substantial transformation, as Crane Cove Park will soon connect Dogpatch to the waterfront with a significant open space that provides water access for kayaks and other small craft. See Figure 1.2.2 for a map of current use districts that surround the site.

Another significant aspect of the site's context is the development of Pier 70. The Pier 70 project, which reimagines 35 acres of land entrusted to the Port of San Francisco, lies immediately north of the Power Station and shares a boundary along the newly proposed Craig Lane. Pier 70 will contribute to the neighborhood a significant amount of housing and jobs within a grid of walkable blocks, as well as waterfront connections and open space. A cluster of historic buildings comprises a character-defining element of Pier 70; these include Building 12, which will be home to a market-hall of small-scale "makers" and artists. The diagram in Figure 1.2.3 shows the contextual relationship of the future build-out of the Power Station to the plans for Pier 70.



**Figure 1.2.1** Site Boundaries and Ownership

The western end of the Power Station is characterized by two PG&E switchyards: the Northern Switchyard, which is within the project site's boundary, and the Southern Switchyard, which is not. To the south of the Southern Switchyard lies the Transbay Cable site. Through streetscape improvements that provide wide, welcoming sidewalks and parking-protected bicycle lanes, this D4D addresses the challenging arrival sequence posed by the Transbay Cable and PG&E Southern Switchyard sites.

The site itself comprises the properties of four different owners (see Figure 1.2.1). The 21-acre parcel that was the former Potrero Power Station is developer-owned; the 4.8-acre parcel currently used as a switchyard is owned by PG&E; sections of 23rd Street and the waterfront totaling 2.8 acres are entrusted to the Port of San Francisco, and are subject to the public trust doctrine; and a small triangle of land along 23rd Street is owned by the City of San Francisco (See Appendix E for the scenario without the PG&E Switchyards).

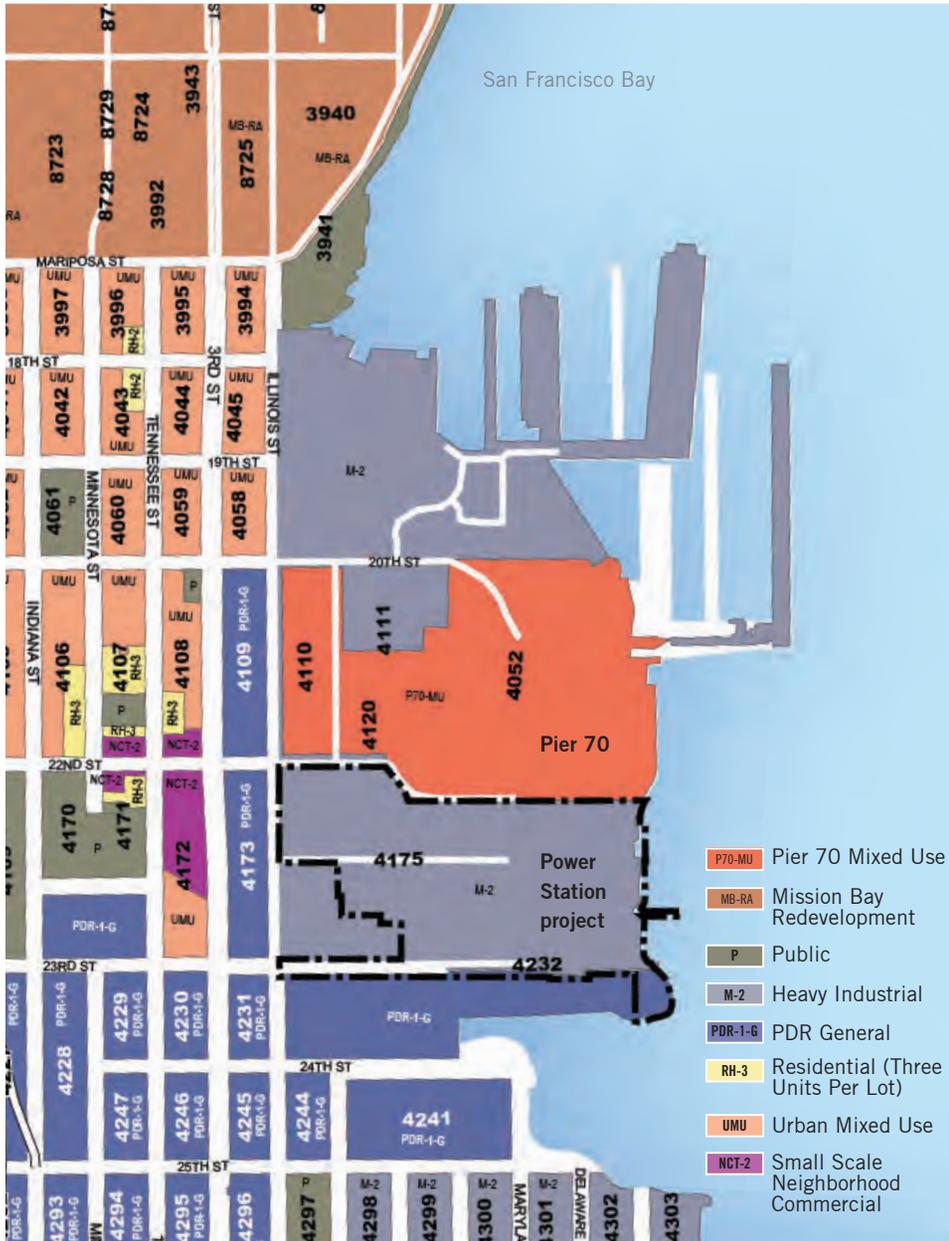


Figure 1.2.2 Current Surrounding Use Districts



Figure 1.2.3 Future Open Space Network and Blue Greenway

## 1.3 Site History

Unlike other portions of the Central Waterfront that are primarily filled-in marshlands, this site was historically a peninsula of land called Potrero Point. The high elevation and proximity to a deep-water port in the southern part of San Francisco made the site ideal for industrial uses. Many kinds of industry thrived here, including gunpowder and cordage manufacturing, iron smelting and rolling, and barrel-making.

In 1881, Claus Spreckels established his own refinery for sugar shipped here from Hawaii, taking advantage of the site's existing sugar warehouses, manufacturing infrastructure, and waterfront access. He built the site's first power plant, Station A, in 1901 to support sugar refinery operations; by 1905, it was producing the majority of San Francisco's power, and was acquired by PG&E. From historic photos, it is evident that this site was developed with density and height long before any of the other uses in the Central Waterfront came into being.

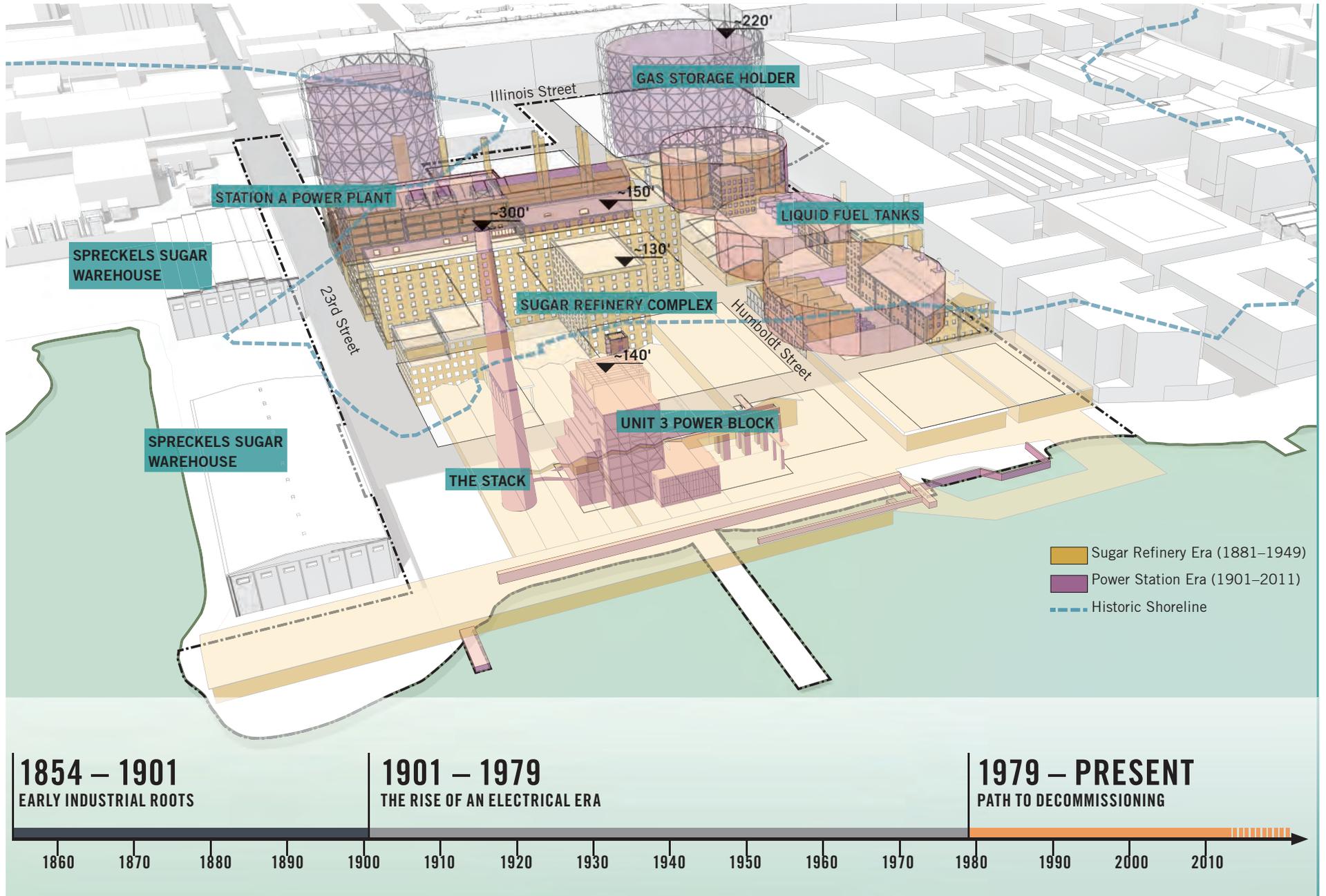
Station A was renovated in the 1930s and began using more natural gas than manufactured gas. In the 1960s, PG&E added the Unit 3 Power Generating Station ("Unit 3") to the site. Up until its closure in 2011, the Power Station site was responsible for generating approximately one third of San Francisco's power. Figure 1.3.1 shows a composite image of these various eras in the history of the Power Station site.

After more than a century of industrial use, the plant eventually outlived its practical utility, as the city moved toward more efficient and environmentally friendly technologies. Once critical to San Francisco's power network, the plant gave way to off-site power generation, allowing the facility to be decommissioned—and the city of San Francisco to embrace an exciting new chapter for this unique waterfront location.



1. 1929 aerial of site shows dense build-out before the development of the rest of Dogpatch.
2. A view of the 180-foot warehouse building, demolished in the 1980s, that existed adjacent to Station A.
3. 20th and Indiana streets, circa 1940. The American Industrial Center (North Building) stands between the viewer and the site.
4. 1964 photo of Unit 3 and the Stack, constructed by PG&E to provide power to much of San Francisco.

Figure 1.3.1 Industrial History Composite Image



## 1.4 Planning Context

### Eastern Neighborhoods Plan (2009)

Based on more than a decade of community input and technical analysis, the *Eastern Neighborhoods Plan* calls for transitioning about half of the existing industrial areas in the plan area (see Figure 1.4.1) to mixed-use zones that encourage new housing. The remaining half would be reserved for Production, Distribution, and Repair (PDR) districts, where a wide variety of functions, such as Muni vehicle yards, caterers, and performance spaces can continue to thrive. The Power Station site was specifically called out for rezoning in the *Eastern Neighborhoods Plan*.

### Central Waterfront Area Plan (2008)

In addition to the Eastern Neighborhoods-wide objectives outlined above, the following goals were developed over the course of many public workshops, specifically for the Central Waterfront:

- Encourage development that builds on the Central Waterfront's established character as a mixed-use, working neighborhood.
- Foster the Central Waterfront's role in San Francisco's economy by supporting existing and future PDR and maritime activities.
- Increase housing in the Central Waterfront without impinging on or creating conflicts with identified existing or planned areas of PDR activities.
- Establish a land use pattern that supports and encourages transit use, walking, and bicycling.
- Better integrate the Central Waterfront with the surrounding neighborhoods and improve its connections to Port land and the water's edge.

- Improve the public realm so that it better supports new development and the residential and working population of the neighborhood.

### Better Streets Plan (2010)

The *Better Streets Plan* was adopted in 2010 to support the City's goals to create complete streets with enhanced streetscape and improved pedestrian and bicycle facilities. It classifies public streets and rights-of-way and creates a unified set of standards, guidelines, and implementation strategies that govern how the City designs, builds, and maintains its public streets and rights-of-way to achieve these goals. Major project concepts applicable to the *Better Streets Plan* include:

- Pedestrian safety and accessibility features, such as enhanced pedestrian crossings, corner or midblock curb extensions, pedestrian countdown and priority signals, and other traffic calming features.
- Universal pedestrian-oriented streetscape design with incorporation of street trees, sidewalk plantings, streetscape furnishing, street lighting, efficient utility location for unobstructed sidewalks, shared single surface for small streets/alleys, and sidewalk/median pocket parks.
- Integrated pedestrian/transit functions using bus bulb-outs and boarding islands (bus stops located in medians within the street).

### Pier 70 Special Use District (Pier 70 SUD) (2018)

To the immediate north of the site is Pier 70, described by the Pier 70 Special Use District (the "Pier 70 SUD"), which was adopted in 2018. See *Planning Code Section 249.79*. The site is roughly 35 acres, approximately nine acres of which will be open space. The plan anticipates

between 1,645 and 3,025 units of housing, and between 1.1 and 2.2 million square feet of commercial development. Design standards and guidelines governing the development of Pier 70 are contained in the Pier 70 SUD Design for Development document.

### Bay Conservation and Development Commission (BCDC)

BCDC has jurisdiction over the portion of the project site located within 100 feet inland of the mean high tide line (see Figure 1.4.2). The proposed project would require BCDC approval of activities within this area. Because only recreational use, hotel, open space, and public access are proposed for the portions of the project site within the shoreline band, the project will not conflict with the *Bay Plan* or BCDC regulations. However, BCDC will make the final determination of consistency with *Bay Plan* policies for the portions of the project site that are within its permit jurisdiction.

### Public Trust Doctrine

The public trust doctrine is the principle that certain natural and cultural resources (especially waterways) are the collective property of the public, and that the government owns and must protect and maintain these resources for the public's use. California's State Lands Commission governs the doctrine's application in the State, managing 4 million acres of tide and submerged lands and the beds of navigable rivers, streams, lakes, bays, estuaries, inlets, and straits. The public trust doctrine ensures that land that adjoins the State of California's waterways, or is actually covered by those waters, be committed to maritime-oriented uses. Only those portions of the site that are Port property are subject to the public trust doctrine.



Figure 1.4.1 Eastern Neighborhoods Plan Area (image adapted from *San Francisco Eastern Neighborhoods Plan, 2009*)

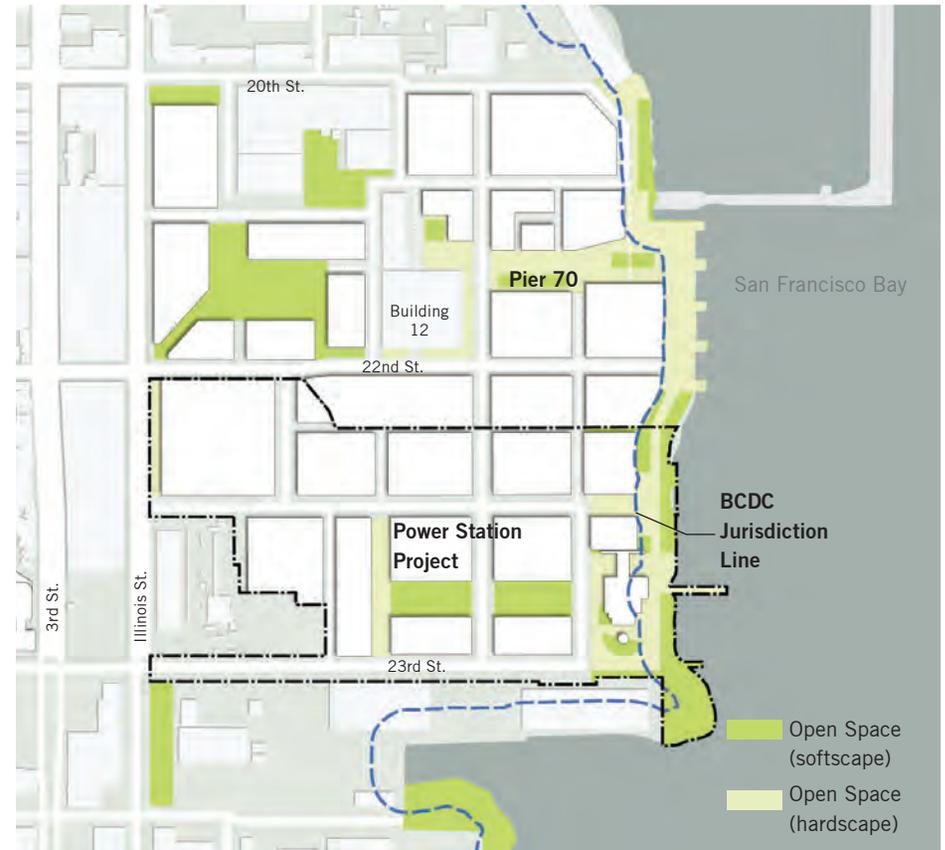


Figure 1.4.2 BCDC Jurisdiction Line

### Third Street Industrial District

The site lies within the Third Street Industrial District (see Figure 1.4.3), and is a sub-district of the Central Waterfront Historic District (also known as the Potrero Point Historic District). The Third Street Industrial District is an historic district initially identified in the 2001 *Central Waterfront Historic Resources Survey Summary Report*, and in 2008 was fully documented by Kelley & VerPlanck and Page & Turnbull. The district is eligible for listing in the California Register. The boundary of the Third Street Industrial District extends west from the project site along 23rd Street, and runs north along Third and Illinois streets, roughly between 18th and 24th streets. The original period of significance of the Third Street Industrial District was 1872 to 1958. The Historic Resource Evaluation for the Power Station project extended the period of significance to 1965. The Historic Resource Evaluation Response noted that 1965 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 of two contributing buildings to the district that were not previously evaluated: Unit 3 and the Boiler Stack, both constructed in 1965.

Some of the character-defining features of the Third Street Industrial District are a high concentration of manufacturing, repair, and processing plants; warehouses of industrial character; long-present industries dependent on the nearby waterfront and the freight-hauling Santa Fe Railroad trains that ran along Illinois Street; and buildings with the following typical features: brick and concrete construction, one to four stories in height, flat roofs, ornamented parapets, steel-sash and wood-sash

windows, rectilinear and arched window openings, and/or American Commercial style. Figure 1.4.3 shows the location of the Third Street Industrial District and the buildings that are contributors of significance to the district’s historic resources, including contributors on the project site.

Third Street Industrial District compatibility controls have been developed and are included in this D4D to ensure that the Power Station project’s buildings, streetscapes, and relevant open spaces are consistent with the historic district. Such controls are indicated with a  icon.

### Union Iron Works Historic District

The Union Iron Works (UIW) Historic District abuts the Third Street Industrial District along the northern boundary (Figure 1.4.3), and includes 66 acres of the 69-acre Pier 70 Area. It was listed in the National Register of Historic Places in 2014, as recommended in the Port Master Plan. The UIW Historic District consists of buildings, piers, slips, cranes, ship repair activities, and landscape and circulation elements that are associated with steel shipbuilding. The UIW Machine Shop, built in 1884, was the first to be built on-site during a period of industrial architecture ending with World War II.

### San Francisco Bay Trail / Blue Greenway

The Blue Greenway, a project of the San Francisco Parks Alliance in collaboration with the City of San Francisco, is planned to improve the city’s southerly portion of the 500-mile, nine-county regional Bay Trail, as well as the Bay Area Water Trail and associated waterfront open space system (see Figure 1.4.4). The San Francisco Bay Trail / Blue Greenway (referred to in this plan as “the

Blue Greenway”) will expand recreational and water-oriented activities and green corridors connected to surrounding neighborhoods. Public open spaces proposed at the Power Station project will be part of this network.

The main spine of the Blue Greenway adjacent to the project site runs down Illinois Street. The Pier 70 project adds a “recreational loop” from Illinois Street out to the waterfront, stopping at the northerly edge of the Power Station site. The Power Station project will continue this trail along the waterfront, creating pedestrian and bicycle connections to Illinois Street along 23rd Street, and terminating the recreational loop at the existing Blue Greenway. Additionally, the project makes possible the opportunity to extend the Blue Greenway along Warm Water Cove south of 23rd Street, allowing for a continuous waterfront trail. See Figure 1.4.4 for an illustration of the path of the Blue Greenway and its recreational loops.

### Army Corps of Engineers

The project shoreline improvements Bay-ward of the high tide line are subject to the permitting jurisdiction of the U.S. Army Corps of Engineers.

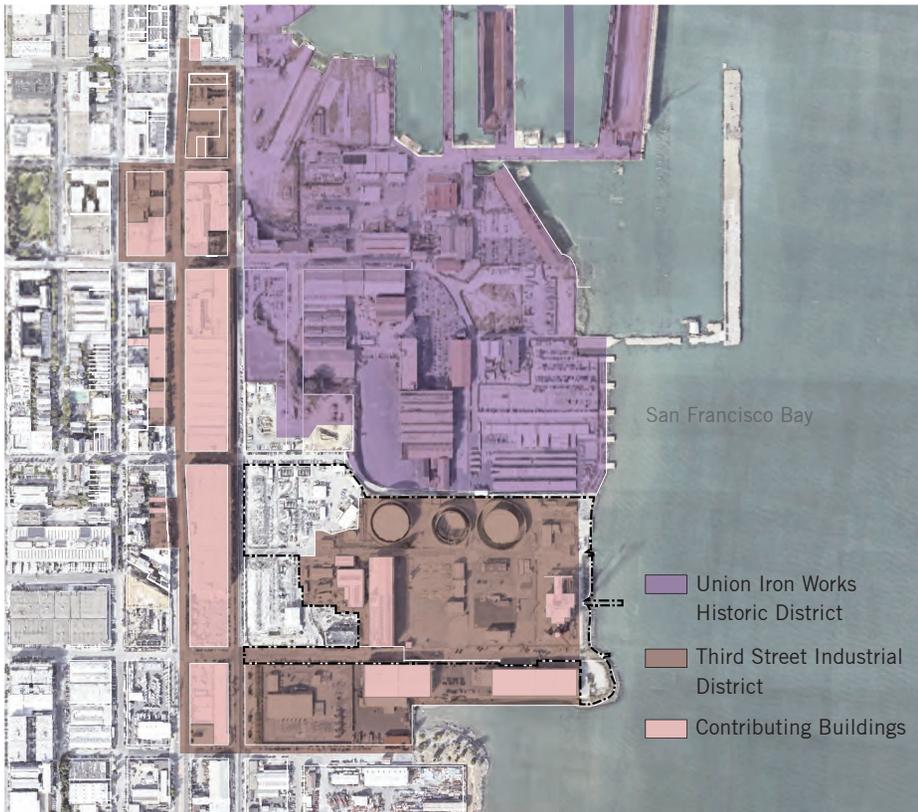


Figure 1.4.3 Third Street Industrial and Union Iron Works Historic Districts



Figure 1.4.4 San Francisco Bay Trail / Blue Greenway (referred to in this D4D as "the Blue Greenway")

## 1.5 Project Principles

The Power Station project is a portion of the waterfront that has always serviced San Franciscans, but remained inaccessible to members of the public for more than 150 years. The following principles guide the site's reintegration into and restoration of the fabric of San Francisco, while celebrating the site's industrial past and providing much-needed uses to the city, such as open space and housing. Principles 1–7,

relating to the physical development of the site, can be found embedded throughout the document. Since Principle 8 does not guide the project's design, it is not discussed further in this D4D. However, the principle is integral to the site's development and included below.



### PRINCIPLE 1

Design a unique public waterfront that emphasizes and connects active uses.



### PRINCIPLE 2

Accommodate needed growth in the city while creating a diversity of uses that can support a lively, livable, and inclusive neighborhood.



### PRINCIPLE 3

Celebrate the site's rich industrial history.



### PRINCIPLE 4

Establish an accessible neighborhood that prioritizes walking, biking, and transit.



**PRINCIPLE 5**

Contribute well-designed parks and recreational facilities that will complement the existing neighborhood and citywide open space network.



**PRINCIPLE 6**

Design a neighborhood that is context-appropriate, diverse, and human-scaled.



**PRINCIPLE 7**

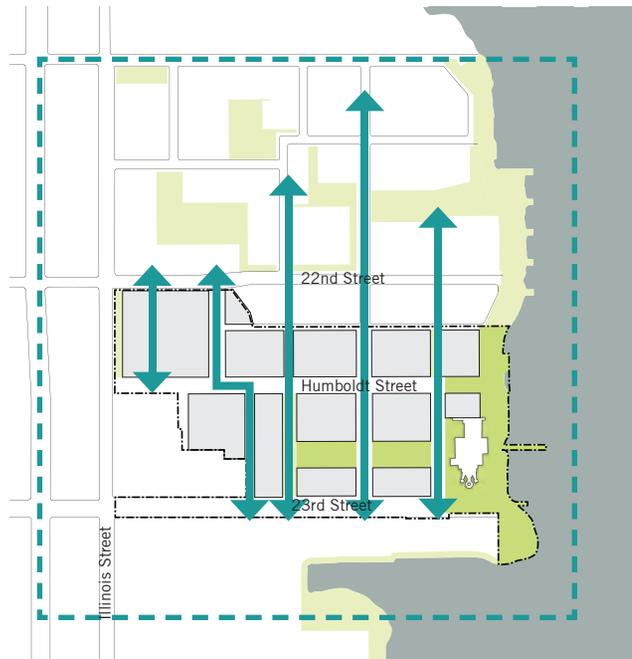
Create a healthy, sustainable, and resilient neighborhood that fosters innovation and embraces wellness.



**PRINCIPLE 8**

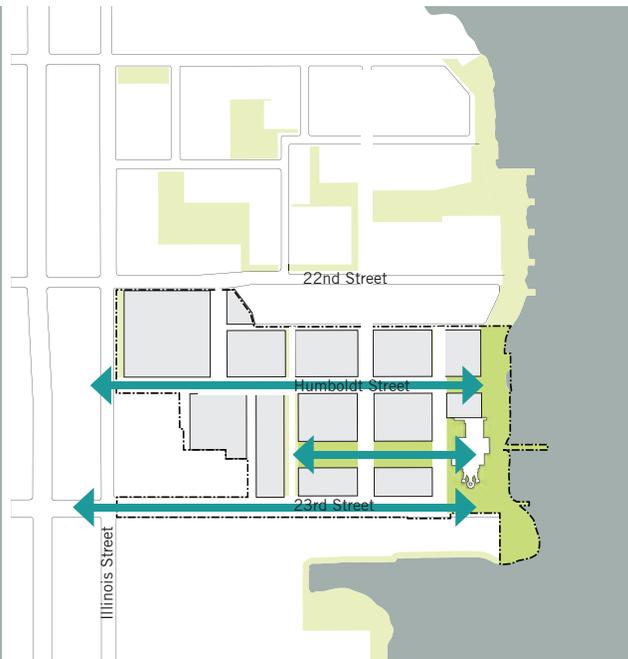
Develop a financially feasible project that can deliver the benefits promised to the community and the city.

## 1.6 Design Framework



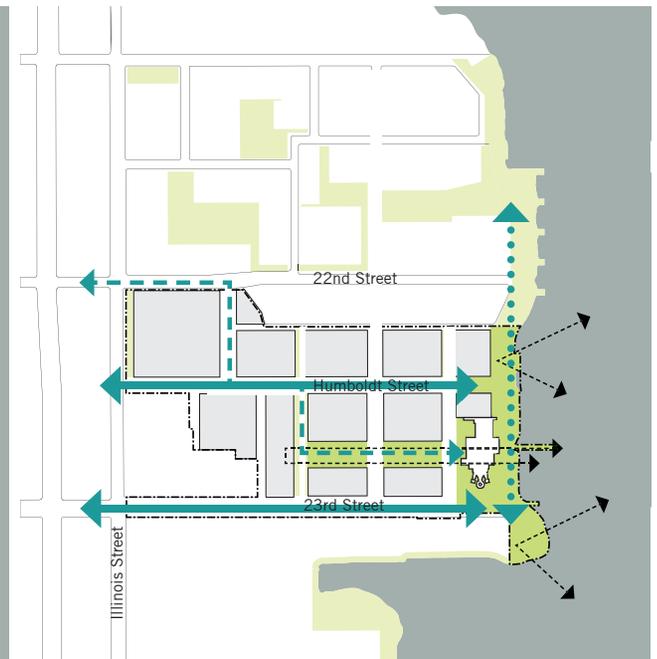
### A Unified, Connected Neighborhood

A major consideration of the urban design framework is to maximize connectivity with the north-south linkages of Pier 70, creating a continuous, legible, single neighborhood.



### Walkable, and Human Scale

The framework continues 23rd Street and Humboldt Street through the site, carrying these connections all the way to the waterfront. A third east-west connection formed by Power Station Park further reduces the scale of the blocks, providing for an inviting, walkable grid of streets and open spaces.



### Unmistakably a Waterfront Place

The design framework prominently features the project's expansive waterfront access. All roads at the Power Station lead to the Bay. The street framework invites pedestrians and cyclists to access the Blue Greenway, and park viewsheds capture open views across the water to the hills beyond.

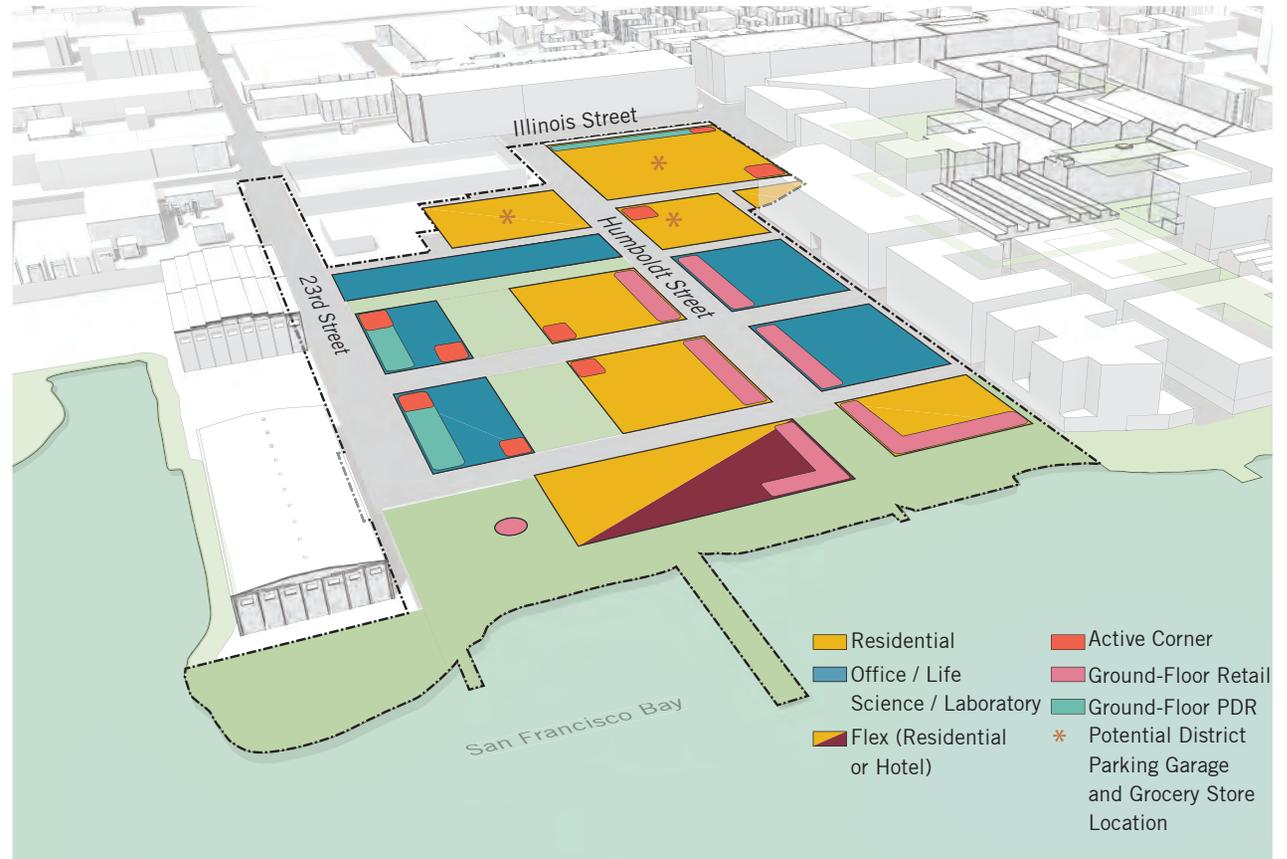
**Land Use**

The Power Station project’s land use framework and SUD specify residential, commercial (office, laboratory, and life science), PDR, retail, hotel, and open space uses.

The framework calls for a variety of housing types, including affordable housing, to create a diverse and family-friendly neighborhood.

A variety of neighborhood-serving retail, services, and amenities are provided within convenient walking distance of housing and commercial uses on the site.

The land use framework balances and distributes the various uses so that they work together to create a complete, round-the-clock neighborhood. Figure 1.6.1 illustrates the project's approach to the distribution of land uses. The land use framework is based on Principles 2, 4, and 6.



**Figure 1.6.1** Land Use Framework

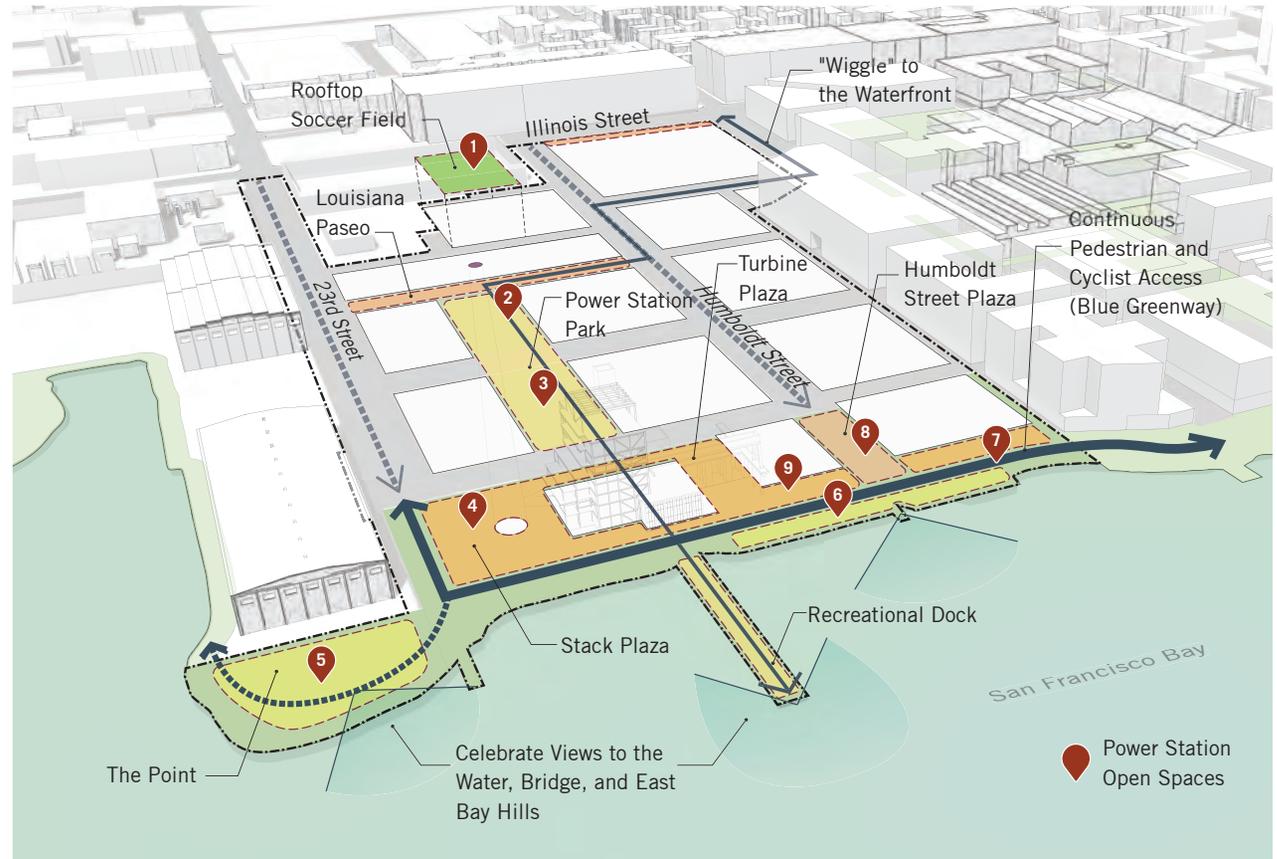
**Waterfront and Open Spaces**

The Power Station project will join a connected network of waterfront parks and open spaces that includes Crane Cove Park, Warm Water Cove, the Blue Greenway, and those at Pier 70, opening this portion of the Central Waterfront to public access and enjoyment for the first time in 150 years.

The Power Station project's open space framework provides a variety of recreational uses on the Central Waterfront, including a rooftop soccer field, playgrounds, and other amenities that support active recreation and wellness. Parks are programmed with all potential users in mind, accommodating a variety of abilities and interests. Figure 1.6.2 illustrates the series of open spaces throughout the site and how they connect.

The waterfront design is comprised of a series of active spaces, enlivened by the proposed hotel, restaurants, and other retail uses. A recreational dock may provide direct access to the water, while carefully designed moments along the Blue Greenway provide places to enjoy sweeping views of the Bay. The Point is envisioned as a quieter place for picnicking and adventure play, and the Blue Greenway recreational loop provides a critical link along the waterfront for pedestrians, cyclists, visitors, and residents alike.

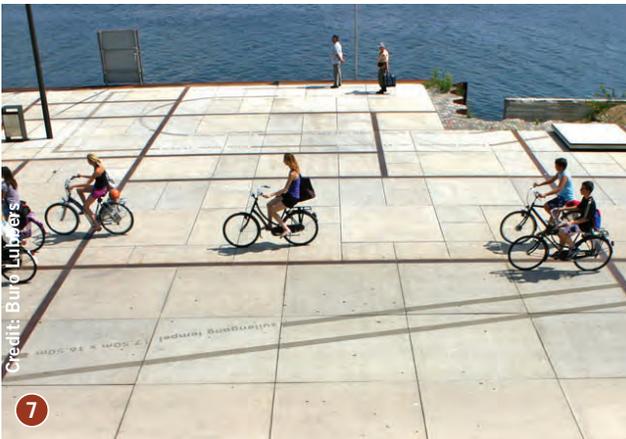
Power Station Park is intended to be a neighborhood gathering-place similar to South Park in SoMa, which balances the dynamism of flexible open spaces with the attraction of specific activities for all age groups (such as seating areas, play structures, etc.). Surrounding



**Figure 1.6.2** Open Space Framework

ground-floor uses are intended to activate these open spaces day and night, during the week, and on weekends. The open space framework is based on Principles 1, 5, and 7.

Images at right demonstrate the range of potential recreational and active uses corresponding to the numbered open space areas in Figure 1.6.2, including flex fields for soccer and yoga, formal play structures, adventure play spaces, social games, and adult fitness facilities.



### Complete Streets

City policy calls for a shift to active modes of travel, such as walking, biking, and transit, which reduce congestion and emit fewer greenhouse gases. Additionally, San Franciscans increasingly demonstrate a preference for sustainable transportation modes, owning fewer cars and taking fewer car trips.

There are several existing plans that together will help to reduce automobile use at the Power Station. These include increased service and capacity on the Muni T-Line, a new bus line that will terminate at the site, faster and more frequent regional connections via Caltrain (due to electrification), and the expansion of Bay Area Bikeshare.

Streets at the Power Station project are networked and designed to enhance walking and bicycling connections to transit, the Blue Greenway, and adjacent neighborhoods in the city. In addition to being better for the environment, sustainable transportation choices support the health and wellness of future residents, workers, and visitors to the site. Figure 1.6.3 illustrates the transportation network for the Power Station project.

Streets and sidewalks are designed to be safe and enjoyable for users of all backgrounds, physical abilities, and mode choices. Street design will plan for and accommodate evolving transportation needs and technology, including a shift to shared modes such as ride-hailing services and public transit; increased passenger loading; and systems-based delivery of goods. The complete streets framework is based on Principles 4 and 7.

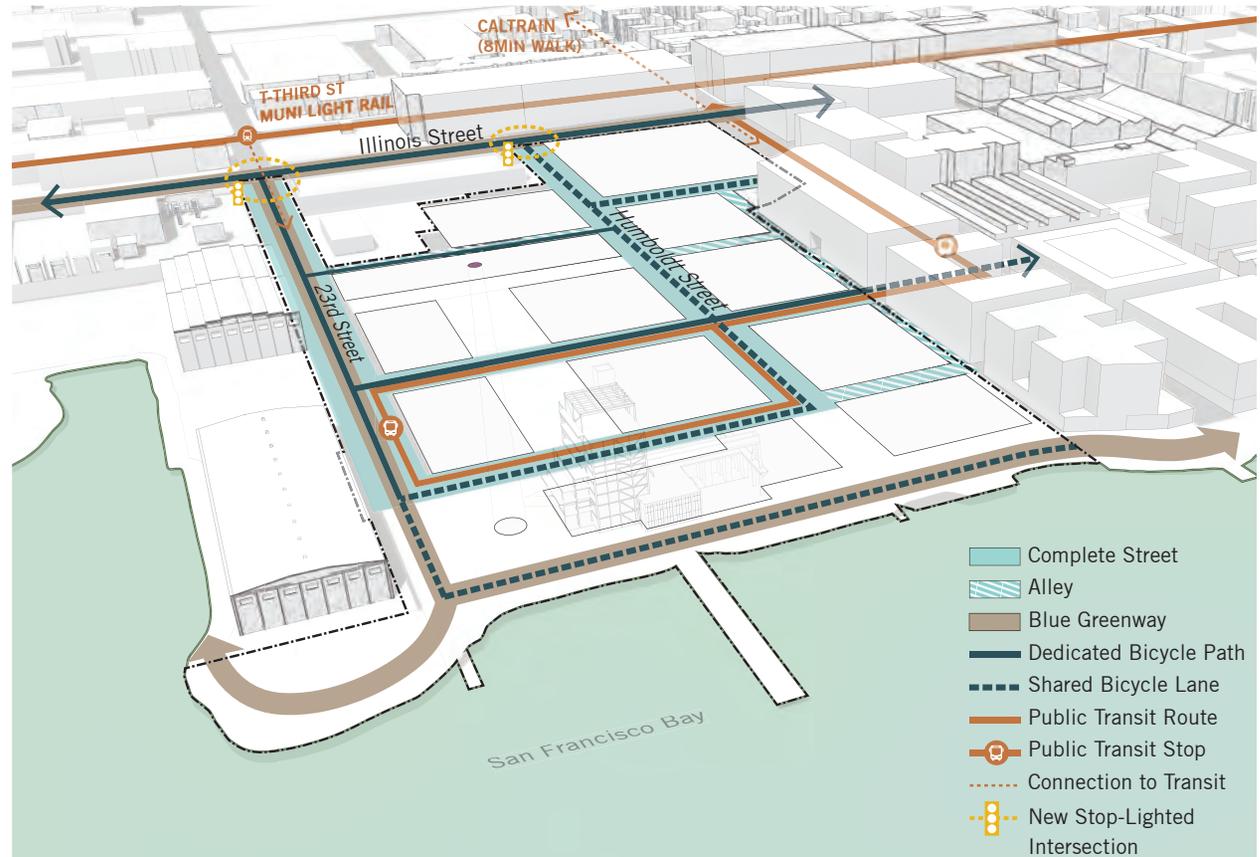


Figure 1.6.3 Transportation Network

### Historic Character

There are a few remnants of the site's prior use as a sugar refinery and as a power station that carry the historic character of the Power Station into the present. The Stack, arguably the most prominent visual icon of the Central Waterfront area, will be retained. Unit 3, the second most visually prominent structure on-site, may be retained and converted into a hotel, residential building, or combination of the two uses. Station A will be rehabilitated and repurposed as an office building. Other historic resources, such as the Compressor House, the Meter House, and the Gate House, are proposed to be demolished.

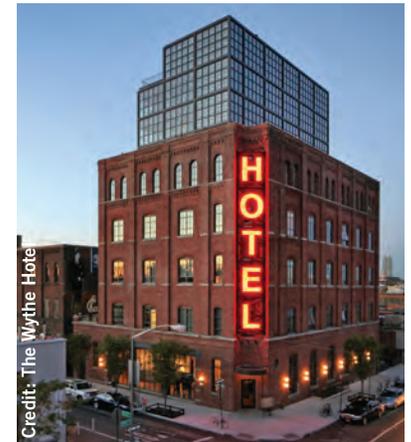
Adaptation of this site from a polluting power plant into a healthy, sustainable neighborhood also serves as an important opportunity to shape a resilient future for the site with thoughtful, forward-thinking, and integrated design. A robust interpretive program is established in this D4D to communicate the unique industrial history of the project site and its role in the Dogpatch neighborhood. The program calls for the permanent display of interpretive materials in open spaces and on buildings throughout the site (refer to Section 2: Interpretive Vision). Where historic resources such as the Stack, Station A, and potentially Unit 3 are adaptively reused, those buildings/locations will incorporate site-interpretive elements as a way to share the stories of the site's industrial past.

Third Street Industrial District design controls are embedded in the Open Space, Streets, and Buildings Sections of this D4D. The historic character framework is based on Principle 3 and ensures that new construction is compatible with the historic district within which the project site is located.

POTRERO POWER STATION Design for Development – January 10, 2020



A view of Unit 3 and the Stack from the Bay.



A historic building adapted into a hotel.



The Pompidou Center in Paris is an example of a building with an external structure, as Unit 3 would have if developed into a hotel. The visibility of the structure on the outside of the building offers a unique architectural opportunity.



The Standard, on New York's High Line, demonstrates how the identity of a hotel can be tightly linked to adjacent open spaces, as Unit 3 will be with the waterfront at the Power Station project.

### Sustainability, Resilience, and Wellness

Consistent with Principle 7, redevelopment of the Power Station aims to create a healthy, sustainable, and resilient neighborhood that fosters innovation and embraces wellness. The project endeavors to create a low-carbon community in response to the site's past use as a power plant and in support of San Francisco's ambitious Climate Action Strategy. The project aims to reduce Greenhouse Gas (GHG) emissions in ways that also improve air quality, contribute to water conservation, and support human health and wellness. The project is intended to be a leading example of a sustainable and resilient community and the site's interpretive program serves as an opportunity to highlight and enhance public understanding of the strategies that contribute to these goals.

Transportation planning on the site is intended to reduce single-occupancy vehicle use and vehicle miles traveled (VMT), improving air quality by reducing greenhouse gas emissions from cars. New infrastructure will take advantage of the mix of uses on site, allowing buildings to work together to save water and energy—critical, as buildings account for a large portion of greenhouse gas emissions.

The open space strategy restores waterfront access and vegetation to the site, improving biodiversity and encouraging healthier ecosystems, using landscape to manage stormwater, further improving local air quality, contributing to meaningful carbon sequestration, and providing spaces for active outdoor use. As a response to climate change, the site's future elevations along the shoreline anticipate and accommodate sea level rise and storm surge into the year 2100.



Credit: Merikos Reed  
Green roof decks will provide easy access to outdoor green space.



Credit: The HalenCity Project  
The waterfront will be designed to anticipate 66 inches of sea level rise (the current projection for the year 2100.)



Credit: Spark Yoga in the Mission District  
Flexible outdoor spaces allow for a range of activities such as yoga and other forms of fitness.



Credit: ImageSource 30  
The rooftop soccer field will provide an important recreational amenity for the entire Central Waterfront.

Fostering wellness is central to the site design, which encourages walking and cycling, and provides site-wide recreational amenities such as flexible lawns, play areas, and the rooftop soccer field. Inside the buildings, multiple sets of controls promote wellness, from the

selection of healthy building materials to the provision of building amenities that support physical activity, respite, recreation, and community gathering.

### Urban Form and Architecture

The Central Waterfront is made up of different neighborhoods that together form a distinct, eclectic district. A diverse mix of buildings characterizes the area, including large-scale warehouses that occupy an entire block, small Victorian flats, mid-rise multi-family buildings, and large-floorplate office buildings. Visual connections to most of the site are limited by the presence of the switchyards and the American Industrial Center buildings.

To promote Principle 6, the Power Station design establishes a pattern of streets and blocks that is walkable and appropriate to its context, and relates and connects to the existing and future neighborhood. The ground floors of buildings will be programmed and designed to enliven and activate the public realm and emphasize a human scale.

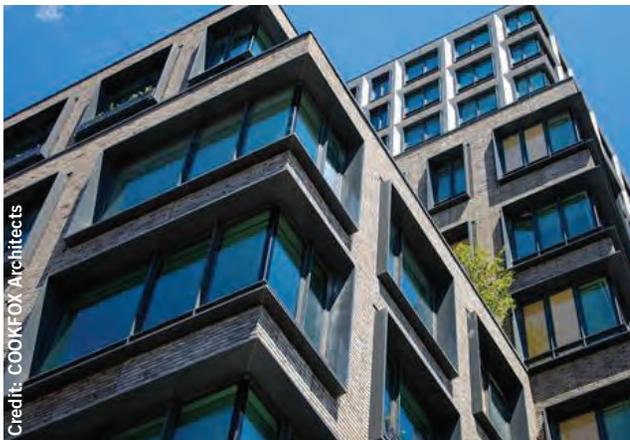
Building envelopes have been set to allow sunlight to reach parks and streets, reduce wind impacts, and step down toward the water's edge. The massing for the site will allow for a diversity of building heights and types, including low- and mid-rise buildings. A cluster of mid and high-rise buildings along Humboldt Street will rise to create a counterpoint to the iconic Stack as indication that there is life and activity beyond the switchyards.

As illustrated in Figure 1.6.4, most buildings will make up a general urban fabric, with a streetwall height that provides enough continuity to frame the streets, but allows for a variety of heights and modulation (“fabric buildings”). A few select buildings will stand out: Station A, the Unit 3 hotel (if retained) and the Stack, as well as the 240-foot tower (Block 7), frontages



Figure 1.6.4 Urban Form Framework

facing Power Station Park, and Block 4 on the waterfront (“differentiated buildings”). These differentiated buildings all offer opportunities to deploy iconic architecture that contributes to a unique site identity and sense of arrival at a special place.



Images above capture the aspirations for the architecture at the Power Station: gridded buildings with structure-and-fill-type construction, solid streetwalls, and potential for more transparency above; a ground floor that is designed to enliven and activate the adjacent pedestrian realm; and high-quality materials that contribute a tactile aspect to the pedestrian experience.

## Section 2

# TELLING OUR STORY: INTERPRETIVE VISION

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THE POWER OF TRANSFORMATION



INTERPRETATION AT POTRERO POWER STATION

## Interpretive Vision

The Power Station will celebrate its rich industrial history, bridging its past with contemporary stories of its continued transformation. A program of coordinated interpretive exhibits will be integrated throughout public areas and open spaces to promote an understanding of the site's history, significance, and function.

The Interpretive Mission Statement above shall guide all interpretive endeavors for the Power Station.

This Interpretive Vision chapter of the D4D details important stories relevant to the further development of the site. It provides the framework for a site-wide interpretive masterplan required as part of Mitigation Measure M-CR-5c. This framework was developed in coordination with the Project Sponsor and the Planning Department, and serves as the guiding vision for the interpretive masterplan. The interpretive strategies as identified within this chapter are consistent with the remainder of the D4D and will be coordinated with the designs and designers of public areas and open spaces. The hierarchy, location, and expression of these interpretive experiences will be further refined during the project's implementation.

This section provides a framework for a site-wide interpretive masterplan required as part of Mitigation

Measure M-CR-5c of the *Potrero Power Station Mixed-Use Development Project Environmental Impact Report* ("EIR"). This framework was developed in coordination with the Project Sponsor and the Planning Department, and serves as the guiding vision for the interpretive masterplan.

Measure M-CR-5c is included here for reference:\*

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 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.

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 contribute 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.

\* In the event of inconsistencies or conflicts between the M-CR-5(c) language included in this section and the final Power Station EIR, the EIR shall control.

## 2.1 Experiential Goals

The following tenets are a culmination and distillation of local government agency and project stakeholder guidance, along with interpretive best practices. They will guide the development of interpretive exhibits at the Power Station. See Figure 2.1.1.

### Celebrate Transformation

The site has a rich industrial history, with each successive occupant 'standing on the shoulders' of its predecessors. The infrastructure of each occupying industry was repurposed and transformed to accommodate the next. Each occupant was tied to the waterfront, which also continually changed, based on the needs of the occupant. The Power Station will continue in this evolution to support the ever-changing needs of the community. The exhibits should highlight transformation as a 'metanarrative.'

### Demonstrate Connections

The intent is to expose residents, visitors, and employees to the layered history of the site rather than depict the site's history in a linear fashion. Potrero Point has many independent stories, which paint a broader picture when combined. By bridging the past with the present within a geographical context, the exhibits at the Power Station should be designed to help visitors connect these individual stories into broader-reaching themes to fully realize the site's importance.

### Create a Unique Identity

The industrial heritage along the Central Waterfront is evident across Potrero Point and many neighboring sites. Once these developments are complete, most visitors will perceive them as a continuous fabric of the city, yet each has a unique story to tell. For continuity,

the exhibits at the Power Station should share some interpretive methodologies with neighboring sites, yet visitors shall be made aware of historical boundaries to create a unique identity and sense of place.

### Reveal the Past

Continuous growth has yielded many changes to Potrero Point over time. With technological advances, the site infrastructure has evolved to support its inhabitants and will continue to do so. Even during its tenure as a functioning power station, many prominent structures were replaced by more relevant ones. Upon completion of the Power Station development, many of the site's past historic resources will not be physically available for storytelling. Where appropriate and feasible, these elements shall be revived in interpretive features like paving patterns, site markers, exhibit panels, repurposed artifacts and other artistic techniques intended to show what is no longer there. Additionally, any retained historic resources shall be interpreted within the exhibit program.

### Echo the Diversity

A diverse array of visitor types will come to the Power Station—those with different interests, time constraints, learning styles, capabilities, ages, cultures, etc. The site will have a heterogeneous mix of offerings and experiences and the exhibit methodologies will be equally varied to provide interpretation for all of its users and visitors.

### Allow for Change

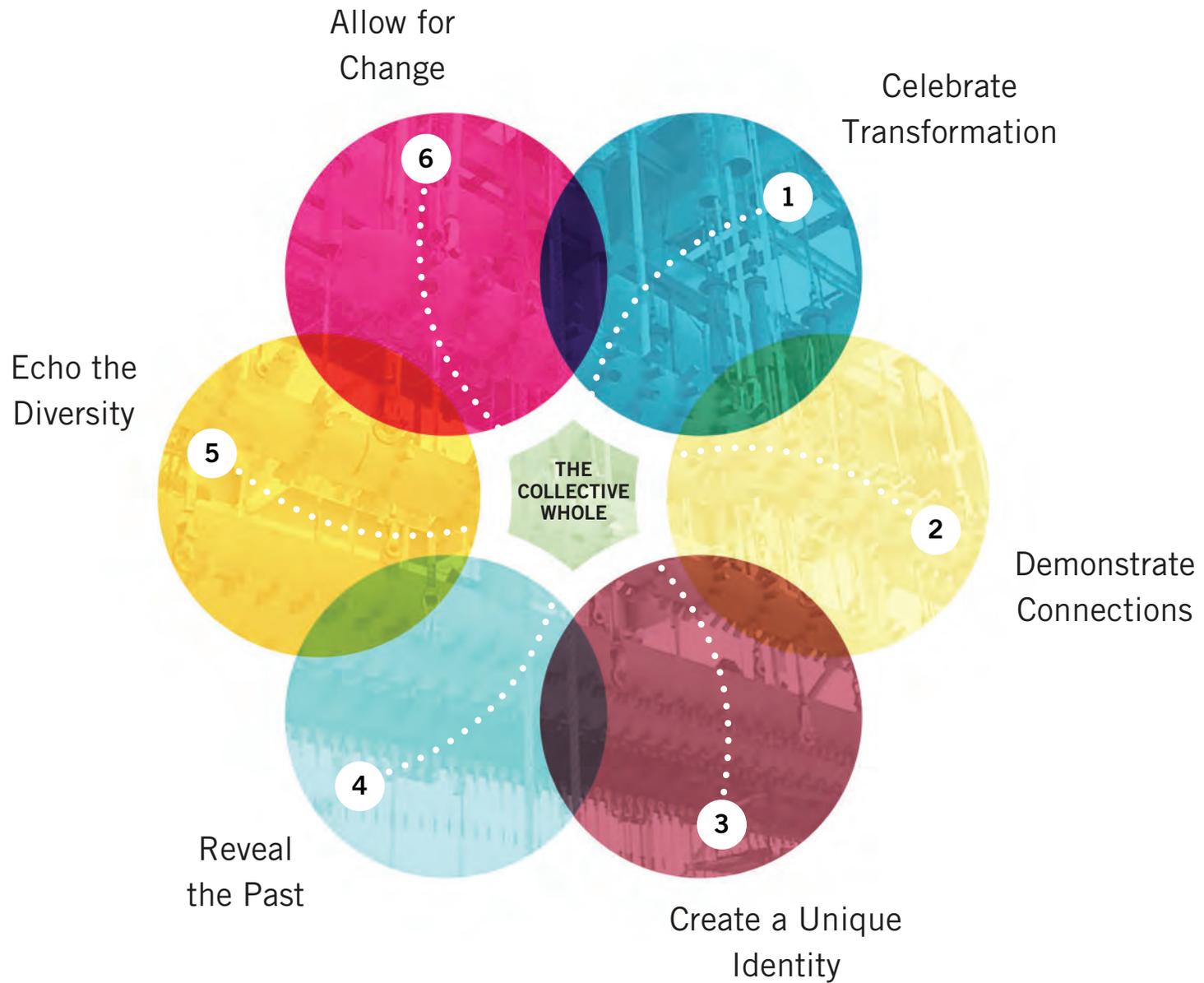
The site has transformed throughout its history and is expected to continue evolving. Permanent interpretive features should have the capacity to be augmented

with opportunities for further storytelling, adding points of view and even reinterpreting history if society's views change. The site will include multi-purpose programmable areas, which potentially allow an ongoing dialogue about its history, as well as facilitated interpretive events, such as changing exhibits or the display of archaeological features that may be uncovered during site excavation.

### The Collective Whole

It is unlikely that each interpretive experience could individually satisfy all of these tenets. Interpretive designers should attempt to satisfy as many of these tenets as possible per experience and consider whether other goals have or will be met by other experiences.

Figure 2.1.1 Interpretive Experiential Goals



## 2.2 Visitor Flow and Interpretive Locations

At the Power Station, visitors will enter the site from different points, and come with unique destinations and interests. Controlling the sequence and depth of each visitor's interpretive experience is not possible. However, learning can be optimized by establishing a hierarchy of experiences designed to direct individuals from one destination to another.

Figure 2.2.1 demonstrates potential pedestrian paths of travel through the site. Though typical behavior might be from west to east along primary corridors, an indefinite number of visitor pathways may be assumed. Using an aleatoric approach, a random experience for organic discovery of stories is embraced, while providing structure in the hierarchy of experiences, painting stories across the site. Thus, interpretive exposure for the largest variety of visitor types is maximized, offering a unique and novel experience for each person.

This method of interpretive organization is referred to as "hub and spoke". A central hub of interpretive information provides an overview of all of the site's stories, as shown on Figure 2.2.2. It feeds (and conversely is fed by) interpretive features across the site. Such features may take the form of larger interpretive features or smaller "breadcrumbs" collected by wanderers.

The hub and spoke approach, along with a hierarchy of interpretive experiences, will also be employed at adjacent sites, including the Pier 70 project and Crane Cove Park. This continuity allows visitors across multiple sites to place individual site stories into a larger context to better appreciate the significance of the sites, individually and collectively.

### CONSIDERATIONS

#### 2.2.1 The Hub

Create a central interpretive hub to educate and inspire travel to alternate points on the site. This hub shall be placed in a prominent, open space area and shall give an interpretive overview of the site, as well as direct visitors to other locations to continue their interpretive journey.

#### 2.2.2 Interpretive Hierarchy

At geographically-appropriate locations, employ a diverse range of interpretive features, organized into a hierarchy of experience types with varying depths, fed from and to the hub. This will allow learning experiences for all visitor types.

#### 2.2.3 Visitor Paths

In the layout of interpretive experiences on site, embrace random paths of travel, yet provide a visible organization of stories. This will allow each visitor to have a novel experience and still find the information they may be seeking.

#### 2.2.4 Collective Experience

Design individual elements to paint a larger interpretive picture by demonstrating connections to other interpretive elements on site. By providing these connections, visitors will better understand the context of a particular story within the site.

#### 2.2.5 Connect to Adjacent Sites and Blue Greenway

Connect the Power Station interpretive stories to adjacent sites and the Blue Greenway through shared interpretive methodologies and content references that provide context between the sites.

#### 2.2.6 Site Introduction

At each major point of site entry, consider the use of a site introduction. This will help delineate site boundaries to create a unique site identity. These elements should give a brief overview of the historical significance of the site and may be tied to other site identification and orientation information. At each minor point of entry, consider the use of a smaller site boundary marker to identify historical property lines.

#### 2.2.7 Breadcrumbs

Consider the regular use of light interpretive elements—or "breadcrumbs"—across the site to help lead visitors from one experience to another. Increase the density along the "wiggle" pedestrian zone to help draw visitors to the waterfront.

#### 2.2.8 The View

Though the tops of buildings are not typically considered part of the open space portions of the site, they represent a unique vantage point in which to see the extent of the site and understand what was once there, in addition to affording an opportunity to see the site within the context in which it resides. Architects should consider adding interpretive elements atop any buildings where the public may have access (especially the Rooftop Soccer Field and Unit 3).

#### 2.2.9 Salvaged Architectural Elements

If the north façade of the Station A Machine Shop (Greek Revival Façade) and Gate House are preserved as salvaged elements, consider locating them as shown on Figure 2.2.2.

Figure 2.2.1 Interpretive Visitor Flow Diagram

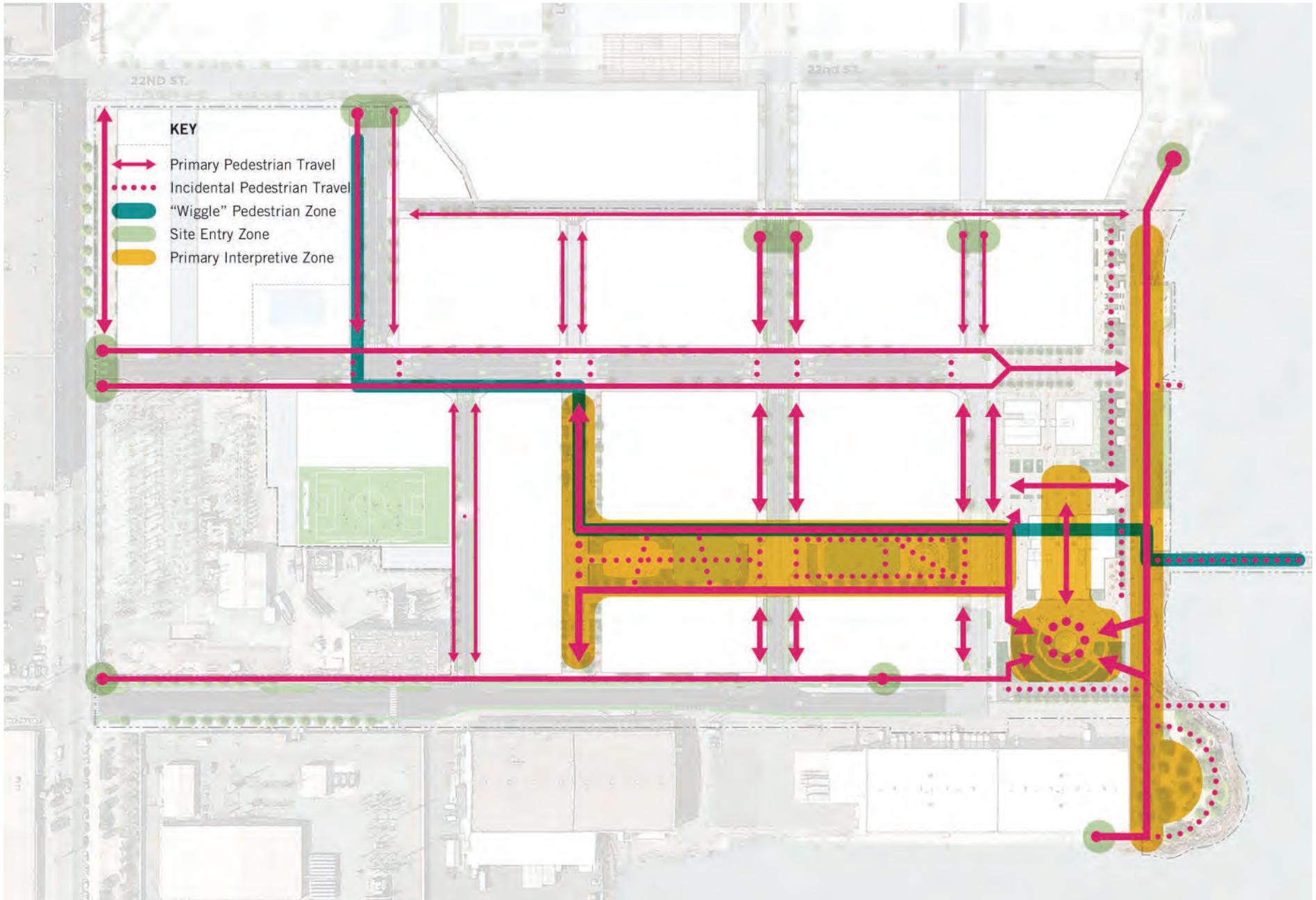
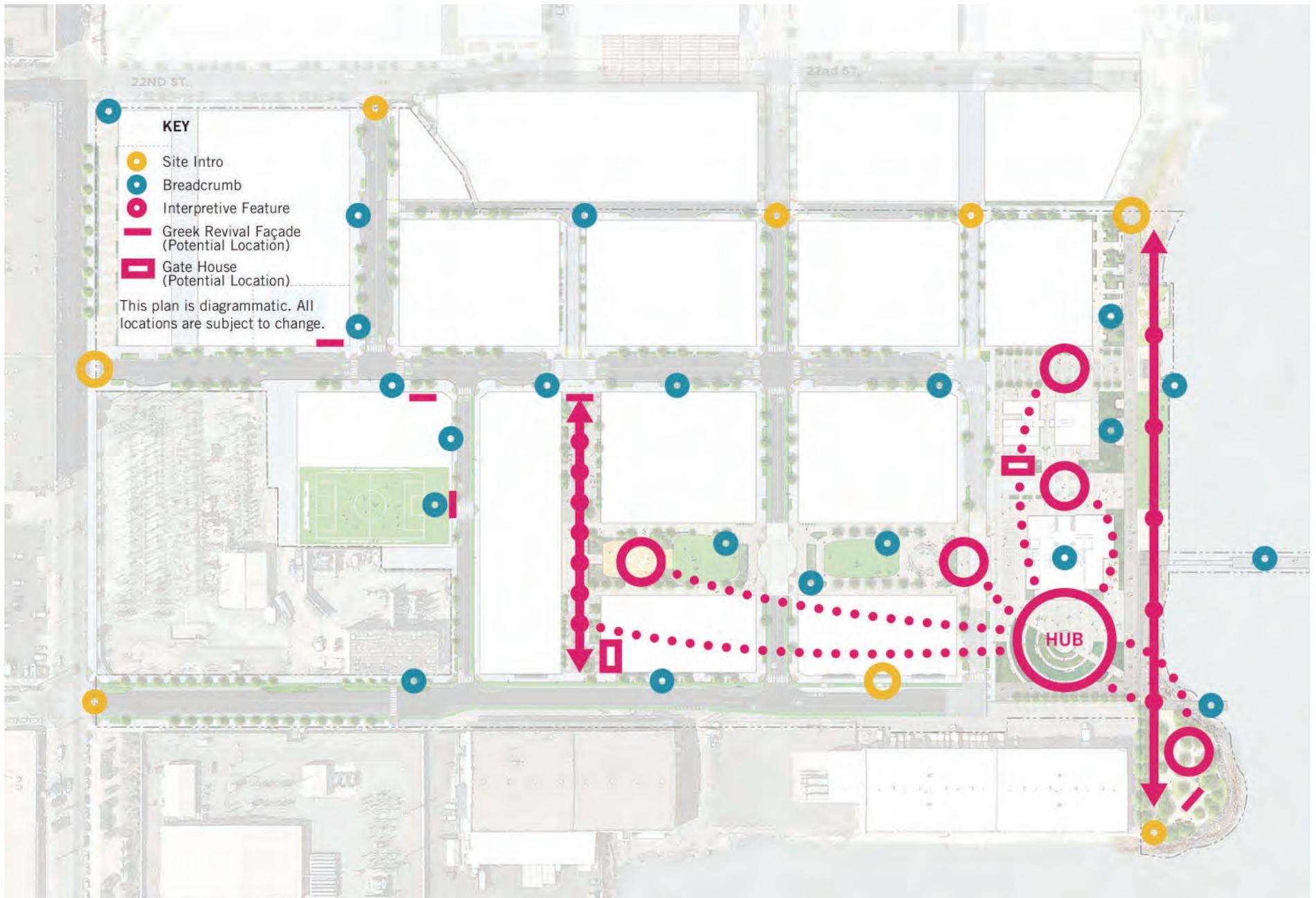


Figure 2.2.2 Interpretive Location Plan Diagram



## 2.3 Interpretive Production Techniques

### GUIDELINES

#### 2.3.1 Interpretive Production Techniques

Use constructed or existing site elements, if feasible, as interpretive infrastructure. This will not only produce a more integrated look, but can also reduce cost and structural interventions in a busy landscape. While each interpretive experience may employ a variety of methods to tell a story, the following family of techniques should be used when possible. See Figure 2.3.1 for precedent imagery of these techniques.

##### A) Etched Concrete

Text and/or diagrammatic (or halftone) images are etched into a horizontal or vertical cast concrete surface via a graphic film that is temporarily applied to the form in the casting production. When removed, this visually exposes the aggregate within the surrounding smooth finished surface wherever the graphic exists.

##### B) Sandblasted Surface

Text and/or diagrammatic images are sandblasted into hard surfaces (concrete, paving, boulders) via a frit masking process. This produces depth wherever the graphic occurs and may be used across a field of material or individually. This process is best-suited for irregular or already-set surfaces and may be dyed to produce additional contrast.

##### C) Laser-Etched Wood

Text and/or diagrammatic images are laser-etched into wood decking, benches, and other site wood surfaces (prior to delivery to the site), removing a small amount of material wherever the graphic occurs. The graphic contrast is enhanced by a slight burning of the wood. This may be used across a field of wood or individually.

##### D) Modified Metal

Text and/or diagrammatic images are incorporated into metal surfaces via a variety of techniques, including chemical etching, rust-resistant finishes, and screenprinting. Additionally, laser (or waterjet) cutting may be employed to shape and/or remove material.

##### E) Tactile Object

A cast bronze dimensional representation of an historical object (or site plan) is attached to a wayside (or other explanatory) panel, or set on its own, to provide tactile interpretation. This durable surface may have a patina (or paint) applied to match other site materials. The technique is especially relevant for those with visual disabilities.

##### F) Wayside

A explanatory graphic panel is mounted to an architectural surface or is freestanding to give interpretation specific to that area or adjacent building/object. This is the primary tool utilized to provide interpretive depth, where necessary. It may also be paired with other interpretive production techniques and wayfinding information.

Figure 2.3.1 Interpretive Production Techniques



a. Etched Concrete



b. Sandblasted Surface



c. Laser-Etched Wood



d. Modified Metal



e. Tactile Object



f. Wayside

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## Section 3

# LAND USE

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3.2	Ground Floor Uses	50



RESIDENTIAL

COMMERCIAL

GROUND FLOOR USES

RECREATION

PARKS

## Zoning and Land Use

The Power Station project will provide a mix of the uses that support the Central Waterfront neighborhood identity as a place to live, work, and create.

The district permits Residential, Office, Hotel, Life Science, Laboratory, PDR, Retail, and Entertainment, Arts, and Recreation uses. Off-street accessory parking is permitted, and off-street non-accessory parking is not permitted. Supplementing the permitted uses are standards designed to create active ground floor uses, including PDR spaces that will enliven frontages along 23rd Street, and community-oriented spaces or residences throughout the neighborhood. The district permits rooftop accessory and principal uses including Retail, Child Care Facilities, and Entertainment, Arts, and Recreation uses.

The zoning and land use controls that follow will be codified in the *San Francisco Planning Code Section 249.87*, as the Power Station Special Use District (the “SUD”). The land uses for each block are intended to create a vibrant, complete neighborhood.

As shown in the Land Use Plan (Figure 3.1.1), a variety of land uses are permitted on each block.

Uses shown in the Land Use Plan apply to all floors, including mezzanines and ground floors, unless otherwise noted. The standards focus on overall categories of use, and denote specific uses within each category that are not permitted.

## 3.1 Land Use Plan

### STANDARDS

#### 3.1.1 Land Use

The Power Station Project is within the Potrero Power Station Special Use District (PPS-SUD). Port-owned waterfront land is zoned P (Public) and the remainder of the site is zoned PPS-MU (Potrero Power Station-Mixed Use). All uses shall be permitted, except as listed in Table 3.1.1 as Not Permitted (NP). The uses shown in Table 3.1.1 are principal uses.

Land use categories identified in Table 3.1.1 are consistent with Planning Code definitions.

Ground floor uses shall be further regulated by Section 3.2: Ground Floor Uses.

#### 3.1.2 Dwelling Unit Density Limit

Dwelling unit density shall not be limited by lot area. See Section 6.1.3 and 6.1.4 for dwelling unit exposure standards and residential open space requirements.

#### 3.1.3 Required Minimum Dwelling Unit Mix

(a) No less than 30 percent of the total number of proposed dwelling units in each building or phase shall contain at least two bedrooms. Any fraction resulting from this calculation shall be rounded to the nearest whole number of dwelling units.

(b) No less than 10 percent of the total number of proposed dwelling units in each building shall contain at least three bedrooms. Any fraction resulting from this calculation shall be rounded to the nearest whole number of dwelling units. Units counted towards this requirement may also count towards the requirement for units with two or more bedrooms as described in subsection (a) above.

(c) The minimum dwelling unit mix requirement shall not apply to buildings for which 100 percent of the residential uses are designated under Planning Code as: Group Housing, Inclusionary or below-market-rate dwelling units, Single Room Occupancy (SRO) Units, Student Housing, or housing specifically and permanently designated for seniors or persons with physical disabilities, with the exception of units to be occupied by staff serving any of the foregoing residential uses.

#### 3.1.4 Active Uses in Open Spaces

Retail Sales and Service and Entertainment, Arts, and Recreation Uses are allowed within a limited number of mobile carts and kiosks in parks and open spaces, as shown in Table 4.15.1 and discussed in Section 4.15. See Figure 4.15.1 for potential locations where mobile carts and semi-permanent kiosks are permitted.

#### 3.1.5 Temporary Uses

Temporary Uses and Intermittent Activities (as listed in *Planning Code Sections 205.1 through 205.4*) are permitted, provided that the Temporary Uses listed in *Section 205.3* are limited to 72 hours per event, for up to 12 events per year per building.

In addition to the above, Retail Sales and Service Uses as well as Entertainment, Arts, and Recreation Uses that are permitted as a principal use pursuant to Table 249.87-1 in the PPS SUD may be authorized for a period of up to 180 days as a Temporary Use.

#### 3.1.6 Outdoor Activity Areas

Outdoor Activity Areas are permitted.

**Table 3.1.1 \* Permitted Uses**

<b>Power Station Blocks (As Shown in Figure 3.1.1)</b>	<b>Residential Uses</b>	<b>Institutional Uses</b>	<b>Retail Sales and Service Uses</b>	<b>Non-Retail Sales and Service (including Office Uses)</b>	<b>Entertainment, Arts, and Recreation Uses</b>	<b>PDR Uses</b>	<b>Parking Garage, Public</b>	<b>Laboratory Uses</b>	<b>Life Science Uses</b>	<b>Utility and Infrastructure</b>
<b>Block 1</b>	P	P(1)	P(2)(7)	P(8)	P(3)(9)	P(5)	P(14)	NP	NP	NP(12)
<b>Block 2</b>	NP	P(1)	P(2)(7)	P(13)	P(3)(9)	P(5)	NP	P(13)	P(13)	NP(12)
<b>Block 3</b>	NP	P(1)	P(2)(7)	P(13)	P(3)(9)	P(5)	NP	P(13)	P(13)	NP(12)
<b>Block 4</b>	P	P(1)	P(2)(7)	P(8)	P(3)(9)	P(5)	NP	NP	NP	NP(12)
<b>Block 5</b>	P	P(1)	P(2)(7)	P(8)	P(3)(9)	P(4)(6)	P(14)	NP	NP	NP(6)(12)
<b>Block 6</b>	Block Omitted from Land Use Plan									
<b>Block 7</b>	P	P(1)	P(2)(7)	P(8)	P(3)(9)	P(5)	NP	NP	NP	NP(12)
<b>Block 8</b>	P	P(1)	P(2)(7)	P(8)	P(3)(9)	P(5)	NP	NP	NP	NP(12)
<b>Block 9</b>	P	P(1)	P(10)	P(8)	P(3)(11)	P(5)	NP	NP	NP	NP(12)
<b>Block 10</b>	Block Omitted from Land Use Plan									
<b>Block 11</b>	NP	P(1)	P(2)(7)	P(13)	P(3)(9)	P(4)	NP	P(13)	P(13)	NP(12)
<b>Block 12</b>	NP	P(1)	P(2)(7)	P(13)	P(3)(9)	P(4)	NP	P(13)	P(13)	NP(12)
<b>Block 13</b>	P	P(1)	P(2)(7)	P(8)	P(3)(9)	P(4)(6)	P(14)	NP	NP	NP(6)(12)
<b>Block 14</b>	P	P(1)	P(2)(7)	P(8)	P(3)(9)	P(5)	NP	NP	NP	NP(12)
<b>Block 15</b>	NP	P(1)	P(2)(7)	P(13)	P(3)(9)	P(5)	NP	P(13)	P(13)	NP(12)
<b>The Stack</b>	NP	NP	P(2)	NP	P(3)	NP	NP	NP	NP	NP(12)
<b>Public and Private Open Space</b>	NP	NP	P(15)	NP	NP	NP	NP	NP	NP	NP

\* See Notes on the following page.

**Table 3.1.1 Notes:**

(1) Hospital is NP. P at basement, ground floor, and mezzanine only for majority Residential buildings; provided that Residential Care Facility and Child Care Facility are permitted on all floors.

(2) Hotel is NP.

(3) Livery Stables are NP.

(4) Automobile Assembly, Agricultural and Beverage Processing 1, Arts Activities, Business Services, Catering, Light Manufacturing, Metal Working, Trade Shop, Wholesale Sales are P at the basement level, ground floor, 2nd floor, and mezzanine only. Other PDR Uses are NP.

(5) Agricultural and Beverage Processing 1, Light Manufacturing, Arts Activities, Business Services, Catering, Trade Shop Wholesale Sales are P at the basement level, ground floor, 2nd floor, and mezzanine only.

(6) Public Utility Yard and Storage Yards are P.

(7) P at the basement level, ground floor, mezzanine, and 2nd floor only; on Blocks 2, 3, 11, 12, and 15, and Block 9 if Block 9 is majority non-residential, Bar, Tourist Oriented Gift Store, Specialty Grocery, Gym, Liquor Store, Limited Restaurant, General Restaurant, Instructional Service, and Retail Personal Service Uses are P on rooftops; other Retail Uses are NP on rooftops.

(8) P at the basement level, ground floor, and mezzanine only.

(9) P at the basement level, ground floor, mezzanine, and 2nd floor; on Blocks 2, 3, 11, 12, and 15, and Block 9 if Block 9 is majority non-residential, Arts Activities, General Entertainment, Nighttime Entertainment, Open Recreation Area, Outdoor Entertainment, and Passive Outdoor Recreation Uses are P on rooftops; other Entertainment, Arts, and Recreation Uses are NP on rooftops.

(10) Hotel is P. Bar, Tourist Oriented Gift Store, Specialty Grocery, Gym, Liquor Store, Limited Restaurant, General Restaurant, Instructional Service, and Retail Personal Service Uses are P on rooftops; other Retail Uses are NP on rooftops. Only one rooftop bar shall be permitted on Block 9. If building is majority Residential, P at the basement level, ground floor, mezzanine, 2nd floor and 3rd floor only.

(11) If building is majority non-residential, P on all floors and rooftop, provided that only Arts Activities, General Entertainment, Nighttime Entertainment, Open Recreation Area, Outdoor Entertainment, and Passive Outdoor Recreation Uses P on rooftops; other Entertainment, Arts, and Recreation Uses are NP on rooftops. If building is majority Residential, P at the basement level, ground floor, mezzanine, 2nd floor, and 3rd floor only.

(12) Wireless Telecommunications Services (WTS) Facility, Macro and Wireless Telecommunications Services (WTS) Facility, Micro are P.

(13) Consistent with the Phasing Plan of the Development Agreement, one or more of Blocks 2, 3, 11, 12, or 15 must be deed restricted for Life Science/ Laboratory Uses.

(14) Up to one District Parking Garage is permitted but not required and may be located only on Block 1, 5, or 13. The maximum amount of parking that may be located in the Garage is subject to the parking maximums for the Project as built, less the amount of parking that is developed in each individual building. The maximum height of the Parking Garage shall be 90 feet. The rooftop of the District Parking Garage shall be used as a publicly accessible recreational sports field.

(15) Only Carts and Kiosks are permitted.



## 3.2 Ground Floor Uses

Engaging and accessible uses are encouraged on the ground floors of buildings. To encourage movement through the site from the existing Dogpatch neighborhood to Waterfront Open Spaces, a vibrant retail core will exist along Humboldt Street. Beginning with a neighborhood-serving grocery use near the entrance of the site, residents, employees, and guests alike will continue along the street to both neighborhood-serving retail and experiences more boutique in nature as one approaches the water's edge.

### STANDARDS

#### 3.2.1 Measuring Frontages

Frontages shall be measured in linear feet.

#### 3.2.2 Measuring Corners

A Corner shall consist of the first 30 feet extending from the intersection of two right-of-ways or a right-of-way and an open space along the frontage of a building.

#### 3.2.3 Active Use Frontages

To create pedestrian and visual activity at the ground floors of buildings, Active Uses shall occur on frontages within the site as shown in Figure 3.2.1. Ground floor Residential and Office uses meeting certain requirements described below qualify as a permitted Active Use. With the exception of space for parking and loading access, building egress, and access to mechanical systems, space for the following "Active Uses" must be provided within the first 25 feet minimum of building depth on the ground floor for 100 percent of the shaded Active Use, Priority Retail and Priority PDR frontage zones identified in Figure 3.2.1, except where a different depth is described below:

- Retail, Sales and Service Use (including 1,000 square foot or smaller "Micro-Retail" uses, which can have a depth of 10 feet from the street, as opposed to the standard depth of 25 feet). See Section 6.17 for additional considerations regarding the development of Active Use space.
- PDR Use.
- Institutional Use. Social Spaces shall be provided at the front of the building, oriented toward the street, within at least the first 15 feet of building depth.
- Entertainment, Arts, and Recreation Use.

- Lobbies up to 40 feet wide or 25 percent of building frontage, whichever is larger.
- Up to 50 percent of the building frontage may contain accessory mail rooms and bicycle storage rooms with direct access to the street or lobby space and Non-Retail, Sales and Service Use (including Office Use). Social Spaces shall be provided at the front, oriented toward the street, within at least the first 15 feet of building depth.
- Residential Uses. Includes dwelling units and Social Spaces accessory to Residential Uses that have direct access to a street or public open space.

All Active Uses must have a Transparent Frontage per Standard 6.9.5, Transparent Frontage.

#### 3.2.4 Priority Retail Frontages

A minimum of 50 percent of the Active Uses in the Priority Retail Frontages shown in Figure 3.2.1 shall be limited to Retail Sales and Service Use to a depth of 40 feet.

#### 3.2.5 Priority PDR Frontages

A minimum of 75 percent of the Active Uses in the Priority PDR Frontages shown in Figure 3.2.1 shall be limited to PDR uses to a depth of 40 feet, except that if Childcare and/or Community Facilities are provided within the subject Priority PDR Frontage(s), then a minimum of 50 percent of the Active Uses shall be PDR.

Figure 3.2.1 Ground Floor Uses



Notes:

1. If Station A is damaged so severely that 30 percent or less of the walls listed in 6.14 remain, then Active Frontage will apply to north, east, and south façades, and Active Lane Frontage would apply to west façades. See also Standard 6.14.6.
2. Block 13 Mid-Block Alley Conceptual Location. Exact location of Mid-Block Alley is to be determined during design of Block 13. See Section 6.3 and Appendix A.12. Active Lane Frontage is required on both sides of Mid-Block Alley.
3. Block 15 Mid-Block Passage Conceptual Location. Exact location of Mid-Block Passage is to be determined during the design of Block 15. See Section 6.3 and Appendix A.6.

### 3.2.6 Active Lane Frontages

Active Lane Frontages shall contain Active Lane Uses for at least 20 percent of the subject building Frontage. Minimum depth requirements do not apply to this Frontage zone. Active Lane Uses include all those listed in Standard 3.2.3, Active Use Frontages, as well as the following:

- Building inset of at least 4 feet in depth at the ground floor for pedestrian amenities, including permanent, semi-permanent, and movable furnishings such as tables, chairs, umbrellas; and
- Public Art, such as a wall mural, at least 15 feet in height measured from ground level.

### 3.2.7 Accessory Uses

All ground-floor uses are permitted to provide accessory uses in up to 1/3 of their gross square footage.

### 3.2.8 Transformer Vaults

For any building with a frontage greater than 75 feet in length, transformers shall be located within a vault within the ground-floor building frontage with direct access to the sidewalk.

### 3.2.9 Active Corners

Street Corners are an important node of urban life, naturally resulting from crossroads, and providing an opportunity for people to gather, pause, and select a new path. Specific Corners are highlighted in Figure 3.2.1 as "Active Corners," requiring a higher level of publicness and activity to create opportunities for public interaction with buildings and wayfinding between different nodes within the site and beyond. Locations indicated as Active Corners are required to provide, for a minimum of 30 feet of the frontage from each Corner, either a Retail Sales and Service Use; Entertainment, Arts, and Recreation Use; or Community Facility Use; which comprise a subset of Active Uses per Standard 3.2.3. See Section 6.10 for a more detailed discussion of Active Corner guidelines.

## CONSIDERATIONS

### 3.2.10 Active Uses on Humboldt Street and Power Station Park

Consider locating Active Uses comprised of Non-Retail Sales and Services, and Lobby uses on Frontages other than those directly adjacent to Humboldt Street, Power Station Park, or Louisiana Paseo.

### 3.2.11 PDR Frontages

Consider locating Social Spaces such as communal kitchens or employee breakrooms of PDR Uses within the first 15 feet of building depth.

## Section 4

# OPEN SPACE

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Future Buildings at Pier 70

## Open Space

The Power Station's open spaces feature vibrant community parks and plazas, opportunities for active recreation, and iconic waterfront destinations. A vital stretch of San Francisco's historic waterfront, closed to the public for over 100 years, will be re-invigorated and opened up for all to enjoy.

Destination open spaces, along with inviting, neighborhood-focused spaces, will provide diverse public amenities and recreational opportunities for workers, residents, and visitors. These new open spaces will complement and enrich the network of existing and planned open space in Dogpatch and the Central Waterfront.

The Waterfront Open Spaces at the Power Station will be a destination that includes diverse programming to encourage a variety of experiences along the waterfront, emphasizing views to the Bay. Park designs will feature the 300-foot-tall Stack, an iconic structure that underscores the site's industrial past as a power plant. The design of a new civic space at Stack Plaza will enhance its status as a prominent landmark and encourage visitors to linger. Natural areas of Bay shore-adapted plants will alternate with urban social

areas at a variety of scales. Preserved elements of the site's industrial heritage will be showcased, connecting people to the Bay and contributing to the future health of its human and ecological communities.

A set of public, urban open spaces at Power Station Park and Louisiana Paseo will provide recreational and fitness activities, informal play, opportunities for casual social interaction, and space for outdoor gatherings and performances. A publicly accessible rooftop soccer field will provide additional space for organized sports. Refer to Figure 4.1.1 for the location of open spaces at the Power Station.

This section prescribes key features, values, and relationships that will define the qualities and functions of each open space that are essential to creating a unique, and vibrant urban open space network.

## 4.1 Open Space Network

The open space network is a fundamental part of the urban design and identity of the Power Station. A series of open spaces, located along the waterfront and at the center of the neighborhood, provide a well-rounded variety of social and recreational opportunities. In total, open space comprises approximately 24 percent of the total project area—6.9 out of 29 acres.

The open space network is made up of ten open space areas, as shown in Figure 4.1.1. The Waterfront Open Spaces are further divided into four distinct open space areas: The Point, Stack Plaza, Block 9 Open Spaces (Including Turbine Plaza and Unit 3 Entry Plaza), and Humboldt Street Plaza. Waterfront Park includes the Blue Greenway and all of the spaces between the Blue Greenway and the Bay shore, exclusive of the Point, as well as all of the ancillary spaces west of the Blue Greenway and bounded by Delaware Street that are not designated as part of any other open space area.

The Waterfront Open Spaces, at approximately 3.6 acres, will feature an urban edge, with shopping, dining, and public seating areas facing onto the Blue Greenway. The Blue Greenway will be punctuated by a series of overlooks, plazas, and native planting zones. Together, the waterfront open spaces will form a cohesive whole that acknowledges the site's

industrial past, while looking to a future for the Bay that prioritizes responsible planning and ecological wellbeing.

The project's stretch of the Blue Greenway will link seamlessly with the portion planned for Pier 70 to the north and to the greater Blue Greenway system. The series of integrated waterfront open spaces associated with the Blue Greenway will include: Humboldt Street Plaza, Block 9 Open Spaces (Including Turbine Plaza and Unit 3 Entry Plaza), Stack Plaza, the Point, and associated features, such as Bay overlooks, terraces, and multipurpose lawn areas. A potential recreational dock may provide water access and contribute to the Metropolitan Transportation Commission (MTC) Water Trail network.

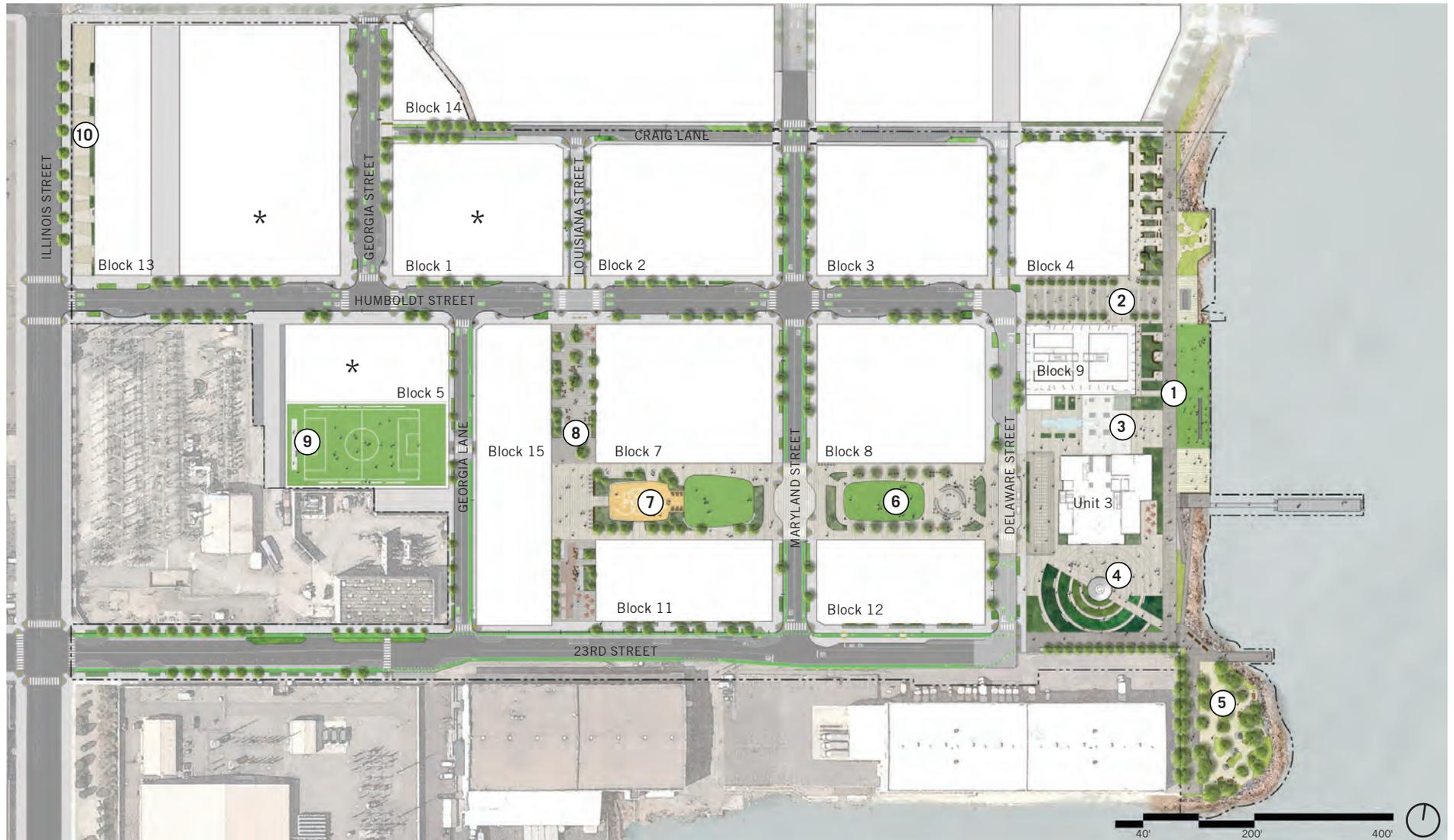
At the heart of the neighborhood, Power Station Park will include opportunities for fitness, active and passive recreation, and casual social interactions. The two blocks of Power Station Park, at about 1.2 acres, will have distinct programs and elements, but will also be linked by common features and materials. Louisiana Paseo (0.7 acres) will provide flexible-use urban plaza spaces and car-free pedestrian areas connecting the neighborhood's retail and residential uses with the open space program.

A rooftop soccer field on top of the District Parking Garage (if developed), at 0.7 acres, will provide a publicly accessible Under-10 sized soccer field.

All of these open spaces will be carefully integrated with adjacent ground-floor uses of the blocks and buildings to create delightful, welcoming, active, and unique places.

Open space at the Power Station will conform to BCDC and Public Trust requirements where applicable. All open spaces will provide active, distinctive programming to attract visitors and create a lively network of well-loved public spaces along San Francisco's waterfront.

Figure 4.1.1 Location Map of Open Spaces



- |  |   |   |                                       |
|--|---|---|---------------------------------------|
| ① Waterfront Open Spaces:<br>Section 4.16-4.19 | ④ Stack Plaza: Section 4.21             | ⑦ Power Station Park West: Section 4.29   | ⑩ Illinois Street Plaza: Section 4.32 |
| ② Humboldt Street Plaza: Section 4.24          | ⑤ The Point: Section 4.20               | ⑧ Louisiana Paseo: Section 4.30   |                                       |
| ③ Block 9 Open Space: Section 4.22-4.23        | ⑥ Power Station Park East: Section 4.28 | ⑨ Rooftop U-10 Soccer Field: Section 4.31   |                                       |
|  |   | * Rooftop Soccer Field will be at the District Parking Garage,<br>which may be at Block 1, Block 5, or Block 13 |                                       |

## 4.2 Open Space Systems

While the Power Station's open spaces each have their own distinct character and unique elements, a common set of systems and principles is standard across the open space network, constituting a unified set of aesthetic, functional, and structural elements. Standards and guidelines specific to each open space are described in the relevant sections (4.16 through 4.33). Sections 4.3 through 4.15 provide general standards and guidelines that apply to all open spaces.



Figure 4.2.1 View of the Power Station Looking Northwest



### 4.3 Resilience and Adaptation

The Waterfront Open Spaces at the Power Station will balance the goal of maximizing public access to the Bay with the reality of "living with the Bay" in the face of future sea level rise. Figure 4.3.2 depicts the portions of the waterfront that will be adapted for sea level rise inundation, and those that will be designed to accommodate temporary coastal flooding events. In the adaptation plan, approximately 5 percent, or 0.3 acres (14,000 sf), of open space area will be lost under a model that assumes approximately 6 feet of sea level rise, which is projected to occur by 2100.

Finished grade elevations of the Waterfront Open Spaces will be determined based on sea level rise projections for the year 2100 to ensure that accessible paths of travel and all major program areas will remain free of coastal flooding.

### STANDARDS

#### 4.3.1 Grading Design Criteria

Waterfront Open Spaces shall be graded consistent with the requirements of the Infrastructure Plan. The Blue Greenway design elevation shall be above the current 100-year coastal flood elevation plus 6 feet of sea level rise inundation. Where existing structures require accommodation at a lower elevation, such as the Stack, ADA-compliant access shall be provided.

A recreational floating dock is permitted but not required. If provided, the floating dock for the recreational dock shall be constructed with steel pipe guide piles. The piles allow the dock to float up and down with water levels in the Bay, up to 7.3 feet above the 100-year coastal flood elevation.

The lower deck of the recreational dock shall be designed with piles that will allow for construction of a higher deck on top of the lower deck in the future. The lower deck and piles shall be designed with capacity for additional weight of the future adapted higher deck and associated concrete frame. The pathway to the lower deck shall be reconstructed at a higher elevation as part of the higher deck adaptation.

Figure 4.3.1 Projected Sea Level Rise of 3.5 feet and 6 feet with Existing Site Topography

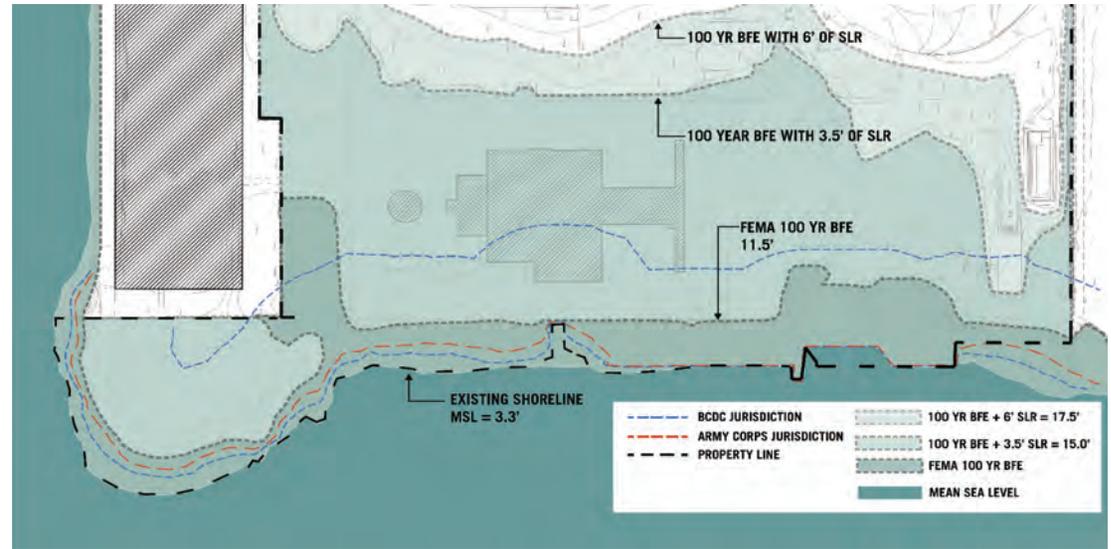


Figure 4.3.2 Projected Sea Level Rise of 3.5 feet and 6 feet with Proposed Grading and Seawall

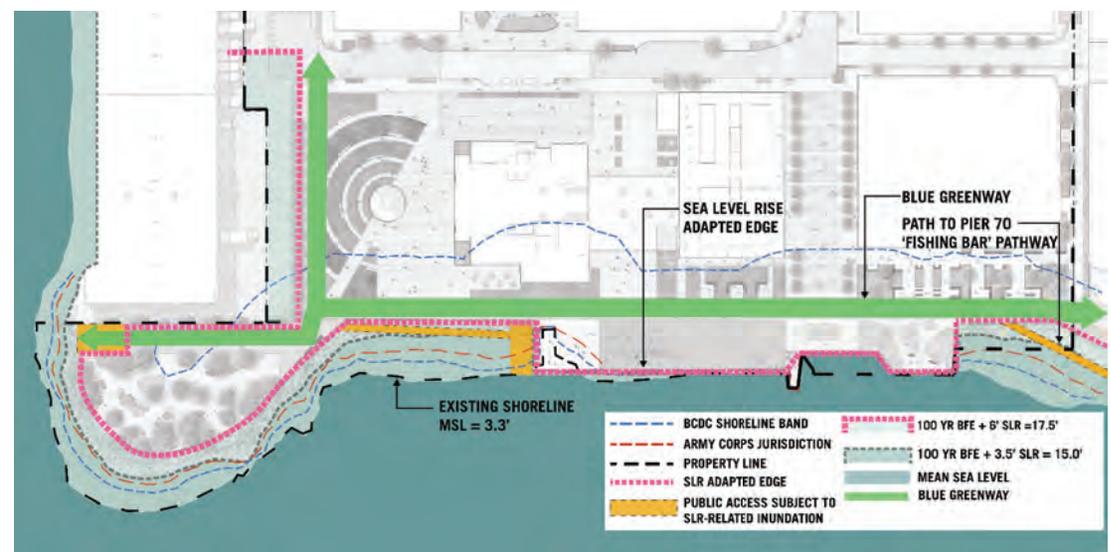
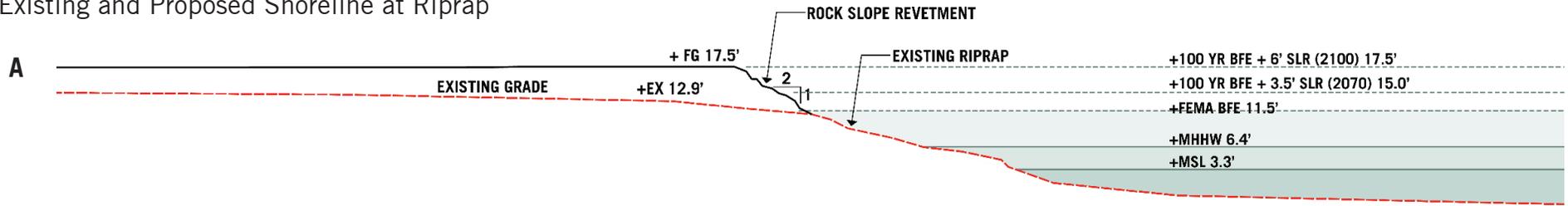
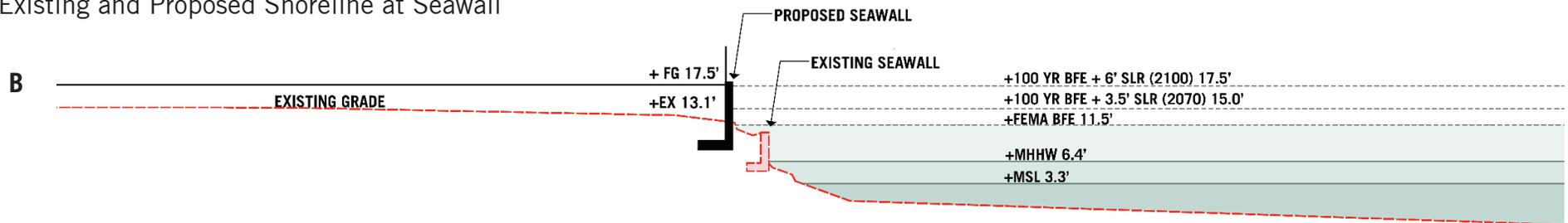


Figure 4.3.3 Typical Existing and Proposed Shorelines at Riprap and Seawall

Existing and Proposed Shoreline at Riprap



Existing and Proposed Shoreline at Seawall



Legend:

- FEMA** Federal Emergency Management Agency
- BFE** Base Flood Elevation
- MHHW** Mean Higher High Water
- MSL** Mean Sea Level
- SLR** Sea Level Rise

## 4.4 Open Space Pedestrian Circulation

The open spaces at the Power Station will play an integral role in the neighborhood's overall pedestrian network, connecting streets to parks and bringing people to the waterfront. The open spaces will give residents and visitors intuitive, generous, and clear routes through a diverse set of parks and plazas. Standards and guidelines regarding pedestrian circulation are located within the controls for the Power Station's specific open spaces. Please see Sections 4.17.1, 4.20.1, 4.21.2, 4.22.1, 4.24.1, 4.26.1, 4.26.2, 4.28.3, and 4.30.1.

Figure 4.4.1 Example Pathway Conditions



Ample pedestrian walkways with furnishings and amenities.



Park edge path open to central field.



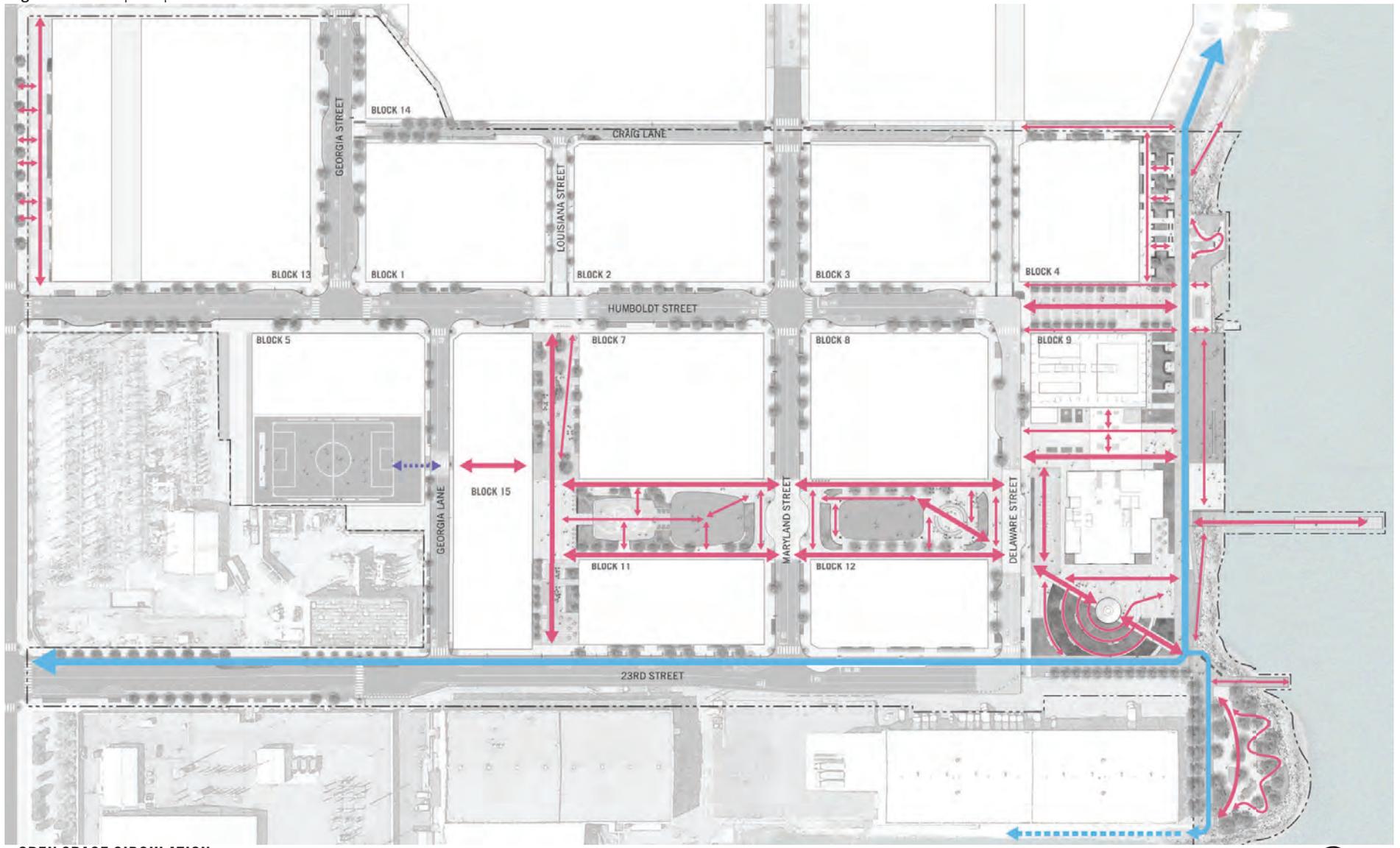
Plaza edge with generous seating and wide paths of travel.



Waterfront promenade with generous proportions and multiple seating types.

OPEN SPACE

Figure 4.4.2 Open Space Circulation Overview



**OPEN SPACE CIRCULATION**

Legend

- ▬ Primary Pedestrian Circulation
- ▬ Blue Greenway
- ▬▬▬ Blue Greenway (Potential Future Continuation by Others)
- ▬▬▬▬ Public Access to Rooftop Soccer Field (See Section 6: Buildings)



## 4.5 Urban Forest in Parks and Open Space

Trees within the Power Station's open spaces will help achieve the project's goals for a sustainable and healthy environment. The composition and distribution of a diverse, adaptive urban forest will create a resilient ecological framework to shape varied sensory experiences across the site and provide waterfront and urban habitat.

Trees will provide shade, reduce the urban heat-island effect, and provide shelter for birds and other wildlife.

As trees are some of the most functional and iconic elements in the landscape, careful selection is important in creating a successful urban forest.

The following standards and guidelines apply only to areas outside of the public right-of-way within Privately Owned Publicly Accessible Open Spaces (POPOS). Standards and guidelines for street trees can be found in Sections 5.11 and 5.12.

### STANDARDS

#### 4.5.1 Urban Forest Composition

Selected species shall generally conform to the baseline for species diversity and distribution shown in Figure 4.5.1. Species selection must also comply with SFPW requirements (and Port requirements, in Port-owned areas).

#### 4.5.2 Tree Installation and Establishment

**A) Minimum Installation Size:** Trees shall be installed at a minimum box size of 24 inches.

**B) Soil Composition:** Tree planting soil for backfill within tree pits shall be sandy loam soil and amended as required to provide a healthy and fertile root zone.

**C) Tree Staking:** Manufactured wood or steel staking systems shall be used to stake trees as required during the establishment period if prevailing wind conditions threaten stability of new planting.

**D) Clear Trunk:** Requirements for clear trunk, the measurement between ground level and first branching, shall be achieved within five years of installation. Branches shall not interfere with Pedestrian Throughway as defined in Section 5.2 of this D4D (minimum 84-inch clearance measured from ground surface). At designated fire access clear zones, maintain mandated minimum fire truck vertical clearance of 13 feet and 6 inches (measured from roadway surface).

**E) Establishment Period:** Centrally controlled automatic drip irrigation shall be provided to each tree for establishment irrigation for a minimum of three years. Following that period, tree irrigation may be reduced or eliminated. Minimize potable water use for irrigation (see Section 4.8.1).

### GUIDELINES

#### 4.5.3 Tree Species Selection

Tree species should be selected and located based on a combination of their aesthetics and their ecological performance benefits related to improved air quality, stormwater retention, biodiversity and habitat creation, carbon sequestration, and benefits related to public health and comfort.

Tree species for each open space should be selected in consultation with a certified arborist. Species should conform to the aesthetic and performance requirements in Figure 4.5.2 and to the irrigation requirements described in Section 4.8. Power Station tree species should be selected using the following criteria:

- Drought tolerance.
- Non-invasive.
- Proven long-term durability (20- to 30-year life span) in the region.
- Tolerance of urban conditions such as compacted soils and air pollution.
- Resistance to disease and blight.
- Medium to high density branching structure that will provide shade.
- Ability to adapt to predicted future temperature increases related to climate change.
- Non-fruiting and free of significant seed pods.
- Wind Tolerance. Wind-tolerant species are those that can survive and thrive in windy conditions without significant root and branch damage or deformation.
- Habitat value. At least 25% of trees should be selected to provide habitat opportunities for birds and insects.

Note: Consult [www.SFplantfinder.org](http://www.SFplantfinder.org) for tree selection tools.

**4.5.4 Soil Volume**

Trees in the public realm should have adequate soil volume and water infiltration to allow for healthy tree growth.

**4.5.5 Tree Maintenance**

**A) Pruning**

Trees in the public realm should be pruned yearly to sustain long-term health and to maintain desired growth pattern.

**B) Water Application**

Determine appropriate water application after establishment (minimum of three years) in consultation with a certified arborist’s comprehensive review of tree health on the site. Monitor water application. Only use non-potable water for irrigation, per Section 4.8.1.

**CONSIDERATIONS**

**4.5.6 Soil Volume**

Where feasible, continuous soil volumes connecting multiple tree wells below paving is recommended. Structural soil systems or structural cell systems are recommended for this application, if permitted by SFPW and SFPUC.

**4.5.7 Tree Species Selection**

Trees that provide habitat opportunities for birds and other small wildlife are encouraged.

**Figure 4.5.1** Urban Forest Diversity Planting Zones in Open Space



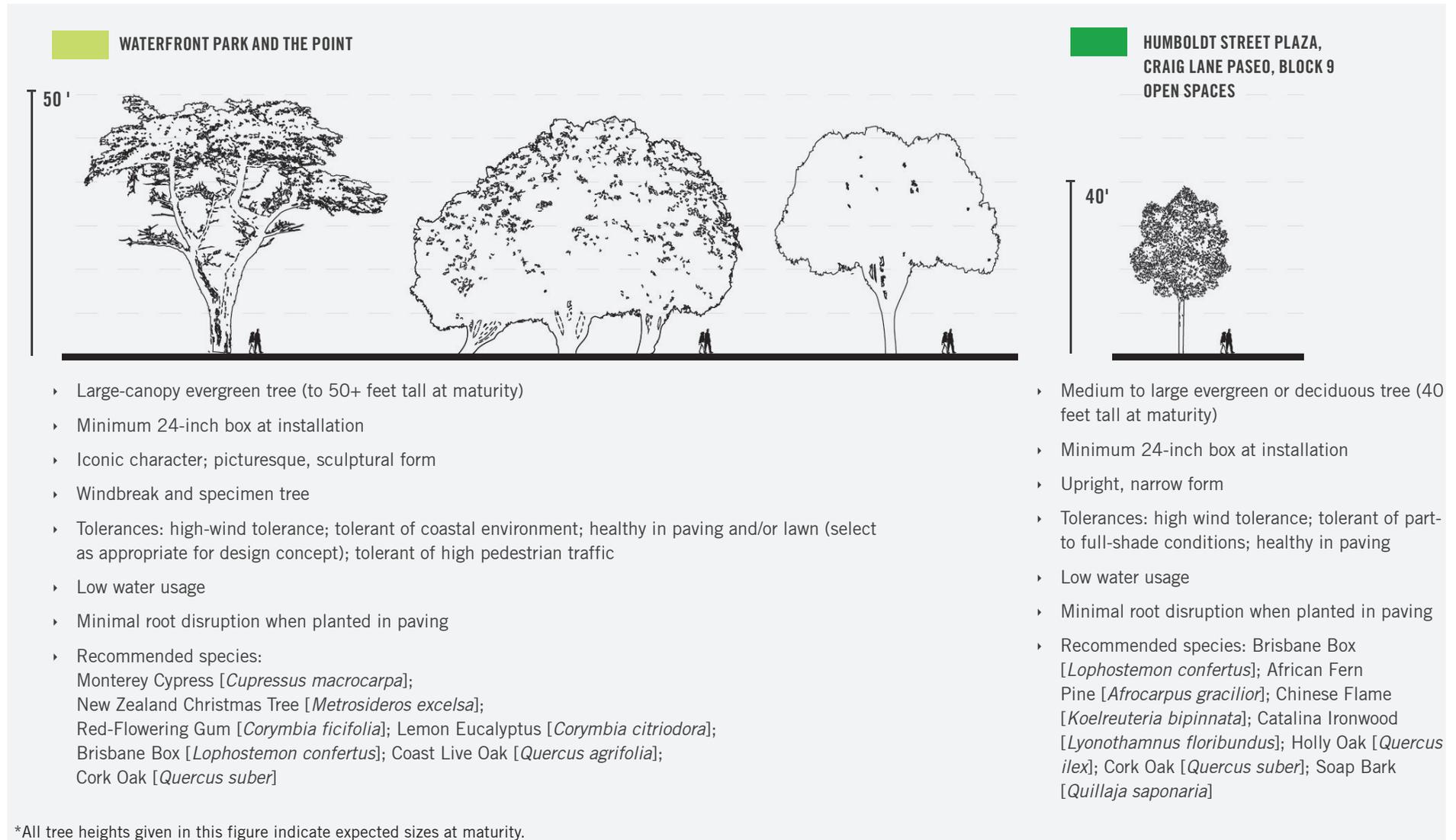
**URBAN FOREST DIVERSITY**

Planting Zones

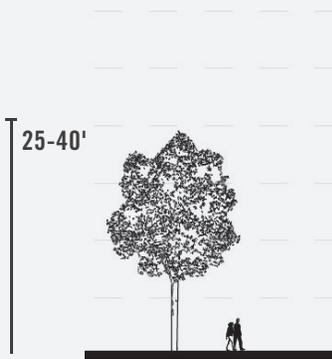
- Power Station Park
- Waterfront Park and The Point
- Louisiana Paseo
- Humboldt Street Plaza, Craig Lane Paseo, and Block 9 Open Spaces

Tree criteria for each zone are given in Figure 4.5.2.

Figure 4.5.2 Tree Aesthetic and Performance Criteria by Planting Zone

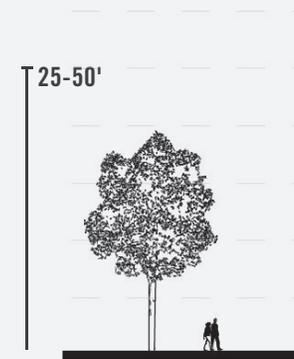


**POWER STATION PARK**



- ▶ Primary size: Small to medium evergreen or deciduous tree (25 to 40 feet tall at maturity)
- ▶ Secondary Size: Large specimen tree with picturesque form used to punctuate and identify key spaces and provide landmark feature (40 feet or taller at maturity)
- ▶ Minimum 24-inch box at installation
- ▶ Use upright or narrow form trees when planting close to buildings
- ▶ Use deciduous species where winter sun exposure is desirable
- ▶ Tolerances: medium to high wind tolerance; tolerant of part shade to deep shade; tolerant of coastal environment; healthy in paving
- ▶ Low water usage
- ▶ Recommended species: Melaleuca [*Melaleuca quinquenervia*]; African Fern Pine [*Afrocarpus gracilior*]; Chinese Flame [*Koelreuteria bipinnata*]; Catalina Ironwood [*Lyonothamnus floribundus*]; Holly Oak [*Quercus ilex*]; Cork Oak [*Quercus suber*]; Soap Bark [*Quillaja saponaria*]; Coast Live Oak [*Quercus agrifolia*]; Water Gum [*Tristaniopsis laurina*]; Olive [*Olea europaea*]; Strawberry Tree [*Arbutus x Marina*]; Peppermint Tree [*Agonis flexuosa*]; Carob Tree [*Ceratonia siliqua*]; Australian Willow [*Geijera parviflora*]; Sweet Hakea [*Hakea suaveolens*]

**LOUISIANA PASEO**



- ▶ Medium to large evergreen or deciduous tree (to 50 feet tall at maturity)
- ▶ Secondary Size: Large specimen tree with picturesque form used to punctuate and identify key spaces and provide landmark feature
- ▶ Minimum 24-inch box at installation
- ▶ Use upright or narrow form trees when planting close to buildings
- ▶ Tolerances: medium to high wind tolerance; tolerant of part to full shade; healthy in paving
- ▶ Minimal root disruption when planted in paving
- ▶ Low water usage
- ▶ Recommended species: Brisbane Box [*Lophostemon confertus*]; Lemon Eucalyptus [*Corymbia citriodora*]; Primrose Tree [*Lagunaria patersonii*]; Catalina Ironwood [*Lyonothamnus floribundus*]; Holly Oak [*Quercus ilex*]; Coast Live Oak [*Quercus agrifolia*]

## 4.6 Planting, Ecology, and Habitat

Planting design is a key element that can add ecological and habitat value to open space design. Ground-level planting within the Power Station's open spaces will be integrated with active use of the park and planted with resilient native, climate-appropriate and climate-adaptive, non-invasive species that perform ecologically and aesthetically.

### GUIDELINES

#### 4.6.1 Plants: Site and Program Specificity

Plant species should be selected for their adaptability to particular site conditions and programmatic needs of each space, including foot traffic and active and passive uses.

#### 4.6.2 Plants: Water Use

Specify low water-use plants. Use climate-adapted species.

#### 4.6.3 Invasive Plants

Use native or non-invasive species. Non-native invasive plants should not be used.

#### 4.6.4 Plant Selection

At least 50% of understory plants should be California and San Francisco native plants, and include pollinator species. Trees, understory, and stormwater garden plants should contribute functionally and aesthetically to the overall design concept and experience of the Power Station's open spaces. See Figure 4.6.2 for an example shrub and groundcover palette. See Section 4.7 for suggested stormwater garden plant palettes.

### CONSIDERATIONS

#### 4.6.5 Plant Selection

Trees and plants should contribute to the goal of biodiversity and increased habitat value. Species with habitat value include those that provide nectar and fruit for insects and birds, and shelter for birds. Plant selection and design should also contribute to the goal of reducing the carbon footprint of the project.

#### 4.6.6 Recycled Water and Plant Selection

When using recycled water in irrigation, select plants that can tolerate the salinity levels of the recycled water, which may be higher than potable water. Consult the California Department of Water Resources ([www.ca.gov](http://www.ca.gov)) for guidance and a recommended list of plants with high tolerance of salt in irrigation water.

#### 4.6.7 Plants: Interpretation and Education

Consider integrating interpretive elements into planting design, to engage and educate visitors about the value of diverse native plant communities.

Figure 4.6.1 Native Coastal Planting

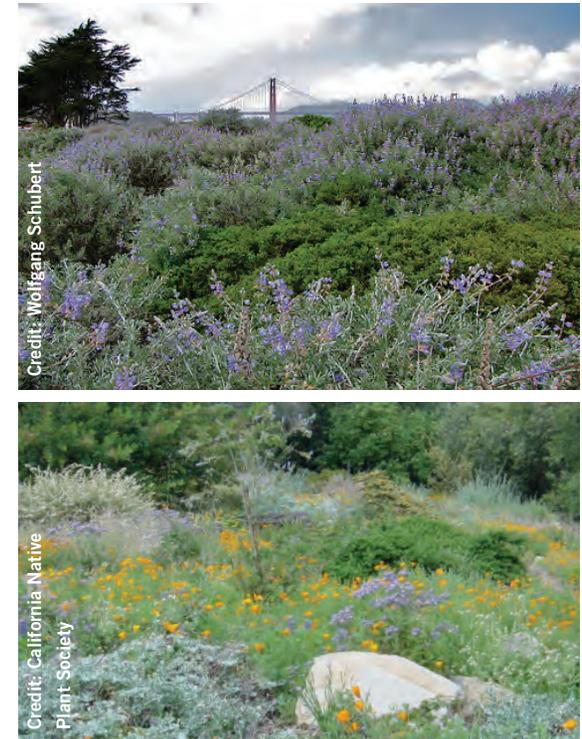


Figure 4.6.2 Example Shrub and Groundcover Palette\*



CA CALIFORNIA NATIVE SPECIES  
SF SAN FRANCISCO NATIVE SPECIES

\*Refer to [sfplantfinder.org](http://sfplantfinder.org) for additional plant species that support biodiversity.

## 4.7 Stormwater Management

The Power Station's landscapes and building systems will be designed to work together to conserve, reuse, and filter water.

The project will be designed to integrate Low Impact Development (LID) strategies and green infrastructure to achieve compliance with San Francisco Stormwater Management Ordinance (SMO). LID strategies will include reducing stormwater runoff from impervious surfaces by integrating landscaping, permeable surfaces, rainwater harvesting and green roofs. Stormwater management facilities include primarily plant-based treatment measures, such as bioretention areas, including rain gardens, flow-through planters and green roofs. Infiltration may also be considered, but it is anticipated that the low infiltrating soils and documented underlying environmental contamination will challenge the feasibility of permeable pavement use as a stormwater measure on site. The green infrastructure will treat, reuse, or infiltrate stormwater and reduce volume and runoff rates prior to discharging to the Bay or the downstream system.

The project stormwater management system includes areas with a combined sewer system, which combines stormwater with other wastewater and sends it to wastewater treatment facilities prior to discharge to the bay, and other areas with a Separated Storm Drain System, which maintains stormwater runoff in a separate system that discharges directly to the Bay. The delineation of these areas is depicted on Figure 4.7.1. The stormwater management performance requirements for each of these areas are generally described below. Refer to section 16.1 of the Infrastructure Plan for additional information. Treatment and reduction of run-

off as a result of said green infrastructure will prevent pollutants from washing into the Bay and reduce the project's impacts on the City's downstream system. Co-benefits, such as urban greening, improved air quality, biodiversity, and reduced urban heat island effect, can be provided by implementing LID and green infrastructure.

Site hydrology will be considered in the design of open spaces and streets in a systematic way, with green infrastructure as an integrated part of the public realm. Bioretention treatment areas (including stormwater treatment gardens & bioswales) will be seamlessly incorporated into the spatial, topographical, and circulation design of the Power Station's open spaces.

The standards, guidelines, and considerations in this section apply to open space areas, as well as streets. See Section 5.13 for stormwater management standards and guidelines that apply only to streets.

### STANDARDS

#### 4.7.1 Stormwater Management

Stormwater Control Plans will be provided to the San Francisco Public Utilities Commission (SFPUC) for review and approval.

#### 4.7.2 Stormwater Treatment Area Requirements: A) Localized Treatment

Required treatment volume for each street and open space shall be accommodated and located as close to the source as possible, unless stormwater can be treated in centralized locations.

#### B) Minimum Treatment Footprint Area and Performance Requirements

Minimum stormwater treatment footprint areas noted in the Infrastructure Plan shall be provided for treatment of impervious surfaces in each open space as well as potential watershed-scale treatment in large feature gardens around the Stack. Stormwater facilities shall conform to applicable performance and area requirements per the Infrastructure Plan, Chapter 16.

#### 4.7.3 Stormwater Management Plant-Based Facility Design

Stormwater gardens within open spaces shall adhere to accessibility and safety standards. If directly adjacent to a pedestrian area, the top of the planted surface shall be no greater than 18 inches below the surface of adjacent paving. Design of stormwater gardens shall be integrated into the design of open spaces. See Figures 4.7.2 for ways to integrate stormwater landscaping into open spaces.

### GUIDELINES

#### 4.7.4 Stormwater Management

##### A) General

The public realm at the Power Station should include stormwater management for impervious areas within the open space network. The stormwater runoff from impervious surfaces will be directed to primarily plant-based stormwater management features, such as bioretention elements, including rain gardens and flow-through planters.

Figure 4.7.1 Stormwater Management and Conceptual Layout of Bioretention Treatment Areas



**STORMWATER MANAGEMENT**

Bioretention Zones

-  Bioretention Treatment Areas - Conceptual Layout
-  Boundary Between Combined Sanitary Sewer Areas and Separate Storm Drain Areas



**B) Conceptual Management Strategy: Separated Storm Drain Areas**

Within the Separated Storm Drain Areas of the project, stormwater treatment should be handled through plant-based treatment facilities integrated into the open spaces and streets. The treatment facilities will include specific localized treatment areas distributed throughout the open space and street areas. The treatment facilities will be centralized where feasible, which may include larger stormwater gardens around the Stack, and in Power Station Park, to which runoff is conveyed by gravity or force main for treatment. Figure 4.7.1 illustrates the conceptual management strategy.

**C) Conceptual Management Strategy: Combined Sewer Areas**

Within the Combined Sewer Areas of the project, stormwater volume and rate reductions for the open space and streets should be achieved. This should be handled through a combination of plant-based stormwater management integrated into the open spaces and streets as well as credits achieved by excess volume and rate reductions from the buildings within the Combined Sewer Area. Figure 4.7.1 illustrates the conceptual management strategy.

**4.7.5 Stormwater Management Plant-Based Facility Plant Selection**

Use native and non-invasive plants that tolerate wet and dry conditions and are adapted to coastal climate. Refer to SFPUC-approved list of stormwater plants at SFplantfinder.org.

**Figure 4.7.2** Precedent Images: Plant-Based Treatment Integrated into Open Space Design



**CONSIDERATIONS**

**4.7.6 Stormwater Management Plant-Based Facility Design**

Stormwater gardens may integrate interpretive elements that explain their role in Bay ecosystem health and their function as part of San Francisco's larger wastewater system as well as their co-benefits, including biodiversity and urban greening. Interpretive elements may also highlight the site's historical transformation from electrical distribution systems to green infrastructure.

Salvaged infrastructure elements from the site may be incorporated into design of stormwater treatment gardens. To encourage public use and interaction with stormwater gardens, consider incorporating pathways, boardwalks, overlooks, and/or seating into garden designs.

Figure 4.7.3 Suggested Plant Palette for Stormwater Treatment Gardens\*



Wild Rye [*Leymus condensatus* 'Canyon Prince']



European Grey Sedge [*Carex divulsa*]



Field Sedge [*Carex praegracilis*]



Rush species [*Juncus*]



Elk Blue Gray Rush [*Juncus patens* 'Elk Blue']



Mat Rush [*Lomandra longifolia*]



Alumroot [*Heuchera maxima*]



Hummingbird Sage [*Salvia spathacea*]



Hummingbird Sage [*Salvia spathacea*]



Yarrow [*Achillea millefolium*]



Pacific Coast Iris varieties [*Iris tenax* ssp.tenax]



Pacific Coast Iris varieties [*Iris tenax* ssp.tenax]



Beach Strawberry [*Fragaria chiloensis*]



Monkey-flower species [*Mimulus*]



Virginia Spiderwort [*Tradescantia virginiana*]

CA CALIFORNIA NATIVE SPECIES  
 SF SAN FRANCISCO NATIVE SPECIES

\*Refer to [sfplantfinder.org](http://sfplantfinder.org) for additional plant species that support biodiversity.

## 4.8 Site Irrigation

Irrigation is an essential element of plant health and should be incorporated into the site hydrology strategy for the Power Station.

### STANDARDS

#### 4.8.1 Site Irrigation

##### A) Irrigation During Plant Establishment Period

All plant species shall receive establishment irrigation for a minimum of three years. Where required, permanent irrigation infrastructure shall be provided.

##### B) Irrigation Efficiency

Irrigation systems shall comply with all standards in the San Francisco Water Efficient Irrigation Ordinance.

##### C) Recycled Water

On-site irrigation shall use non-potable water and shall comply with the San Francisco Non-Potable Water Ordinance.

##### D) Monitoring

Irrigation flow meters for all irrigation hydrozones shall be installed to record and monitor water use across the site.

### GUIDELINES

#### 4.8.2 Plant Species Hydrozones

Planting design should optimize irrigation efficacy by grouping plants with similar water needs into efficient irrigation hydrozones.

### CONSIDERATIONS

#### 4.8.3 Pressurized Drip Irrigation at Turf Areas

Overhead spray irrigation for turf areas should be avoided. Use of pressurized drip irrigation tubing at turf areas is recommended.

OPEN SPACE

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## 4.9 Site Furnishing

Furnishing in the Public Open Spaces of the Power Station will help establish the identity of the district and neighborhood. Along with planting, lighting and paving, furnishing is an integral part of what makes the open space an inviting and comfortable part of the public network. The Power Station will implement a district-wide approach to furnishing that allows for variety while establishing a unified look and feel that contributes to a unique neighborhood identity.

### STANDARDS

#### 4.9.1 Seating Location

Seating shall be placed outside of the Pedestrian Throughway with a minimum of two-foot buffer (leg room) between the seat and Pedestrian Throughway. See Figure 4.9.1.

#### 4.9.2 Outdoor Cafe and Restaurant Seating

Outdoor café and restaurant seating is allowed in all open space areas outside of the public right-of-way. For seating within sidewalks, see Section 5.14.2. Waterfront outdoor food service areas are subject to the controls in Section 4.19, while all other open space areas are subject to the standards listed in this sub-section:

Movable furnishings, including tables, chairs, umbrellas, heat lamps, planters, and other moveable furniture and fixtures, shall be permitted in open spaces adjacent to eating and drinking establishments.

- Placement of the above-mentioned furnishings adjacent to businesses must be within 20 feet of the building face and not obstruct the Pedestrian Throughway.

- Placement of the above-mentioned furnishings in open spaces shall not interfere with curb ramps, access to the building, driveways or access to any fire escapes in any way.
- The above mentioned furnishings must be removed at the end of business hours.

#### 4.9.3 Tree Grates

Tree grates, where provided, shall be made of cast iron or steel and incorporate decorative design (see Figure 4.9.2 for example image). Tree grates shall meet ADA path-of-travel guidelines, and be flush with adjacent sidewalks and other pedestrian areas.

### GUIDELINES

#### 4.9.4 Bollards

Bollards that separate pedestrian traffic from vehicular traffic in curbside conditions should be selected and spaced to prevent automobiles from entering Pedestrian Throughways. Lighted bollards are allowed.

#### 4.9.5 Waste Receptacles

Waste receptacles should be located at areas of high pedestrian traffic and near seating areas and picnic areas. They should be located outside of the Pedestrian Throughway. Receptacles should accommodate landfill waste, recycling, and compost. Receptacles should be rain protected, tamper and vermin proof, and possess side opening for collection.

#### 4.9.6 Outdoor Grills

Outdoor public grills should be located at the Point. Select grills made with durable materials and finishes, such as cast iron or weathering steel. Grills should be selected for ease of maintenance. Select a standard product with readily replaceable parts.

#### 4.9.7 Seating Character

Seating should be selected or designed to be inviting, comfortable, and accessible to all people. Benches, whether standard or custom designed, should be functional, and support a high-quality public realm. Seating materials should be chosen for suitability for high use in an urban setting, and ability to withstand the local marine environment. Seating should be constructed of durable materials, such as heavy timbers, hardwoods, cast iron, steel, and concrete.

#### 4.9.8 Furnishing Compatibility with Third Street Industrial District

While a variety of seating and other furnishing is acceptable, effort should be made to unify individual open spaces with a cohesive family of seating and other furnishings. Furnishing should be compatible with and reflect the scale and industrial character of the district and be utilitarian in materiality and design. Interpretive elements may be incorporated into furniture design.

### CONSIDERATIONS

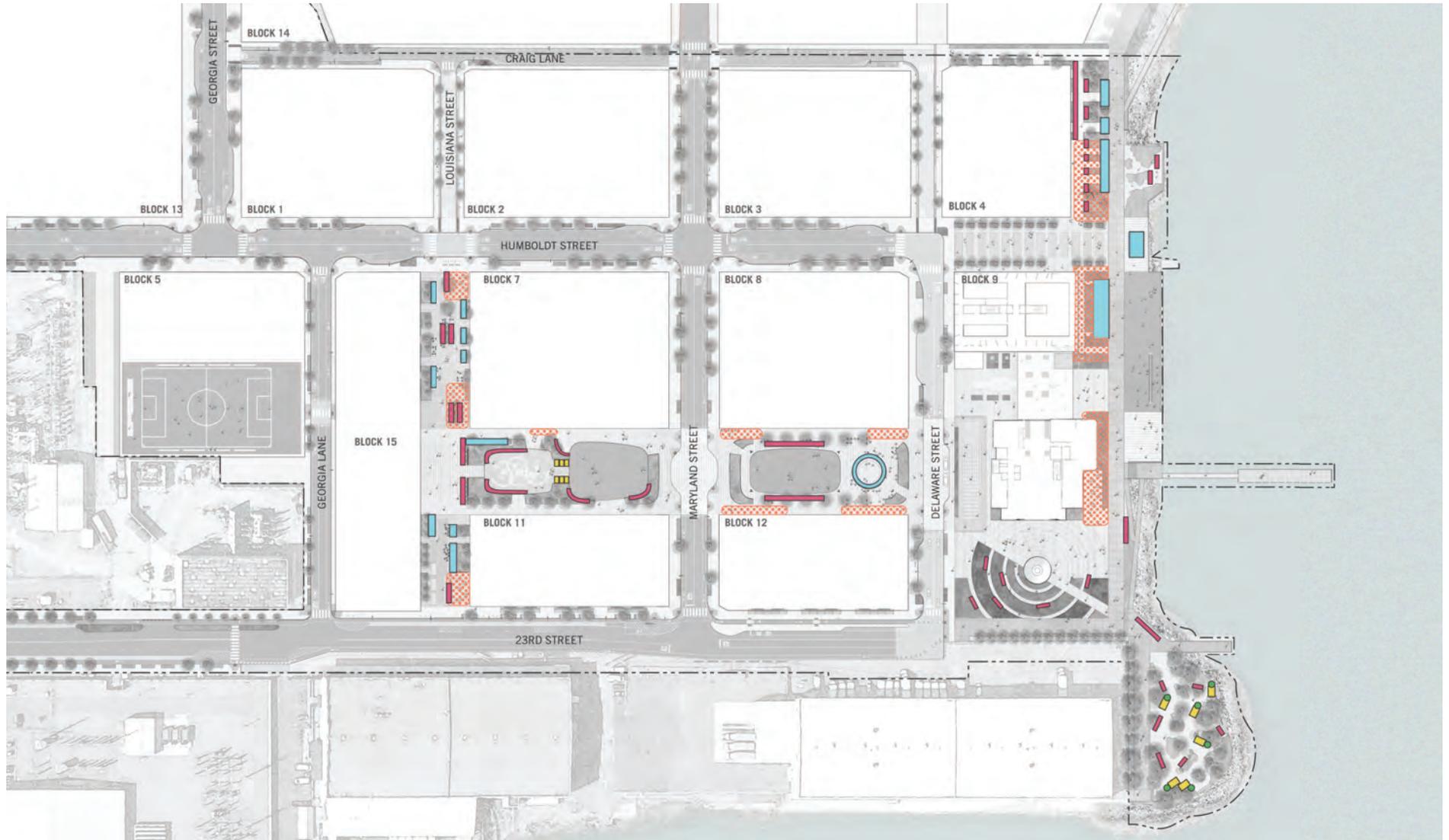
#### 4.9.9 Furnishing - Responsible Material Use

Furnishing should incorporate sustainable materials, such as recycled metals, sustainably sourced hardwoods, and locally sourced materials.

#### 4.9.10 Furnishing Coordination with Pier 70

Waterfront site furnishing and fixtures should be coordinated with the Pier 70 project to ensure a general sense of cohesiveness and consistency across the two projects. Fixtures and furnishing should not be identical to those of Pier 70, but belong to a similar aesthetic family.

**Figure 4.9.1** Location Map of Furnishing Types in Public Open Spaces



**SITE FURNISHING**

Conceptual Location by Seating and Amenity Type

-  Picnic Tables and Benches
-  Outdoor Cafe and Restaurant Seating (Conceptual Location) See 4.9.2
-  Public Bench Seating
-  Special Seating (Lounge, Tiered, Platform, or Large Bench)
-  Outdoor Grills

Figure 4.9.2 Site Furnishing Character: Precedent Images



Custom cast-iron park benches, with and without backs.



Waterfront platform benches directed toward view.



Manufactured park bench with back (cast aluminum and hardwood).



Plaza platform benches.



Modular benches with backs.



Waterfront seating in durable materials.

OPEN SPACE



Credit: STOSS

Architectural tiered seating / lounge.



Credit: CMG Landscape Architecture

Moveable chairs.



Credit: Etienne Fossard/BBP

Public grills.



Credit: CMG Landscape Architecture

Lounges.



Credit: ONL

Whimsical moveable seating.



Credit: Urban Effects

Weathered steel bollards.



Credit: Canterbury Designs

Cast-iron tree grate, ADA-compliant, in attractive modern pattern.



Credit: Brooklyn Bridge Park

Picnic tables in durable materials



Credit: AZO Clean Tech

Waste receptacles.

## 4.10 Bicycle Parking

High-quality bicycle racks shall be located throughout the Public Open Spaces of the Power Station neighborhood to provide secure short-term bicycle parking for transportation-focused and recreational biking, and to express a commitment to cyclist and bicycle culture.



Bicycle Corral with circular bicycle racks.

### STANDARDS

#### 4.10.1 Bicycle Rack Placement

The location of bicycle racks will follow requirements outlined in the standards and guidelines below.

- Locate a minimum of 5 bicycle racks (10 bicycle parking spots) within or adjacent to each of the Power Station's nine open space areas.
- Bicycle racks will be located in well-lit, highly visible locations. Bicycle racks will be easy to use and conveniently located within parks and plazas adjacent to bicycle circulation routes.
- Placement shall maintain at least a 6-foot clear walkway, to comply with the ADA.
- At least 3 feet of clearance between bicycles parked at racks and any other furniture must be maintained, except other bicycle racks, which shall be placed a minimum of every 3 feet on center.
- Bicycle racks shall offer visibility to pedestrians with a minimum height of 31 inches.
- Bicycles parked at a rack shall have a minimum 1 foot clearance from utility vaults.

### GUIDELINES

#### 4.10.2 Design of Bicycle Racks

Standard SFMTA-approved bicycle racks should be installed for each open space. See Consideration 4.10.4 for considerations for artistic or custom designed racks.

### CONSIDERATIONS

#### 4.10.3 Bicycle Corrals

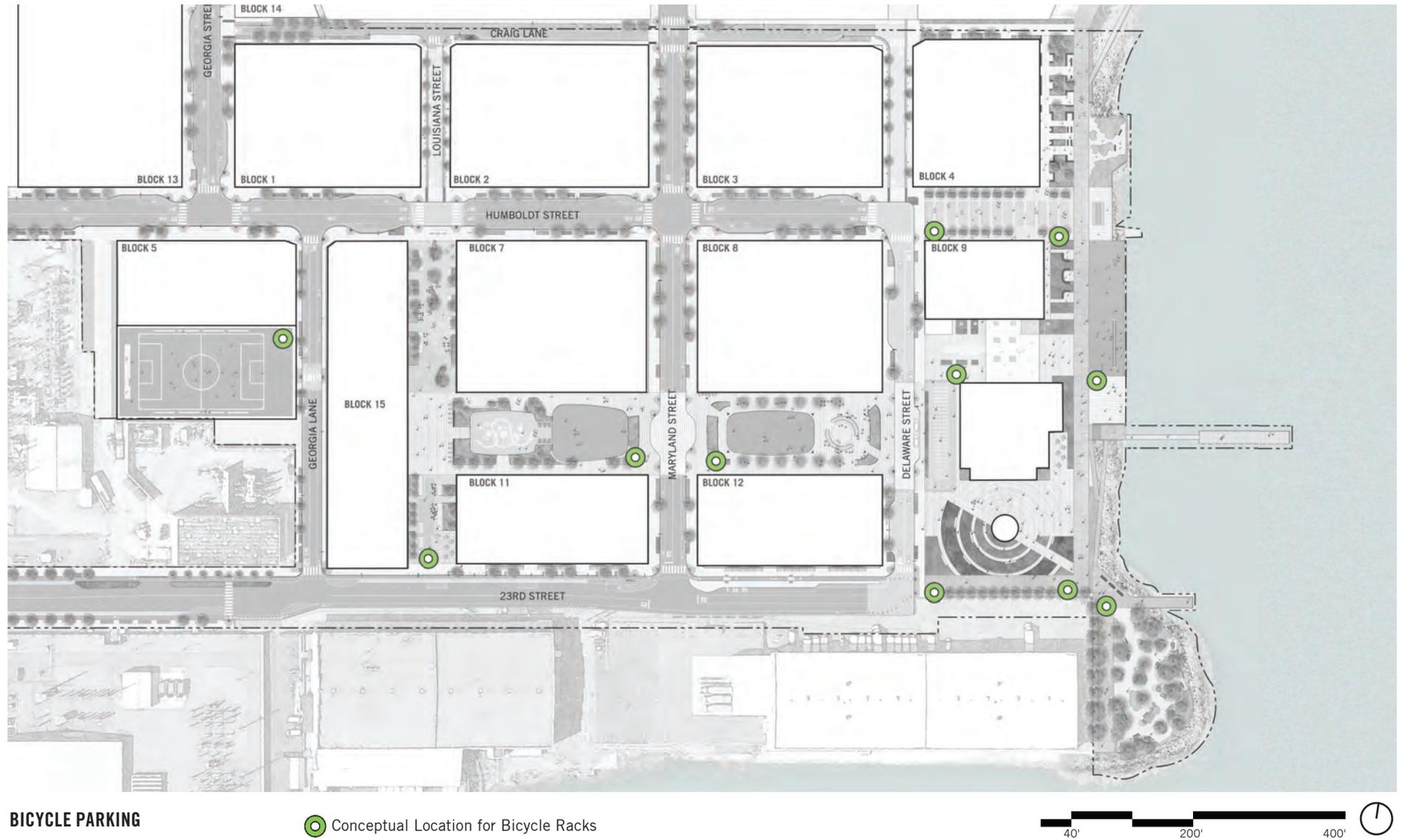
Bicycle corrals (pictured on this page) are encouraged where space allows.

#### 4.10.4 Artistic and Custom Designed Bicycle Racks

Artistic bicycle racks or custom designed racks integrated with other elements are permitted so long as they adhere to the following requirements:

- Bicycle racks should be durable and practical with a design similar in function to the inverted "U" or the Welle Circular bicycle rack. Bicycle racks should be made of galvanized or stainless steel materials or cast iron. Powder-coated finishes are not allowed.
- All elements of a bicycle rack should have a minimum 2-inch diameter (or 2-inch-square tube). Racks should offer a minimum of two points of support for bicycles unless the rack can support a bicycle in two places, such as a post and ring configuration.
- Allow locking of bicycle frames and wheels with U-Locks.
- Racks should not require lifting of the bicycle.

Figure 4.10.1 Conceptual Locations for Bicycle Parking in Public Open Spaces



## 4.11 Paving and Materials

Paving is a key component that will help define the character, connectivity, and identity of the Power Station's varied open spaces. Paving strategy should be considered as an interconnected site-wide system that activates the public realm and contributes to the overall pedestrian and bicycle circulation on the site. Paving connections to surrounding streets should be carefully considered for their impact on the larger neighborhood.

### STANDARDS

#### 4.11.1 Surfacing at Tree Planting

Where trees are planted in pedestrian areas, tree well surfacing material shall be within two inches of adjacent pedestrian paving.

#### 4.11.2 Paving: Heat Island Effect

Materials that reduce the urban heat island effect by using pavement with a Solar Reflectance Index (SRI) of 29 or higher shall be selected for use in areas that are predominantly unshaded by tree canopy or buildings.

### GUIDELINES

#### 4.11.3 Surfacing at Tree Planting

Where trees are planted in paving, surfacing material should allow air and water to reach tree roots.

#### 4.11.4 Material Quality and Consistency

Paving and built-in site elements should be composed of high-quality materials and finishes. All materials should be durable and capable of withstanding high-intensity use in the Bay environment. All material textures in designated path-of-travel and accessible-use areas should be ADA-compliant.

#### 4.11.5 Utilities and Paving Design

Paving design in open spaces should be coordinated with the placement of lights, light pull boxes, utilities, utility vaults, and other surface expressions of underground utilities.

#### 4.11.6 Paving Types

Paving should be a key component that defines the character, connectivity, and extent of the Power Station's varied public realm.

#### A) Special Paving at Plazas

Use contrasting, high-quality paving that distinguishes plaza spaces as areas that prioritize pedestrians and encourage gathering. Plaza spaces should incorporate concrete unit pavers, stone pavers, or cast-in-place concrete with integral color and/or exposed aggregate finish. Refer to paving and materials images and descriptions in Figure 4.11.1.

#### B) Blue Greenway

Cast-in-place concrete with integral color and/or topcast finish is recommended for the Blue Greenway. Coordinate paving design with the Pier 70 Blue Greenway to either match or complement paving finish, color, and score pattern.

#### 4.11.7 Character and Uniformity

Paving and hardscape elements should 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.

### CONSIDERATIONS

#### 4.11.8 Permeable Paving

Where feasible, and where underlying soil conditions allow, permeable paving, such as pre-cast permeable concrete unit pavers may be used.

#### 4.11.9 Wood Decking

Durable hardwood decking is allowed. Consider using wood decking at Bay overlooks and at waterfront terraces. Use sustainable forest products (FSC-certified) or recycled wood.

#### 4.11.10 Responsible Material Use

Use sustainable paving materials, including recycled, local, and sustainably sourced materials. Consider conducting a life-cycle assessment to identify embodied carbon drivers for the site and quantify reduction potential for key elements and materials. Consider opportunities for reuse of demolition waste from the site.

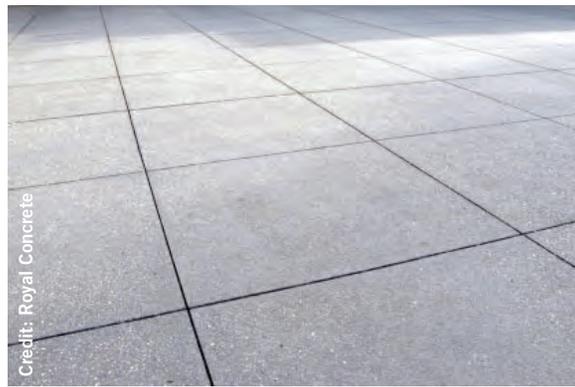
#### 4.11.11 Character and Uniformity

Paving contrast may be introduced through color or geometric variation, textural variation within a single paving module, integrated lights, or juxtaposition of scale or material. Salvaged masonry units from the site's existing buildings should be included, if feasible and safe for public use.

**Figure 4.11.1** Example Paving Types for Open Spaces



Cast-in-place concrete with integral color and/or exposed aggregate finish.



Enhanced cast-in-place concrete with saw-cut joints.



Pre-cast concrete unit pavers and pre-cast permeable concrete unit pavers.



Wood decking made of durable hardwood appropriate for coastal conditions.



Enhanced concrete and/or pre-cast unit pavers with contrasting pattern.



Stone unit pavers.

## 4.12 Ground-Level On-Structure Open Space Design

Several portions of the Power Station's open spaces may be built over structured parking. These areas include Humboldt Street Plaza, Power Station Park, Craig Lane Paseo, and Louisiana Paseo (See Figure 4.12.1). If structured parking is planned beneath any of these open spaces, the following standards shall be followed to ensure that below-grade structures are designed to allow for viable landscapes in the open spaces atop these structures.

### STANDARDS

#### 4.12.1 Structural Coordination

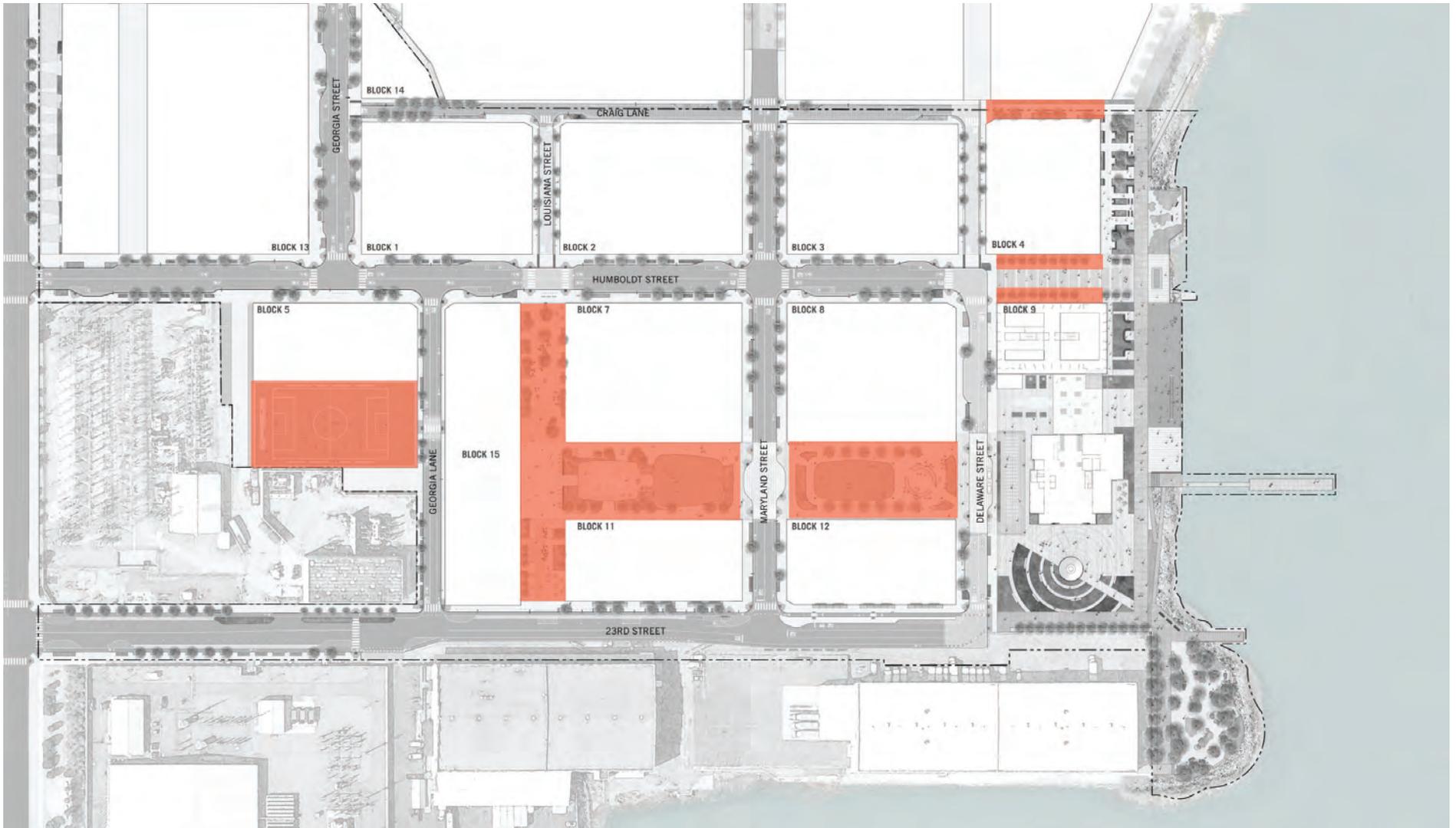
As depicted on Figure 4.12.1, there are areas where the open spaces may be built on top of structures. Structures beneath open space shall be designed and constructed to withstand and support robust and viable landscapes. Structures shall allow sufficient space between the top of the structural slab and the finished grade in the open space to allow for paving areas, ground cover planting, tree planting, drainage, footings for play structures, overhead structures, and large seating elements.

A) Structures shall accommodate 18 to 24 inches of soil depth in groundcover planting areas.

B) Structures shall accommodate 36 to 48 inches of soil depth for tree planting.

C) Structures shall be designed to withstand anticipated loading of emergency and maintenance vehicles.

Figure 4.12.1 Potential On-Structure Open Space Areas



**GROUND LEVEL ON-STRUCTURE OPEN SPACE**

-  Potential On-Structure Public Open Space
-  Project Site Boundary



## 4.13 Wellness

Health, fitness, and wellness will be a primary focus of the Power Station's open spaces. This includes open turf areas for yoga and fitness classes, play areas for all ages, a generous waterfront trail for biking and walking, and athletic fields for a range of age groups and activities. Figure 4.13.2 depicts the health and wellness activities that are envisioned throughout Power Station open spaces.

Figure 4.13.1 Health and Wellness Precedent Images



Temporary farmer's market in open space.



Children's playground.



Adult fitness playground.



Rooftop under-10 soccer field.



Fitness activities on lawn.

Figure 4.13.2 Health and Wellness Location Map



- |                                     |   |                                 |
|-------------------------------------|---|---------------------------------|
| ① Fitness Lawn / Multi-Purpose Lawn | ④ Children's Playground                     | ⑦ Rooftop Under-10 Soccer Field |
| ② Farmer's Market Area              | ⑤ Quiet Contemplation / Meditation          | ⑧ Nature Discovery              |
| ③ Adult Fitness                     | ⑥ Under-6 Soccer Field / Multi-Purpose Lawn |                                 |



## 4.14 Public Art

The Power Station's open spaces will provide opportunities to integrate interactive art and recreational amenities that may also act as interpretive elements for the site's unique history and its sustainable future.

Public art of scale can contribute significantly to the urban design of the Power Station when placed at key locations, such as the terminus of a view corridor, to draw visitors through the public realm to a point of destination. Public art can also contribute to wayfinding by acting as a landmark and memorable feature within the public realm network.

### CONSIDERATIONS

#### 4.14.1 Public Art Locations

Permanent public art pieces may be located in Waterfront Park, the Point, Turbine Plaza, Humboldt Street Plaza, Power Station Park, and Louisiana Paseo. Suggested locations within these open spaces for public art can be found in Figure 4.14.1. Temporary public art may be located in any open space and should comply with all controls for those spaces.

#### 4.14.2 Public Art Interpretive Elements

Public art installations may relate to, describe, or otherwise engage with the layered history of the site, doubling as interpretive exhibits. Public art installations may also relate to or highlight the unique climatic/ ecological conditions of the site.

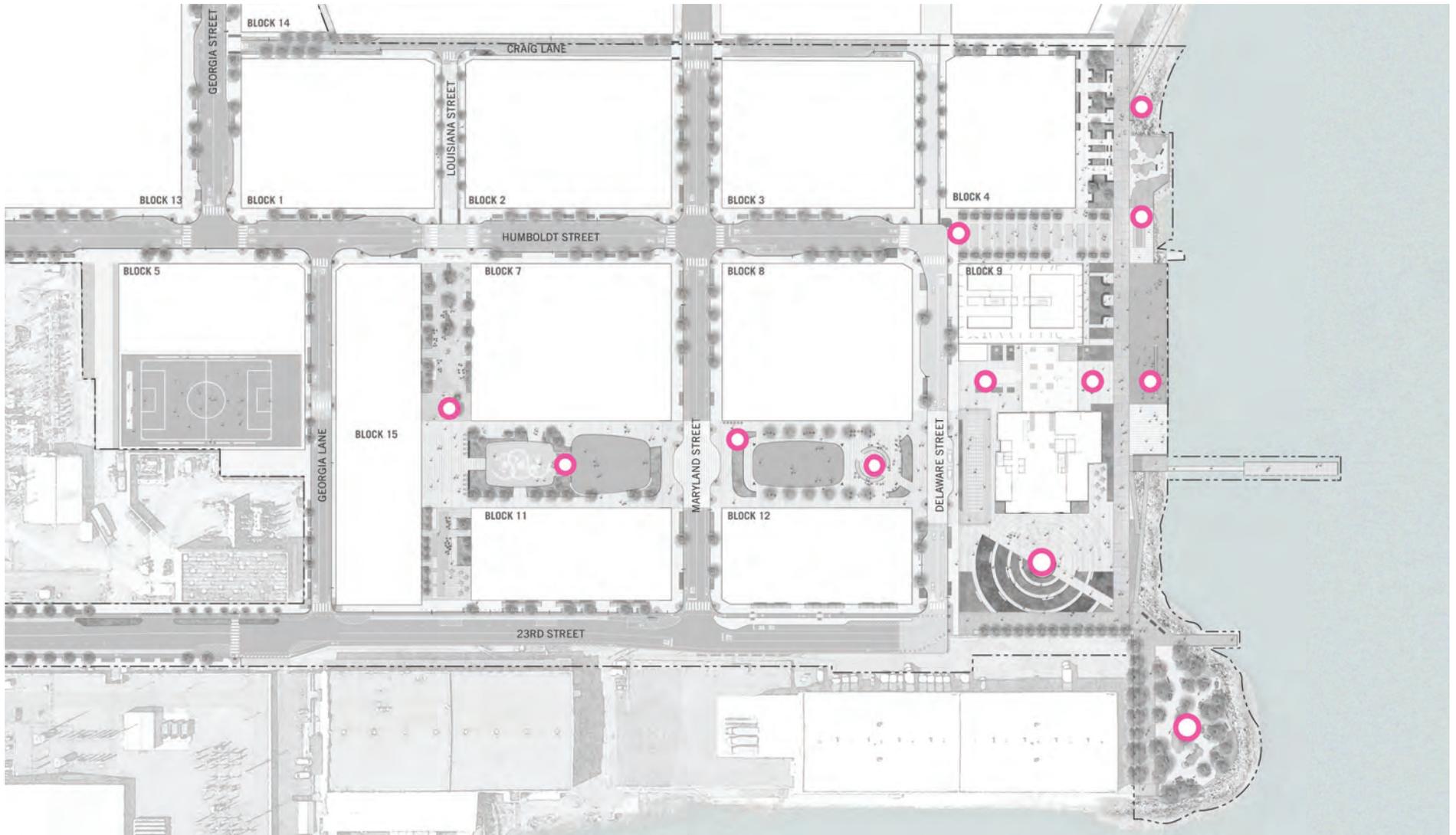


Public art example.



Sculpture play example.

Figure 4.14.1 Conceptual Locations for Public Art



**ART IN PUBLIC OPEN SPACE**

Conceptual Locations

 Permanent or Curated Temporary Art Installation Locations



## 4.15 Carts and Kiosks in Open Space

A limited number of food service and/or retail Carts and Kiosks will be allowed to operate within the open spaces of the Power Station. (See Table 4.15.1 for number and size restrictions within specific open spaces.)

### STANDARDS

#### 4.15.1 Location of Carts and Kiosks

Carts and Kiosks shall not block accessible paths of travel or areas for Emergency Vehicle Access (EVA). (See Table 4.15.1 for limits on the number of Carts and Kiosks per open space location.)

#### 4.15.2 Size of Carts and Kiosks

The maximum size of any Cart or Kiosk located within public open space is 200 square feet.

### GUIDELINES

#### 4.15.3 Visual Interest of Kiosks

Kiosks should be visually interesting even when closed.



Retail Kiosk example.



Cafe Kiosk in a modified shipping container example.



Cafe Cart example.



Maker Kiosk example.

Figure 4.15.1 Conceptual Locations for Carts and Kiosks

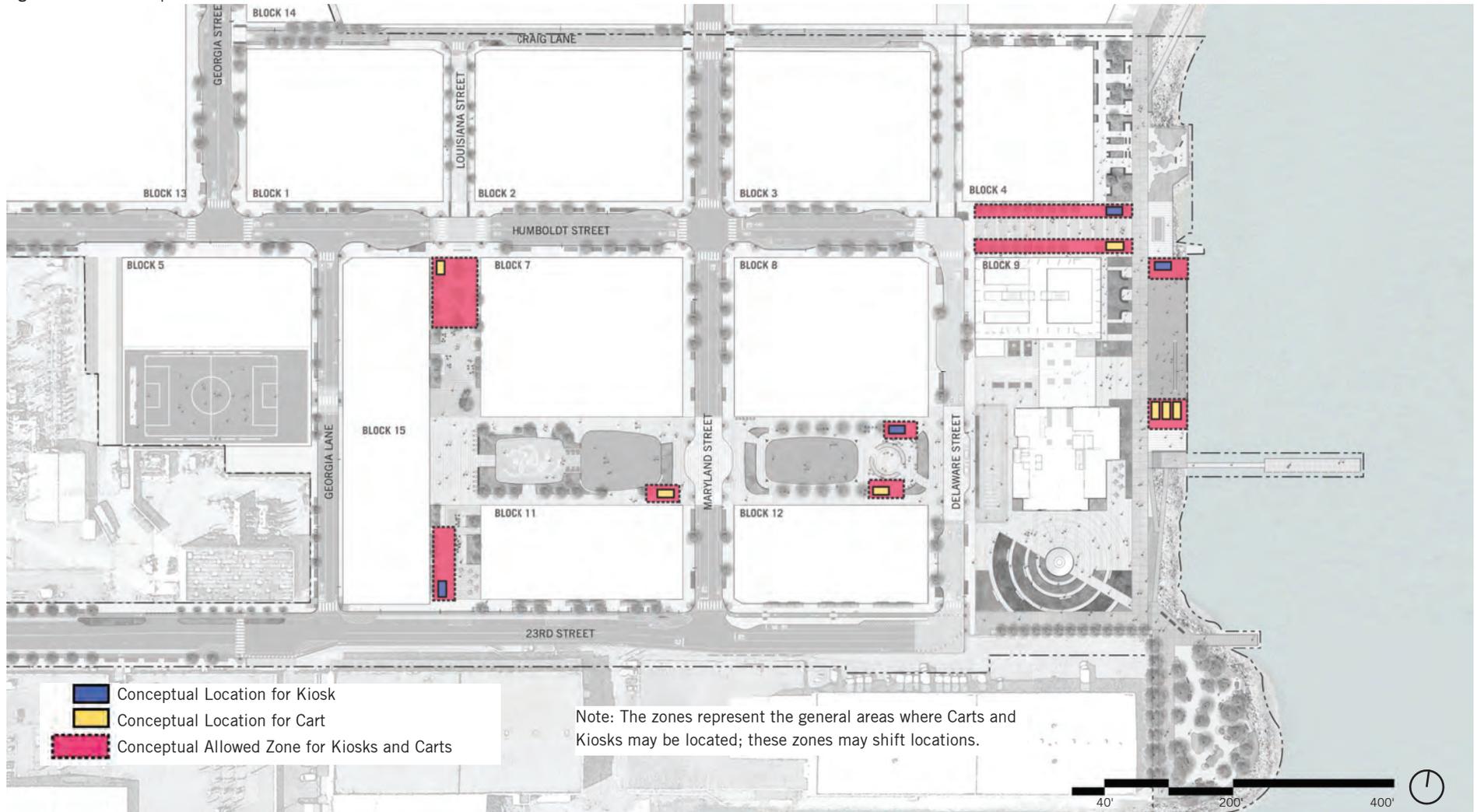


Table 4.15.1 Publicly Oriented Accessory Retail Uses in Open Spaces

USE/LOCATION	LOUISIANA PASEO	POWER STATION PARK	HUMBOLDT STREET PLAZA	BLOCK 9 OPEN SPACE	STACK PLAZA	WATERFRONT PARK
<b>Cart (not larger than 200 square feet)</b>	Limit of 1 in this open space	Limit of 2 in this open space	Limit of 1 in this open space	Not permitted	Not permitted	Limit of 3 in this open space
<b>Kiosk (not larger than 200 square feet)</b>	Limit of 1 in this open space	Limit of 1 in this open space	Limit of 1 in this open space	Not permitted	Not permitted	Limit of 1 in this open space

## 4.16 Waterfront Open Spaces

The Waterfront Open Spaces at the Power Station will be a vibrant series of active parks that emphasize the relationship between people and the Bay. The open spaces will provide an array of amenities for both the larger Bay Area population and local neighborhood communities within San Francisco. The design of Waterfront Open Spaces will allow expansive views of the Bay and environs and increase physical access to the waterfront and to the Bay itself.

A generous new portion of the Blue Greenway will link a series of unique public spaces that offer a range of activities.

The general standards and guidelines for planting, stormwater management, accessibility, sea level rise planning, and programming that are delineated in this section (4.16) apply to the entire open space area shown in the Waterfront Open Spaces Concept Plan Overview in Figure 4.16.1. In addition, this section describes specific standards and guidelines for the Waterfront Park Blue Greenway, recreational dock, Bay overlook terraces, Bay shore planting and stormwater gardens, and outdoor seating areas.

This section should be read in conjunction with the sections that cover in detail the distinct spaces of Waterfront Open Spaces: the Point, Stack Plaza, Block 9 Open Space (including Turbine Plaza and Unit 3 Entry Plaza), and Humboldt Street Plaza (4.20 through 4.24).

### STANDARDS

#### 4.16.1 Public Access

Portions of Waterfront Open Spaces that are within BCDC jurisdiction shall be publicly accessible, subject to the terms of the BCDC permit. All other areas will be subject to public access controls contained in the Development Agreement.

#### 4.16.2 Publicly Accessible Restroom

A publicly-accessible restroom shall be located in Block 9, and be open when it is reasonable to expect substantial public use.

### GUIDELINES

#### 4.16.3 Visual Access

Waterfront Open Spaces should provide views to the water from both sides of the Blue Greenway. First branching height and spacing of trees should facilitate these views.

#### 4.16.4 Public Uses and Amenities

Waterfront Open Spaces should provide both active and passive program uses along with waterfront ecological amenities, including native Bay shore planting with habitat value. At least one drinking fountain should be located within Waterfront Open Spaces. The amenities and features shown in figure 4.16.1 are permitted in Waterfront Open Spaces.

#### 4.16.5 Stormwater Treatment Areas

Waterfront Open Spaces should include stormwater treatment gardens of varying sizes to treat runoff from impermeable surfaces. Stormwater gardens must be functionally and aesthetically integrated into the experience of the park. See Section 4.7 for general planting standards and guidelines for stormwater treatment areas.

Figure 4.16.1 Waterfront Open Spaces: Concept Plan Overview



**WATERFRONT OPEN SPACES**

Concept Plan Overview

- ① Waterfront Park: Section 4.19
  - ② The Point: Section 4.20
  - ③ Stack Plaza: Section 4.21
- ④ Block 9 Open Spaces 4.22-423
  - ⑤ Humboldt Street Plaza: Section 4.24

## 4.17 Waterfront Open Spaces: Circulation

### STANDARDS

#### 4.17.1 Waterfront Open Spaces Circulation: Blue Greenway

The waterfront multi-use trail, the Blue Greenway, shall provide a direct north-south waterfront route for pedestrians and bicyclists along the length of the Waterfront Open Spaces, connecting to Pier 70 at the north and 23rd Street at the south. The Blue Greenway shall not be accessible to automobiles or trucks (with the exception of emergency and maintenance vehicles).

#### 4.17.2 Blue Greenway: Clear Width

The Blue Greenway shall provide a clear width of 20 feet.

#### 4.17.3 Blue Greenway: Universal Access

The Blue Greenway shall be ADA-compliant.

#### 4.17.4 Blue Greenway: Bicycle Connections

The Blue Greenway shall connect to bicycle facilities on 23rd Street. Signage, warning cues, and controls shall be included in the Blue Greenway trail to minimize pedestrian and bicycle conflict.

#### 4.17.5 Recreational Dock Access Path

Should a recreational dock be constructed, an ADA-compliant path shall be provided for access to the recreational dock from the Blue Greenway.

#### 4.17.6 Path to the Pier 70 Shoreline Path

An ADA-compliant pedestrian path shall be provided for access from the Blue Greenway at the northern end of the Power Station to the shoreline path at Pier 70.

### GUIDELINES

#### 4.17.7 Pedestrian Thoroughway Connections at Key Places

Circulation in Waterfront Open Spaces should reinforce important Pedestrian Thoroughway connections between the Blue Greenway and the other open space areas, including clear east-west pedestrian routes with linkages to 23rd Street, Power Station Park, and Humboldt Street, and to Delaware Street through Stack Plaza, Block 9 Open Space (including Turbine and Unit 3 Entry Plazas), Humboldt Street Plaza, and Craig Lane.

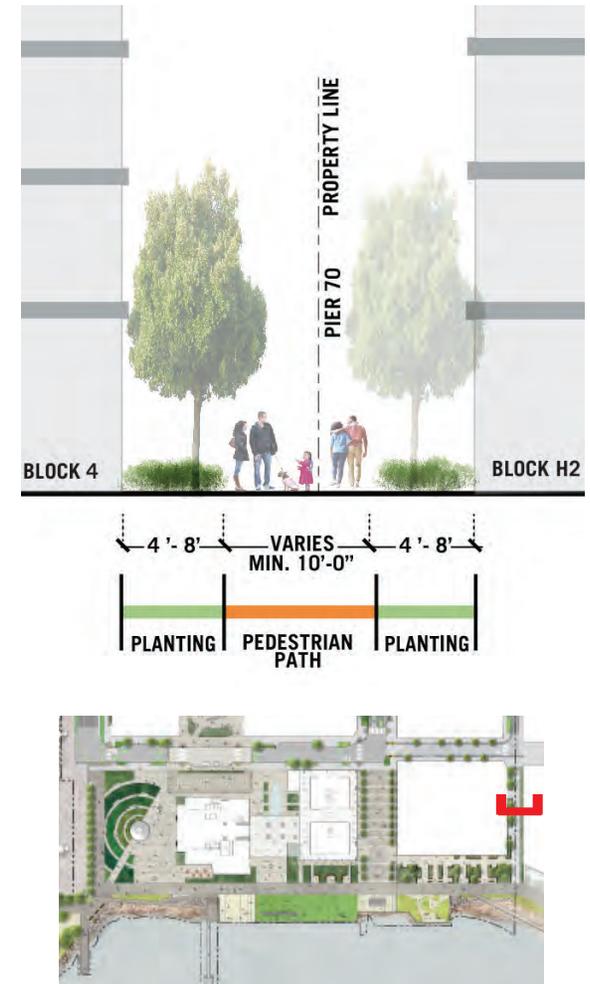
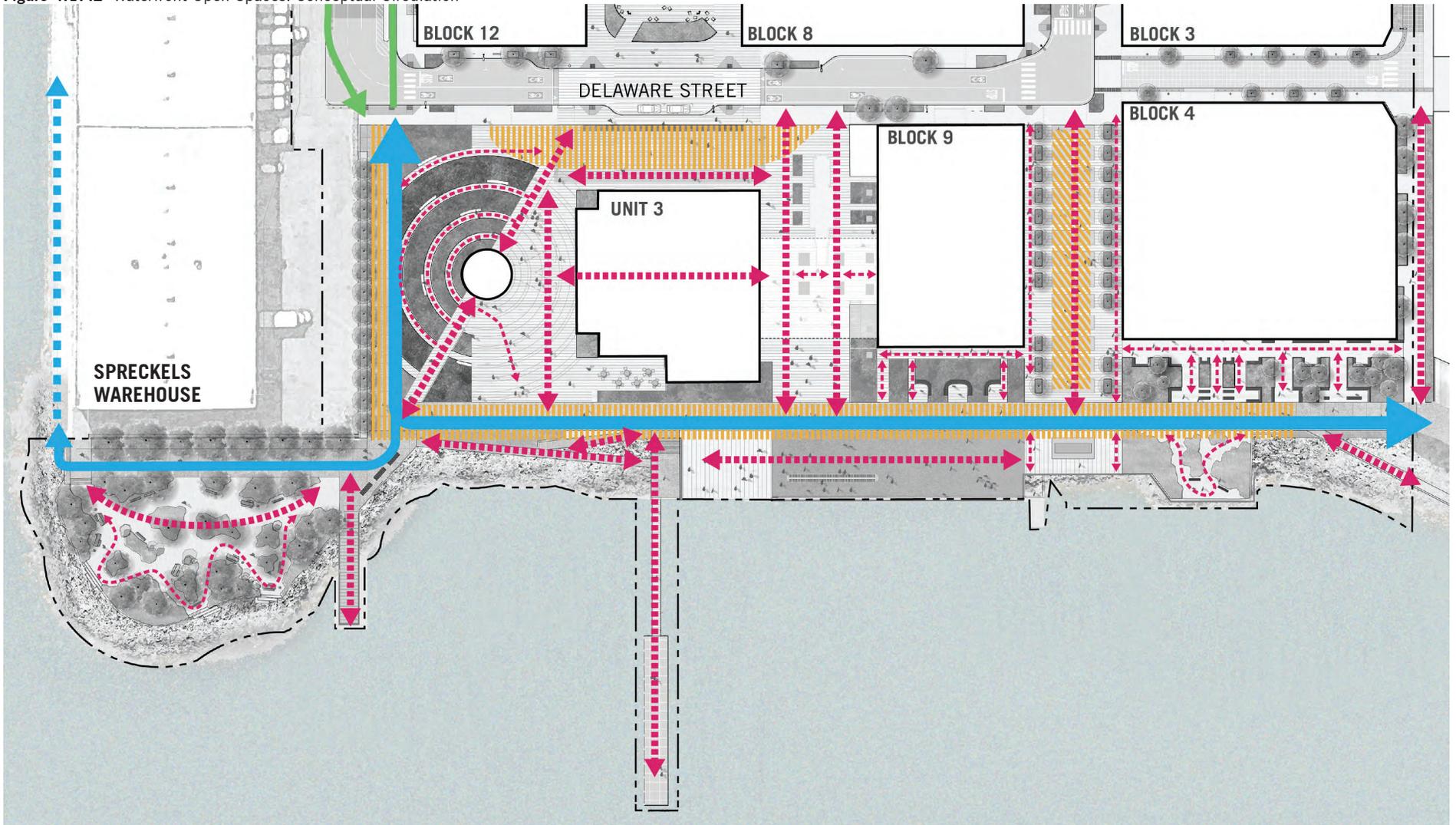


Figure 4.17.1 Section: Craig Lane Paseo

Figure 4.17.2 Waterfront Open Spaces: Conceptual Circulation



**WATERFRONT OPEN SPACES OVERVIEW**

Conceptual Circulation

-  Blue Greenway
-  Blue Greenway (Potential Future Continuation by Others)
-  Pedestrian Circulation
-  Connection to Bicycle Routes
-  EVA Lane



## 4.18 Waterfront Outdoor Food Service Areas

The Waterfront Open Spaces will provide many ways to experience the beauty of its special location along the Bay. One of these experiences will be outdoor dining or drinking. While the great majority of seating along the waterfront will be entirely public, some outdoor restaurant or cafe seating will enliven the waterfront experience at the Power Station.

### STANDARDS

#### 4.18.1 Waterfront Outdoor Food Service Areas

Permanent, semi-permanent, and movable furnishings such as tables, chairs, umbrellas, heat lamps, and fire pits for eating and drinking use, shall be permitted on the east side of the buildings constructed on Blocks 4 and 9. The shaded areas in Figure 4.18.1 indicate potential locations for this use. Within these areas, up to 60 percent of the area may be reserved for exclusive use by eating and drinking establishments during business hours. This reserved area may be contiguous. The remainder of these areas shall be open to the public and shall not require patronage of any eating and drinking establishment. Food service areas must remain clear of the Blue Greenway at all times.

#### 4.18.2 Signage for Public Seating in Waterfront Outdoor Food Service Areas

Signage shall be provided to clearly indicate that public seating is open to the public without having to patronize the eating and drinking establishment.

### GUIDELINES

#### 4.18.3 Public Seating in Waterfront Outdoor Food Service Areas

Public seating should be of high quality, and differentiated from reserved seating at adjacent eating and drinking establishments.

#### 4.18.4 Reserved Seating in Waterfront Outdoor Food Service Areas

Areas of reserved seating for eating and drinking establishment used during business hours should serve as attractive and functional public spaces during non-business hours. These spaces should include at least some permanent, non-movable seating.

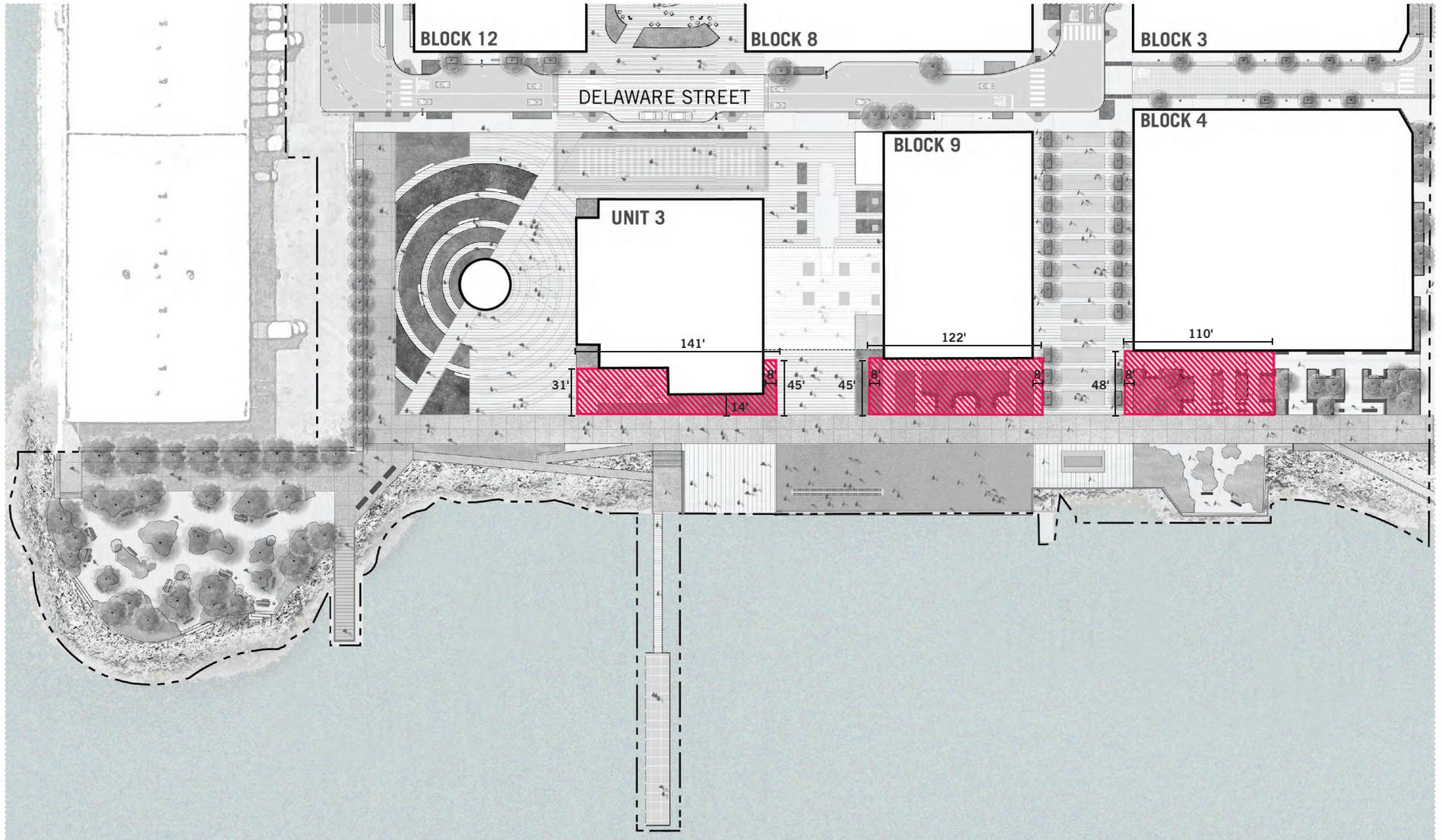


Example of restaurant seating adjacent to public seating and promenade.

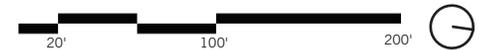


Example of cafe seating along the waterfront.

Figure 4.18.1 Waterfront Open Spaces: Outdoor Food Service Areas



**OUTDOOR FOOD SERVICE AREAS**



 Food and Beverage Service: Allowed Zones.\*  
Up to 60% of Each Designated Area May be Used for  
Food and Beverage Service

\*Note: Exact locations and dimensions of these zones may shift.

## 4.19 Waterfront Park

Waterfront Park is generally bounded by the Point to the south, the northern boundary of the Blue Greenway along 23rd Street, the Bay to the east, the northern boundary of Craig Lane Paseo, and the western boundary of the Blue Greenway parallel to the shoreline. See Figure 4.19.1

### GUIDELINES

#### 4.19.1 Bay Overlook Terrace at Unit 3

Opposite Block 9 Open Space, on the water side of the Blue Greenway, an open, accessible Bay overlook terrace should be designed to allow pedestrian access to the water's edge at the elevation of the Blue Greenway. Comfortable seating compliant with Guideline 4.9.7 should be provided at this overlook.

#### 4.19.2 Bay Overlook Terrace at Humboldt Street Plaza

A waterside plaza should be designed as an extension of Humboldt Street Plaza, allowing public access to the water's edge at the terminus of Humboldt Street. The same paving type and pattern used at Humboldt Street Plaza should continue into the waterside overlook terrace, broken only by the Blue Greenway paving.

#### 4.19.3 Public Seating

Public seating should be designed and selected to be integrated with elements in the waterfront landscape. Permanent public seating should be provided at overlook terraces and along the Blue Greenway.

#### 4.19.4 Fitness and Multi-Purpose Lawn

An open natural turf area for picnicking and exercise should be designed on the water side of the Blue Greenway east of Block 9.

#### 4.19.5 Bay Shore Planting Areas

Planted areas, featuring a diverse palette of Bay-appropriate native plants, should be incorporated into the design on both sides of the Blue Greenway. Pedestrian path access is allowed in these areas. See Section 4.6 for example plant palettes for these areas.

#### 4.19.6 Stormwater Management

Stormwater management gardens should be designed as integral parts of open space designs and as integral parts of larger planting designs. See Section 4.6 for general planting standards and guidelines for stormwater treatment areas. Refer to Figures 4.7.2 and 4.7.3 for examples of integrated stormwater management design and a suggested stormwater management plant palette.

#### 4.19.7 Waterfront Outdoor Dining Areas (Block 4)

Waterfront Park includes outdoor dining areas in front of Block 4. See Section 4.18 for applicable Standards and Guidelines.

### CONSIDERATIONS

#### 4.19.8 Recreational Dock

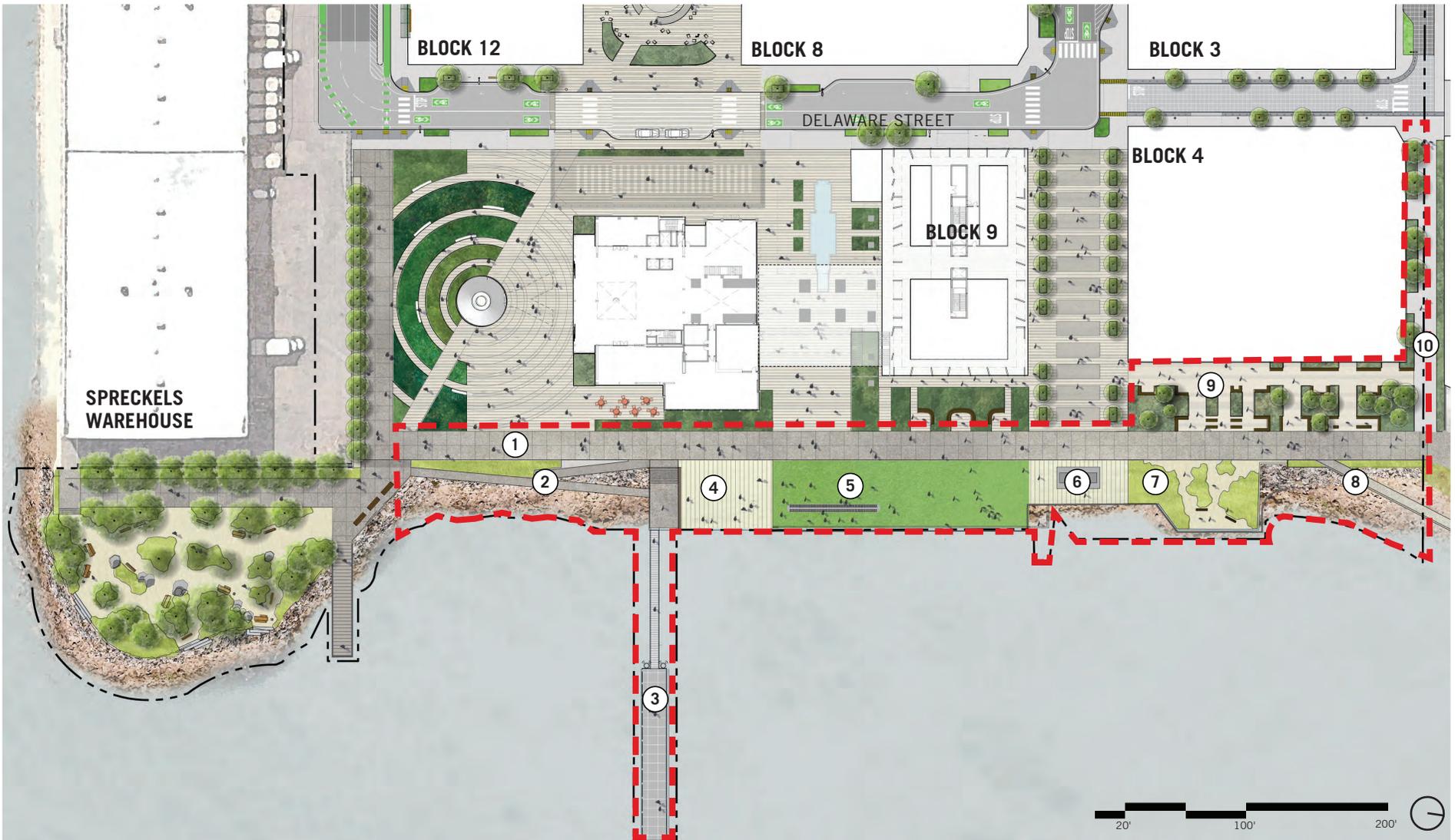
The Project Sponsor may construct a recreational dock in the location shown on the Waterfront Park plan (Figure 4.16.1).

#### 4.19.9 Bay Overlook Terrace Paving

Bay overlook terrace paving should be special paving that contrasts with and complements Blue Greenway paving. Durable hardwood decking, unit pavers, and/or concrete with special finish and score patterns should be considered. If wood decking is used, special consideration should be given to using woods and finishes that can withstand maritime shoreline conditions and heavy pedestrian traffic.

\*See Sections 4.20 through 4.24 for detailed standards and guidelines for The Point, Stack Plaza, Unit 3 Entry Plaza and passenger loading, Turbine Plaza, and Humboldt Street Plaza.

Figure 4.19.1 Waterfront Park Enlargement Concept Plan



**WATERFRONT PARK**

Concept Plan

- ① Blue Greenway
- ② Recreational Dock Access Path
- ③ Potential Recreational Dock
- ④ Bay Overlook Terrace at Unit 3
- ⑤ Multi-Purpose Lawn
- ⑥ Bay Overlook Terrace at Humboldt Street Plaza
- ⑦ Bay Shore Planting
- ⑧ Path to Pier 70 Shoreline Path
- ⑨ Outdoor Food Service Area
- ⑩ Craig Lane Paseo
- Waterfront Park Boundary

## 4.20 The Point

Situated apart from the more social uses associated with Block 9, the Point will be a quieter place of natural planted areas, informal discovery play, and casual seating and picnicking. A Bay overlook, built upon the existing footprint of a decommissioned power plant intake structure, will allow visitors to walk out over the Bay and take advantage of the panoramic views of the East Bay, South Bay, and Bay Bridge. The plan for the Point includes a section of Blue Greenway that will allow for the future connection of the Blue Greenway system from the Power Station waterfront to Warm Water Cove around the east and south sides of the existing Spreckels Warehouse to the south of the project site. The Point may also include public art and/or elements of an interpretive program, such as interpretive exhibits.

### STANDARDS

#### 4.20.1 Circulation

A Pedestrian Throughway shall be established through the Point open space, including an accessible path of travel to each amenity in this area.

#### 4.20.2 Blue Greenway Extension

A minimum 20-foot-wide section of the Blue Greenway shall be integrated into the design of the Point along its western edge. A planted buffer having a minimum width of 8 feet shall be maintained between the Point's western property line and the future Blue Greenway extension behind the Spreckels Warehouse and connecting to Warm Water Cove.

#### 4.20.3 Amenities

The following amenities shall be provided within the Point: picnic areas with picnic tables and benches, discovery play features, seating, lighting, outdoor grills, and waste receptacles. The amenities and features shown in figure 4.20.1 are permitted at The Point.

#### 4.20.4 Program

Temporary programs and activities shall be permitted to occur on the Point, subject to Exhibit L-2 of the Development Agreement.

#### 4.20.5 Planting

Tree, shrub, and groundcover planting shall adhere to the general standards and guidelines set forth in Sections 4.5, 4.6, and 4.7.

### GUIDELINES

#### 4.20.6 Materials

Natural paving materials such as crushed stone, stabilized crushed stone, and bark mulch should be selected to enhance the natural aesthetic of this area. Select accessible materials to allow wheelchair access to at least one instance of each amenity type listed in 4.20.3.

#### 4.20.7 Furnishing

See Section 4.9 for standards and guidelines. The look and feel of furnishing in this area should fit with the theme of a natural shoreline environment. Durable hardwood, cast-in place concrete, or precast concrete are preferred furnishing materials. Locate seating near natural play area. Permanent grills are allowed.

#### 4.20.8 Lighting

See Section 7 for standards and guidelines. Maintain minimum light levels for safety at primary amenity areas. Shoreline planted areas should be kept free of lighting.

#### 4.20.9 Discovery Play Area

Site elements that allow for informal play and discovery should be integrated in the design of the park. Elements such as boulders, reclaimed logs, and stumps are

examples of site elements that could be considered "discovery play" elements. Salvaged materials and artifacts from the site may be incorporated into this area if feasible and safe for public use.

#### 4.20.10 Bay Overlook at 23rd Street: Paving

The paving, railings, and other features of this overlook should be integrated in the overall design theme of a natural shoreline environment. Durable hardwood decking, unit pavers, and/or concrete with special finish and score patterns should be considered. If wood decking is used, special consideration should be given to using woods and finishes that can withstand maritime shoreline conditions and heavy pedestrian traffic.

### CONSIDERATIONS

#### 4.20.11 Furnishing

Consider shaded seating within the Point.

#### 4.20.12 Bay Overlook at 23rd Street

A Bay overlook should be designed in the area of the existing intake structure at the end of 23rd Street providing access to the Bay edge, if the existing structure is found to be structurally adequate. If the existing structure is not structurally adequate to support a Bay overlook, the existing intake structure may not be incorporated into the design.

#### 4.20.13 Transition Between 23rd Street and The Point

The Point should incorporate a clear and graceful transition between the natural character of the Point and the more industrial, urban character of Stack Plaza and the Blue Greenway to the north.

Figure 4.20.1 The Point: Enlargement Concept Plan



**THE POINT**

Conceptual Informal Open Space for Picnicking and Nature Discovery

- ① Picnic Area
- ② Discovery Natural Area and Informal Play
- ③ Bay Shore Planting Area
- ④ Blue Greenway Extension
- ⑤ Potential Bay Overlook at 23rd Street
- ⑥ Blue Greenway
- ⑦ Seating

EVA Access



## The Point

Figure 4.20.2 The Point: Bird's-eye Concept View Looking North



Figure 4.20.3 The Point: Concept Section Looking North

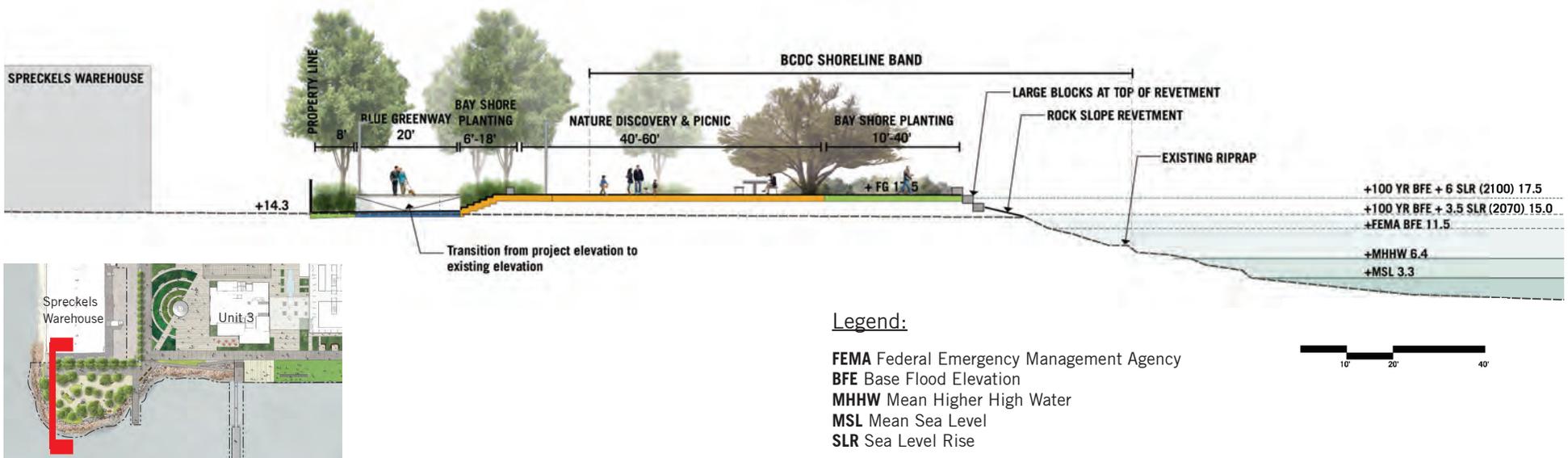


Figure 4.20.4 The Point: Precedent Images



## 4.21 Stack Plaza

The Stack is the Power Station's most monumental feature, an icon in the neighborhood visible from many vantage points throughout the city. Stack Plaza is, accordingly, the signature public space of the Power Station. It will be an accessible, compelling civic space that provides a sense of arrival and encourages visitors to linger, gather, and appreciate the Stack in all of its roles—as a monument, a marker of the site's industrial past, and a focal point along San Francisco's Central Waterfront.

The Stack will remain as a visual landmark that orients visitors and recalls the site's history as a power plant, but it shall also assume new life as a place for art, social space, or unique cafe or bar. The plaza design shall remain free of elements that visually compete with or detract from the singular presence of the Stack. Physical and conceptual connections between the Stack and Unit 3 shall be reinforced through paving and pedestrian circulation design. This publicly accessible open space will anchor the southern end of the Blue Greenway, providing pedestrian connections from the waterfront to the land side of the neighborhood via Delaware Street and 23rd Street.

### STANDARDS

#### 4.21.1 Bicycle Circulation

A bicycle connection shall be established between the southern end of the Blue Greenway and 23rd Street. Bicycle wayfinding and signage shall indicate these routes.

#### 4.21.2 Pedestrian Circulation

A Pedestrian Throughway shall be established between the southern end of the Blue Greenway and 23rd Street, at the southern edge of the Stack Plaza, through the center of this open space, and along the southern edge of Block 9 with Unit 3. Pedestrian access to and around the base of the Stack shall be provided. Plaza design shall allow for multiple paths and vantage points from which to experience the scale and presence of the Stack. Pedestrian access between the Stack and the building on Block 9 shall be accommodated. Paved paths shall allow pedestrian access through garden spaces.

#### 4.21.3 Planting

Tree, shrub, and groundcover planting shall adhere to the general standards and guidelines set forth in Sections 4.6 and 4.7. No more than one-third of the area within 45 feet of the Stack shall be planted.

#### 4.21.4 Amenities

The following amenities shall be provided within Stack Plaza: seating, lighting, open plaza space, planted areas, bicycle parking, and waste receptacles. Movable outdoor seating and tables to serve a café or bar within the Stack may be provided. The amenities and features shown in figure 4.21.2 are permitted in Stack Plaza.

#### 4.21.5 Paving

Paving and hardscape elements shall incorporate industrial elements and materials into the design. Design elements shall 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. Surfaces shall not be designed with elaborately applied patterns. Any patterns shall be the pragmatic result of the use of unit pavers or concrete score joints.

### GUIDELINES

#### 4.21.6 Furnishing

See Section 4.9 for standards and guidelines. Furnishing should complement and be integrated into the overall plaza design. Removeable cafe tables and chairs are allowed.

#### 4.21.7 Lighting

See Section 7 for standards and guidelines. Feature lighting for the Stack should be the focus of lighting design for this area. Artistic façade lighting and projected light displays are allowed.

#### 4.21.8 Program

Stack Plaza should be primarily a civic space for passive recreation and socializing, with minimal fixed or temporary program elements.

#### 4.21.9 Connection to Spreckels Warehouse

If the eastern Spreckels Warehouse changes tenants and uses, the tree row (see Consideration 4.21.10) should be modified and coordinated with a re-design of the driveway and truck loading area to create stronger visual and physical connections between Stack Plaza and the eastern Spreckels Warehouse.

Figure 4.21.1 Stack Plaza: Concept View Looking West



## CONSIDERATIONS

### 4.21.10 Visual Buffer

A row of trees, mural wall, decorative fence, or other visual buffer should be installed along the southern edge of the site, between Stack Plaza and the eastern Spreckels Warehouse. Tree planting must adhere to the terms of the existing utility easement.

### 4.21.11 Stormwater Management

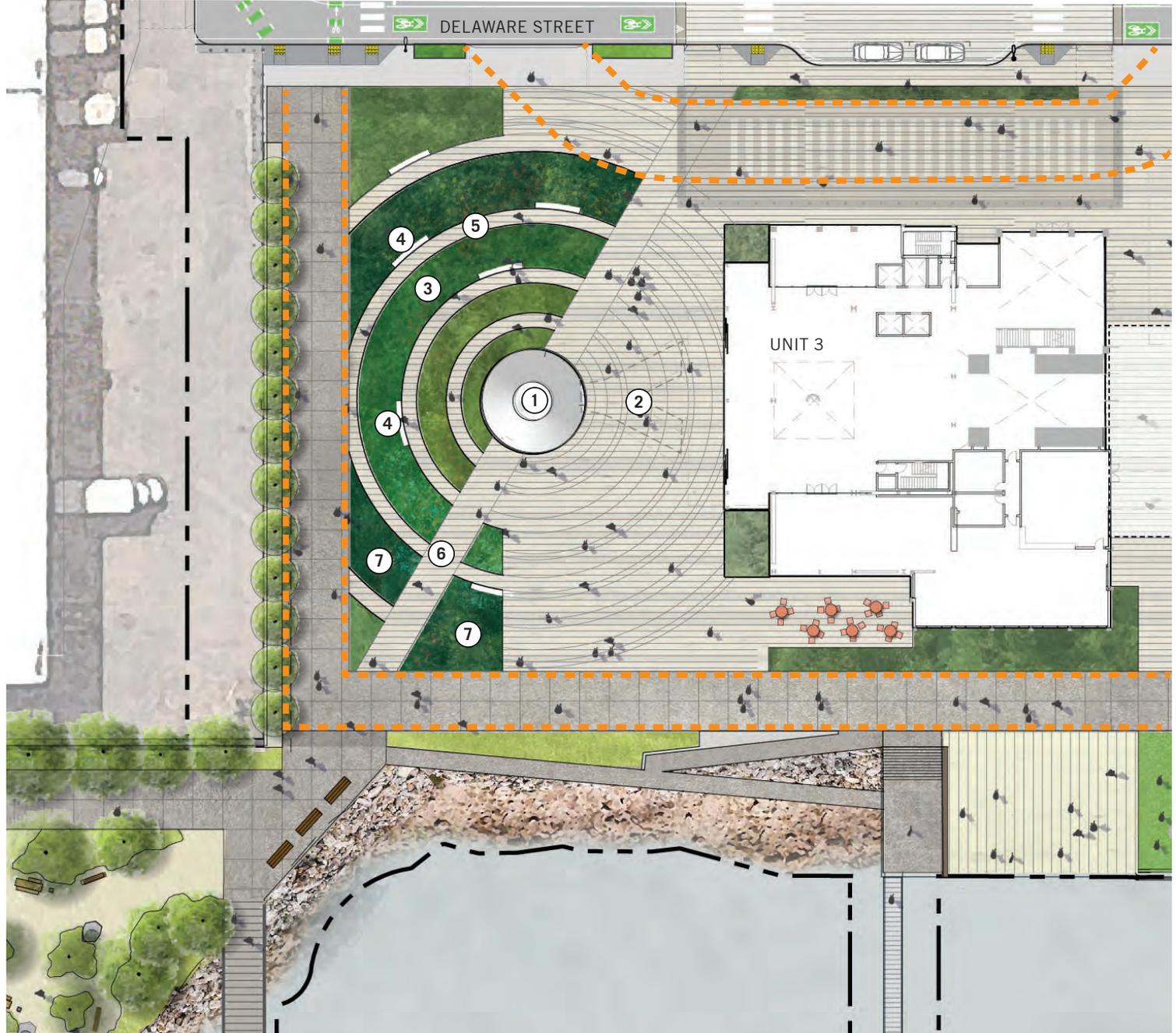
Stack Plaza should accommodate the need for stormwater management as an integrated design element. Consider integrating stormwater management gardens into site interpretation strategies that mark the transition from industrial infrastructure to green infrastructure. See Section 4.7 for general planting standards and guidelines for stormwater management areas. Refer to Figures 4.7.2 and 4.7.3 for examples of integrated stormwater management design and a suggested stormwater management plant palette.

### 4.21.12 Program

A bar or café within the Stack should be considered. Outdoor seating associated with a bar or café is allowed. Stack Plaza should also be designed to accommodate temporary events, performances, and art exhibits, subject to Exhibit L-2 of the Development Agreement.

Figure 4.21.2 Stack Plaza: Enlargement Concept Plan

# Stack Plaza



## STACK PLAZA

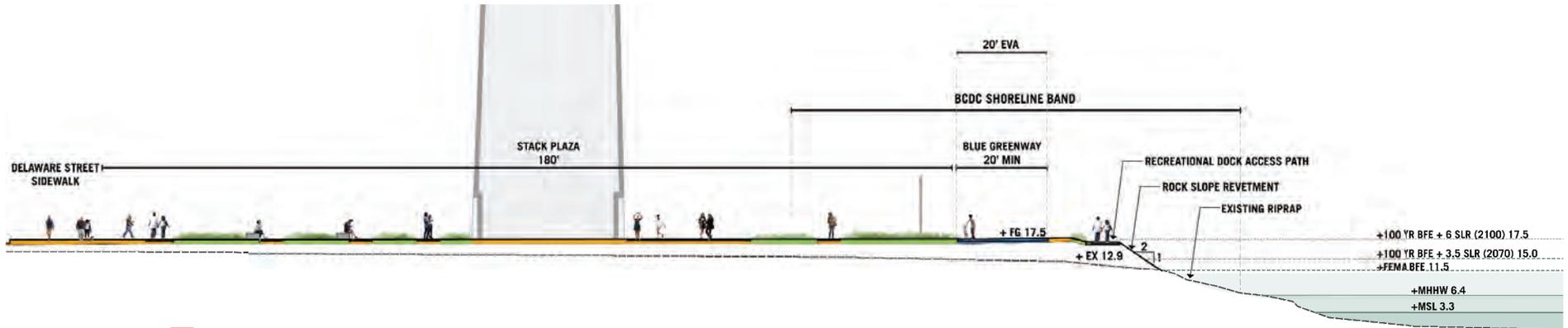
An Iconic Civic Space

- ① The Stack
- ② Paved Plaza
- ③ Planting
- ④ Seating Area
- ⑤ Paved Garden Path
- ⑥ Primary Paved Path
- ⑦ Stormwater Treatment BMP Area

EVA Access



Figure 4.21.3 Stack Plaza: Concept Section Looking North



Legend:

- FEMA Federal Emergency Management Agency
- BFE Base Flood Elevation
- MHHW Mean Higher High Water
- MSL Mean Sea Level
- SLR Sea Level Rise

Figure 4.21.4 Precedent Images Illustrating Plaza Character and Potential Program



Post-industrial site with gardens and contemporary interventions.



Post-industrial site as civic gathering space.



Plant-based stormwater management garden integrated with public space design.

## 4.22 Block 9 Open Space: Turbine Plaza

Block 9 Open Space refers to open spaces adjacent to and surrounding the building on Block 9, including Turbine Plaza and the Unit 3 Entry Plaza. See Figure 4.22.2.

Turbine Plaza serves multiple functions. Not only does it serve as the visual and physical corridor to the waterfront for Block 9, the plaza is a flexible, sheltered, open space that can host functions and provide the potential for permanent or rotating public art and/or interpretive exhibits. Turbine Plaza is located adjacent to Unit 3 and within Block 9, and may be partially covered, as permitted within Block 9 (Section 6.13). While the plaza will be publicly accessible at most times of the day and year, the planned hotel use of the adjacent buildings will help formulate the uses and programming of this plaza. Portions of the plaza may be closed for private events in association with the operation of the building on Block 9. This plaza space shall be a primarily paved, flexible-use space, protected from wind and weather. A project-serving separated sanitary sewer pump station pump house may be located within Turbine Plaza.

### STANDARDS

#### 4.22.1 Pedestrian Circulation

A Pedestrian Throughway shall be established and maintained between the Blue Greenway and Delaware Street through this plaza, with appropriate paving, furniture, and other amenities to encourage pedestrian use. During daytime/business hours, the plaza will allow public passage in the east-west direction.

#### 4.22.2 Amenities

The following amenities shall be provided within Turbine Plaza: lighting, open flexible-use plaza space, planted areas, bicycle parking, waste receptacles, and power sources for temporary events and performances.

#### 4.22.3 Access

The portion of the plaza between Unit 3 and the building at Block 9 may be enclosed with architectural walls and a roof as further specified in Section 6.13.2. This enclosed plaza shall be publicly accessible at times when it is reasonable to expect substantial public use, and may be closed to the public during non-business hours or as required for the operation of the hotel.

### GUIDELINES

#### 4.22.4 Pump House

If a project-serving separated sanitary sewer pump station house is located within Turbine Plaza, it should be carefully designed and well-integrated with the open space.

#### 4.22.5 Paving

Plaza paving should be enhanced concrete with interesting score patterns, unit pavers, or a combination of concrete and unit pavers. Paving should be selected to complement the adjacent paved areas and the character of the adjacent buildings. Coordinate paving materials and design with the Unit 3 Entry Plaza and Stack Plaza to maintain a sense of continuity. If the plaza is partially covered, paving design should be unified through the interior and exterior areas.

#### 4.22.6 Furnishing

See Section 4.9 for standards and guidelines. Furnishing should complement and be integral to the plaza design.

#### 4.22.7 Lighting

See Section 7 for standards and guidelines.

#### 4.22.8 Program

This flexible-use plaza should be designed to accommodate temporary events, performances, and

permanent or temporary art exhibits, subject to Exhibit L-2 of the Development Agreement. The programmatic elements shown in figure 4.22.2 are permitted in Turbine Plaza.

### CONSIDERATIONS

#### 4.22.9 Pump House

The existing Gate House structure may be moved and used to house the pump house.

#### 4.22.10 Lighting

Feature lighting should highlight the salvaged overhead crane and other unique structures if they are retained. In-grade accent lighting may be used to highlight unique paving patterns. Public art should also be highlighted with feature lighting. Ample pedestrian lighting should be provided to ensure pedestrian comfort and safety.

#### 4.22.11 Program

Permanent or temporary public art features are encouraged.

#### 4.22.12 Furnishings

Fixed seating is encouraged, as is moveable seating, such as cafe tables and chairs.



Figure 4.22.1 Turbine Plaza: Concept View East Through Craneway

Figure 4.22.2 Block 9 Open Space: Turbine Plaza

**BLOCK 9 OPEN SPACE:  
TURBINE PLAZA**

Event and Flexible-Use Plaza

- ① Turbine Plaza
- ② Exterior Public Plaza
- ③ Outdoor Food Service and Public Seating
- ④ Unit 3
- ⑤ Potential Pump House Location
- ⑥ Unit 3 Entry Plaza, Passenger Drop-off and EVA Lane. (See Section 4.23)
- ⑦ Potential Re-use of Turbine Housing as Water Feature

EVA Access



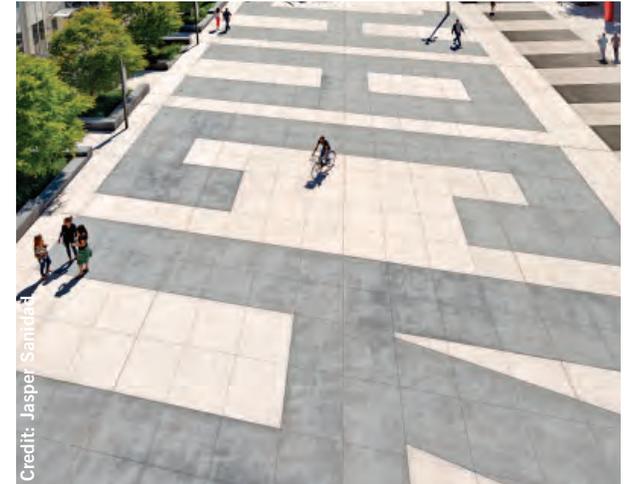
Figure 4.22.3 Turbine Plaza: Precedent Images



Bold paving in keeping with industrial waterfront.



In-grade lighting reinforcing bold paving pattern.



Bold paving pattern.



Public art plaza.



Temporary public art installation.



Interactive public art installation.



Credit: LovetoeXPlore .blogspot  
Sheltered public space.



Credit: Bernard Andre  
Inside-outside openness and permeability.



Credit: David Sundberg/Esto  
Public passage through hotel.



Credit: Fisher Productions  
Event space.



Credit: Antyrama Collective  
Interior art and light installation.



Credit: Lai Chow  
Feature architectural lighting.

## 4.23 Block 9 Open Space: Unit 3 Entry Plaza

Between Unit 3 and Delaware Street, the Unit 3 Entry Plaza will allow for passenger drop-off and required emergency vehicle access to Unit 3. The design of this plaza shall use a portion of Stack Plaza and prioritize the pedestrian experience while allowing for the practical function of passenger drop-off.

### STANDARDS

#### 4.23.1 Passenger Loading and Drop-off

An area devoted to off-street passenger loading and emergency vehicle access shall be permitted within the Unit 3 Entry Plaza as shown in Figure 4.23.1. The Entry Plaza shall include a minimum 10-foot pedestrian zone at Unit 3, a minimum 7-foot passenger loading zone, a 26-foot-clear emergency vehicle access lane, and a 5-foot paved or planted buffer at the back of sidewalk to clearly demarcate the pedestrian-only and vehicular areas of the plaza to ensure safety. The pedestrian zone shall be protected. Bollards are permitted to achieve pedestrian protection. See Figure 4.23.2 for a cross-section of the Unit 3 Entry Plaza.

The passenger loading and drop-off in the Unit 3 Entry Plaza shall be open for use by the public. Signage shall be installed indicating that the passenger loading area is available for public use and not exclusive to hotel patrons.

### GUIDELINES

#### 4.23.2 Paving

Plaza paving should be enhanced concrete with interesting score patterns, unit pavers, or a combination of concrete and unit pavers. Paving should be selected to complement the adjacent paved areas. Coordinate paving materials and design with Block 9 Open Space and Stack Plaza to maintain a sense of continuity. While paving of the entire area should be unified in material selection, paving patterns, textures, and variation should be used to distinguish pedestrian zones from vehicular. Ensure that unit pavers within EVA areas meet requirements for emergency vehicles.

#### 4.23.3 Planting

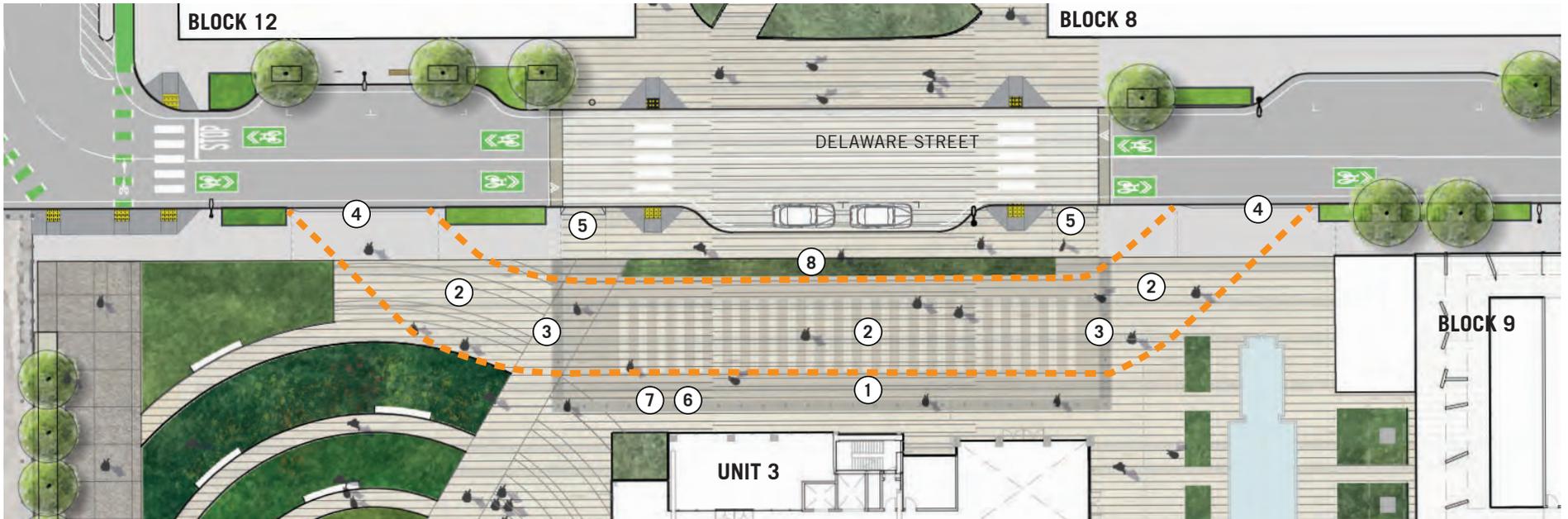
Planting should be incorporated into the plaza design where feasible and within the requirements of the EVA lane.

### CONSIDERATIONS

#### 4.23.4 Paving

Vehicular-rated pervious pavers or standard pavers with compacted base should be considered for the EVA lane.

Figure 4.23.1 Block 9 Open Space: Unit 3 Entry Plaza



**UNIT 3 ENTRY PLAZA**

Loading and Fire Access

- ① Passenger Loading
- ② Fire Access Lane
- ③ Removable Bollards
- ④ Curb Cut for Fire Access
- ⑤ Curb Cut for Passenger Drop-off
- ⑥ Detectable Warning Pavers
- ⑦ Bollards
- ⑧ Planted Buffer

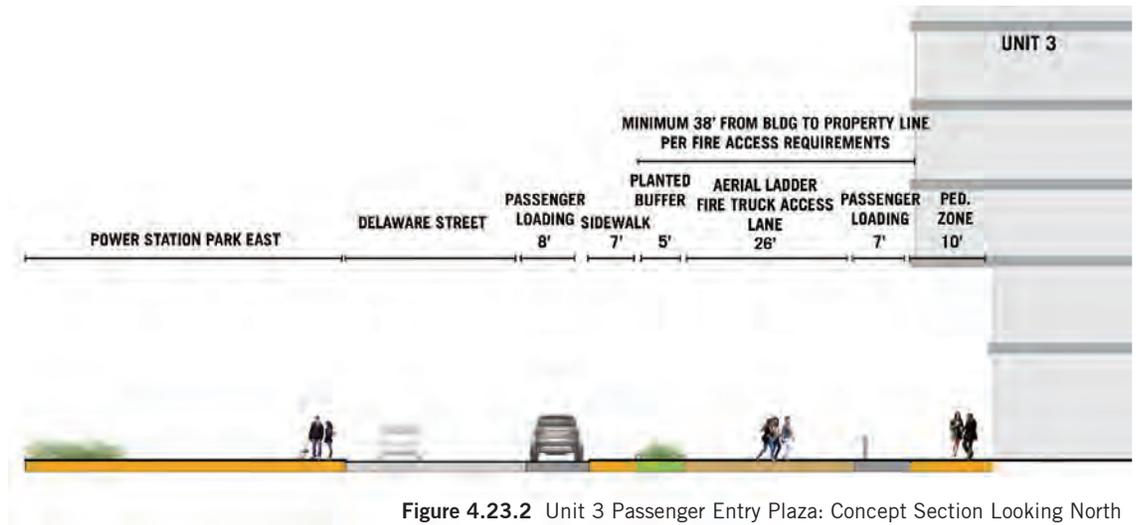
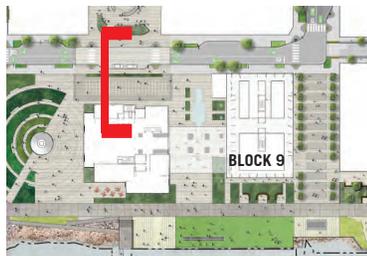


Figure 4.23.2 Unit 3 Passenger Entry Plaza: Concept Section Looking North

--- Aerial Ladder Fire Truck Access Lane

## 4.24 Humboldt Street Plaza

Humboldt Street Plaza is envisioned as an open and flexible space, primarily paved, with the ability to accommodate open air markets, performances, public art, and elements of an interpretive program, such as exhibits. The plaza will provide a car-free pedestrian connection between the terminus of Humboldt Street and the waterfront. Views of the Bay and the East Bay Hills will draw visitors from the surrounding neighborhood to the water.

### STANDARDS

#### 4.24.1 Pedestrian Circulation

Pedestrian Throughways shall be established and maintained between the Blue Greenway and Delaware Street through this plaza. The plaza will be open to the public. See Figure 4.24.2.

#### 4.24.2 Emergency Vehicle Access / Circulation

26-foot clear width emergency vehicle access (EVA) shall extend between Blocks 4 and 9 from Delaware Street to the eastern edge of the building faces at Blocks 4 and 9. Paving shall be designed to accommodate the structural loading of emergency vehicles. See Figure 4.24.2.

#### 4.24.3 Amenities

The following amenities shall be provided within Humboldt Street Plaza: seating, lighting, open flexible-use plaza space, planted areas, bicycle parking, waste receptacles, and power sources for temporary markets and performances. The amenities and features shown in figure 4.24.2 are permitted in Humboldt Street Plaza.

#### 4.24.4 Program

This flexible-use plaza shall be designed to accommodate temporary events, performances, and art exhibits, subject to Exhibit L-2 of the Development Agreement.

#### 4.24.5 Food and Drink Kiosks and Carts

See Table 4.15.1 Publicly Oriented Accessory Retail Uses in Open Spaces.

#### 4.24.6 Fire Access in Open Space

Fire access to Block 4 and Block 9 shall be provided in Humboldt Plaza for maximum length of 150 feet, measured from the curb-cut or vehicular access point into the plaza. Open space fire access shall provide a minimum 26-foot-wide clear path of travel. See Figure 5.8.1 for fire access locations within open space.

### GUIDELINES

#### 4.24.7 Paving

Plaza paving should be enhanced concrete with interesting score patterns, unit pavers, or a combination of concrete and unit pavers. Paving should be selected to complement the adjacent paving of the Blue Greenway.

#### 4.24.8 Furnishing

See Section 4.9 for standards and guidelines. Integrate fixed furnishing, constructed of durable materials such as concrete, hardwoods, steel, and/or cast iron, in plaza design. Moveable seating, such as café tables and chairs, is encouraged.

#### 4.24.9 Lighting

See Section 7 for standards and guidelines. Lighting at Humboldt Street Plaza should balance safety with the need to keep light pollution to a minimum. Fixtures should reinforce the linear design of the plaza.

### CONSIDERATIONS

#### 4.24.10 Paving

Consider variation in paving texture and color across the plaza width, which may serve to visually reduce the scale of paving needed for EVA.



**Figure 4.24.1** Concept View West towards Humboldt Street and Block 9 from the Bay Overlook at Humboldt Street Plaza

Figure 4.24.2 Humboldt Street Plaza: Enlargement Concept Plan



# Humboldt Street Plaza

Figure 4.24.3 Humboldt Street Plaza: Concept Section Looking West

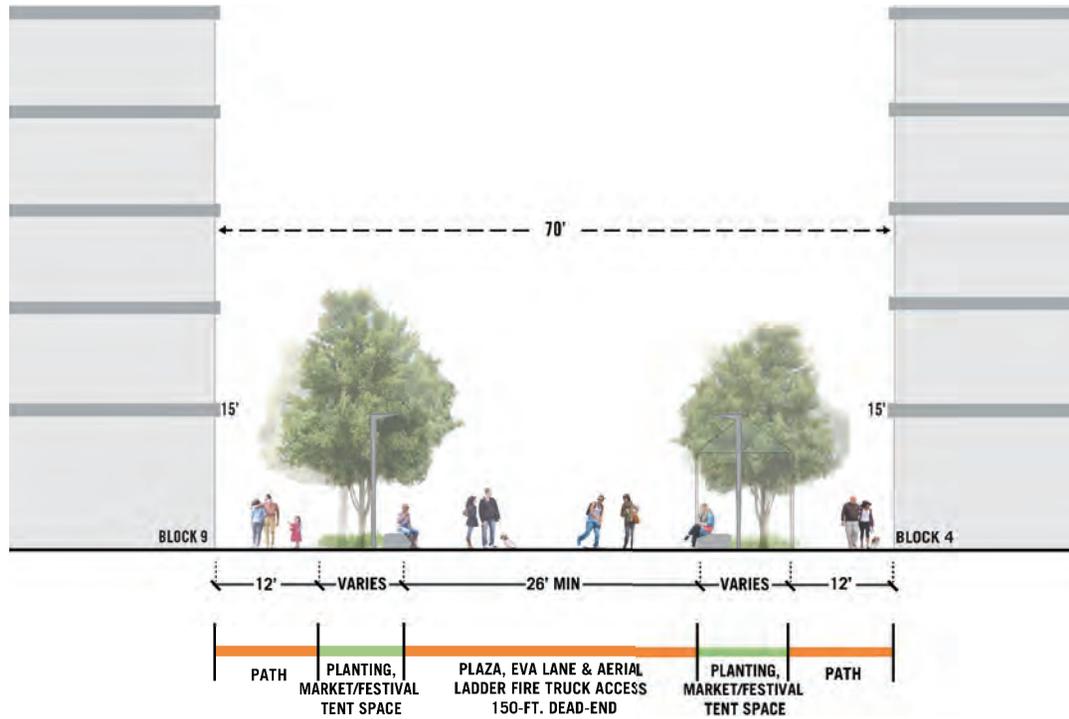


Figure 4.24.4 Humboldt Street Plaza: Precedent Images



Farmers' market.

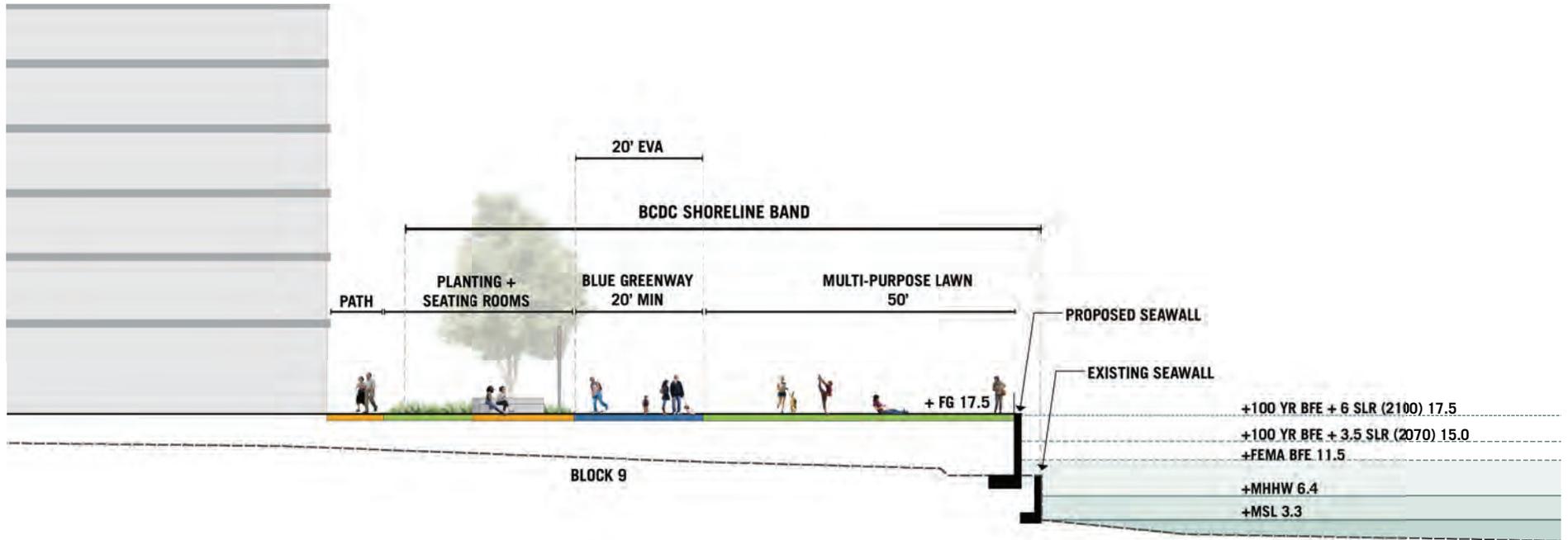


Outdoor performance.



Outdoor market.

Figure 4.24.5 Block 9 to Waterfront: Concept Section Looking North



Legend:

- FEMA Federal Emergency Management Agency
- BFE Base Flood Elevation
- MHHW Mean Higher High Water
- MSL Mean Sea Level
- SLR Sea Level Rise

## 4.25 Power Station Park and Louisiana Paseo Overview

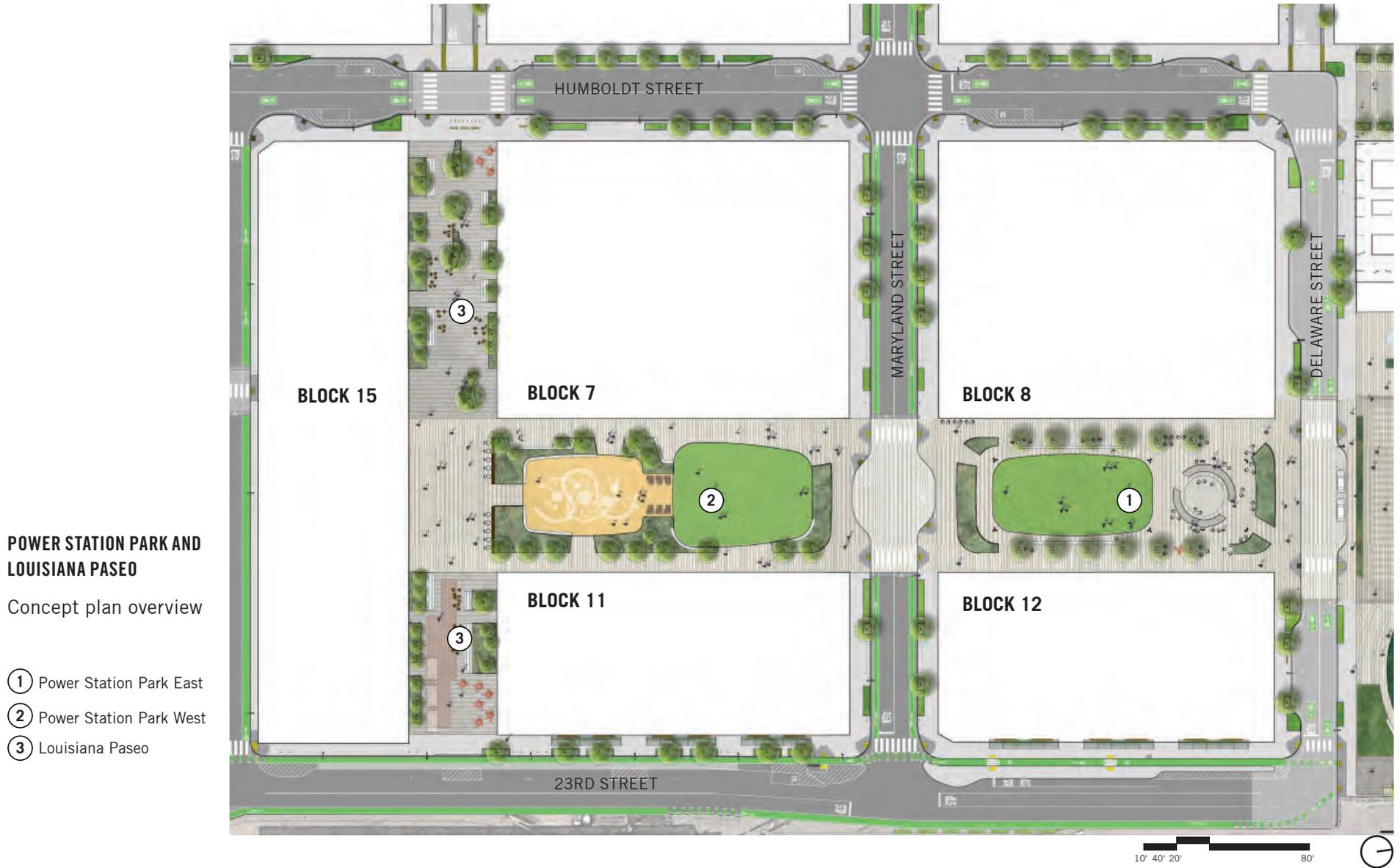
Located in the heart of the development, Power Station Park and Louisiana Paseo will provide Dogpatch and other local neighborhoods a rich array of active and passive recreational opportunities. Power Station Park will include opportunities for fitness, active and passive recreation, and casual social experiences. The two blocks of Power Station Park will be distinct from one another in their programming and site elements, but will be linked by common features and materials. Louisiana Paseo will provide flexible-use urban plaza spaces and car-free pedestrian areas connecting the neighborhood's retail and residential uses with the open space program.

All of these open spaces will be designed to allow for interaction with adjacent ground-floor uses of the adjacent buildings to create delightful, welcoming, and active public places.



View of Unit 3 and the Stack from Power Station Park West.

Figure 4.25.1 Power Station Park and Louisiana Paseo: Concept Plan Overview



## 4.26 Power Station Park and Louisiana Paseo Overview: Pedestrian Circulation

### STANDARDS

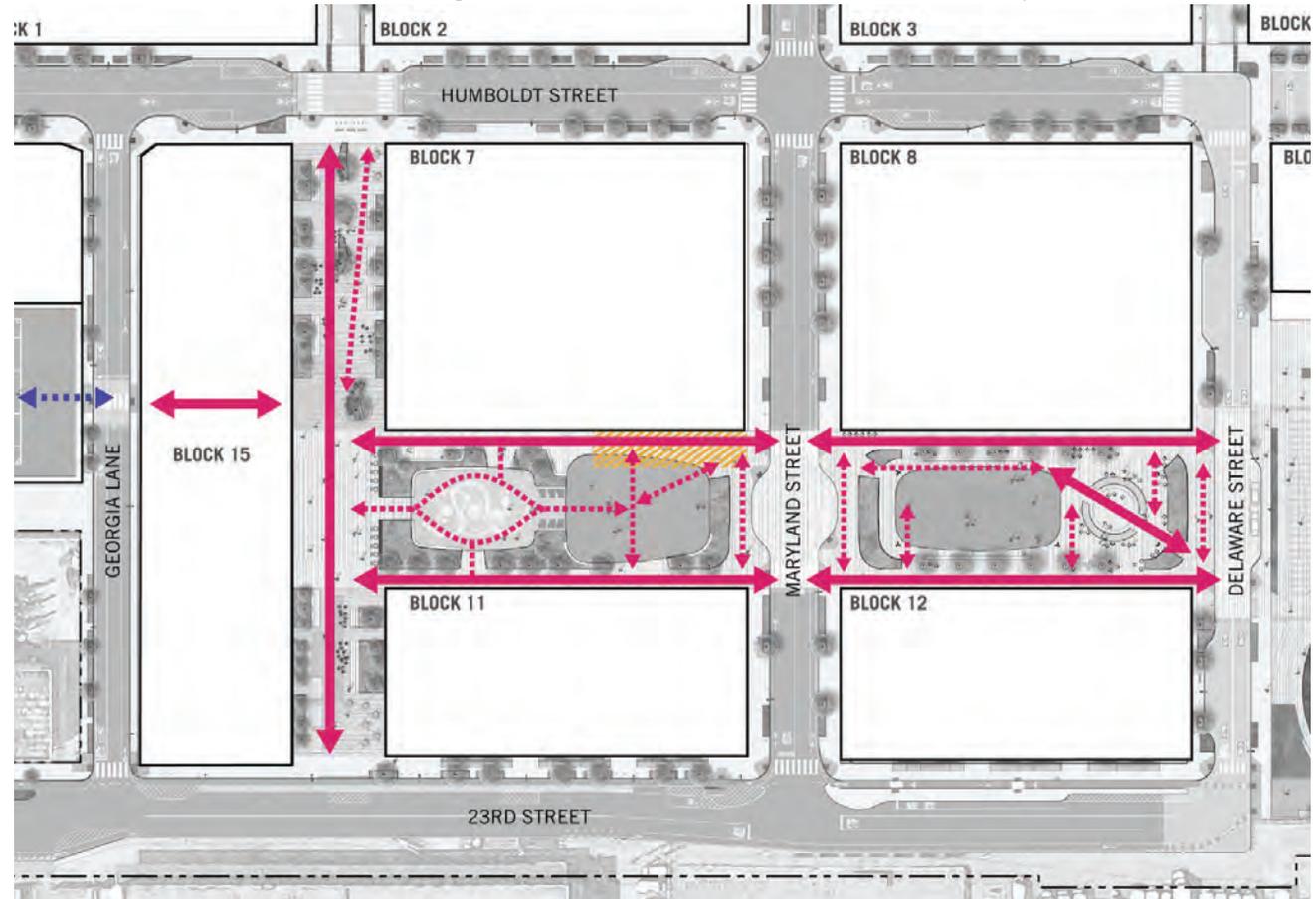
#### 4.26.1 Circulation: Power Station Park

Power Station Park shall establish Pedestrian Throughways in the east–west direction, creating a clear connection between the core of the neighborhood, the Stack, and potentially Unit 3. The park's primary east–west pedestrian circulation will establish a clear, straightforward connection to Louisiana Street Paseo. In the north–south direction, an open and permeable design will allow free movement across the parks.

#### 4.26.2 Circulation: Louisiana Paseo

Louisiana Paseo shall establish a Pedestrian Throughway in the north–south direction, creating a clear connection between Humboldt Street and 23rd Street.

Figure 4.26.1 Power Station Park and Louisiana Paseo: Conceptual Pedestrian Circulation



### POWER STATION PARK AND LOUISIANA PASEO

#### Conceptual Pedestrian Circulation

- Primary Pedestrian: 10' W Minimum
- ⋯ Secondary Pedestrian: 6' W Minimum
- ▨ Emergency Vehicle Access: 26' W Minimum
- - - Public Access to Rooftop Soccer Field (See Section 6: Buildings)

## 4.27 Power Station Park and Louisiana Paseo Overview: Program

### STANDARDS

#### 4.27.1 Program

The open space composed of Power Station Park and Louisiana Paseo shall establish recreational amenities that will include accommodation for youth soccer, play and fitness activities for all ages, public seating areas, open flexible spaces, and stormwater treatment gardens. Design and programming of these spaces shall be established in coordination with anticipated or established ground-floor uses of adjacent buildings. See Sections 4.28, 4.29, and 4.30 for more standards and guidelines for each open space.

#### 4.27.2 Carts and Kiosk

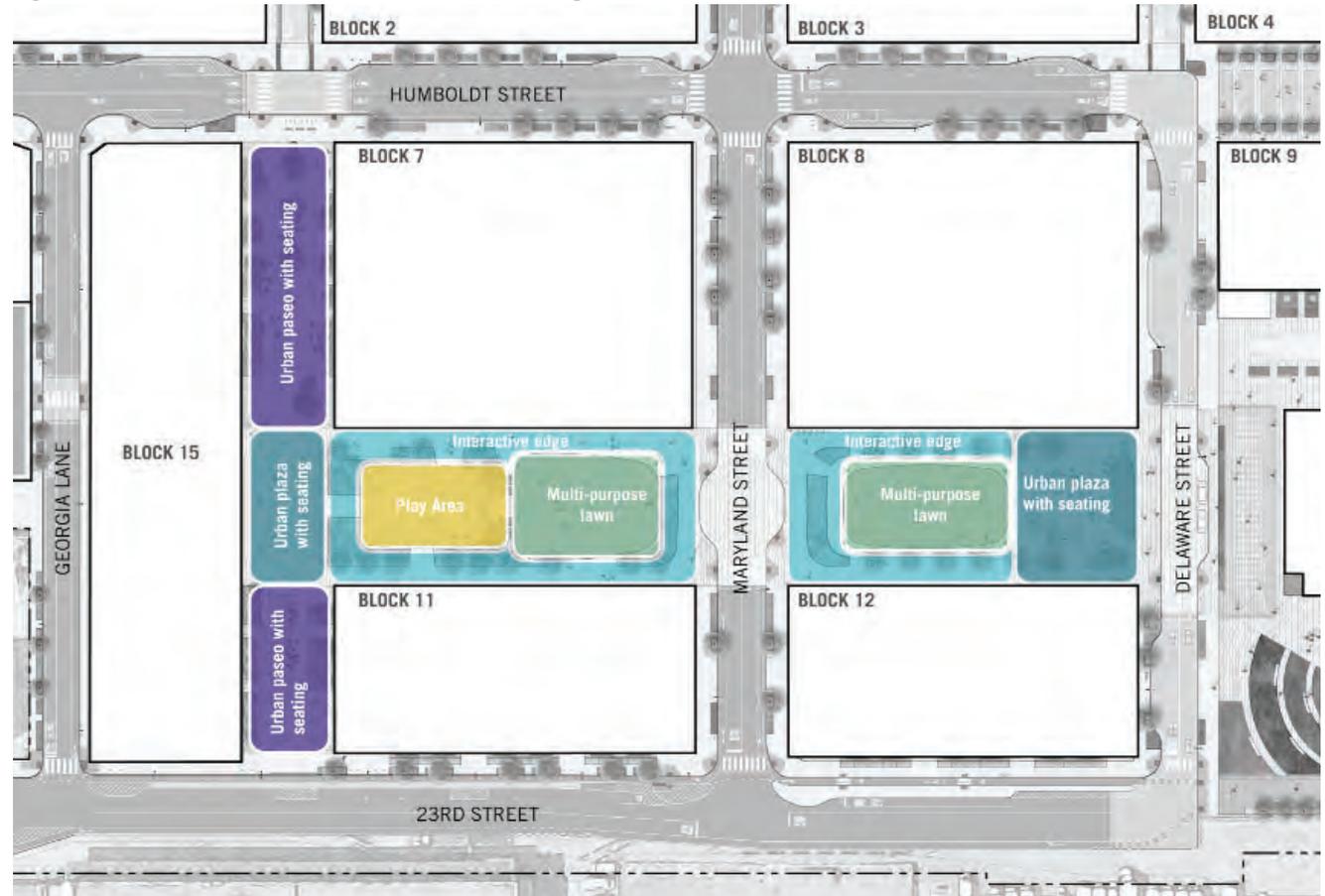
See Table 4.15.1 Publicly Oriented Accessory Retail Uses in Open Spaces.

### CONSIDERATIONS

#### 4.27.3 Thermal Energy Plant Piping Connection

The Project Sponsor may elect to construct shared thermal energy plants. Such a system would use shared thermal energy plants within the project site to recover waste heat from commercial buildings for heating and cooling use in residential buildings to reduce the project's overall energy and water demands. If feasible, utilities related to this system including an insulated pipe connection should be provided under the private portion of Power Station Park between Blocks 7 and 11 and Blocks 8 and 12.

Figure 4.27.1 Power Station Park and Louisiana Paseo: Program Zones



### POWER STATION PARK AND LOUISIANA PASEO

Program Zones

## 4.28 Power Station Park East

Power Station Park East will feature a social neighborhood plaza that opens up to Unit 3 and the Stack, as well as a multi-purpose lawn that can accommodate a variety of activities, including youth soccer, outdoor movies, community events, and casual lounging and play. Public seating within the plaza will afford views of the Stack and Unit 3, if Unit 3 is retained. Linear seating on the north and south edges of the lawn will help define the outdoor room and allow spectators to view a youth soccer game or practice.

### STANDARDS

#### 4.28.1 Multi-Purpose Lawn

Power Station Park East shall feature an open, multi-purpose lawn that can accommodate one under-6 youth soccer field.

#### 4.28.2 Plaza

Power Station Park East shall feature an open, paved plaza at its eastern end.

#### 4.28.3 Pedestrian Circulation

Pedestrian Throughways, at minimum 10-feet wide, shall be established in the east–west direction along the northern and southern building frontages. See Figure 4.28.3. This circulation pattern shall continue to Power Station Park West. Free movement in the north–south direction across the park, between buildings shall be allowed, with porous edges or edges with multiple points of entry between circulation paths and the turf field.

#### 4.28.4 Amenities

The following amenities shall be provided within Power Station Park East: open plaza space, seating, lighting,

multi-purpose lawn, planted areas, stormwater gardens, bicycle parking, waste stations, drinking fountains, and power sources for outdoor movies and other community events. The amenities and features shown in figure 4.28.1 are permitted in Power Station Park East.

#### 4.28.5 Program

Power Station Park East shall be designed to accommodate temporary events, including outdoor movies and community events, performances, art exhibits, and one under-6 youth soccer field, subject to Exhibit L-2 of the Development Agreement.

### GUIDELINES

#### 4.28.6 Views to Unit 3 and Stack

Power Station Park design should maintain open views of the Stack and Unit 3. The eastern edge of Power Station Park should be free of large trees and other vertical obstructions that interrupt these views.

#### 4.28.7 Paving

Primary circulation paths at building faces should be paved with enhanced cast-in-place concrete, unit pavers, or a combination of enhanced concrete and unit pavers. Permeable unit pavers are allowed. Paving at primary circulation paths at both blocks of Power Station Park should be identical or similar to create uniformity across the two park blocks.

#### 4.28.8 Lighting

See Section 7 for standards and guidelines. Lighting should balance safety with the need to keep light pollution to a minimum. Fixtures should reinforce the linear design of the primary circulation paths on the north and south edges of the park.

### CONSIDERATIONS

#### 4.28.9 Awnings and Architectural Canopies

To establish an intermediate scale between the park and adjacent buildings, consider a canopy structure or awning that may be freestanding or integrated with building architecture along the northern edge of Power Station Park at both East and West blocks.

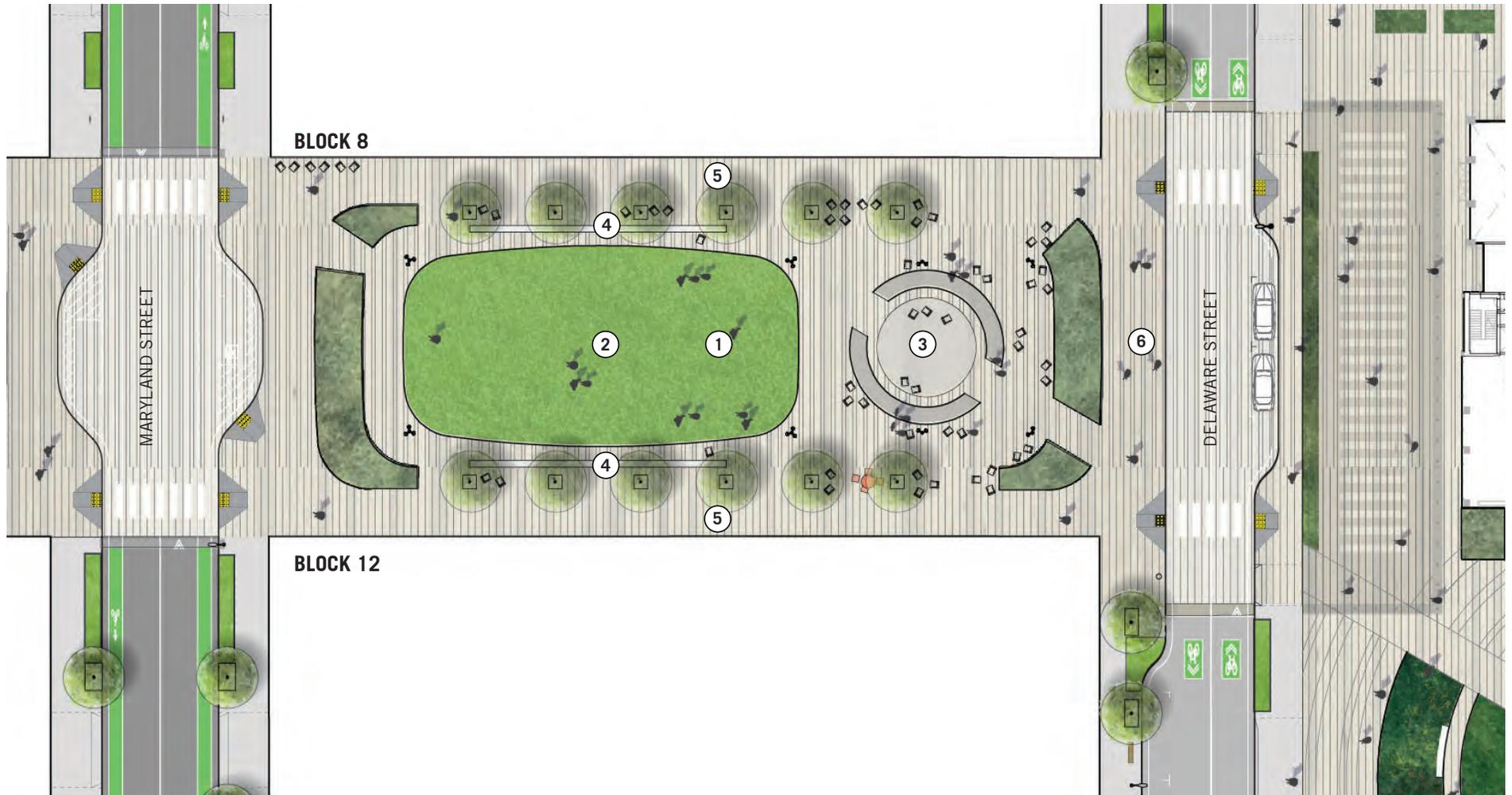
#### 4.28.10 Park-Edge Trees

Trees may be planted along the park edges instead of or in addition to canopy structures or awnings as long as the minimum 10-foot wide circulation path is maintained.

#### 4.28.11 Multi-Purpose Lawn

Consider consolidating the two multi-purpose lawns in Power Station Park East and Power Station Park West into either Power Station Park East or Power Station Park West during detailed or final design to provide the opportunity for having a larger field.

Figure 4.28.1 Power Station Park East: Enlargement Concept Plan



**POWER STATION PARK EAST**

Concept Plan

- ① Multi-Purpose Lawn
  - ② Under-6 Soccer Field  
(Minimum Dimensions:  
45 feet x 75 feet)
- ③ Plaza
  - ④ Seating
- ⑤ Building Access and Circulation Path
  - ⑥ Clear Viewshed to Unit 3 and the Stack

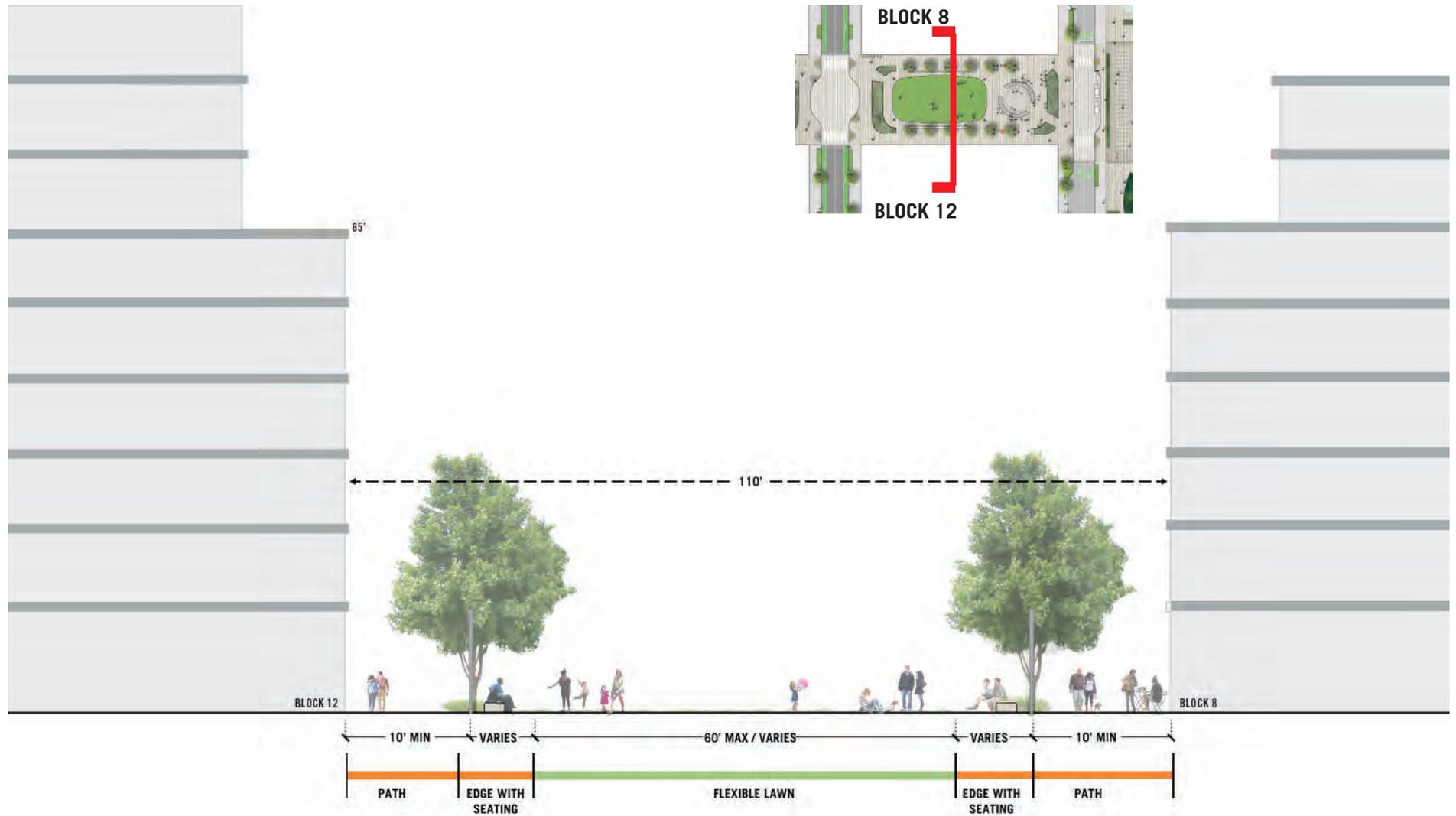


## Power Station Park East

Figure 4.28.2 Power Station Park East: Conceptual View Toward Unit 3 and the Stack, Showing Edge of Flexible-Use Field and the Power Station Park East Plaza

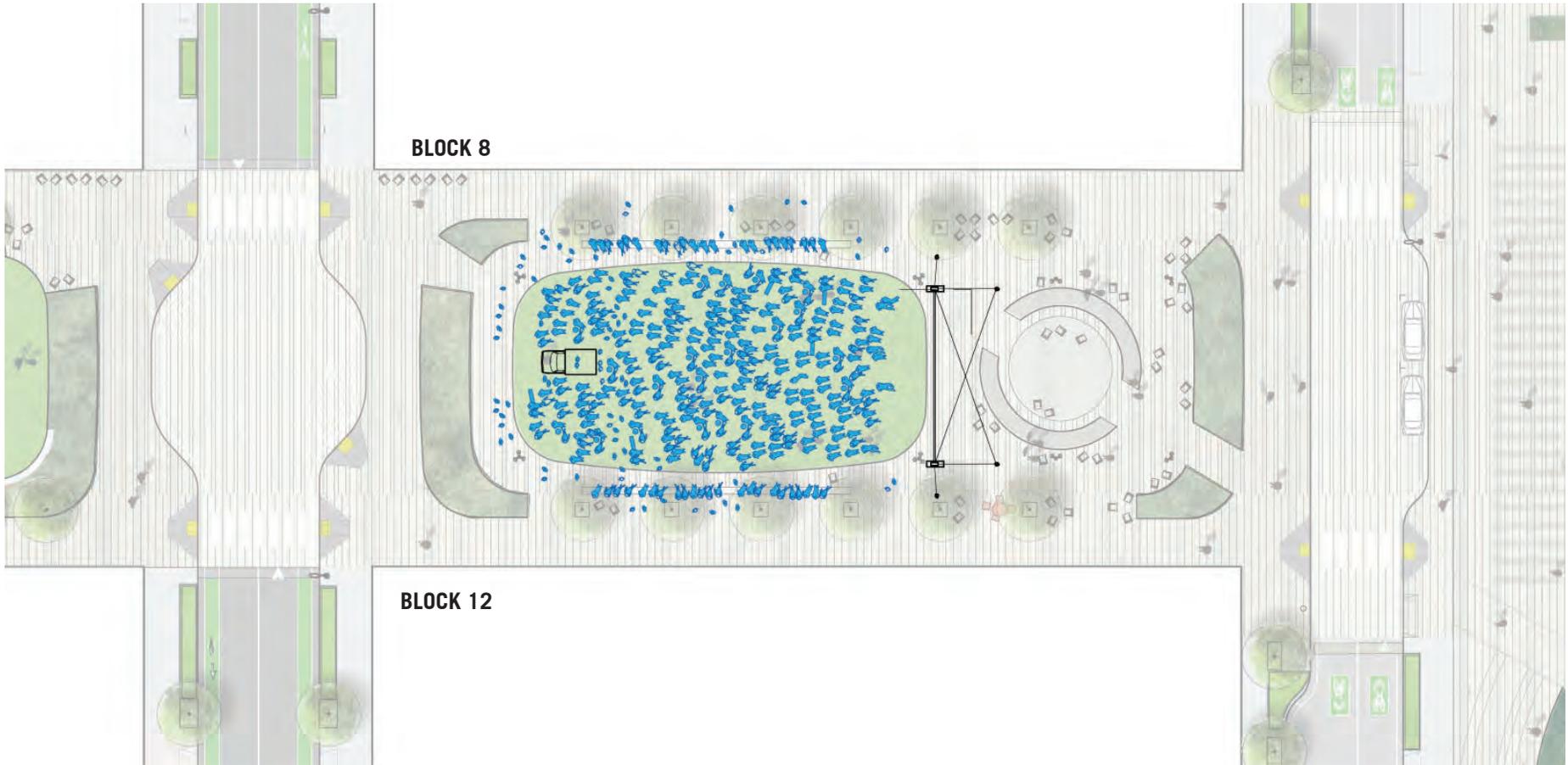


Figure 4.28.3 Power Station Park East: Concept Section Looking West



# Power Station Park East

Figure 4.28.4 Power Station Park East: Event Capacity



## POWER STATION PARK EAST EVENT CAPACITY

Diagram showing a performance or movie night accommodating over 450 people.

Figure 4.28.5 Power Station Park East: Precedent Images



Fitness in the park.



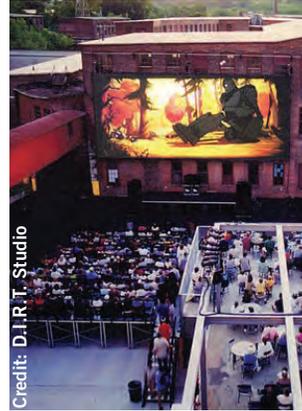
Active recreation.



Picnic in the park.



Community plaza.



Outdoor movie night.



Outdoor seating on the park.

## 4.29 Power Station Park West

Power Station Park West will feature a fitness and play area for all ages and a multi-purpose lawn that can accommodate youth soccer. Signature sculptural play elements will distinguish this park, providing opportunities for active play and exercise. To the extent possible, play features shall integrate uses for all ages and not segregate people by age groups.

The Park will be designed to be interactive with the ground floors of adjacent buildings. The park design shall enhance building programming, including community uses such as day care, indoor fitness rooms, or other community spaces. Public seating on the north side of the park and around the turf area will take advantage of sun exposure. Primary circulation paths at the north and south edges of the park will provide pedestrian paths and connect the west and east blocks of the park with similar paving and path widths.

### STANDARDS

#### 4.29.1 Sculptural Play Elements

Power Station Park West shall feature play structures appropriate for play and fitness for all ages. A special zone may be designated for use by an adjacent day care during day care operation hours. Outside of such hours, the special zone shall be open to the general public.

#### 4.29.2 Multi-Purpose Lawn

Power Station Park West shall feature an open, multi-purpose lawn that can accommodate one under-6 youth soccer field.

#### 4.29.3 Pedestrian Circulation

A Pedestrian Throughway, having a minimum width of 10 feet, shall be established in the east–west direction along the building faces to the north and south. Free movement shall be allowed in the north–south direction across the park between buildings, through porous

edges or edges with multiple points of entry between circulation paths and the central play plaza.

#### 4.29.4 Amenities

The following amenities shall be provided within Power Station Park West: play features, seating, lighting, planted areas, stormwater gardens, bicycle parking, drinking fountains, and waste stations. The amenities and features shown in figure 4.29.1 are permitted in Power Station Park West.

#### 4.29.5 Fire Access

Fire access within Power Station Park West may be required if Block 7 is developed with more than one building. This access shall be a maximum length of 150 feet, measured from the curb-cut or vehicular access point into the open space. Open space fire access shall provide a minimum 26-foot-wide clear path of travel. See Figure 5.8.1 for fire access locations within open space.

### GUIDELINES

#### 4.29.6 Paving

Primary circulation paths at building faces should be paved with enhanced cast-in-place concrete, unit pavers, or a combination of enhanced concrete and unit pavers. Paving at primary circulation paths at both blocks of Power Station Park should be identical or similar in order to create uniformity across the two park blocks.

#### 4.29.7 Lighting

See Section 7 for standards and guidelines. Lighting should balance safety with the need to keep light pollution to a minimum.

#### 4.29.8 Sculptural Play Elements

Play elements should be integrated into a cohesive urban plaza design. To the extent feasible, play features should not segregate age groups from one another. To avoid fixed

barriers and fences, it is recommended that potential designated day care center activities use temporary moveable barriers/fences during use.

### CONSIDERATIONS

#### 4.29.9 Awnings and Architectural Canopies

To establish an intermediate scale between the park and adjacent buildings, consider a canopy structure or awning that may be freestanding or integrated with building architecture along the northern edge of Power Station Park at both East and West blocks.

#### 4.29.10 Park-edge Trees

Trees may be planted along the park edges instead of or in addition to canopy structures or awnings as long as the minimum 10-foot wide circulation path is maintained

#### 4.29.11 Furnishing

See Section 4.9 for standards and guidelines. Furnishing should complement and be integrated into the overall park design. Moveable seating, such as cafe tables and chairs is encouraged along the northern building face. Public picnic tables or fixed cafe tables for public use are recommended. Picnic tables and bench seating should be located directly adjacent to the play area.

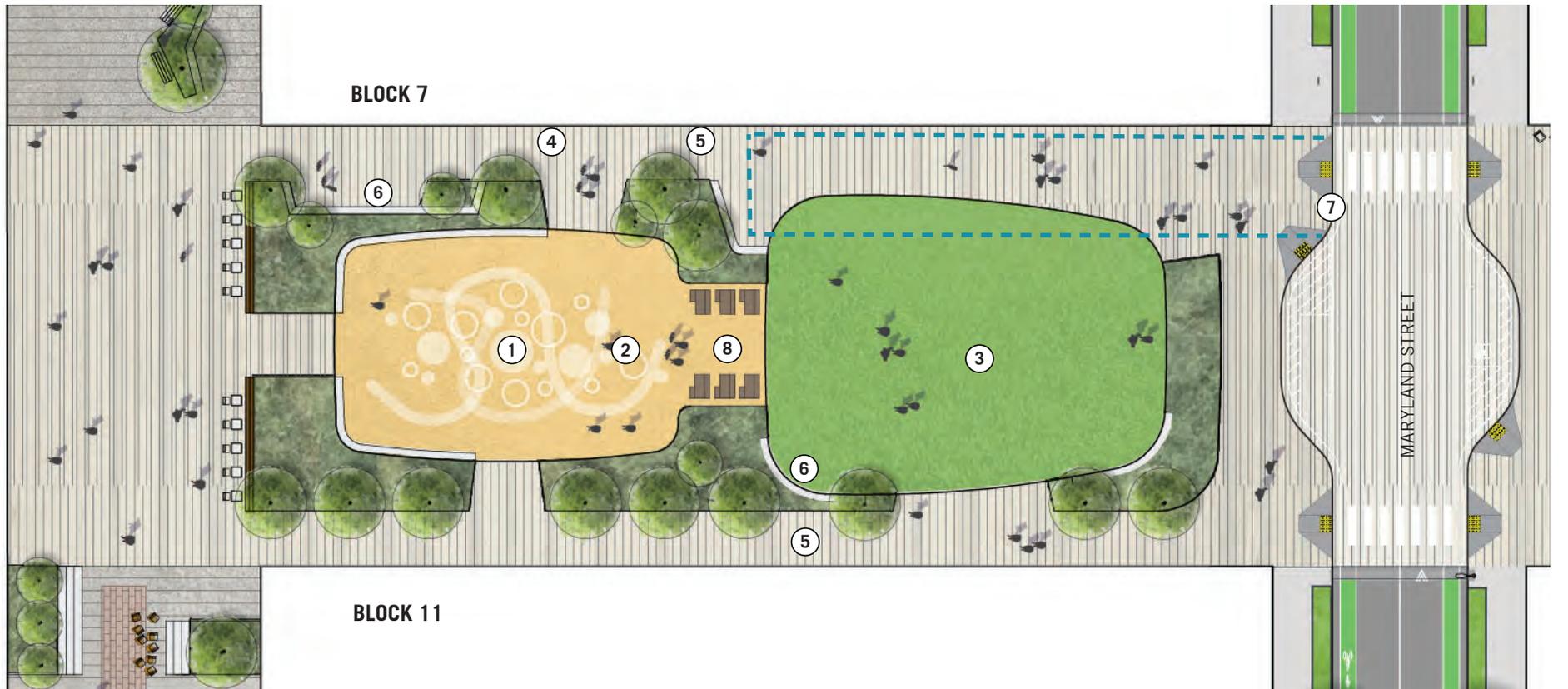
#### 4.29.12 Lighting

Fixtures should reinforce the linear design of the primary circulation paths on the north and south edges of the park. Accent lighting at park features such as seating and play elements may be used to provide lighting variety.

#### 4.29.13 Sculptural Play Elements

Play elements should be artful, original structures that give Power Station Park West a clear identity.

Figure 4.29.1 Power Station Park West: Enlargement Concept Plan



**POWER STATION PARK WEST**

A Playful Neighborhood Park for All Ages



**4.29.14 Multi-Purpose Lawn**

Consider consolidating the two multi-purpose lawns in Power Station Park East and Power Station Park West into either Power Station Park East or Power Station Park West during detailed or final design to provide the opportunity for having a larger field.

- ① Sculptural Play Elements - All Ages
  - ② Play Area - Potential Day Care Center Outdoor Use
  - ③ Multi-Purpose Lawn and Under 6 Soccer Field (Minimum Dimensions: 45 feet x 75 feet)
  - ④ Potential Outdoor Food Service Seating
  - ⑤ Building Access and Circulation Path
  - ⑥ Public Seating
  - ⑦ Modified Curb for EVA Access
  - ⑧ Picnic Area with Tables and Benches
- Aerial Ladder Fire Truck Access  
150-ft. dead-end  
-----

## Power Station Park West

Figure 4.29.2 Power Station Park West: Precedent Images



Credit: Fletcher Studio

Sculptural play area integrated with plaza.



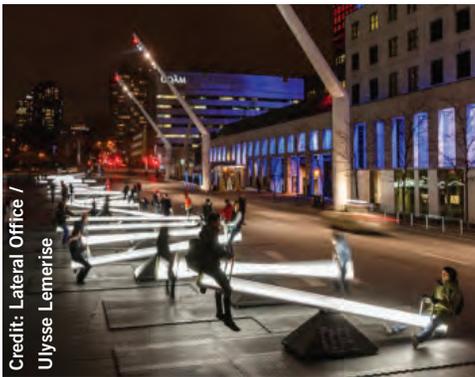
Credit: ANNABAU

Play features for all ages.



Credit: James Dee

Sculptural play element.



Credit: Lateral Office /  
Ulysses Lemerise

Playful elements for all ages.



Credit: National Fitness  
Campaign

Adult fitness amenities.



Credit: National Fitness  
Campaign

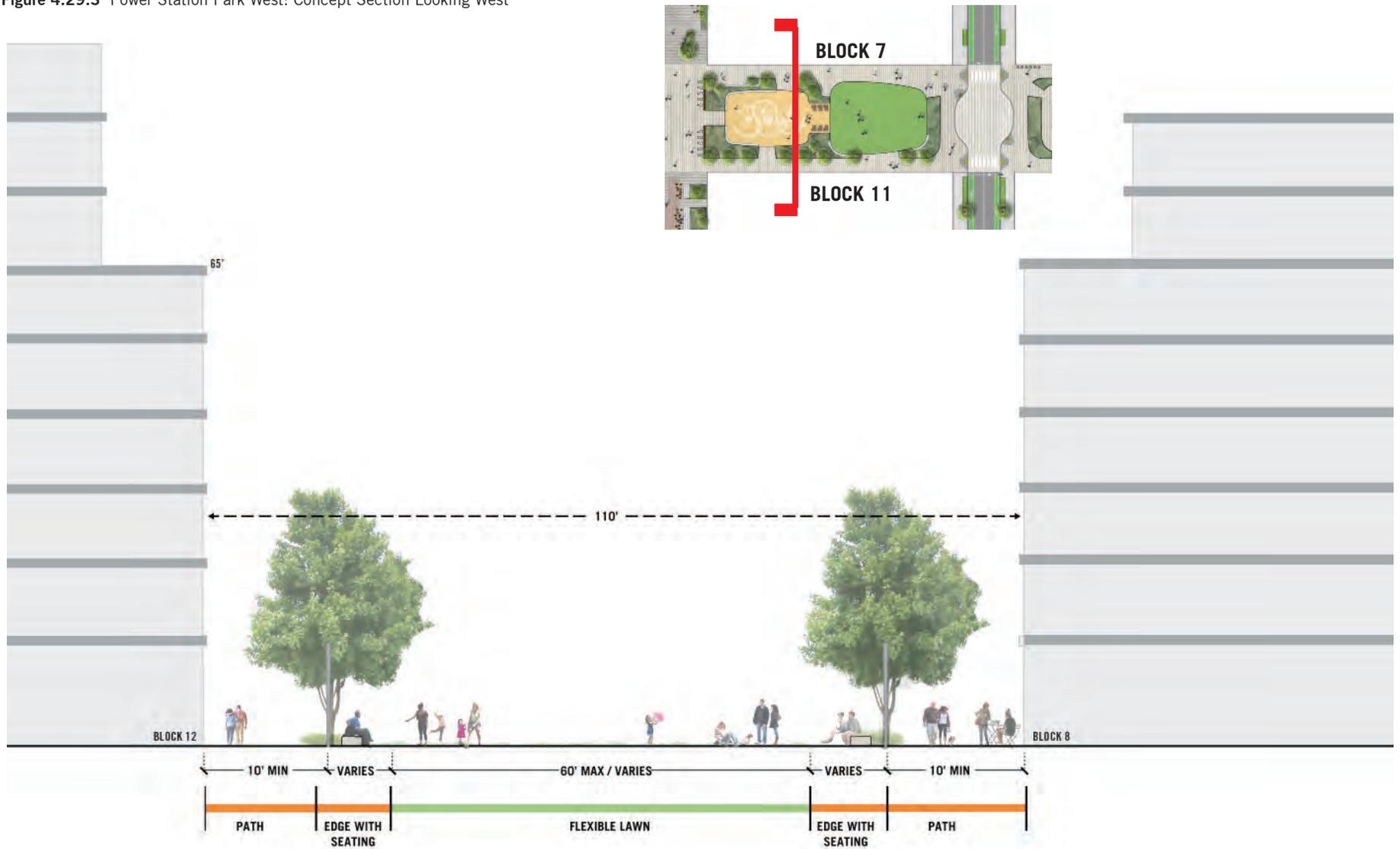
Game tables.



Credit: Iwan Baan

Game tables.

Figure 4.29.3 Power Station Park West: Concept Section Looking West



## 4.30 Louisiana Paseo

Louisiana Paseo, while providing continuous pedestrian passage from block to block, will be made up of several distinct spaces. The south end of the paseo, at 23rd Street, will incorporate an open, paved plaza space that can accommodate food trucks or small neighborhood events. The plaza shall complement the commercial and light-industrial uses in the adjacent buildings at Block 15 and Block 11. Accordingly, Louisiana Paseo shall be designed to provide spill-out space relating to this public use, inviting public gathering and drawing pedestrians from Humboldt and 23rd Streets. Where it meets the west end of Power Station Park, the paseo will incorporate seating and may include game tables such as table tennis or chess. At the north end of the paseo, between Power Station Park and Humboldt Street, the paseo will be a pedestrian passage with seating that complements the adjacent Residential and Commercial uses of Block 15 and Block 7. The various spaces of Louisiana Paseo also provide opportunities for public art and elements of an interpretive program, such as interpretive exhibits.

### STANDARDS

#### 4.30.1 Pedestrian Circulation

Pedestrian Throughways, having a minimum width of 10 feet, shall be established in the north–south and east–west directions through the paseo. See Figures 4.30.2 and 4.30.3

#### 4.30.2 Amenities

The following amenities shall be provided within Louisiana Paseo: seating, lighting, planted areas, stormwater gardens, bicycle parking, waste stations, and power sources for events. The amenities and features shown in figure 4.30.1 are permitted in Louisiana Paseo

#### 4.30.3 Food and Drink Semi-Permanent Kiosks and Mobile Carts

See Table 4.15.1 Publicly Oriented Accessory Retail Uses in Open Spaces.

### GUIDELINES

#### 4.30.4 Paving

Primary circulation paths and plaza spaces should be paved with enhanced cast-in-place concrete, unit pavers, or a combination of enhanced concrete and unit pavers.

#### 4.30.5 Furnishing

See Section 4.9 for standards and guidelines.

#### 4.30.6 Lighting

See Section 7 for standards and guidelines. Lighting should balance safety with the need to keep light pollution to a minimum.

#### 4.30.7 Program and Design

Louisiana Paseo should be designed to accommodate temporary events, performances, and art exhibits. If the eastern wall of Station A collapses or is damaged beyond repair, the paseo should be designed to provide welcoming spill-out space for the public use that would be required on the portion of Block 15 fronting Power Station Park. While unifying design elements such as paving, lighting fixtures, and furnishing should provide a legible identity for the entire paseo, the individual spaces at 23rd street, at Power Station Park, and at Humboldt Street should incorporate design elements and programming that are distinct from one another.

## CONSIDERATIONS

### 4.30.8 Lighting

Primary fixtures should reinforce the linear design of the primary circulation paths. Secondary accent lighting may be used to highlight furnishing, paving, or other site elements.

### 4.30.9 Amenities

If the eastern wall of Station A collapses or is otherwise damaged beyond repair, amenities within Louisiana Paseo fronting Power Station Park should complement the spill-out space for the public use that then would be required on the portion of Block 15 fronting Power Station Park. Such amenities could include space for public assembly, public art, and informal recreation spaces, such as game tables, described earlier.

## LOUISIANA PASEO

Outdoor Living Room, Spaces for Play, and A Pedestrian Paseo

- ① Station A Plaza: Play Tables and Seating
- ② Flexible-Use Plaza For Events, Food Trucks, Block Parties
- ③ Seating
- ④ Pedestrian Paseo and Seating
- ⑤ Rooftop Sports Field (See Section 4.31)
- ⑥ Curb Cut for Food Trucks/Maintenance Access (No Parking at this location)



Figure 4.30.1 Louisiana Paseo: Enlargement Concept Plan

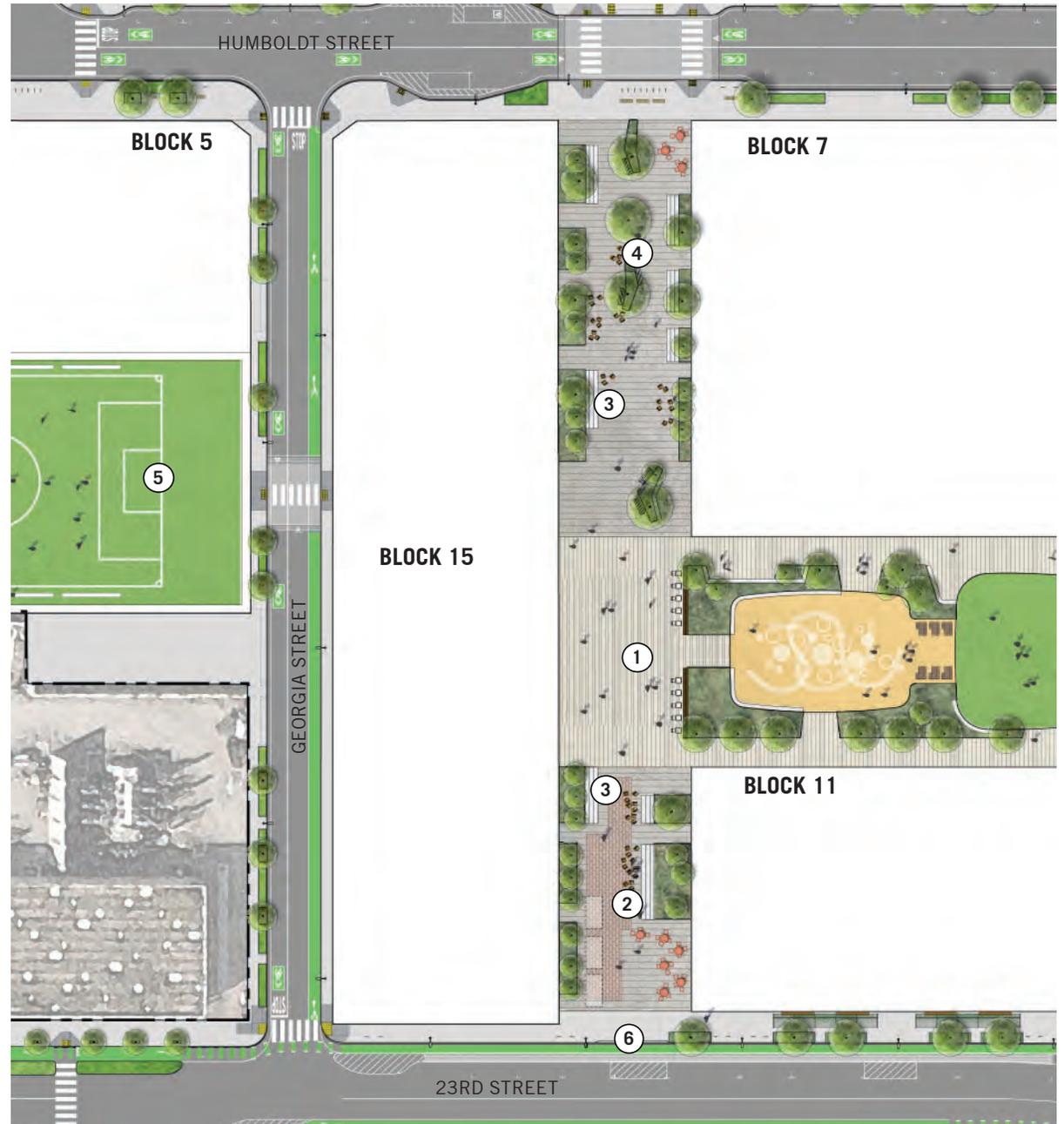


Figure 4.30.2 Louisiana Paseo South: Concept Section Looking North

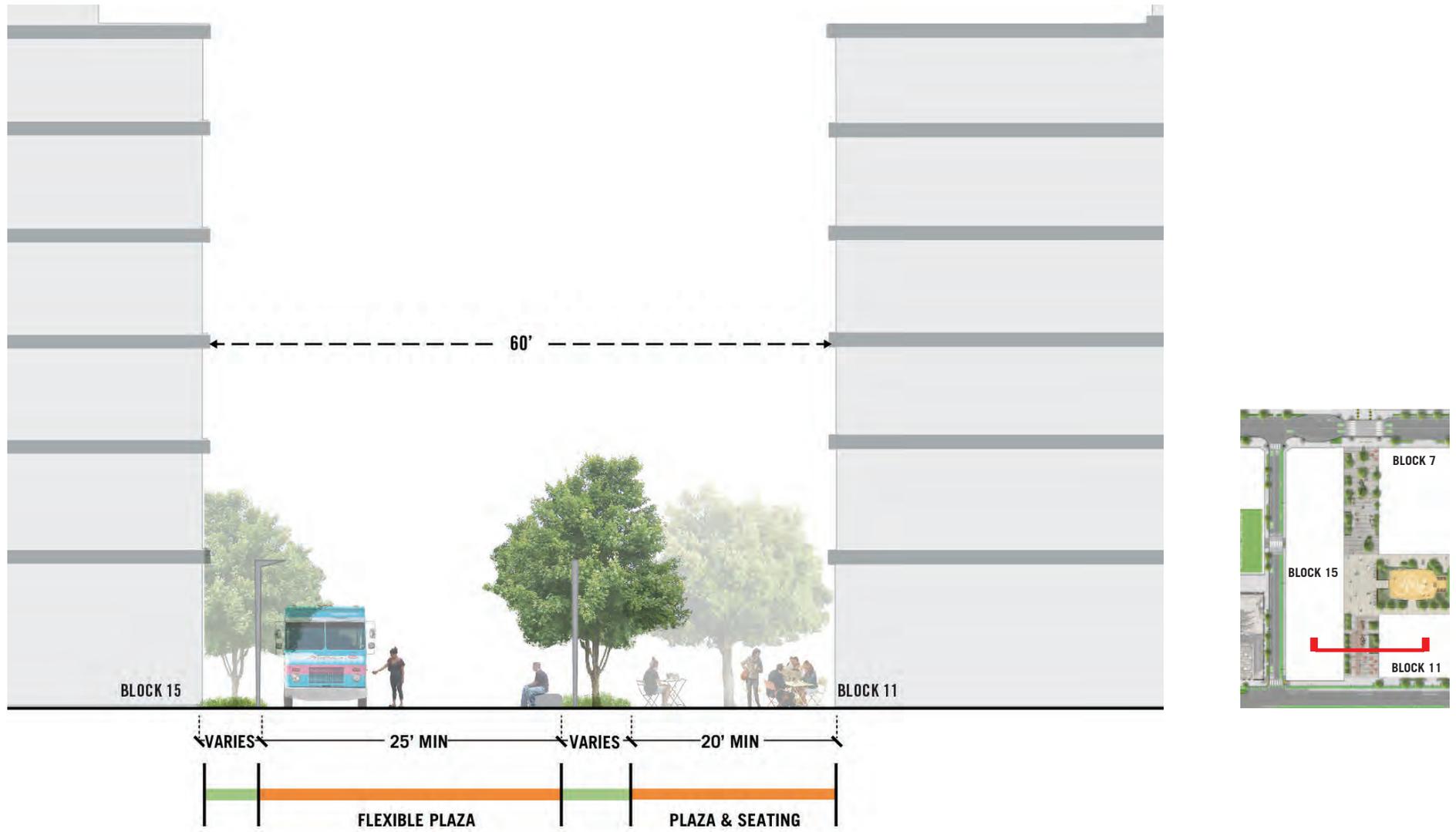


Figure 4.30.3 Louisiana Paseo North: Concept Section Looking North



## 4.31 Rooftop Soccer Field

The Power Station proposes to use a portion of the rooftop of the District Parking Garage for a publicly accessible, under-10 multi-purpose field made of high-quality artificial field turf. The location of the soccer field is proposed to be on top of Block 5, but may instead be on the roof of Block 1 or 13, which are also potential locations of the District Parking Garage. The facility is sized to accommodate casual adult-league play, youth development, and club training on one large under-10 field or three smaller under-6 fields. A field reservation system will be available for users to reserve the space. If a District Parking Garage is not constructed, an under-10 multi-purpose field will be constructed elsewhere on Blocks 5, 1 or 13, or elsewhere on-site. Such field may be indoors or outdoors.

### STANDARDS

#### 4.31.1 Access

Use of the soccer field shall be open to the public, pursuant to the terms of the Development Agreement. An access route from street level shall be provided with elevator and stair access and legible wayfinding.

#### 4.31.2 Furnishing

Provide bench seating at field level for players and spectators.

#### 4.31.3 Amenities

The following amenities shall be provided at the soccer field: seating, lighting, drinking fountain, and waste stations. A restroom serving the field will be provided within the same building as the field but may be located on the ground floor. The amenities and features shown in figure 4.31.2 are permitted at the rooftop soccer field.

#### 4.31.4 Field Enclosure

A wind screen and/or protective netting shall be provided as necessary. See also height exception Standard 6.2.4.

#### 4.31.5 Field Dimensions

The field will be an under-10 field measuring 105 feet by 180 feet with 10-foot clearance on south, east, and north edges of the field. The field may be split into three under-6 fields measuring 60 feet by 105 feet. A clearance of 26 feet will be provided on the western edge of the field.

Note: These dimensions apply to a soccer field at Block 5. Should the field be located at Block 1 or Block 13, the field shall have the same minimum dimensions of 105 feet by 180 feet, but the clearances may differ. If the field is located indoors, the minimum ceiling height shall be 20 feet.

#### 4.31.6 Turf

Artificial turf is required.

#### 4.31.7 Permitted Activities

Other active recreation activities are permitted on the soccer field.

### GUIDELINES

#### 4.31.8 Lighting

See Section 7 for standards and guidelines. Lighting should balance the safety and functionality of the sports field with the need to keep light pollution to a minimum.

Note: Sports field lighting is not PUC lighting.

#### 4.31.9 Field Reservation Policy

If permitted by Recreation and Parks Department (RPD), reservation of the rooftop soccer field may occur through RPD's online athletic facilities reservation system.



Figure 4.31.1 Rooftop Soccer Field: Precedent Image

Figure 4.31.2 Rooftop Soccer Field: Enlargement Concept Plan



**ROOFTOP SOCCER FIELD**

Publicly accessible sports facility

- ① Under-10 sized soccer field (105 feet x 180 feet)
- ② Warm-up area
- ③ Benches
- ④ Publicly accessible restroom to be located at the Block where field is located. Final location on or in building TBD.



## 4.32 Illinois Street Plaza

Illinois Street Plaza is a linear plaza that stretches between 22nd Street and Humboldt Street along the west side of Block 13. Since the plaza sits over a utility corridor and serves as an EVA lane, the primary character of the space will be driven by interesting paving and the light-industrial and commercial activity at the ground floor of Block 13.

### STANDARDS

#### 4.32.1 Fire Access

Fire access within Illinois Street Plaza is required. Open space fire access shall provide a minimum 26-foot-wide clear path of travel. See Figure 5.8.1 for fire access locations within open space.

#### 4.32.2 Amenities

The following amenities shall be provided within Illinois Street Plaza: seating, lighting, planted areas, bicycle parking, waste stations. The amenities and features shown in figure 4.32.1 are permitted in Illinois Street Plaza.

### GUIDELINES

#### 4.32.3 Paving

The plaza should be paved with enhanced cast-in-place concrete, unit pavers, or a combination of enhanced concrete and unit pavers. Vehicular rated paving systems that incorporate planted cells within the paving should be considered for the EVA lane.

#### 4.32.4 Planting

Planting should be incorporated in the plaza design where feasible and within the requirements of the EVA lane.

#### 4.32.5 Furnishing

See Section 4.9 for requirements. Furnishing must be located at the edge of the building or at the back of the Illinois Street sidewalk, clear of the Pedestrian Throughway and clear of the EVA lane.

#### 4.32.6 Lighting

See Section 7 for standards and guidelines. Lighting must be clear of the EVA Lane.

Figure 4.32.1 Illinois Street Plaza: Enlargement Concept Plan

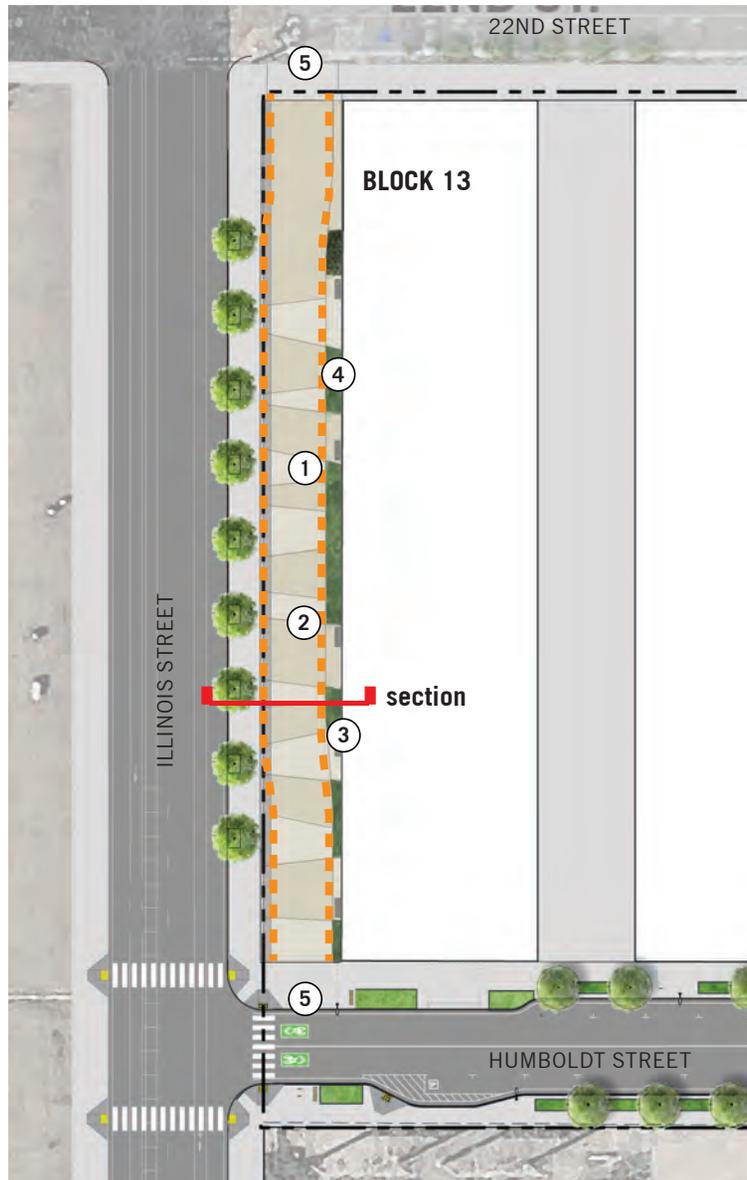
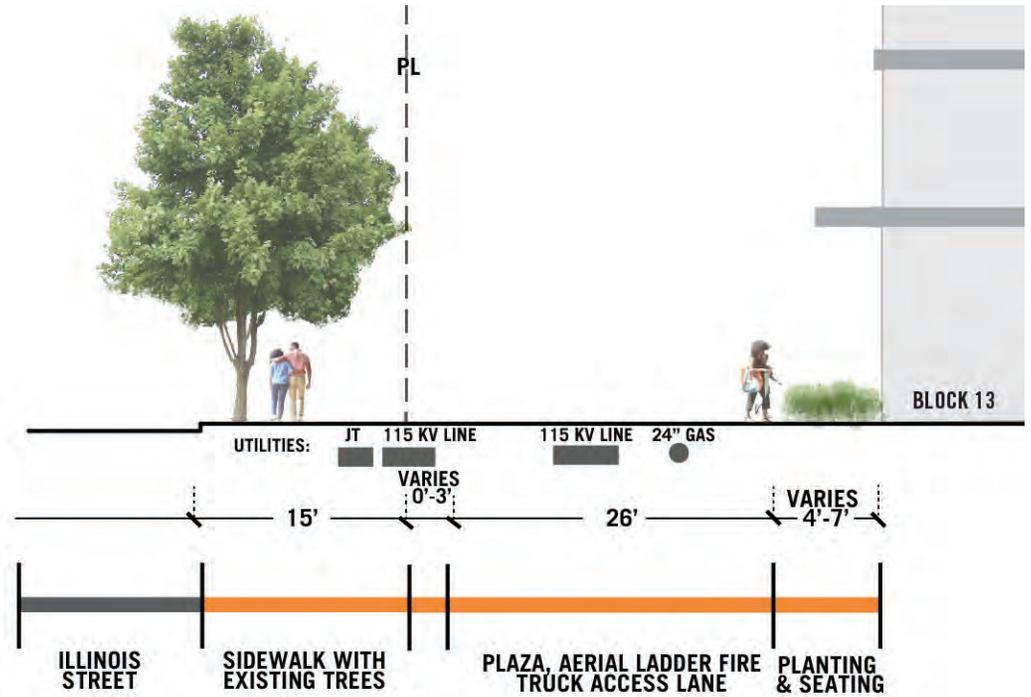


Figure 4.32.2 Illinois Street Plaza: Concept Section



**ILLINOIS STREET PLAZA**

- ① Plaza
- ② EVA Lane
- ③ Seating
- ④ Planting
- ⑤ EVA Curb Cut

----- Aerial Ladder Fire Truck Access Lane

## 4.33 Block 9 Building and Open Space Configuration Without Unit 3

If Unit 3 is not retained, the open space and building footprint at Block 9 will be reconfigured (see Sections 6.11 and 6.13). In this configuration, the southern edge of the new Block 9 building will align with the southern edge of Block 8, creating a continuous open space that connects Power Station Park to the Blue Greenway and the Bay. In this configuration, a unified Stack Plaza design extends from 23rd Street to Block 9, creating a grand civic space on the waterfront that incorporates paved plazas, gardens, and a south-facing lawn oriented to the Stack. A singular paving design links Stack Plaza to the Plaza spaces to the south and east of Block 9. The Plaza between the lawn and Block 9 may accommodate permanent and rotating art and interpretive exhibits, while allowing for everyday public seating and gathering.

The open space surrounding Block 9, extending from the south edge of Block 4 to the south edge of Stack Plaza, shall be characterized by a seamless design that reads and functions as one integrated space. The plaza and turf area shall be open, flexible-use space, appropriate for temporary events, public art, and the display of interpretive exhibits. The design shall include a balance of paving and green space while also including stormwater management gardens as needed. As the signature open space on the site, the design shall be of the highest caliber.

### STANDARDS

#### 4.33.1 Bicycle Circulation

See Section 4.21.1.

#### 4.33.2 Pedestrian Circulation

See Section 4.21.2. A Pedestrian Throughway shall connect Delaware Street to the Blue Greenway in the east–west direction within the plaza south of Block 9.

#### 4.33.3 Planting

See Section 4.21.3.

#### 4.33.4 Amenities

See Section 4.21.4. A plaza south of Block 9 and a south-facing flexible-use turf area shall be provided. The amenities and features shown in figure 4.33.1 are permitted in the open space associated with the Block 9 alternative configuration.

#### 4.33.5 Public Access

Block 9 Plaza shall remain open and accessible to the public. Please see Section 4.18 for standards and guidelines regarding Food Service Areas.

#### 4.33.6 Food and Drink Semi-Permanent Kiosks and Mobile Carts

See Table 4.15.1 Publicly Oriented Accessory Retail Uses in Open Spaces.

#### 4.33.7 Paving

See Section 4.21.5

### GUIDELINES

#### 4.33.8 Furnishing

See Section 4.21.6.

#### 4.33.9 Lighting

See Section 4.21.7

#### 4.33.10 Program

See Section 4.21.8 The flexible-use plaza and turf area should be designed to accommodate temporary events, performances, and art exhibits. Permanent public art features are allowed.

#### 4.33.11 Connection to Spreckels Warehouse

See Section 4.21.9.

### CONSIDERATIONS

#### 4.33.12 Visual Buffer

See Section 4.21.10

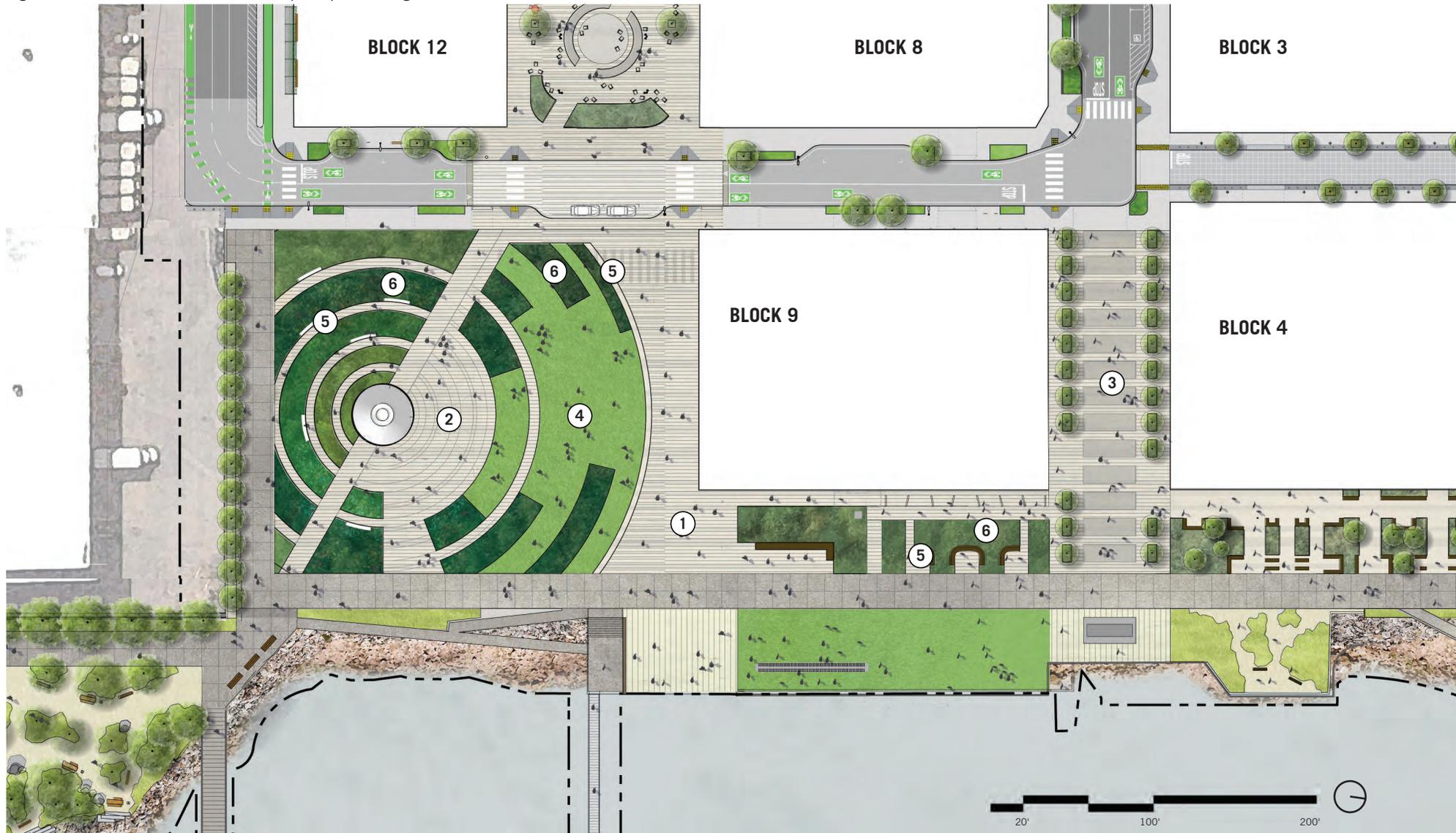
#### 4.33.13 Stormwater Management

See Section 4.21.11

#### 4.33.14 Program

See Section 4.21.12

Figure 4.33.1 Block 9 Without Unit 3: Open Space Configuration



**BLOCK 9 ALTERNATIVE CONFIGURATION WITH STACK PLAZA AND HUMBOLDT STREET PLAZA**

Conceptual Scenario in which Unit 3 is Not Retained

- ① Block 9 Plaza: Multi-Use Event and Art Plaza
  - ② Stack Plaza
  - ③ Humboldt Street Plaza
- ④ Turf Area
  - ⑤ Public Seating
  - ⑥ Planting

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## Section 5

# STREETS

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VINO  
PARADISO  
A Friendly Wine Bar & Bistro  
Tasting • Seminars • Winery Tours • Music • Gallery  
Flights • Wine Tastings • Epicurean Menus

Verdun  
Fine  
Chocolate  
& Gifts

MONIQUES

BUILDING FACE

PEDESTRIAN THROUGHWAY

CURB MANAGEMENT

STORMWATER TREATMENT

FRONTAGE ZONE

EDGE AND FURNISHING ZONE

URBAN FOREST

## Streets

The quality of a neighborhood's public life is largely defined by what happens in its streets.

The Streets section implements the “Complete Streets” concept described in the Vision and provides detailed controls for the site's array of streetscapes. This section begins with an overview of street types and moves on to describe the pedestrian, bicycle, transit, shuttle, and vehicular networks that create the site's transportation system. The Power Station project will include several complementary street typologies that create a variety of different experiences for residents, workers, and visitors. These varied street types facilitate different uses and speeds of movement, from an afternoon stroll to a morning bicycle ride to work.

Streets at the Power Station project are designed to be pedestrian-and bicycle-friendly, with generous sidewalks and narrow vehicular travel lanes designed to facilitate slower vehicle speeds and prioritize safe pedestrian

travel. Public transit is seamlessly integrated into the design, and optimally located to facilitate and encourage transit use. Street types and designs conform to the *San Francisco Better Streets Plan (2010)*, enhancing the public realm with a robust network of complete-street typologies. Proposed street designs included in this section have been carefully reviewed by San Francisco Department of Public Works (SF Public Works), San Francisco Fire Department (SFFD), San Francisco Municipal Transportation Authority (SFMTA), and San Francisco Public Utilities Commission (SFPUC), and found to be compatible with 2015 SF Public Works Subdivision Regulations and other regulations that sometimes conflict with the *Better Streets Plan*.

## 5.1 Street Overview

The *Better Streets Plan* seeks to balance the needs of all users with an understanding that, because they serve a multitude of social, recreational, and ecological roles, streets themselves are an integral component of the public realm and city fabric.

In accordance with the *Better Streets Plan*, streets at the Power Station project will connect to the surrounding neighborhood with well-designed sidewalks. They employ a unified palette of pedestrian-oriented streetscape materials that follow universal design principles and satisfy SF Public Works accessibility requirements. Space for retail spill-out and moments of casual interaction, integrated with the design, support adjacent businesses and community-serving public spaces. Curb space is designed to accommodate as much loading and servicing need as possible, in an effort to reduce vehicular and pedestrian conflicts by limiting the number of driveways provided within the project. A generous canopy of trees and integrated stormwater treatment areas contribute to a verdant, attractive, and ecologically sustainable streetscape. Streets are designed to maximize pedestrian and cyclist safety, upholding Vision Zero SF, a policy adopted by the City and County of San Francisco in 2014.

Consistent with the *Better Streets Plan* and Vision Zero SF, the site will include the following street types, illustrated in Figure 5.1.1:

- **Neighborhood Commercial Streets** are those where San Franciscans do their daily errands, meet with friends, and shop and play on weekends. Accordingly, they must accommodate a variety of needs, including ample foot traffic as well as short-term parking for customers and loading space requirements for merchants. Neighborhood commercial streets include Humboldt Street, Maryland Street, Georgia Street, and the portion of Delaware Street south of Humboldt Street.
- **Mixed-Use Streets** serve a variety of low-intensity industrial uses in addition to residences, shops, and services. Mixed-use streets are often wide streets, with higher volumes of faster-moving traffic. Their use and character are in a state of constant change. 23rd Street will be a mixed-use street.
- **Alleys** are small-scale streets that typically only carry low numbers of vehicles accessing adjacent properties. Alleys will include Georgia Lane, Louisiana Street, and the portion of Delaware Street north of Humboldt Street. Louisiana Street and the portion of Delaware Street north of Humboldt Street may be shared streets, which are alleys without raised curbs. Craig Lane will be a one-way service alley with curbs and conventional sidewalks.
- **Shared Streets** are alleys without curbs. The goal of designating a shared street is to calm traffic and create a safe environment that encourages public activity. Louisiana Street and the portion of Delaware Street north of Humboldt Street may be shared streets.

## STANDARDS

### 5.1.1 Requirements

Streets shall be designed for SU-30 Single Unit trucks and to accommodate WB-40 Intermediate Semitrailers (therefore WB-40 trucks may need to use adjacent travel lanes in order to turn). Streets shall adhere to the standards and guidelines contained within this section. For specific requirements for each street, see Street Character Sections 5.16 through 5.25.

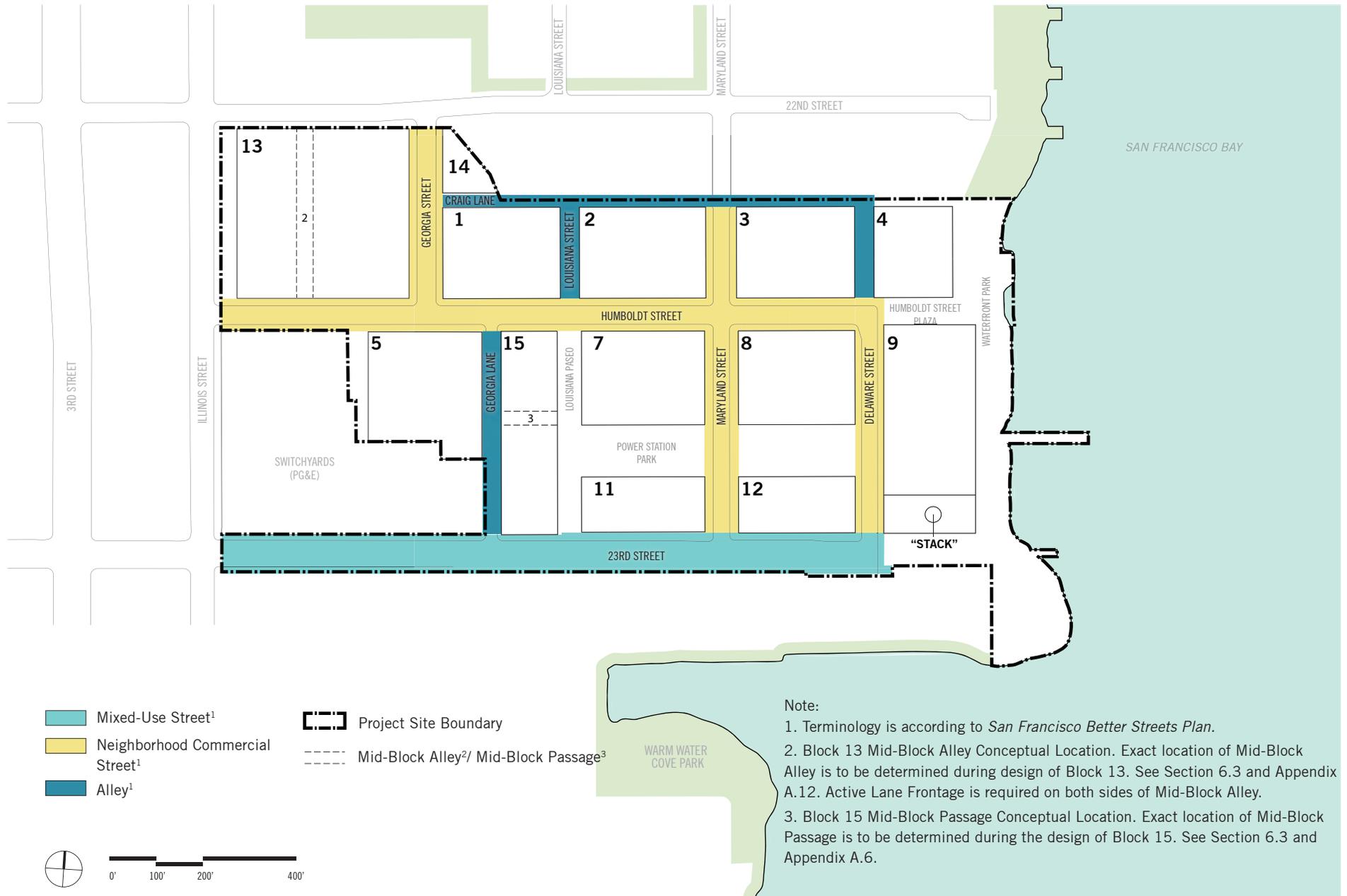
### 5.1.2 Public Rights-of-Way

Public streets at the Power Station project must comply with Department of Public Works (SF Public Works) standards, and be publicly accessible, subject to reasonable maintenance, operations, repair, and emergency access rights. Refer to Figure 5.13.1 for public rights-of-way planned for the Power Station project.

### 5.1.3 Signage and Markings

All intersections shall comply with City of San Francisco standards for signage and street markings.

Figure 5.1.1 Street Types



## 5.2 Pedestrian Network

Sidewalks within public rights-of-way (ROWs) and throughways within open spaces at the Power Station project are designed to prioritize the safety and convenience of pedestrians with highly visible crossings, curb extensions that minimize crossing distances, and ample sidewalk space.

Sidewalks—the area between the curb and the property line—balance pedestrian travel with landscaping, furnishings, lighting, and other elements such as signage and fire hydrants. The following zones, consistent with the *Better Streets Plan*, help organize the aforementioned elements. See Figure 5.2.1 Sidewalk Zones.

**Edge Zone.** This area is used for the loading and unloading of people and goods. The edge zone shall be 24 inches in width (measured from the curb or street-edge) and located where there is adjacent parking or loading activities.

**Furnishing Zone.** This portion of the sidewalk is used for street trees, landscaping, transit stops, street lighting, furniture (such as benches), trash receptacles, bicycle racks, and other amenities. The width of the furnishing zone ranges from 3 to 5 feet, but can be wider as needed.

**Throughway Zone.** This zone is used for pedestrian travel. The throughway zone, also called the Pedestrian Throughway, varies in width, but is in no event less than 4 feet wide.

**Frontage Zone.** This area, adjacent to the building, provides a transition from the activity inside the building to that of the street.

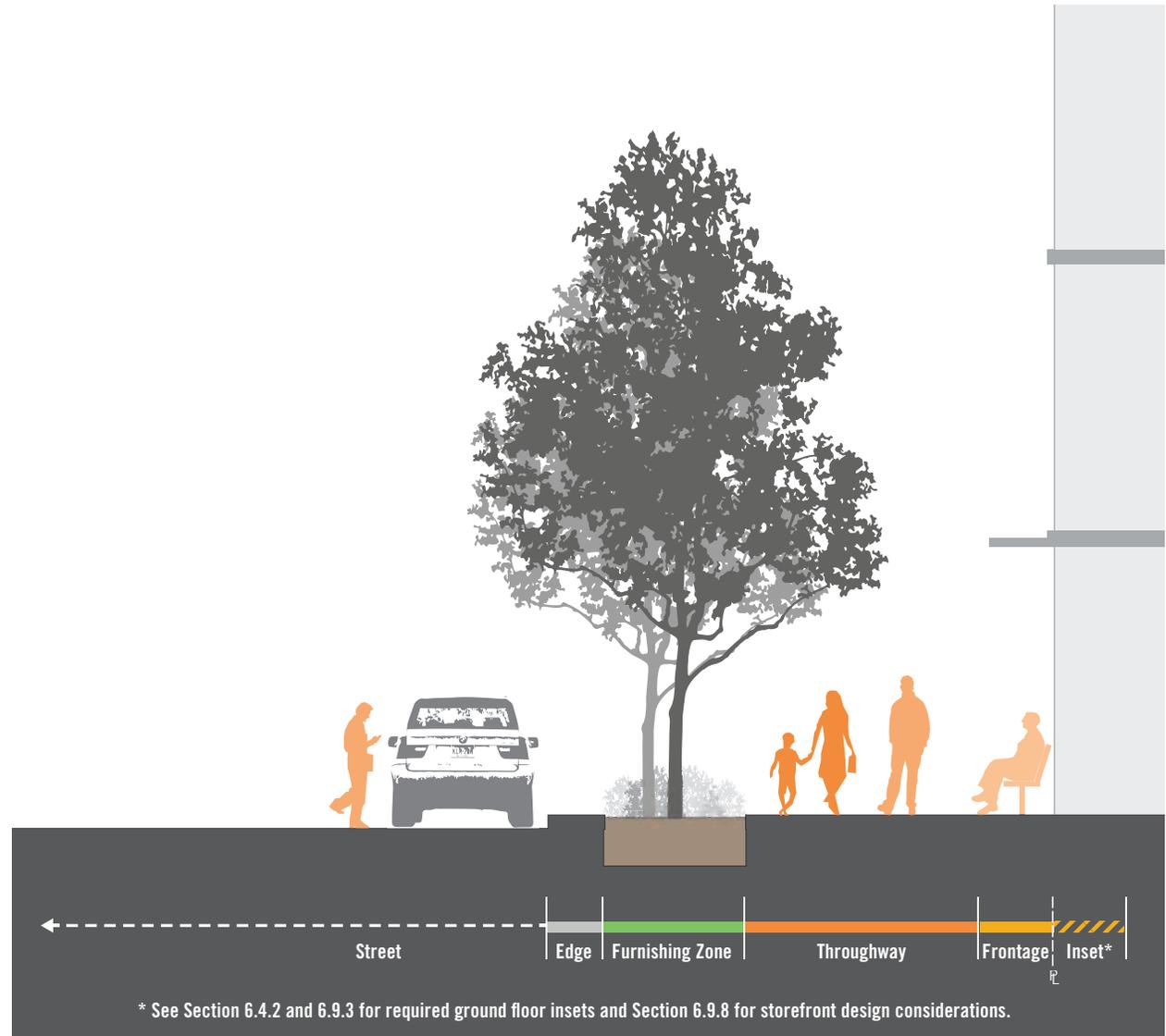


Figure 5.2.1 Sidewalk Zones



Furnishing Zone



Throughway Zone



Edge Zone



Frontage Zone

## STANDARDS

### 5.2.1 Pedestrian Throughway

The Pedestrian Throughway shall be an accessible path of travel.

A) On all street types, except for alleys and shared streets, a minimum six-foot-wide Pedestrian Throughway shall be provided.

B) On alleys and shared streets, a minimum 4-foot-wide Pedestrian Throughway shall be provided, with a minimum 5 foot by 5 foot passing zone at a maximum of 200 feet on center. A 6-foot-wide path of travel shall be maintained where feasible. See Street Character sections (5.16 through 5.25) for streetscape details.

### 5.2.2 Raised Pedestrian Crossings

Raised pedestrian crossings shall be provided in the following locations, illustrated in Figure 5.2.2:

- Where Power Station Park crosses Maryland and Delaware streets;
- At the intersection of Humboldt and Louisiana streets; and
- At the mid-block crossing on Georgia Lane.

The surface, elevation, and design of raised pedestrian crossings shall comply with SF Public Works and SFPUC standards.

At raised crossings, Pedestrian Throughways across the intersection shall be indicated with crosswalks.

### 5.2.3 Shared Streets

Shared streets apply a continuous single surface treatment across the width of the ROW, with no raised curbs. Louisiana Street and the portion of Delaware Street north of Humboldt Street may be shared streets, as shown in Figure 5.2.2. In the event that these segments north of Humboldt are not shared streets, they would have raised curbs at least 4 inches in height. Additional detail is given in the D4D sections regarding the streetscape of Delaware Street (Section 5.21) and Louisiana Street (Section 5.22).

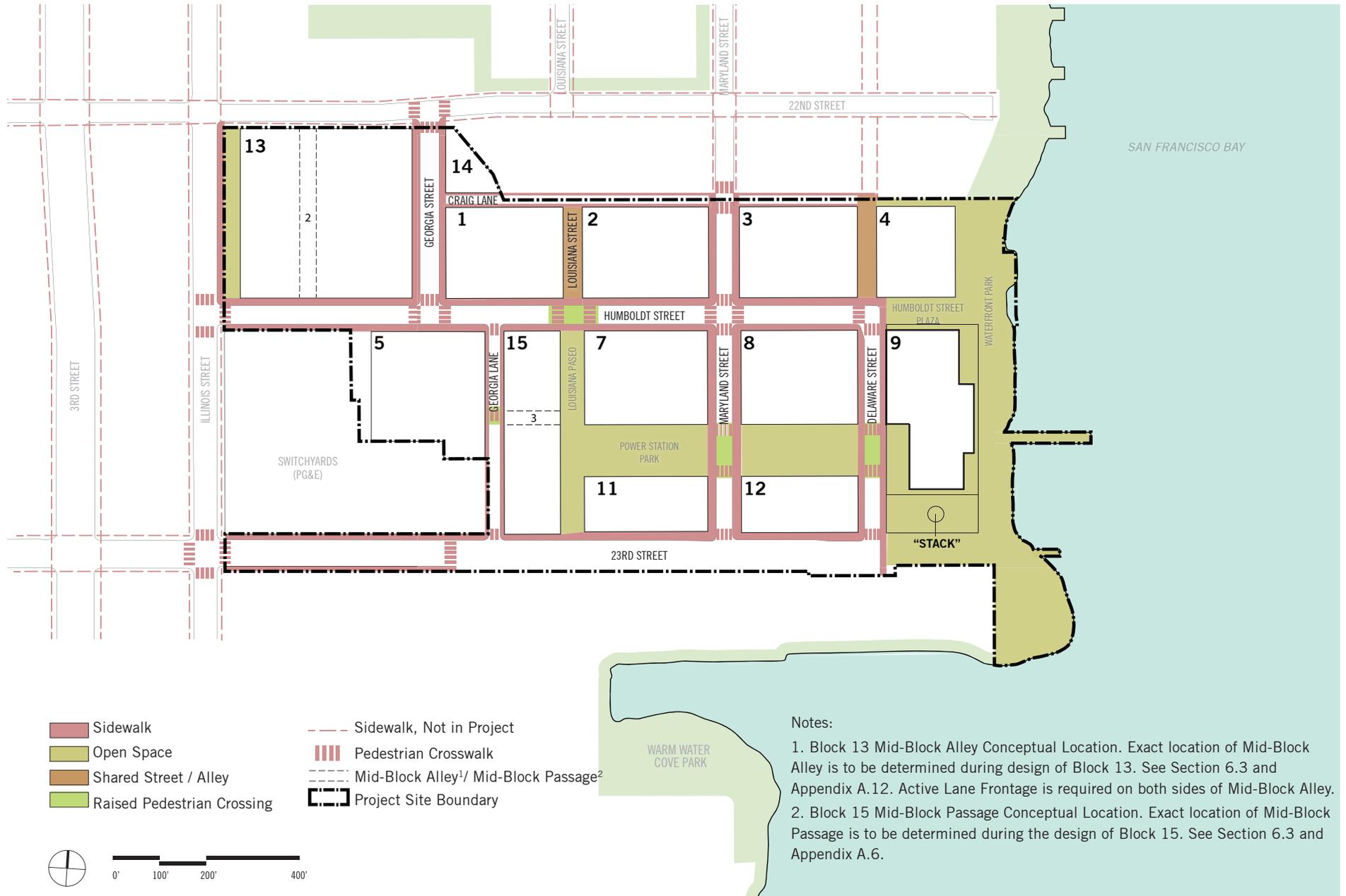
### 5.2.4 Crosswalks

Crosswalk treatments shall comply with City requirements and with SF Public Works standards. Surfacing of crosswalks shall meet ADA standards.

### 5.2.5 Bulb-outs

Bulb-outs shall be used wherever feasible based on design vehicle turning movement requirements to decrease pedestrian crossing distances and to create additional space for pedestrians, public seating and furnishing. The width of bulb-outs will be maximized to the extent reasonable based on vehicle turning movements and required utility separation to curb. Bulb-outs shall not be required if they will not be accepted by SF Public Works.

Figure 5.2.2 Pedestrian Network



## 5.3 Bicycle Network

The Power Station project's internal bicycle network is designed to connect cyclists safely and efficiently to destinations within and adjacent to the site (See Figure 5.3.1). Ranging from shared-roadway markings (sharrows) to protected bicycle lanes, all public streets at the Power Station project will include bicycle facilities.

### **Bicycle Lane Classifications**

Class I bikeways, also known as bicycle paths or shared-use paths, are facilities with exclusive right-of-way for bicyclists and pedestrians, situated away from the roadway, and with cross-flows by motor traffic minimized. Some systems provide separate pedestrian facilities. Class I facilities support both recreational and commuting opportunities. Class I facilities are commonly applied along rivers, shorelines, canals, utility rights-of-way, and railroad rights-of-way; within school campuses; and within and between parks.

Class II bikeways are bicycle lanes established along streets and defined by pavement striping and signage that delineates a portion of a roadway for bicycle travel. Bicycle lanes are one-way facilities, typically striped adjacent to motor traffic travelling in the same direction. Contraflow bicycle lanes can be provided on one-way streets for bicyclists travelling in the opposite direction.

Class III bikeways, or bicycle routes, designate a preferred route for bicyclists on streets shared with motor traffic and are not served by dedicated bikeways, in order to provide continuity to the bikeway network. Bicycle routes are generally not appropriate for roadways with higher motor traffic speeds or volumes. Bicycle routes are established by placing bicycle-route signs and optional sharrows along roadways.

A Class IV separated bikeway, often referred to as a cycle track or protected bicycle lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature. The separation may include, but is not limited to, grade separation, flexible posts, inflexible barriers, or on-street parking. Separated bikeways can provide for one-way or two-way travel. By providing physical separation from motor traffic, Class IV bikeways can reduce the level of stress and improve comfort for more types of bicyclists, and contribute to an increase in bicycle volumes and mode share.

Note: Bicycle lane classifications above are from "*Caltrans Bikeway Classification Guide*," published July 2017.



Class I Bikeway



Class II Bikeway



Class III Bikeway



Class IV Separated Bikeway

## STANDARDS

### 5.3.1 Waterfront Connection

The Blue Greenway shall conform to the street sections shown in Section 5.16, connecting to bicycle facilities on 23rd Street and Pier 70. Design shall include effective warning cues and controls, per National Association of City Transportation Officials (NACTO), and shall adhere to SFMTA guidelines in order to minimize pedestrian, bicycle, and vehicular conflict. See Section 5.16.

### 5.3.2 Pier 70 Connection

The Class II bicycle lanes on Maryland Street shall connect to proposed bicycle facilities north of Craig Lane, as shown in Figure 5.17.1. Effective warning cues and controls per NACTO and SFMTA guidelines shall be included in the design of the Maryland Street facility to minimize pedestrian, bicycle, and vehicular conflict when transitioning to and from the Class II to the Class III facility proposed for Pier 70.

### 5.3.3 Required Bicycle Facilities

#### A) 23rd Street

A Class IV bicycle facility shall be provided on the north side of the street, extending from Illinois Street to Delaware Street. A Class IV bicycle facility shall be provided on the south side of the street from Illinois Street to Georgia Lane. A Class II bicycle lane shall be provided on the south side of 23rd Street from Georgia Lane to Delaware Street. See Figure 5.3.1.

#### B) Maryland Street

Class II bicycle lanes shall be provided on the east and west sides of the street. The bikeway design for Maryland Street is tentative. The Project will continue to work with the City towards the design of a separated bikeway within the 64' right-of-way proposed on Maryland Street. Such a design change would be reviewed by City infrastructure agencies and incorporated into City approvals as part of the first Basis of Design submittal.

#### C) Georgia Lane

A Class II bicycle lane shall be provided on the east side of the street; sharrows shall be provided on the west side of the street.

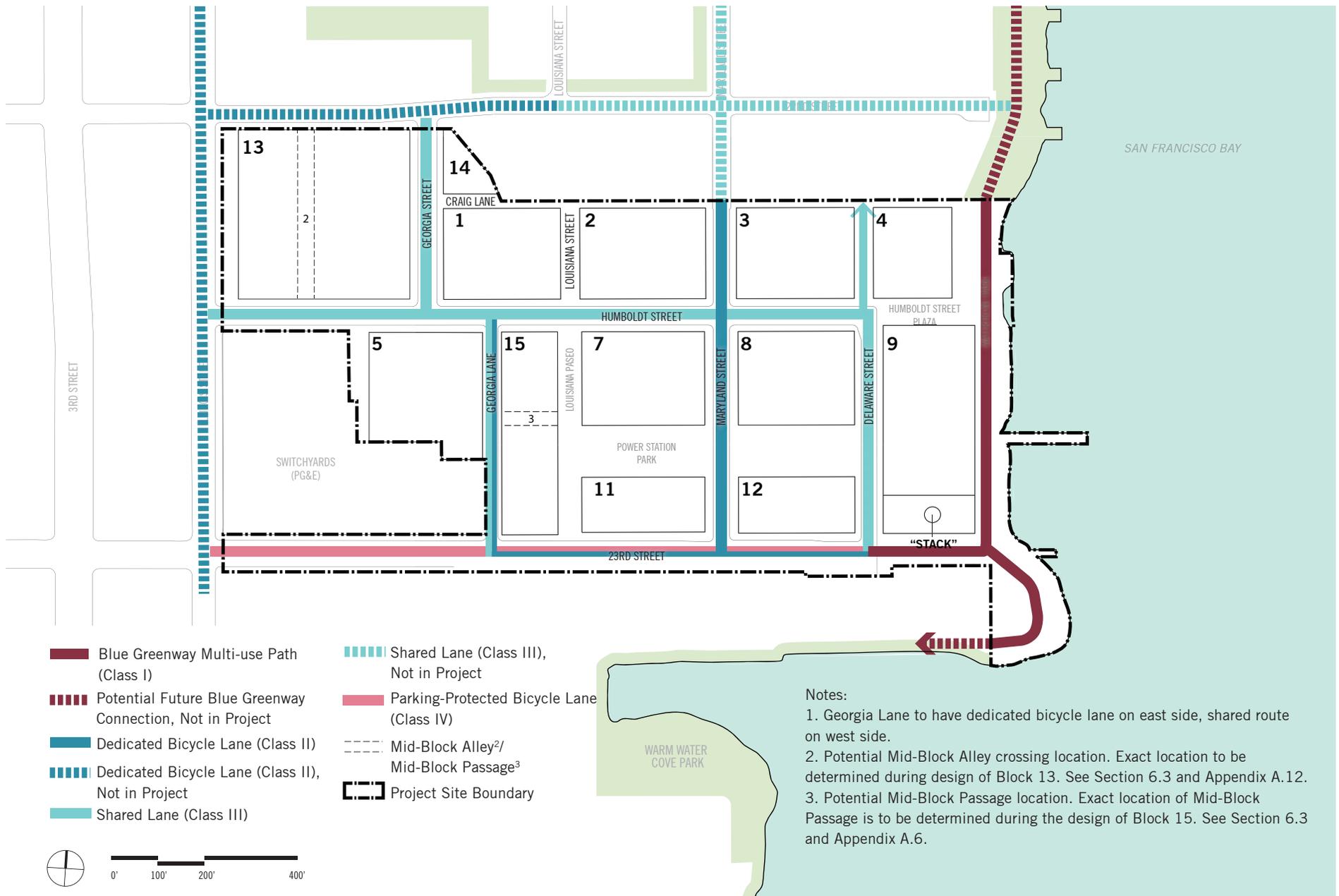
#### D) Other Streets

A Class III bicycle facility shall be provided on Georgia Street, Georgia Lane (southbound), Humboldt Street, and Delaware Street.

#### E) Blue Greenway

See Section 4.16 Waterfront Open Spaces Circulation and 5.16 23rd Street.

Figure 5.3.1 Bicycle Network



- Notes:
1. Georgia Lane to have dedicated bicycle lane on east side, shared route on west side.
  2. Potential Mid-Block Alley crossing location. Exact location to be determined during design of Block 13. See Section 6.3 and Appendix A.12.
  3. Potential Mid-Block Passage location. Exact location of Mid-Block Passage is to be determined during the design of Block 15. See Section 6.3 and Appendix A.6.

## 5.4 On-Street Class II Bicycle Parking

### STANDARDS

#### 5.4.1 Bicycle Parking

Class II Bicycle Parking shall comply with the ratios, design, and location standards and guidelines described in Section 6.21.



Examples of a Class II bike rack.

### GUIDELINES

#### 5.4.2 Bicycle Rack Placement

Bicycle racks shall be provided near major destinations, such as childcare facilities, libraries, transit stops, major shopping and service destinations, as well as other locations with high pedestrian traffic.

Racks should be located either in the furnishing zone or on curb extensions where possible. Racks should not be placed at accessible parking (blue curb) zones, passenger loading zones, or near curb ramps where they might potentially restrict ADA access.

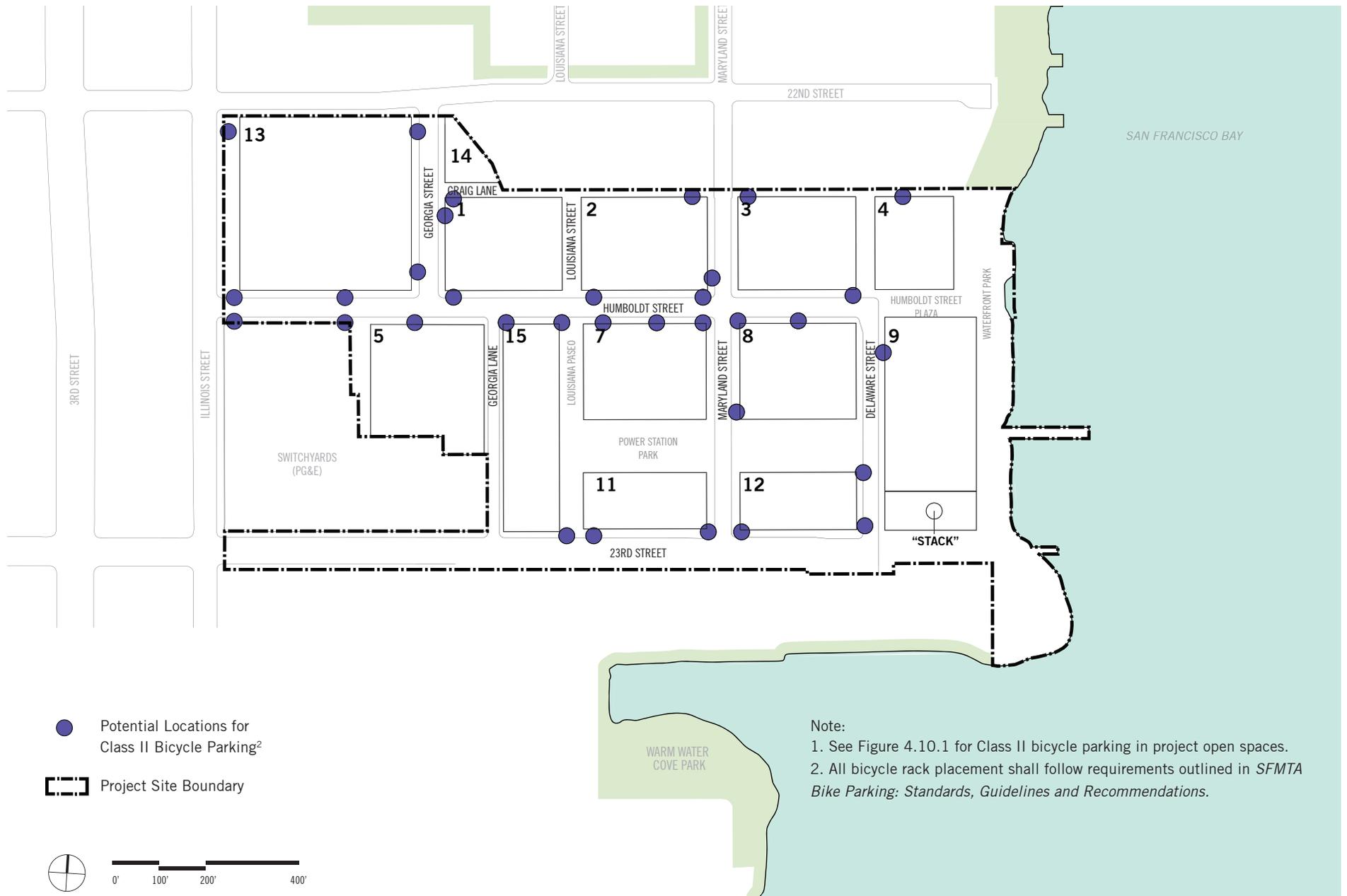
For bicycle rack placement at the Muni transit stop, see SFMTA *Bike Parking: Standards, Guidelines and Recommendations, Appendix E: Bicycle Racks at Transit Stops*, updated December 3, 2015).

Bicycle rack locations shown in Figure 5.4.1 are intended to serve as illustrative guidelines, though Class II bicycle parking shall comply with the standards regarding bicycle parking provided in Section 6.21.

#### 5.4.3 Bicycle Parking Lighting

Bicycle parking areas should be sufficiently lit for safety and functionality. See Section 7.2 for Street Lighting Design.

Figure 5.4.1 On-Street Class II Bicycle Parking



## 5.5 Transit Network

The Power Station project benefits from close proximity to both regional and local public transit services. A planned Muni bus line will bring the transit system into the site itself, providing a convenient option for accessing the broader City and regional transit networks.

The planned Muni line, the “55,” is proposed to run through the site via Maryland, Humboldt, and Delaware Streets, and the Power Station project will provide a terminus on 23rd Street (see Figure 5.5.2 for the proposed route through the site and Figure 5.16.7 for a street cross-section of 23rd Street at the terminus). Although the exact path of the new line outside the site has not been finalized, it is envisioned to continue west of the site through the Dogpatch, lower Potrero Hill, and Mission neighborhoods before connecting to the 16th Street Bay Area Rapid Transit (BART) station and, potentially, the Castro Muni Metro station.

A terminal stop for the 55 is proposed on 23rd Street, adjacent to Block 12 at the Power Station. A transit shelter and restroom for Muni drivers, is planned for Block 12. See Section 6.10.1 Transit Support Facilities for requirements.

### STANDARDS

#### 5.5.1 Bus Layover

The bus layover shall meet SFMTA requirements for a terminal stop, which can accommodate two 40-foot buses. See Figure 5.16.7.

#### 5.5.2 Bus Shelter

Due to utility easement constraints, the bus shelter provided at the terminal stop shall be coordinated with the building design on Block 12 (See Section 6.10.1).

**Figure 5.5.1** Existing Transit Context Map

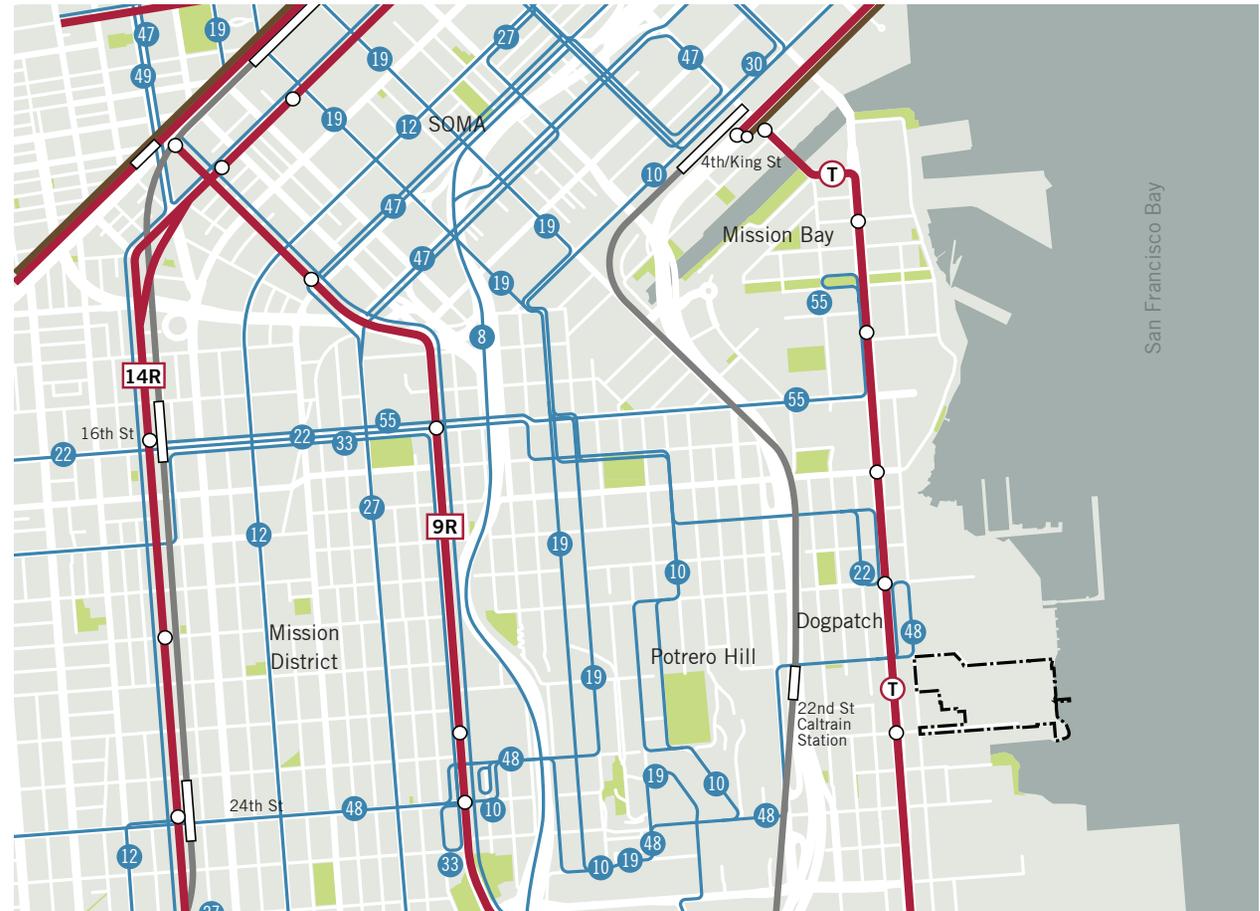
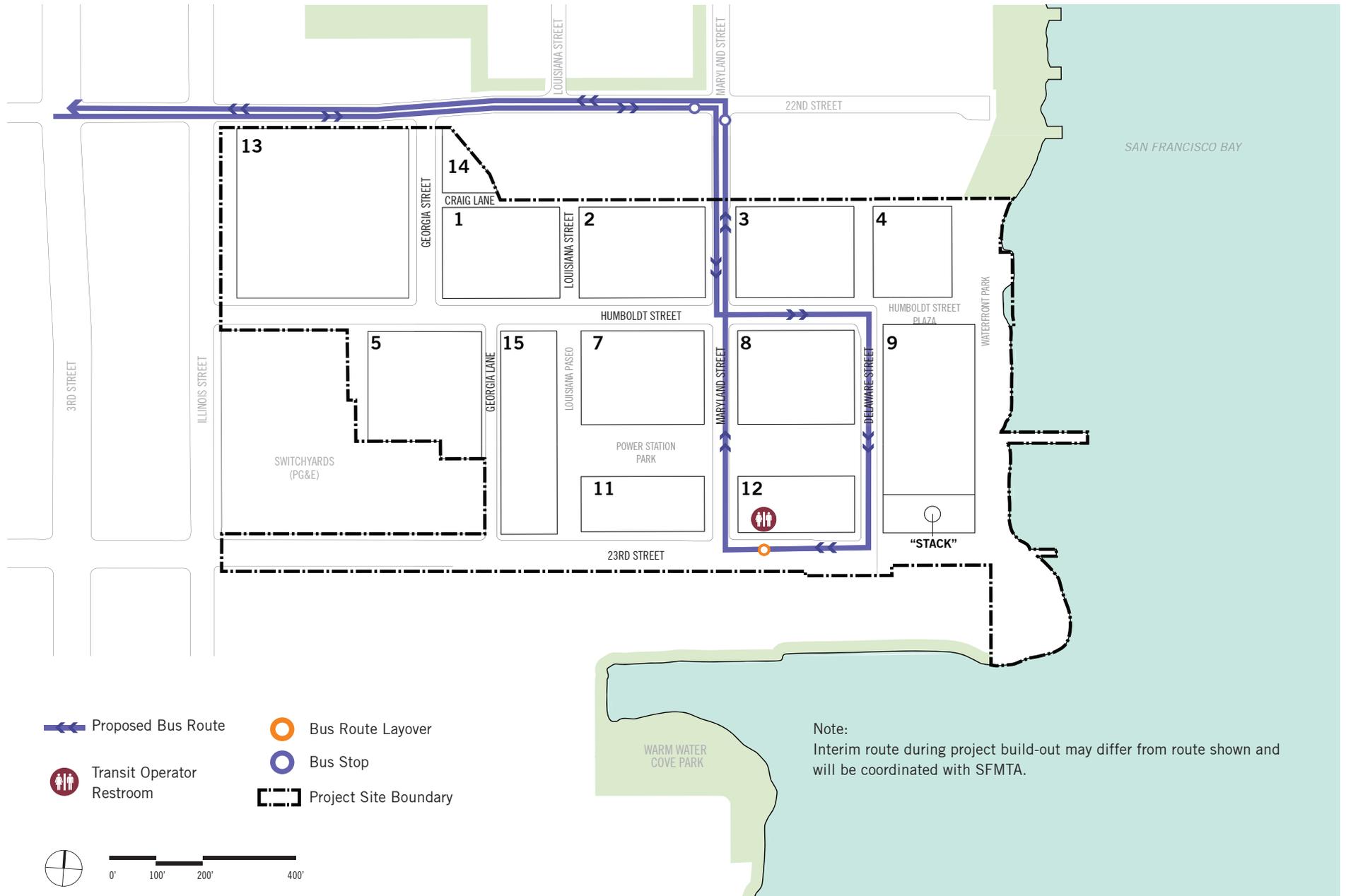


Figure 5.5.2 MTA Proposed Bus Route



- Proposed Bus Route
- Bus Route Layover
- Transit Operator Restroom
- Bus Stop
- Project Site Boundary



Note:  
Interim route during project build-out may differ from route shown and will be coordinated with SFMTA.

## 5.6 Shuttle Network

The project is located close to the region's core rapid transit services. To facilitate adequate connections to BART and Caltrain, the site will provide peak-period shuttle connections at 15 minute intervals to the 16th Street/Mission BART station, with a stop at the 22nd Street Caltrain station. The route of the shuttle may change over time, as approved by the SFMTA.

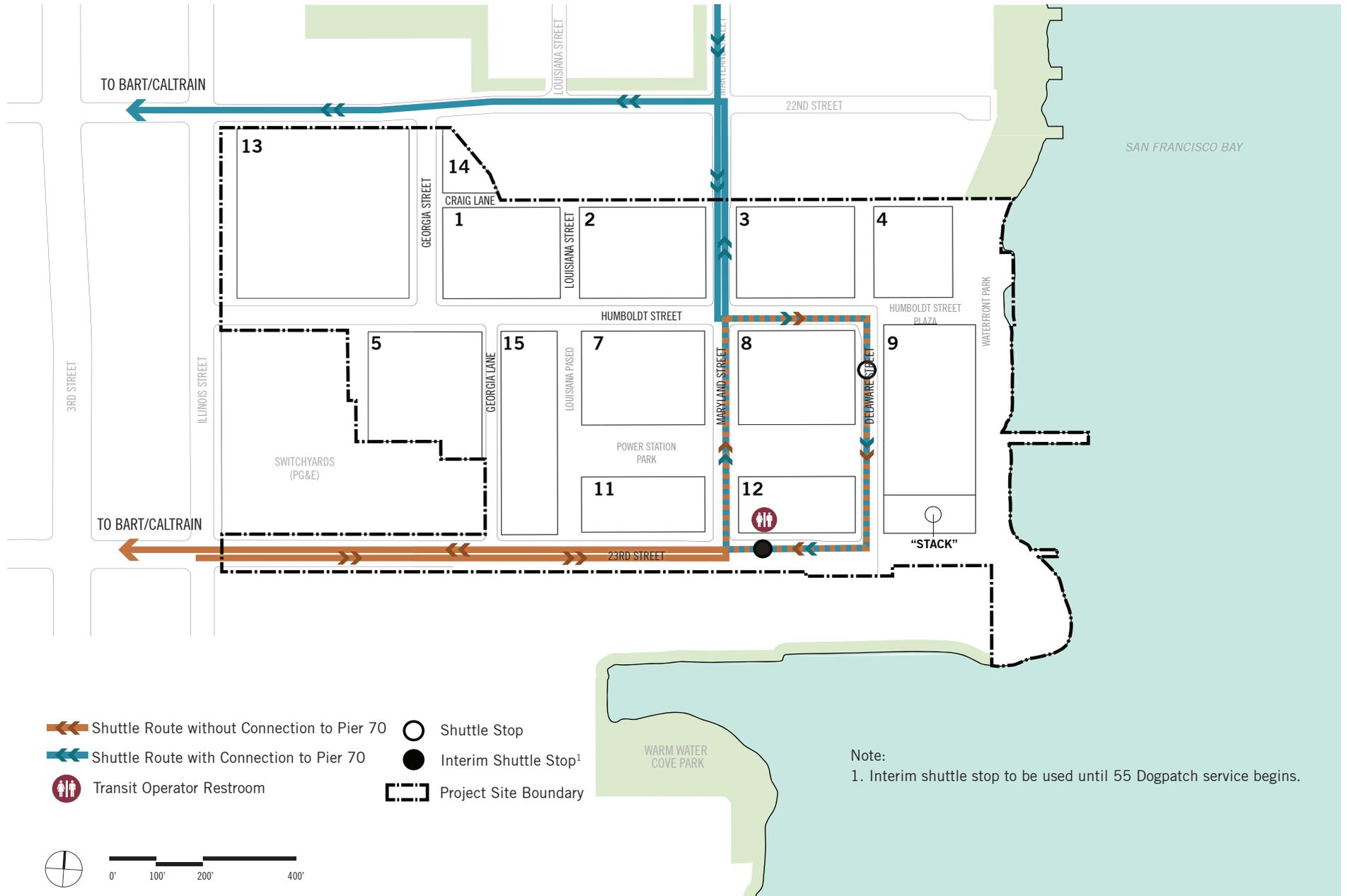
The shuttle service is intended to supplement SFMTA service, not replace it. As described in Section 5.5, SFMTA's planned 55 bus line will serve the 16th Street/Mission BART station. Additionally, the agency has approved significant service increases on the T-Line light-rail line, which will provide improved access to downtown. The project will provide sufficient service to meet the needs of residents, employees, and visitors, and in keeping with that commitment, shuttle service consistent with the project's Transportation Demand Management Plan will be provided. Future routes will be coordinated with SFMTA.

See Figure 5.6.1 for the proposed Shuttle Route Plan within the larger city context. See Figure 5.6.2 for the proposed shuttle route on-site. Two routes are shown; the alternate route without the connection through Pier 70 is provided to allow for flexibility during implementation.

**Figure 5.6.1** Off-site Shuttle Route in Larger Context



Figure 5.6.2 Proposed Shuttle Routes Within the Site



## 5.7 Vehicular Network

The Power Station project's street network has been designed as an extension of the City's existing grid. Maryland Street will provide a direct north-south spine for vehicle travel through the site, while Humboldt and 23rd Streets, with their direct connections to Illinois and Third Streets, respectively, will provide east-west connections to and from the site.

Traffic-calming measures will be an important aspect of the vehicular network. Bulb-outs, raised streets and intersections, midblock crossings, special paving zones, and on-street parking will work together to slow vehicular traffic and create a safe environment for non-vehicular modes of travel.

### STANDARDS

#### 5.7.1 Vehicular Circulation

All streets at the Power Station project shall have two-way traffic circulation, with the exception of Craig Lane, which shall have one-way traffic in the westbound direction only. Refer to Figure 5.7.1.

#### 5.7.2 Intersections

All stop-controlled and signalized intersections shall adhere to SFMTA standards for signage and street markings. Refer to Figure 5.7.1 and to the Infrastructure Plan.

Where crosswalks at uncontrolled intersections are proposed, an appropriate combination of traffic control strategies, including crosswalk markings, shall be employed to maximize visibility and safe pedestrian crossing.

#### 5.7.3 Traffic Calming

Traffic-calming measures shall include the following:

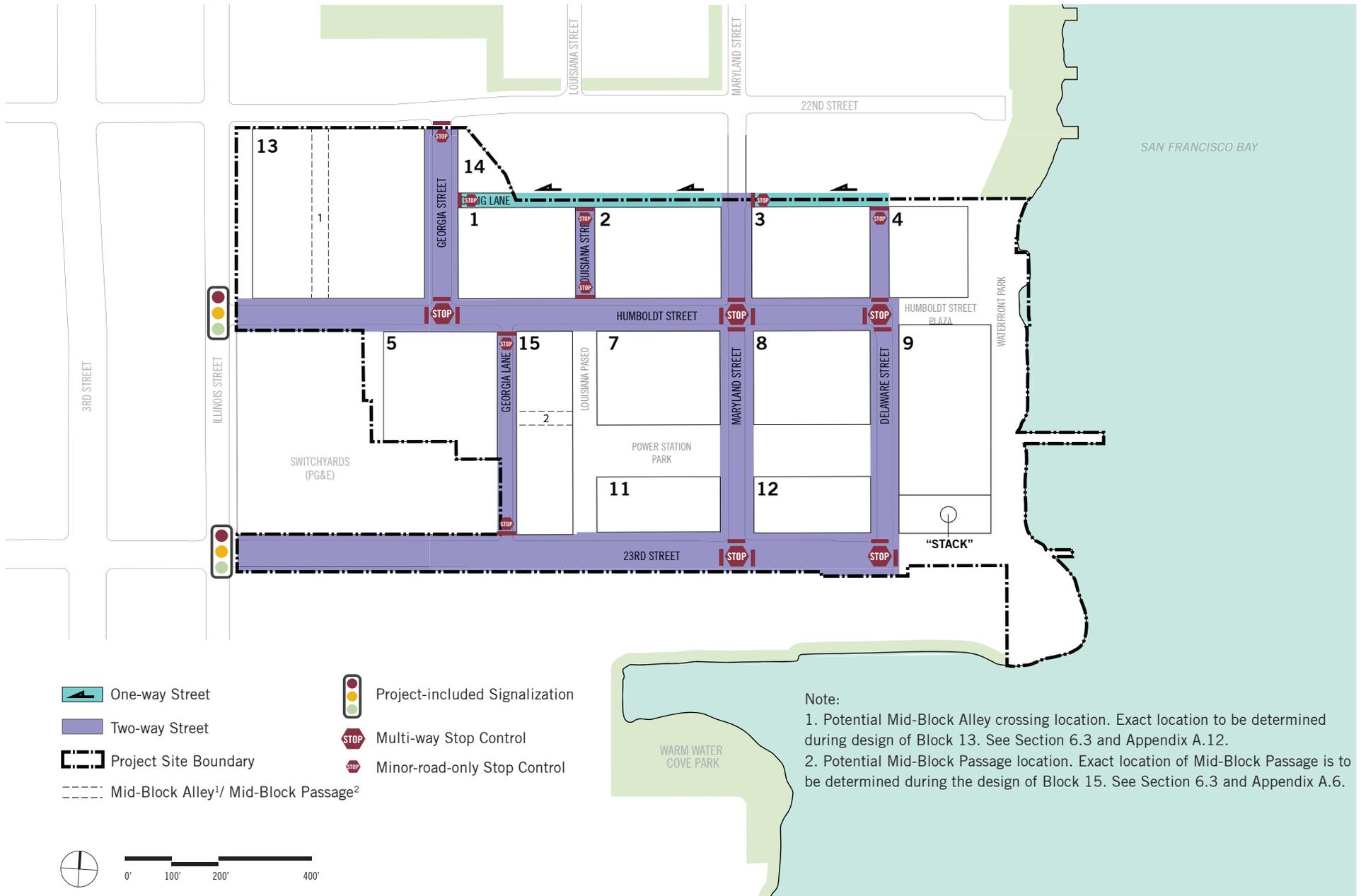
**Bulb-outs.** See Street Character Sections 5.16 through 5.22 for locations.

**Midblock Crossings.** See Figure 5.2.2 for locations.

**Raised Pedestrian Crossings.** See Figure 5.2.2 for locations.

**Special Paving.** See Section 5.15 for paving strategies.

Figure 5.7.1 Vehicular Network



## 5.8 Emergency Vehicle Access

### STANDARDS

#### 5.8.1 Fire Access in Streets

Streets shall provide a minimum 26-foot-wide clear path of travel where indicated in Figure 5.8.1 unless otherwise approved by SFFD. The 26-foot-wide clear path is to be positioned such that the truck ladder turn table can be positioned at least 15 feet and no greater than 30 feet from the building.

The clear-path dimension assumes that parked cars only occupy 7 feet from the adjacent curb, and may include multiple vehicular travel lanes and bicycle lanes. On shared streets, the clear-path dimension may include bollards separating the pedestrian zones from the travel lane.

Each building shall provide the Fire Department with a staging area adjacent to the primary building entrance with a minimum length of 100 feet. This staging area will fall within the 26-foot-wide clear path of travel.

#### 5.8.2 Road Weight Capacity

All pathways provided for emergency vehicles, whether on roadways, in parking structures, or through public parks and passageways, shall support a minimum vehicle weight of 75,000 pounds, including the Blue Greenway, which will provide fire engine, ambulance, and maintenance vehicles access.

#### 5.8.3 Turning Requirement

In accordance with SFFD requirements, intersections shall be designed to accommodate the 57-foot articulated fire truck ("ladder truck") and the FE-30 ("engine"). The truck and engine are permitted to turn into the opposing travel lane provided that a separation of at least 7 feet from the truck to the opposing curb is maintained.

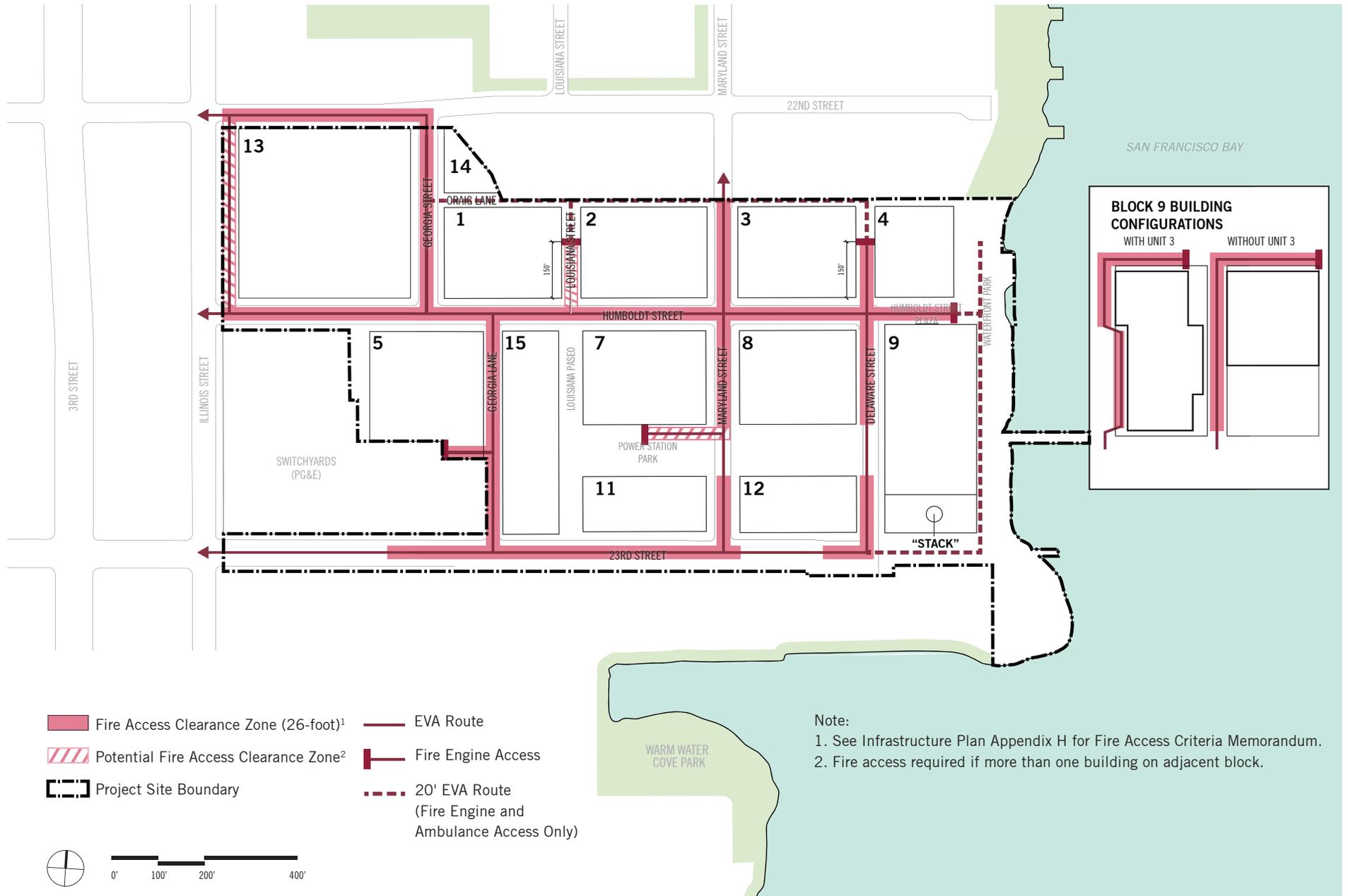
See the appendix of the Infrastructure Plan for fire truck turning movements for the 57-foot ladder truck and engine.

### GUIDELINES

#### 5.8.4 Intersections

To accommodate turning movements of SFFD fire engines and trucks, each intersection should be designed to allow for a 7-foot refuge area for vehicles traveling in the opposing direction of travel, which is inclusive of any bicycle facilities that are adjacent to travel lanes (i.e., Classes II and III).

Figure 5.8.1 Emergency Vehicle Access



## 5.9 Curb Management

The Power Station project has been designed to allocate sufficient space to meet passenger and commercial loading demand, as informed by San Francisco's *Transportation Impact Analysis Guidelines for Environmental Review* (as most recently updated in February 2018). This D4D is also informed by emerging research on the use of ride-hail services by San Francisco County Transportation Authority, entitled "TNCs Today: A Profile of San Francisco Transportation Network Company Activity" (published June 2017).

The site will provide loading facilities through a combination of on- and off-street spaces. On-street loading spaces will be well distributed, with access to each building as appropriate for the planned land uses and building sizes. Curbside loading activities must be balanced with needs for stormwater management, transit and bicycle facilities, driveways for loading docks, and fire access for buildings.

### STANDARDS

#### 5.9.1 Curbside Loading

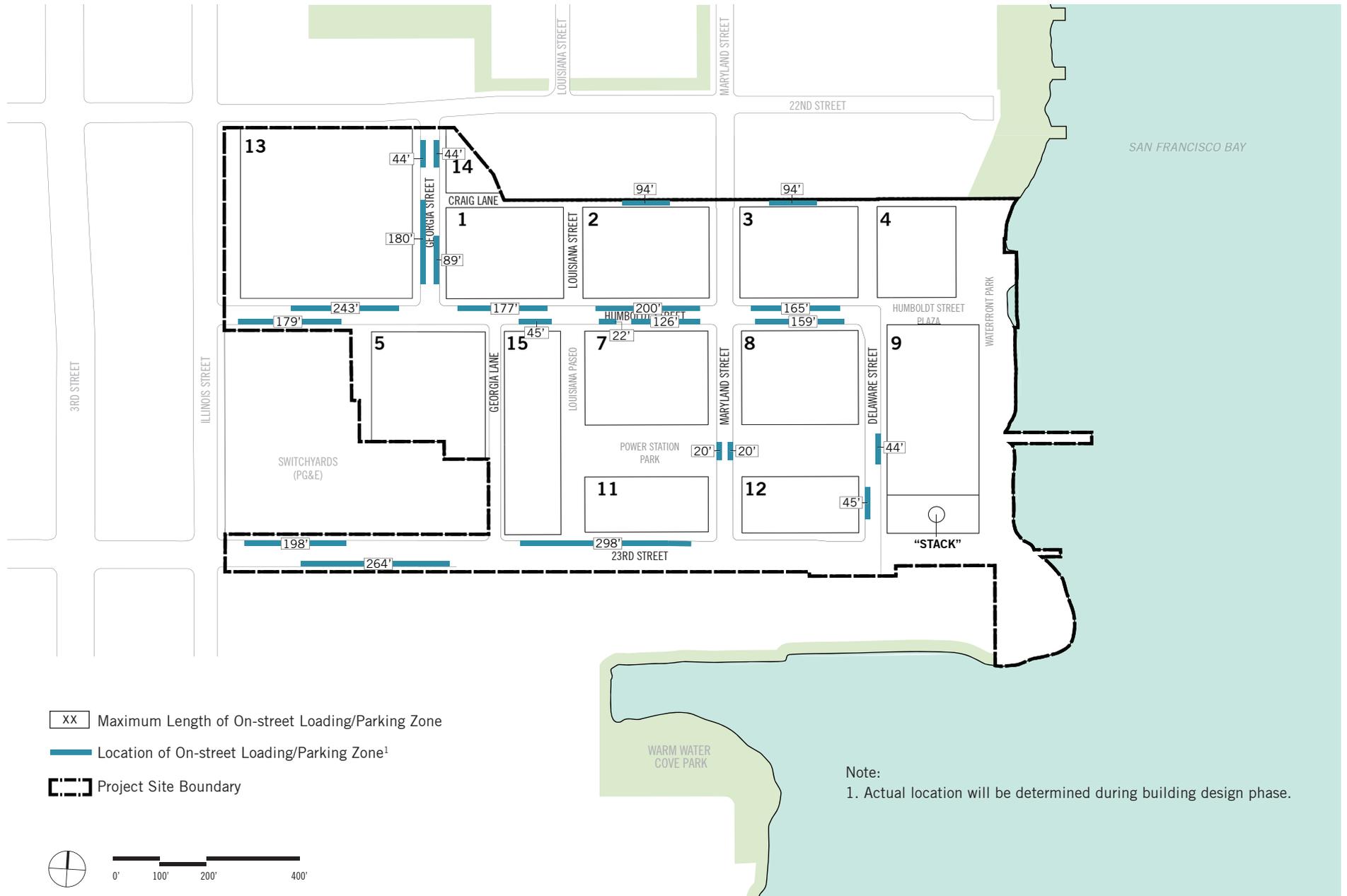
Passenger and commercial loading shall be designated on curbs to meet demand as determined by the SFMTA. Figure 5.9.1 shows curb space available for striping.

See Section 5.10 for universal passenger loading zones and accessible parking standards.

#### 5.9.2 Metered Curb

Meters, where required by SFMTA or Port of San Francisco, shall meet SFMTA or Port of San Francisco guidelines and policies. Where on-street parking is provided, a concrete strip will be maintained within 2 feet from the face of the curb.

Figure 5.9.1 Curb Management



## 5.10 Universal Passenger Loading Zones and Accessible Parking Stalls

On-street universal passenger loading zones and accessible parking stalls are located at select locations distributed throughout the site, providing convenient access to the site's buildings and open spaces based on proximity and topography. The D4D offers a site-wide approach to, and standard design of, loading and accessible parking zones.

### STANDARDS

Accessible paths of travel are provided per Standard Figure 5.2.2.

#### 5.10.1 Universal Passenger Loading

Universal passenger loading zones are spaces equipped with a safe unloading zone and a curb ramp; they may be accessed by anyone on a temporary basis for the purpose of loading or drop off, but not for parking.

Universal passenger loading zones shall be provided in a minimum of eight locations within the site. Where a passenger loading / drop-off zone is provided, it shall be universally accessible and ADA-compliant.

Passenger loading activities shall be limited to five-minute stops, per SFMTA regulations, and drivers must remain within the vehicle. Universal passenger loading zones must be located to provide convenient access to buildings, crosswalks, parks, and open spaces. Potential locations for universal passenger loading zones are shown on Figure 5.10.1.

Figure 5.10.2 provides required dimensions for universal passenger loading zones.

#### 5.10.2 Accessible Parking Stall Distribution

The project shall provide a minimum number of ADA-compliant accessible parking spaces in accordance with the requirements of the ADA and of CBC Chapter 11B (Table 11B-208.2).

Accessible parking stalls shall be distributed throughout the site as much as possible, where there are minimum street and sidewalk slopes, as illustrated in Figure 5.10.2. Potential locations for accessible parking stalls are shown on Figure 5.10.1.

#### 5.10.3 Accessible Parking Stall Dimensions

Dimensions shall be as follows:

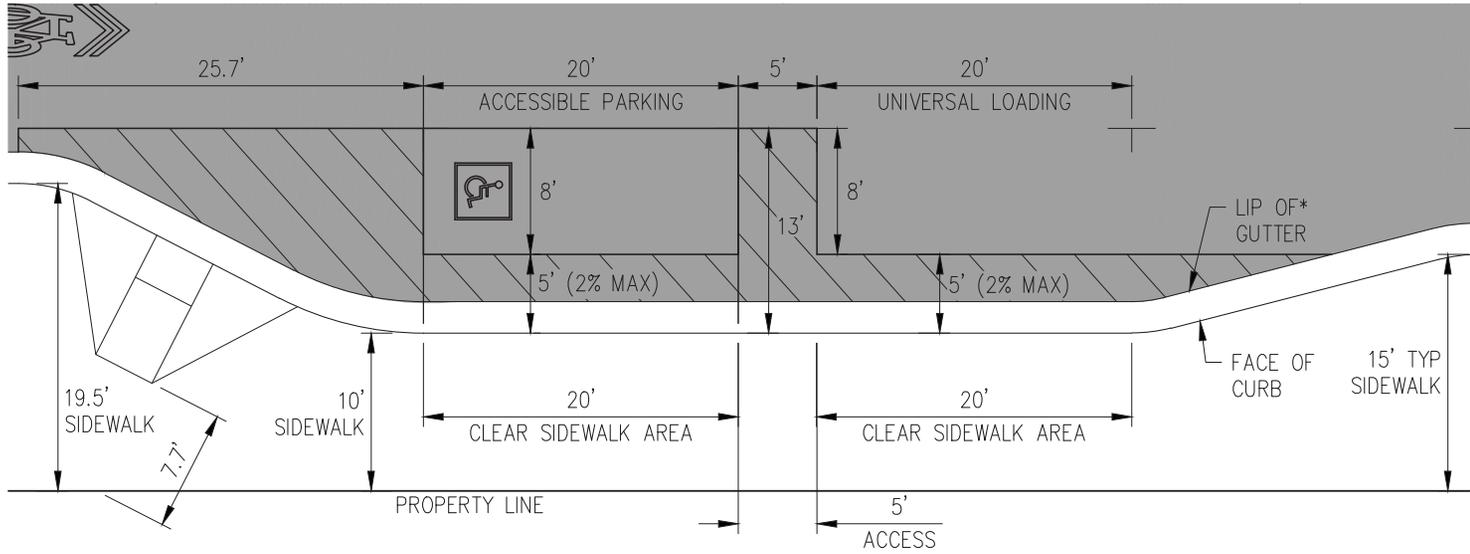
- 20-foot stall, adjacent to the sidewalk, clear of objects.
- 10-foot loading area at rear, with SF Public Works-standard curb-ramp.

The striping of public streets for universal passenger loading and accessible parking will ultimately be determined by the SFMTA or Port of San Francisco.

Figure 5.10.1 Potential Universal Passenger Loading Zones and Accessible Parking



**Figure 5.10.2** Universal Passenger Loading Zone and Accessible Parking Stall



NOTE: Transition area is required when adjoining parking stall is 7 feet wide.

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## 5.11 Urban Forest: Streets

The urban forest at the Power Station project will function ecologically to help achieve the project's goals for sustainability and contribute to a healthy environment. Composition and distribution of a diverse, adaptive urban forest will create a resilient ecological framework to shape varied sensory experiences across the site and provide waterfront and urban habitat.

Trees have been selected and located to provide shade to pedestrian corridors and gathering spaces within the Power Station project's streetscapes, as well as to reduce the urban heat-island effect and to provide habitat for birds and other wildlife.

As street trees are some of the most functional and iconic elements in the streetscape, careful selection is important in creating a successful urban forest.

The following standards and guidelines apply only to areas within the public right-of-way, such as public streets and publicly owned open spaces. For urban forest areas outside of the public realm, such as within privately owned publicly accessible open spaces, refer to Section 4.5, Urban Forest: Parks and Open Space.

### STANDARDS

#### 5.11.1 Urban Forest Composition

See Figures 5.11.1 and 5.11.2 for suggested species diversity. Species selected for specific streets shall conform to this general distribution and diversity. No two street types shall have the same species.

#### 5.11.2 Tree Species Selection Standards

Except as stated below, tree species selection shall adhere to standards identified in Section 4.5.3.

If alternative species are chosen, they shall conform to the aesthetic and performance requirements outlined in Figure 5.11.2, and to the irrigation requirements described in Sections 5.12 through 5.13.

#### 5.11.3 Tree Species and Installation and Establishment A) Soil Volume

Trees shall receive adequate soil volume to sustain long-term health; see Sections 4.5.4.

#### B) Minimum Installation Size

Large- and medium-size trees shall be installed with a minimum box size of 36 inches. Refer to Figure 5.11.2 for minimum box sizes corresponding to each tree size at installation.

#### C) Clear Trunk Requirements

See Section 4.5.2(d).

#### D) Establishment Period

See Section 4.5.2(e).

#### D) Street Trees adjacent to Bus Travel Lanes

Street tree species adjacent to bus travel lanes shall be selected for upright form so as to not interfere with buses. Branches adjacent to a bus travel lane shall maintain clearance from buses and bus mirrors.

#### 5.11.4 Tree Wells

Tree well sizes and openings have been developed based on the type of trees selected in each location. Each opening shall meet or exceed the tree pit/opening minimum size requirements of 4 feet wide by 6 feet long, with a minimum depth of 3 feet 6 inches. See Sections 5.16 through 5.22 for specific tree well size requirements.

The surface of a tree well shall allow water to penetrate the soil below, as well as protect the tree root zone from compaction. The tree well surface must be installed and maintained to be flush with adjacent sidewalk paving and comply with SF Public Works guidelines. In all cases, crushed stone mulch or groundcover planting shall be placed at tree well surfaces. See annotated block plans in Sections 5.16 through 5.22 for location of tree-pit surface types.

#### 5.11.5 Tree Grates

Tree grates shall be used only where accessible surface is required for adequate Pedestrian Throughway widths. Tree grates are generally not preferred, but may be used on streets or Alleys, as a way to augment an accessible path of travel or as otherwise required in the D4D. Where provided, tree grates shall meet ADA accessible path-of-travel guidelines and shall be flush with adjacent sidewalks and other pedestrian areas. Tree grates shall be reviewed and approved by SFPW-BUF.

#### 5.11.6 Street Tree Placement

Street trees shall be generally placed within the furnishing zones as shown in Figure 5.2.1. The ultimate street tree locations shall be selected in accordance with required clearances for utilities, street lights, and other streetscape elements.

Figure 5.11.1 Urban Forest: Streets

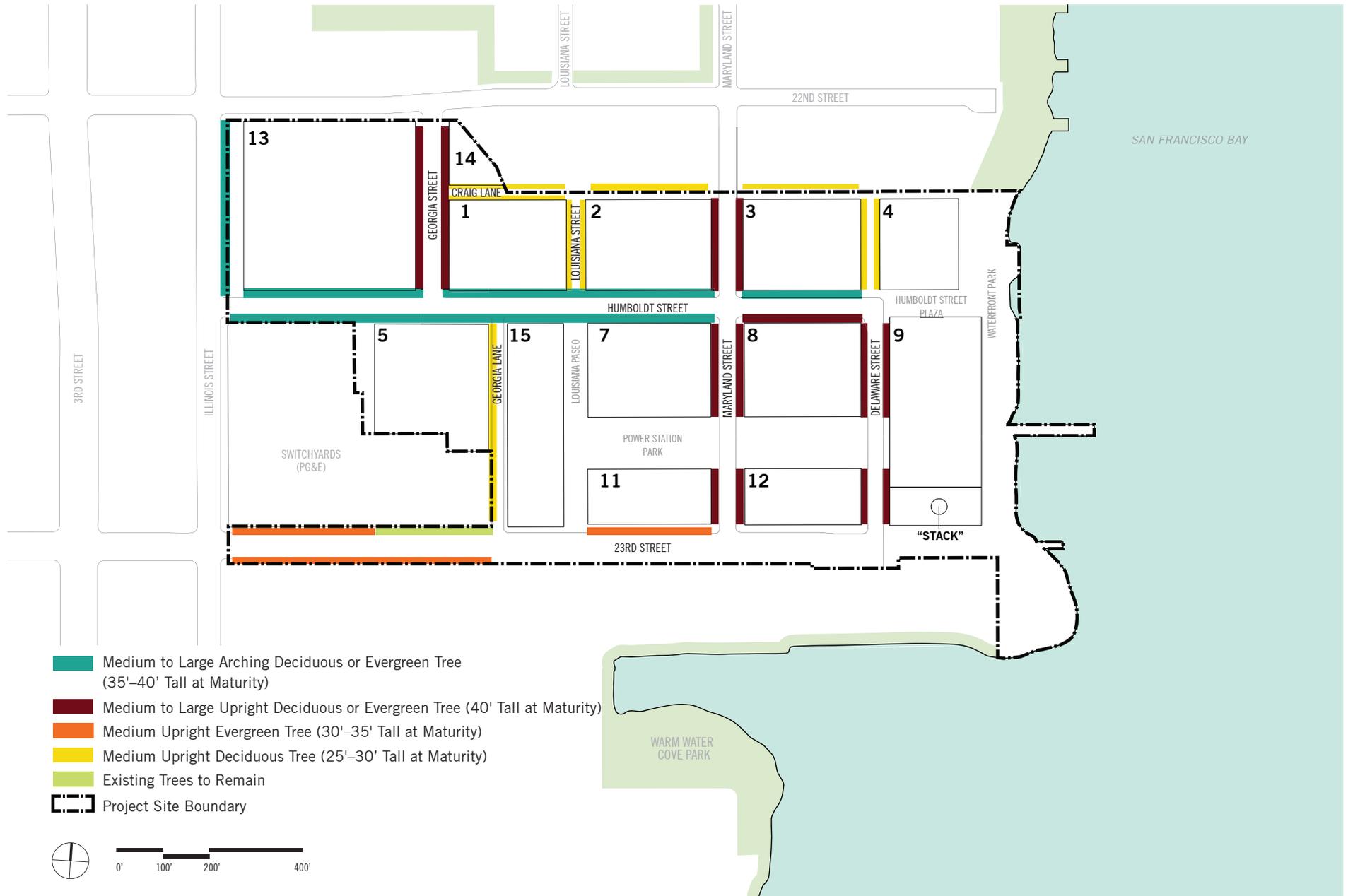
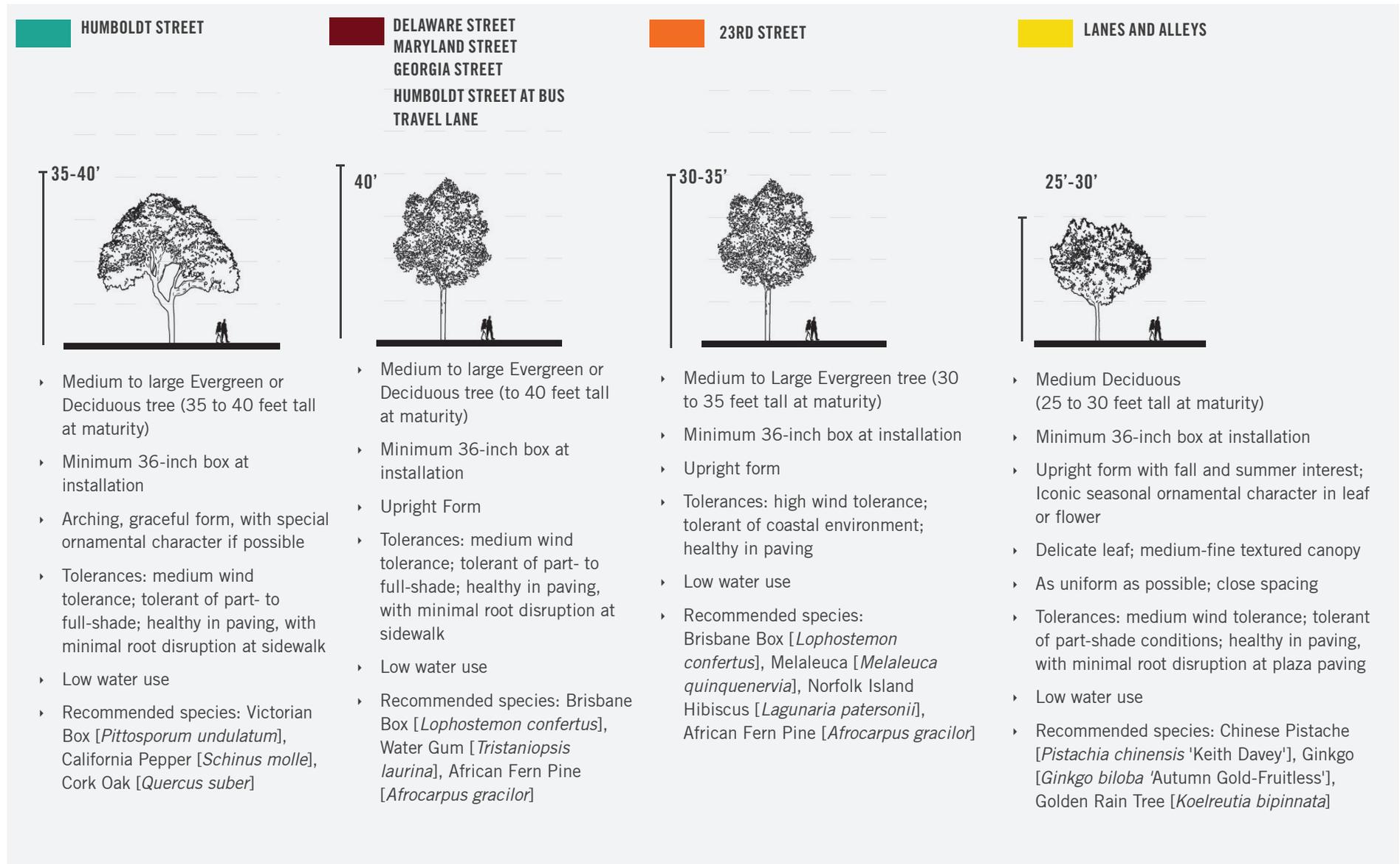


Figure 5.11.2 Tree Species Selection

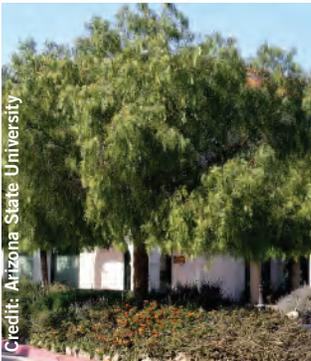


HUMBOLDT STREET



Credit: Friends of the Urban Forest

Victorian Box [*Pittosporum undulatum*]



Credit: Arizona State University

California Pepper [*Schinus molle*]



Credit: Friends of the Urban Forest

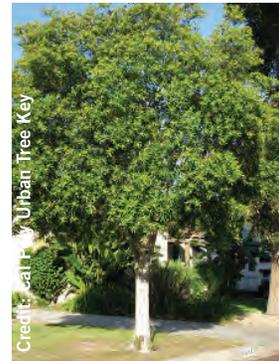
Cork Oak [*Quercus suber*]

DELAWARE STREET  
MARYLAND STREET  
GEORGIA STREET



Credit: Cal Poly Select Tree

Brisbane Box [*Lophostemon confertus*]



Credit: Cal Poly Urban Tree Key

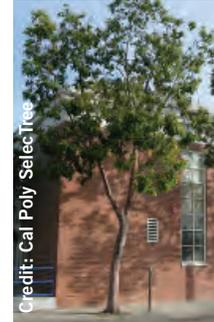
Water Gum [*Tristaniaopsis laurina*]



Credit: Friends of the Urban Forest

African Fern Pine [*Afrocarpus gracilor*]

23RD STREET



Credit: Cal Poly Select Tree

Brisbane Box [*Lophostemon confertus*]



Credit: Cal Poly Select Tree

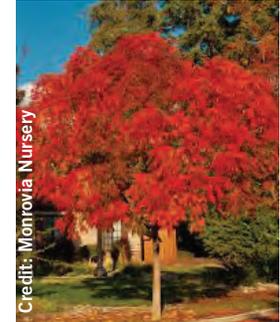
Melaleuca [*Melaleuca quinquenervia*]



Credit: Friends of the Urban Forest

Norfolk Island Hibiscus [*Lagunaria patersonii*]

LANES AND ALLEYS



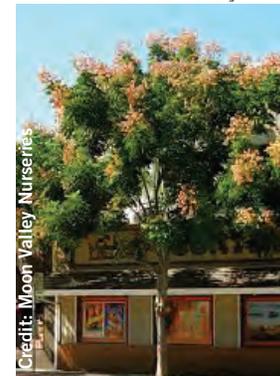
Credit: Monrovia Nursery

Chinese Pistache [*Pistachia chinensis* 'Keith Davey']



Credit: Crúster

Ginkgo [*Ginkgo biloba* 'Autumn Gold-Fruitless']



Credit: Moon Valley Nurseries

Golden Rain Tree [*Koelreutia bipinnata*]

**STANDARDS**

**5.11.7 Soil Composition**

Tree well planting soil for back-fill within tree pits shall be sandy loam soil, unless an alternative soil composition is required to provide a healthy and fertile root zone.

**5.11.8 Staking**

Manufactured wood or steel staking systems shall be used to stake trees, if required, during the establishment period (i.e., if prevailing wind conditions threaten stability of new planting). Refer to the 2018 SF Public Works Bureau of Urban Forestry guidelines for tree staking.

**5.11.9 Street Trees and Lighting**

Per SFPUC standards: large trees shall be located at a minimum of 21 feet from street lights; medium trees shall be located at a minimum of 15 feet from street lights; small trees shall be placed at a minimum of 9 feet from street lights. Tree size is defined per SF Public Works Bureau of Urban Forestry standards.

**5.11.10 Street Trees at Intersections**

Street trees shall be located at a minimum of 25 feet from pedestrian crossings on approach, and 10 feet from pedestrian crossings on exit, measured from the centerline of the trunk. See Figure 5.11.4.

**5.11.11 Irrigation**

Landscaped areas over 10,000 square feet in size shall be irrigated with non-potable water to the extent permitted by SFPUC and state law. (See discussion of site irrigation in Section 4.8).

**GUIDELINES**

**5.11.12 Soil Volume**

See Section 4.5.4

**5.11.13 Irrigation**

Centrally controlled automatic drip irrigation should be provided to each tree for establishment irrigation during the first three years. Following that period, tree irrigation may be reduced or eliminated.

**5.11.14 Tree Grates**

Tree grate materials should be selected for durability and artful design. Recommended materials include decorative cast-iron that weathers naturally, or is pre-weathered with a hot oil protective coating to prevent staining of adjacent paving.

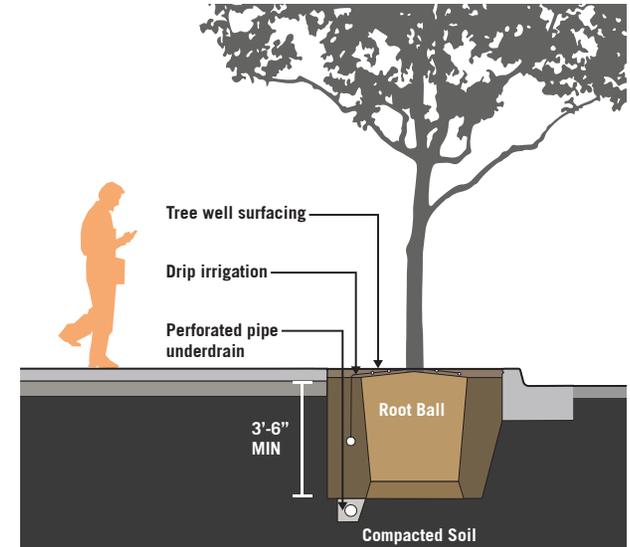
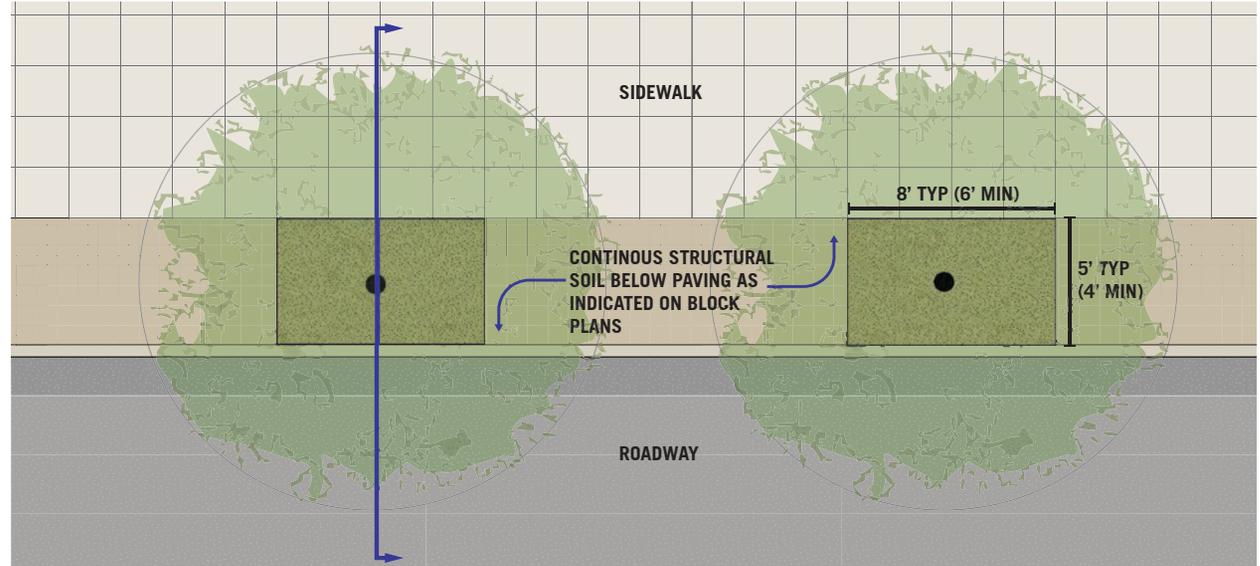


Figure 5.11.3 Typical Street Layout Plan

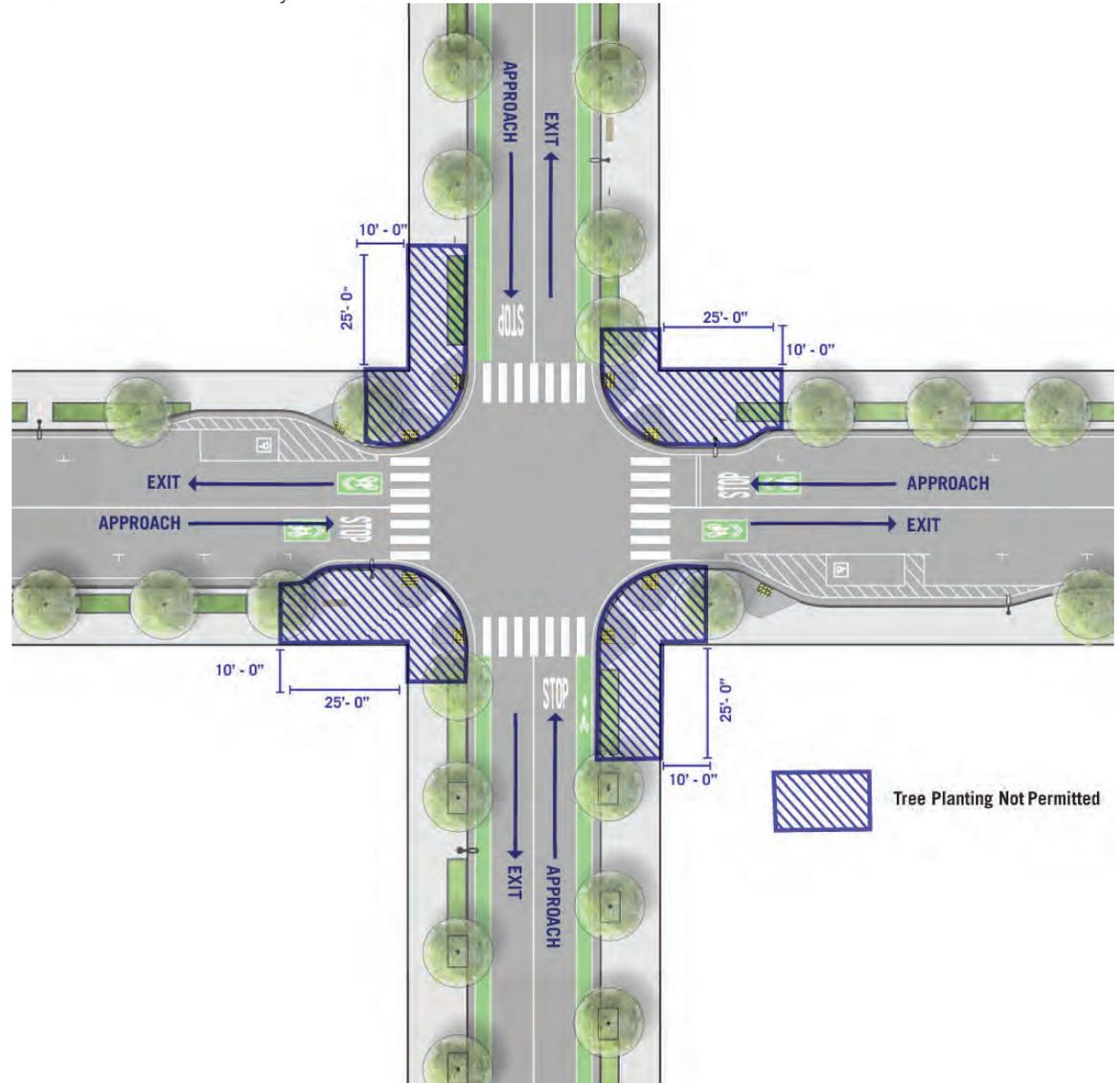


## CONSIDERATIONS

### 5.11.15 Habitat and Wildlife Connections

The urban forest may be used to provide habitat and improve wildlife connections. Prioritize the location of habitat-supportive trees along pedestrian-oriented streets. Consider using the San Francisco Plantfinder database to find drought-tolerant plants that support habitat for this specific area of the city. Species that provide habitat opportunities for birds and other small wildlife are encouraged. Tree species for each segment of the streets network shall be selected in consultation with a certified arborist.

Figure 5.11.4 Intersection Visibility



## 5.12 Streetscape Planting

Streetscape plantings enhance the identity of a street network and provide opportunities for adding distinctive character to special districts within a greater neighborhood context. The following palette represents an array of locally-adapted species, both native to the area and suitable to Mediterranean climates, notable for their interesting form, flower, foliage, and urban resilience.

### STANDARDS

#### 5.12.1 Planting Strips with Street Trees

To allow adequate space for healthy tree growth, planting strips with street trees shall be a minimum of 4 feet in width, with the tree centered and placed at a minimum of 18 inches from the edge of curb. See Section 5.11 for urban forest standards and guidelines.

#### 5.12.2 Planting Strips

Streetscape plantings shall be permitted on all streets, with the exception of the portions of 23rd Street that have utility easement conflicts.

Planting strips without street trees shall be a minimum of 4 feet in width.

Where sidewalk width is less than 10 feet, 3-foot-wide planting strips are permitted if a minimum 4-foot Pedestrian Throughway can be provided.

#### 5.12.3 Non-Potable Irrigation

Non-potable irrigation shall be used. See Section 4.8 for irrigation standards.

### GUIDELINES

#### 5.12.4 Streetscape Planting Composition

See Figure 5.12.1 for suggested species diversity. Species selected for specific areas shall conform to this general distribution and diversity for the Power Station streetscape.

#### 5.12.5 Streetscape Planting Selection

Streetscape planting should use regionally-appropriate, native, and/or adaptive species to limit irrigation demand. General guidelines for understory planting species are as follows:

- Compatibility with site soils and microclimates;
- Durability in urban settings;
- Low water-usage;
- Compatibility with co-located street trees;
- Low maintenance needs;
- Meeting street service needs (such as biofiltration);
- Seasonal interest;
- Ecological benefits.

The plant palettes provided in this document express a design intention, and should guide the selection of plants throughout the site, as determined within the subphase of each development area.

### CONSIDERATIONS

#### 5.12.6 Streetscape Planting Selection

Consider using streetscape planting that supports local habitat. Trees and plants should contribute to the goal of biodiversity and increased habitat value. Species with habitat value include those that provide nectar and fruit for insects and birds, and shelter for birds. Plant selection and design should also contribute to the goal of reducing the carbon footprint of the project.

#### 5.12.7 Multistory Planting

For streetscapes with limited space for street-level vegetation, consider planting palettes with varying plant heights to increase habitat benefit and biodiversity.

#### 5.12.8 Support Pollinator Habitat

Where possible, design streetscape planting that supports pollinator habitat. Select brightly colored, native plants that flower across multiple seasons. A minimum planting area of 20 square feet is encouraged, with access to full sun. Consider placement near building entrances and/or seating areas, for increased visibility and access by residents and visitors.

Figure 5.12.1 Example Streetscape Plant Species for Ground-Level Planting



Callistemon 'Little John'



Leucadendron 'Perry's Red'



Lavandula stoechas 'Otto Quast'



Senecia serpens



Aeonium arboreum varieties



Aloe varieties



Salvia chamaedryoides and salvia varieties



Llbertia peregrinans



Zauchneria septentrionalis 'Mattole River'



Helicotrichon sempervirens



Pacific Coast Iris varieties



Calamagrostis foliosa



Dieties iridodes



Agave attenuata and Agave varieties



Achillia varieties



Carex tumulicola



Heuchera maxima and heuchera varieties



Lomandra longifolia



Dianella caerulea 'Cassa Blue'



Sisyrichium bellum

## 5.13 Stormwater Management



Example streetscape stormwater planters, with and without integrating seating elements.

### STANDARDS

Except as stated below, Stormwater Management Section 4.7 shall apply. See Figure 5.13.1.

#### 5.13.1 Streetscape Stormwater Treatment Planter Design

Stormwater management planters within the streetscape shall adhere to accessibility and safety standards, with minimum 6-inch curbs protecting pedestrians from trip and fall hazards. The level of planted surfaces within stormwater management planters shall be no greater than 18 inches below the surface of the adjacent sidewalk. Design of streetscape stormwater planters shall be generally consistent across the project area. Planters shall be located 2 feet from face of curb for parking step-out and parking meters.

#### 5.13.2 Site Irrigation

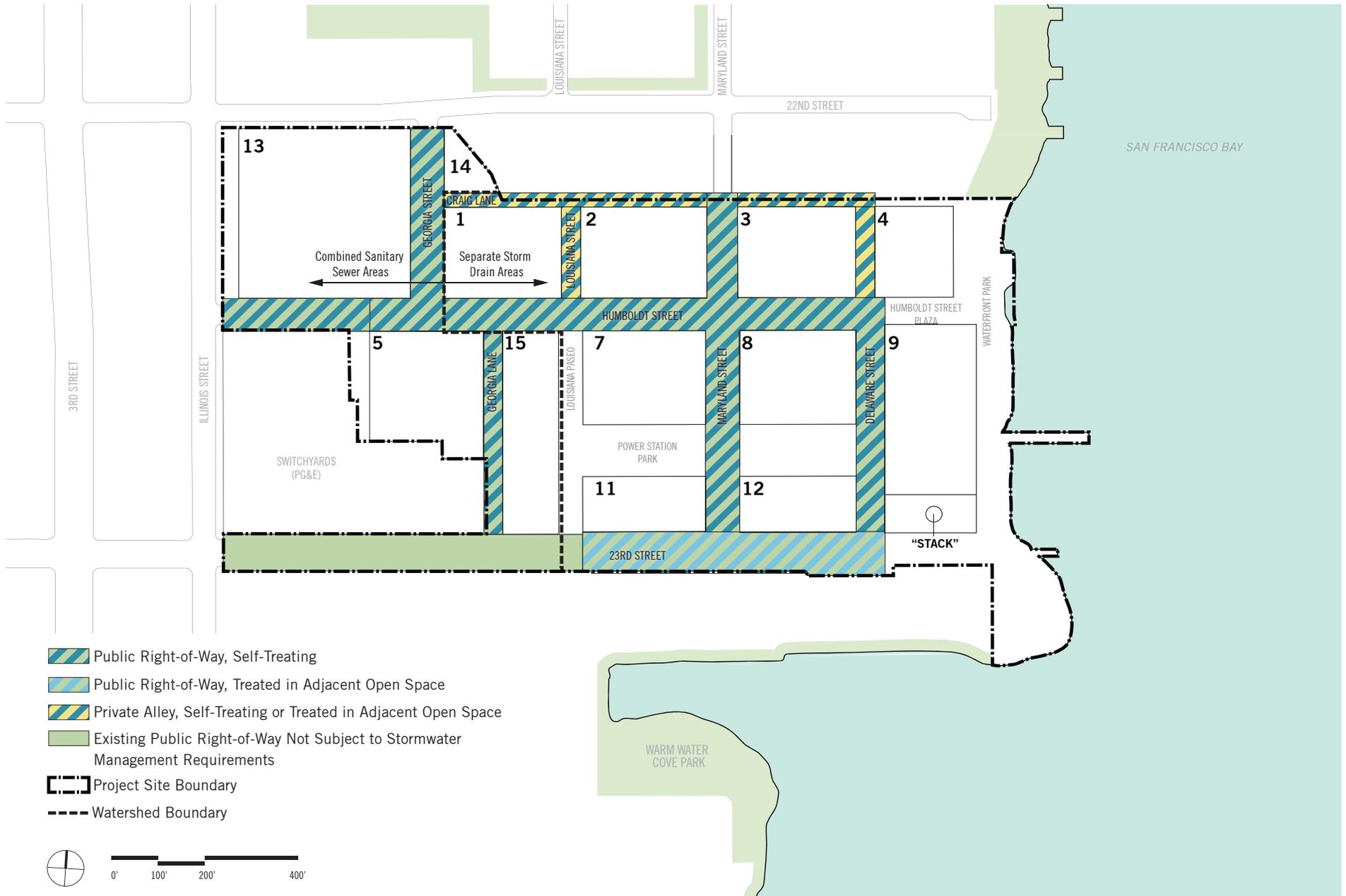
The site irrigation standards given in Section 4.8 shall apply.

### GUIDELINES

#### 5.13.3 Stormwater Management Plantings

See Figure 4.7.3 for a suggested plant palette for stormwater treatment gardens.

Figure 5.13.1 Stormwater Management for Streets



## 5.14 Furnishing

Streetscape furnishings help establish the identity of a district or neighborhood. Along with planting, lighting, and paving, street furnishing is an integral streetscape element that helps make streets an inviting and comfortable part of the public open space network. The Power Station project will implement a district-wide approach to furnishing that allows for variety while establishing a unified look and feel that contributes to a unique neighborhood identity. Furnishings provided at the Power Station project may vary from those discussed below, as SF Public Works must accept all streetscape elements that are a part of the public right-of-way.

### STANDARDS

#### 5.14.1 Furnishing Zone Design

Furnishings shall be located within the furnishing zone, unless otherwise provided for within outdoor cafe-seating areas or as part of the transit shelter on Block 12.

#### 5.14.2 Seating

Where provided, seating shall be placed outside of the Pedestrian Throughway with a minimum buffer (leg room) of 2 feet between seating and the Pedestrian Throughway.

Outdoor café and restaurant seating (tables, chairs, umbrellas, heat lamps, etc.) shall be permitted within the frontage and/or furnishing zones of the public ROW, provided that such seating is permitted by SF Public Works.

#### 5.14.3 Stormwater Planters

Stormwater planters shall be incorporated into the furnishing zone as needed to treat stormwater runoff. See Section 4.7 for stormwater planter standards and guidelines.

### GUIDELINES

#### 5.14.4 Furnishing

Furnishings should be compatible with and reflect the scale and industrial character of the district and be utilitarian in materiality and design. Elements provided in the furnishing zone shall have related character, scale, and intention along the length of a single street but are not required to be identical to elements on other streets unless otherwise noted.

#### 5.14.5 Seating

Seating should be concentrated in areas of high pedestrian and retail frontage activity.

Seating materials should be selected or designed to be inviting, comfortable, and accessible. Seating should be selected that does not get too hot or cold in the sun or shade and is comfortable for sitting year-round.

Benches shall be durable, attractive, and support the value of a high-quality public realm. Seating materials shall be chosen for longevity, suitability for heavy use in an urban environment, and ability to withstand the local marine environment.

#### 5.14.6 Waste and Recycling Receptacles

Waste receptacles shall be located at areas of high pedestrian traffic, such as near pedestrian crosswalks. They should be durable, resilient, and easy to maintain. Separate compost, recycling, and landfill receptacles are recommended.

#### 5.14.7 Stormwater Planters and Seating

Stormwater planters at intersections and highest pedestrian traffic areas should integrate public seating into planter design or be adjacent to public seating.

#### 5.14.8 Bollards

Bollards, where required, should be selected as an integral part of the designed streetscape environment.

### CONSIDERATIONS

#### 5.14.9 Furnishings

Consider using materials and products that incorporate recycled materials, sustainable wood products, non-toxic finishes, and environmentally responsible manufacturing practices. Interpretive elements may be incorporated into street furniture design.

#### 5.14.10 Bollards

Weathered, galvanized, or painted steel bollards with flat caps are recommended.

#### 5.14.11 Salvaged Material

Salvaged materials and artifacts from the site should be incorporated into streetscapes and public open spaces if feasible and safe for public use.

Figure 5.14.1 Furnishings Palette

**PUBLIC BENCHES**



Custom Cast-Iron Bench with Back



Custom Cast-Iron Bench (Backless)



Manufactured Bench with Back



Manufactured Bench (Backless)

**TREE GRATES**



Decorative Cast-Iron Tree Grates (Iron Age or similar).



**TRASH RECEPTACLES**



Trash and recycling receptacles



Landscape Forms 'Central Park'

**BOLLARDS**



Calpipe or Similar Stainless or Weathered Steel Finish Bollards

## 5.15 Paving and Materials

Paving will be a key component that defines the character, connectivity, and identity of the Power Station project's varied streets and open spaces. Paving strategy should be considered as an interconnected site-wide system that activates the public realm and contributes to the overall pedestrian, bicycle, and vehicular circulation on the site. All paving in areas with high pedestrian traffic will be designed to facilitate accessibility. Paving design in the streetscape shall be carefully considered with the placement of lights, light pull boxes, utilities, utility vaults, and other surface expressions of underground utilities. As such, this plan recommends the practical approach of using cast-in-place concrete in most sidewalk and furnishing zone applications. SF Public Works standard materials are permitted in all locations and required in public rights-of-ways as a baseline.

### STANDARDS

#### 5.15.1 Pedestrian Throughway Materials

The Pedestrian Throughway shall be an accessible path of travel that is unobstructed and ADA compliant. Paving material shall be SF Public Works standard cast-in-place concrete. See Figure 5.15.2.

#### 5.15.2 Furnishing Zone Materials

The furnishing zone shall be cast-in-place concrete, either standard SF Public Works concrete, or enhanced-finish cast-in-place concrete.

#### 5.15.3 Roadway Materials

Roadway materials shall conform to 2015 SF Public Works standards. Asphalt vehicular paving shall be the primary road surface where special paving is not used. Concrete vehicular paving is preferred at traffic tables and at Delaware Street, as permitted by SF Public Works (see Figure 5.15.1). On-site construction demolition debris shall be used as road aggregate base, if feasible.

#### 5.15.4 Material Quality and Consistency

See Section 4.11.4.

#### 5.15.5 Surfacing at Tree Planting

##### A) Trees in Paving

See Sections 4.11.1(a) and 5.11.5.

##### B) Trees in Planting

See Section 4.11.1(b).

### GUIDELINES

#### 5.15.6 Paving Types

Paving should be a key component that defines the character, connectivity, and extent of the Power Station project's varied public realm. The following paving zones suggest relationships and common paving identities among different streets.

##### A) Special Paving on Alleys and Shared Streets

Contrasting, high-quality paving should be used to distinguish shared streets and alleys, as high pedestrian activity areas and as places to linger. Shared streets should incorporate concrete or stone pavers, enhanced cast-in-place concrete, stamped concrete, and high-quality, detectable warning pavers that contrast with

adjacent paving, per SF Public Works accessibility guidelines. Stamped concrete is encouraged as a paving material for Craig Lane. Refer to paving and materials images and descriptions in Figure 5.15.2.

##### B) Sidewalks

Standard cast-in-place concrete should be used for Pedestrian Throughways, and standard or enhanced cast-in-place concrete in furnishing zones.

#### 5.15.7 Paving: Heat-Island Effect

Where possible, in areas that are predominantly unshaded by tree canopy or buildings, reduce the potential for urban heat-island effect by using pavement with a Solar Reflectance Index (SRI) of 29 or higher.

### CONSIDERATIONS

#### 5.15.8 Paving: Character and Uniformity

Paving contrast may be introduced through color or geometric variation, textural variation within a single paving module, integral lights, or juxtaposition of scale or material.

Figure 5.15.1 Paving Zones

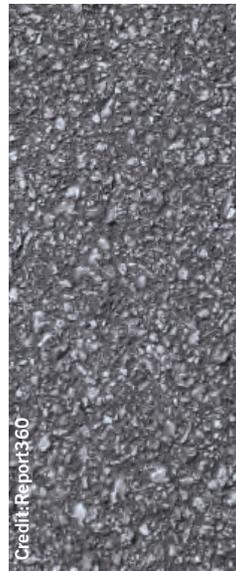


Figure 5.15.2 Paving Palette



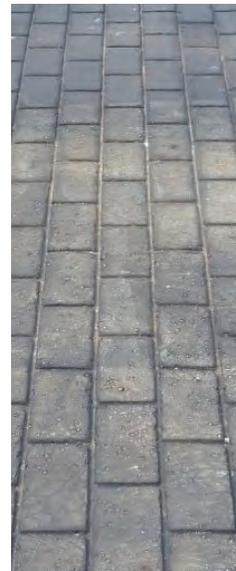
#### DPW STANDARD CAST-IN-PLACE CONCRETE

Per the current (2018) SF Public Works specification for cast-in-place concrete for sidewalks. Refer to SF Public Works standard for color, finish, and typical joint layouts.



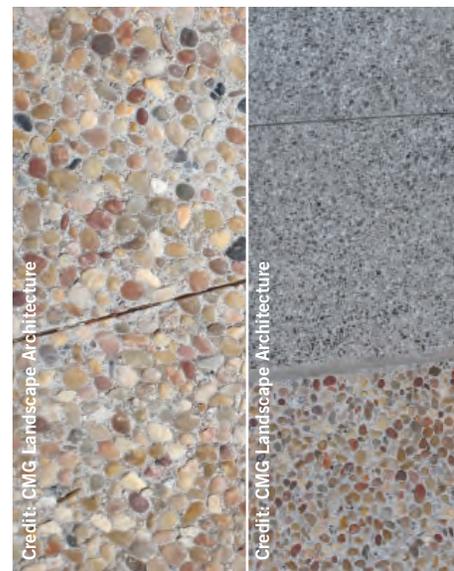
#### ASPHALT VEHICULAR PAVING

Standard asphalt roadway surface, per SF Public Works standards.



#### STAMPED ASPHALT VEHICULAR PAVING

Stamped asphalt is a cost-effective technique for adding decorative patterns to standard asphalt roadway surface. Stamped asphalt may be used in the Craig Lane roadway.



#### ENHANCED CAST-IN-PLACE CONCRETE

Enhanced concrete may have an exposed aggregate finish for a rich, textured surface and may incorporate special joint patterns for a more refined appearance. Integral color and decorative aggregates shall be selected for aesthetic quality and shall meet accessible design requirements for slip-resistance. Design must be reviewed and approved by SF Public Works as part of Street Improvement Plans. Enhanced cast-in-place concrete could occur in all furnishing zones and edge zones, Delaware Street and Maryland Street Pedestrian Throughways, Delaware Street Pedestrian Throughway and Vehicular Lanes, Louisiana Street Pedestrian Throughway and Vehicular Lanes, Raised Pedestrian Crossings, and Delaware Street traffic lanes.



#### UNIT PAVERS

Unit paving is a modular system that provides an enhanced level of material quality and detail. Paver color and finish shall be selected for aesthetic quality and shall meet accessible design requirements for proper visual contrast and slip-resistance. Paver edges and joints shall create a smooth, continuous surface. The installation design (paving section) shall ensure a level, stable paving surface and be in accordance with the manufacturer's recommended installation method(s). Within public rights-of-way and where public utilities exist beneath paving, unit pavers shall comply with SF Public Works and SFPUC permeable paving guidelines. Designs must be reviewed and approved by SF Public Works as part of Street Improvement Plans. Outside of the public right-of-way, unit pavers need not comply with SF Public Works standards.



Credit: CMG Landscape Architecture

### PERMEABLE CONCRETE UNIT PAVERS

Permeable concrete unit pavers may be used in select locations such as Louisiana Street and Delaware Street north of Humboldt (private streets). Paver color and finish shall be selected for aesthetic quality and meet accessible design requirements for proper visual contrast and slip resistance. Paver edges and joints shall create a smooth, continuous surface. The installation design (paving section) shall ensure a level, stable paving surface and be in accordance with manufacturer's recommended installation method(s). Where public utilities exist beneath paving, all permeable pavers must be designed per SFPUC's 2016 *Green Infrastructure Typical Details and Specifications* permeable paving guidelines. Outside of the public right of way, unit pavers need not comply with SF Public Works standards.

POTRERO POWER STATION Design for Development – January 10, 2020



Credit: CMG Landscape Architecture

### STONE PAVERS AND STONE SETTS

Setts and pavers—quarried stone worked to a regular shape—provide the most refined material quality to special Power Station project streets. Stone color and finish shall be selected for aesthetic quality and meet accessible design requirements for slip-resistance. Edges and joints shall create a smooth, continuous surface. The installation design (paving section) shall ensure a level, stable paving surface and be in accordance with manufacturer's recommended installation method(s). Designs must be reviewed and approved by SF Public Works as part of street improvement plans. Outside of the public right-of-way, unit pavers need not comply with SF Public Works standards.



Credit: CMG Landscape Architecture

### DETECTABLE SURFACE PAVING: SF PUBLIC WORKS STANDARD

Used where pedestrians enter vehicular zones of the street, standard detectable paving clearly delineates the edge or end of the pedestrian-only zone, consistent with the treatment of public sidewalks throughout the city. Refer to SF Public Works standards for material, color, and installation specifications.



Credit: Iron Age Grates

Credit: Gimpock ADA Pavers

### DETECTABLE SURFACE PAVING: ALTERNATIVE

Used in special situations where the SF Public Works standard detectable surface is not required but a tactile paving treatment is necessary, detectable paving alternatives clearly delineate the edge of the pedestrian-only zone with a textured surface, such as approved truncated dome products. Material shall meet accessible design requirements for slip resistance and provide high visual contrast (70 percent from adjacent paving) per SF Public Works standards. To meet these standards, design must be reviewed and approved by SF Public Works as part of street improvement plans.



AT SHOP

GRAND CAFE

BRUNCH

MARKET

## Street Character

The unique character of each street will define a rich and dynamic urban experience as people move through the site.

Neighborhood commercial streets include Humboldt Street, Maryland Street, Delaware Street, and a portion of Georgia Street. With commercial storefronts and other active uses lining each of these streets, they are likely to be the most active part of the Power Station project. Neighborhood commercial streets will be designed with adequate commercial loading areas to facilitate operations of the streets' retail stores and restaurants, with a mix of passenger loading, metered parking, and planting areas along remaining sidewalk frontages. Along Delaware Street, a high-quality connection to the Blue Greenway will be designed.

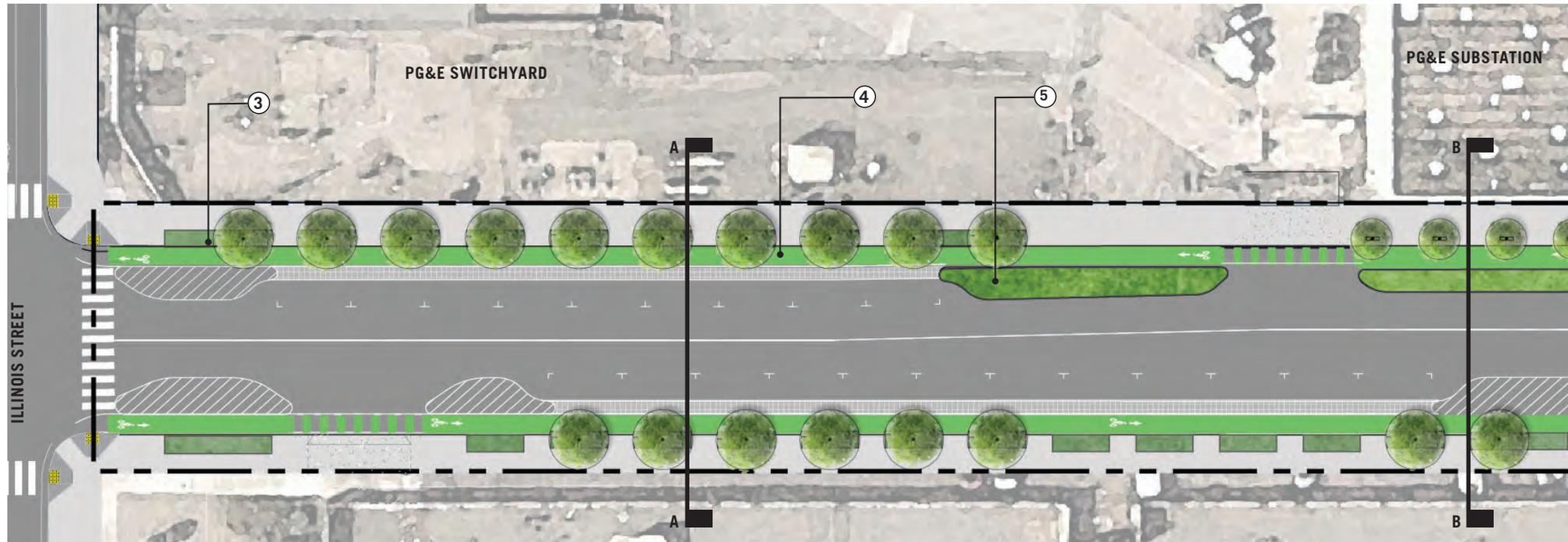
Along the southern boundary of the site, 23rd Street will be a mixed-use street that gracefully accommodates PDR uses while creating safe and inviting gateways to the site for bicyclists and pedestrians. Specifically, 23rd Street will provide space for the loading activity of larger trucks that supply parts to, and pick up finished goods from, light-industrial uses. The project will provide wide sidewalks and protected bicycle facilities on the north side of the street to make walking and cycling safe, and

to connect the Blue Greenway from the waterfront to Illinois Street. The current use of the warehouses on the south side of 23rd Street do not allow for the provision of sidewalks and Class IV bicycle facilities on the south side of 23rd Street. Sidewalks and protected bicycle facility may be provided on the south side of 23rd Street by the future developer of the property to the south, but only if, in the future, such facilities would meet SF Public Works standards and would be accepted by the City.

Alleys will include Georgia Lane, Louisiana Street, and Delaware Street north of Humboldt Street; these alleys may include garage entries. Craig Lane will be a one-way service alley that will accommodate both loading and garage entries.

Streets at the Power Station project will be designed to be consistent with the Better Streets Plan and uphold City policies, including Vision Zero SF and Transit First. Unless otherwise noted, aforementioned standards and guidelines within this Streets section shall apply to the following streets.

## 5.16 23rd Street



### STANDARDS

#### 5.16.1 Street-Lane and Sidewalk Widths

The widths of street lanes and sidewalks shall be per street sections shown in Figure 5.16.2 through Figure 5.16.8.

#### 5.16.2 Tree Well Size

Between Illinois Street and Maryland Street, tree wells shall be minimum 5 feet wide by 10 feet long. Provide a minimum 4-foot paved break in tree wells at regular intervals to allow cyclists to access sidewalk as pedestrians.

#### 5.16.3 Tree Well Surfacing

Tree wells shall either be planted with a diverse mix of ornamental grasses, small woody shrubs, and herbaceous perennials or surfaced with non-stabilized crushed stone.

#### 5.16.4 Bicycle Lane Buffers

At parking-protected bicycle lanes, a clear material change or striping shall mark the buffer between parking and the bicycle lane. Where feasible, raised buffers and 'islands' should be planted with low shrubs, ornamental grasses, and perennials. Planted buffers shall allow clear visibility at intersections, crossings and curb cuts. Plants in buffers and islands shall not exceed 36 inches in height. There shall be a clear path of travel from every parking space to the sidewalk.

#### 5.16.5 Block Station A, 11 & 12 Frontage

Where utility easements preclude planting and fixed streetscape elements, signage, awnings, canopies and/or

seating shall be permitted to be affixed to the building (see Third Street Industrial District Awnings, Section 6.11.3) within the frontage zone.

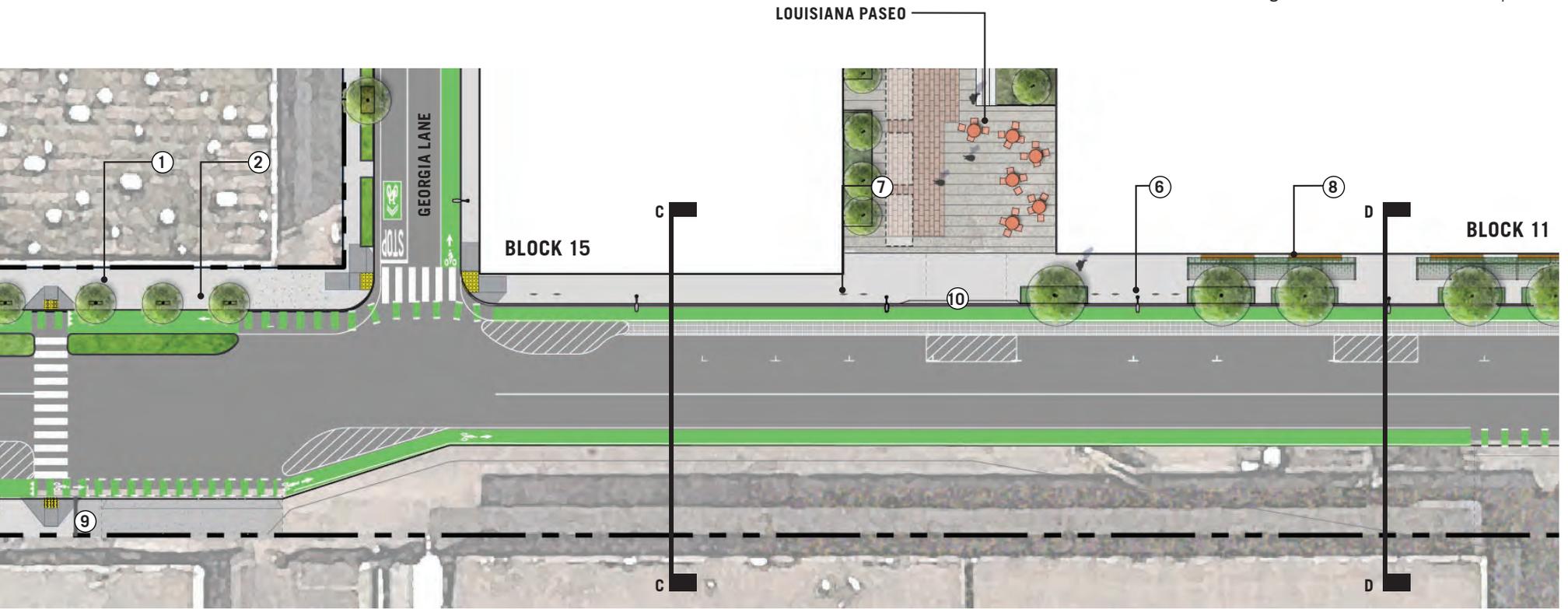
#### 5.16.6 Railing between Bike Lane and Retaining Wall

A 42-inch railing must be placed in between the bike lane and existing brick retaining wall to the south near the intersection of Maryland Street.

#### 5.16.7 Lighting

Refer to lighting standards per Section 7.2.

Figure 5.16.1 23rd Street Concept Plan



**LEGEND**

- ① Pedestrian Throughway
- ② Furnishing Zone
- ③ Planted Tree Well
- ④ Parking-Protected Bicycle Lane
- ⑤ Planted Buffer
- ⑥ Street Light
- ⑦ Bicycle Rack
- ⑧ Bench
- ⑨ Pedestrian Barrier
- ⑩ Curb Cut (maintenance and food truck access)

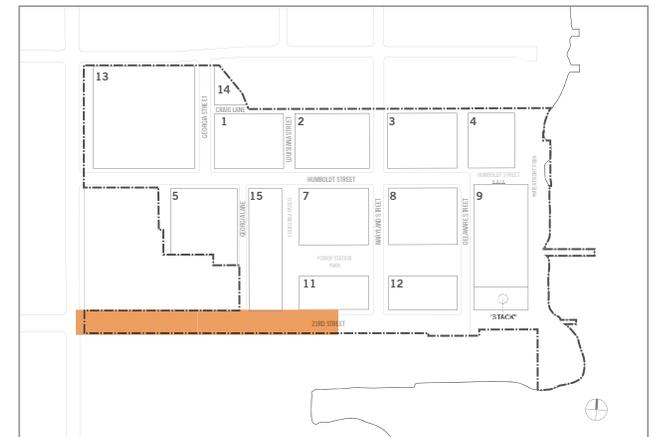
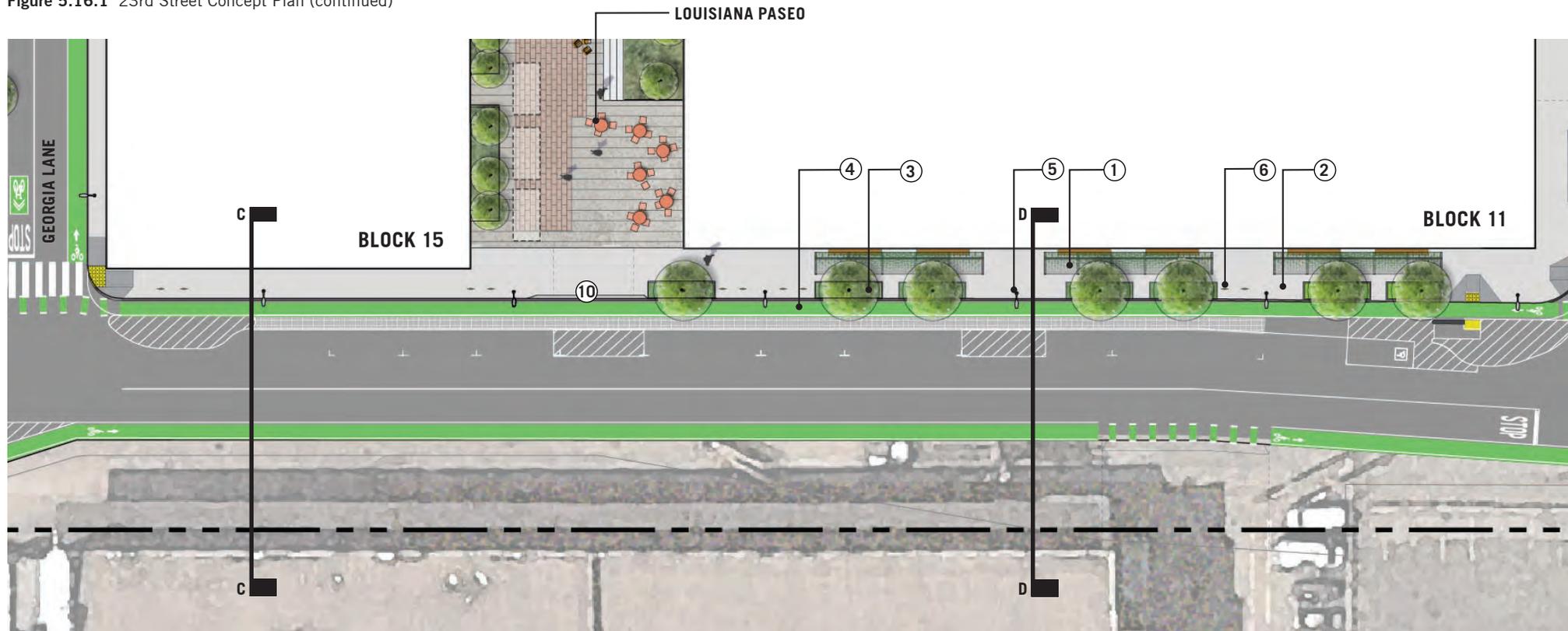


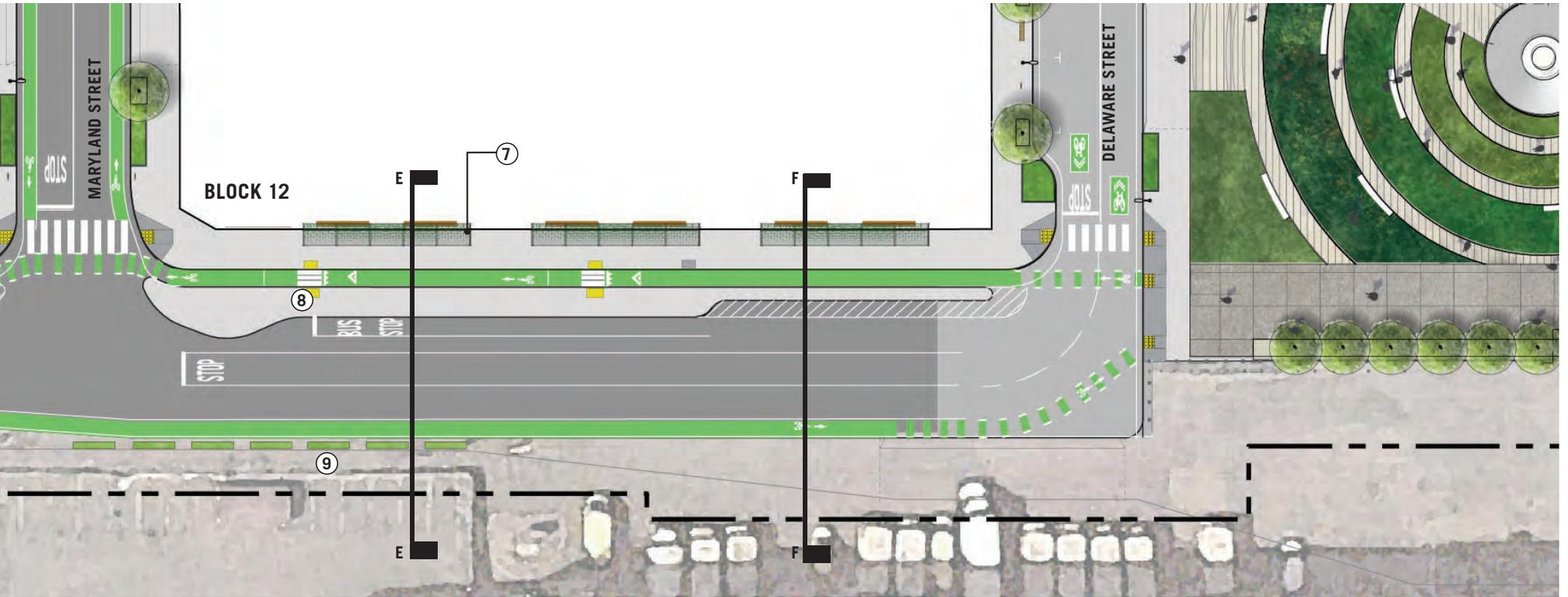
Figure 5.16.1 23rd Street Concept Plan (continued)



### 5.16.8 Third Street Character

As an important entrance to the Power Station project, the streetscape design of 23rd Street should balance the historic utilitarian character of the Third Street Industrial District with welcoming design gestures. 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 Streets 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.
- Sidewalk paving at 23rd 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.
- 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.
- 23rd Street is intended to be accepted as a SF Public Works-owned and -maintained street.



**LEGEND**

- ① Pedestrian Throughway
- ② Furnishing Zone
- ③ Planted Tree Well
- ④ Parking-Protected Bicycle Lane
- ⑤ Street Light
- ⑥ Bike Rack
- ⑦ Bus Shelter
- ⑧ Transit Boarding Island
- ⑨ Moveable Raised Planters at 5' Buffer Between Bicycle Lane and Retaining Wall
- ⑩ Curb Cut (maintenance and food truck access)

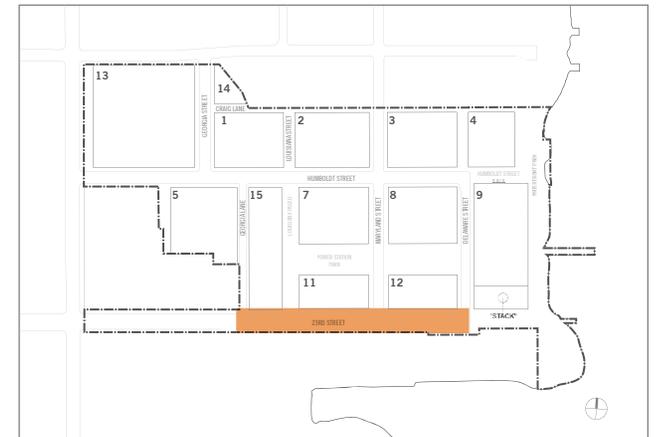


Figure 5.16.2 23rd Street: Section A

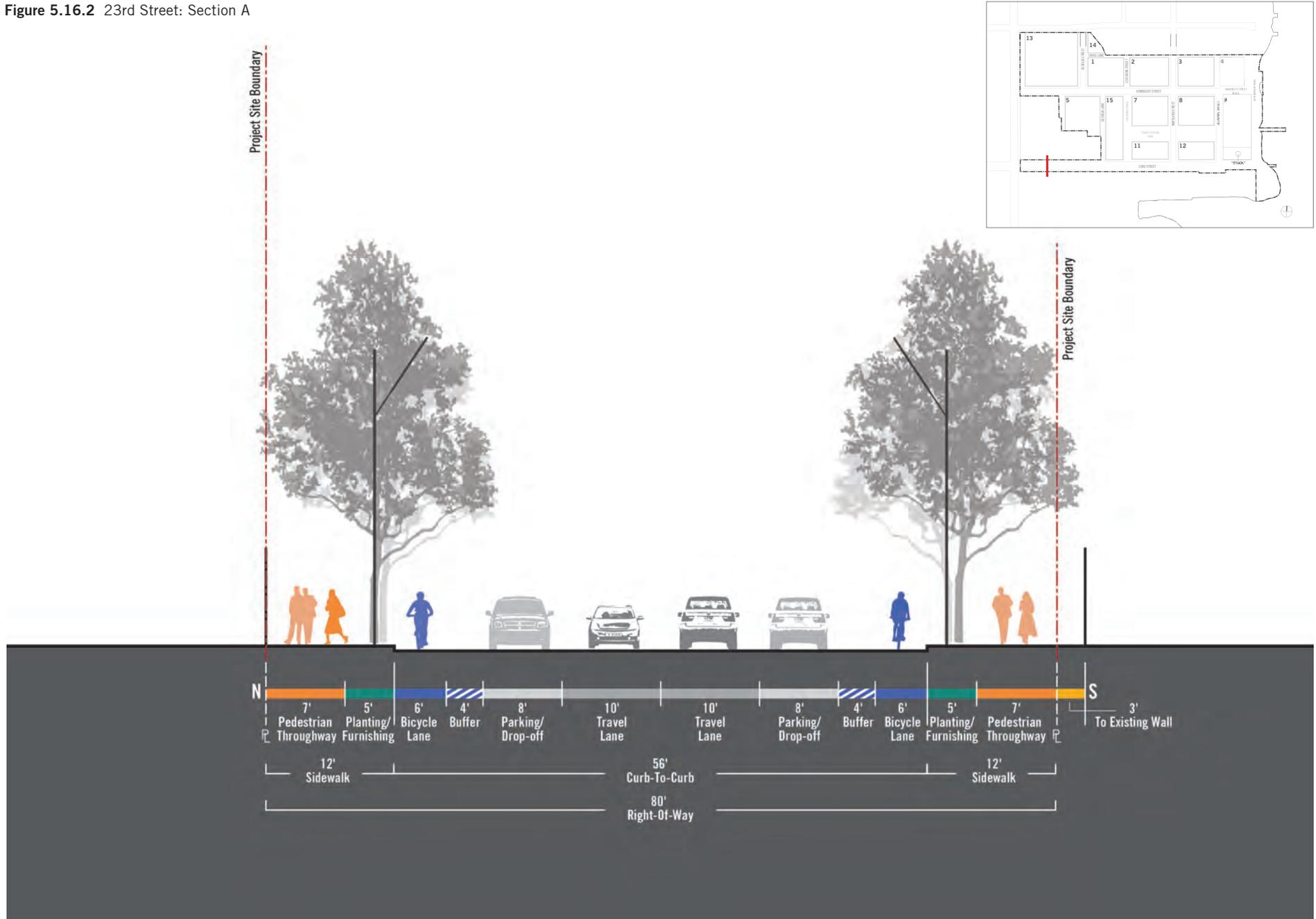


Figure 5.16.3 23rd Street: Section B

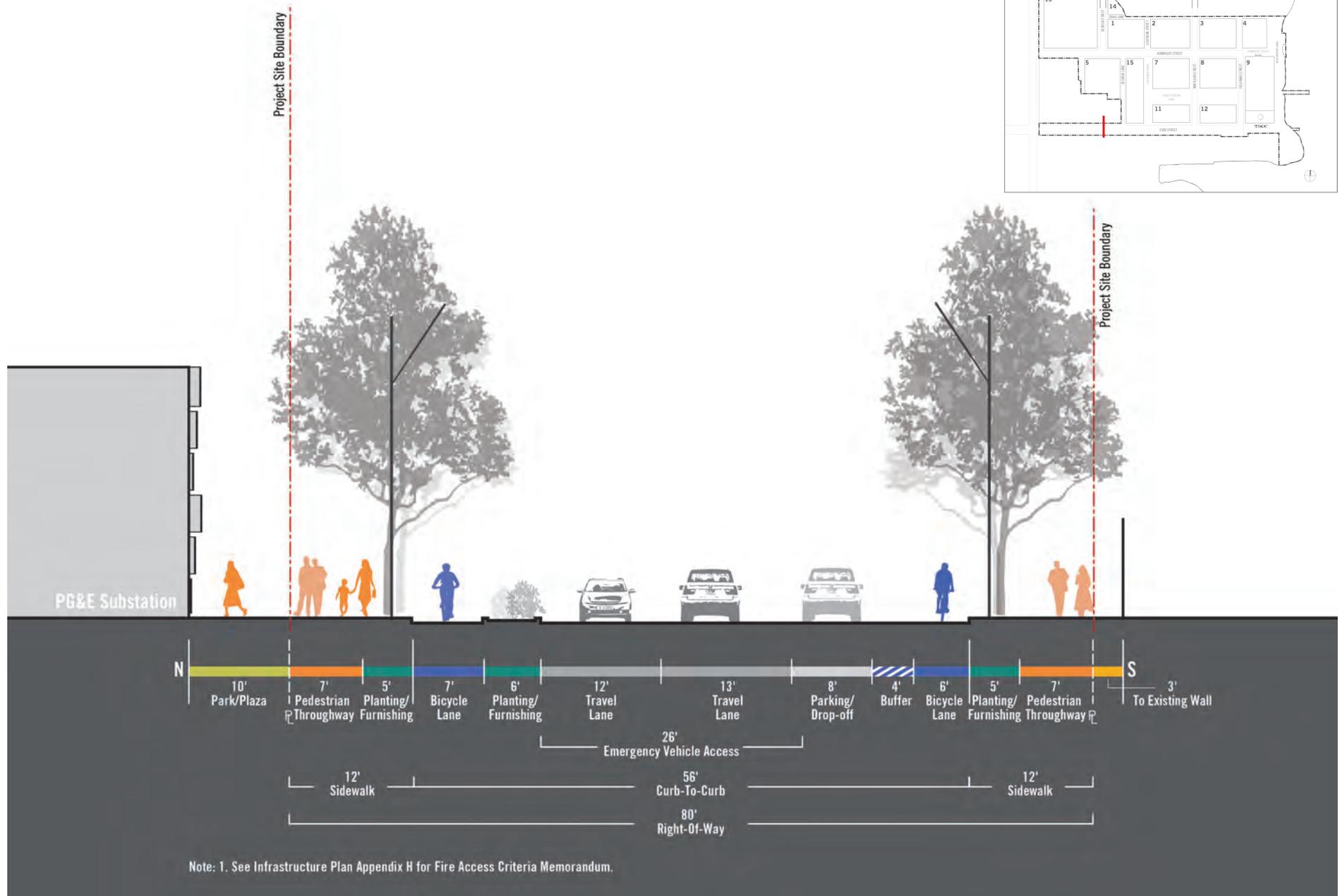
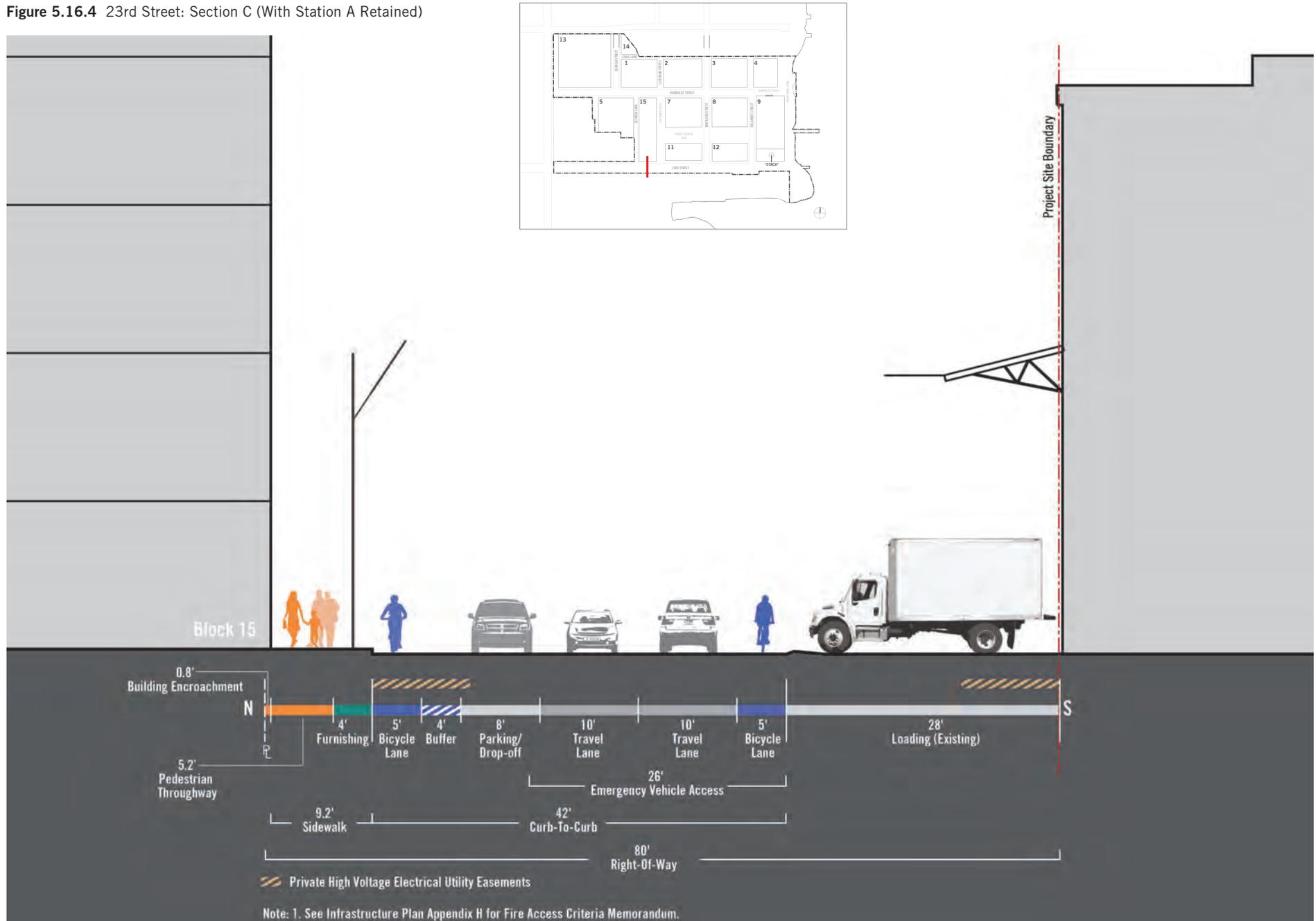


Figure 5.16.4 23rd Street: Section C (With Station A Retained)



Note: 1. See Infrastructure Plan Appendix H for Fire Access Criteria Memorandum.

Figure 5.16.5 23rd Street: Section C (Without Station A)

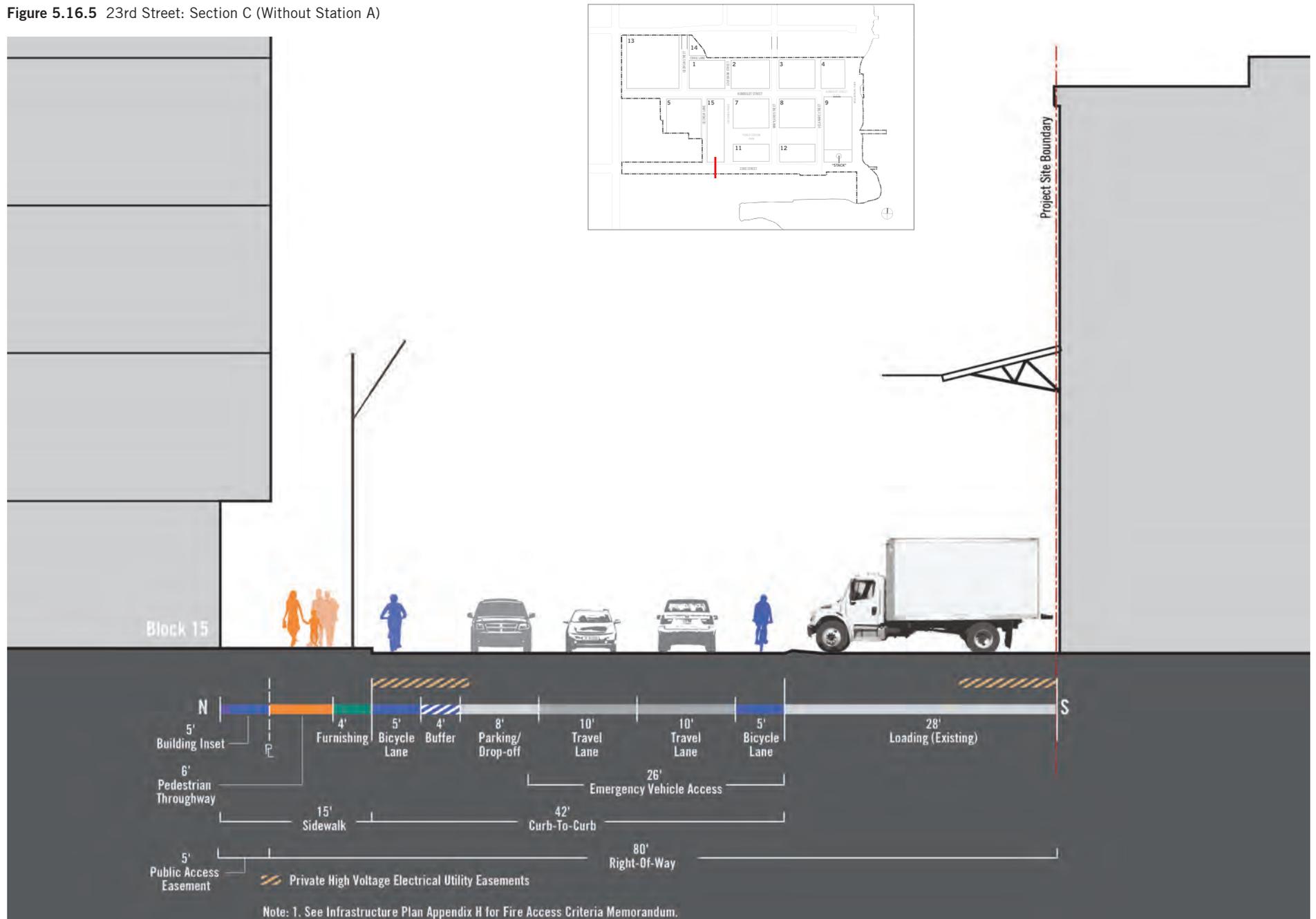


Figure 5.16.6 23rd Street: Section D

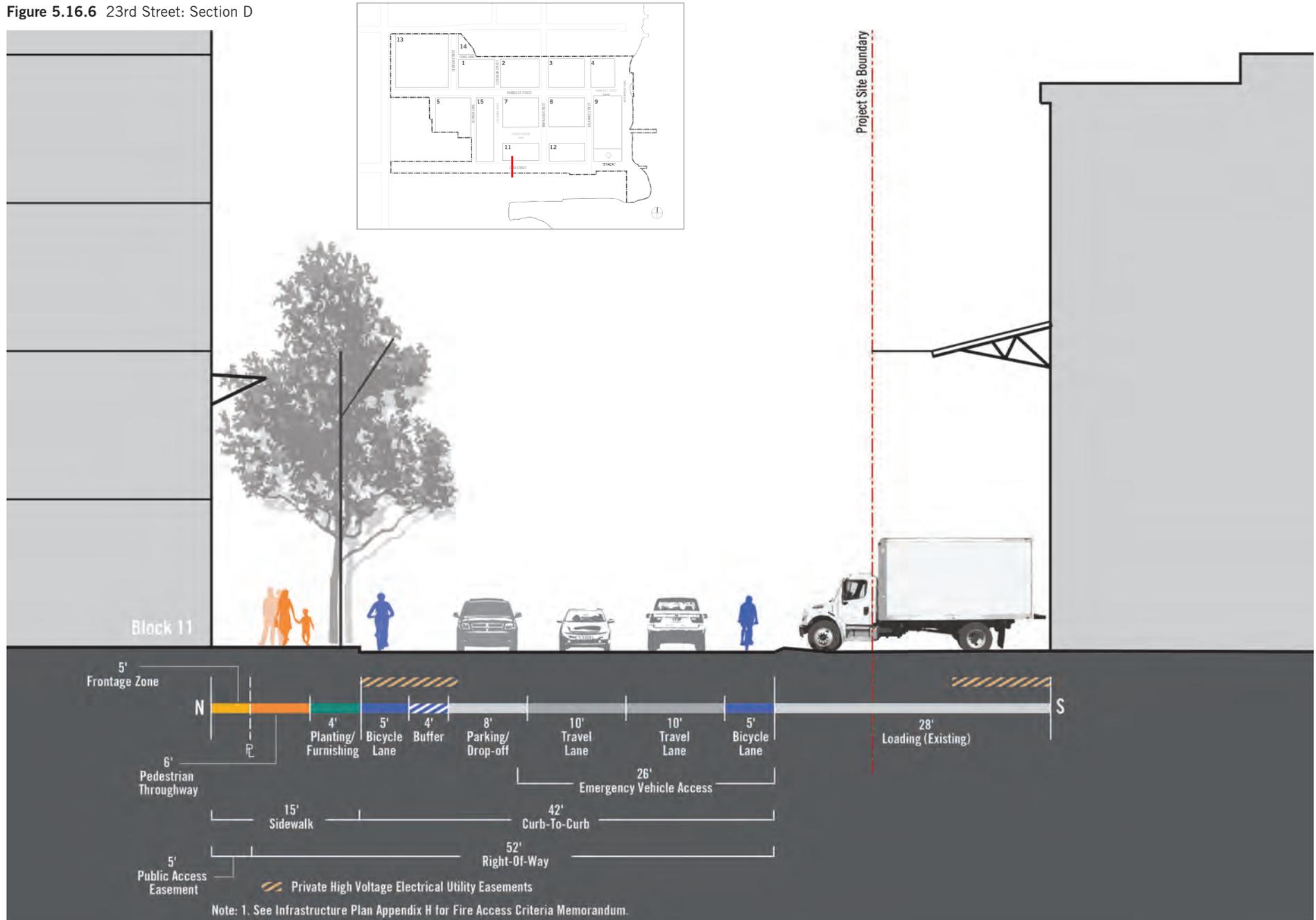


Figure 5.16.7 23rd Street: Section E

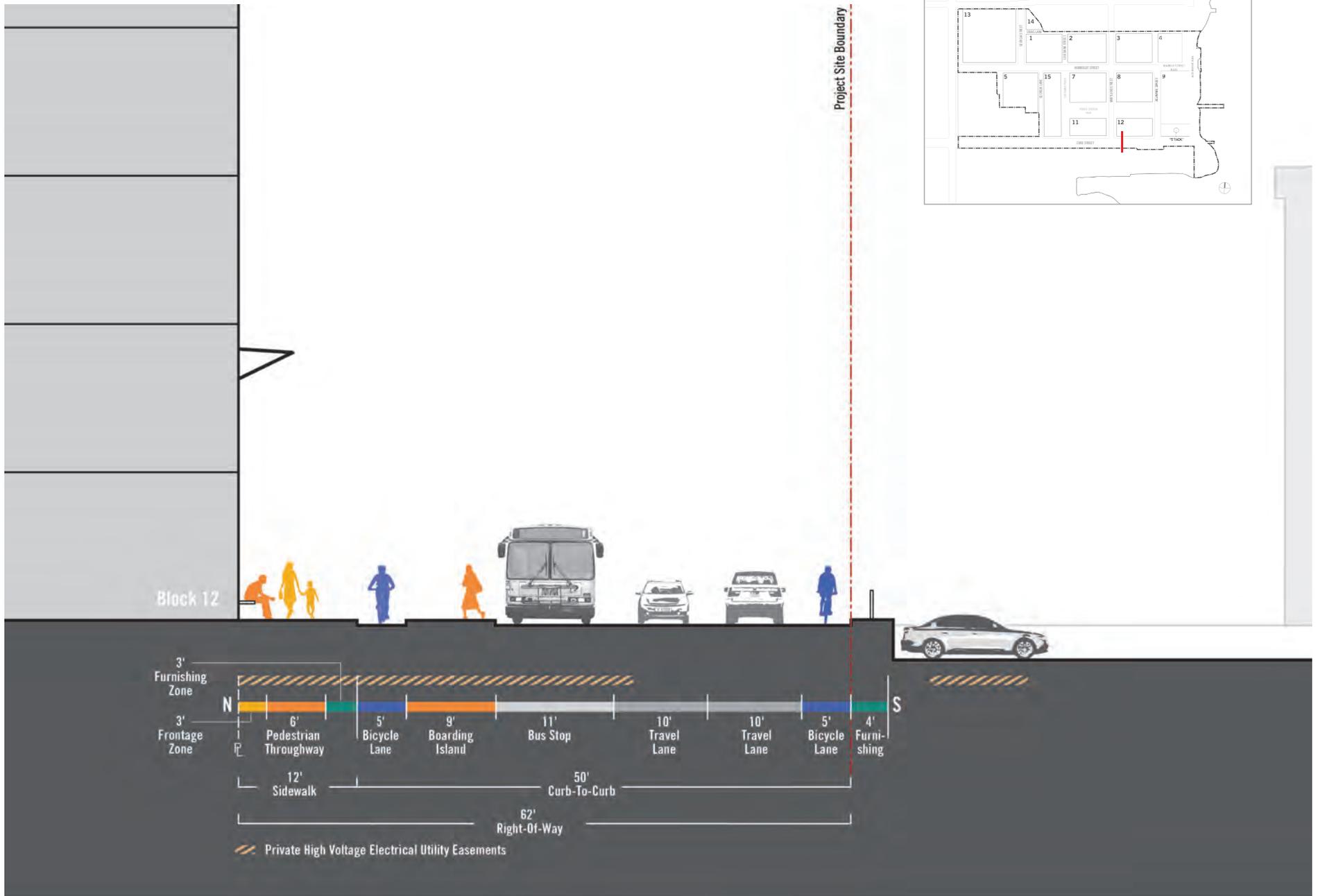
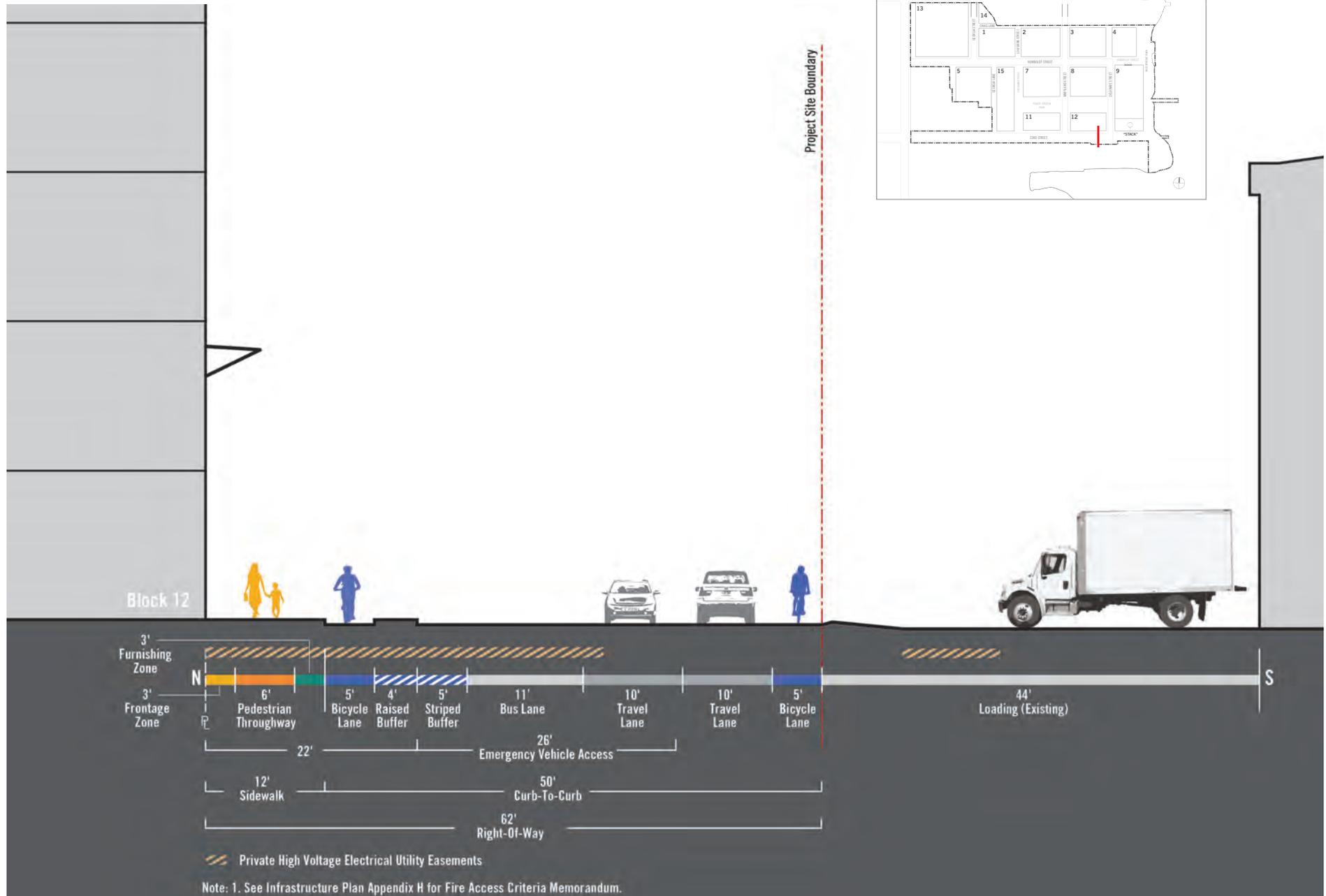
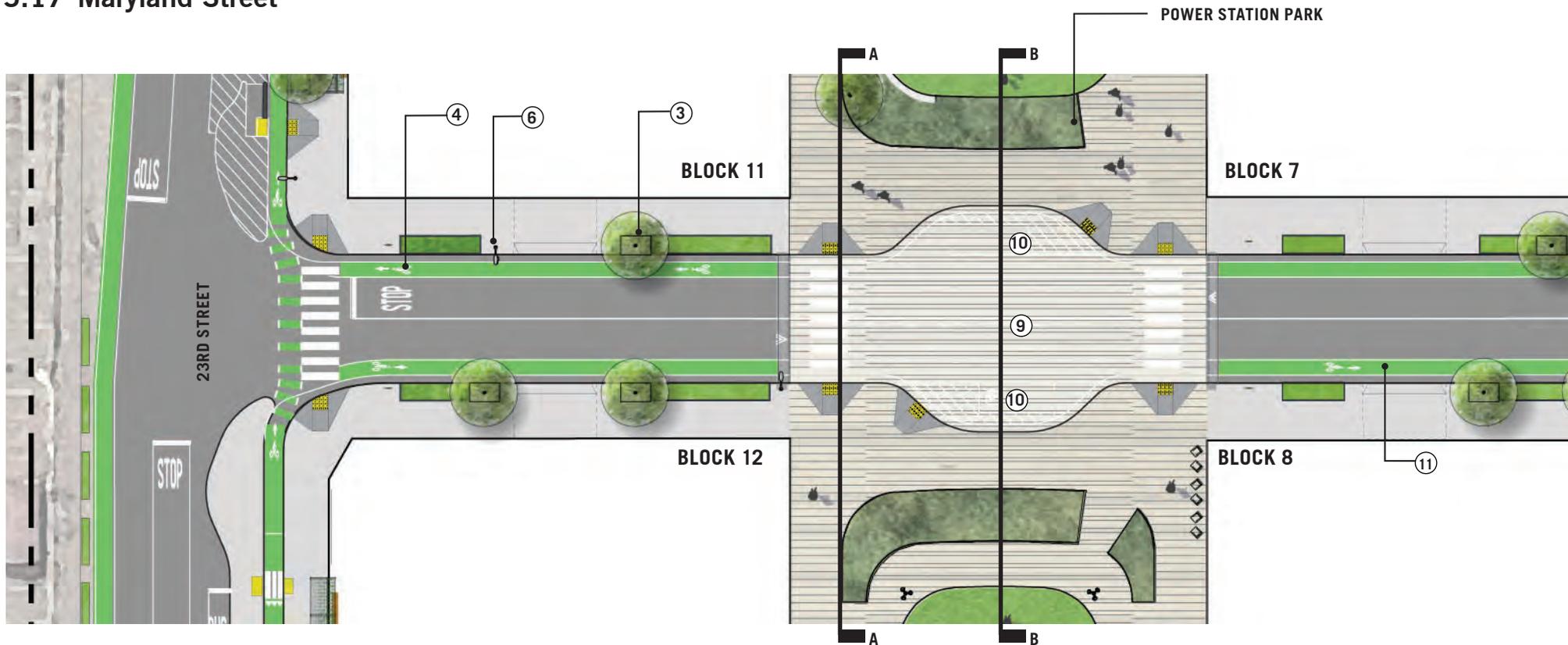


Figure 5.16.8 23rd Street: Section F



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## 5.17 Maryland Street



### STANDARDS

#### 5.17.1 Street-Lane and Sidewalk Widths

The bikeway design for Maryland Street is tentative. The Project will continue to work with the City towards the design of a separated bikeway within the 64' right-of-way proposed on Maryland Street. Such a design change would be reviewed by City infrastructure agencies and incorporated into City approvals as part of the first Basis of Design submittal.

#### 5.17.2 Tree Well Size

Tree wells shall be at least 5 feet by 8 feet.

#### 5.17.3 Tree Well Surfacing

Tree wells shall have crushed stone without stabilizer. Planting in tree wells is allowed.

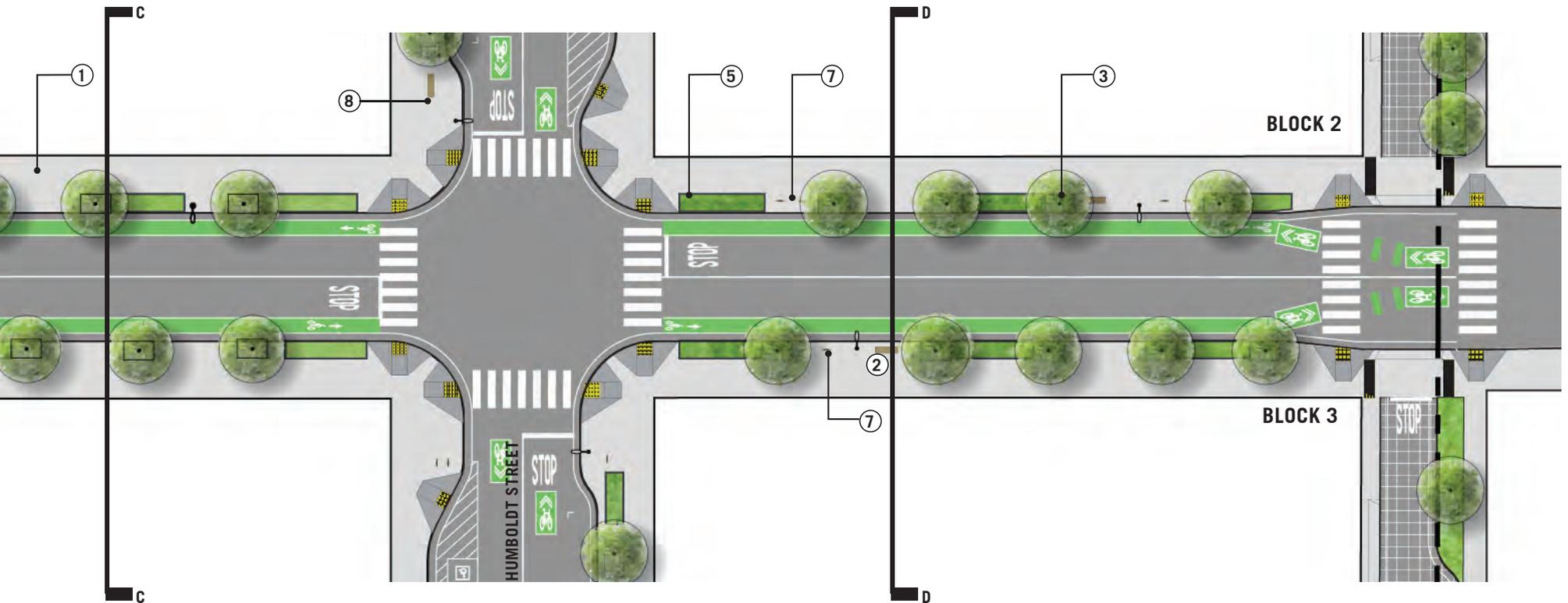
#### 5.17.4 Raised Pedestrian Crossing

Between the two blocks of Power Station Park, a two-inch-raised concrete pedestrian crossing shall be included in the street design. The crossing shall be separated from the pedestrian sidewalk by a minimum four-inch curb.

#### 5.17.5 Lighting

Refer to lighting standards per Section 7.2.

Figure 5.17.1 Maryland Street Concept Plan



Note:  
 1. The bikeway design for Maryland Street is tentative. The Project will continue to work with the City towards the design of a separated bikeway within the 64' right-of-way proposed on Maryland Street. Such a design change would be reviewed by City infrastructure agencies and incorporated into City approvals as part of the first Basis of Design submittal.

**LEGEND**

- ① Pedestrian Throughway
- ② Furnishing Zone
- ③ Tree Well
- ④ Class II Bicycle Lane
- ⑤ Stormwater Planter
- ⑥ Street Light
- ⑦ Bike Rack
- ⑧ Bench
- ⑨ Raised Pedestrian Crossing
- ⑩ Universal Loading Zone
- ⑪ Bicycle facility<sup>1</sup>

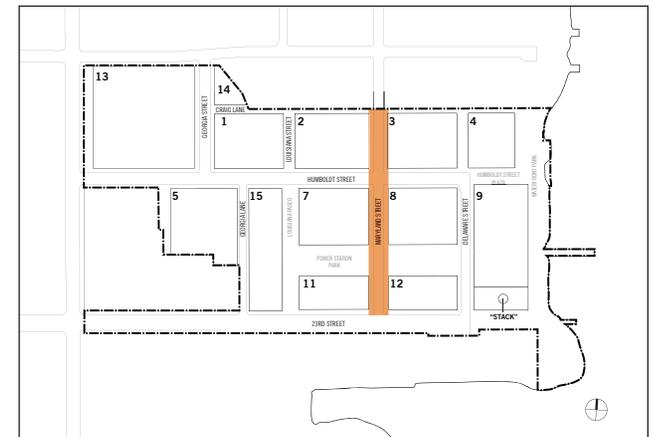


Figure 5.17.2 Maryland Street: Section A

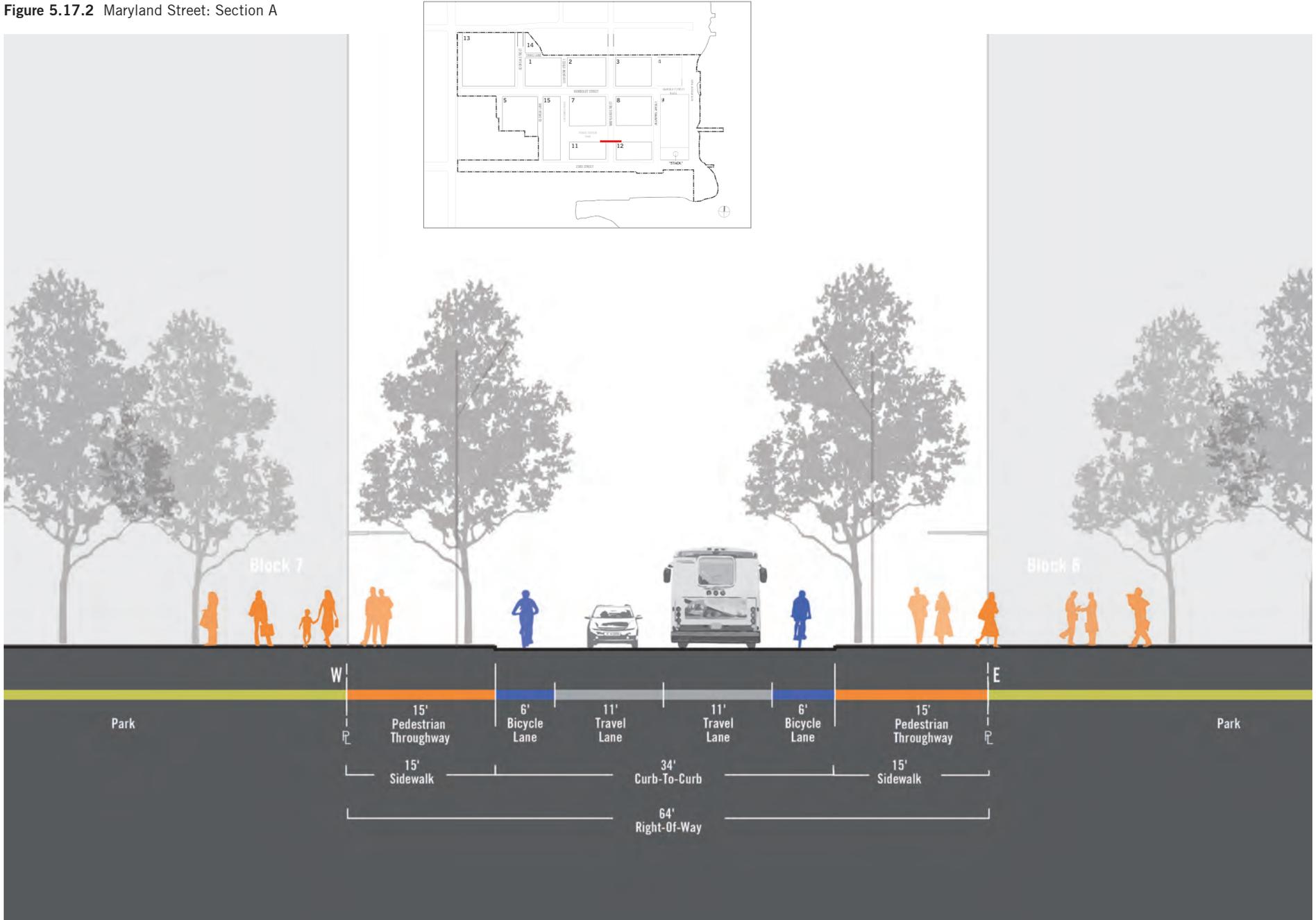


Figure 5.17.3 Maryland Street: Section B

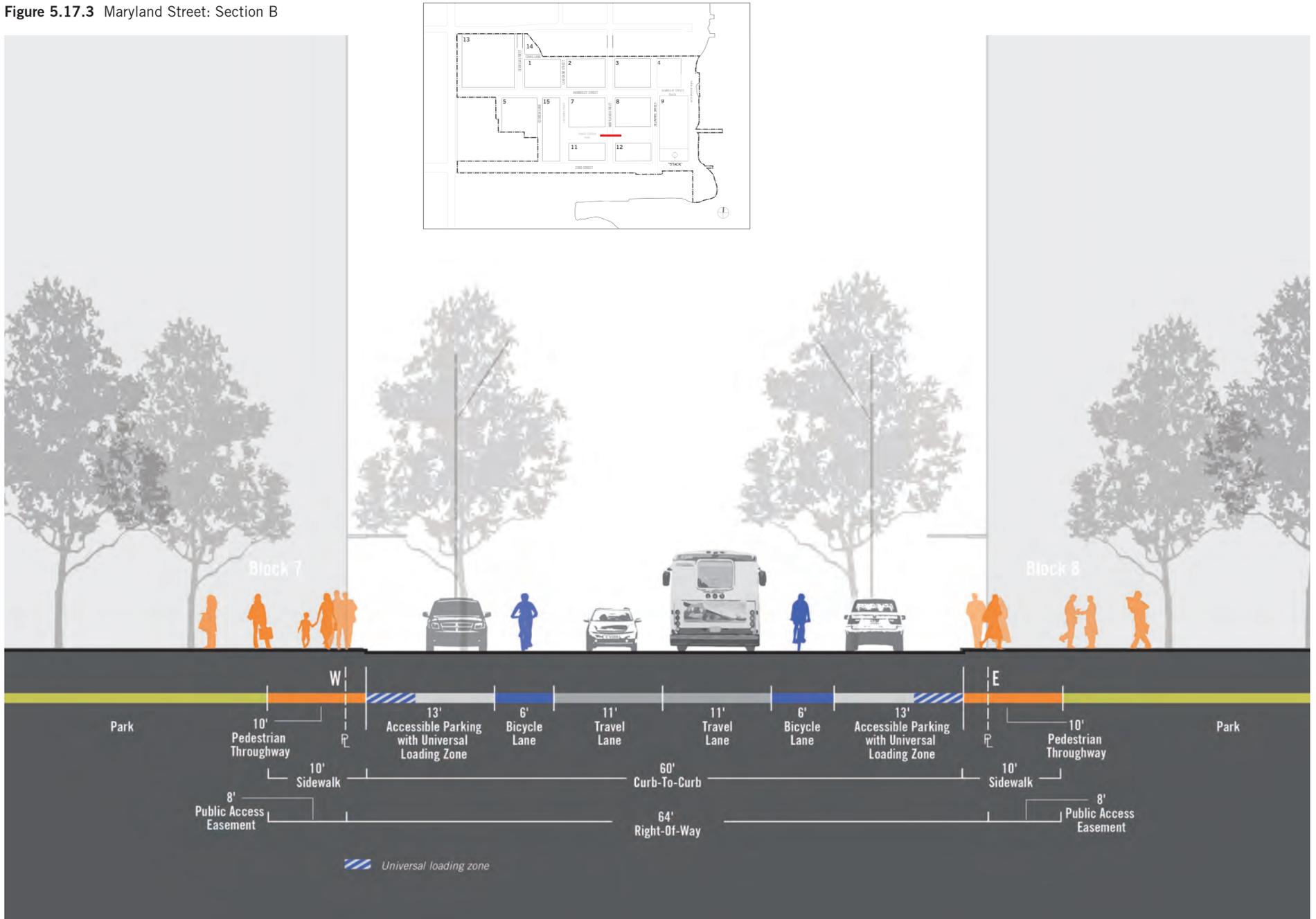


Figure 5.17.4 Maryland Street: Section C

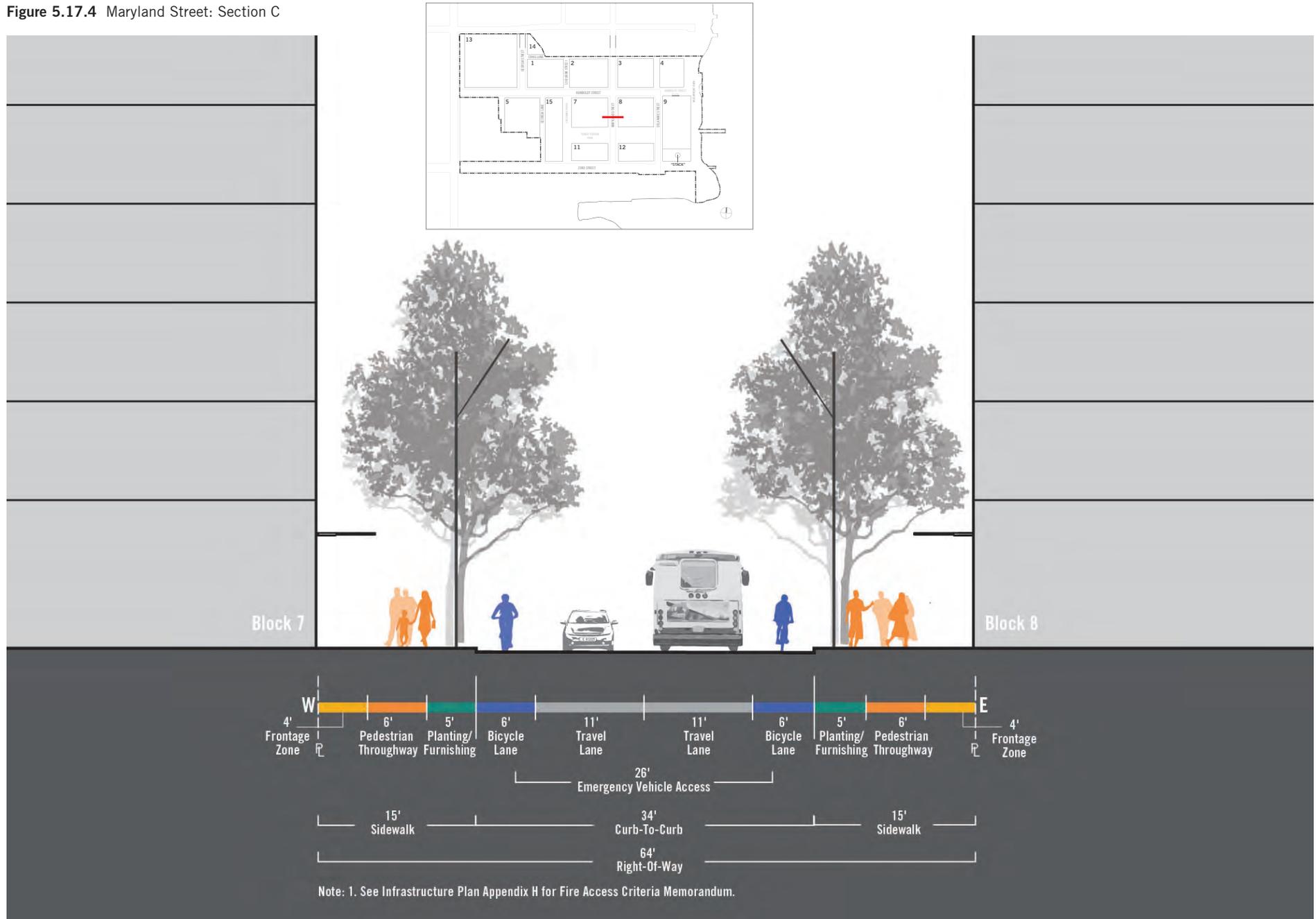
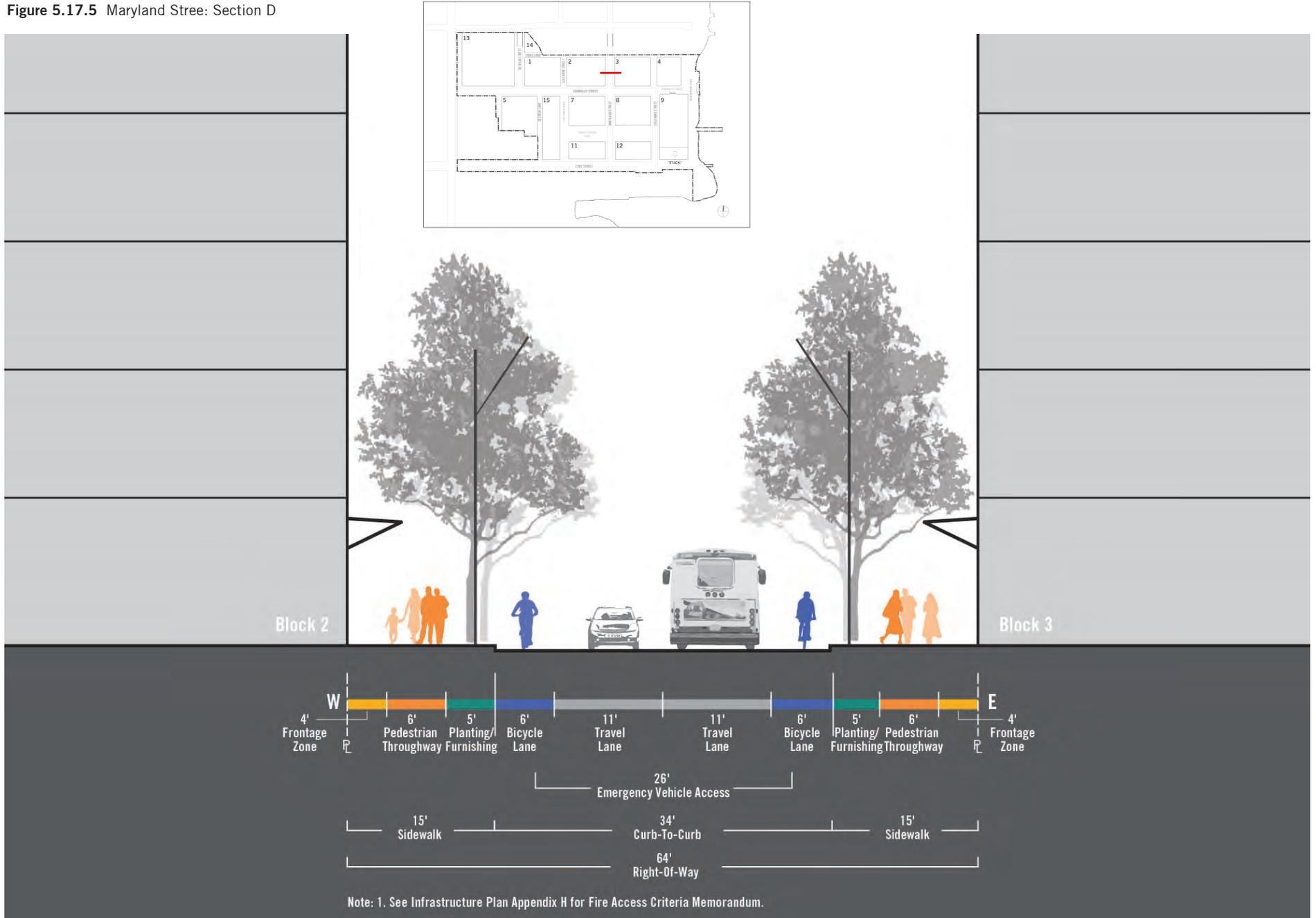
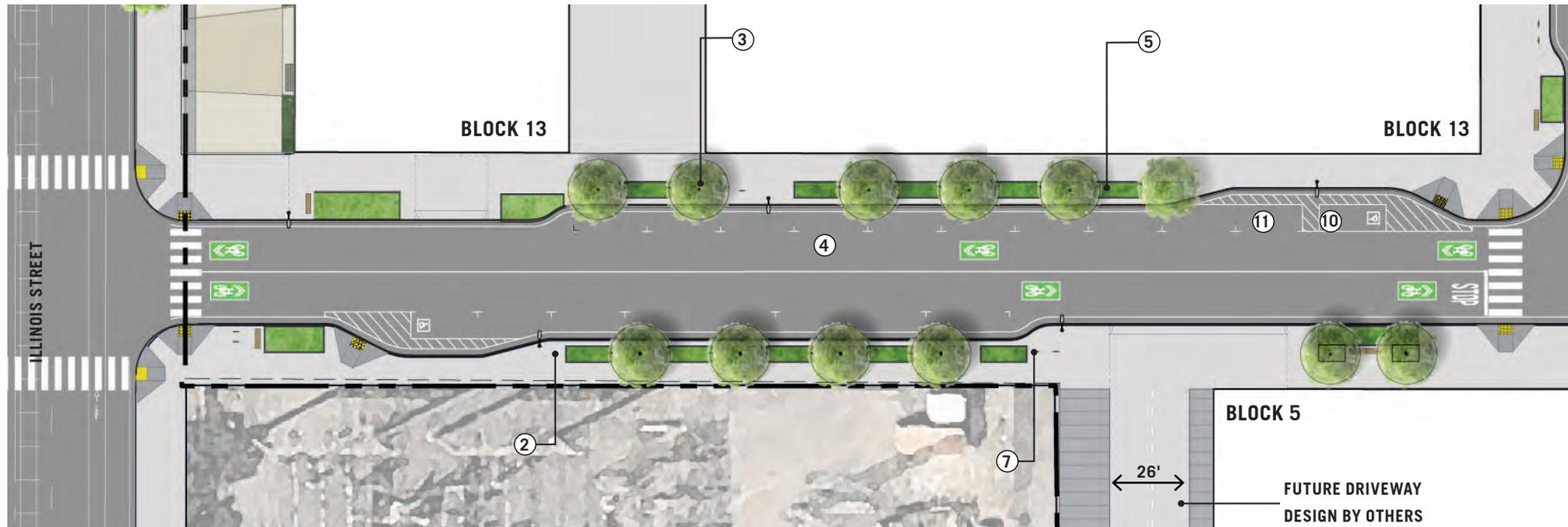


Figure 5.17.5 Maryland Stree: Section D



## 5.18 Humboldt Street



### STANDARDS

#### 5.18.1 Street-Lane and Sidewalk Widths

The widths of street lanes and sidewalks shall be per street section shown in Figure 5.18.2 .

#### 5.18.2 Tree Well Size

Tree wells shall be at least 5 feet by 8 feet.

#### 5.18.3 Tree Well Surfacing

Tree wells shall have crushed stone without stabilizer. Planting in tree wells is allowed.

#### 5.18.4 Raised Pedestrian Crossing

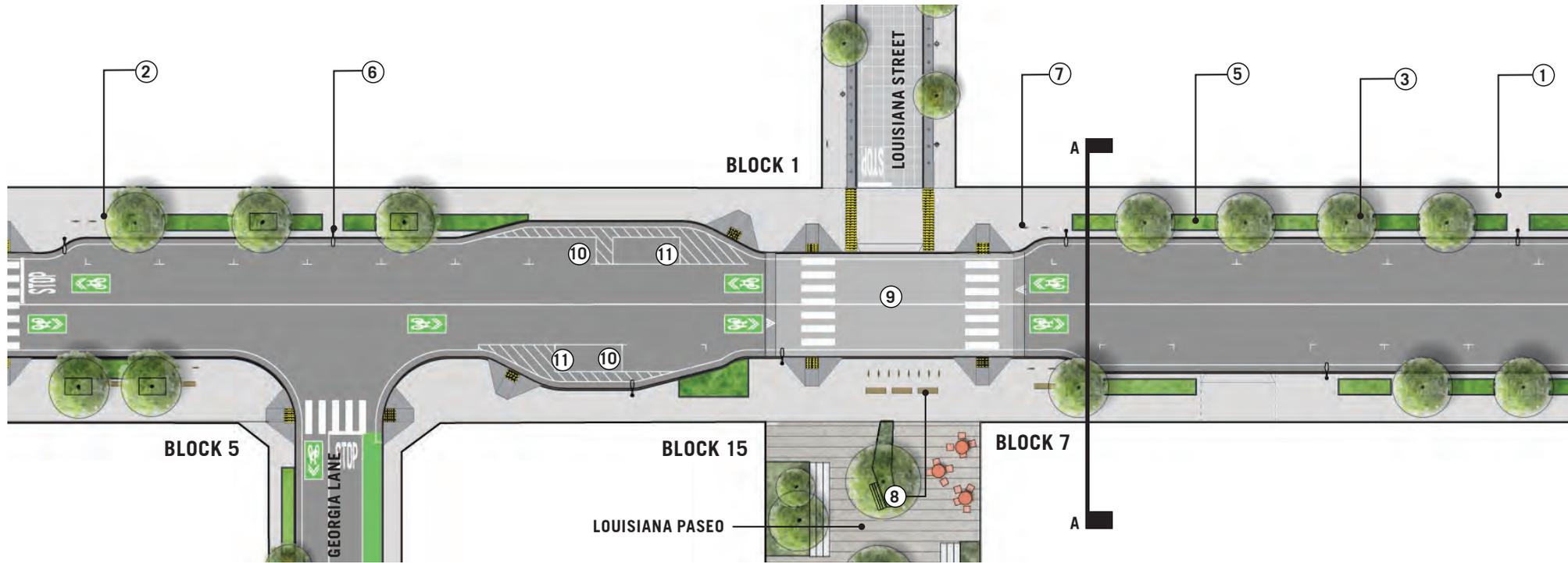
At the intersection of Louisiana Street and Humboldt Street, a two-inch-raised concrete pedestrian crossing shall be included in the street design. The crossing shall be separated from the pedestrian sidewalk by a minimum four-inch curb.

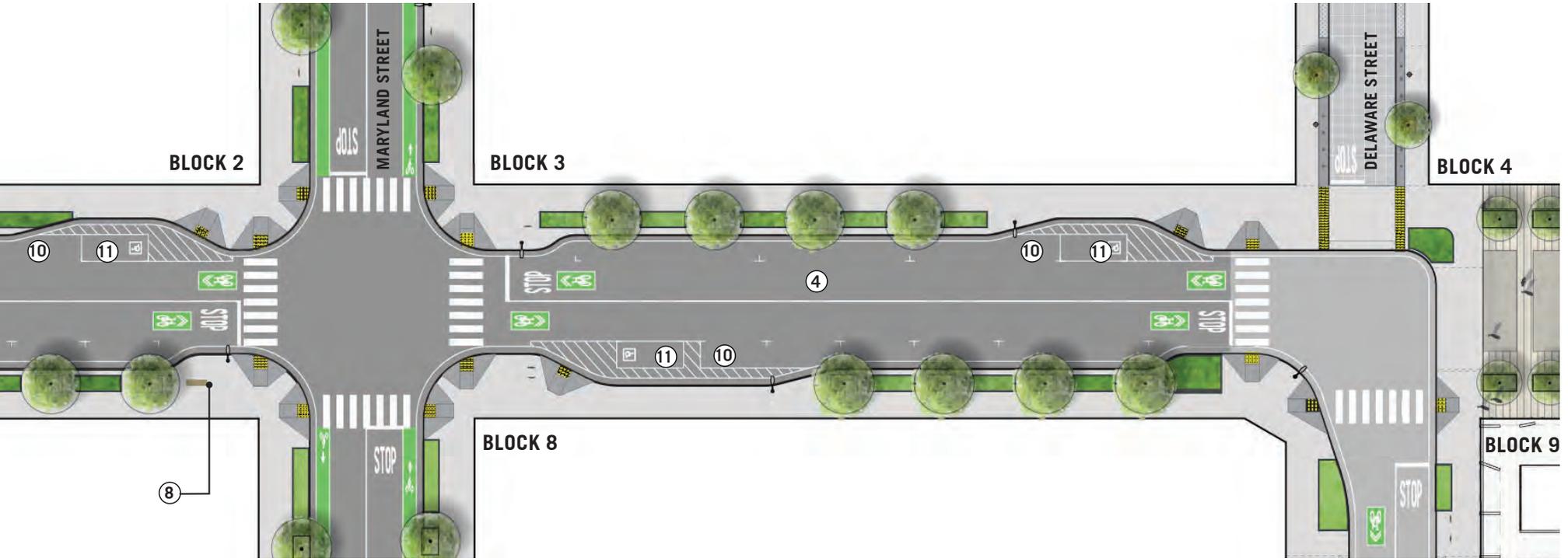
#### 5.18.5 Lighting

Refer to lighting standards per Section 7.2.



Figure 5.18.1 Humboldt Street Concept Plan (continued)





- ① Pedestrian Throughway
- ② Furnishing Zone
- ③ Tree Well
- ④ Shared Lane Bicycle Route
- ⑤ Stormwater Planter
- ⑥ Street Light
- ⑦ Bike Rack
- ⑧ Bench
- ⑨ Raised Pedestrian Crossing
- ⑩ Universal Loading Zone
- ⑪ Accessible Parking

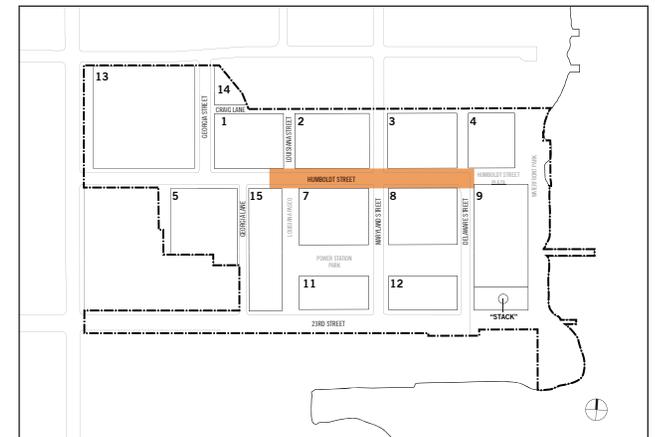
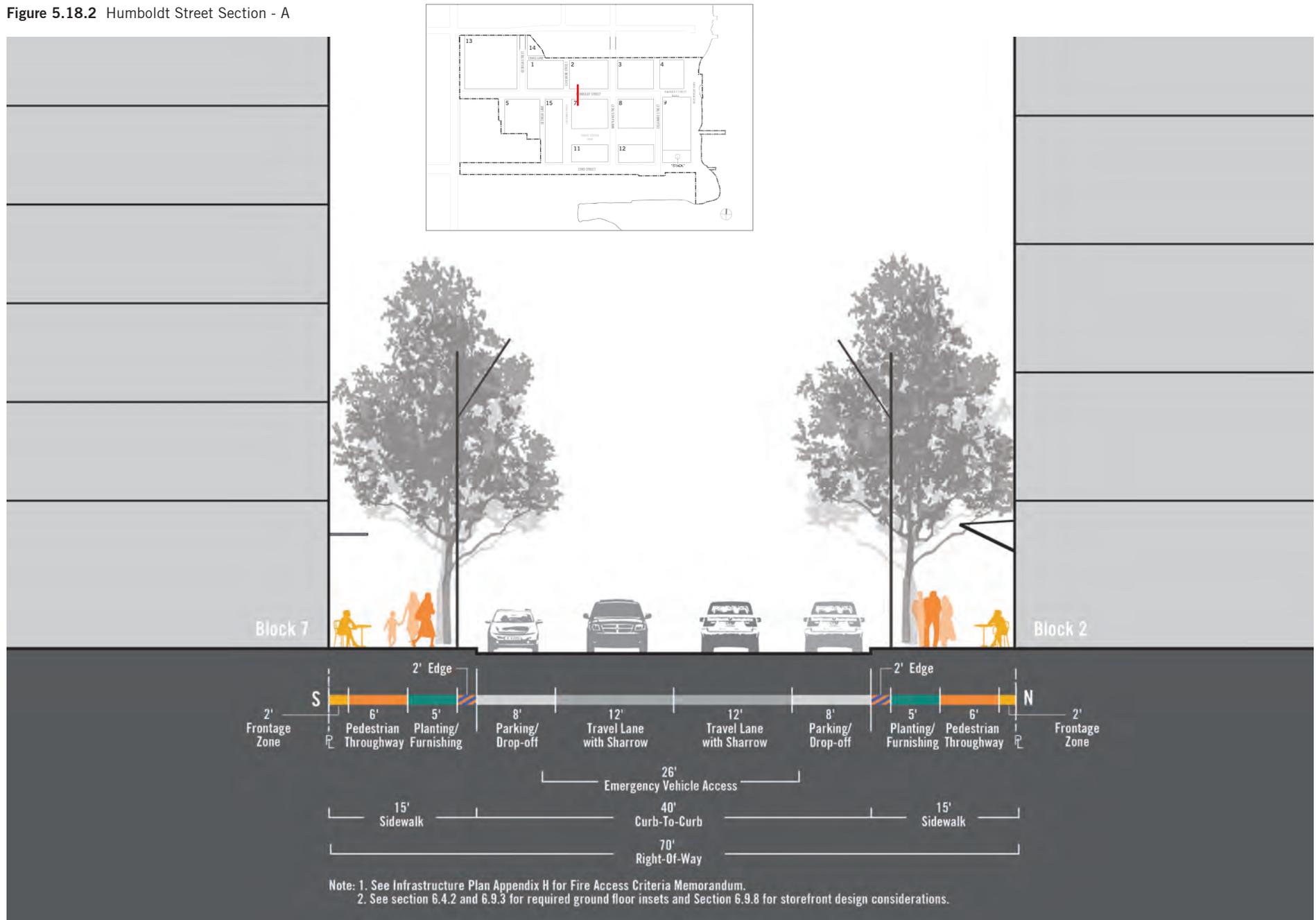


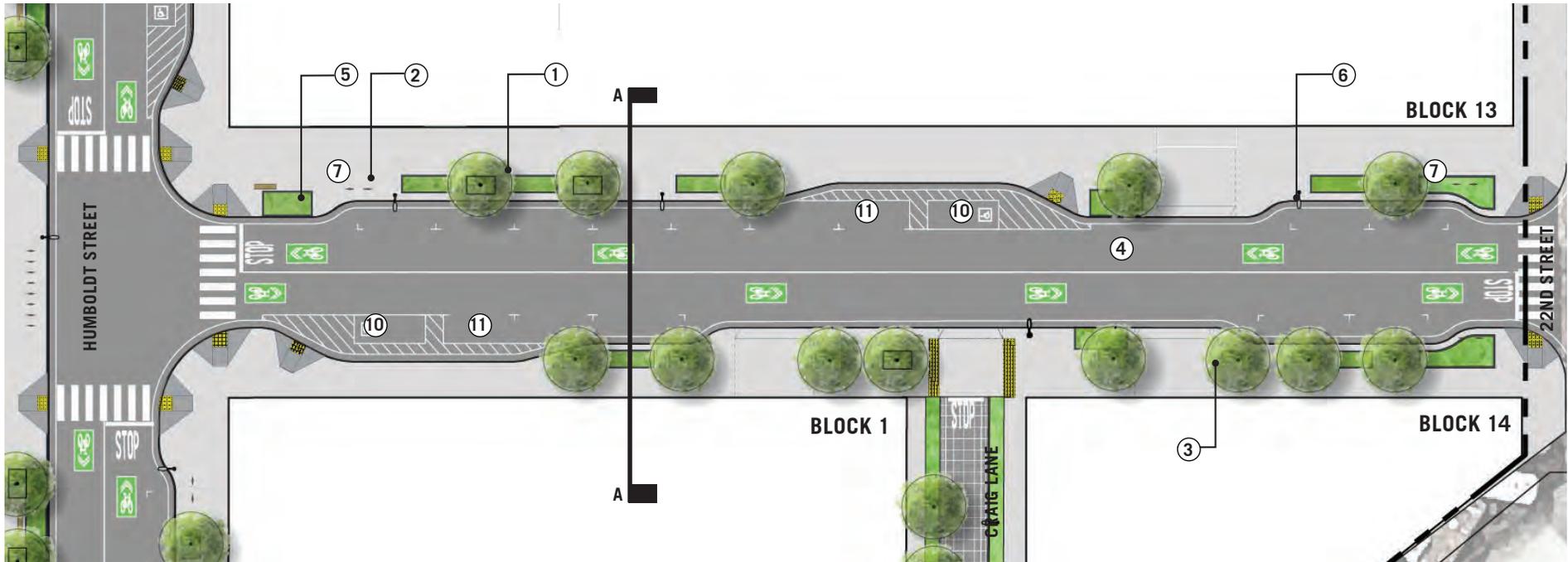
Figure 5.18.2 Humboldt Street Section - A



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## 5.19 Georgia Street

Figure 5.19.1 Georgia Street Concept Plan



### STANDARDS

#### 5.19.1 Street-Lane and Sidewalk Widths

The widths of street lanes and sidewalks shall be per the street section shown in Figure 5.19.2.

#### 5.19.2 Tree Well Size

Tree wells shall be at least five 5 by 8 feet.

#### 5.19.3 Tree Well Surfacing

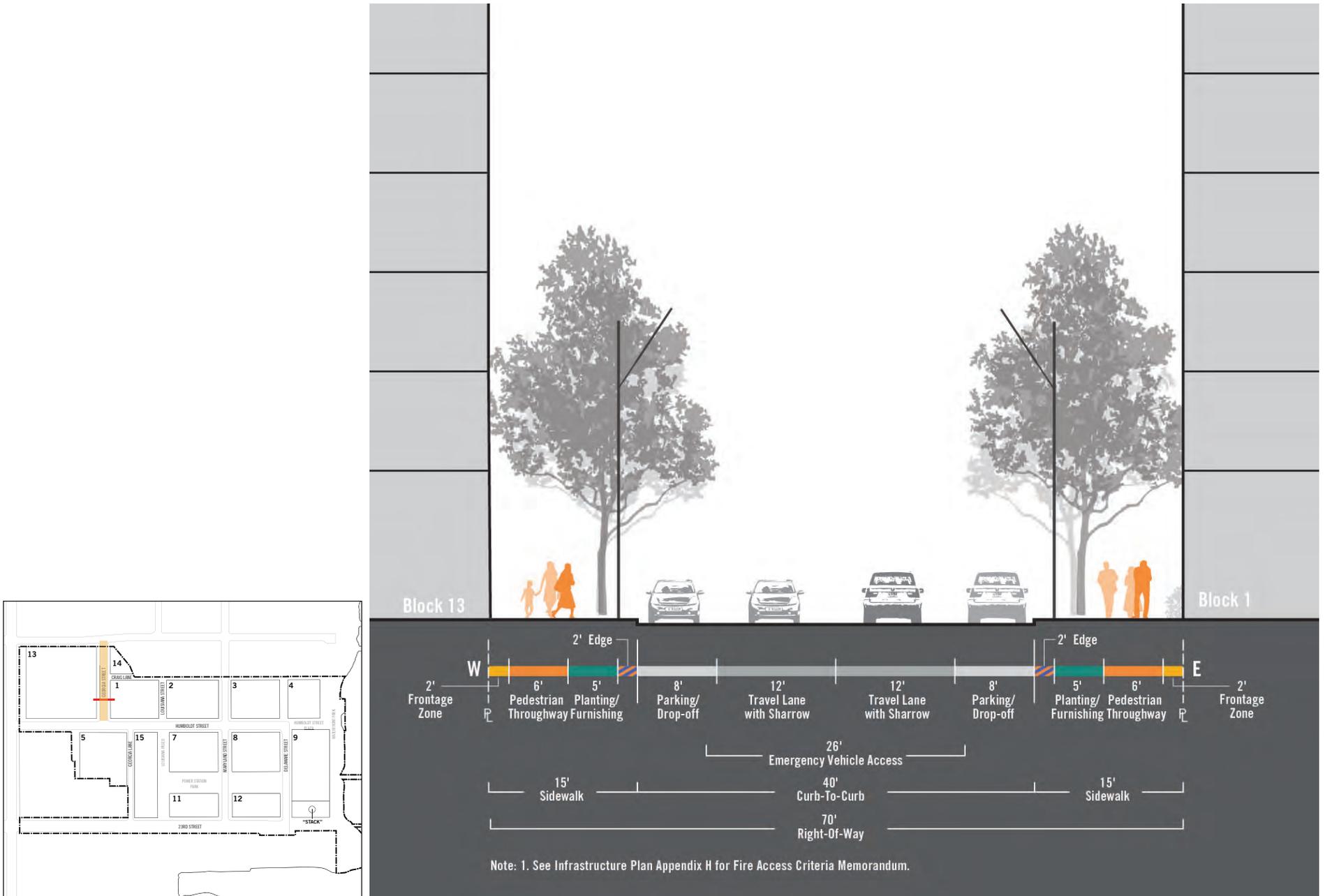
Tree wells shall have crushed stone without stabilizer. Planting in tree wells is allowed.

#### 5.19.4 Lighting

Refer to lighting standards per Section 7.2.

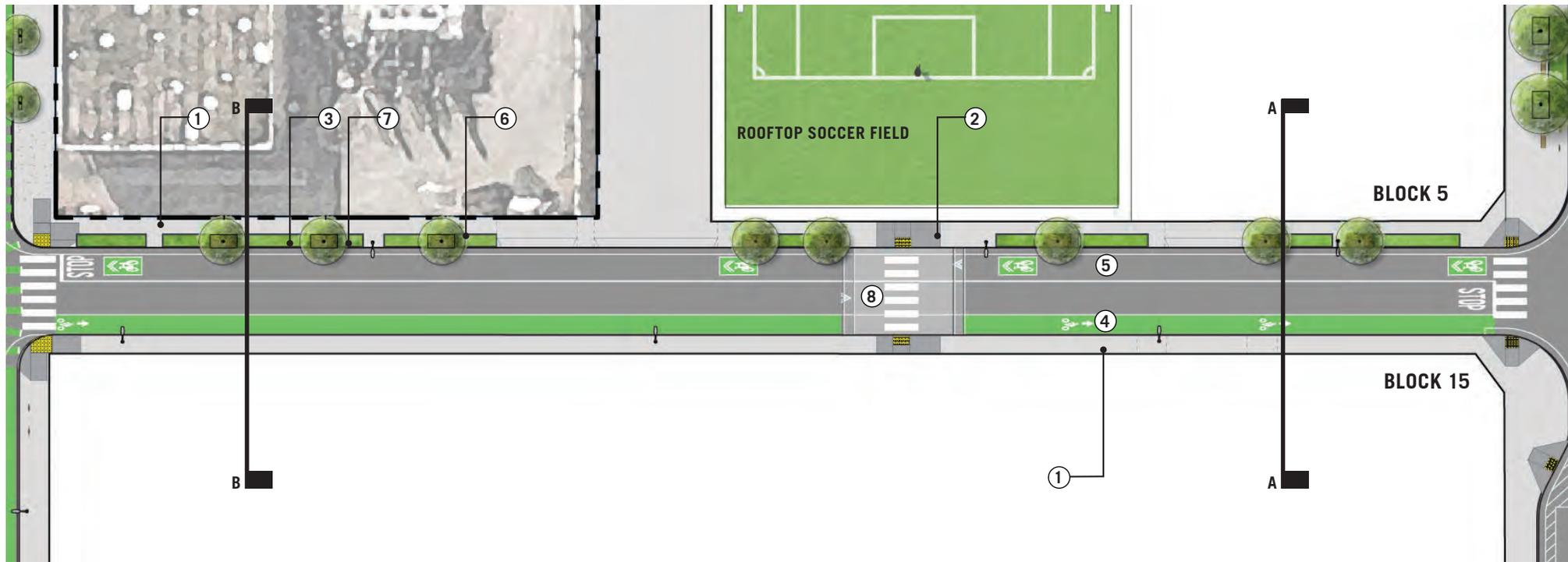
- ① Pedestrian Throughway
- ② Furnishing Zone
- ③ Tree Well
- ④ Shared Lane Bicycle Route
- ⑤ Stormwater Planter
- ⑥ Street Light
- ⑦ Bicycle Rack
- ⑧ Bench
- ⑨ Raised Pedestrian Crossing
- ⑩ Universal Loading Zone
- ⑪ Accessible Parking

Figure 5.19.2 Georgia Street: Section A



## 5.20 Georgia Lane

Figure 5.20.1 Georgia Lane Concept Plan



### STANDARDS

#### 5.20.1 Street-Lane and Sidewalk Widths

The widths of street lanes and sidewalks shall be per street sections shown in Figure 5.20.2 and Figure 5.20.3.

#### 5.20.2 Tree Well Size

Tree wells shall be at least 3 feet and 6 inches by 8 feet.

#### 5.20.3 Raised Pedestrian Crossing

At approximately the mid-block portion of Block 15, if public access is provided through the building, a 2-inch-raised concrete pedestrian crossing shall be included in the street design for safe crossing, if Block 5 contains Residential, Active Recreation and/ or District Parking Garage uses.

#### 5.20.4 Lighting

Refer to lighting standards per Section 7.2.

### LEGEND

- ① Pedestrian Throughway
- ② Furnishing Zone
- ③ Tree Well
- ④ Class II Bicycle Lane
- ⑤ Shared Lane Bicycle Route
- ⑥ Stormwater Planter
- ⑦ Street Light
- ⑧ Raised Pedestrian Crossing

Figure 5.20.2 Georgia Lane: Section A (With Station A)

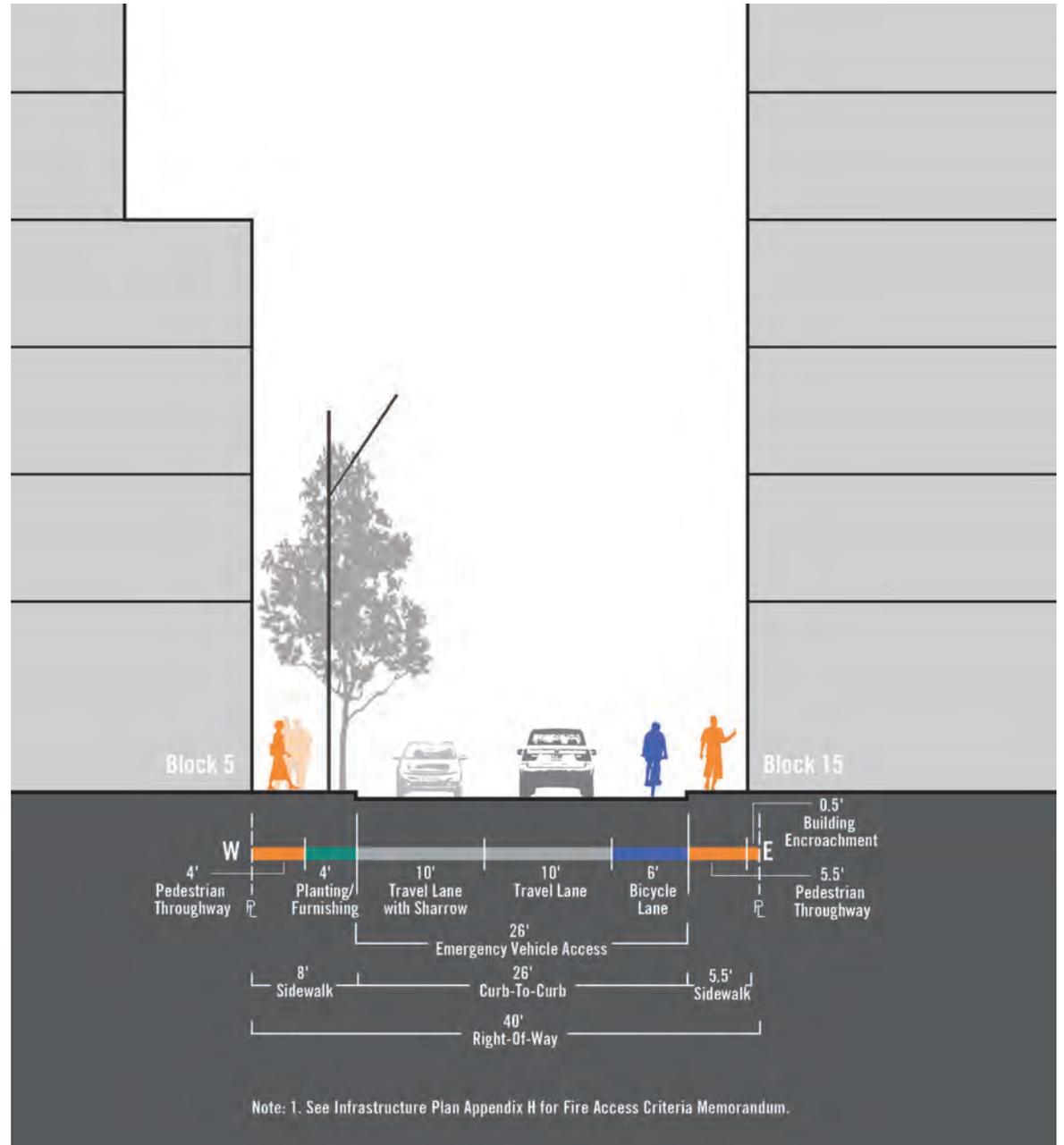
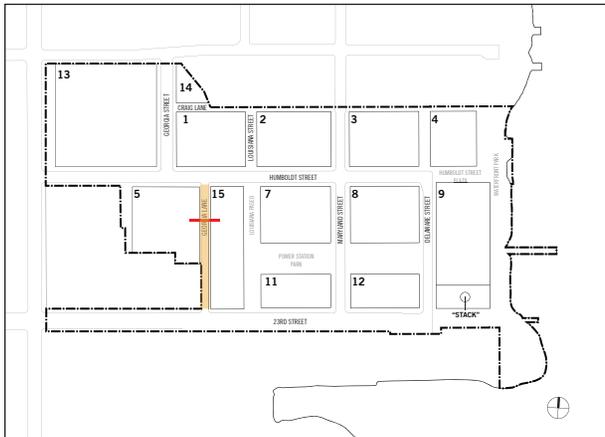


Figure 5.20.3 Georgia Lane: Section B (With Station A)

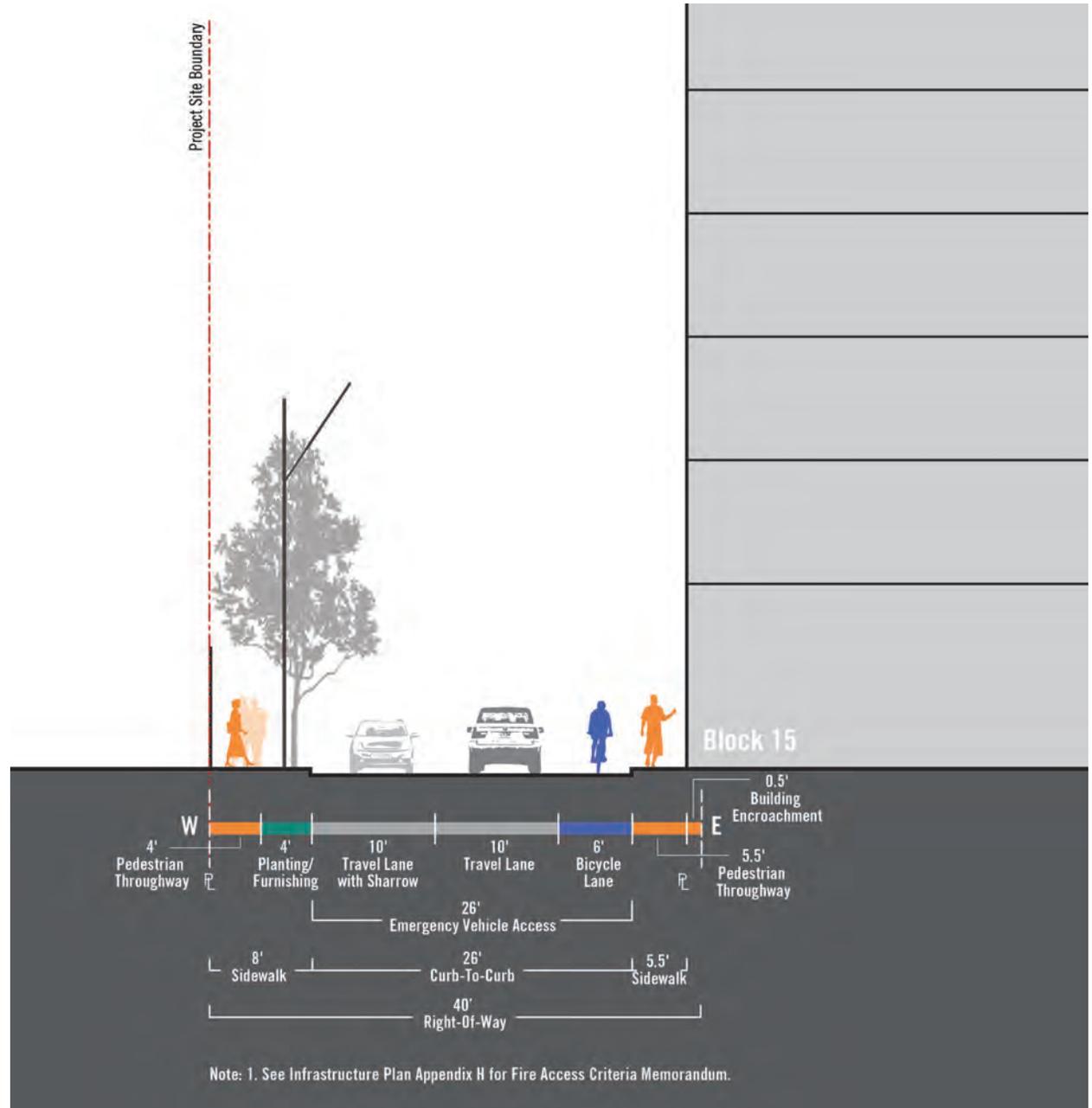
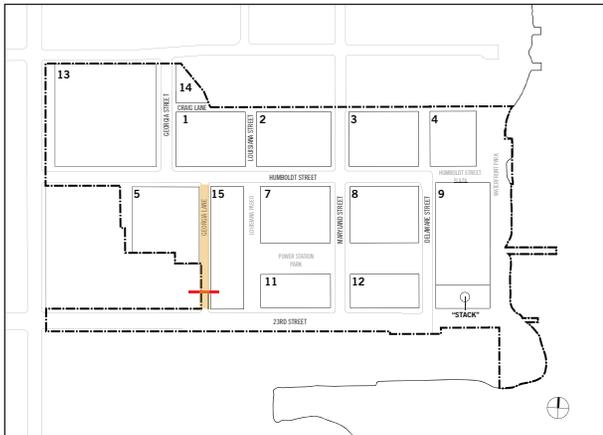


Figure 5.20.4 Georgia Lane: Section A (Without Station A)

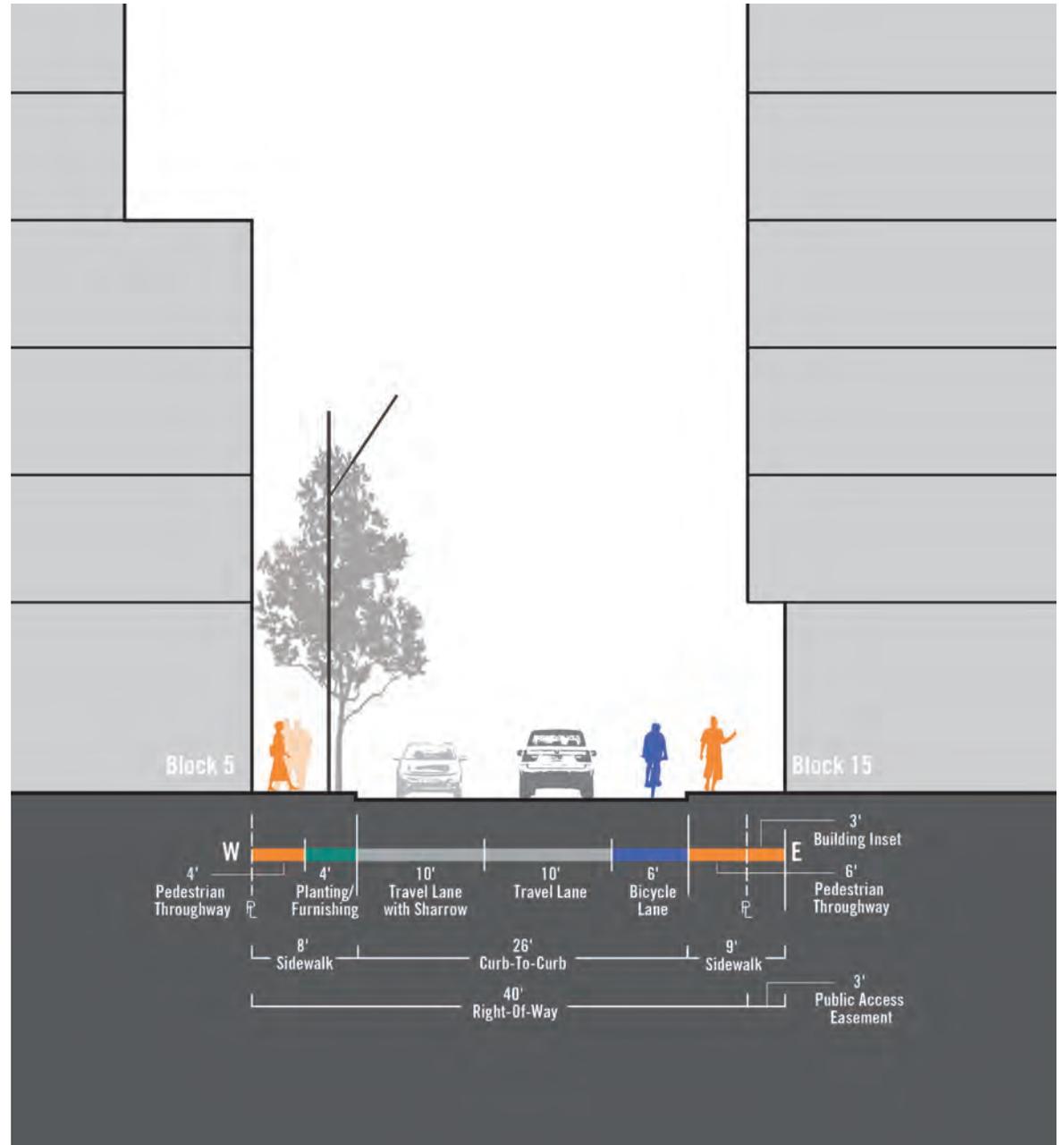
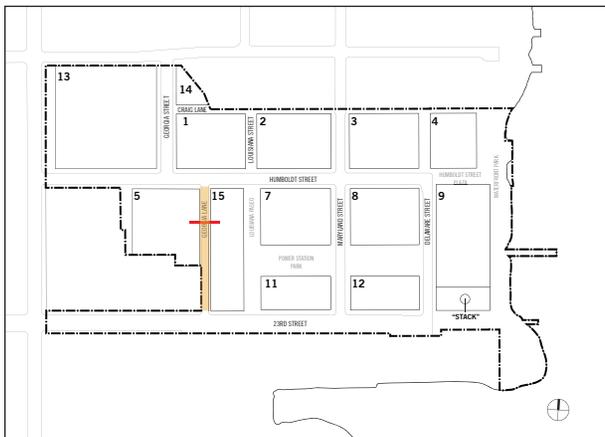
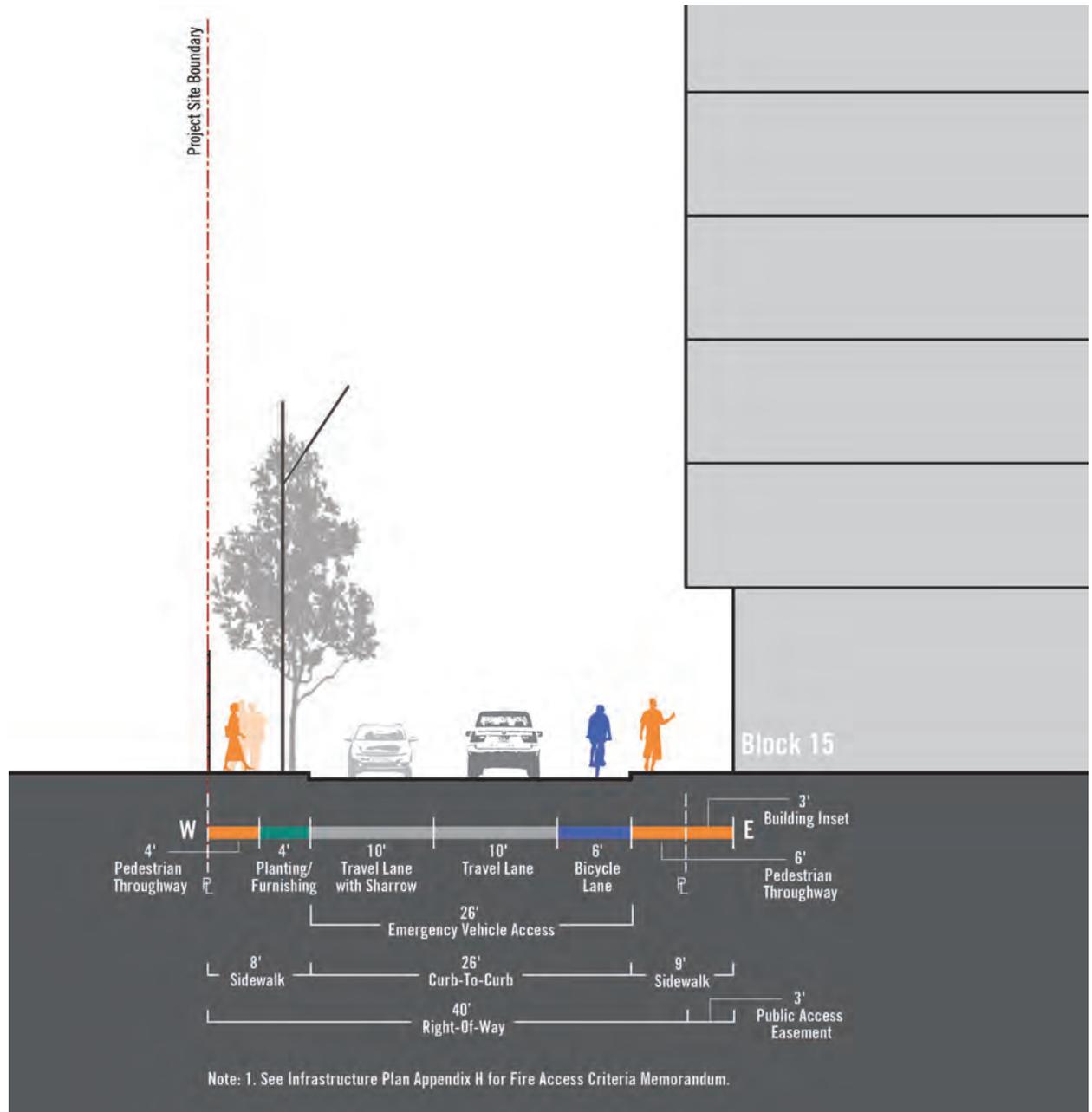
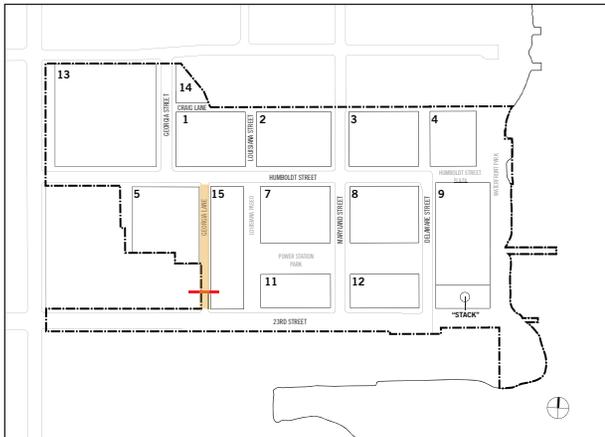


Figure 5.20.5 Georgia Lane: Section B (Without Station A)



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## 5.21 Delaware Street



### STANDARDS

#### 5.21.1 Street-Lane and Sidewalk Widths

The widths of street lanes and sidewalks shall be per street sections shown in Figure 5.21.2, 5.21.3, and 5.21.4.

#### 5.21.2 Roadway Materials

Delaware Street shall be paved with concrete between 23rd Street and Humboldt Street. Custom score patterns may be used to the extent that they will be accepted by SFPW.

#### 5.21.3 Tree Well Size

Tree wells shall be at least 5 feet by 8 feet.

#### 5.21.4 Tree Well Surfacing

Tree wells shall be planted. Crushed stone without stabilizer in tree wells is allowed.

#### 5.21.5 Raised Pedestrian Crossing

Between Power Station Park and Unit 3, a 2-inch-raised concrete pedestrian crossing shall be included in the street design. The crossing shall be separated from the pedestrian sidewalk by a minimum 4-inch curb.

This standard applies to the section of Delaware Street west of the Unit 3 passenger loading and fire access area and east Power Station Park for a width of approximately 145 feet.

- ① Pedestrian Throughway
- ② Furnishing Zone
- ③ Tree Well
- ④ Shared Lane Bicycle Route
- ⑤ Stormwater Planter
- ⑥ Street Light
- ⑦ Bike Rack
- ⑧ Bench
- ⑨ Raised Pedestrian Crossing
- ⑩ Passenger Loading Zone
- ⑪ Accessible Parking
- ⑫ Shuttle Stop
- ⑬ Unit 3 Fire Access and Passenger Loading

Figure 5.21.1 Delaware Street Concept Plan

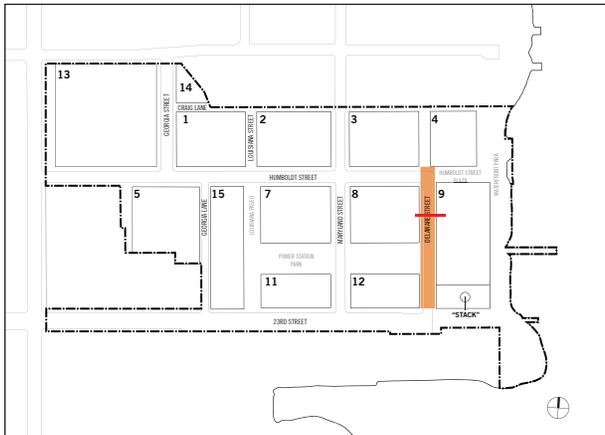
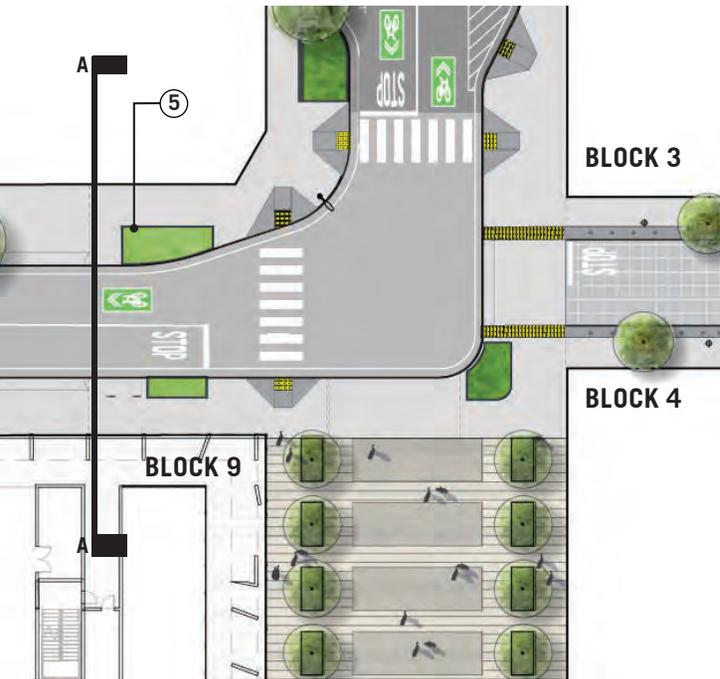


Figure 5.21.2 Delaware Street: Section A

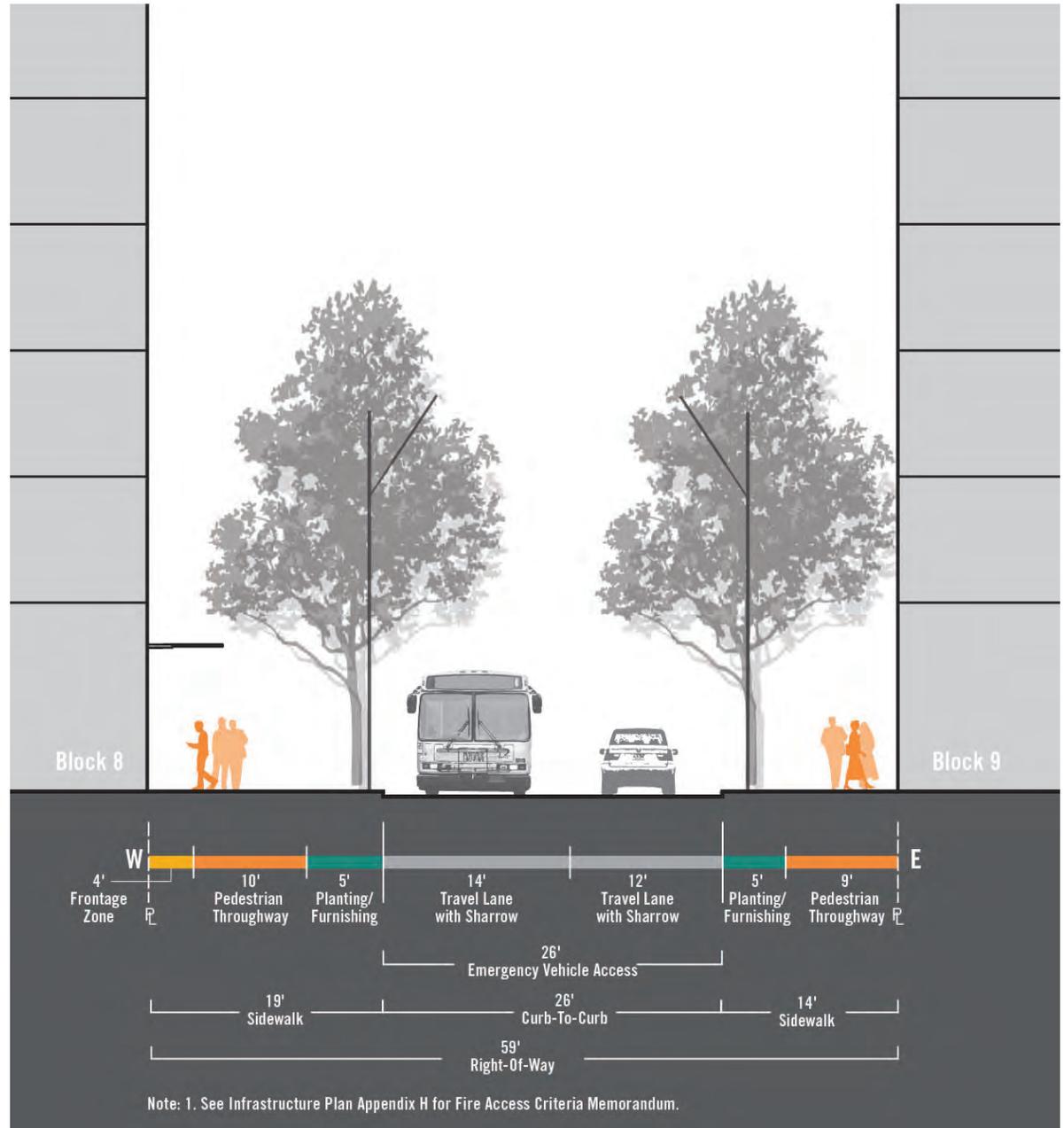


Figure 5.21.3 Delaware Street: Section B

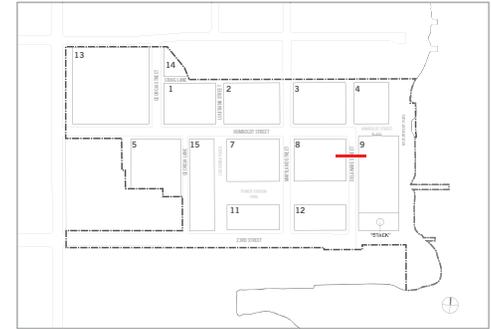
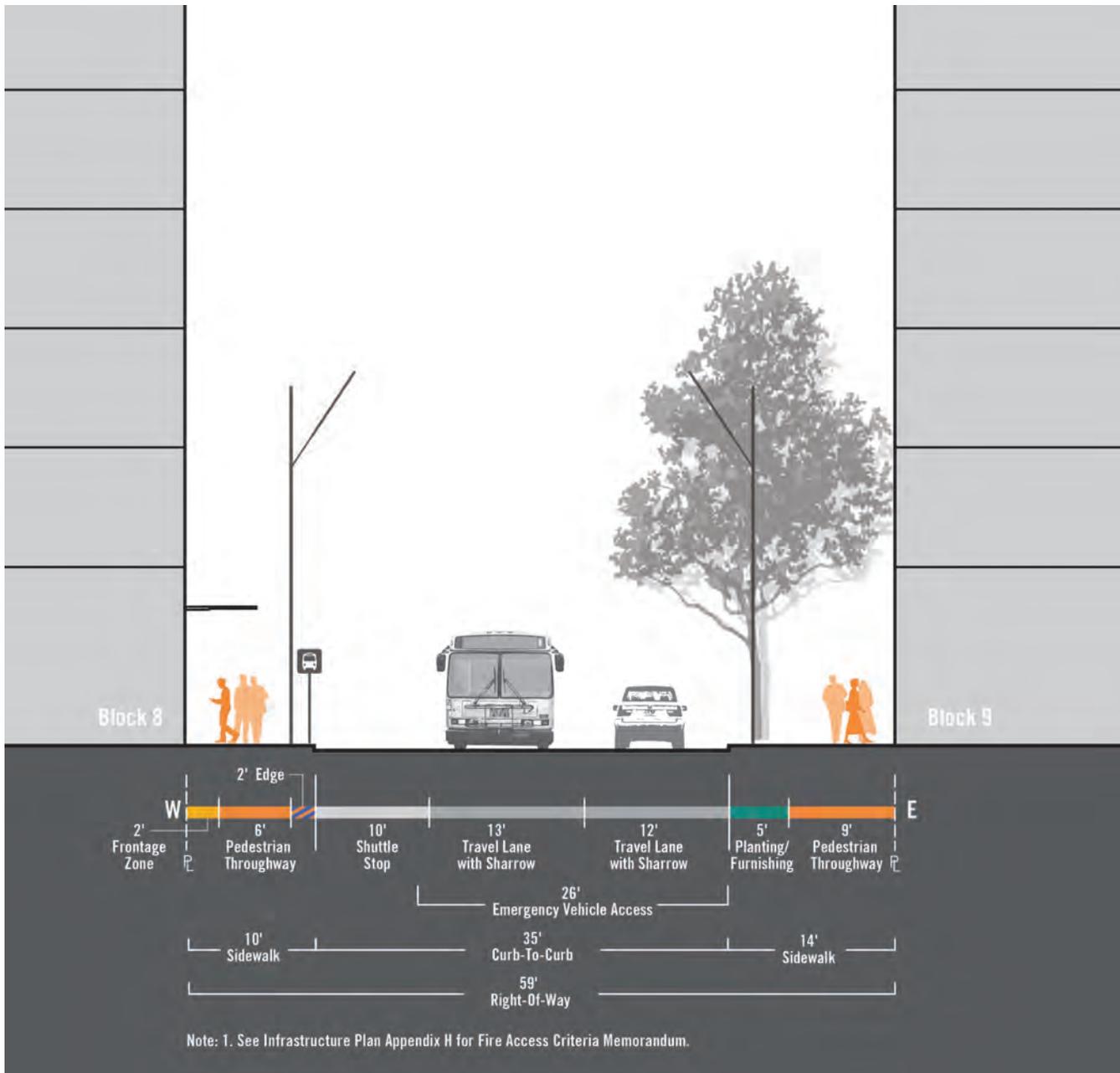


Figure 5.21.4 Delaware Street: Section C

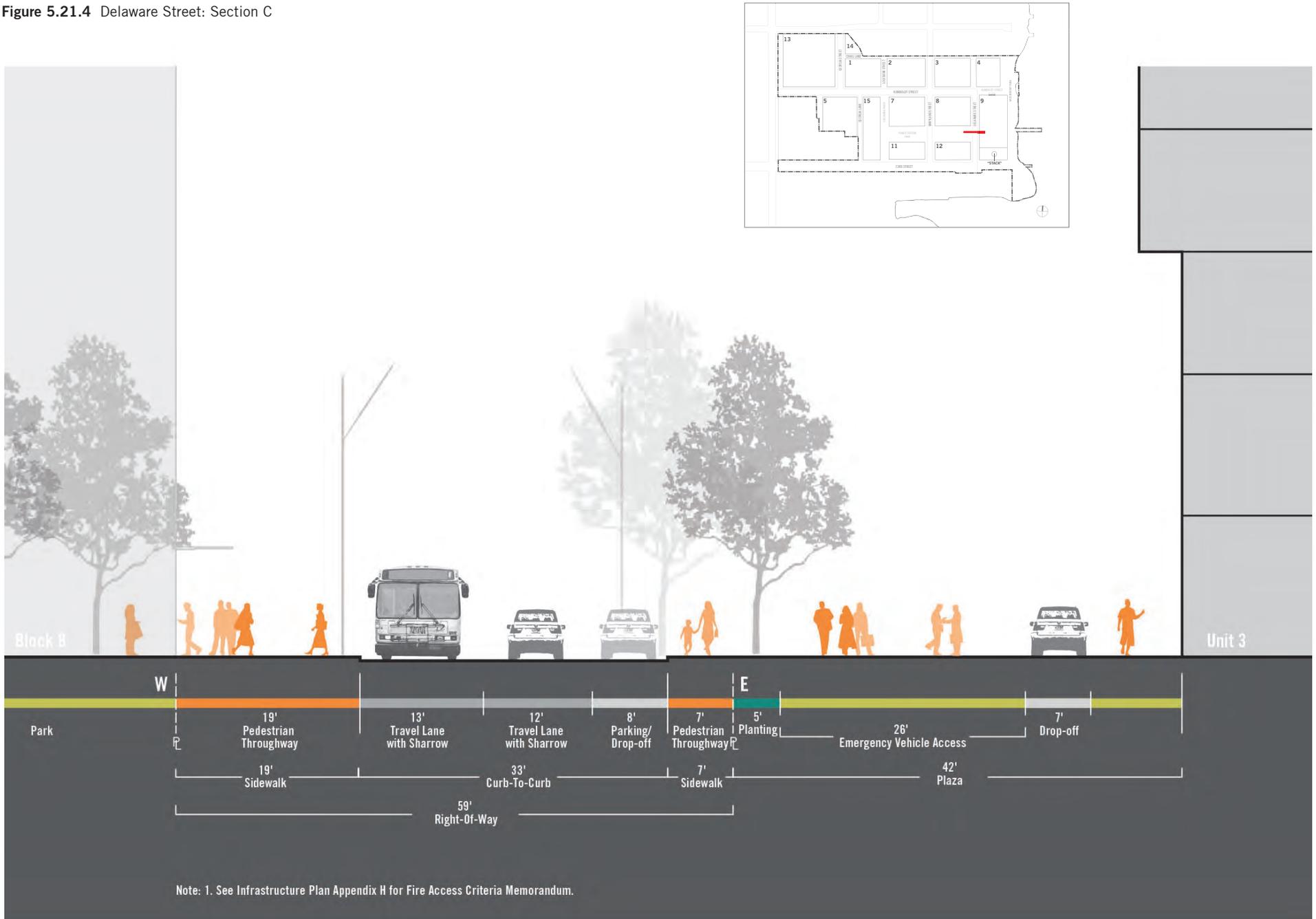
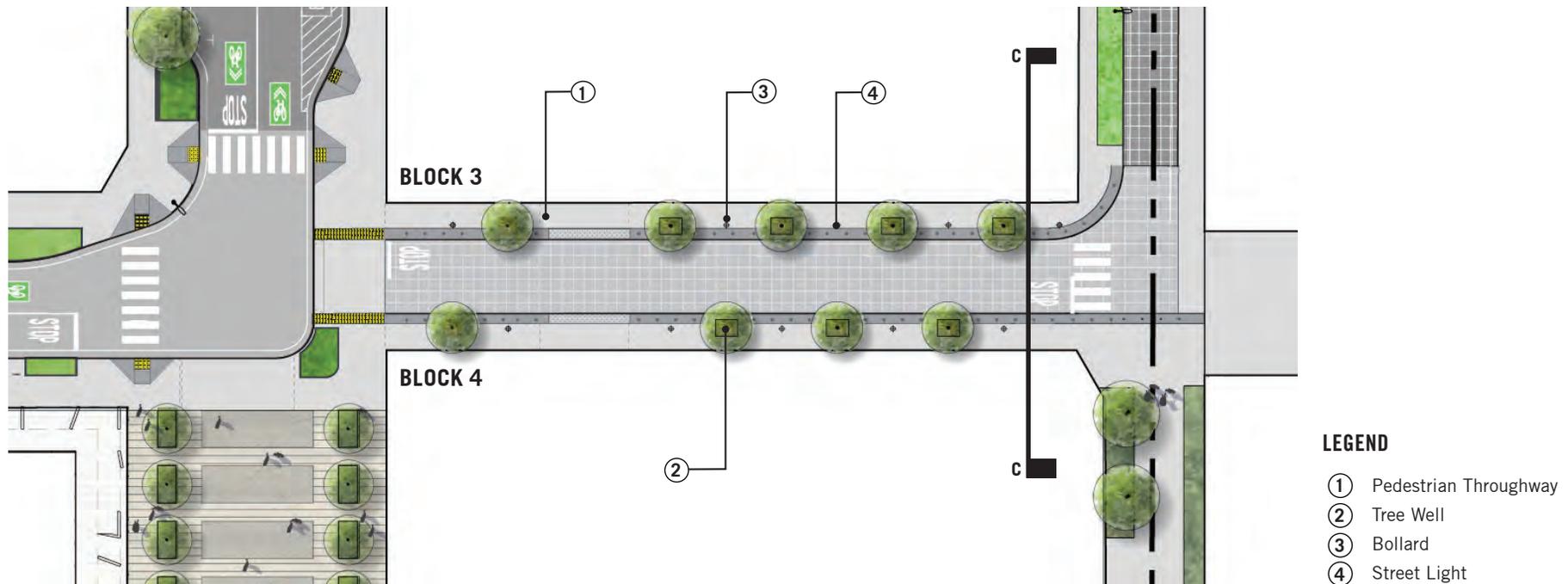


Figure 5.21.5 Delaware Street Concept Plan (continued)



## STANDARDS

### 5.21.6 Vehicular/Shared Travel Lane and Pedestrian-Only Throughway Space Widths

The widths of street lanes and sidewalks shall be per street section shown in Figure 5.21.6.

### 5.21.7 Shared Lane/Vehicular Zone Materials

Shared lanes shall be paved with enhanced cast in place concrete, unit pavers, or permeable unit pavers.

### 5.21.8 Detectable Warning Pavers

A three-foot-wide strip of detectable warning pavers shall separate the Pedestrian Throughway from the shared lanes. Detectable warning pavers shall be alternate colors/materials as shown in Figure 5.15.2.

### 5.21.9 Bollards

Bollards shall be placed at minimum 5 feet on-center along the center of the detectable warning paver strip if a curb is not provided instead.

### 5.21.10 Tree Well Size

Tree wells shall be at least 4 feet by 6 feet minimum.

### 5.21.11 Tree Well Surfacing

Tree wells shall have tree grates that comply with pedestrian accessibility standards.

### 5.21.12 Lighting

Lighting design shall feature pedestrian pole lights or lighted bollards, as appropriate. Refer to lighting standards per Section 7.2.

## GUIDELINES

### 5.21.13 Stormwater Treatment

If surface stormwater treatment planters are not feasible, a structural cell system for tree planting and/or permeable concrete unit pavers may be used to treat stormwater runoff.

### 5.21.14 Pier 70 Connection

To ensure a safe transition, the Power Station project shall coordinate design of Delaware Street with the Pier 70 project.

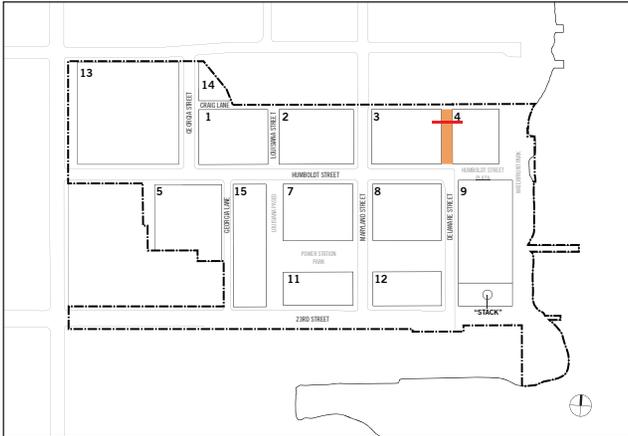
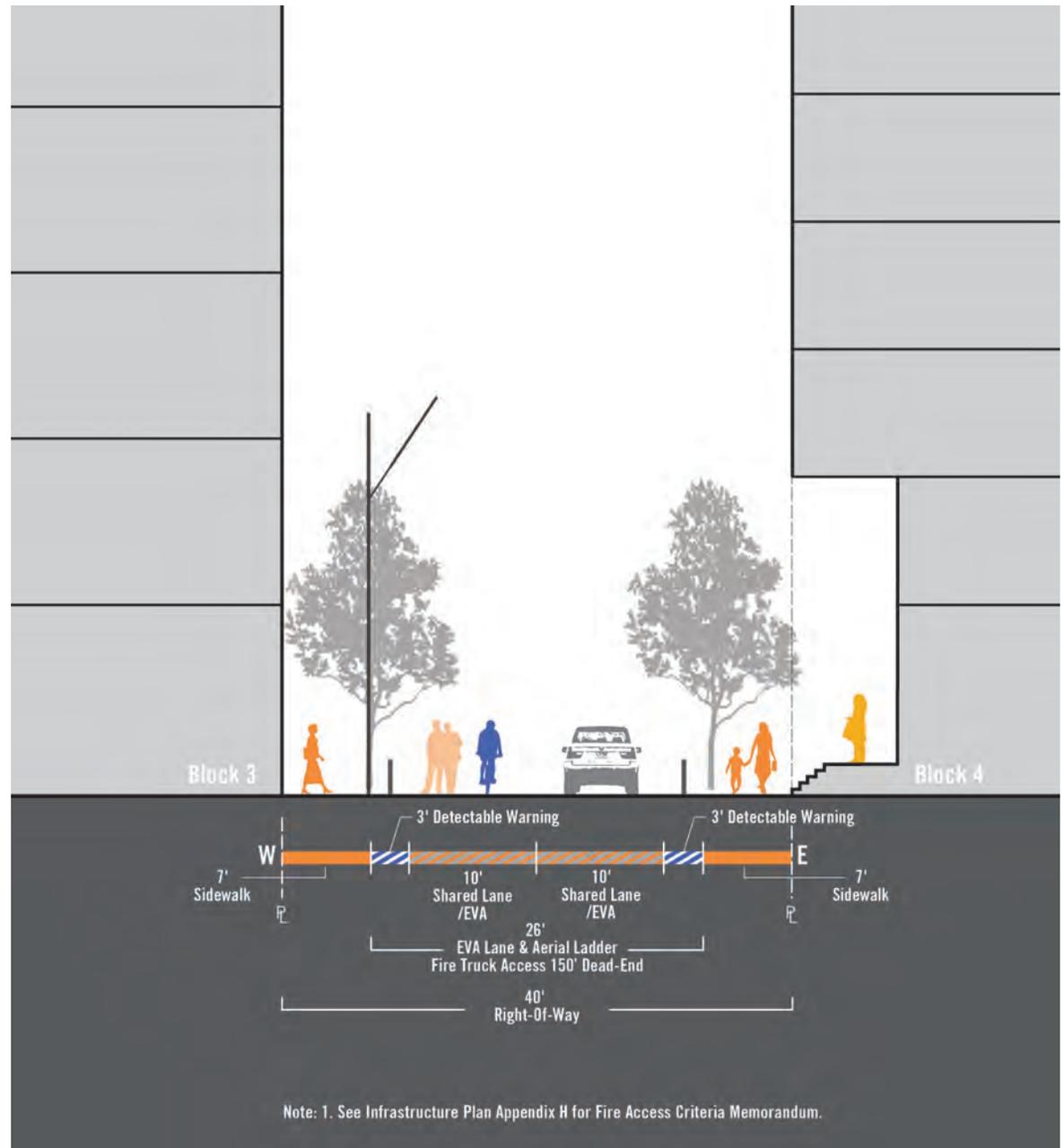


Figure 5.21.6 Delaware Alley: Section C

**CONSIDERATIONS**

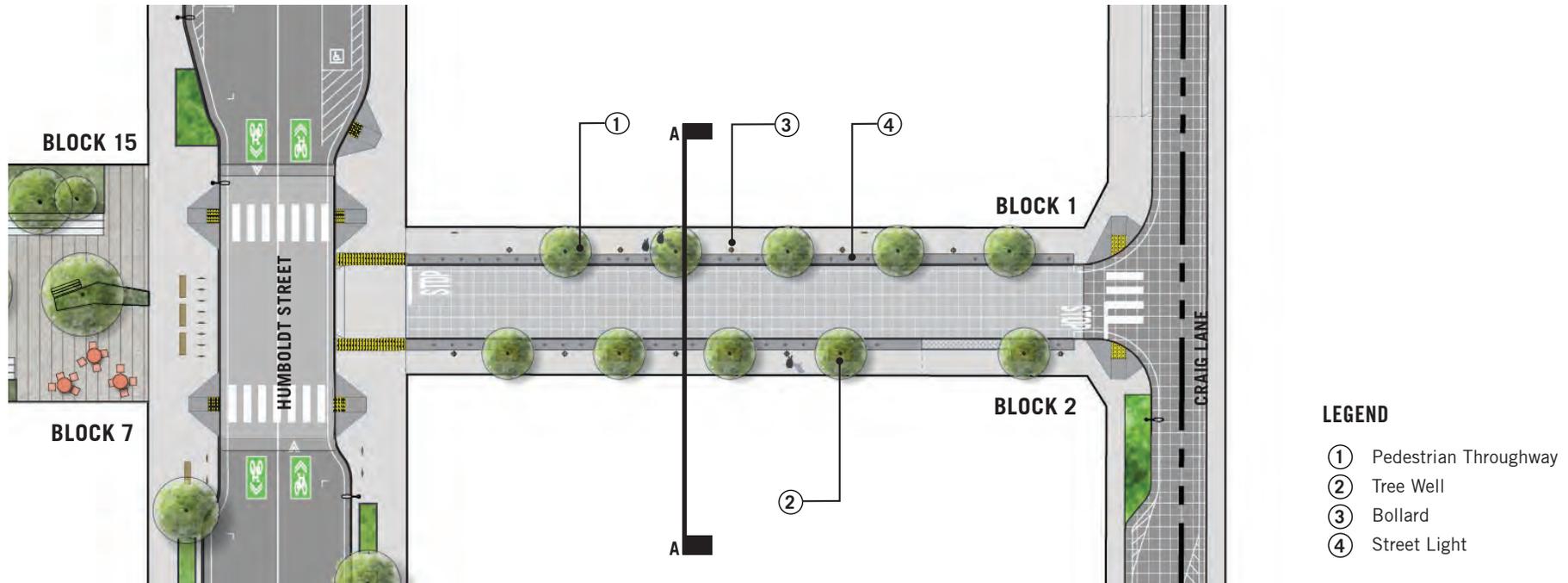
**5.21.15 Thermal Energy Plant Piping Connection**

If the Project Sponsor determines that such a system would be feasible, the project may elect to construct shared thermal energy plants. Such a system would use shared thermal energy plants within the project site, to recover waste heat from commercial buildings for heating and cooling use in residential buildings, to reduce the project’s overall energy and water demands. If feasible, utilities related to this system including an insulated pipe connection shall be provided under the private portion of Delaware Street, between Blocks 3 and 4.



## 5.22 Louisiana Street

Figure 5.22.1 Louisiana Street Concept Plan



### STANDARDS

#### 5.22.1 Vehicular/Shared Travel Lane and Pedestrian-Only Throughway Space Widths

The widths of street lanes and sidewalks shall be per street sections shown in Figure 5.22.2.

#### 5.22.2 Pedestrian Throughway Materials

The Pedestrian Throughway, shall be an accessible path of travel that is unobstructed and ADA-compliant. Paving material shall be enhanced cast in place concrete and/or unit pavers.

#### 5.22.3 Shared Lane/Vehicular Zone Materials

Shared lanes shall be paved with enhanced cast in place concrete, unit pavers, or permeable unit pavers.

#### 5.22.4 Detectable Warning Pavers

A three-foot wide strip of detectable warning pavers shall separate the Pedestrian Throughway from the shared lanes. Detectable warning pavers shall be alternate colors/materials as shown in Figure 5.15.2.

#### 5.22.5 Bollards

Bollards shall be placed at minimum 5 feet on-center along the center of the detectable warning paver strip if a curb is not provided instead.

#### 5.22.6 Tree Well Size

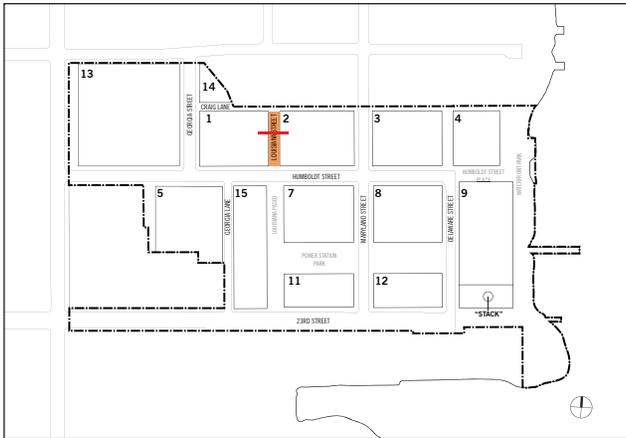
Tree wells shall be at least 4 feet by 6 feet.

#### 5.22.7 Tree Well Surfacing

Tree wells shall have tree grates that comply with pedestrian accessibility standards.

#### 5.22.8 Lighting

Lighting design shall feature pedestrian pole or lighted bollards, as appropriate. Refer to lighting standards per Section 7.2.



## GUIDELINES

### 5.22.9 Residential Stoops

A four-foot encroachment zone is allowed, but not required along the west side of the Louisiana Street shared public way. Stoops and stairs related to residential entries are allowed, but not required in this zone.

### 5.22.10 Stormwater Treatment

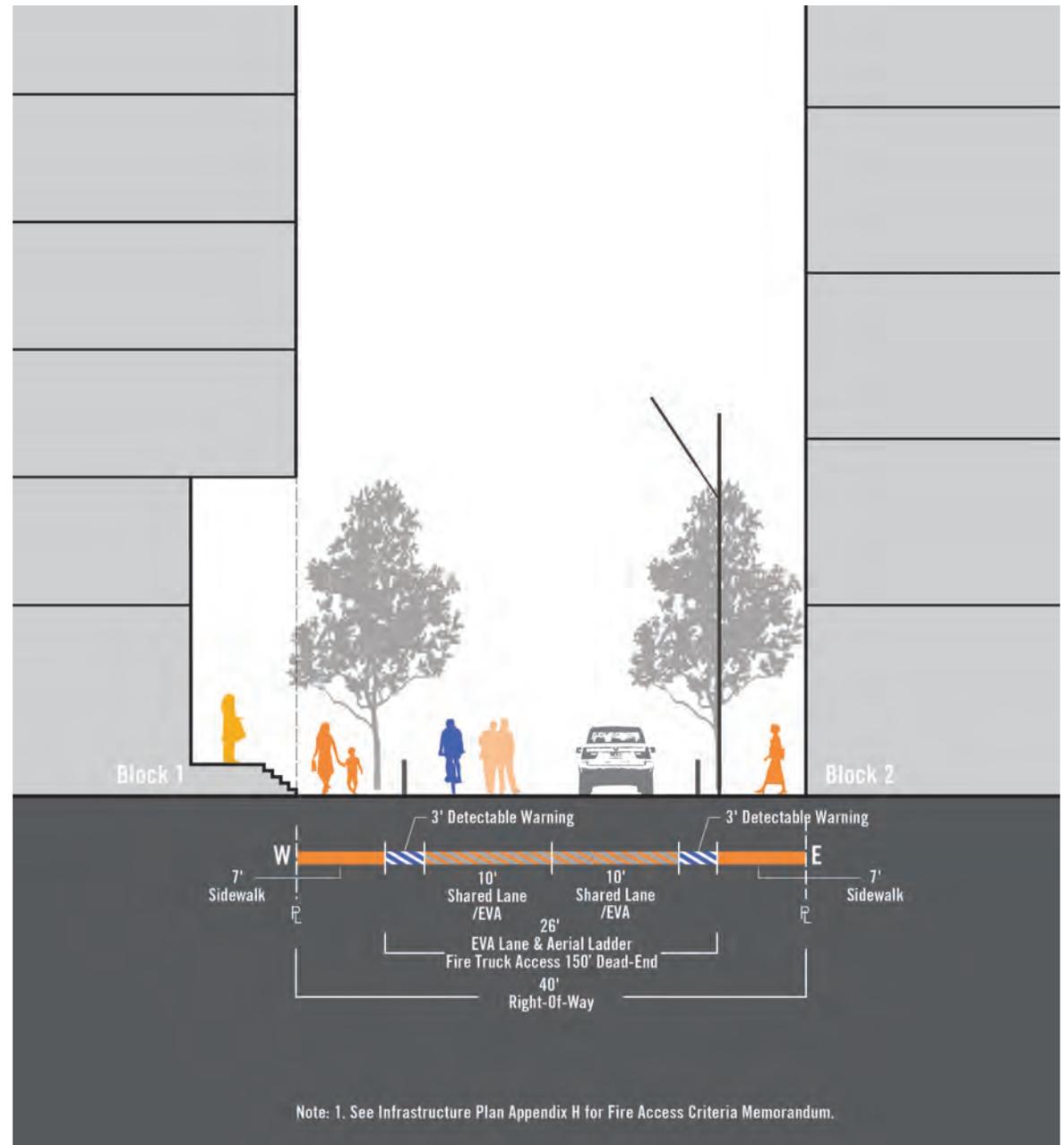
If surface stormwater treatment planters are not feasible, a structural cell system for tree planting and/or permeable concrete unit pavers may be used to treat stormwater runoff.

## CONSIDERATIONS

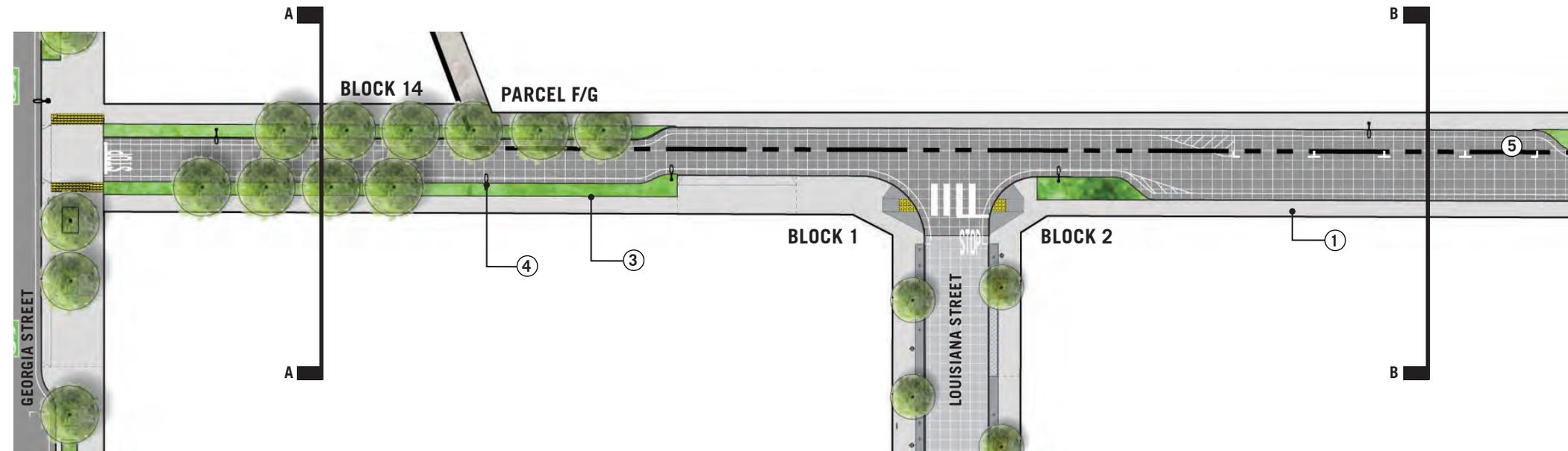
### 5.22.11 Thermal Energy Plant Piping Connection

The project may elect to construct shared thermal energy plants, if the Project Sponsor determines that such a system would be feasible. Such a system would use shared thermal energy plants within the project site to recover waste heat from commercial buildings for heating and cooling use in residential buildings to reduce the project's overall energy and water demands. If feasible, utilities related to this system, including an insulated pipe connection, shall be provided under the private portion of Louisiana Street, between Blocks 1 and 2.

Figure 5.22.2 Louisiana Street: Section A



## 5.23 Craig Lane



### STANDARDS

#### 5.23.1 Street-Lane and Sidewalk Widths

The design of Craig Lane is tentative pending locations of building openings, curb cuts, and distribution of loading/parking to the north and south sides of the street. The widths of street lanes and sidewalks shall be per street sections shown in Figure 5.23.2-5.23.4.

#### 5.23.2 Roadway Materials

Craig Lane shall be paved with stamped concrete, stamped asphalt, or unit paving.

#### 5.23.3 Tree Well Size

Tree wells shall be at least 5 feet by 8 feet.

#### 5.23.4 Tree Well Surfacing

Tree wells shall be planted with a diverse mix of ornamental grasses, small woody shrubs and herbaceous perennials. Alternate tree surfacing: non-stabilized crushed stone.

#### 5.23.5 Pedestrian Throughway Materials

The Pedestrian Throughway, shall be an accessible path of travel that is unobstructed and ADA-compliant. Paving material shall be SF Public Works standard cast-in-place concrete.

#### 5.23.6 Furnishing Zone Materials

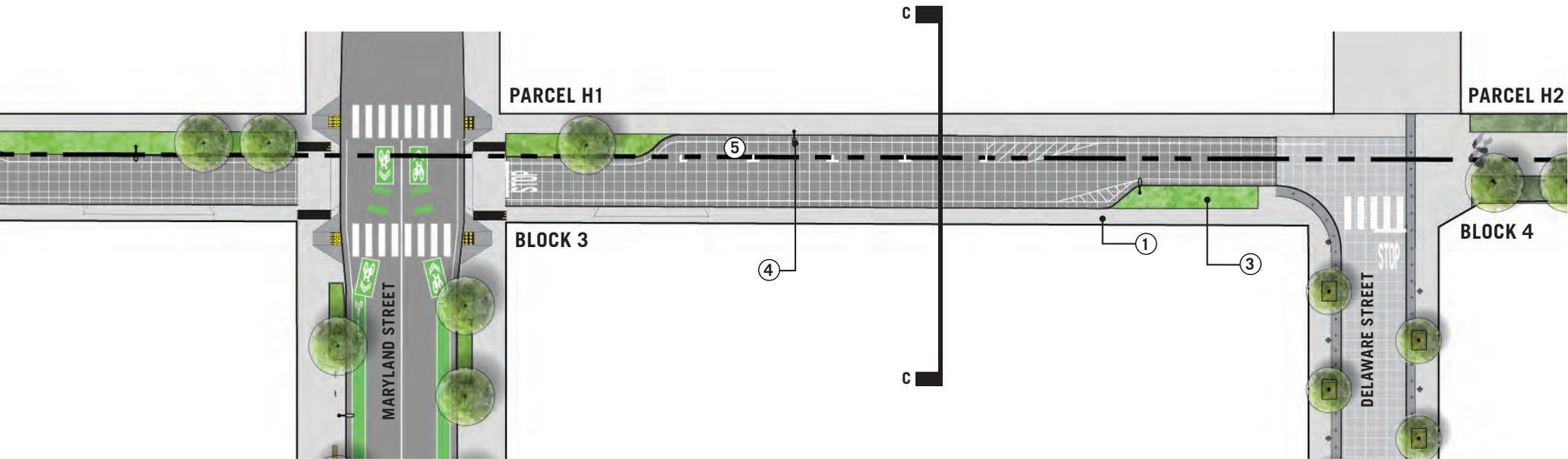
Furnishing zone shall be SF Public Works standard cast-in-place concrete.

### CONSIDERATION

#### 5.23.7 Parking / Loading

Consider dedicating 50 percent of the frontages of Pier 70 parcels F/G and H1 to parking/loading zone.

Figure 5.23.1 Craig Lane Concept Plan



**LEGEND**

- ① Pedestrian Throughway
- ② Tree Well
- ③ Stormwater Planter
- ④ Street Light
- ⑤ Commercial Loading Zone

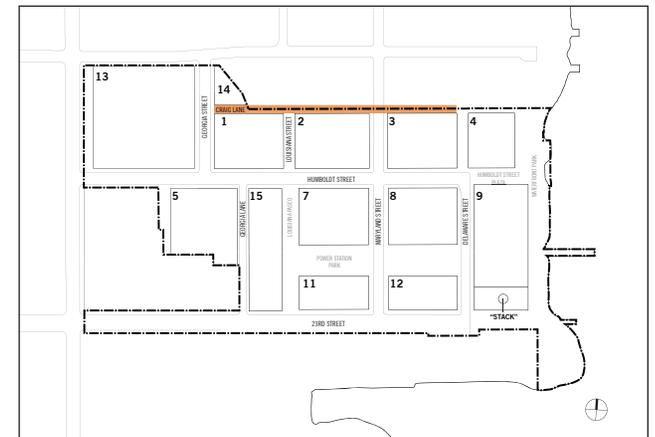


Figure 5.23.2 Craig Lane: Section A

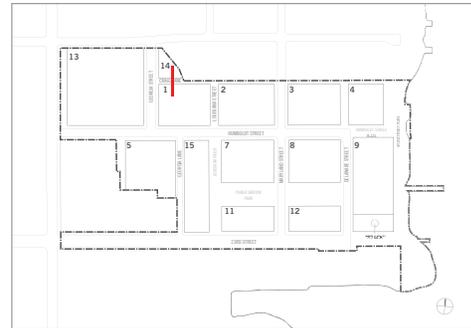
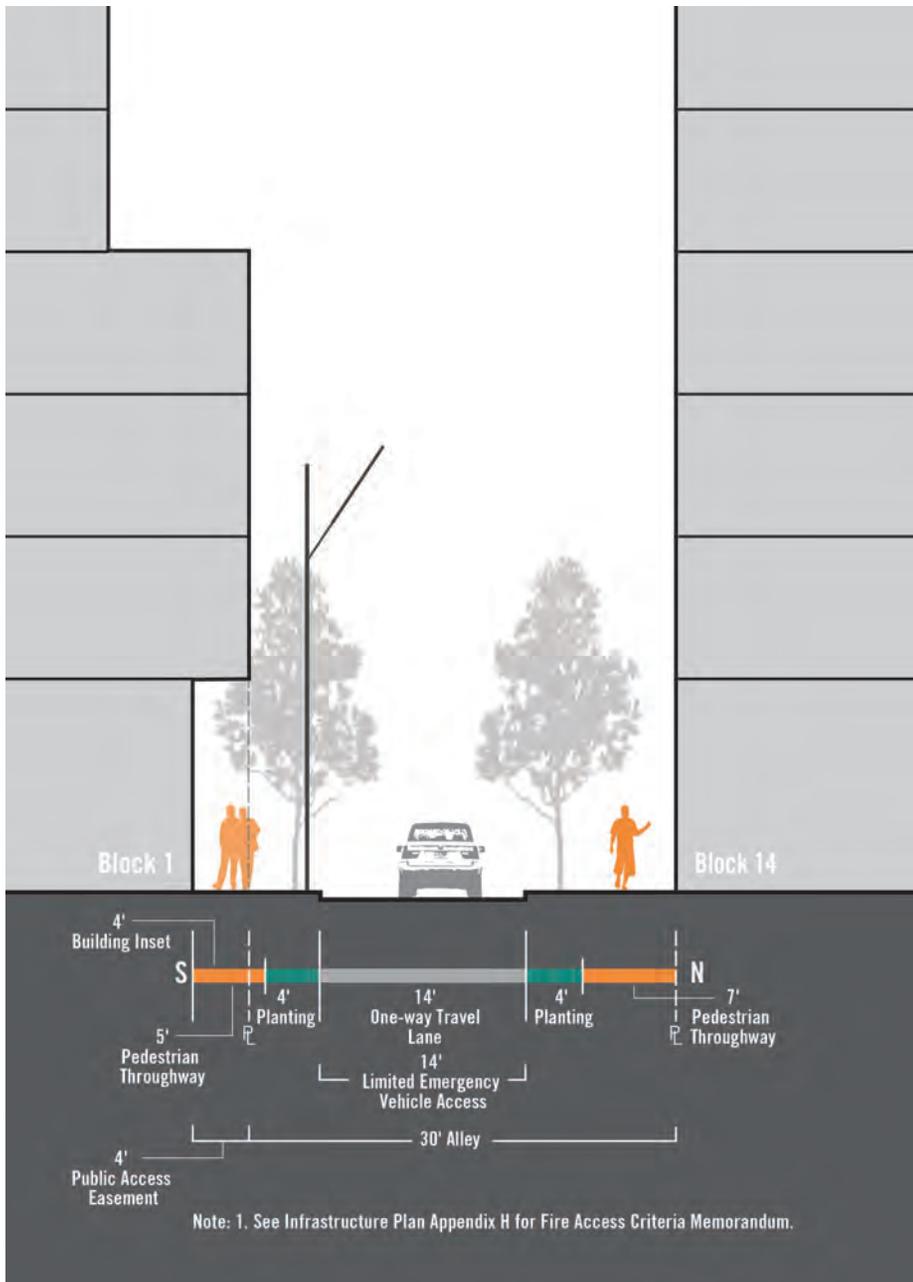


Figure 5.23.3 Craig Lane: Section B

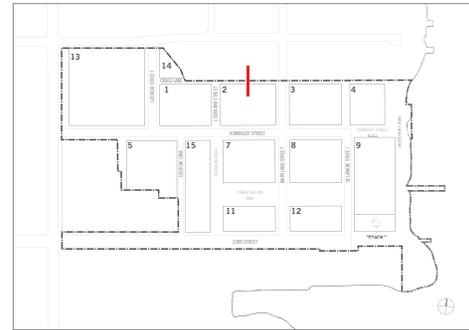
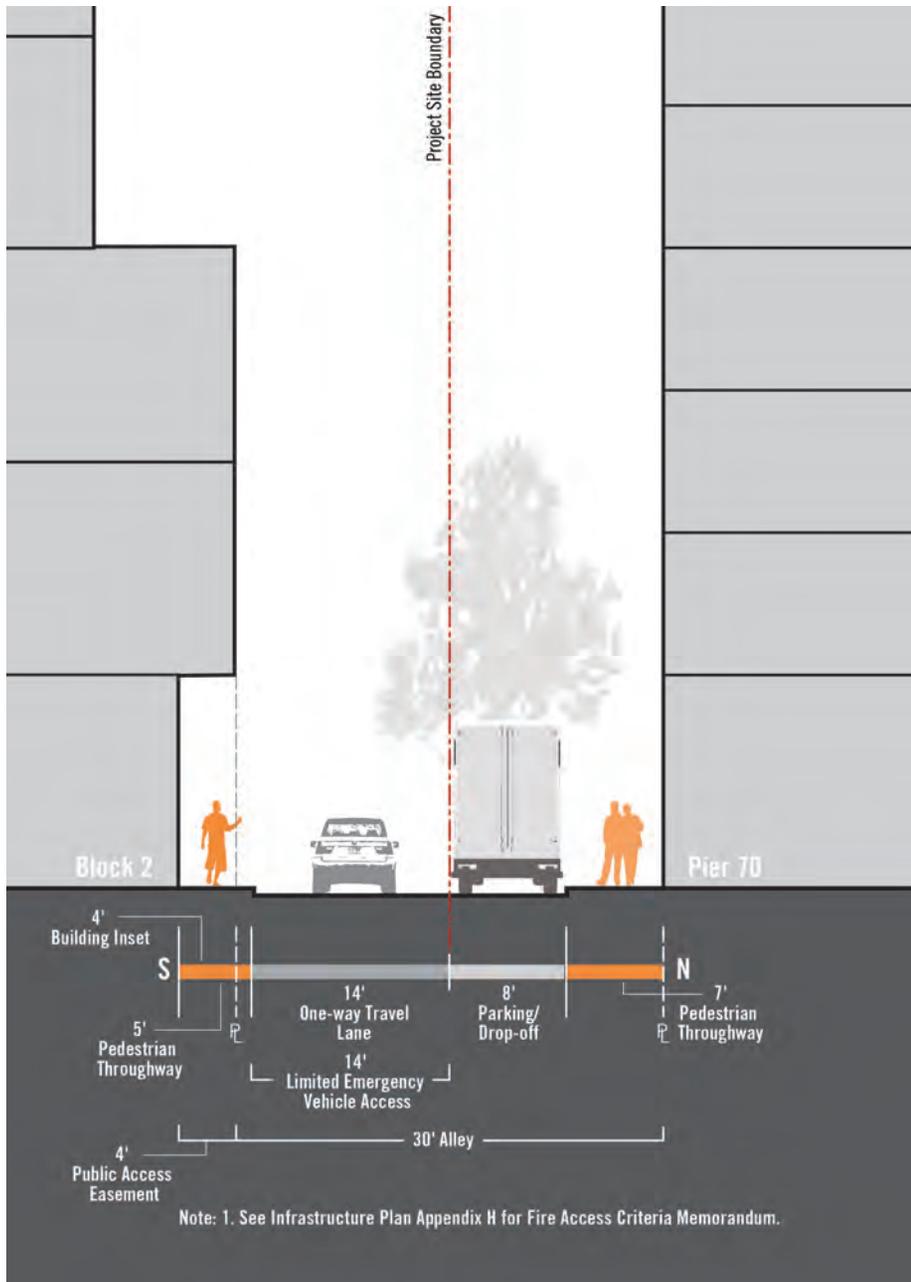
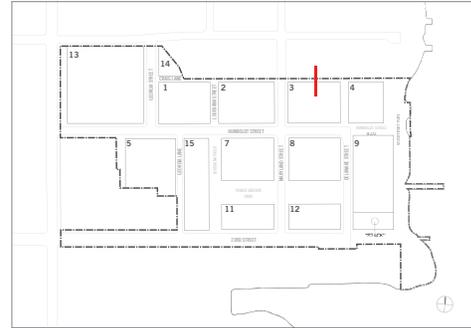
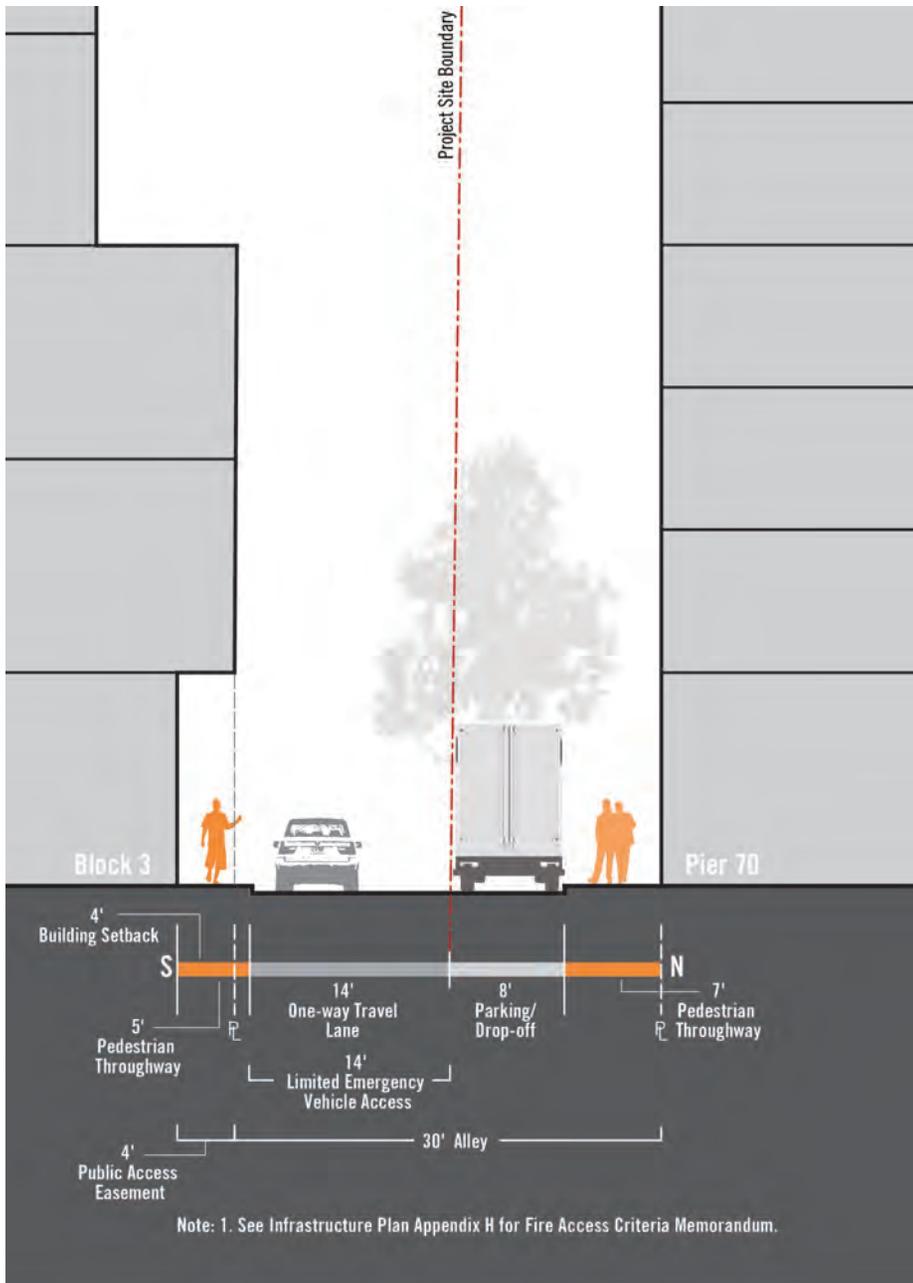


Figure 5.23.4 Craig Lane: Section C

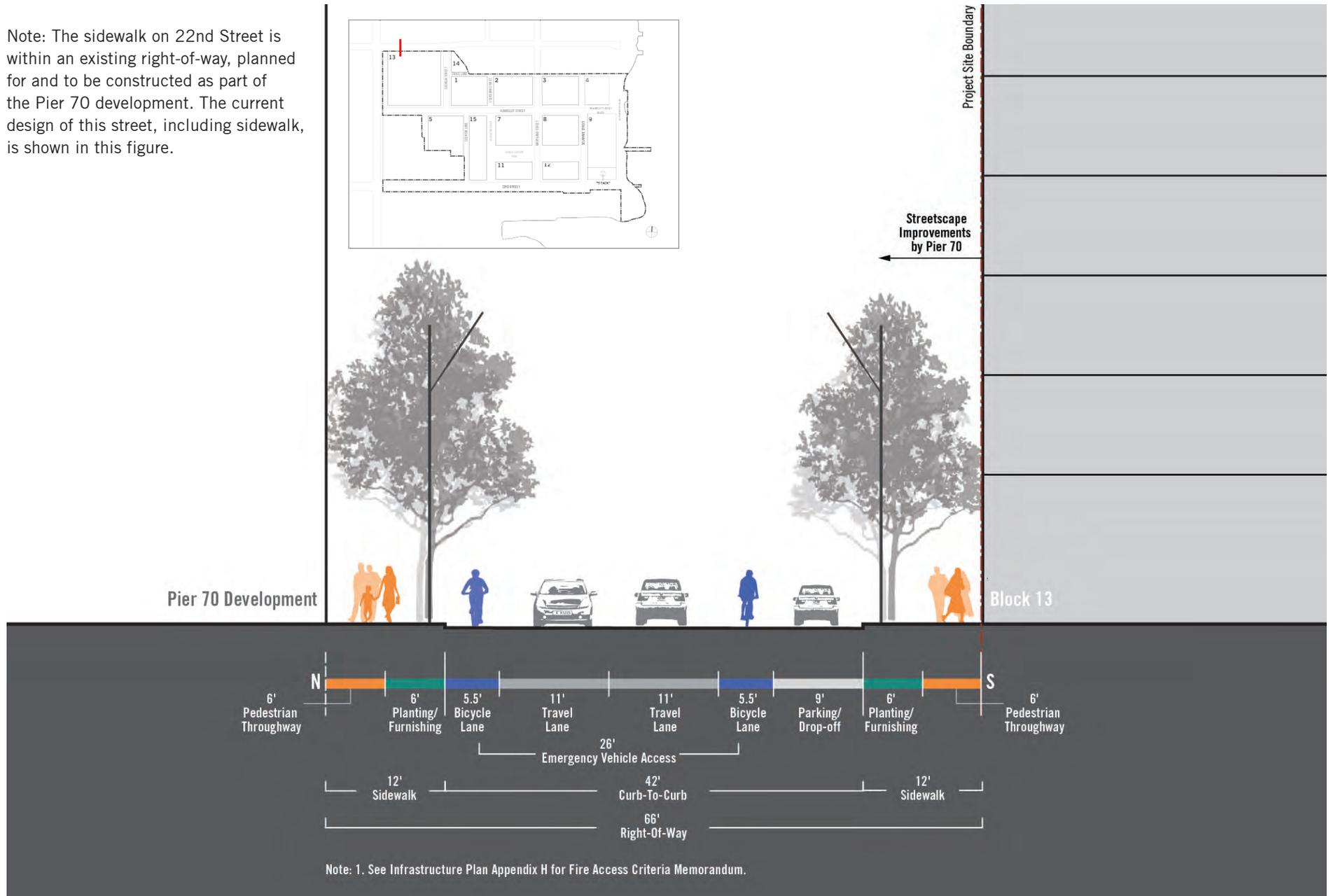


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## 5.24 22nd Street

Note: The sidewalk on 22nd Street is within an existing right-of-way, planned for and to be constructed as part of the Pier 70 development. The current design of this street, including sidewalk, is shown in this figure.

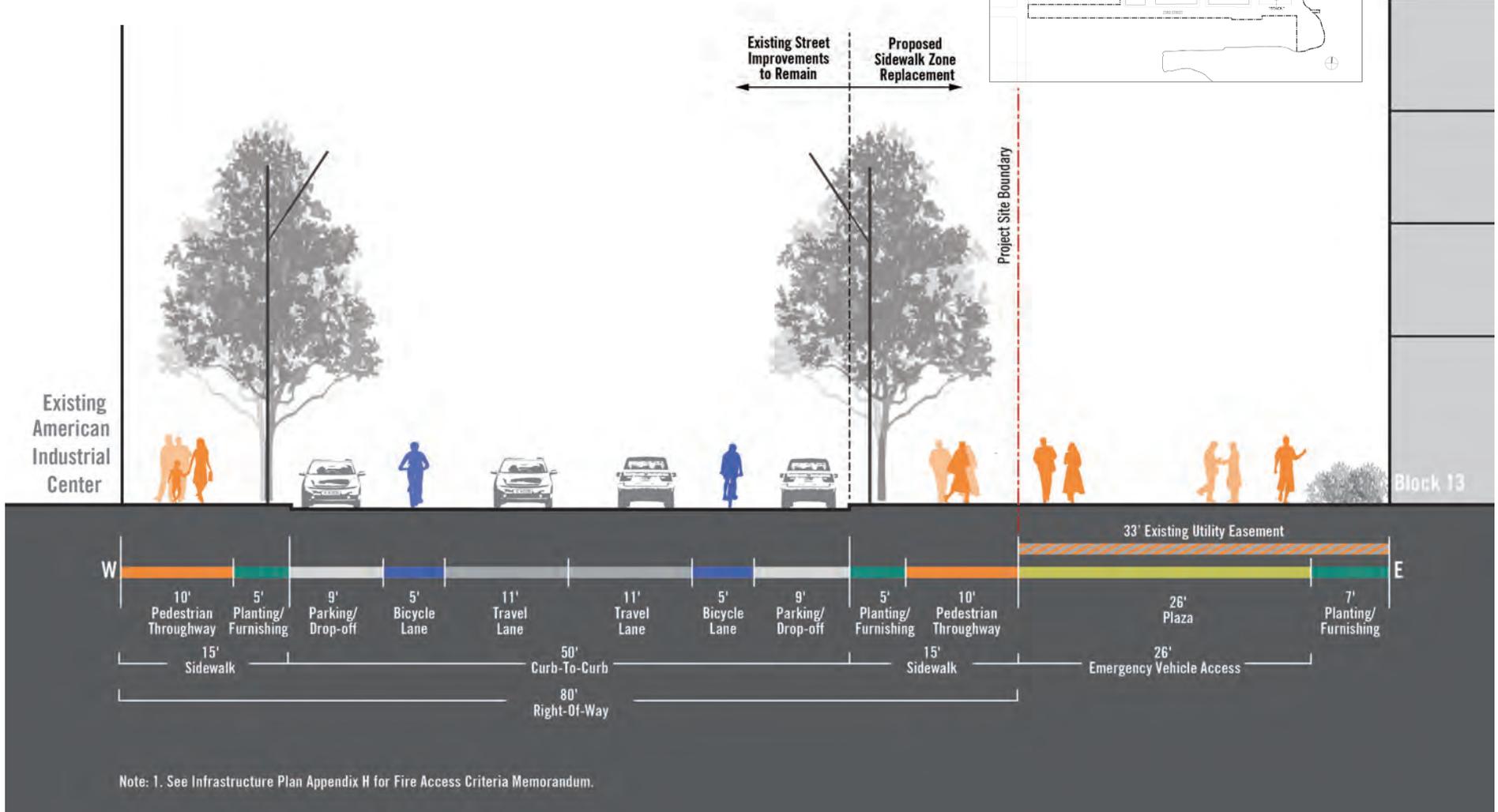
Figure 5.24.1 22nd St: Section A



# 5.25 Illinois Street

Figure 5.25.1 Illinois St: Section A

Note: The sidewalk on Illinois Street is within an existing right-of-way, and will be replaced with the Power Station project. The existing design of this street, including sidewalk, is shown on this figure.





## Section 6

# BUILDINGS

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STREETWALL

INDUSTRIAL MATERIALS AND DETAILS

GROUND FLOOR

PEDESTRIAN-ORIENTED DESIGN

BAR  
FER  
D  
LAND

STOOP AND FURNITURE ZONE

Chophouse Row  
Architects: Graham Baba Architects  
and SKL Architects  
Photographer: Tony Kim



## Urban Form

Urban form at the Power Station project prioritizes the pedestrian experience, providing a framework for organizing a neighborhood's buildings, streets, and open space to enhance walkability.

The Power Station D4D prioritizes the pedestrian experience, not only with gracious sidewalks and ample open spaces, but also with thoughtful urban form and architecture. With respect to buildings, three main factors contribute to walkability: (1) building mass and bulk; (2) block size and scale; and (3) visual interest created by architectural modulation, articulation, and materiality. To be meaningful, these three elements must be contextual, paying mind to a building's location, use, and typology.

As with many new developments in San Francisco, at the Power Station, no residential dwelling unit density limit or maximum floor area ratio applies. Density is instead regulated by a building's exposure and open space requirements, bulk and mass, including height, required setbacks, as well as maximum plan, diagonal, and apparent face dimensions. Such controls allow for a varied urban form that steps down towards the waterfront, human-scaled streetwalls, and buildings that do not appear overwhelmingly massive.

New buildings at the Power Station generally fall into four categories:

- Lowrise buildings (Blocks 4, 12, and 14): Buildings up to 100 feet in height; or
- Midrise buildings (Blocks 2, 3, 8, 9, 11 and 13): Buildings between 101 and 145 feet in height; or
- Midrise towers (Blocks 1 and Block 15): Buildings between 146 and 180 feet in height; or
- Highrise towers (Block 5 and Block 7): Buildings between 181 feet and 240 feet in height.

All buildings are required to provide a building setback at specified heights (Section 6.4), though some exceptions may apply to Station A where the building is appropriately sculpted (Section 6.14.5). The portion of the building between sidewalk grade up to this required building setback forms the streetwall (Section 6.4.5).

Buildings taller than 145 feet (i.e., midrise towers and the highrise towers) are composed of two parts: (1) the Base and (2) the Upper Building (Section 6.2.2).

## 6.1 Building Form Controls

### STANDARDS

#### 6.1.1 Application of Bulk Controls

For buildings within the Potrero Power Station SUD, the building form and bulk controls contained in this Design for Development shall control.

#### 6.1.2 Form-Based Controls

No residential dwelling unit density limit or maximum floor area ratio shall apply within the Potrero Power Station SUD. Density is instead regulated by design standards and guidelines contained in this D4D.

#### 6.1.3 Dwelling Unit Exposure

All dwelling units shall face onto a public or private right-of-way, or onto an open area, defined as:

- A public street, publicly accessible alley, or Mid-Block Alley (public or private) at least 20 feet in width that is unobstructed and open to the sky. See Figure 6.1.1.(a).
- An outer court or terrace that is open to a public street, publicly accessible alley, Mid-Block Alley (public or private), or public open space and at least 25 feet in width. See Figure 6.1.1.(b).
- An inner court that is unobstructed (except for obstructions permitted in *Sections 136(c)(14), (15), (16), (19), and (20)* of the planning code) and is no less than 40 feet in one horizontal dimension and 25 feet in the other horizontal dimension, at the lowest two floors having dwelling units facing onto the inner court. The horizontal dimension that is at least 25 feet shall increase 5 feet at each subsequent floor. See Figure 6.1.1(c) and Figure 6.1.2.

- For below-grade units, an open space at the same grade as the unit, that is no less than 7.5 feet wide in every horizontal dimension, at least 136 square feet in area, and 60 percent open to the sky. See Figure 6.1.3. Such open spaces shall face onto a public street, publicly accessible alley, or public open space. Below-grade units shall be maximum 6 feet below the grade of the public street, publicly accessible alley, or public open space.

#### 6.1.4 Usable Open Space

Usable Open Space is defined as an outdoor area or areas designed for outdoor living, recreation, or landscaping, including such areas on the ground and on decks, balconies, porches and roofs, which are safe, suitably surfaced and screened. Private Open Space is defined as an area or areas private to and designed for use by only one dwelling unit. Common Open Space shall mean an area or areas designed for use jointly by two or more dwelling units.

Usable Open Space requirements shall be met by providing (i) 36 square feet of Private Open Space per dwelling unit or (ii) 48 square feet of Common Open Space per dwelling unit. 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.

In addition, to count as Usable Private Open Space, the area credited on a deck, balcony, porch, or roof must either face a street, or face or be within an open area, per Section 6.1.3.

#### A) Common Open Space

Courtyards, rooftop terraces, decks and/or porches, among other spaces shall count towards the provision of Common Open Space. Mid-Block Alleys may also count as Common Open Space provided that the space is well designed, contains landscaping where appropriate, and does not allow vehicular access. All such open space shall have a minimum 10 feet in every horizontal dimension and be unobstructed and open to the sky, except for obstructions permitted under Planning Code Section 136, to be counted toward the requirement of 48 square feet of Common Open Space per dwelling unit.

#### B) Private Open Space

Spaces including but not limited to setback areas, balconies, and/or decks shall count towards the provision of Private Open Space. Such open space shall have a minimum dimension of 6 feet in every horizontal dimension to be counted toward the requirement of 36 square feet of Private Open Space per dwelling unit.

Private Open Space shall be directly accessible from the dwelling unit it serves.

#### C) Rooftop Publicly Accessible Private Open Space

Where Publicly Accessible Private Open Space is provided in connection with Retail structures on the roof of majority non-residential buildings (excluding Block 9), such open space shall comply with Planning Code Section 138(d)(1) and be open to the public, at minimum, during operating hours of the associated Retail space.

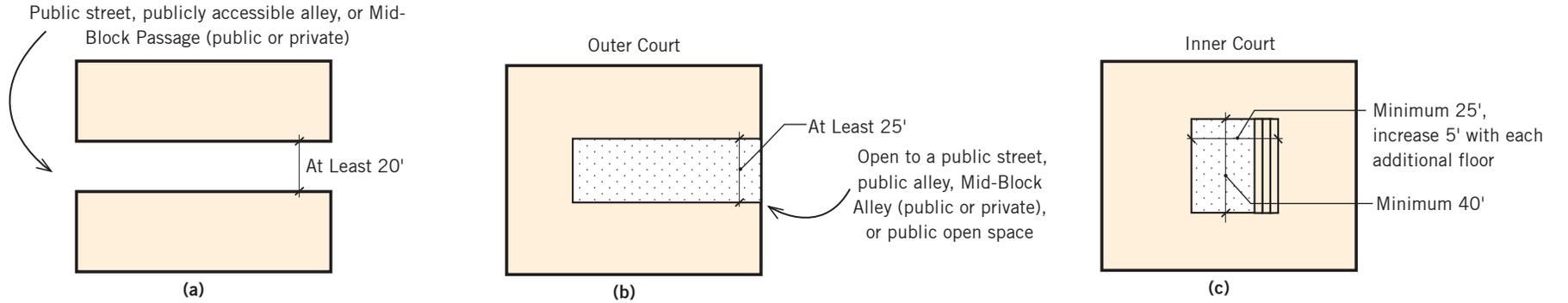


Figure 6.1.1 Dwelling Unit Exposure

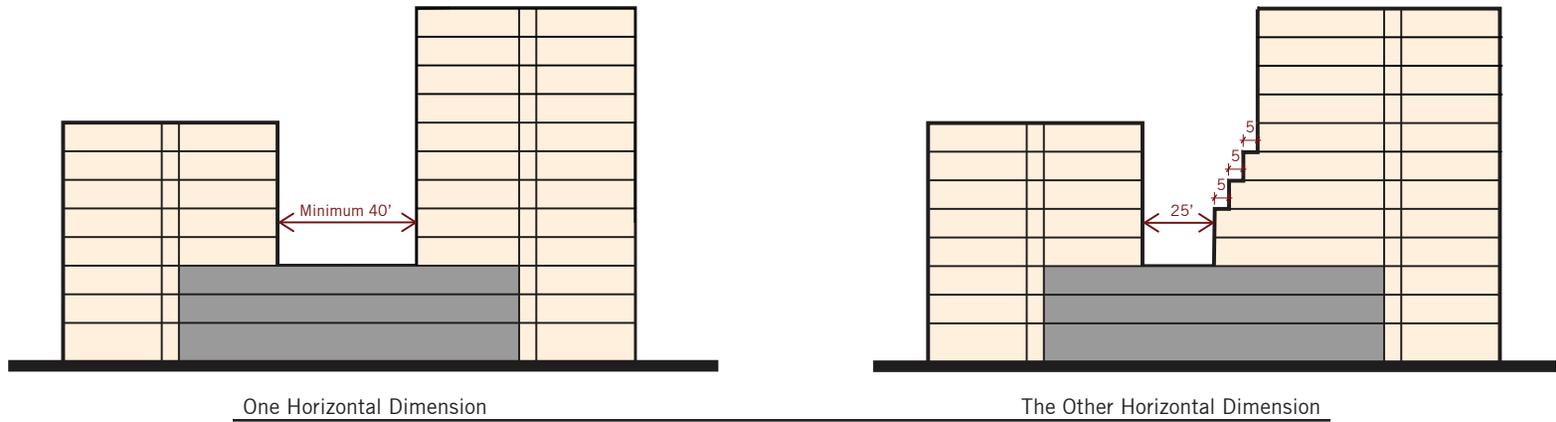


Figure 6.1.2 Minimum Width of Inner Courts

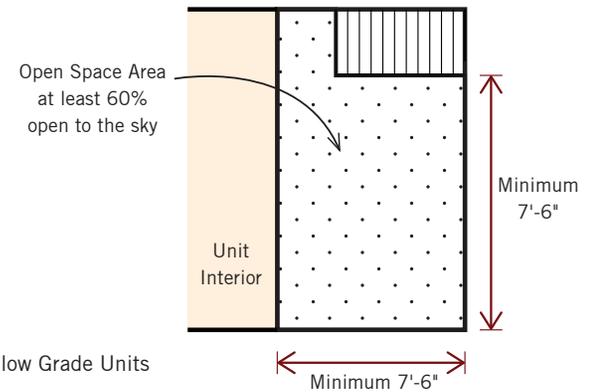


Figure 6.1.3 Dwelling Unit Exposure for Below Grade Units

## 6.2 Building Height

### STANDARDS

#### 6.2.1 Height of Existing Structures

The height limit for Unit 3 and the Stack have been established at their existing heights. In the event that the Stack collapses or is otherwise damaged beyond repair, the 300-foot height limit shall not be applicable to a new structure. Rather, the area of land currently improved with the Stack shall be used as open space. Should Unit 3 be demolished, the height limit for Block 9 would be 125/85 feet, per Figure 6.2.3.

#### 6.2.2 Maximum Height

Maximum height limits establish a neighborhood fabric that is sculpted, with heights generally stepping down as one approaches the waterfront.

- Lowrise buildings (Blocks 4, 12, and 14): Buildings up to 100 feet in height; or
- Midrise buildings (Blocks 2, 3, 8, 9, 11 and 13): Buildings between 101 and 145 feet in height; or
- Midrise towers (Blocks 1 and Block 15): Buildings between 146 and 180 feet in height; or
- Highrise towers (Block 5 and Block 7): Buildings between 181 feet and 240 feet in height.

The height of buildings shall not exceed the applicable maximum heights shown in Figure 6.2.3. Where two heights are separated by a “/”, the lower height reflects the limit permitted for the Base or podium, while the taller height reflects the limit permitted for the Upper Building or tower, which are defined as follows:

#### A) Base (Podium)

The Base is the lower portion of a midrise or highrise tower that extends vertically to a height of up to 90 feet. See Figure 6.2.1.

#### B) Upper Building (Tower)

The Upper Building (commonly referred to as the “tower”), is the portion of a midrise or highrise tower above the Base. See Section 6.5 for Upper Building controls.

#### 6.2.3 Measuring Height

Maximum building heights are to be measured from the highest point of finished grade along the property line of the building parcel on which the building is located (see Figure 6.2.2.), up to the highest point of the uppermost structural slab in the case of a flat roof; or up to the average height of the rise in the case of a pitched or stepped roof, or similarly sculptured roof form.

#### 6.2.4 Height Exemptions

Rooftop elements may project above given height limits if the following conditions are met:

- A)** On rooftops between 45 feet and 100 feet in height, rooftop elements greater than 4 feet in height must be set back at a minimum ratio of 1.2 feet in a horizontal dimension from the roof edge for every 1 foot that they exceed the maximum height limit (for example, a 4-foot-tall rooftop feature that is not a railing or parapet must be set back 4.8 feet from the roof edge);
- B)** On Upper Building rooftops, mechanical features must be screened or enclosed;
- C)** Enclosed structures designed for human occupancy may not exceed 25 percent of the total roof area of a building (including roof areas of the same building at different elevations);

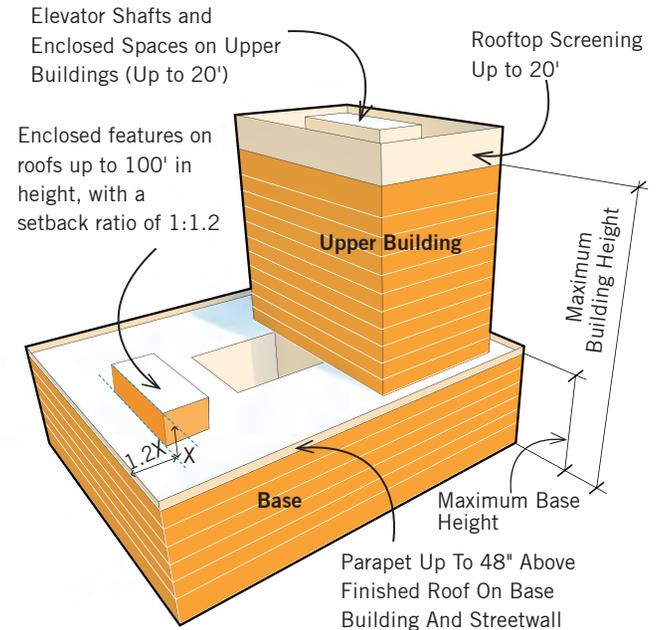


Figure 6.2.1 Maximum Building Height and Base Height

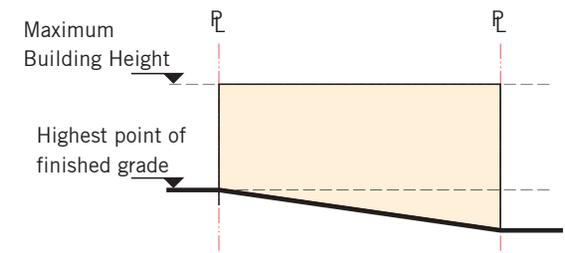


Figure 6.2.2 Measuring Height on a Slope

Figure 6.2.3 Building Height Plan



### 6.2.4 Height Exemptions, continued

**D)** The sum of the horizontal area of the following rooftop elements may not exceed 40 percent of the horizontal areas of the roofs of the building above which they are situated, and may project for the number of feet above the permitted height limit as noted:

- Elevator, stair and mechanical penthouses, all up to 20 feet in height. These features may exceed 20 feet in height as required by the California Code of Regulations;
- On the roof of majority residential buildings, structures related to the recreational use of the rooftop (e.g. greenhouses, sheds for the storage of furniture or equipment, hot tub enclosures, changing rooms, etc.) up to 16 feet in height;
- On the roof of majority non-residential buildings, Retail structures containing certain Retail Sales and Service Uses (limited to Bar, Tourist Oriented Gift Store, Specialty Grocery, Gym, Liquor Store (to allow for wine tasting), Limited Restaurant, General Restaurant, Instructional Service, and Personal Service); and/or certain Entertainment, Arts, and Recreation Uses (limited to Arts Activities, General Entertainment, Nighttime Entertainment, and/or Childcare Facility), all up to 16 feet in height. Such enclosed space shall not exceed 5,000 square feet of Gross Floor Area, and shall be accompanied by 1 square foot of Publicly Accessible Open Space for each square foot of Gross Floor Area (see Standard 6.1.4 (C));
- If a building used predominantly for Hotel Use is developed on Block 9, on the roof of such building, Retail structures containing certain Retail Sales and Service Uses (limited to Bar, Tourist Oriented Gift Store, Specialty Grocery, Gym, Liquor Store (to allow for wine tasting), Limited Restaurant, General Restaurant, Instructional Service, and Personal Service); and/or certain Entertainment, Arts, and Recreation Uses (limited to Arts Activities, General

Entertainment, and Nighttime Entertainment), all up to 16 feet in height;

- Enclosed restrooms up to 10 feet in height; and,
- Mechanical equipment and appurtenances necessary to the operation or maintenance of the building or structure itself such as chimneys, ventilators, plumbing vent stacks, and/or cooling towers together with visual screening for any such features, all up to 20 feet in height;
- If a building used predominantly for Hotel Use is developed on Block 9, on the roof of such building, Retail structures containing certain Retail Sales and Service Uses (limited to Bar, Tourist Oriented Gift Store, Specialty Grocery, Gym, Liquor Store (to allow for wine tasting), Limited Restaurant, General Restaurant, Instructional Service, and Personal Service); and/or certain Entertainment, Arts, and Recreation Uses (limited to Arts Activities, General Entertainment, and Nighttime Entertainment), all up to 16 feet in height; On Block 9, only one rooftop bar is permitted.

**E)** On buildings that are majority Laboratory use, mechanical features and those features necessary to building operations may exceed 40 percent of the horizontal area of the roof as long as they do not contain space for human occupancy;

**F)** The following rooftop elements may project above given height limits without regard to horizontal area:

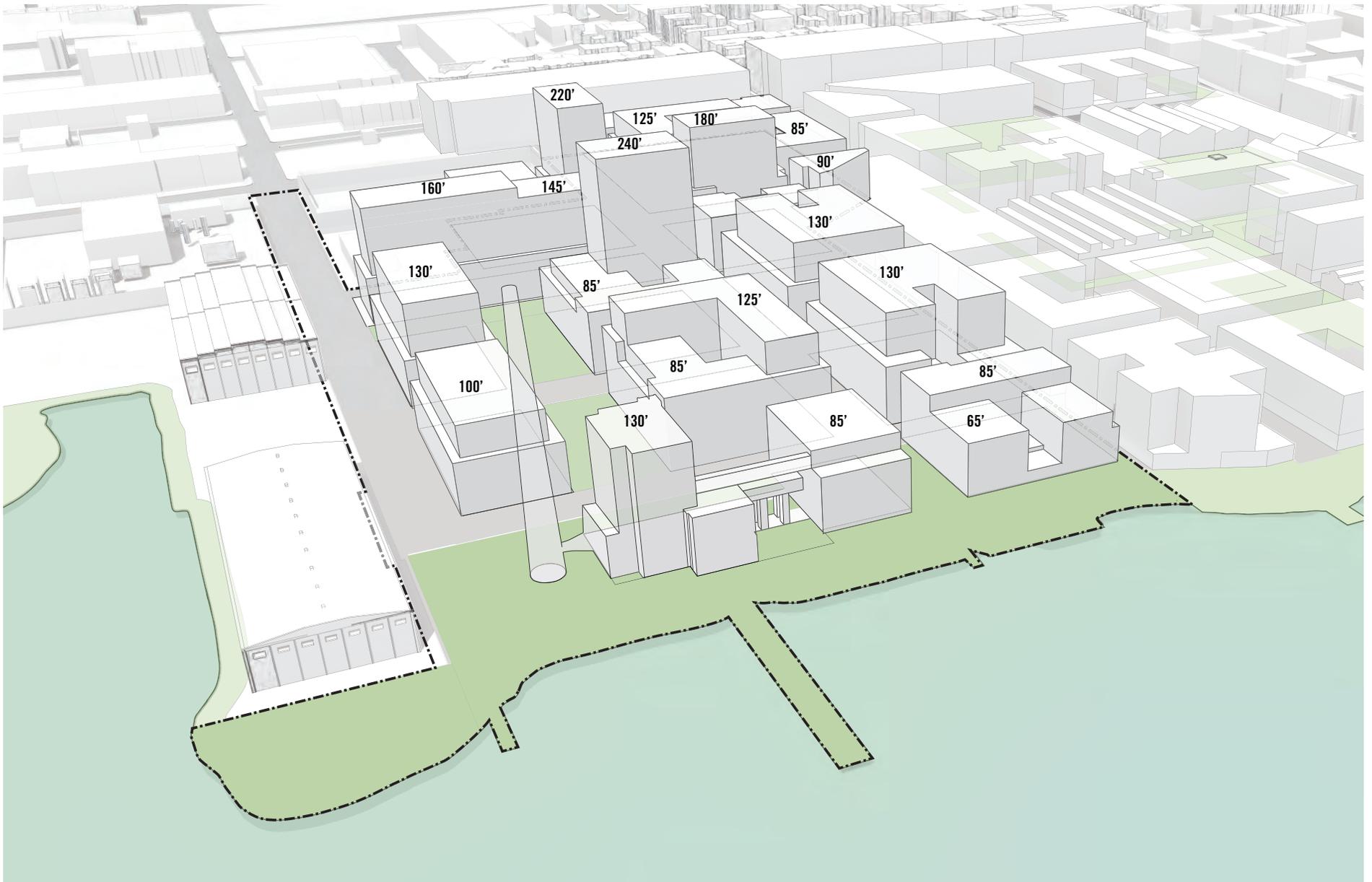
- Non-occupied architectural features, including nonpermeable wind screens, up to 10 feet on buildings between 45 and 100 feet (with a minimum set back of 5 feet from the roof edge) and up to 20 feet on upper buildings above the maximum permitted building height, except on Block 7, where these features may extend up to 10 percent vertically above the maximum permitted building height;
- Unenclosed structures related to unroofed recreation facilities, such as sports fields and swimming

pools, including lighting required for the nighttime enjoyment of rooftop fields, all up to 60 feet in height, and/or fencing, goal boxes and other sports equipment, netting or other semi-transparent enclosure necessary for the safe enjoyment of unroofed recreation facilities, all up to 30 feet in height;

- Furniture, including but not limited to: tables, chairs, fire pits, bars, umbrellas, lighting, canopies, windscreens, lattices, sunshades, trellises, and other items intended to allow the habitable use of the rooftop, all up to 10 feet in height;
- Photovoltaic panels;
- Equipment and appurtenances necessary to Living Roofs as defined in Planning Code Section 149;
- Wireless Telecommunications Services Facilities and other antennas, dishes and towers and related screening elements;
- Landscaping, with a maximum height of 48 inches for planters or other non-plant materials;
- Trees and plants;
- Decking, up to 3 feet in height;
- Flagpoles and flags;
- Cranes, scaffolding and batch plants erected temporarily at active construction sites; and
- Railings, parapets and catwalks, up to 4 feet in height; and

**G)** Above-grade connections as permitted in Sections 6.13.8 and 6.14.7.

Figure 6.2.4 Building Height



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## 6.3 Block Size

Shorter, walkable blocks increase the permeability of the urban environment and encourage walking. The City of San Francisco generally holds that blocks should be shorter than 300 feet in length, where possible. All of the blocks on site are shorter than 300 feet in length, with the exception of Blocks 9 with Unit 3, Block 15, and Block 13. For Block 9 with Unit 3, a Mid-Block Alley is not required because guidelines require permeability through the building's ground floor, allowing pedestrian access directly through the building from its entrance facing Power Station Park to its entrance facing Waterfront Park. Additionally, a waterfront access corridor is required between the existing Unit 3 structure and the northern horizontal addition to the structure (See Section 6.13.2).

To facilitate preservation of the existing Station A walls (Block 15), a Mid-Block Alley through Station A shall not be required if the features per Section 6.14.1 are retained. Instead, the standards in this section shall apply.

To create more permeability, Block 13 is required to provide at least one Mid-Block Alley compliant with the standards articulated in this section.

### STANDARDS

#### 6.3.1 Mid-Block Alley/Passage Location

Block 13 shall provide at least one publicly accessible Mid-Block Alley for the entire depth of the Block.

On Block 15, (see Section 6.14) at least one publicly accessible east-west Mid-Block Passage through the entire depth of the building's ground floor measuring at least 20 feet of continuous clear width and 15 feet of continuous clear height shall be provided. Such passage may be completely enclosed to facilitate preservation of the existing Station A walls. If Station A is damaged so severely that 30 percent or less of the walls listed in 6.14.1 remain, a Mid-Block Alley shall be provided pursuant to Standard 6.3.2 and the Mid-Block Alley shall have a minimum clear height of 30 feet, unless the remaining portions of the eastern wall physically preclude its construction. A Mid-Block Alley on Block 15 shall be pedestrian only.

#### 6.3.2 Mid-Block Alley/Passage Design

Mid-Block Alleys and Passages shall:

- Have a minimum clear walking width of 10 feet free of any obstructions in the case of a pedestrian-only right-of-way
- Be located as close to the middle portion of the subject block as possible, and connect to existing adjacent streets and alleys;
- Provide pedestrian access;
- Have a minimum width of 20 feet, exclusive of those obstructions allowed within setbacks pursuant to San Francisco Planning Code Section 136 in the case of Mid-Block Alleys;
- Have a minimum height of 15 feet on Block 13, and 30 feet on Block 15.

In addition, Mid-Block Alleys shall:

- Provide no, limited, or full vehicular access, as specific conditions warrant. The Mid-Block Alley on Block 15 shall be pedestrian only;
- Have dual sidewalks each of not less than 6 feet in width with not less than 4 feet minimum clear walking width in the case of an alley with vehicular access, unless the alley is designed as a shared street;
- Have at least 60 percent of the area of the Mid-Block Alley open to the sky. Obstructions permitted within setbacks pursuant to Planning Code Section 136 may be located within the portion of the Alley that is required to be open to the sky. All portions of the Alley not open to the sky shall have a minimum clearance height of 15 feet from grade at all points;
- Provide such ingress and egress as will make the area easily accessible to the general public;
- Be provided with appropriate paving, furniture, and other amenities that encourage pedestrian use, and be landscaped;
- Be provided with pedestrian lighting to ensure pedestrian comfort and safety;
- Be free of any changes in grade or steps not required by the underlying natural topography and average grade; and
- Be fronted by Active Lane Frontage uses, as defined in Section 3.2.6 Active Lane Frontages.

**6.3.3 Mid-Block Alley/Passage Informational Plaque**

Prior to issuance of a permit of occupancy, a plaque shall be placed in a publicly conspicuous location for pedestrian viewing. The plaque shall state the right of the public to pass through the Alley or Passage, and shall state the name and address of the owner or owner's agent responsible for maintenance. The plaque shall be of no less than 24 inches by 36 inches in size.

**6.3.4 Mid-Block Alley/Passage Open Space Requirements**

Any non-vehicular portions of such a Mid-Block Alley or Passage, including sidewalks or other walking areas, seating areas, or landscaping, are permitted to count toward any open space requirements that permit publicly accessible open space on the same block where the Passage or Alley is located.

**CONSIDERATIONS**

**6.3.5 Multiple Buildings Per Block**

Bulk controls will help create buildings that are pedestrian-scaled, visually well proportioned, and do not result in overwhelming mass. Constructing more than one building per block can also help accomplish this goal and is permitted on any block, though more likely on blocks containing predominantly residential uses. If more than one building is constructed on a block where a midrise or highrise tower is allowed, the bulk controls for upper buildings apply to the entire block and not to individual buildings.

## 6.4 Building Setbacks

### STANDARDS

#### 6.4.1 Building Setbacks

At heights specified in Figure 6.2.3, a setback from the property line is required to ensure that the building defines a distinct streetwall at a comfortable, human-scaled height.

On frontages facing Power Station Park, Louisiana Paseo, Waterfront Open Spaces, Humboldt Street Plaza, and Major Streets (streets that are greater than 40 feet in width, measured from property line to property line), buildings shall be set back at least 10 feet from the streetwall at a height ranging from 70 feet to 90 feet, as shown in Figure 6.4.1.

On frontages facing Minor Streets (rights-of-way that are 40 feet wide or narrower, measured from property line to property line), buildings shall be set back at least 10 feet from the property line at a maximum height of 50 feet for predominantly residential buildings and 70 feet for predominantly non-residential buildings as shown in Figure 6.4.2, except for corners as described in Section 6.4.6 and along Craig Lane where the setback is required at a height of 50 feet for both residential and non-residential uses.

Along certain frontages, the depth of the setback shall be greater than 10 feet, as shown in Figure 6.4.5.

On frontages facing Mid-Block Alley on Block 13, buildings shall be set back at least 10 feet from the Streetwall at a height of 70 feet per note 2 on Figure 6.4.5.

#### 6.4.2 Ground Floor Insets

To allow for generous pedestrian throughways, some blocks are required to inset the ground floor along

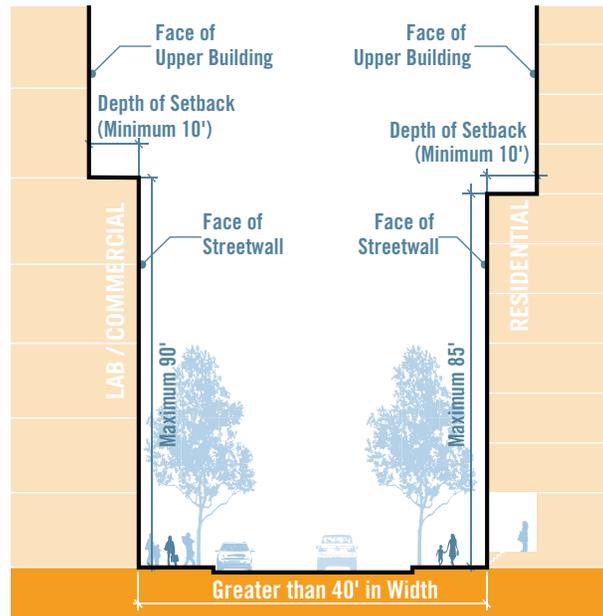


Figure 6.4.1 Setbacks on Major Streets

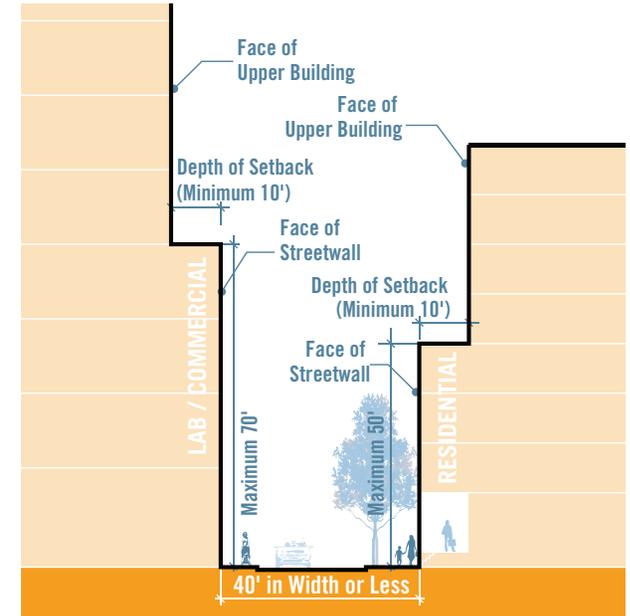


Figure 6.4.2 Setbacks on Minor Streets and Alleys

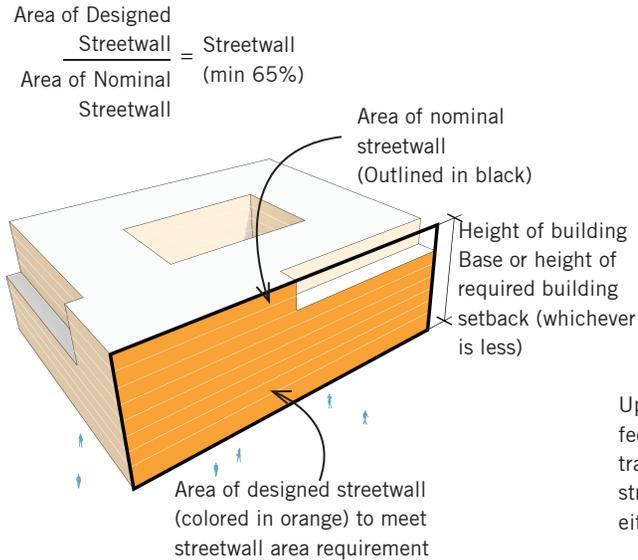
specific frontages for widened sidewalks, or at given corners to achieve a 5-foot-wide clear path of travel behind curb ramps. The locations for these ground floor insets are listed below, and dimensions are given in detail in Appendix A Block Controls. These are:

- Northeastern corner of Blocks 1, 5 and 8;
- Northwestern corner of Blocks 2, 4 and Block 15 unless Station A walls are retained;
- A 5 foot inset of ground floor of the southern frontage of Block 15 unless Station A walls are retained;

- A 4 foot inset of northern frontage of Blocks 1, 2 and 3;
- Southwestern corner of Block 12.

#### 6.4.3 Block 7 Setback Exemption

The setback requirements in Section 6.4.1 Building Setbacks do not apply to the highrise tower on Block 7. Instead, the highrise tower must be set back at least 15 feet in the horizontal dimension for at least 60 percent of the Upper Building's frontages facing Humboldt Street or Louisiana Paseo.



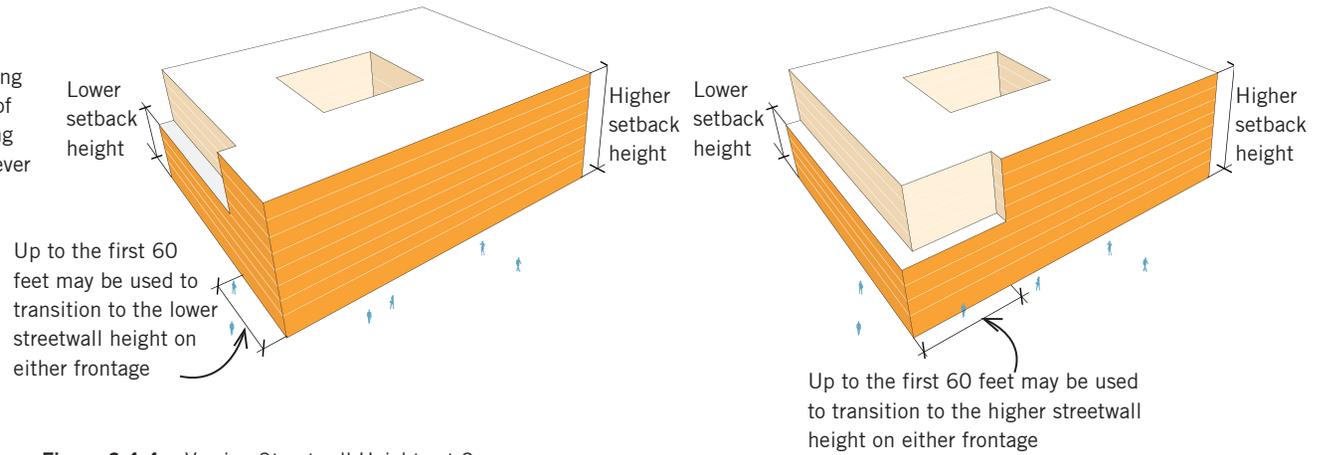
**Figure 6.4.3** Streetwall Area Requirement

**6.4.4 Station A Exemption**

New construction on Station A above a height of 65 feet or the height of retained Station A walls shall provide a setback of at least 10 feet on the frontages facing 23rd Street, Louisiana Paseo, and Georgia Lane, and a setback of at least 15 feet on the frontage facing Humboldt Street; or a vertical hyphen of at least 10 feet in depth and one story in height beginning at the height of the cornice of the retained walls of Station A (see Section 6.14). Alternatively, no setbacks for new construction are required above existing walls if the building above 65 feet is appropriately sculpted pursuant to Section 6.14.5.

**6.4.5 Streetwall**

A clear streetwall helps define the experience of the street as an “urban room.” Where there is not a strong streetwall, streets can feel inactive and suburban. The streetwall is defined as the portion of a building:



**Figure 6.4.4** Varying Streetwall Heights at Corners

- Facing a Major or Minor Street or Mid-Block Alley (See also Guideline 6.10.6);
- Built to the property line (except for the portions of the building that meet the Modulation and Articulation standards and guidelines in Sections 6.6 and 6.7, which are part of the streetwall, but may recess and project from the building frontage); and
- At an elevation at or below the maximum Streetwall height per Figure 6.4.5.

The “Streetwall Requirement” is that new buildings must provide a streetwall for at least 65 percent of each frontage from sidewalk grade to the required maximum streetwall height (see Figure 6.4.3). The Streetwall Requirement does not apply to:

- Existing buildings on the project site that are rehabilitated or reused as part of the project (such as Unit 3 or Station A. See Standard 6.14.5), including additions to such existing buildings;

- Pocket parks that extend at least 10 feet horizontally inward from the property line;
- The frontage of any new building facing Waterfront Open Spaces (including Humboldt Street Plaza), Power Station Park, or Louisiana Paseo, provided that deviations from the minimum 65 percent standard shall contribute to differentiated architecture as described in the Project Overview and shown in Figure 6.4.4.

**6.4.6 Varying Streetwall Heights at Corners**

The maximum streetwall heights vary across the Power Station site and may differ at the corners of the same building. For a more graceful transition at corners, up to the first 60 feet of building frontage, measured horizontally from a Corner, may be used to transition to the higher or lower streetwall height on either frontage as required per Figure 6.4.5 (see Figure 6.4.4)

Figure 6.4.5 Building Setbacks



## 6.5 Upper Building Controls

The controls on the following pages apply only to the Upper Buildings of midrise tower as permitted on Block 1, and the highrise towers permitted on Block 5 and Block 7. Midrise towers are between 146 and 180 feet in height, and highrise towers are between 181 and 240 feet in height. Unless otherwise stated, these controls do not apply to Block 15 with or without Station A.

Table 6.5.1 summarizes the bulk controls for the different portions of buildings based on land use.

**Table 6.5.1** Summary of Bulk Controls

	<b>LOWRISE &amp; MIDRISE BUILDINGS (UP TO 145' IN HEIGHT)</b>	<b>MIDRISE TOWER ON BLOCK 1 (146'-180' IN HEIGHT)</b>	<b>MIDRISE TOWER ON BLOCK 15 (146'-160' IN HEIGHT)</b>	<b>HIGHRISE TOWERS ON BLOCKS 5 AND 7 (181'-240' IN HEIGHT)</b>
<b>UPPER BUILDING BULK CONTROLS</b>				
<b>Maximum Average Floorplate</b>	N/A	12,000 gross square feet	See Standard 6.5.1	12,000 gross square feet
<b>Maximum Plan</b>	N/A	150'	N/A	140'
<b>Maximum Diagonal</b>	N/A	190'	N/A	160'
<b>Maximum Apparent Face</b>	N/A	120'	N/A	120'
<b>Upper Building Separation</b>	N/A	85'	115'	115'

Note: Controls apply to the entire Upper Building, not only portions of the Upper Building at the specified heights. For example, for the Highrise Tower (181' - 240') on Block 7, the bulk controls would apply to the portion of the building above the Base.

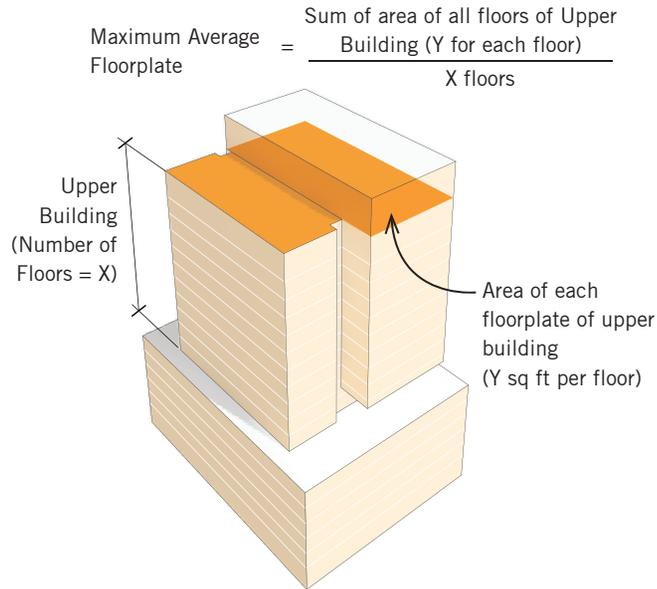


Figure 6.5.1 Upper Building Maximum Average Floorplate

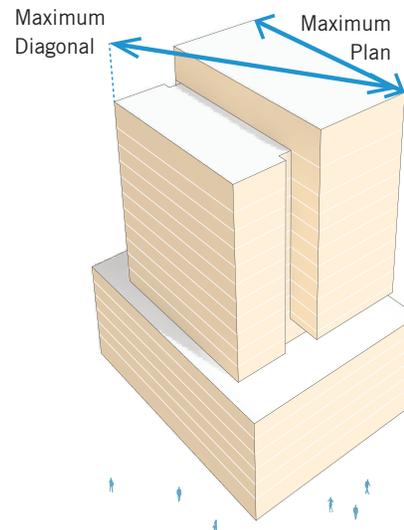


Figure 6.5.2 Upper Building Maximum Plan and Maximum Diagonal Length

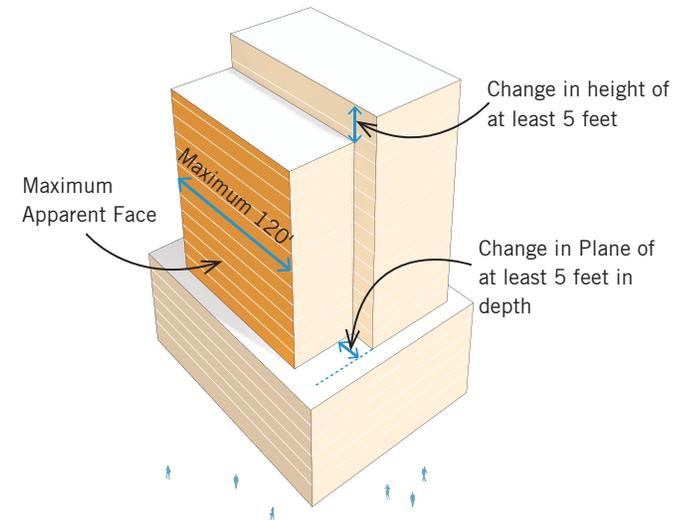


Figure 6.5.3 Upper Building Maximum Apparent Face

## STANDARDS

### 6.5.1 Upper Building Maximum Average Floorplate

The maximum average floorplate of the Upper Building is defined as the sum of the area of all of the floorplates of the Upper Building, divided by the number of floors in the Upper Building. Refer to Figure 6.5.1 and Table 6.5.1 for maximum average floorplate sizes that shall apply to buildings based on the building's total height.

Design controls for Block 15 with Station A are provided in Section 6.14. For Block 15 without Station A, the building above the 65-foot setback shall achieve a 15-percent average reduction in square footage for all floors. The reduction shall apply relative to a baseline floorplate of 47,089 square feet (i.e., the footprint of Block 15) for construction up to 145 feet, and a baseline floorplate of 24,955 square feet for construction between 145 feet and 160 feet.

### 6.5.2 Upper Building Maximum Plan and Diagonal

The maximum plan dimension of an Upper Building is the greatest plan dimension parallel to the longest side of the building at any given level of the Upper Building. The maximum diagonal dimension of an Upper Building is the greatest horizontal distance between two opposing points at any level of the Upper Building. Refer to Figure 6.5.2 and Table 6.5.1 for maximum plan and diagonal dimensions that shall apply to buildings based on the building's total height.

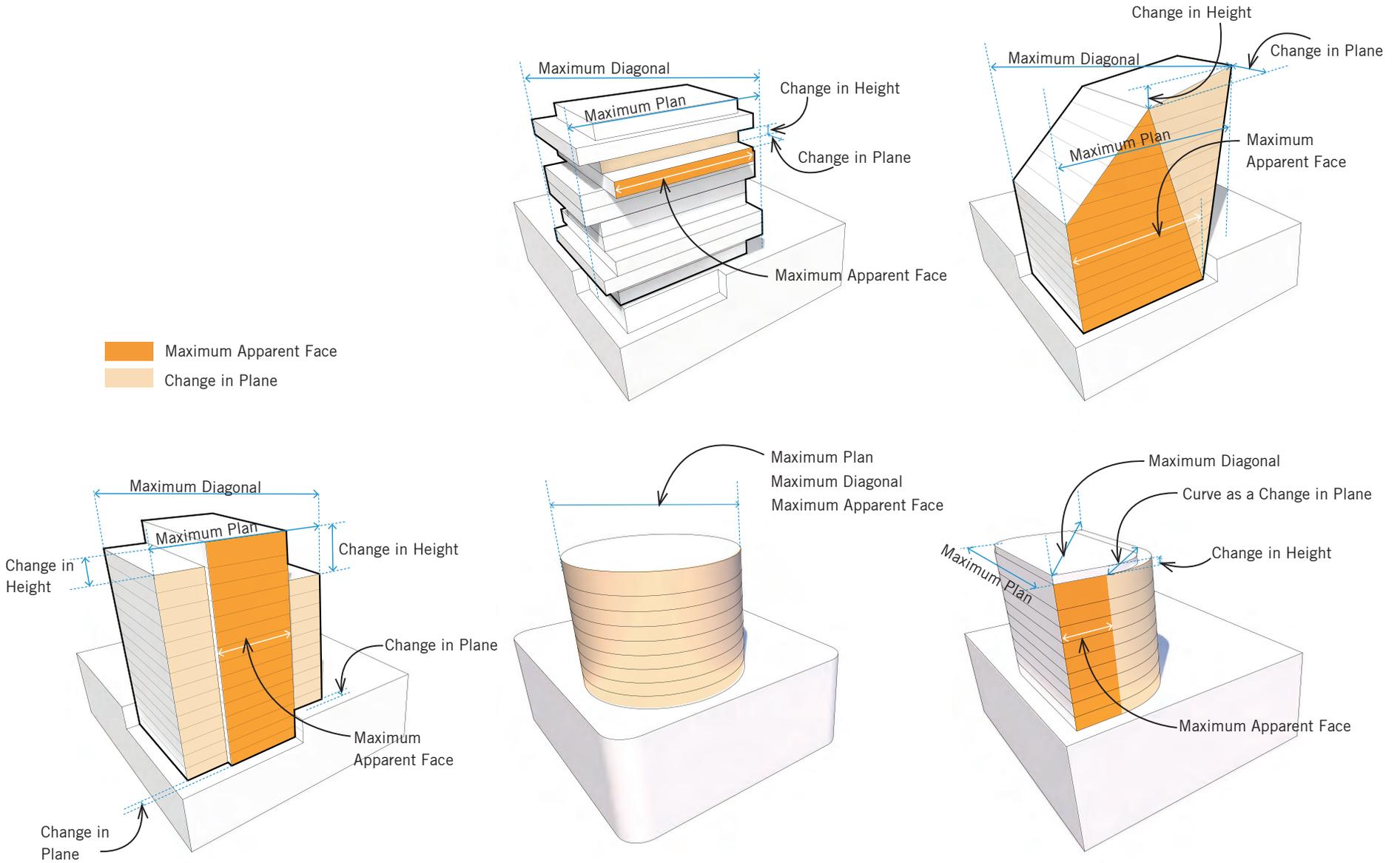
Maximum plan and diagonal dimensions do not apply to balconies, cornices, decorative projections, unenclosed building elements, or other unenclosed obstructions permitted by Planning Code Section 136 (see Appendix D).

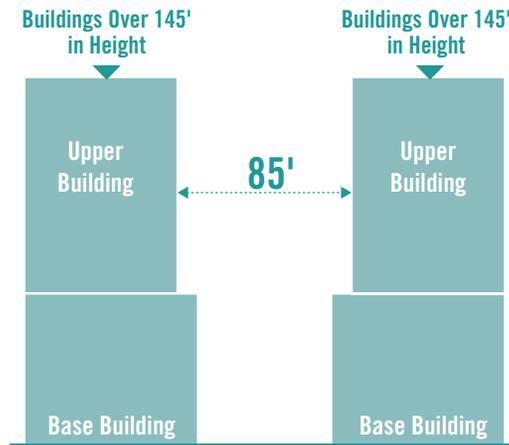
### 6.5.3 Upper Building Maximum Apparent Face

For midrise and highrise towers, a maximum apparent face helps control the visual bulk of the Upper Building by placing a limit on the maximum width of a face that can be expressed. Beyond this maximum width, there shall be a Change in Plane to visually reduce the bulk of the building, and create logical locations for architectural detailing, such as balconies or changes in material or fenestration.

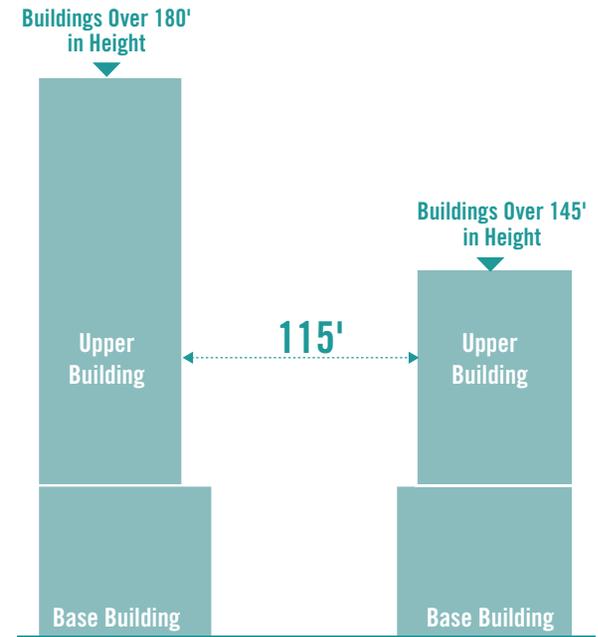
The maximum apparent face shall be a maximum of 120 feet of the Upper Building (Figure 6.5.3). The maximum apparent face shall be offset with a Change in Plane of at least 5 feet in depth. This Change in Plane must be accompanied by a change in height of the roof form (which may be a reduction or increase in the height of the roof screen) of at least 5 feet (refer to Figure 6.5.3) and/or a change in material. The required Change in Plane may occur by curving the face of the building.

Figure 6.5.4 Examples of Upper Building Controls Applied to Different Tower Forms





**Figure 6.5.5** Upper Building Separation for Midrise Towers on Different Blocks



**Figure 6.5.6** Upper Building Separation for Midrise and Highrise Towers on Different Blocks

**6.5.3 Upper Building Maximum Apparent Face, continued**

For buildings with curved façades, on those portions of the façade that are curved, the maximum apparent face shall be measured as the plan dimension between the endpoints of each arc. If the building is a circle or ellipse, the maximum apparent face shall be measured as the longest diameter of the circle or ellipse (See Figure 6.5.4).

**6.5.4 Upper Building Separation**

The Upper Building of a midrise tower shall be separated from any other Upper Building of a midrise tower on another block by a distance of at least 85 horizontal feet (Figure 6.5.5).

The Upper Building of a highrise tower shall be separated from any other Upper Building of a midrise tower or highrise tower on another block by a distance of at least 115 horizontal feet (Figure 6.5.6).

Separation shall be measured horizontally from the building face of the subject Upper Building to the nearest building face of the closest Upper Building, exclusive of permitted obstructions pursuant to Planning Code Section 136.

Examples of creative approaches to shaping the tops of midrise and highrise towers.

## CONSIDERATIONS

### 6.5.5 Sculpted Upper Buildings

**A)** Upper Buildings of mid-rise and high-rise towers should be sculpted in a manner that enhances the skyline. Examples of how this could be achieved include stepping, tapering, or other shaping.

**B)** The highrise tower on Block 7 should be iconic within the Power Station SUD and larger Central Waterfront Plan Area. The form of the highrise tower should use bold massing moves and be elegant and well-scaled.



## Architecture

Architecture reflects the culture of a neighborhood, connecting buildings with the public life that occurs on its streets.

Architecture at the Power Station project is deferential to its industrial context and the Third Street Industrial District. It builds from the larger bulk and massing moves established by the project's urban form and focuses on enhancing visual interest and creating human-scaled designs critical for providing a memorable pedestrian experience. Building Modulation and Articulation ensure a building's walls are neither overwhelming nor monotonous, while color and materiality guidelines provide a baseline for high-quality finishes consistent with the Power Station's overall industrial aesthetic.

Building Modulation and Articulation as defined in this D4D document (Sections 6.6 and 6.7) help create visual interest, rhythm, and human-scaled dimensions within the "urban room" of the street, and are therefore considered compliant with and part of the streetwall. Buildings meeting ground-floor design guidelines in Section 6.9 are also compatible with the streetwall requirements contained herein.

## 6.6 Building Modulation

Building Modulation (or “Modulation”) is required to create visual interest, rhythm and human-scaled dimensions. Modulation can also result in functional spaces, such as creating recesses that can provide opportunities for terraces or balconies. Modulation strategies should be consistent with the industrial character of the area.

New buildings above the ground floor must be modulated in the manner described in this section. These controls do not apply to existing buildings on the site (such as Unit 3 or Station A) that are rehabilitated as part of the project.

### STANDARDS

#### 6.6.1 Building Modulation

The streetwall (See Section 6.4.5) shall be modulated by providing a Change in Plane, or a combination of Change in Plane and change in material, as described below.

##### A) Change in Plane

To achieve modulation by a Change in Plane, the streetwall must recess or project at least 3 feet in depth (a “Change in Plane”) for at least 20 percent of the streetwall, which may be but is not required to be contiguous. This requirement may be achieved using any one or any combination of the individual design approaches listed below and illustrated in Figure 6.6.1:

- Volumetric notches (including balconies)
- Vertical shifts
- Sawtooth balconies or bay windows
- Corner expression
- Volumetric projections
- Volumetric recesses

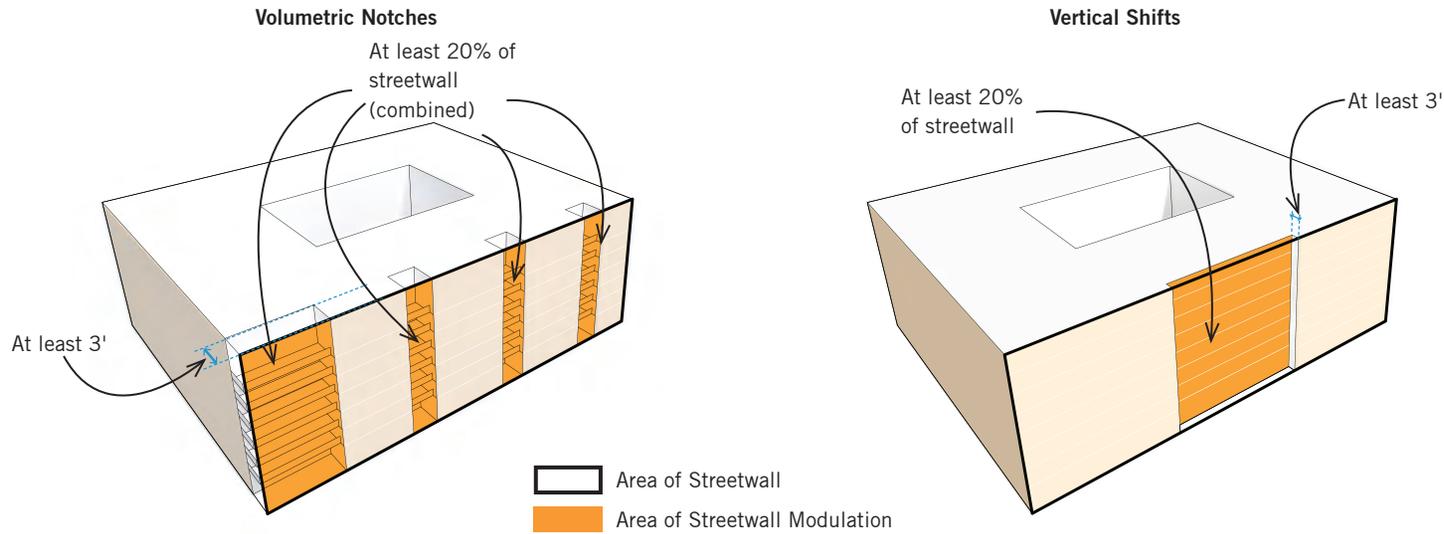
##### B) Change in Plane and Change in Material

Modulation may also be provided by a combination of Change in Plane and a change in color, material, or fenestration occurring for at least 20 percent of the façade, which may but is not required to be contiguous.

#### 6.6.2 Encroachments and Projections

Projections as permitted in Planning Code Section 136, and those permitted in this Design for Development document, shall be permitted above the ground level and may count towards modulation requirements.

Figure 6.6.1 Examples of Streetwall Modulation



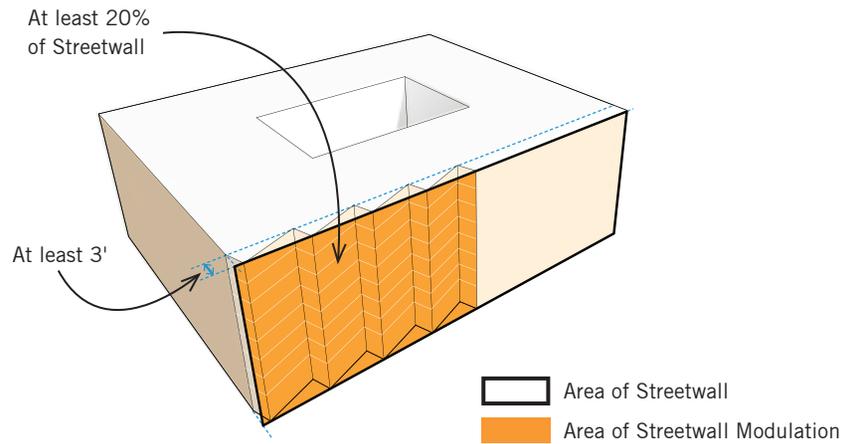
Volumetric notches add visual interest by introducing vertical recesses into the massing of the streetwall. The notches should correspond to the delineations between individual units, balconies, or porches.



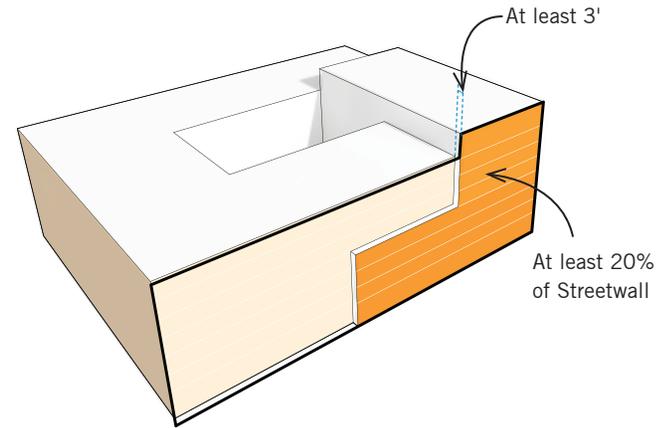
The use of vertical shifts add visual interest by breaking the façade into smaller vertical elements. These shifts should relate to the location and proportion of interior programmatic uses.

Examples of Streetwall Modulation (continued)

**Sawtooth Balconies and Bay Windows**



**Corner Expressions**

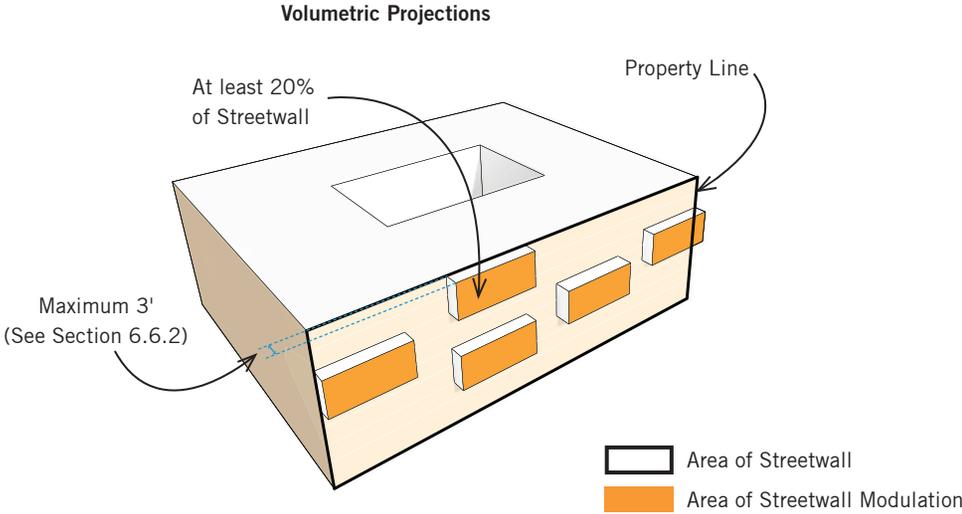


Sawtooth balconies or bay windows reduce the visual mass of the streetwall by introducing a pattern of smaller-scaled components. They can be open, partially enclosed, enclosed, projections, or recesses from the main façade.



The massing of this building adds height at the corner, combined with a recess. The effect is that the building has the appearance of being composed of two distinct volumes.

Examples of Streetwall Modulation (continued)



Projections help create shadow lines and added façade depth. Such projections should be located and scaled to relate to interior programmatic uses.

Examples of modulation compatible with historic districts.



The materials in the addition above the existing building are articulated with a change in material and plane.



The addition above the existing building uses a vertical hyphen in conjunction with balconies and recesses.



This new building uses the language of warehouse construction with a grid and fill design.



The use of natural materials such as brick or stone can bring a tactile quality to the pedestrian zone.



Projected windows help create shadow lines and added façade depth.



Recesses help create shadow lines, depth, a sense of quality, and durability.

## GUIDELINES

### 6.6.3 Industrial Streetwall Character

To relate to the Power Station's industrial context, the streetwall along 23rd Street and Illinois Street should be articulated with one or more of the following patterns, to meet the Midrise Building Articulation guidelines described in Section 6.7.3 and be used as part of a design approach that meets the Building Modulation requirements.

- A solid wall with punched openings;
- A gridded pattern, emphasizing vertical piers;
- A wall containing a visible expression of horizontal floorplates and large, glassy openings with smaller panes.

### 6.6.4 Highrise Tower Modulation

Above the Base, the highrise towers on Block 5 and 7 should employ modulation techniques, such as a change in material or Change in Plane, that is carefully considered with sculpting of the tower, per Section 6.5.4 or 6.5.5, and façade articulation, per Section 6.7.

## CONSIDERATIONS

### 6.6.5 Midrise Tower Modulation

Above the Base, the midrise tower on Block 1 should consider using balconies as an organizing element for Upper Building modulation, giving it a residential scale and creating indoor/outdoor opportunities to enliven the building façade.



Architect: LEVS, On the brewery, Enschede, Netherlands

Balconies can be used as an organizing element for the massing and design of the building, creating a residential scale.



Credit: BSK Architects, 180 Vandam

Lowering the streetwall at the base of the tower portion can help create a proportionate streetwall relative to the tower.



Credit: Mathieu Ducros

The tops of these buildings should be visibly reduced in mass and dimension to create a stepped or a tapered effect.



Architect: EXFOWLE, Circa-central-park, New York

A change in height and plane is effective at breaking up bulk and avoiding long, undifferentiated facades.

## 6.7 Façade Articulation

Building façades should be articulated by employing the strategies outlined below. Articulation supports modulation by creating visual interest, but at a finer-grained scale.

### GUIDELINES

#### 6.7.1 Depth of Façade

Full brick and masonry are among the site's preferred materials. 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. Examples of strategies that can be used to articulate a façade with volumetric depth include:

- Use of architectural treatments that create visible shadow lines including vertical recesses, notches, massing reveals, or Changes in Plane at least 6 inches in depth; or
- 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.

Also see Section 6.8.3 for guidelines relating to material quality and durability.

#### 6.7.2 Façade Organization

Each building should be organized into a visible hierarchy and a consistent system with patterning or rhythm that defines an internal logic. Building elements and themes should be appropriately scaled and proportionate to the overall building.

Examples of strategies that can be used to define hierarchy and proportion that are also consistent with the neighborhood's industrial characteristics include:

- Vertical or horizontal elements that create a rhythm or patterning within the façade; or
- Contrast in the scale of patterns, such as larger patterning of structural piers and bays that convey an industrial scale, combined with a smaller patterning of window mullions and sashes that are finer-grained and more detailed at the pedestrian scale; or
- Key programmatic elements such as building circulation, gathering spaces, building lobbies, and so on clearly expressed in the design of the façade.

#### 6.7.3 Midrise Building Articulation

Predominantly residential buildings between 100 and 145 feet in height should be articulated with smaller volumes, such as windows, doors or balconies that highlight a residential scale using reveals from 6 inches to 3 feet in depth.

Predominantly non-residential buildings between 100 and 145 feet in height should be articulated with strong horizontal elements that convey a more industrial aesthetic, such as clearly expressed floorplates separated by a consistent glazing pattern (see precedent images in Section 6.6).

#### 6.7.4 Tower Articulation

The façade of midrise and highrise towers should be lighter and more loft-like than the Base, with thinner vertical and horizontal elements that feature more glazing.

## 6.8 Color and Materials

### STANDARDS

#### 6.8.1 Bird-Safe Glazing

Bird-safe glazing including but not limited to fritting, netting, permanent stencils, frosted glass, exterior screens, UV patterns visible to birds, or physical grids placed on the exterior of glazing shall be applied to:

- Blocks 3, 4, 8, 9, and 12, the portion of the building façade between grade and 60 feet in height, within 300 feet of the Waterfront Open Spaces; and,
- Unbroken glazed segments of free-standing glass that are 24 square feet or larger provided on any portion of the building, including glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops.

To qualify as Bird-Safe Glazing, vertical elements of window patterns shall be at least a quarter-inch wide at a maximum spacing of 4 inches or horizontal elements at least one-eighth of an inch wide at a maximum spacing of 2 inches.

### GUIDELINES

#### 6.8.2 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 Section 6.7.1 Depth of Façade. 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.

#### 6.8.3 Quality and Durability

Exterior finishes should have the permanence and quality 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.

#### 6.8.4 Decorative Materials

Where provided, architectural details should be inherent features of the façade material and should not appear as 'tacked on.' Examples include but are not limited to using decorative masonry courses, joints, patterns, or contrasting metal insets.

#### 6.8.5 Pedestrian-Oriented Materials

To create a pedestrian-focused environment and engaging street frontage, the ground floor of new buildings should have a differentiated architectural expression from the floors above. This may include, but is not limited to increased transparency, shifts in color, material and texture of facade elements.

Specific design guidelines and considerations related to different ground-floor frontages may be found in Sections 6.10 through 6.17.

### CONSIDERATIONS

#### 6.8.6 Building Color

Use of exterior surface materials that are naturally rich in color, such as terra cotta and copper, is encouraged. Lightness of color is preferred at the Upper Building, where buildings are visible from a further distance and have more presence on the skyline.

#### 6.8.7 Glazing

Glazing selection should be made with consideration to energy performance. Glazing should be generally light in color and low-reflectance in order to achieve a balance of daylighting and energy performance.

#### 6.8.8 Building Finish

Materials should be selected in coordination with the expression of the building's organization, for example, using more substantial materials, such as masonry and

metals, to define corners, and lighter materials, such as glass and wood, to define vertical circulation.

Also see Section 6.6 for how changes in material and color should be combined with modulation strategies to reinforce visually interesting and human-scale building design.

**6.8.9 Living/Green Walls** 

Living walls and/or plantings may be used to provide a highly visible, biophilic amenity and passive cooling benefit. Vegetation may be integrated into exterior shading to support shading performance and enhance privacy, and would be a permitted obstruction on floors above the ground floor. Living walls can be especially beneficial outside where they front onto adjacent open spaces. Living walls are permitted on the ground floor, provided that the encroachments and projections comply with Section 6.6.2.

**6.8.10 Life-cycle Assessment** 

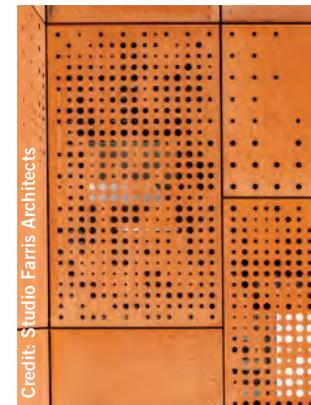
Conduct a life-cycle assessment (LCA) of building structure and enclosure to identify embodied carbon drivers for the project, and evaluate embodied carbon reduction potential for key building elements. Consider designing buildings for deconstruction.

Refer to LEED credit Materials & Resources: Building Life-Cycle Impact Reduction, Option 4. Whole-Building Life-Cycle Assessment for more information.

Examples of recommended materials.



Credit: Guillermo Hevia  
Corten steel.



Credit: Studio Farris Architects  
Copper cladding.



Credit: Nico Saieh  
Brick in any range of colors, especially modern applications, such as this offset stacked pattern.



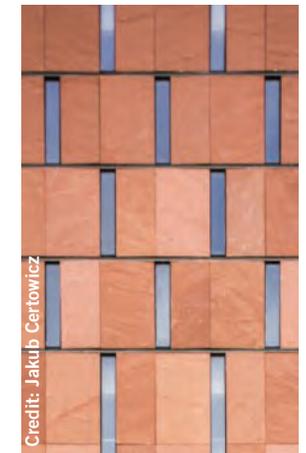
Credit: AWE Office, Nikbaspaspar Office, Iran  
Wood.



Credit: Stefan Müller  
Concrete or stone.



Credit: Emiba Estudio, Massip-Bosch  
Fritted Glass.



Credit: Jakub Certowicz  
Terra cotta.

## Design Context

Buildings and public realm work together to frame an active, urban experience that draws on and connects to the surrounding context.

Buildings should not be designed as individual objects that stand on their own, but instead as contributors to the character of the streets and open spaces that they frame. The frontages that enclose a space will inform the experience along each street and alley. The frontage character proposals in this D4D are meant to enhance that concept and anchor it into a specific context.

The pages that follow provide standards and guidelines to help establish the character of key building corners, frontages, and façades throughout the site.

In the best urban neighborhoods, ground-floor uses work together with the adjacent sidewalks and public spaces to frame an interesting and diverse pedestrian

experience. Together, they provide a continuous network of spaces that are active, safe, comfortable, and engaging.

Accordingly, the key to designing such spaces will be ensuring flexibility—high ceilings, ability to subdivide, strategies to add or remove doorways—such that the buildings can be adapted to different uses by different users as the city grows and changes.

## 6.9 Ground Floor Design

### STANDARDS

#### 6.9.1 Ground Floor Height

All non-residential ground floor spaces shall have a minimum floor-to-floor height of 15 feet as measured from grade. At least 30 percent of the cumulative PDR space pursuant to Figure 3.2.1 shall contain floor-to-floor heights of 17 feet.

#### 6.9.2 Ground-Floor Uses

All standards and guidelines contained in Section 3.2, Ground-Floor Uses, shall apply.

#### 6.9.3 Sidewalk Encroachment at Corners

To allow for a minimum of 5 feet clear for pedestrian movement behind curb ramps, at specific intersections, some building corners may be required to be inset at the ground floor only. See Appendix A for specific block-by-block guidance on sidewalk encroachment locations.

#### 6.9.4 Awnings and Canopies

Where provided, awnings and canopies must be at least 8 feet above sidewalk grade. Awnings that are more than 100 feet in length (as on 23rd Street) must be at least 15 feet above sidewalk grade.

Awnings that are between 8 and 15 feet above sidewalk grade may project up to 10 feet into the public realm (including the public right of way). Awnings that are higher than 15 feet above sidewalk grade may project up to 15 feet into the public realm (including the public right-of-way).

In no instance shall awnings project beyond the width of the sidewalk they cover. Awnings shall be designed so as not to interfere with street tree canopy.

#### 6.9.5 Transparent Frontage

Portions of frontages that contain Active Uses (per Section 3.2.3 and Figure 3.2.1) other than residential units or PDR uses shall be fenestrated with transparent windows and doorways for not less than 60 percent of the street frontage at between 2 feet and 12 feet vertical above grade, and must allow visibility of at least 4 feet in depth inside of the building.

PDR frontages shall be fenestrated with transparent windows or doors for no less than 50 percent of the street frontage from sidewalk grade up to 12 feet vertical above grade, and must allow visibility of at least 4 feet in depth inside of the building.

The use of dark, mirrored, or opaque glass shall not count toward the required transparent area.

Ground-floor transparent frontage standards shall not apply to historic or adaptively-reused buildings.

#### 6.9.6 Gates, Railings, and Grillwork

Any decorative railings or grillwork (other than wire mesh) that is placed in front of or behind ground floor windows shall be at least 75 percent open to perpendicular view. Rolling or sliding security gates shall consist of open grillwork rather than solid material, so as to provide visual interest to pedestrians when the gates are closed, and to permit light to pass through. Gates, when open, folded, or rolled, as well as gate mechanisms, shall be recessed within, or laid flush with the building façade.

### GUIDELINES

#### 6.9.7 Longer Awnings

Awnings greater than 25 feet in length should be designed to create an intermediary scale between the pedestrian and the bulk of the building, integrated with the design of the building, and industrial in scale such that the awning is consistent in scale with other similarly sized awnings in the Third Street Industrial District.

### CONSIDERATIONS

#### 6.9.8 Storefront Design

Non-residential ground-floor frontages may be set back at least 2 feet from the sidewalk, to create a datum for storefronts to have individual expression, allow for a transitional space between store and sidewalk for window shopping, and expand opportunities for seating in the frontage zone.

Non-residential frontages should be designed with vertical and horizontal elements that can be personalized or adapted with different materials. Elements such as bulkheads, piers, signboards, and recessed entries are encouraged. In addition to allowing for individualization, these elements provide a human scale of detailing to the street experience. Vertical elements should be primary in the design of frontages, and bulkheads should be secondary, with piers coming to the ground and bulkheads recessed.

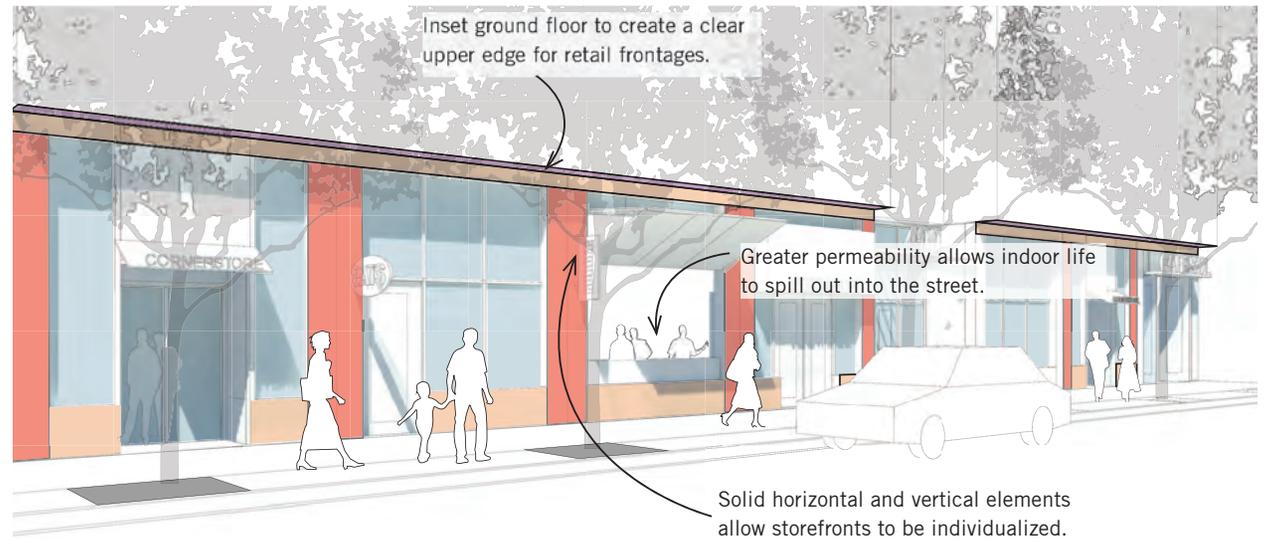


Figure 6.9.1 Ground-Floor Retail Design



Figure 6.9.1 and the image above are good examples for how to clearly make the ground floor of a building identifiable through an inset, a change in material, or a change in proportion of the façade design.

POTRERO POWER STATION Design for Development – January 10, 2020



Retail frontages will be designed with elements that can be personalized.



As shown in the image above, fully glazed frontages can make it difficult for retailers to distinguish themselves, resulting in an uninteresting pedestrian experience.

## 6.10 Key Frontages and Corners

Certain buildings' corners and frontages warrant greater architectural design consideration, due to their prominent location in the Power Station project—as the visual terminus of a view corridor, in proximity to a landmark, or at an entrance to the site's central green. The standards and guidelines below are intended to ensure that sufficient attention be paid to such frontages and corners. The latter are designated as "Special Corners" (or "Corners"); controls for these locations coordinate all aspects of the streetscape, architecture, and program to increase the distinctiveness of the public realm, and to enhance the experience of the neighborhood.

### STANDARDS

#### 6.10.1 Block 12 Transit Support Facilities

A SFMTA Muni 55 Bus terminal stop shall be provided along the south side of Block 12, as shown in Figure 5.5.2, where up to two buses at a time may lay over, unless SFMTA determines that no such bus layover is necessary. Due to transmission line easements below the street, no structures containing permanent footings may be constructed.

The following facilities shall be located on the 23rd Street frontage of Block 12 and be consistent with Third Street Industrial District guidelines per Section 6.11:

- An indoor bathroom for Muni drivers to use during breaks;
- Public seating to be used as a transit shelter for people waiting for the bus, with a real-time information screen for expected bus arrival times and

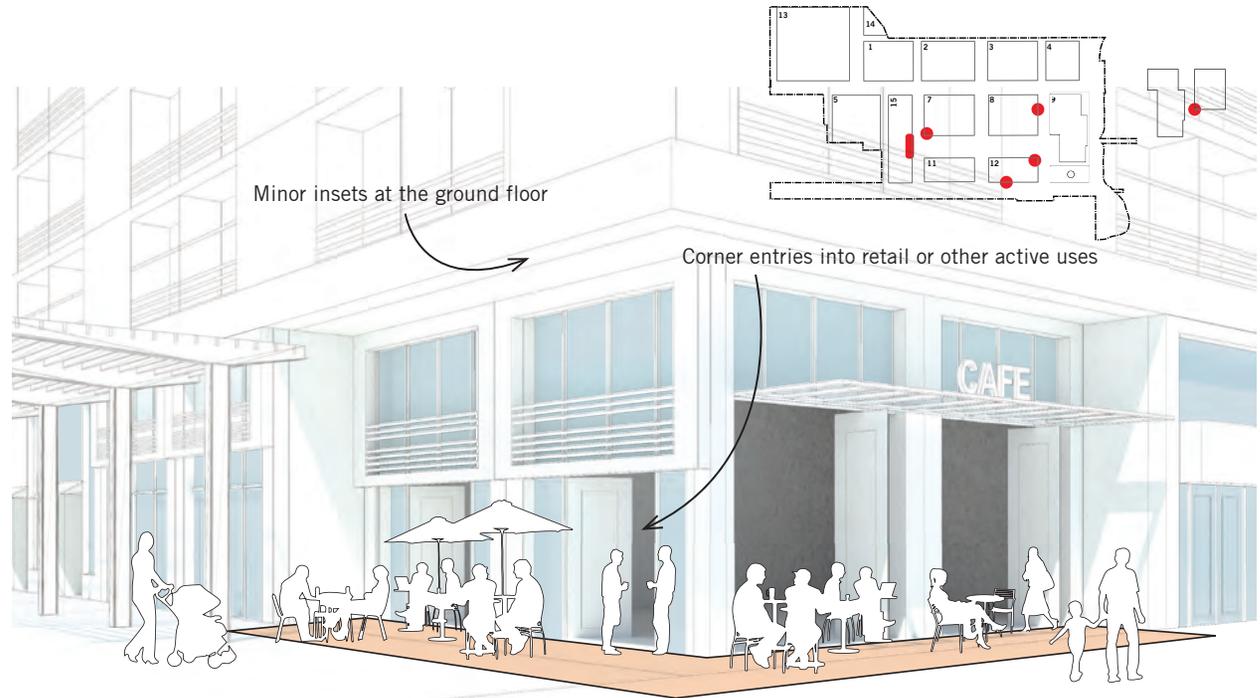


Figure 6.10.1 Key Frontages and Corners

an overhead shelter. Such seating, shelter, and signage may project from the face of the building into the sidewalk area; and

- A system map.

#### 6.10.2 Block 8 Transit Support Facilities

A shuttle stop shall be provided along the east side of Block 8, as shown in Figure 5.6.2.

The following facilities shall be incorporated into the ground floor design of Block 8, facing Maryland Street:

- Public seating to be used as a transit shelter for people waiting for the shuttle, with a real-time information screen for expected shuttle arrival times and an overhead shelter. Such seating, shelter, and signage may project from the face of the building into the sidewalk area.

### GUIDELINES

#### 6.10.3 Special Corners: Block 7

To create an invitation to Power Station Park from Louisiana Paseo, the southwest Corner of Block 7 should include at least one of the following features:

- Transparency for at least 20 linear feet on either side of the Corner at the ground floor between the heights of 2 and 15 feet above sidewalk grade, such that views of Power Station Park may be perceived prior to turning the Corner. The transparent Corners may count towards Transparent Frontage requirements;
- Building shaping, such as a chamfer or rounding of Corners; or
- Architectural detailing that emphasizes the importance of this Corner.



Corner retail helps activate the street and promote engagement with the public realm.

#### 6.10.4 Special Corners: Block 9 without Unit 3

Block 9 without Unit 3 should be a standout, signature waterfront building that is well-designed with use of high-quality materials commensurate with its waterfront location against the iconic Stack.

To create an open and inviting entrance to the Waterfront Open Spaces 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 should include volumetric shaping of the area within 15 feet of said corner 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 Stack from the public realm.

#### 6.10.5 Special Corners: Block 12

To frame the view of the 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 should include volumetric shaping of the area of a building within 15-feet of said 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 Stack from the public realm.



Building corners should bring a heightened level of visual interest to emphasize the importance of street intersections.

#### 6.10.6 Block 15 Eastern Façade

The eastern façade of Block 15 serves as an important terminus of Power Station Park and should be designed with high quality materials. In addition, if the eastern wall of Station A is not retained, the eastern façade of Block 15 shall be approved at the discretion of the Planning Director and comply with the following criteria:

At least 60 percent of the eastern façade of Block 15 framed by the southern façade of Block 7 and the northern façade of Block 11 should include a volumetric projection, which must:

- Be an inviting, unique, and iconic architectural form that serves as a visual beacon to the Power Station Park for people entering the site from 23rd and Humboldt Streets, as well as serves as a fitting visual anchor on the west end of the park and counterpoint to Unit 3. The form must express a creative and exceptional architectural massing feature that achieves a projection of approximately 10 feet in plan from the primary façade of the building and is at least 5 stories;
- Be materially differentiated from the rest of the building;



Face of building provides an important visual terminus and focal point.

- Complement the architectural language of both the new and retained elements of Unit 3 (if Unit 3 is preserved);
- Be permeable and open to pedestrians if the projection reaches the ground floor, in which case a design permitting pedestrian access to upper levels of the projection from Louisiana Paseo should be considered;
- Include a public use such as a library / media center, museum, open space or assembly space designed with an inviting public entrance from Louisiana Paseo/ Power Station Park that relates to the design of the architectural projection described above; and
- Provide a pedestrian passage way between Louisiana Paseo and Georgia Lane that is no less than 20 feet wide and 30 feet tall;
- Any building constructed within the MI-Block Alley on Block 15 without Station A shall be set back at least 5 feet from the eastern and western faces of the building; See Section 4.30 Louisiana Paseo for supportive amenities of the public use on Block 15, if the eastern wall of Station A is not retained.

## 6.11 Third Street Industrial District Frontages

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 buildings fronting the Stack are facing contributors to the Third Street Industrial District. The following standards and guidelines will ensure that new buildings respond to and reinforce the character of this district. Unless otherwise stated, these standards and guidelines apply to all frontages specified in Figure 6.11.1. For reference, an excerpt of the *Historic Resource Evaluation—Part 2*, containing character-defining features of the District and its contributors, is included as Appendix F of this D4D.

Standard 9 of the *Secretary of the Interior's Standards for Rehabilitation* ("Secretary's Standards") guides all standards and guidelines in this section. Standard 9 states that new work shall be differentiated from the old and be compatible with the massing, size, scale, and architectural features to protect the integrity of the historic district and its environment. Compliance with Standard 9 is achieved through the design controls set forth in this section.

Note: The frontage of Station A on 23rd Street is not subject to the controls listed in Section 6.11 if the walls of Station A collapse or are otherwise damaged beyond repair.

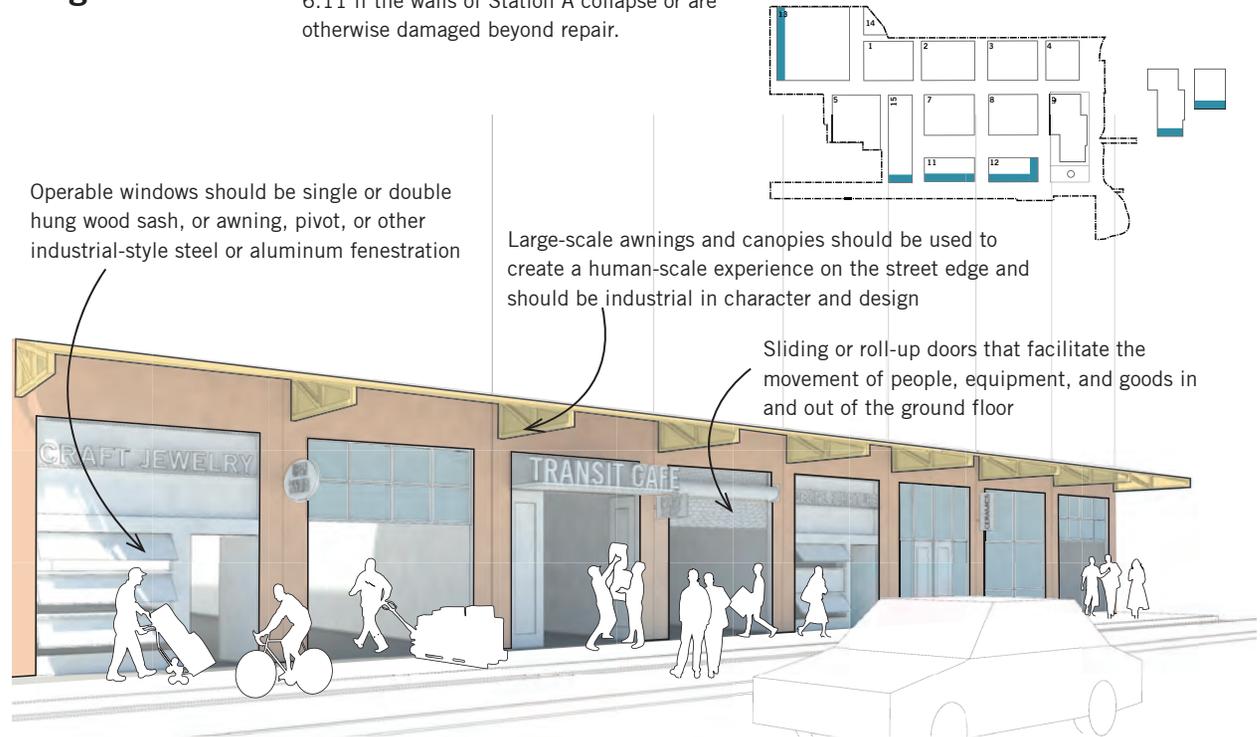


Figure 6.11.1 Third Street Industrial District Frontages

### STANDARDS

#### 6.11.1 Third Street Industrial District Ground Floor Height

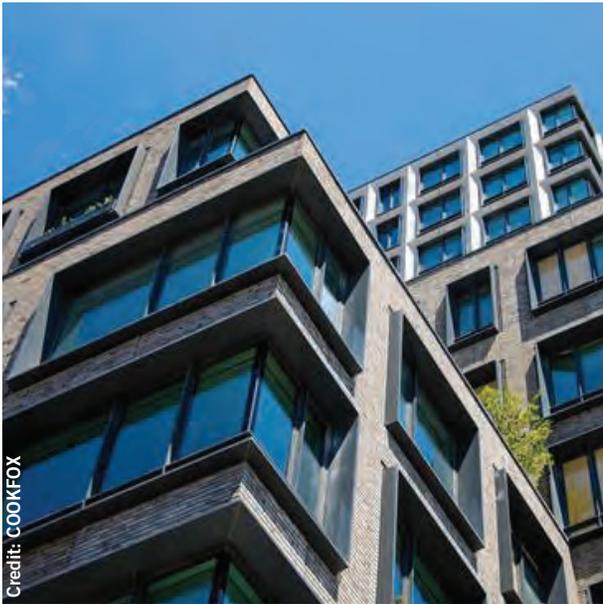
On the Frontages of Blocks 11 and 12 facing the 23rd Street Sugar Warehouses, and Block 13 facing the American Industrial Center all ground-floor spaces shall have a minimum floor-to-floor height of 15 feet as measured from grade. At least 30 percent of the cumulative PDR space pursuant to Figure 3.2.1 shall contain floor-to-floor heights of 17 feet. See also Standard 6.9.1.

#### 6.11.2 Third Street Industrial District Height and Massing

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 including an upper level 10-foot setback at 65 feet on Block 15, and 70 feet on Blocks 11 and 12, as required by Section 6.4.1 Building Setbacks.

#### 6.11.3 Third Street Industrial District Awnings

To reference the industrial awning at the westernmost Sugar Refinery Warehouse, an awning shall be provided on the southern façades of Blocks 11 and 12 that face 23rd Street, and the southern facade of Station A if



Credit: COOKFOX

Openings can turn the corner adding lightness and transparency at the corners of a building with punched openings.

the southern Station A wall collapses or is otherwise damaged beyond repair. Such awnings shall be provided at a height of 15 to 25 feet above sidewalk grade, and may project up to 15 feet into the public realm.

For Block 13 Frontages facing Illinois Street, canopies and awnings shall only be located at the retail land use at the corner of Illinois and 22nd streets.

The character, design and materials used for such awnings on Blocks 11, 12, and 13 shall be industrial in character and design, per these criteria:



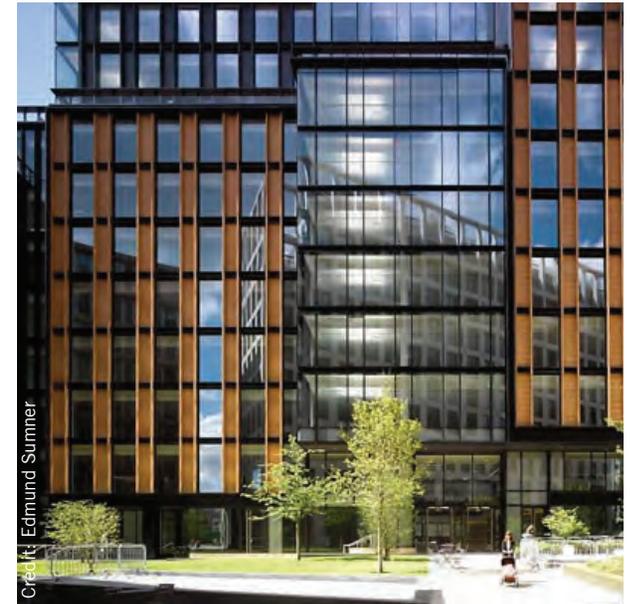
Credit: Fernando Guerra

Well-proportioned panels create a hierarchy of scale within the façade patterning. The recessed entrance provides a focal point.

- They shall be flat or pitched, and shall not be arched. The functional supporting structure and/or tieback rods shall be clearly legible (i.e., remain apparent to the observer);
- Materials used for canopies and awnings shall be utilitarian. Suggested materials include wood, standing seam or louvered metal panels, and corrugated metal.

**6.11.4 Third Street District Fenestration** 

Operable windows shall be single or double hung wood sash, awning, pivot, or other industrial style steel or aluminum fenestration. Casement windows shall be avoided at lower building massing. Divided lite windows are appropriate.



Credit: Edmund Summer

Modulation and articulation relate to structural bays, interior floor-to-floor heights, and activities within.

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 lite windows. Punched openings shall be rectangular in proportion; an exception is the use of segmentally arched openings if the building material is brick.

**6.11.5 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.

## GUIDELINES

### 6.11.6 23rd Street and Illinois Street Frontages

Façades of new construction on 23rd Street and Illinois Street should relate to adjacent historic industrial buildings, and should adhere to the following guidelines:

#### A) Architectural Features

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 Southern Extension. Widths of bays should not exceed 30 feet on-center.

Architectural features such as cornice lines, belt courses, architectural trim, or change in material 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 per Section 6.4.

#### B) Bus Shelter

The bus shelter should be utilitarian in materiality and designed to reflect the industrial nature of the nearby Western Sugar Refinery Warehouse buildings. The bus shelter should be coordinated with the building design on Block 12. (See also Section 6.10.1 Block 12 Transit Support Facilities).

### 6.11.7 Third Street District Openings

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 these buildings should be incorporated along 23rd Street and Illinois Street.

### 6.11.8 Block 9 with or without Unit 3

Block 9 with or without Unit 3 must additionally comply with the following guidelines:

- Design new construction, with or without Unit 3, to be standout architecture—a signature building set within the site's signature open space.
- Design new construction at Block 9, with or without Unit 3, to interact meaningfully with surrounding open spaces and provide permeability through the building's ground floor, allowing pedestrian access directly through the building from its entrance facing Delaware Street to its entrance facing Waterfront Park (see Section 6.15.1). Said entrances should be no less than 15 feet in width.
- A publicly-accessible restroom must be provided.

## CONSIDERATIONS

### 6.11.9 Block 9 with or without Unit 3: Retained Elements

Block 9 with or without Unit 3 should consider the following:

- Consider retaining the existing exhaust infrastructure connecting Unit 3 with the Stack and incorporating it into the new structure;
- Consider preserving other elements of Unit 3 in the new structure on Block 9.

## 6.12 Existing Buildings within the Third Street Industrial District: The Stack

The Stack is a recognizable and well-loved icon of the Central Waterfront, visible from many places around the city. Its historic purpose was as a smokestack for the emissions of the Unit 3 power station when it was operational. This building will be retained as an icon for the site, and the intent for the building is that it can be adaptively reused in any number of ways that will add interest and create a destination along the waterfront.

### STANDARDS

#### 6.12.1 Repair and Seismic Retrofit

Structural and/or seismic upgrades to the interior or exterior of the Stack to ensure safety and resilience of the structure shall be permitted. Such upgrades may include painting (to match existing), installation of carbon-fiber sleeves, and other structural reinforcements as necessary. Exterior upgrades shall not alter the exterior form, including the character-defining features listed in Section 6.12.2, except as permitted in Sections 6.12.3 and 6.13.8.

#### 6.12.2 Character-Defining Features

The following features of the Stack are considered character-defining and shall be maintained:

- Reinforced concrete construction
- Tapered form
- 300-foot height
- Crow's nest walkway
- Exterior metal ladder
- Red paint

### GUIDELINES

#### 6.12.3 Building Access

Up to two penetrations are allowed on the ground floor, allowing for ingress and egress. Each may be no larger than 12 feet wide and 10 feet high.

Penetrations to allow for an occupiable connection between the Stack and Unit 3 to reinforce the stack are permitted on upper stories, provided that the connection is sculpted and designed in a manner that relates to the Stack and its features, and complies with dimensions per Sections 6.13.8 and 6.14.7.

#### 6.12.4 Public Art

The interior of the Stack may be painted or otherwise decorated as public art. Public art installations on the exterior are limited to light installations.



Image looking from the base of the stack toward the top.

## 6.13 Existing Buildings within the Third Street Industrial District: Unit 3

### STANDARDS

#### 6.13.1 Unit 3 Retained Features

If Unit 3 remains and is repurposed as a hotel or residential building, the following existing features must be retained:

- Exterior visibility of at least 50 percent of the steel gridded frame of the Unit 3 structure (as illustrated in Figure 6.13.1 and Figure 6.13.2), with a minimum visibility of 75 percent of the southern and eastern facades. However, transparent materials, including glass, are permitted to cover up to 45 percent of the visible exterior of the Unit 3 structure. Such transparent materials, to the maximum extent feasible, shall have high transparency and low reflectivity;
- The height of the existing Unit 3 structure (131');
- Exterior visibility of the 143-foot tall, concrete elevator shaft; and
- The following features of the eastern façade of the office structure, as shown in Figure 6.13.2: the vertical concrete patterning, the metal panel cladding and glazing pattern, and the façade's solid-to-void ratio.

#### 6.13.2 Waterfront Access Corridor (Turbine Plaza)

A corridor for visual and physical access between Delaware Street and the waterfront must be provided. A portion of the corridor may be enclosed and serve as common space within the hotel, so long as the corridor is open to the public and provides a direct connection between Delaware Street and the waterfront. The unenclosed portions of the corridor serve as outdoor open space. Turbine Plaza extends from Delaware Street to the Bay Trail. At minimum, the corridor must meet the following criteria:

- Have a minimum width of 70 feet;
- Have at least 65 percent of the area open to the sky exclusive of obstructions permitted within setbacks pursuant to Planning Code Section 136 and existing structure(s). Portions of the corridor that are not open to the sky may be enclosed;
- Have a minimum clearance height of at least 25 feet above grade;
- Provide visual access between Delaware Street and the waterfront, with the eastern and western facades of any enclosed portion of the corridor being at least 85 percent transparent;
- Provide pedestrian access between Delaware Street and the waterfront, with the eastern and western facades of any enclosed portion of the corridor having large and obvious doors that welcome the public to cross through any enclosed area;
- Be publicly accessible at times when it is reasonable to expect substantial public use;
- Encourage pedestrian use by allowing furniture, including tables, chairs, umbrellas, heat lamps, planters, and other amenities; and
- Provide ample pedestrian lighting to ensure pedestrian comfort and safety;
- Limit enclosed portions to approximately 95 feet in width (the distance between the existing Unit 3 structure to the south and new addition of the north of Turbine Plaza) and 72 feet in length (35 percent of the length of Turbine Plaza).

#### 6.13.3 Unit 3 Gross Floor Area

The total gross square footage of all buildings on Block 9 shall not exceed 241,600 square feet.

#### 6.13.4 Unit 3 Height

If Unit 3 remains and is repurposed as a hotel or residential building, the maximum building height on the block shall be limited to 85 feet, except for existing portions of the building to remain, including the steel gridded frame at 131 feet and concrete elevator shaft at 143 feet tall. In addition to those features listed in Section 6.2.4, the following features shall be exempt from height:

- Enclosed space related to the recreational and/or Retail use of the roof on the existing Unit 3 structure and new northern addition, provided that each space does not exceed 5,000 square feet. The enclosed space on top of the existing Unit 3 structure is exempt from the minimum setback ratio of 1:1.2 required on the rooftops of other buildings up to 100 feet in height.

#### 6.13.5 Unit 3 Setbacks

Setbacks from the property line commencing at the ground level are required along the eastern, western, southern, and northern Frontages of Block 9, as indicated on Figure 6.4.5, with certain permitted obstructions including pump house, awnings and canopies permitted under Section 6.9.4, furnishings permitted in Outdoor Café and Restaurant Seating and Outdoor Food Service Zones, Section 4.9, and obstructions permitted within setbacks pursuant to Planning Code Section 136. The Unit 3 Public Passenger Loading and Fire Access lane are also permitted within this setback area, as shown in Figure 4.23.1, items 1 and 2. Refer to A.9 for detailed diagrams depicting setbacks.

### 6.13.6 Unit 3 Ground Floor

Active Uses shall be provided on the ground floor, consistent with Section 3.2.3 and Figure 3.2.1.

Unit 3 Frontages with Active Uses shall be fenestrated with transparent windows and doorways for not less than 60 percent of the street frontage at between 2 feet and 12 feet vertical above grade, and must allow visibility of at least 4 feet in depth inside of the building.

### 6.13.7 Unit 3 Additions

Building alterations, including horizontal and vertical additions to the structure are permitted provided that such additions comply with all other applicable provisions of this D4D, including compliance with Sections 6.11, Third Street Industrial District controls, 6.4, Building Setbacks, 6.6 Building Modulation, etc.

### 6.13.8 Above-grade Pedestrian Connections

Enclosed above-grade pedestrian connections are permitted between the existing Unit 3 structure, the Stack, and/or other buildings or structures on Block 9, as long as they meet the following conditions:

- If an above-grade connection between the existing Unit 3 structure and any new additions on Block 9 is constructed, it shall not exceed one story in height (no more than 15 feet tall);
- If constructed at approximately the third story (see Figure 6.13.4), the above-grade connection shall not exceed 50 feet in width;
- If an above-grade connection is provided above the third story, it shall not exceed 30 feet in width, including the width of existing structures (such as the gantry crane);

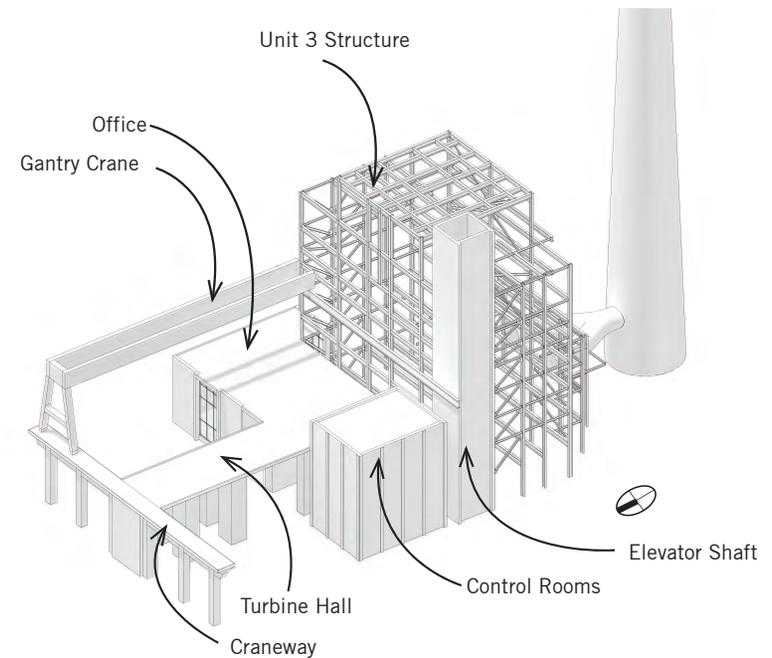


Figure 6.13.1 Components of Unit 3

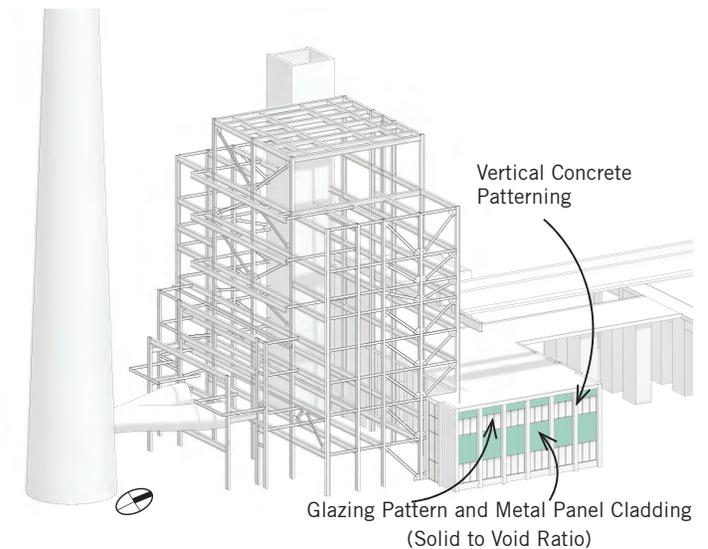


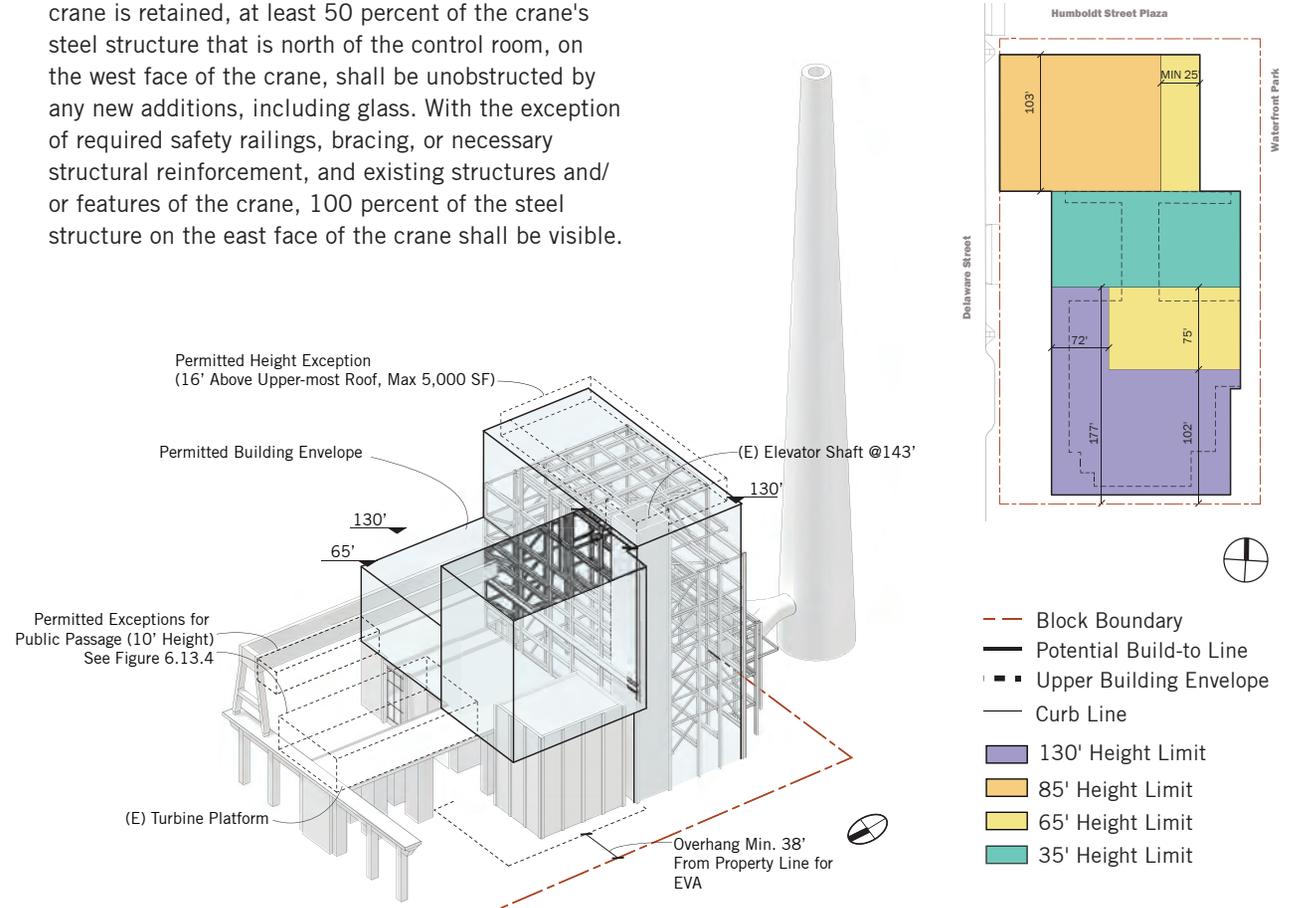
Figure 6.13.2 Components of Office Structure

**6.13.8 Above Grade Pedestrian Connections, continued**

- There shall be at least a two story separation between each above-grade connection;
- Maximum diameter or width of connection is 15 feet - unless adaptively reusing an existing connection between the Stack and Unit 3, in which case, the existing diameter shall not be exceeded;
- Terminate at an opening on the northern surface of the Stack and to the building face of the southern side of Unit 3. The connection shall not extend around the Stack's perimeter if connected to the Stack, unless the perimeter connection is necessary for seismic support of the Stack.
- If an enclosed, above-grade connection between Unit 3 and the Stack above the third story is provided, seismic support for the Stack must also be provided. Note: Only one such connection is permitted, and only if other seismic reinforcement strategies prove infeasible.
- For the connection above the third story, if the gantry crane is retained, at least 50 percent of the crane's steel structure that is north of the control room, on the west face of the crane, shall be unobstructed by any new additions, including glass. With the exception of required safety railings, bracing, or necessary structural reinforcement, and existing structures and/or features of the crane, 100 percent of the steel structure on the east face of the crane shall be visible.

In addition:

- Any connections may be left open to the sky;
- Windscreens up to 10 feet in height are permitted for any connections that are open to the sky;
- Such connections may also contain programming for the primary use of and/or be accessory to the Unit 3 structure; and



**Figure 6.13.3** Unit 3 Massing and Block 9 Height Diagram

## CONSIDERATIONS

### 6.13.9 Unit 3 Retained Features

In addition to the retained features listed above under the standards for Block 9, the following features should be considered for retention where feasible:

- The exhaust tubes connecting Unit 3 and the Stack;
- Concrete construction and exposed infrastructure that expresses industrial character;
- Gantry Crane;
- Turbine Hall.

### 6.13.10 Unit 3 Additions or New Buildings

Additions or any new-construction on Block 9 should be carefully designed to be high quality in construction but modest in character, so as to not draw attention from the primary steel frame structure of Unit 3.

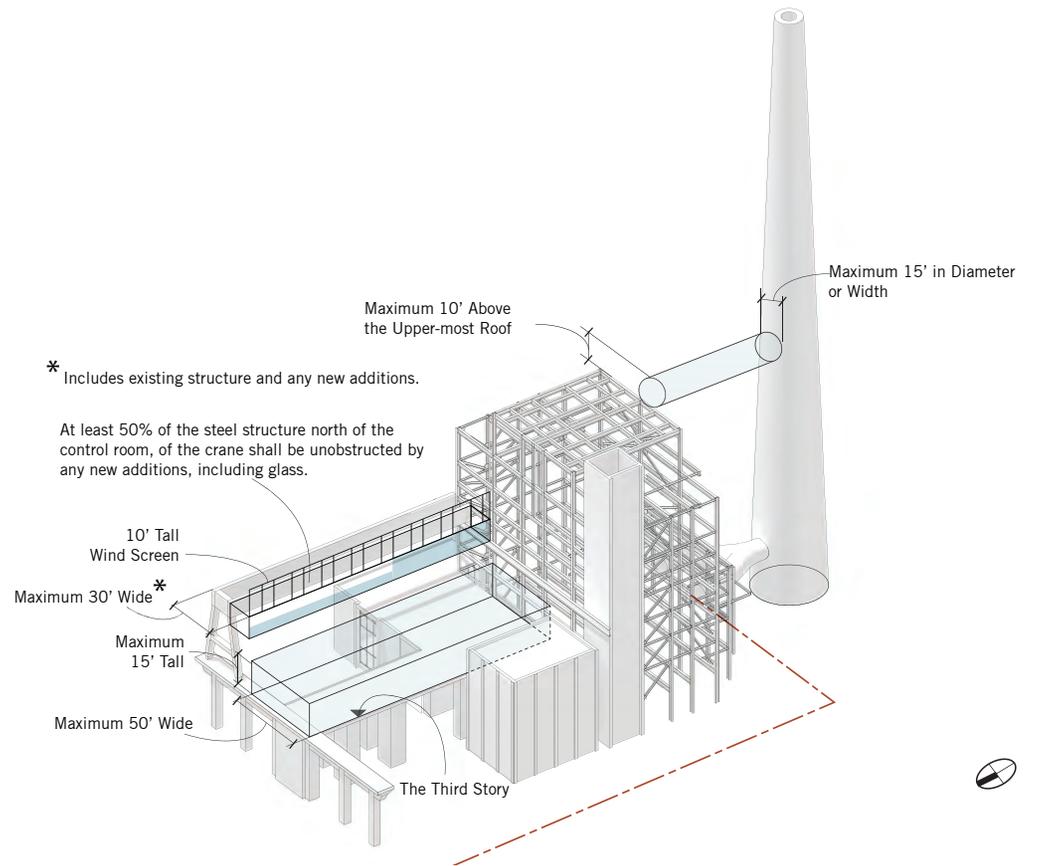


Figure 6.13.4 Above-grade Pedestrian Connections

## 6.14 Existing Buildings within the Third Street Industrial District: Station A

### STANDARDS

#### 6.14.1 Station A Retained Features

Station A shall retain, at minimum, the following walls, for the full existing height of the walls (see Figure 6.14.1):

- The southernmost 250 feet of the western wall;
- The southern wall;
- The eastern wall, and
- The easternmost 60 feet of the northern wall.

Station A is an unreinforced masonry building, which is prone to collapse in earthquakes. Accordingly, there is a chance that Station A could collapse prior to an adaptive reuse project of Station A being constructed.

Given the paramount importance of the building's brick walls to the character of the Project Site, if Station A is damaged by an earthquake or otherwise, any remaining portions of the above-listed walls shall be retained in place and incorporated into the Station A project. If Station A is damaged so severely that 30 percent or less of the above listed walls remain, the following would apply: Standard 3.2.3 "Active Use Frontages," to the degree feasible, and Setbacks per Figure 6.4.5 "Building Setbacks, except without the exemption permitted by Standard 6.4.4 "Station A Exemption. Further, a Mid-block Alley shall be required unless more than 30 percent of the eastern wall is retained, or if retained portions physically preclude its construction. If none of the eastern wall remains, Guideline 6.10.6 shall apply.

#### 6.14.2 Station A Openings

New windows, fenestration or other openings are permitted for up to 30 percent of the total area of

the existing wall or walls retained pursuant to Section 6.14.1. Existing windows, fenestration and/or other openings shall not count against the permitted 30 percent. No more than 20 percent of the total permitted fenestration Area above the ground floor may be contiguous.

#### 6.14.3 Station A Projections

Projections are permitted provided that they do not exceed 30 percent of the total area of the streetwall, or extend more than 10 feet beyond the existing footprint of Station A. See Section 6.14.12 for recommended locations for such projections.

#### 6.14.4 Station A Enclosures

Up to 30 percent of the walls retained pursuant to 6.14.1 may be enclosed by an atrium, light court, or other transparent structure that extends no more than 10 feet beyond the existing footprint of Station A provided that such structure is at least 80 percent transparent and provides a programmatic element that is open to the public, such as but not limited to, viewing platform(s), ground floor retail, atrium and/or a combination of such elements.

#### 6.14.5 Sculpting of Addition to Station A on Block 15

New construction on Station A is allowed up to 145 feet in height along the northern half and 160 feet on the southern half of the building, as shown in Figure 6.2.3.

New construction on Block 15 above the height of the existing Station A walls shall achieve a 15% reduction in overall exterior volume for all mass above the Station A walls. The reduction shall apply relative to a baseline floorplate of 47,089 square feet (ie the footprint of Station A) for construction up to 145 feet and a baseline floorplate of 24,955 square feet for construction

between 145 feet and 160 feet. Assuming the existing Station A walls are an average of 65 feet in height, the overall volume allowed above shall be calculated as follows:

A	Floorplate up to 145' x height between Station A walls and 145' = Volume A	47,089 square feet x 80 feet = 3,767,120 cubic feet
B	Floorplate above 145' x height above 145' = Volume B	24,955 square feet x 15 feet = 374,325 cubic feet
C	A + B = total volume	3,767,120 cubic feet + 374,325 cubic feet = 4,141,445 cubic feet
D	C x 0.85 = maximum buildable volume	4,141,445 cubic feet x 0.85 = 3,520,228 cubic feet
E	C x 0.15 = required volumetric reduction	4,141,445 cubic feet x 0.15 = 621,217 cubic feet

The 15% reduction may be achieved by providing setbacks, a Vertical Hyphen, or a combination of these or other sculpting strategies. The purpose of sculpting the vertical addition above the existing Station A structure is to:

- Differentiate its mass from the existing Station A structure below;
- Reduce its mass to ensure that development on Block 15 does not overwhelm adjacent open spaces and sensitively responds to its immediate context, including adjacent structures, streets, open spaces, and to the existing walls of Station A itself, and;

- Sculpt its mass with an architectural expression that distinguishes Block 15 as a high-quality, character-defining element of the site's urban design.

A project applicant may request and the Planning Director may grant a waiver from the 15% reduction requirement if the Planning Director determines that new construction on Block 15 above the height of the Station A walls demonstrates superior design quality consistent with the provisions of Planning Code Section 249.87 and with the sculpting purposes described immediately above in this Section 6.14.5.

Where a Vertical Hyphen is utilized as a design element, it shall be at least 10 feet in depth and at least one story in height beginning at the height of the cornice of the existing walls of Station A.

Projections in new construction above the existing Station A walls are permitted per Planning Code Section 136 for Streets, Alleys, and Useable Open Space, except that such projections shall be measured from the outer face of the existing Station A walls that faces a street, alley, or open space. To allow for the possibility of a design response that results in a superior design consistent with the provisions of Planning Code Section 249.87 and the sculpting purposes described above in this Section 6.14.5, the Planning Director may approve projections on the eastern wall of Station A (facing Louisiana Paseo and Power Station Park) that deviate from Planning Code Section 136 provided that no projection extends farther than 10 feet beyond the outer face of the existing Station A walls and that projections are limited to no more than 25 percent of the square footage of the building face above the existing Station A walls.

#### 6.14.6 Station A Ground Floor

Minimal Active Use controls pursuant to Figure 3.2.1 apply to the ground floor of Station A, to allow for maximum preservation. However, any windows or fenestration at the ground floor shall be 75 percent transparent and shall not be obstructed by interior furnishings. Active Use controls shall apply to portions of the building where the existing walls of Station A are not retained and along the Frontage directly fronting Power Station Park.

#### 6.14.7 Above-grade Pedestrian Connection between Station A and Block 11

To facilitate the preservation of Station A, an above-grade pedestrian connection between Station A and Block 11 is permitted at the discretion of the Planning Director provided that the connection:

- Is sculpted and detailed with an architectural expression that sensitively responds to both the Station A walls and the new construction on Blocks 15 and 11;
- Helps create a welcoming and public entrance to Louisiana Paseo and Power Station Park beyond while minimizing shadowing impacts to these open spaces to the greatest extent possible;
- Is set back at least 10 feet from the southern faces of Station A and Block 11, and 20 feet from the northern face of Block 11;
- Is set back at least 5 feet on either side of the uppermost level of the connection so as to appear to be tapered, or otherwise sculpted to appear less bulky, and;
- Is no taller than 30 feet or two stories, whichever is greater.

In addition to pedestrian passage, connections are permitted to contain programming related to the principal or accessory use of Station A and Block 11.

### GUIDELINES

#### 6.14.8 Station A Additions

Additions to Station A shall be constructed with high quality materials and finishes per Section 6.8. New additions should be designed to complement and be harmonious with the existing Station A walls. The materials used for new construction shall be differentiated yet compatible with the existing Station A wall materials. Additionally, new additions to Station A can be volumetrically distinct yet should complement the existing walls and/or features. While not incorporated into this D4D and made applicable to the Power Station project, the Retained Elements Guidelines may be a resource: <https://sfplanning.org/project/retained-elements-design-guidelines#info>.

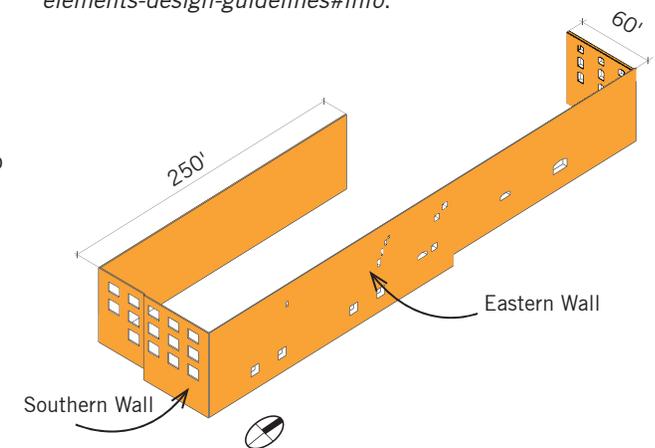


Figure 6.14.1 Station A Retained Features

**6.14.9 Station A Train Door** 

The historic "Station A" train door should be repurposed as an important entry in the building, and considered as part of the building's arrival sequence.

**6.14.10 Station A Walls and Vertical Addition Transition**

Where a Vertical Hyphen or setback is not utilized to transition between the existing Station A walls and the vertical addition above, a transition shall be employed that provides appropriate distinction between the old and new structures. See the San Francisco *Retained Elements Design Guidelines* for approaches that may be appropriate in this context.

**CONSIDERATIONS**

**6.14.11 Station A Ground Floor**

To better activate Louisiana Paseo, consider providing Active Uses for the eastern Frontage directly facing the Paseo.

**6.14.12 Relationship to Power Station Park**

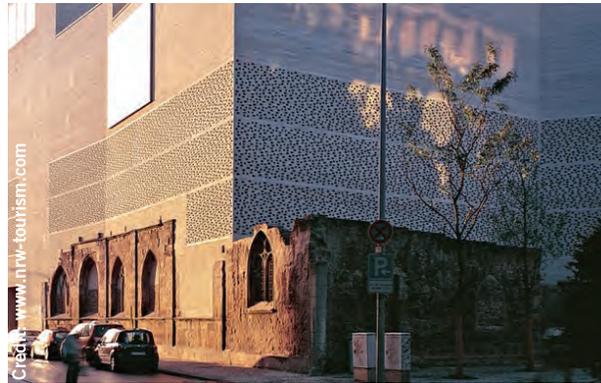
Consider the building's relationship to Power Station Park, and encourage interaction between the building and the park with features such as a publicly accessible atrium or open space.

**6.14.13 Historic Penetrations** 

Where projections, entrances, or other architectural features are incorporated on retained historic façades, consider relating the location of such features to the locations on the façade where penetrations historically existed to maximize preservation of the structure and retain character-defining features (see Appendix F).



Credit: Herzog & de Meuron  
The Caixa Forum demonstrates an addition with a material contrast.



Credit: www.ntvr-tourism.com  
The Kolumba Museum demonstrates material contrast, but with a complementary, harmonious addition.



Credit: Harquitectes  
An example of the first vertical hyphen alternative described in Section 6.14.5.



Credit: Herzog & de Meuron  
The Hamburg Philharmonic is an example of a volumetrically distinct, yet complementary addition.



Credit: www.restorationhardware.com  
The Restoration Hardware store in New York is an example of an addition with harmonious materials.



Credit: Mikkelsen Arkitekter  
An example of the second vertical hyphen alternative described in Section 6.14.5.

## 6.15 Park Frontages

Building frontages facing Power Station Park and Waterfront Open Spaces are opportunities for architecture that will be inviting and create a sense of arrival and interest.

Third Street Industrial District frontage controls will also apply to specific Power Station Park and the Waterfront Open Spaces frontages as indicated in Figure 6.11.1.

### STANDARDS

#### 6.15.1 Waterfront Access at Block 9

The design of Block 9 without Unit 3 shall allow for direct pedestrian passage through the building from its entrance facing Delaware Street to its entrance facing Waterfront Park. See Section 6.13.2 for requirements related to the Waterfront Access Corridor at Block 9 with Unit 3 (also known as Turbine Plaza) and Section 6.11.8 for waterfront access guidelines for Block 9 without Unit 3.

### CONSIDERATIONS

#### 6.15.2 Permeability

Use of accordion doors, roll up doors, and other ways to increase permeability between indoor and outdoor uses is encouraged.

#### 6.15.3 Historic Shoreline

Buildings may include references to the historic shoreline that runs through the eastern portion of Power Station Park, utilizing shifts in building planes, changes in material, or other interpretive design elements.

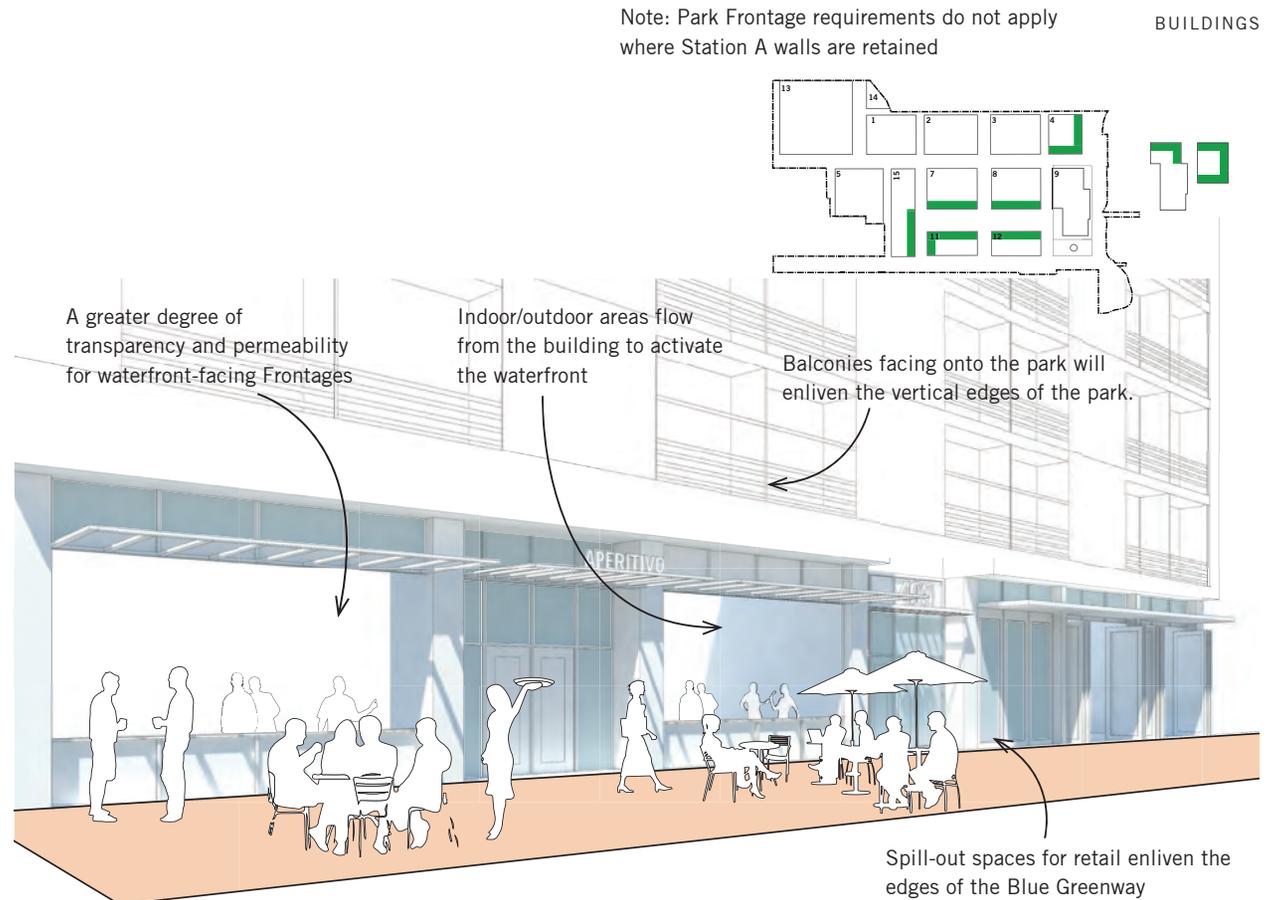


Figure 6.15.1 Park Frontages

#### 6.15.4 Balconies and Terraces

Building frontages facing Power Station Park and Waterfront Open Spaces are an ideal location for generous balconies and terraces, which will enliven the built edge of the waterfront. The design of these frontages may incorporate large overhangs and balconies as an integral part of the design concept.

#### 6.15.5 Pedestrian Passages

Building frontages facing Power Station Park and Waterfront Open Spaces are ideal locations for transparent building atria that form connections through buildings from the Park or Waterfront to surrounding streets.



Façades that can be folded away create a sense of connection between the indoor and the outdoor environment.



This waterfront building uses the structure at the building edge as a way to frame inviting indoor/outdoor spaces.



Larger-scale moves at the ground floor create an emphasis on the public nature of the uses.



This waterfront building frontage is designed to be very permeable with many balconies and an indoor-outdoor ground floor that spills out and activates the adjacent wharf.

## 6.16 Residential Character

Residential buildings may be characterized by a finer-grained pattern of small-scale stoops and entryways. These intermediate spaces are neither fully private nor fully public, creating a comfortable social interval between a unit and the street. Where stoops are large enough to be occupied, they can provide an opportunity for casual interaction between neighbors and with passersby.

San Francisco's draft *Ground Floor Residential Design Guidelines* may serve as a reference for additional approaches to ground-floor design.

### STANDARDS

#### 6.16.1 Minimum Height of Stoops

Residential stoops that are slightly elevated from the street create a comfortable social distance that lets residents experience greater privacy in their unit. The landing elevation of stoops for residential units shall be between 18 and 48 inches above finished sidewalk grade, unless the building is located on a grade that does not permit stoops to be provided at this elevation without requiring internal ramping or stairs to connect the units to the building's lobby and amenities.

Up to 25 percent of stoops on any given Frontage may deviate from these minimum 18-inch and maximum 48-inch elevation requirements. This requirement shall be superseded by ADA requirements if said ADA requirements do not permit implementation.

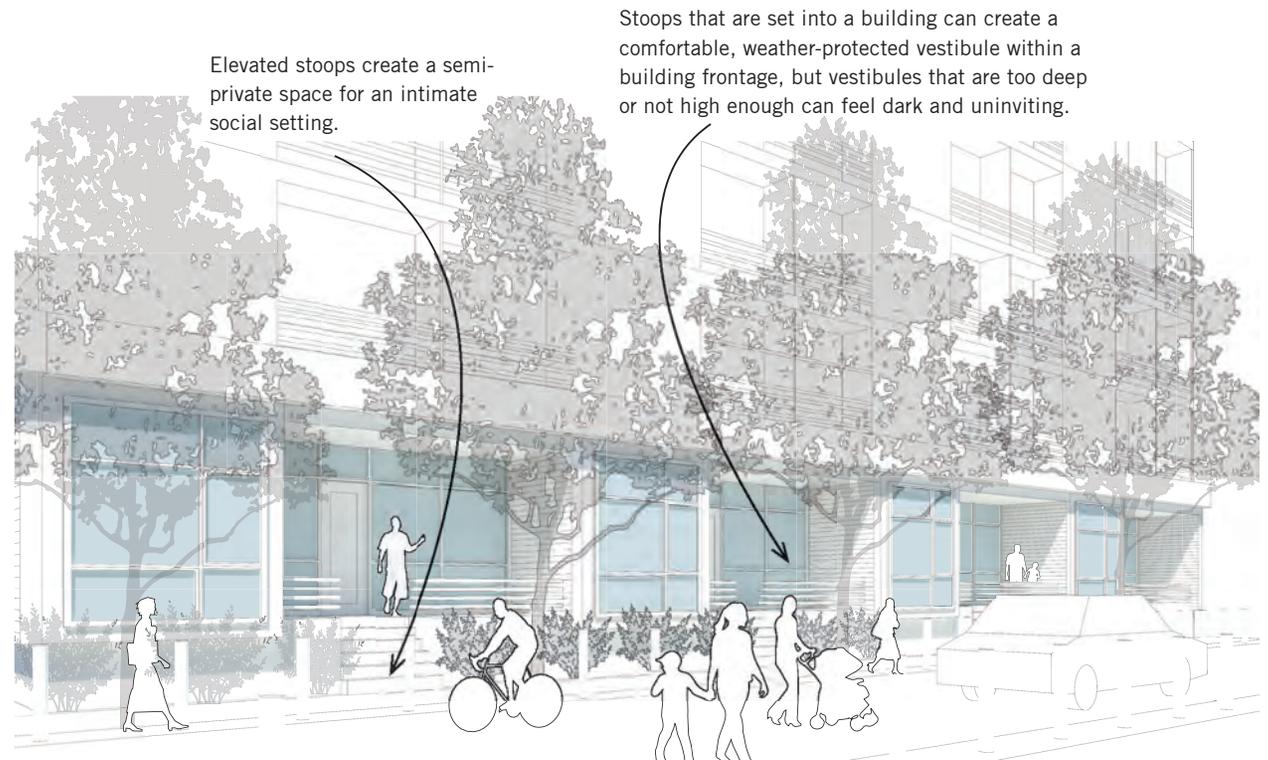


Figure 6.16.1 Residential Character

#### 6.16.2 Inset Stoops

Stoops that are inset to a building can create a comfortable, weather-protected vestibule within a building Frontage. However, vestibules that are too deep and not high enough can feel dark and uninviting. If a vestibule is provided, the height of the vestibule shall be at least 1.5 times the depth of the inset; for example, a vestibule that is inset 6 feet is required to be at least 9 feet in height.

Stoops that are set into a building can create a comfortable, weather-protected vestibule within a building frontage, but vestibules that are too deep or not high enough can feel dark and uninviting.

#### 6.16.3 Stoop Entries

Where stoops are provided, they shall be considered secondary entries, where unit numbers and doorbells are not to be placed. The primary entry must be through an accessible path of travel (such as an interior lobby). Secondary entrances must also have lockable gates, which help identify stoops as secondary entrances; these gates may be low in height.

Shall the Department of Building Inspection permit entrances at stoops to serve as primary entrances and meet all applicable ADA requirements, stoops may be considered primary entrances.

#### 6.16.4 Projection of Stoops

Stoops and planted areas along the face of a building can create a softer edge where residential buildings meet the street. In order to allow for a strong streetwall while also ensuring that stoops have adequate room to enliven sidewalks, stoops are allowed to encroach up to 4 feet into the adjacent sidewalk of a shared street, alley, or open space, as long as a minimum 6-foot continuous Pedestrian Throughway is maintained on sidewalks of open spaces, and a continuous 4-foot Pedestrian Throughway is maintained on Shared Streets and Alleys; and where fire access throughways are maintained (if required).

### CONSIDERATIONS

#### 6.16.5 Residential Building Design

The design of residential buildings should respond to the different characters of the streets that they face. On Major Streets like Georgia Street or Maryland Street, the ground floor can be more urban and vertical in nature, with double-height insets appropriately scaled to these larger streetwalls.

On Minor Streets, such as Louisiana and Delaware streets where the streetwall is lower and lanes are narrower, residential character can be articulated as townhomes or individual units. Frontages here might include bay windows and wood siding, similar to those in other lower-scale neighborhoods in San Francisco.

#### 6.16.6 Planting

The placement of planting between stoops and entryways should be considered on Neighborhood Residential Streets as a way to create a softer building edge and a more residential feel to the streets, as a contrast to the hardscape of Neighborhood Commercial and Mixed-Use Streets (see Figure 5.1.1 for Street Types).



Credit: Perkins+Will

As illustrated in the above image, stoops and planted edges that encroach into the adjacent sidewalk can help create a softer street-edge for residential buildings.



Architect: ISA Architecture, Folsom Powerhouse, Philadelphia

Stoops create a comfortable, intermediate social space between the public realm of the street and the private realm of a residence.

## 6.17 Active Use Character

Wherever buildings are required to have Active Use frontages and do not have lobbies, dwelling units, PDR, or Retail uses, their ground floors will be characterized by a range of other Active Uses that bring activity and transparency to street edges.

The Active Use designation encompasses a wide variety of uses to allow for flexibility and variety, so long as the requirement for a high degree of transparency is met, to ensure that they will contribute to the life of the streets they face.

At the Power Station, the Active Use designation permits even more flexibility than in other parts of San Francisco, to allow for a greater mix of uses (such as allowing Retail to be mixed with greater amounts of Office or PDR space). By allowing for a greater mix of uses, these frontages can be flexible and supportive of a dynamic ground floor, where manufacturing, sales, and business management can all be accommodated in a smaller footprint.

Where Office and PDR Uses exist alongside Retail, the uses more active in nature, such as the Retail and PDR, will be oriented towards the street to give the street a social edge and create opportunities for the public to interact with these ground-floor uses.

Because Active Uses will be designed with the same level of transparency as Retail Frontages, they are also an opportunity to enliven the edges of buildings facing onto sidewalks and open spaces.



**Figure 6.17.1** Active Use Character



Outdoor seating areas and pre- and post-function spaces directly outside of community facilities create spaces for conversations and events to spill out of the building, allowing the community facility to engage and activate the public realm.



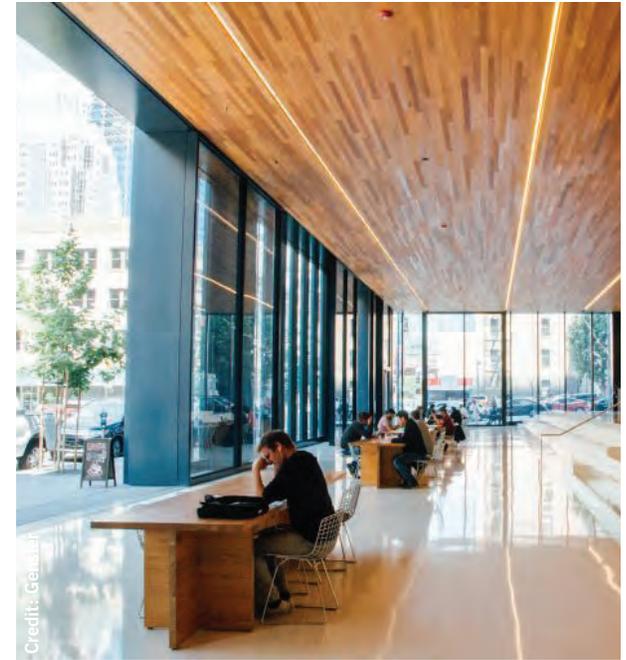
## CONSIDERATIONS

### 6.17.1 Frontages for Wellness and Gathering

Active Use frontages present an opportunity for building amenities that focus on wellness and provide physical spaces for residents and employees to gather as a community in residential and non-residential buildings alike. Examples of well-used spaces that are supportive of wellness and gathering are kitchens, lounges, meeting/dining/game rooms, fitness rooms, and bicycle storage rooms that are well designed and accessible to the street.

### 6.17.2 Frontages for Community Uses

For community uses in particular, ensure that the design of the outdoor areas in front of these frontages conveys a welcoming character and facilitates opportunities for lingering and social interaction. Consider larger doorways, indoor or outdoor spaces for pre- and post-function conversations, and benches for additional seating.



Where offices are located in Active Use frontages, Social Spaces should be oriented toward the street, consistent with Standard 3.2.3.

## Building Experience and Operations

A complete neighborhood is a pleasant experience, not only for visitors and passersby, but also for residents and building occupants.

Attention is turned to building performance and operations in this section, where standards and guidelines are provided for human wellness, recycled water, thermal energy, rooftops, and parking for bicycles and vehicles alike.

## 6.18 Sustainable Buildings and Human Wellness

While the development embraces its industrial past as a power station, it facilitates a sustainable, healthy future through building standards that prioritize human health and wellness and reduce material, water, and energy waste.

The following pages articulate strategies that help reduce greenhouse gas (“GHG”) emissions. According to the Intergovernmental Panel on Climate Change, major reductions in greenhouse gas emissions across all sectors are critical to limiting human-induced global warming to 1.5 deg Celsius. The State of California and the City of San Francisco are leaders in climate change mitigation, and the State has set a target for all new construction to be net zero by 2030 in accordance with the Paris Climate Accords target of Net-Zero Cities by 2050. Reducing GHG emissions helps facilitate a sustainable future for the environment while also prioritizing human health and wellness.

New infrastructure at the Potrero Power Station will take advantage of the mix of uses on site, allowing parcels to work together to save water and potentially energy. Certain residential buildings, which generate more graywater and blackwater than they can use, could host water treatment systems to provide recycled water to meet district-wide non-potable water demands for flushing, irrigation, and cooling towers. Commercial and Laboratory buildings could capture the waste heat generated from their cooling processes and use this for heating and/or domestic hot water production in residential buildings. Each of the building types on the site could turn their ‘waste’ into a resource for district-wide water and energy savings.

The implementation of measures to reduce GHG emissions, including shared thermal energy plants

and all electric systems for building heating and hot water production, shall be determined by a number of factors, including future utility rates, building design, and feasibility as determined by the Project Sponsor. These considerations are important to reduce the project’s climate change impact and to future-proof the development in anticipation of evolving regulations.

### STANDARDS

#### 6.18.1 Building Performance

All buildings are required to achieve a certification of LEEDv4 Gold or better.

#### 6.18.2 Non-Toxic Building Interiors

The use of toxic compounds as identified by the 2016 *California Green Building Code* is prohibited in all buildings.

#### 6.18.3 Non-Potable / Recycled Water

The Potrero Power Station project will pursue one of the following two options for complying with the City’s Non-Potable Water Ordinance, which requires non-potable water sources for flushing, irrigation, and cooling towers:

##### Option 1

Water treatment plants will treat wastewater generated within certain development blocks to San Francisco Health Code Article 12C water quality standards and deliver to all buildings and open space areas within the project site through a new, private, non-potable water distribution system within the public right-of-way. See Figure 6.18.1. (Note that an encroachment permit from the Department of Public Works and an exemption from the Recycled Water Ordinance from the SFPUC would be required under Option 1).

If private water treatment plants are incorporated into the project, the best candidates for wastewater collection and treatment are Blocks 1, 5, 7, and 8 (see Figure 6.18.1); these blocks are planned for residential land use, which generates the largest amount of wastewater on site.

The number of water treatment plants incorporated into the project shall meet the need of project-wide non-potable demands for flushing, irrigation, and cooling towers. If wastewater collection and treatment in the blocks identified above do not meet the project-wide non-potable needs, additional residential buildings shall incorporate water treatment (likely Blocks 9 and 13).

The treatment plants shall treat wastewater to San Francisco’s non-potable standard. Pumps required to maintain pressurization in wastewater collection lines and/or non-potable water distribution lines will be provided by the vertical developer as necessary.

Wastewater treatment may also be satisfied by a single centralized treatment plant, which would likely be located on Block 8.

##### Option 2

In the event that the City constructs a regional recycled water facility that provides recycled water to the project site, the project may connect to this system, delivering recycled water to development parcels through a new, public recycled water distribution system within the public right-of-way. In this case, the Power Station project would not include construction of separate water treatment or non-potable water distribution systems on private parcels.



#### 6.18.4 Materials & Resources

Building material selection shall consider attributes such as embodied carbon, recycled and regional content, and material toxicity. Each building shall earn a minimum of three (3) points total under the following LEED Materials & Resources credits:

- MRc Building Lifecycle Impact Reduction
- MRc Building Product Disclosure & Optimization (BPDO): Environmental Product Declarations (EPD)
- MRc BPDO Sourcing of Raw Materials
- MRc BPDO Material Ingredients

#### 6.18.5 Real Time Transportation Information Displays

In the lobbies of buildings that contain predominantly Office Uses, or those that fall under Land Use Category B pursuant to the "TDM Program Standards" adopted August 4, 2016 and updated June 7, 2018, real-time transportation information shall be provided on displays (e.g., large television screens or computer monitors) in prominent locations (e.g., entry / exit areas, lobbies, elevator bays) to highlight sustainable transportation options and support informed trip-making. At minimum, transportation information displays shall be provided at each major entry / exit. The displays shall include real-time information on sustainable transportation options in the vicinity of the project site, which may include, but are not limited to, transit arrivals and departures for nearby transit routes, walking times to these locations, and the availability of car-share vehicles (within or adjacent to the building), shared bicycles, and shared scooters.

#### 6.18.6 Delivery Support Amenities

Buildings containing predominantly Office and Residential Uses, or those that fall under Land Use Categories B and C pursuant to the "TDM Program Standards" adopted August 4, 2016 and updated June 7, 2018, shall facilitate delivery services by providing an area for receipt of deliveries that offers one of the following: (1) clothes lockers for delivery services, (2) temporary storage for package deliveries, laundry deliveries, and other deliveries, or (3) providing temporary refrigeration for grocery deliveries, and / or including other delivery supportive measures as proposed by the property owner that may reduce Vehicle Miles Traveled by reducing the number of trips that may otherwise have been made by single occupancy vehicles.

#### 6.18.7 Recycled Water

Cooling systems shall use recycled water as a non-potable demand in the SFPUC Water Budget Application District-scale calculator.

## CONSIDERATIONS

#### 6.18.8 Shared Thermal Energy Plants

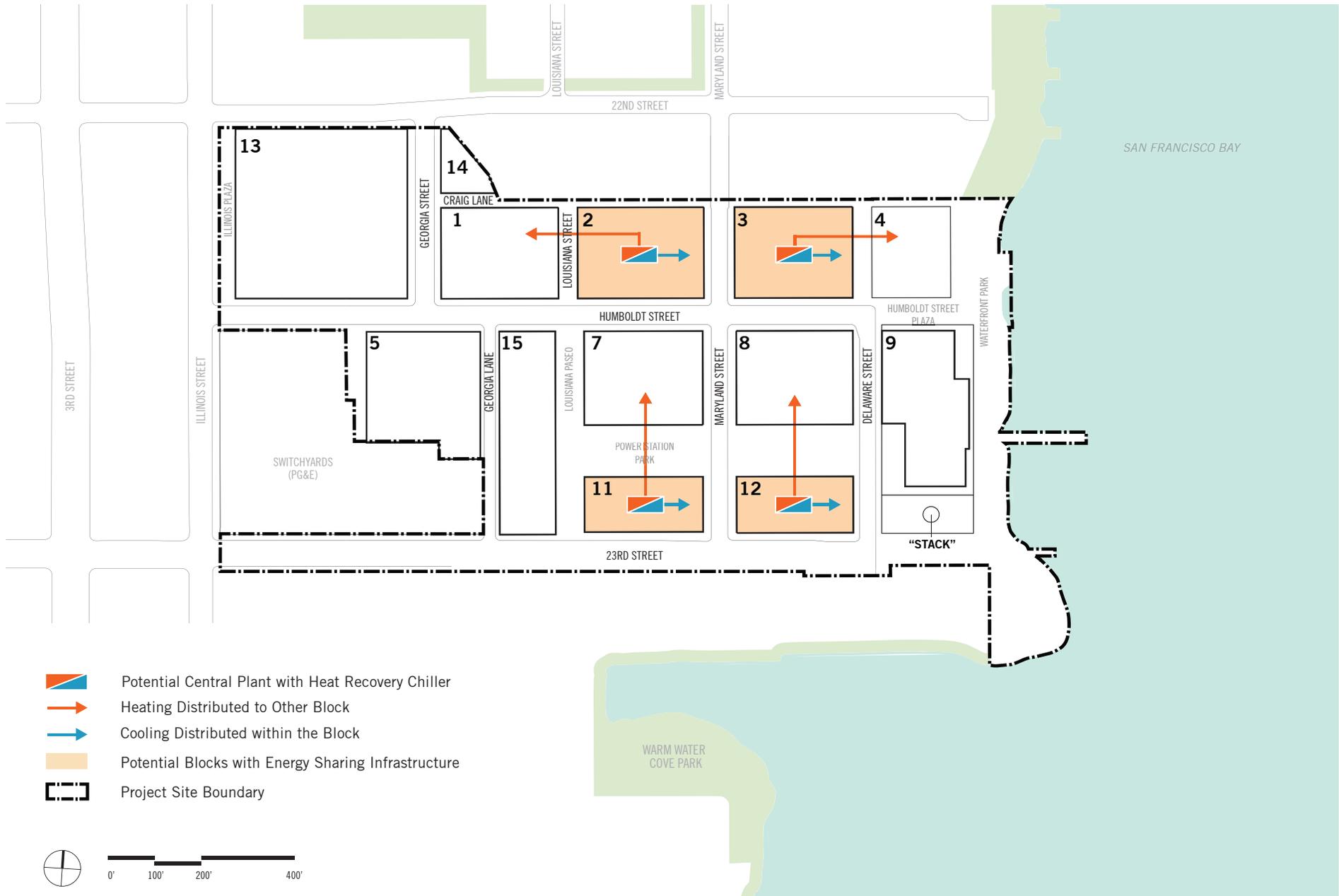
The project may elect to construct shared thermal energy plants within the project site if the Project Sponsor determines that such a system would be feasible. These plants would use shared thermal energy plants within the project site to recover waste heat from commercial buildings for use in space heating and domestic hot water production in residential buildings to reduce the project's overall energy and water demands. A connection would be provided between residential and commercial building pairs when (1) such pairing would result in an energy efficiency benefit, and (2) a connection can be made without crossing a public right-of-way.

Anticipated residential-commercial pairings include Blocks 1 and 2; 3 and 4; 7 and 11; and 8 and 12. See Figure 6.18.2.

Shared thermal energy plant equipment installed in commercial buildings would include heat recovery cooling equipment such as heat recovery chillers to provide excess hot water to the adjacent residential buildings for space heating and domestic hot water production. Residential buildings would install space heating and domestic hot water equipment capable of utilizing the hot water provided by the adjacent commercial building.

In a residential/commercial pairing, if construction of a shared thermal energy plant in the residential building precedes construction of the commercial building, temporary provision of hot water for space heating and domestic hot water would be provided. In the case of this temporary provision, electric or natural gas may be used to produce hot water.

Figure 6.18.2 Thermal Energy System



### 6.18.9 All-Electric Buildings

Any building in the project may elect to eliminate the use of natural gas to reduce operational GHG emissions and limit on-site combustion. During the design for each building, the feasibility of systems that provide for all-electric space heating, domestic hot water production, and cooking should be explored.

### 6.18.10 Resilient Energy

Consider providing sufficient renewable energy generation and battery storage to support adequate power supply for up to 72 hours during emergencies and power outages.

### 6.18.11 Natural Ventilation

The San Francisco climate is particularly well-suited to natural ventilation, with moderate outdoor air temperatures that are typically in a comfortable range. Buildings that are naturally ventilated deliver the co-benefits of fresh air for occupants, reduction in energy needed to condition outdoor air, and greater resilience in the case of energy blackouts. Consider using operable windows and/or HVAC systems that allow for natural ventilation.

### 6.18.12 Natural Daylight

Passive lighting and access to natural daylight should be used where possible. Access to natural daylight can improve physical energy, performance, and overall human health. Artificial lighting can be one of the largest demands on building energy. By enhancing access to natural daylight, buildings can better serve both occupants and the environment.

### 6.18.13 Solar Control and Exterior Shading

Façades that are south- or west-facing can be exposed to greater amounts of thermal energy from the sun, causing heat-gain to the building and requiring additional energy for cooling. Consider using passive means of shading these building façades. Examples include use of more solid wall, less glazing, louvers, and eaves.

### 6.18.14 Active Design

Buildings that are designed to prioritize the use of stairs help support healthy habits and increase the likelihood of chance encounters between building occupants. Where appropriate, feature stairs as the main path of circulation. Locate communal spaces like kitchenettes and lounges near stair landings to draw occupants to the stairs, for convenience and community. Encourage the active use of rooftops and the construction of spaces that support the recreational use of rooftops.

### 6.18.15 Biophilic Design

Research suggests that humans possess an innate tendency to seek connections with nature. Since most people spend 90 percent of their time indoors, biophilic design -- such as incorporating greenery, green spaces, or views to such spaces when indoors -- helps satisfy our desire to affiliate with nature in buildings. Biophilic design can serve as an amenity that also contributes positive health benefits. Where possible, provide access to landscaped roof gardens and/or balconies. In the design of these spaces, consider creating microclimates that are supportive of planting, with protection from wind and adequate sun for planting to thrive.

### 6.18.16 Building Amenities for Wellness

Building amenities that address wellness can be appealing for residents, visitors, and employees. Examples of amenities that support wellness in residential or commercial buildings are:

- Fitness rooms that are close to and visible from an outdoor space, so that people have the choice of incorporating outdoor exercise;
- Collaborative or conference spaces that can also accommodate informal fitness classes, meditation groups, or other fitness-related activities;
- In residential buildings, wellness facilities such as steam rooms, saunas, and jacuzzis;
- Rooftop open spaces and enclosed space related to the recreational use of the roof.

### 6.18.17 Family-Friendly Design

Buildings should consider amenities that address the needs of families, such as lobbies with storage for strollers, shopping carts, and convenient car seat storage for families that do not own cars.

### 6.18.18 Pet-Friendly Design

Residential buildings should consider dogs and their owners in the design of amenities. Dog runs, pet wash facilities, and pet relief areas should be considered and incorporated into building programming where possible.

**6.18.19 Climate Resilience** 

Buildings should consider design strategies to maintain thermally comfortable interior conditions in the event of a power failure in current and future climates. Buildings should comply with Article 38 of the Public Health Code as required to support high indoor air quality during times of poor outdoor air quality.

**6.18.20 Real Time Transportation Information Displays**

 Consider providing real time transportation information displays per Section 6.18.5 in prominent locations of buildings that fall under "TDM Program Standards" Land Use Categories A, C, and/or D, in addition to those required for Land Use Category B.

**6.18.21 Renewable Energy** 

Evaluate the feasibility of meeting 100% of building energy demands with greenhouse gas free or renewable electricity through a combination of on-site renewable energy generation and green power purchase.

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## 6.19 Building Rooftops

The project roofscape should be designed to balance renewable energy generation and Living Roof coverage. In addition to providing such benefits as stormwater management and biodiversity, Living Roofs, as defined below, can also enhance Usable Open Spaces located on the roof. Refer to Table 6.19.1 and Figure 6.19.1 for the preferred approach to renewable energy and Living Roof location for each block.

### STANDARDS

#### 6.19.1 Better Roofs

All building rooftops shall comply with the *San Francisco Green Building Code* section on Renewable Energy and Better Roofs. With Planning Department approval, the project may demonstrate compliance with the Better Roof requirements, including the Living Roof Alternative, as provided in Planning Code Section 149, *Better Roofs: Living Roof Alternative Ordinance*.

A "Living Roof" is defined as the media for growing plants, as well as the set of related components, installed exterior to a facility's roofing membrane. Living Roofs include both "roof gardens" and "landscaped roofs" as defined in Planning Code Section 149. To comply with Planning Code Section 149, Living Roofs must function as stormwater management and be approved by SFPUC.

The *Better Roofs: Living Roof Alternative Ordinance* allows for the project to meet the Better Roofs requirements across multiple buildings as a collective system (rather than on a building-by-building basis), in order to allow for a comprehensive approach to the district roof-scape, and to create meaningful greening through habitat-supportive planting and stormwater management. Living Roofs will be most effective on rooftops that are visible from taller buildings, and/or rooftops where a Living Roof can contribute to meeting building stormwater management requirements. Buildings within the combined sewer watershed must provide a Living Roof at no less than the percentages listed in Table 6.19.1 to meet SFPUC stormwater management requirements.

See Table 6.19.1 and Figure 6.19.1 for recommendations for where to locate solar energy or heating systems versus Living Roofs.

#### 6.19.2 Living Roof Non-Potable Irrigation

Plant palettes selected for Living Roofs shall accommodate the site-wide requirement that all irrigation must use non-potable water.

### CONSIDERATIONS

#### 6.19.3 Photovoltaic Panels

Portions of the roof area with direct solar access should be considered for solar energy or heating systems (including PV panels). Wherever possible, mount solar energy or heating systems over mechanical equipment, on structures over Living Roofs, or structures used for human shading. Where solar energy systems are combined with Living Roof area, incorporate shade tolerant species beneath solar energy systems. The Living Roof can cool the area beneath the solar panels and increase panel efficiency while solar panels can direct rainwater towards vegetation.

#### 6.19.4 Living Roof Permanent Irrigation

Consider subsurface irrigation and weather or moisture-based controllers for permanent irrigation systems.

#### 6.19.5 Living Roof Pollinator Habitat

Where possible, design Living Roofs to support pollinator habitat with native plants comprising at least 50 percent of the selection. Select brightly colored, native plants that flower across at least three seasons. Provide a diversity of plant types and prioritize lower rooftops as location for Living Roof.

**6.19.6 Living Roof Uses** 

Consider additional uses for Living Roofs, such as community or private gardens to support urban agriculture or meaningful pollinator habitat.

**6.19.7 Rainwater Harvesting** 

Consider rainwater harvesting and reuse of stormwater runoff from roof areas as a source of non-potable water.



A green roof with native plantings for a pollinator habitat. Image from the *Living Roof Manual*, a valuable resource for green roof design and planting.

**Table 6.19.1** Better Roofs Recommendations

BLOCK NUMBER	RECOMMENDED APPROACH TO BETTER ROOFS STANDARDS
Block 1	30 percent Living Roof located on the Base
Block 2	15 percent photovoltaics
Block 3	15 percent photovoltaics
Block 4	30 percent Living Roof
Block 5*^	15 percent photovoltaics located on the Base
Block 15^	Dependent on design
Block 7*	15 percent photovoltaics located on the Base
Block 8	30 percent of the Base for Living Roof and 15 percent of the Upper Building for photovoltaics
Block 9	Dependent on design
Block 11	30 percent Living Roof
Block 12	30 percent Living Roof
Block 13^	30 percent Living Roof
Block 14	30 percent Living Roof
The Stack	N/A

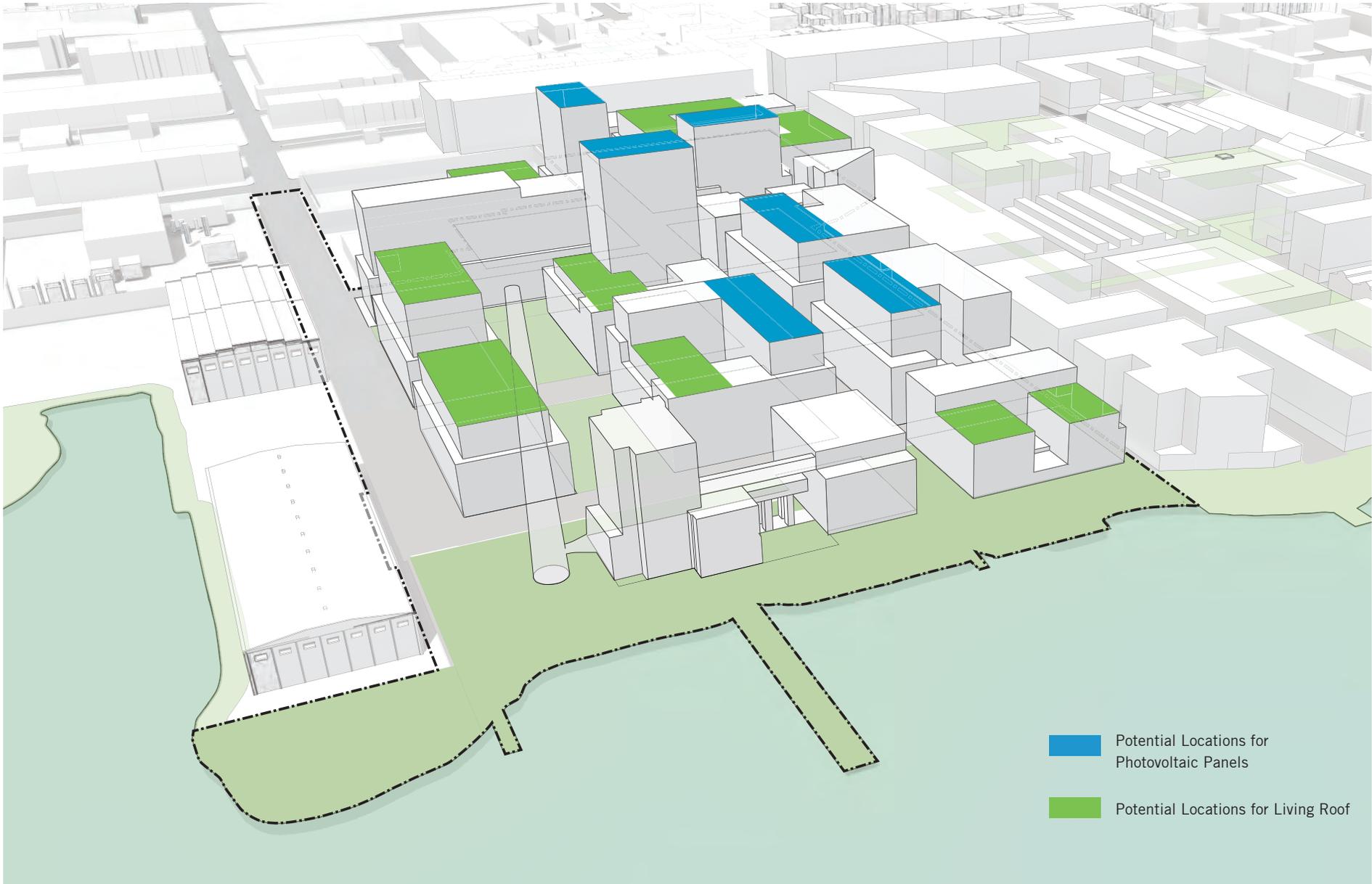
Notes:

All percentages in the above table reference the percent of roof space defined as the minimum solar zone area and calculated per *Title 24, Part 6, Section 110.10(b)*

\*Remaining percentage of roof area required to meet Better Roofs can include any combination of Living Roof or photovoltaics on the Upper Building or Base, provided that the building complies with the standards listed above.

^All percentages reflect minimum roof areas, however, Living Roof percentages on Blocks 5, 15, and 13, in particular, may exceed 30 percent to address stormwater management requirements pursuant to the SFPUC Stormwater Management Ordinance (SMO).

Figure 6.19.1 Conceptual Better Roof Design



## 6.20 Off-Street Parking and Loading

### STANDARDS

#### 6.20.1 Building Address

The address of a building serves as the main drop-off point for vehicles and the location to which emergency vehicles are called. Building addresses shall be located in proximity to vehicle drop-off areas and fire stand-pipes.

#### 6.20.2 Off-Street Parking

Parking is permitted on all blocks as an accessory use. With the exception of the above-grade District Parking Garage, parking at the ground level shall be wrapped with Active Uses for the first 25 feet of building depth at the ground level of Active Use, PDR and Priority Retail Frontages, and with Active Lane Uses on Active Lane Frontages. Parking above the ground level shall be wrapped with any principally permitted use for the first 15 feet of building depth.

Accessory parking is permitted up to the following maximum ratios and may be provided on a different parcel than the principal use:

- 0.6 cars parked per dwelling unit;
- 1 car parked per 1,500 square feet of Occupied Floor Area of Non-Retail Sales and Services, Industrial, PDR, Laboratory, or Life Science Uses;
- 3 cars parked per 1,000 square feet of Occupied Floor Area of Grocery Store; and
- 1 car parked per 16 hotel guest bedrooms plus 1 car parked for a hotel manager.

Parking for uses not listed above is not permitted. Each of the above cars parked may be accommodated in an independently accessible parking space.

Below-grade parking is permitted where off-street parking is allowed. While below-grade parking shall not extend beneath public rights-of-way, it may extend beneath privately-owned open spaces, Shared Streets at Delaware and Louisiana Streets, as well as Craig Lane, which are private streets. See Section 4.12.

#### 6.20.3 Electric Vehicle Charging

All off-street passenger vehicle parking spaces shall provide an electrical power source capable of supporting future Electric Vehicle Supply Equipment (“EVSE”).

At least 25 percent of off-street passenger vehicle parking spaces in Residential buildings shall be equipped with EVSE.

#### 6.20.4 Car Share

Buildings shall provide dedicated car share parking as required by Planning Code Section 166. See Table 6.20.1 for requirements as of adoption of this D4D. A project applicant may request and the Planning Director may grant a reduction in the required car share parking as a Minor Modification per the SUD.

#### 6.20.5 Parking and Loading Entrances

Building entrances for parking garage and loading dock access are allowed only on those Frontages indicated in Figure 6.20.1.

With exceptions as noted in this section, no more than 22 feet of any given Frontage of a new or altered structure facing a street shall be devoted to parking and loading ingress or egress. Entrances to off-street parking shall be located at least 30 feet from any lot Corner at the intersection of two public rights-of-way, unless such location is infeasible given requirements imposed by the Department of Public Works or the San Francisco

**Table 6.20.1** Required Car-Share Parking Spaces

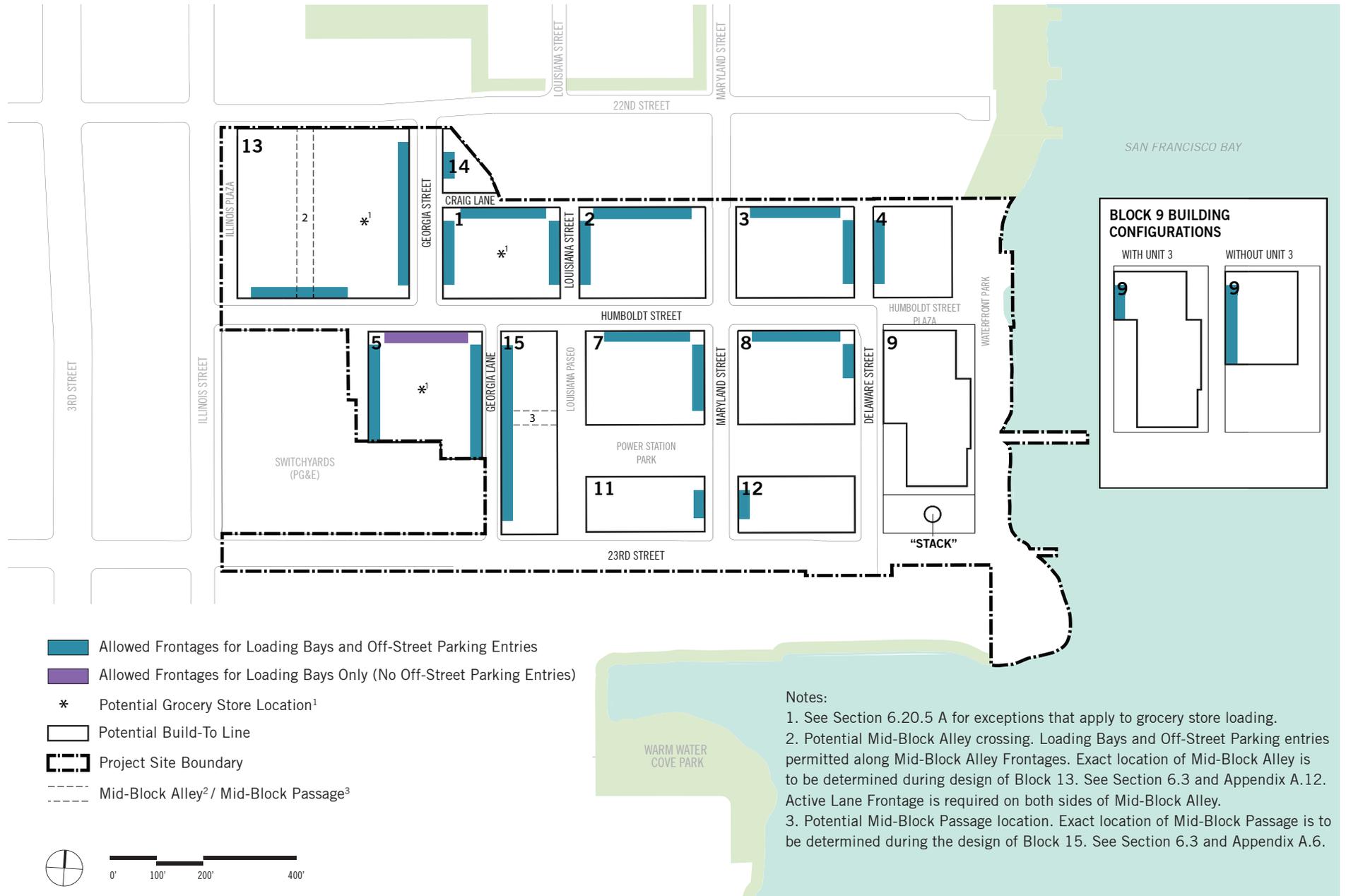
NUMBER OF RESIDENTIAL UNITS	NUMBER OF REQUIRED CAR-SHARE PARKING SPACES
0 - 49	0
50 - 200	1
201 or more	2, plus 1 for every 200 dwelling units over 200
NUMBER OF PARKING SPACES PROVIDED FOR NON-RESIDENTIAL USES OR IN A NON-ACCESSORY PARKING FACILITY	NUMBER OF REQUIRED CAR-SHARE PARKING SPACES
0 - 24	0
25 - 49	1
50 or more	1, plus 1 for every 50 parking spaces over 50

Source: *Planning Code Section 166, Table 166.*

Fire Department during the Street Improvement Permit process.

Building openings and curb cuts dedicated to parking and loading access shall be minimized. Entrances for off-street parking and off-street loading shall be combined where possible. The placement of parking and loading entrances shall minimize interference with street-fronting Active Uses and with the movement of pedestrians, cyclists, public transit, and vehicles. Off-street parking and loading entrances shall be located to minimize the loss of on-street parking and loading spaces.

Figure 6.20.1 Off-Street Parking and Loading Frontages



**Exceptions**

**A)** If a grocery store is provided, the following exceptions apply to the building containing such grocery store:

- A loading bay may be located at the building Corner, as long as: 1) it is designed to minimize visibility of loading activities from the street; and 2) the Corner of the building is given an equivalent level and quality of design as a typical corner of a building;
- Separate loading dock and parking garage entries may be provided such that the loading dock entry may be no more than 35 feet in width and the parking garage entry may be no more than 22 feet in width;
- To accommodate turning movements of a WB-67 truck, driveways into loading docks may be up to 50 feet in width on Block 1 and 13, or up to 53 feet in width on Block 5.

**B)** On Craig Lane, to accommodate turning movements of an SU-30 truck, loading dock entries up to 25 feet and driveways not to exceed 40 feet in width are permitted.

**C)** On Georgia Lane, to allow for aerial fire truck access, a driveway entry up to 37 feet wide for access into Block 5 is permitted.

**6.20.6 On- or Off-Street Loading**

Freight loading shall be provided per building as required by Planning Code Section 154. See Table 6.20.2 for requirements as of adoption of this D4D. A project applicant may request and the Planning Director may grant a reduction in the required freight loading as a Minor Modification per the SUD.

**Table 6.20.2** Freight Loading Requirements

LAND USE	SQUARE FEET	NUMBER OF FREIGHT LOADING SPACES
Retail Sales and Services, Except as Listed Below	0 - 10,000	0
	10,001 - 30,000	1
	30,001 - 50,000	2
	over 50,000	1 space per 25,000 square feet of occupied floor area
PDR, Industrial	0 - 10,000	0
	10,001 - 50,000	1
	over 50,000	0.21 spaces per 10,000 square feet of occupied floor area
Hotel, Residential, Office	0 - 100,000	0
	100,001 - 200,000	1
	200,001 - 500,000	2
	over 500,000	3, plus 1 space for each additional 400,000 square feet of occupied floor area

Source: *Planning Code Section 152.1, Table 152.1.*

Freight loading may be accommodated off-street or within the permitted on-street loading or parking zones depicted in Figure 5.9.1 Curb Management. Off-street parking and loading are also permitted within building Frontages of the Block 13 Mid-Block Alley. On-street loading may require time-management of deliveries and may need to occur in on-street parking stalls as managed by the adjacent building manager or the Master Association.

At least one off-street loading space shall have a minimum width of 10 feet, a minimum length of 25 feet, and a minimum vertical clearance, including entry and exit, of 12 feet. Two service-vehicle spaces for each required off-street freight loading space may be made, provided that at least one required off-street freight loading space is provided per building.

Each substituted service-vehicle space shall have a minimum width of 8 feet, a minimum length of 20 feet, and a minimum vertical clearance of 7 feet.

To minimize the potential for sleep disturbance at any potential adjacent residential uses, for Blocks 2 and 3, 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.

## CONSIDERATIONS

### 6.20.7 Electric Stations

Consider providing electric vehicular, bicycle and/ or scooter charging stations on- or off-street to accommodate multiple modes of transportation. If charging stations are provided on-street and within the public right-of-way, the location and installation of charging stations must be coordinated with SFMTA.

### 6.20.8 Reduced Parking Ratios

Consider reducing permitted parking ratios to reduce parking provided if mobility options increase and demand for parking decreases or as Transportation Demand Management (TDM) helps accomplish driving reduction goals.

## 6.21 Bicycle Parking

Bicycle parking is divided into two different classes of parking spaces. Class I spaces are located in secure, weather-protected facilities, intended for use as long-term, overnight, and work-day bicycle storage by dwelling-unit residents, non-residential occupants, and employees. Class II spaces are located in a publicly accessible, highly visible location, intended for transient or short-term use by visitors, guests, and patrons to the building or use.

Bicycle parking spaces are generally in the form of lockers or racks. Bicycle lockers can be used to satisfy the requirements for Class I bicycle parking, and bicycle racks can be used to satisfy Class II bicycle parking. Bicycle racks located in a locked area or attended facility can also satisfy the requirements of Class I bicycle parking.

### STANDARDS

#### 6.21.1 Bicycle Parking Ratios

Class I and Class II bicycle parking spaces shall be provided as required by Planning Code Section 155. See Table 6.21.2 for requirements as of adoption of this D4D. A project applicant may request and the Planning Director may grant a reduction in the required bicycle parking spaces as a Minor Modification per the SUD.

#### 6.21.2 Design Standards for Class I Spaces

Class I spaces shall protect the entire bicycle, its components and accessories against theft and inclement weather, including wind-driven rain. Acceptable forms of Class I spaces include:

- Individual Lockers
- Attended Facilities
- Monitored Parking
- Restricted Access Parking
- Bicycle Cages / Rooms
- Stacked Parking

Stacked Parking spaces may be used to satisfy Class I required spaces. However, Class I spaces shall not require manually lifting the entire bicycle more than 3 inches to be placed in the space, except for Vertical Bicycle Parking.

Doors accessing bicycle parking facilities shall have mechanical openers for ease of access.

Any spaces provided for oversized bicycles, such as cargos or long tails, shall be sufficiently sized.

#### 6.21.3 Location Standards for Class I Spaces:

Class I spaces shall be located with direct access for bicycles without requiring the use of stairs. The location of such spaces shall allow bicycle users to ride to the entrance of the space or the entrance of the lobby leading to the space. The design shall provide safe and convenient access to and from bicycle parking facilities. Safe and convenient means of access include, but are not limited to, ramps and wide hallways as described below. Escalators and stairs are not considered safe and convenient means of ingress and egress and shall not be used. Use of elevators to access bicycle parking spaces shall be minimized for all uses and, if necessary, shall follow the requirements below. Class I bicycle parking spaces shall be located in one of the following:

**A)** On the ground floor within 100 feet of the primary entrance to the lobby there shall be either (i) convenient separate access to and from the street to the bicycle parking space, and another entrance from the bicycle parking space to the lobby area, or (ii) a minimum 4-foot wide hallway or lobby space that leads to the bicycle parking area entrance, where direct access to bicycle parking area from the street does not exist. Such access route may include up to two limited constriction points, such as doorways, provided that these constrictions are no narrower than 3 feet wide and extend for no more than 1 foot of distance. If constriction points are doorways, mechanical openers will be provided for ease of access.

**B)** In the off-street automobile parking area, where lot configurations or other limitations do not allow all bicycle parking spaces to be located near the lobby as described in subsection (A) above, bicycle parking spaces shall be located on the first level of automobile parking, either above- or below-grade near elevators or other pedestrian entrances to the building. The access to Class I bike parking shall be safe from auto circulation, if in a garage (grade, sightlines/visibility, etc.). For example, bike routes within parking structures must have painted sharrows or lanes leading from the parking entry to the bike parking.

**C)** Where the two options in (A) and (B) above will not be possible due to an absence of automobile parking or other unique limitations, ramps or elevators shall be provided to access the bicycle parking space, and the bicycle parking spaces shall be near the elevators or other entrance to the parking area. At least one designated access route meeting the dimensional

requirements described in (A) above shall connect a primary building entrance to the bicycle parking facility. For non-residential uses, any elevator necessary to access bicycle parking facilities larger than 50 spaces shall have clear passenger cab dimensions of at least 70 square feet and shall not be less than 7 feet in any dimension.

**6.21.4 Design Standards for Class II Spaces**

Class II spaces shall meet the following design standards:

**A)** Bicycle racks shall permit the locking of the bicycle frame and one wheel to the rack with a U-lock without removal of the wheel, and shall support the bicycle in a stable, upright position without damage to wheels, frame or components. Class II spaces are encouraged, but not required, to include weather protection, as feasible and appropriate.

**B)** The surface of bicycle parking spaces need not be paved but shall be finished to avoid mud and dust.

**C)** All bicycle racks shall be securely anchored to the ground or building structure, with tamper-resistant hardware.

**D)** Bicycle parking spaces may not interfere with pedestrian circulation.

**E)** All bicycle racks within the public right-of-way shall comply with SFMTA bicycle parking standards; non-standard spaces or equipment shall be subject to SFMTA review and approval.

**Table 6.21.1** Bicycle Parking Minimum Ratios

LAND USE	CLASS I CODE REQUIREMENTS	CLASS II CODE REQUIREMENTS
<b>Residential</b>	One Class I space per dwelling unit. For buildings containing more than 100 Dwelling Units, 100 Class I spaces plus one Class I space for every four Dwelling Units over 100	One Class II bicycle parking space per 20 units
<b>Office</b>	One Class I space per 5,000 square feet	Two Class II spaces, plus one space per 50,000 square feet in excess of 5,000 square feet
<b>Laboratory (Uses Industrial Requirements)</b>	One Class I space per 12,000 square feet	Minimum of two Class II spaces; four spaces for any use larger than 50,000 square feet
<b>Retail</b>	One Class I space per 7,500 square feet	Two Class II spaces, plus one space per 2,500 square feet up to 50,000 square feet (additional guidelines for larger or personal services retail types)
<b>Hotel</b>	One Class I space per 30 rooms	One Class II space per 30 rooms, plus one Class II space per 5,000 square feet of conference space
<b>PDR (Uses Industrial Requirements)</b>	One Class I space per 12,000 square feet	Minimum of two Class II spaces; four spaces for any use larger than 50,000 square feet
<b>Garage</b>	--	One Class II space per 20 car spaces
<b>Community Facility</b>	Two Class I spaces, plus one space per 5,000 square feet in excess of 10,000 square feet	Two Class II spaces, plus one space per 2,500 square feet in excess of 5,000 square feet
<b>Restaurant</b>	One Class I space per 7,500 square feet	Two Class II spaces, plus one space per 750 square feet in excess of 1,500 square feet

Source: *San Francisco Planning Code Section 155, Table 155.2*

**6.21.5 Location Standards for Class II Spaces**

Class II spaces shall be located, as feasible, near all main pedestrian entries to which they are accessory and shall not be located in or immediately adjacent to service, trash, or loading areas.

All uses may locate Class II bicycle parking in a public right-of-way, such as in a sidewalk furnishing zone or in place of an on-street vehicle parking space. If existing Class II bicycle parking in the required quantities already exists in a public right-of-way immediately fronting the subject lot, and such spaces are not satisfying bicycle parking requirements for another use, such parking shall be deemed to meet the Class II requirement for that use. Parking meters, poles, signs, or other street furniture shall not be used to satisfy Class II bicycle parking requirements, unless other public agencies have specifically designed and designated these structures for the parking of a bicycle.

If located within a public right-of-way (refer to Figure 5.4.1), the location of bicycle racks shall follow requirements outlined in *SFMTA Bike Parking: Standards, Guidelines and Recommendations*, and as outlined below:

- Prior to issuance of the first architectural addenda, the Project Sponsor must coordinate installation of on-street bicycle racks with the SFMTA Bike Parking Program;
- Class II bicycle parking shall be located within 100 feet from the primary entrance of a building.

Non-residential uses other than non-accessory garages and parking lots, may locate Class II spaces in required non-residential open space, provided that such bicycle parking does not occupy more than 5 percent of the open space area or 120 square feet, whichever is greater, and does not affect pedestrian circulation in the open space.

**6.21.6 Bicycle-Supportive Amenities** 

For non-residential buildings, shower facilities and lockers shall be provided as required by Planning Code Section 155.4. See Table 6.21.2 for requirements as of adoption of this D4D. A project applicant may request and the Planning Director may grant a reduction in the required shower facilities and lockers as a Minor Modification per the SUD.

**CONSIDERATIONS**

**6.21.7 Ramp Grade**

Consider the ramp grade to below or above grade off-street bicycle parking, if provided in the off-street automobile parking area, since greater than 10 percent may be challenging for the average rider.

**Table 6.21.2** Required Bicycle-Supportive Amenities

	Occupied Floor Area	Minimum Shower Facility & Lockers Required
<b>Non-Residential, (Except Retail Sales and Services Uses)</b>	Greater than 10,000 SF, but less than 20,000 SF	1 shower and 6 clothes lockers
	Greater than 20,000 SF but less than 50,000 SF	2 showers and 12 clothes lockers
	Greater than 50,000 SF	4 showers and 24 clothes lockers
<b>Retail Sales and Services Uses</b>	Greater than 25,000 SF but less than 50,000 SF	1 shower and 6 clothes lockers
	Greater than 50,000 SF	2 showers and 12 clothes lockers

Source: *San Francisco Planning Code Section 155.4*

## 6.22 District Parking Garage

Car ownership has been steadily declining in San Francisco, and this trend is expected to continue as public transportation improves and ride-hailing and other technology changes the way people use cars. The Power Station project plans to respond to this by reducing the amount of parking built into each individual building compared to the amount of parking permitted under the Planning Code in similar zoning districts, such as Urban Mixed-Use (UMU), and possibly consolidating much of the parking on site into a single district parking garage ("District Parking Garage"). The District Parking Garage could be shared by residents, employees, and visitors to the site. This approach provides the following benefits:

- Locating the District Parking Garage toward the western end of the site will capture vehicles as they enter the site, reducing the presence of automobiles within the site;
- Combining parking into a dedicated facility allows for economies of scale and efficient parking design;
- Economies of scale will help leverage the latest technologies in parking management, which may facilitate sharing parking between different uses, allow for dynamic pricing for demand management, provide real-time information about parking availability, and make electric vehicle charging available to any users of the parking garage;
- Centralizing parking in a District Parking Garage could encourage people to use sustainable modes of transportation such as walking, biking, and transit and increased foot traffic could activate retail and community facilities;
- If the demand for parking decreases substantially over time, the District Parking Garage could serve as a future development site or be converted into a different use.

## STANDARDS

### 6.22.1 District Parking Garage Location

Up to one District Parking Garage is permitted, but not required, and may be located at one of the locations shown in Figure 6.22.1.

If provided, Block 5 is the preferred location for the District Parking Garage. Locating the District Parking Garage on Blocks 1 and 13 would only be explored in the event that one on Block 5 is not reasonably feasible.

### 6.22.2 Parking Garage Height

The maximum height of the District Parking Garage is 90 feet.

### 6.22.3 Maximum Parking Ratio

All parking located in the District Parking Garage is accessory to other uses on the site. As such, the maximum amount of parking that can be located in this garage is subject to the parking maximums for the project as built, less the parking that is developed in each individual building. See Section 6.20.2 for parking ratios, and Section 6.20.3 for electric vehicle charging requirements.

### 6.22.4 Rooftop Soccer Field

The rooftop of the District Parking Garage shall be used as a publicly accessible soccer field. One structure of up to 5,000 square feet is permitted, but not required, for use as equipment storage, a food kiosk, and other uses accessory to a soccer field. (See Section 6.2.4 for the maximum height of structures and lighting on rooftops.)

Public access to the field shall be provided by elevator and stair during hours of public use. Signage that is clearly visible shall be posted, directing the

public to the soccer field, and indicating its hours of operation and means of access. See Section 7.5.2 for requirements for Public Facilities and Open Space Signage.

A public restroom shall be provided in or on the same building as the rooftop soccer field.

### 6.22.5 Visual and Physical Connectivity

To enhance safety for users inside the garage, the District Parking Garage shall allow for lines of sight into and through the building from the adjacent sidewalks and/or open spaces. The ground floor of the District Parking Garage shall be at least 75 percent visually transparent or physically permeable.

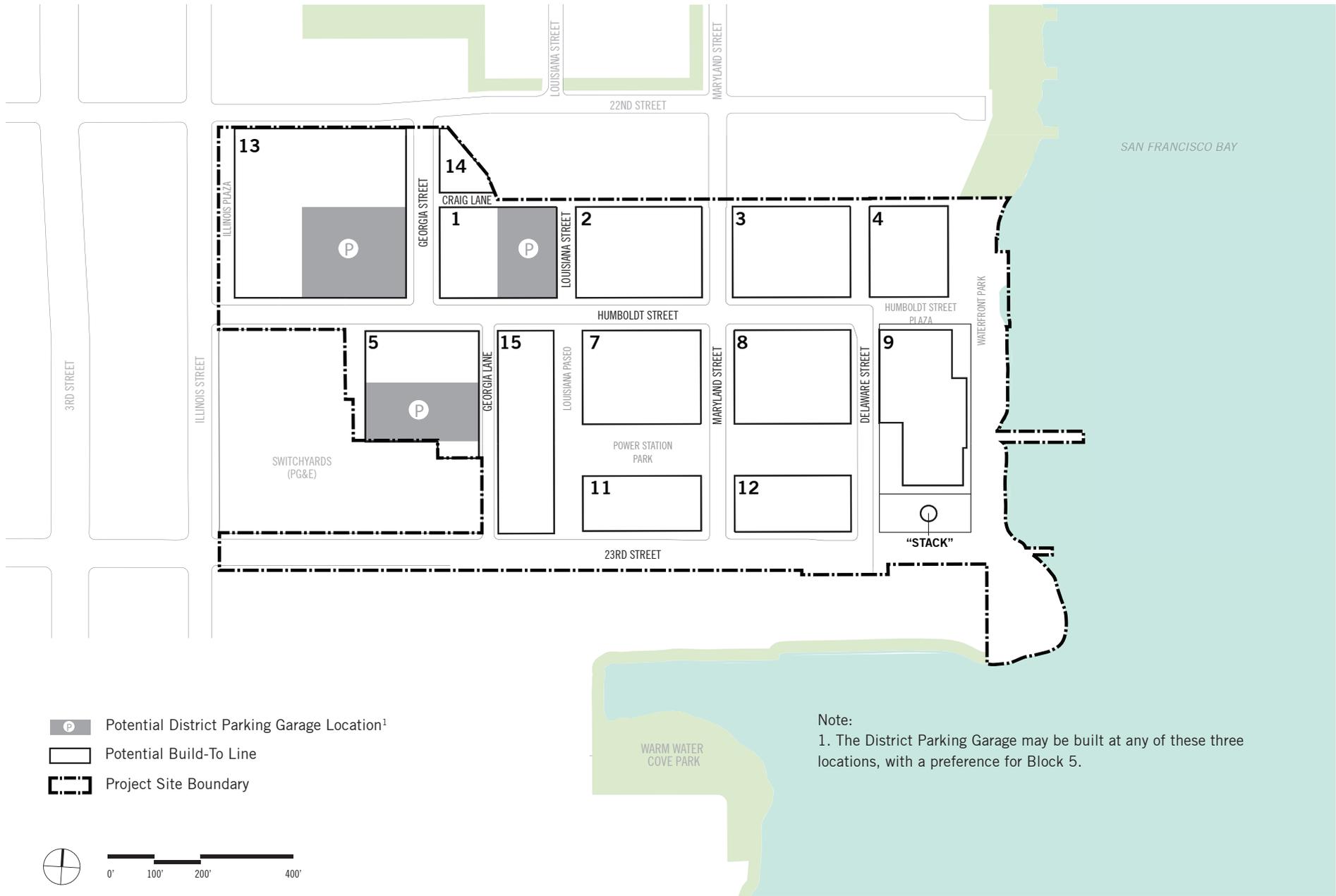
There shall be at least one walkway connecting through the building at grade between any streets or alleys. For each of the possible locations of the District Parking Garage, if selected, the following respective walkway connections are required:

- Block 1: a north-to-south pedestrian connection between Craig Lane and Humboldt Street.
- Block 5: an east-to-west pedestrian connection between Georgia Lane and the access lane east of Block 5.
- Block 13: either an east-to-west connection between Georgia Street and a north-to-south midblock connector; or a north-to-south connection between Humboldt Street and an east-to-west midblock connector.

### 6.22.6 Architectural Modulation and Articulation

The District Parking Garage shall be designed to be consistent with the standards and guidelines described in Section 6.6 Building Modulation and Section 6.7 Façade Articulation.

Figure 6.22.1 District Parking Garage: Possible Locations



## GUIDELINES

### 6.22.7 Façade Screening

The District Parking Garage shall be architecturally or artistically screened, and designed with attention to detail compatible with adjacent buildings. Exposed façades are an ideal location for interpretive elements, public art, or green walls. Also see Section 2 for site approaches to interpretation and wayfinding.

### 6.22.8 Flat Floor Slabs

Floor slabs that are set at a slope, such as speed ramps, should not be expressed at the façade of the parking structure. Where they occur, they should be visually screened. Floor slabs visible from the street must be flat.

### 6.22.9 Ground Floor Materials

Higher quality building materials should be emphasized in the façade design at the ground floor, as well as at pedestrian touch points and in circulation areas. Section 6.8 addresses color and materials.

### 6.22.10 Light Trespass

Light spillage from within the District Parking Garage should be minimized. Indirect lighting should be used to light interior areas of the garage visible to the exterior. Parapet edges of the parking trays should be higher than vehicle headlights to screen adjacent properties.

### 6.22.11 Noise Trespass

Any District Parking Garage shall be designed to shield existing or planned Residential Uses from noise associated with the garage.

## CONSIDERATIONS

### 6.22.12 Design for Adaptive Reuse

Consider designing the District Parking Garage such that future adaptive reuse is possible

### 6.22.13 Wayfinding

Take opportunities to be playful and creative with wayfinding and environmental graphics, particularly those directing the public to the rooftop soccer field. (See also Section 2.)

Examples of Parking Garage Design



A sculptured, faceted façade creates depth and interest.



Louvers create a shifting pattern across the façade, and modulate scale. They also redirect light from the headlights of cars to create a dynamic building when in use.



This parking garage contributes to the activity of the street with ground-floor Active Uses and a colorful, large-scale mural.



Living walls can transform a parking garage into a vertical garden.



Environmental graphics can be used as a way to enhance the design of the garage while also providing effective wayfinding.



This popular soccer field sits on the rooftop of a parking garage.

## 6.23 Construction Noise

### STANDARDS

#### 6.23.1 Nighttime Construction Noise

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 shall be installed in the line of sight between the location of construction and any occupied Residential Use; and construction contractor(s) shall be required to make best efforts to complete the loudest construction activities before 8:00 p.m. and after 7:00 a.m. Further, notices shall be mailed or, if possible, e-mailed 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 3 days of commencing such work. Such notice shall include:

- (1) a description of the work to be performed;
- (2) two 24-7 emergency contact names and cell phone numbers;
- (3) the exact dates and times when the night work will be performed;
- (4) the name(s) of the contractor(s); and
- (5) the measures that the contractor will implement to reduce 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.

## Section 7

# LIGHTING AND SIGNAGE

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## Lighting and Signage

Lighting and signage designs and strategies work together to create a more inviting, attractive, and safe environment at the Power Station, both during the day and at night.

Lighting and signage is an important component of the design of both the public and private realm at the Potrero Power Station. The design direction given here ensures lighting and signage elements that reinforce the connectivity and cohesiveness of the district, while responding to the functional criteria and unique character of open spaces, streets, and buildings.

## 7.1 Site Lighting

The following standards and guidelines apply to lighting in public open spaces.

While minimum lighting requirements will satisfy safety and security functions, special considerations around nighttime identity, pedestrian wayfinding, and unique project conditions are key aspects of the lighting approach.

Practical lighting concerns should be supplemented with artful, inviting, and engaging lighting strategies and installations. Lighting across the site is scaled to the pedestrian and bicycle experience, reinforcing key pedestrian routes and open spaces.

Given the project's location, special consideration is given to light pollution reduction strategies and dark sky measures to reduce the project's effects on the ecology of the Bay.

For rooftop soccer field lights, see Section 6.2.4 Height Exemptions.

### STANDARDS

#### 7.1.1 Light Pollution Trespass and Glare

Lighting elements shall minimize glare, light trespass outside the development, and light pollution in areas adjacent to residential buildings and along the waterfront in order to minimize disturbance to Bay wildlife. Backlight, Uplight and Glare (BUG) ratings of exterior fixtures shall meet the criteria established in the current California Green Building Code.

#### 7.1.2 Energy-Efficient Lighting Fixtures

Lighting fixtures and bulbs shall meet or exceed applicable energy-efficiency standards and/or use solar power.

### GUIDELINES

#### 7.1.3 Pedestrian Scale Lighting

Lighting shall be designed to allow facial recognition along paths of travel, and scaled to the pedestrian and bicycle experience across the public realm. Lighting shall not create glare or “hot spots” that would inhibit visual acuity, and shall facilitate sight lines, allowing the perception of safety across the public realm. Lighting shall also prevent unnecessary vertical transmittance of light. On streets, light levels shall meet SFPUC standards.

#### 7.1.4 Lighting Design Intention

Lighting uniformity ranges in open spaces shall allow for variation in light levels to create hierarchy and a range of experiences. Lighting shall reinforce key pedestrian circulation routes and connections. Lighting strategies shall incorporate varied fixture types and ambient light from buildings, particularly in high-active retail zones

where retail spaces will provide ample ambient light for pedestrian paths. Use a variety of lighting types, scaled to reinforce active street life and open space experiences. Bollard, pole, mast, and in-grade lighting are allowed.

#### 7.1.5 Projected Light

Projected light through a tree canopy (“moonlighting”) and through special filters on light fixtures may be used to highlight special places or experiences.

#### 7.1.6 Light Zones

Light levels and uniformity levels for the public realm are grouped in seven zones (Figure 7.1.1) with different suggested lighting identities that are related to the location and proposed uses. (Example images of suggested lighting identity character are in Figure 7.1.2.)

### CONSIDERATIONS

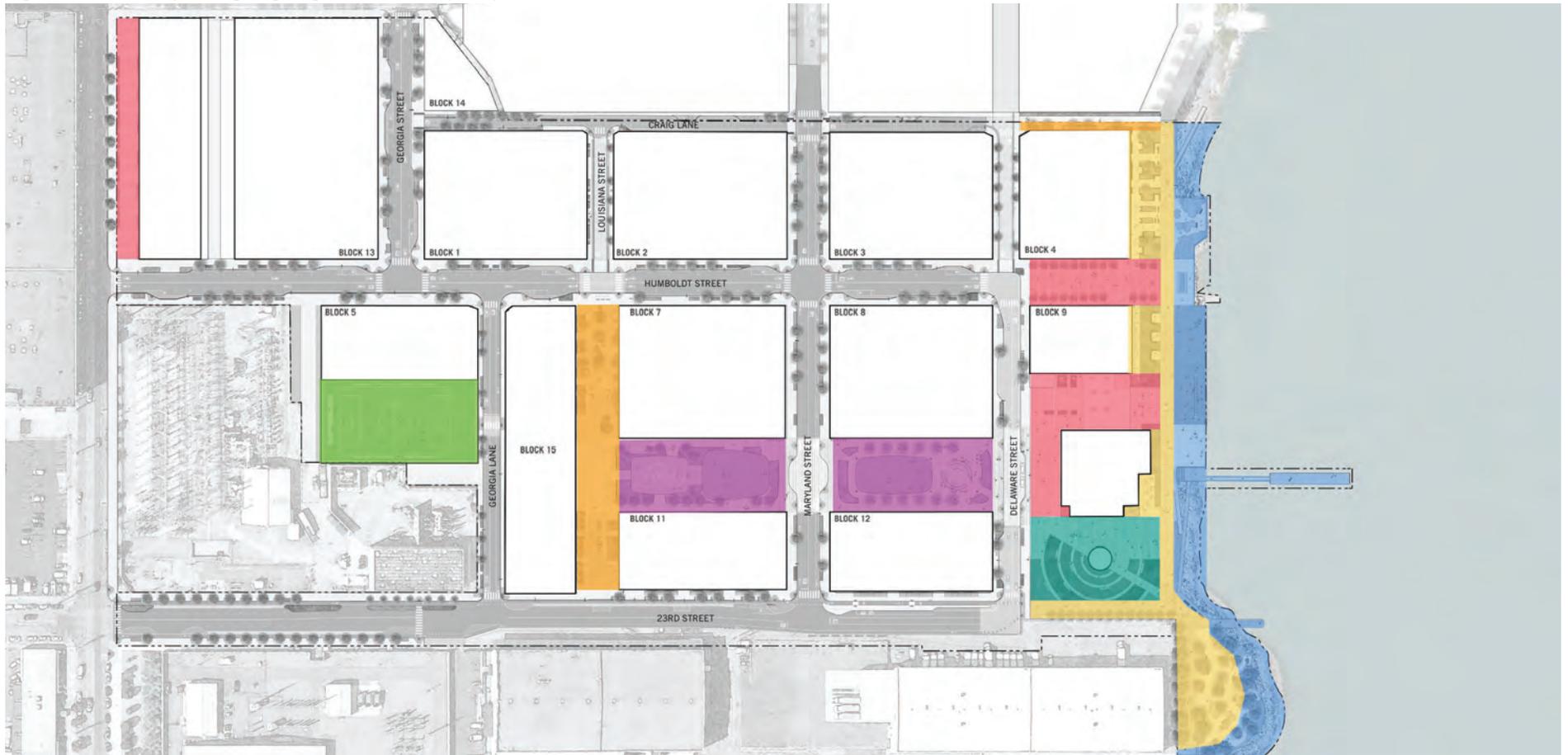
#### 7.1.7 Energy-Efficient Lighting Fixtures

Exterior lighting controls, which may include but are not limited to motion sensing and dimming capability, shall also be considered to allow for additional energy savings and preservation of the night sky.

#### 7.1.8 Interactive and Artistic Lighting

Consider special lighting installations that imbue public open spaces with unique visual experiences for visitors. Louisiana Paseo, Stack Plaza, Block 9 Open Space, and Humboldt Street Plaza would benefit from a creative lighting approach.

**Figure 7.1.1** Conceptual Lighting Diagram for Public Open Space



**Lighting Type by Zone**

- Zone 1: Waterfront / Edge**  
Light levels should be less bright to minimize impact on the sensitive ecosystem in the Bay and along the shoreline.
- Zone 2: Waterfront / Pedestrian**  
Light levels are slightly brighter than in Zone 1 to allow for facial recognition.
- Zone 3: Commercial / Pedestrian**  
Opportunity for feature and/or overhead lighting. Variety of lighting types encouraged; contributing ambient light from ground-floor uses is assumed.
- Zone 4: Neighborhood Gathering / Pedestrian**  
Light levels bright enough for facial recognition, opportunities for feature lighting.

- Zone 5: Paseo / Pedestrian**  
Similar to Zone 3, but lower lighting levels.
- Zone 6: Stack Plaza**  
Feature lighting for iconic structure.
- Zone 7: Soccer Field, See Section 6.2.4 Height Exemptions.**  
Lighting designed for performance, but directed downwards toward the field to minimize disturbance to adjacent uses and areas.

Figure 7.1.2 Example Lighting Character Images by Zone

Zone 1: Waterfront / Edge



Zone 2: Waterfront / Pedestrian



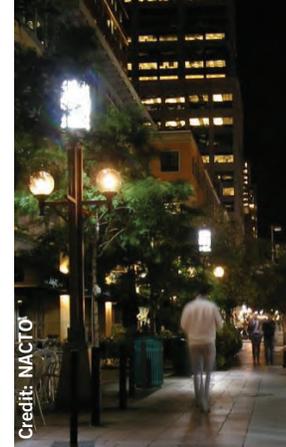
Zone 3: Commercial / Pedestrian



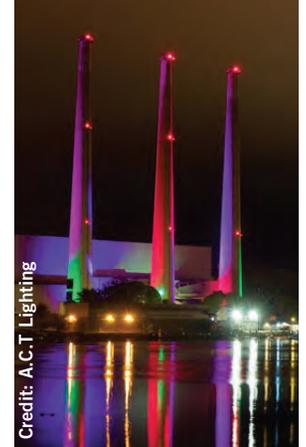
Zone 4: Neighborhood Gathering / Pedestrian



Zone 5: Paseo / Pedestrian



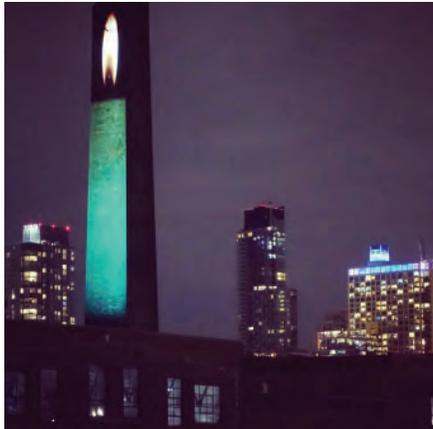
Zone 6: Stack Plaza



Zone 7: Rooftop Soccer Field



Figure 7.1.3 Additional Lighting Character Precedent Images



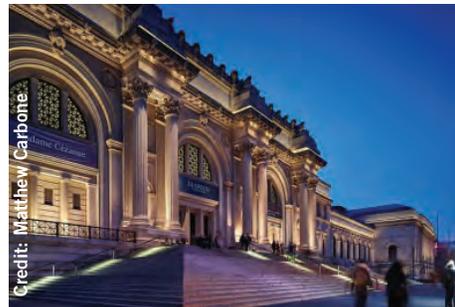
Creative lighting.



Creative lighting.



Varied lighting that takes ambient light into account.



Facade lighting.



Projected-light installations.



Artistic lighting with subtle, in-grade lights.



Feature lighting that creates distinctive experiences.



Artistic, interactive lighting.

## 7.2 Street Lighting Design

Lighting at the Power Station project will be an important component of the streetscape design, reinforcing the connectivity and cohesiveness of the district, while responding to the functional criteria and unique character of each streetscape.

A hierarchy of lighting types will work together to create a warm, inviting, and safe nighttime environment that also minimizes light pollution.

Lighting across the site will be scaled to the pedestrian and bicycle experience, reinforcing key pedestrian routes in open spaces, along shared public ways, and along Delaware Street fronting the Waterfront Open Spaces.

### STANDARDS

#### 7.2.1 Location

Street lighting shall be placed within the Furnishing Zone of the sidewalk, away from Pedestrian Throughways and Edge Zones per Section 5.2, so as not to obstruct pedestrian traffic or the loading/unloading of people and goods.

#### 7.2.2 Light Pollution, Trespass, and Glare

Street lighting shall comply with Illuminating Engineering Society Standards appropriate for the subject street type.

#### 7.2.3 Energy-Efficient Lighting Fixtures

Lighting fixtures and bulbs shall be LED lights and meet or exceed applicable energy-efficiency standards. If in public streets, see Standard 7.2.4.

#### 7.2.4 Fixtures

Fixtures within publicly maintained streets shall adhere to SFPUC guidelines and shall be selected from the SFPUC catalogue of acceptable fixtures.

#### 7.2.5 Pedestrian Pole Light

Pedestrian pole lights within publicly maintained streets shall be either Landscape Forms FGP, Landscape Forms Alcott, or similar contemporary design from the SFPUC Street Light Catalogue. Light levels shall meet SFPUC standards.

### GUIDELINES

#### 7.2.6 Lighting Design Intention

Lighting uniformity ranges in streets should allow for variation in light levels to indicate the hierarchy of streets and create a range of experiences. Lighting should reinforce key pedestrian circulation routes and connections. See Figure 5.2.2.

#### 7.2.7 Pedestrian-Scale Lighting

Lighting should be scaled to the pedestrian and bicycle experience across the public realm. Glare should not be created at eye level. The unnecessary vertical transmittance of light should be prevented.

#### 7.2.8 Variety of Light Types

Use a variety of lighting types, scaled to reinforce active street life and open space experiences. Bollard, pole, mast, and in-grade lighting are allowed.

#### 7.2.9 Projected Light

See Section 7.1.5.

#### 7.2.10 Suggested Light Levels

See Section 7.1.6.

#### 7.2.11 Pedestrian Pole Light Fixtures on Private Streets

Pedestrian Pole lights in private streets, including the portions of Delaware and Louisiana Streets that are designated as shared streets, should be chosen for durability and an understated contemporary design. Options include Hess Linea and Landscape forms FGP.

#### 7.2.12 Energy-Efficient Lighting Fixtures

Where applicable, consider smart sensors, which can turn down lighting in response to the presence of pedestrians.

Figure 7.2.1 Examples of SFPUC Permitted Street Light Fixtures



Street Light Lumec Roadstar 16' to 22' Pole Height



Lumec Roadfocus - 16' to 22' Pole Height



Pedestrian Level Light - Public Streets  
Landscape Forms FGP 12' to 16' Pole Height

## 7.3 Building Lighting

Building designs are encouraged to use lighting in innovative and engaging ways with the aim of making the Power Station more attractive and secure, both during the day and at night.

The following standards and guidelines apply to all retail, residential, and commercial building lighting.

### STANDARDS

#### 7.3.1 Light Trespass

At a minimum, all exterior lighting must be suitable for a given “Lighting Zone” as defined by USGBC and IESNA. It is expected that most of the development area will be LZ3. Lighting Zone LZ3 is defined as follows:

LZ3: Medium (Commercial/Industrial, High Density Residential). No more than 0.20 horizontal and vertical footcandles at the site boundary and 0.10 horizontal foot-candles 10 feet beyond the site boundary. Also, 5 percent of total initial luminaire lumens are emitted at an angle of 90 degrees above nadir or greater.

Maximum candela values for photometric distributions of interior luminaires shall fall within the building (i.e. not through skylights, windows or other building fenestration).

Each photometric for every luminaire type shall be reviewed for compliance to standards.

#### 7.3.2 Light Pollution

All lighting must be shielded to prevent glare to private and public uses, especially residential units. The angle of maximum candela from each interior luminaire as located in the building shall intersect opaque building interior surfaces and not exit out through the windows.

All new site lighting shall incorporate cut-off control, as well as the “Lighting Zone” credit requirements found in the U.S. Green Building Council’s LEED v4 for New Construction. All luminaires shall be at least semi-cutoff with non-cutoff types only as permitted.

Definitions of cutoff control are as follows:

- Full Cutoff: Zero candela intensity occurs at an angle of 90 degrees above nadir, or greater. Additionally, no more than 10 percent candela intensity occurs at an angle greater than 80 degrees above nadir.
- Cutoff: No more than 2.5 percent candela intensity occurs at an angle greater than 90 degrees above nadir, and 10 percent at an angle greater than 80 degrees above nadir.
- Semi-Cutoff: No more than 5 percent candela intensity occurs at an angle greater than 90 degrees above nadir, and 20 percent at an angle greater than 80 degrees above nadir.
- Non-Cutoff: No candela limitation.

Lighting Power Allowance (LPA) shall comply with the current Title 24 or ASHRAE 90.1 standard, whichever is more stringent.

## GUIDELINES

### 7.3.3 Well-Lit Entries

Doorways and addresses of buildings should be well-lit and visible.

### 7.3.4 Minimizing Light Trespass

Lighting of walls, soffits and other surfaces should be applied strategically. It is also encouraged that all such surfaces that are visible to the exterior be studied for luminance ratios and glare, since illuminated surfaces rather than the light source itself can often be the major source of glare from a building.

### 7.3.5 Luminaire Ratings and Efficiency

Luminaires should be selected with rating considerations as determining factors, and should demonstrate at least 60-80 lumens per watt source efficacy.

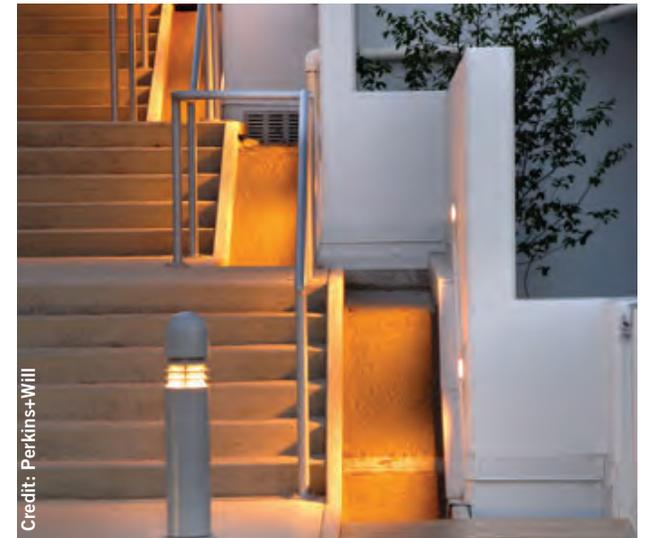
The following codes should apply to lighting installations:

- ASHRAE 90.1
- California Title 24
- IESNA Recommended light levels

If alternate or equal fixtures are suggested during the submittal process, they should have efficiency equal to or greater than the originally specified products.



Light projected onto surfaces reduces light pollution.



A well-lit entry that also reduces light pollution

## 7.4 General Signage

Signage helps to highlight the identity of businesses while enhancing the appearance of the streetscape. Signage should be creative and engaging.

The standards and guidelines below pertain to general signage, as well as wayfinding and interpretive elements.

### STANDARDS

#### 7.4.1 Signage within the Power Station SUD

All signs shall be defined as described by Article 6 of the San Francisco Planning Code. Except as specified below, the provisions of *Section 607.2* (“Mixed-Use Districts”) of the San Francisco Planning Code applicable to UMU (Urban Mixed-Use) Districts shall apply such that a sign that is permitted or prohibited in a UMU District shall likewise be permitted or prohibited at the Power Station. A sign shall not extend beyond the roofline of the building to which it is attached.

#### 7.4.2 Concealed Electrical Signage Elements

All electrical signage elements, such as wires, exposed conduits, junction boxes, transformers, ballasts, switches, and panel boxes, shall be concealed from view.

#### 7.4.3 Portable Signage

Portable signs, such as sandwich boards and valet parking signs, are permitted and limited to one per business. All portable signage shall be located within frontage or Furnishing Zones on sidewalks, or within open spaces fronting the businesses.

#### 7.4.4 Temporary Sale or Lease Signs

No permit shall be required for temporary Sale or Lease Signs. Such signs are permitted only when all of the following criteria are met:

- No more than two such signs are permitted at any one time on any building; and
- The area of each sign is no larger than 40 square feet; and
- The height of each sign is no greater than 10 feet; and
- The sign is a wall sign or a window sign; and
- The sign is not directly illuminated; and
- The sign indicates the availability of a particular space within the building on or in which the sign is placed; and
- The sign directs attention to a space which is available for immediate sale or lease.

#### 7.4.5 Signage along the Waterfront and Power Station Park

Signage for buildings fronting Power Station Park or the Bay Trail shall:

- Be 50 square feet or less, and its highest point may not be greater than 35 feet;
- Consist only of indirect illumination, pursuant to *Section 602* of the Planning Code, including but not limited to halo-style lighting.

See Figure 7.4.1 for applicable frontages.

### GUIDELINES

#### 7.4.6 Signage Design

The design of building signage should be creative and convey a unique identity. Collaboration with local artisans is strongly encouraged. Signage should be designed to relate to both the Power Station and the

Dogpatch neighborhood. High quality materials and detailing are encouraged in building signs.

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.

#### 7.4.7 Signage Orientation

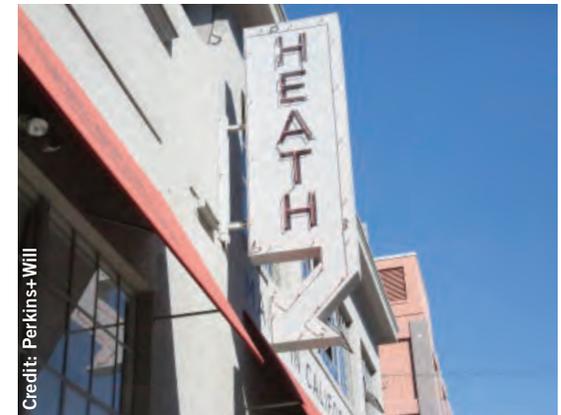
Signage should be primarily oriented toward the pedestrian realm.

#### 7.4.8 Preferred Signage Types

To encourage variety, preferred sign types include small blade designs, chalkboards, split-flap displays, window signs, projections, wall murals, and wall signs.

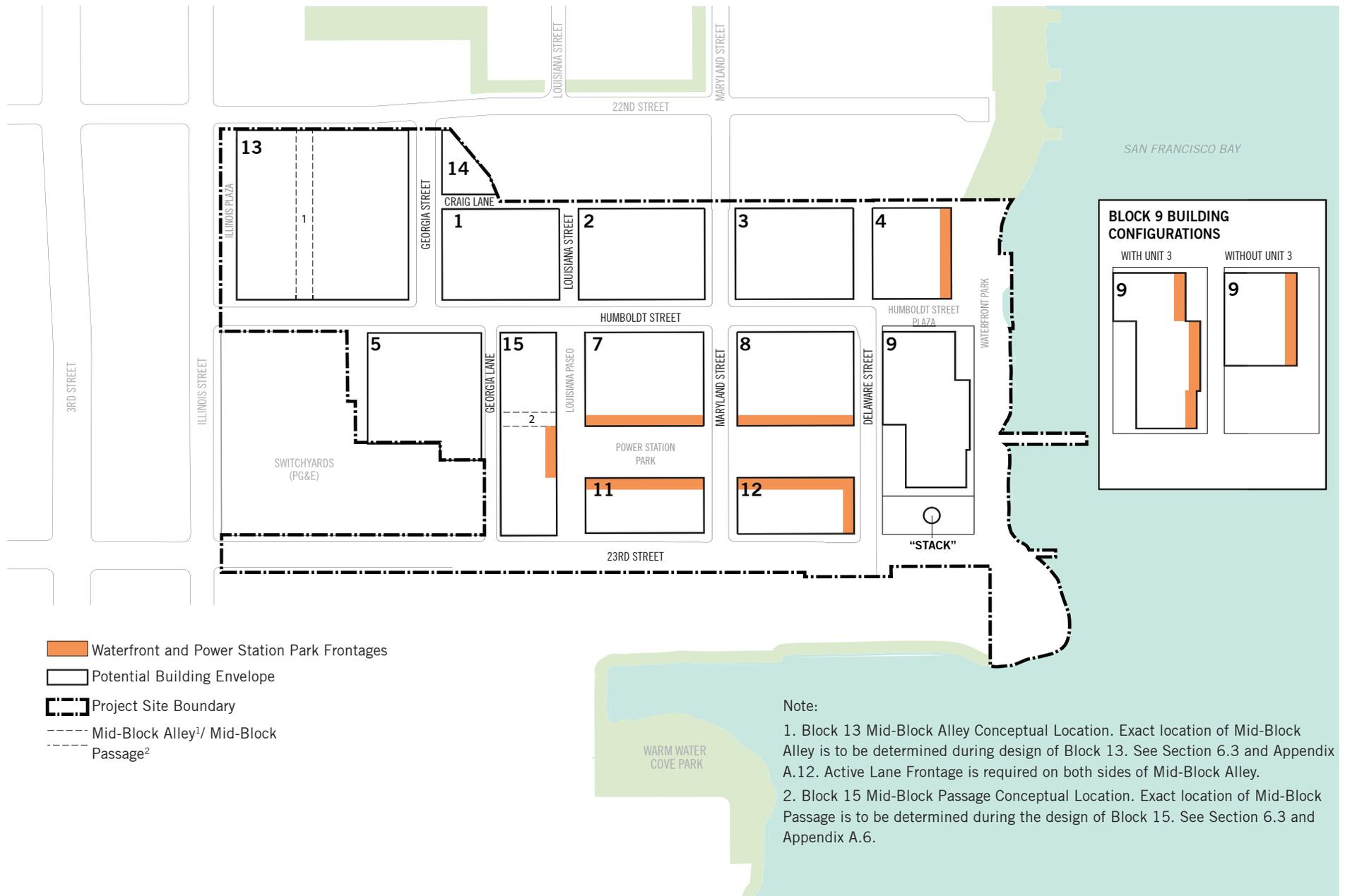
#### 7.4.9 Projecting Signage

Projecting and three-dimensional signs are encouraged to relate to pedestrian scale and enrich the public realm.



Signage is an opportunity to convey a unique identity.

Figure 7.4.1 Waterfront and Power Station Park Frontages



## 7.5 Wayfinding and Interpretive Signage

Thoughtfully located and intentionally designed wayfinding signage creates a legible and visually interesting neighborhood to guide people along the shortest routes to the appropriate transit options and neighborhood destinations. Visitors can also learn about the Power Station’s history and cultural significance from well-placed educational signage.



Wayfinding signage helps promote the use of services and amenities.

### STANDARDS

#### 7.5.1 Wayfinding Signage

Clear wayfinding signage shall be provided to guide visitors and residents along the shortest walking route to transit stops, bike share stations, bicycle parking, car share pods, and major destinations on and off the project site. Highly visible information and signage about transportation services and amenities will encourage the use and enjoyment of these resources.

#### 7.5.2 Public Facilities and Open Space Signage

Wayfinding signage shall be installed for interior public facilities, rooftop open spaces and facilities, ADA access routes, alternative access routes, bicycle facilities, the waterfront and waterfront access, and the Blue Greenway. Blue Greenway signage shall be consistent with the *San Francisco Bay Trail Design Guidelines and Toolkit (2016)*.

#### 7.5.3 Public Open Space Signage

Signage to Privately Owned Publicly Accessible (POPOS) open spaces shall comply with signage requirements pursuant to *Planning Code Section 138*.

Access to elevated public open spaces shall have two locations of signage, one of which shall be within five feet of the building entrance, and clearly visible from the street or adjoining public space.

#### 7.5.4 BCDC Considerations

Signage within 100 feet of Mean High Water shall be consistent with BCDC approved signage graphics. See *BCDC Shoreline Signs: Public Access Signage Guidelines (2005)* for guidance on the design and installation of signs used at public access areas that are part of development projects along the San Francisco Bay shoreline.

### GUIDELINES

#### 7.5.5 Parking Wayfinding

Wayfinding signage for vehicular and bicycle parking access should be visible from a public street.

#### 7.5.6 Interpretive Signage Icon

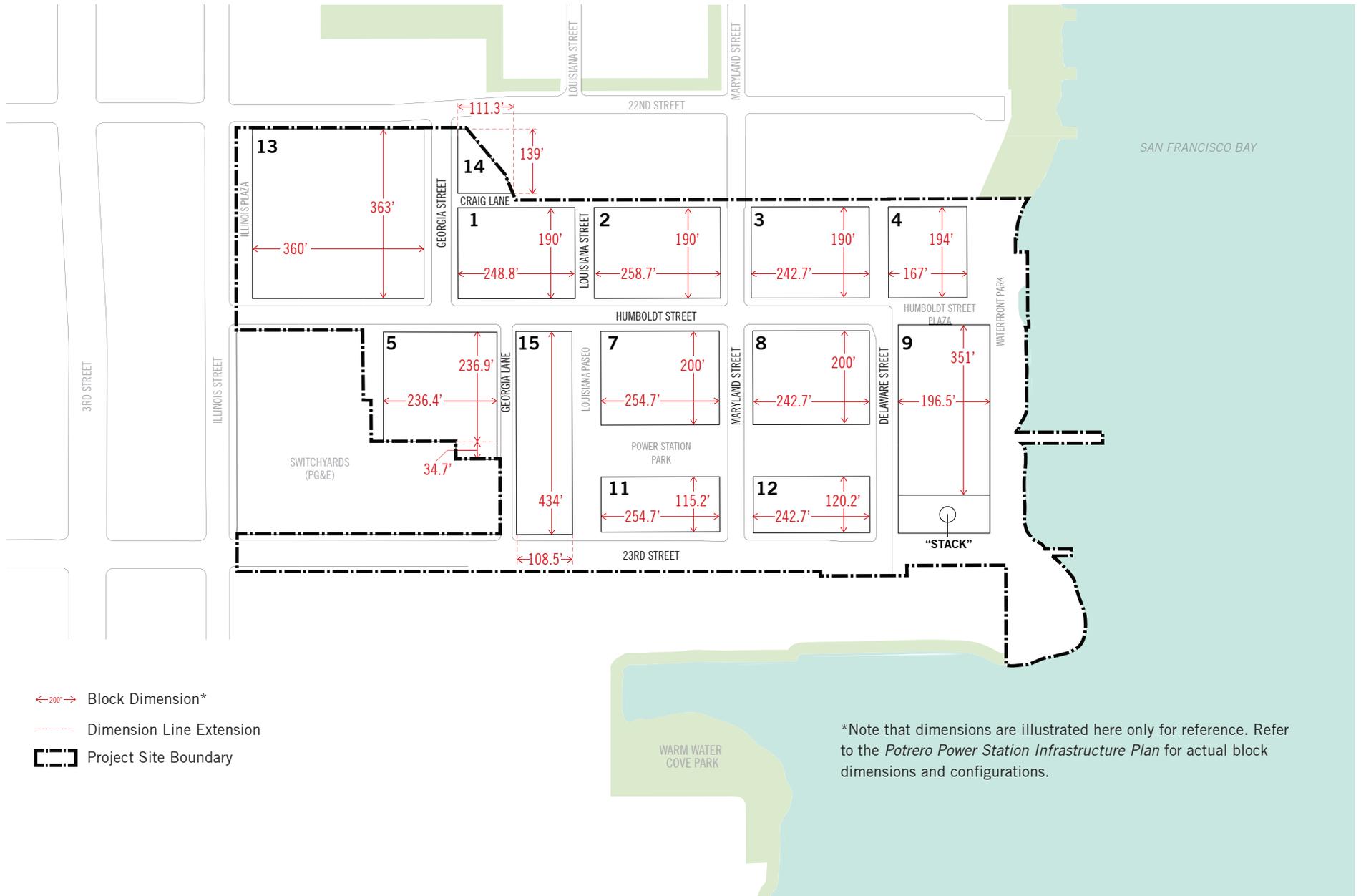
Interpretive signage for site education and interpretation should be visible to pedestrians from a public street and located at key points of interest, such as the Stack, Unit 3, and the waterfront. Figure 2.2.1 shows a conceptual Interpretive Location Plan Diagram. Interpretive signage should be consistent and compatible in design and content with the larger interpretive program.

## Section 8

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Figure A.0.1 Block Dimensions Diagram



## A. Block Plan Guide

The following guide illustrates how the standards and guidelines contained within this D4D apply to buildings within each block.

These following diagrams depict the parcel boundaries and maximum three-dimensional massing envelope allowed for each block. The ground-floor controls for each location, and minimum depths of each type of use, are included, as well as constraints for loading and parking entries. Extents of underground parking are defined here as well.

In addition to the plan and axon drawings, the building standards and guidelines that apply specifically to each block are listed here, as an easy checklist reference for designers and regulating agencies alike. In some cases,

additional standards and guidelines are included to clarify specific requirements or allowances for individual buildings. In no instance shall this guide conflict with standards and guidelines stated in the main body of this Design for Development document. Where conflicts occur, the standards and guidelines contained in the main body shall apply.

# A.1 Block 1 Controls (Mid-rise Tower)

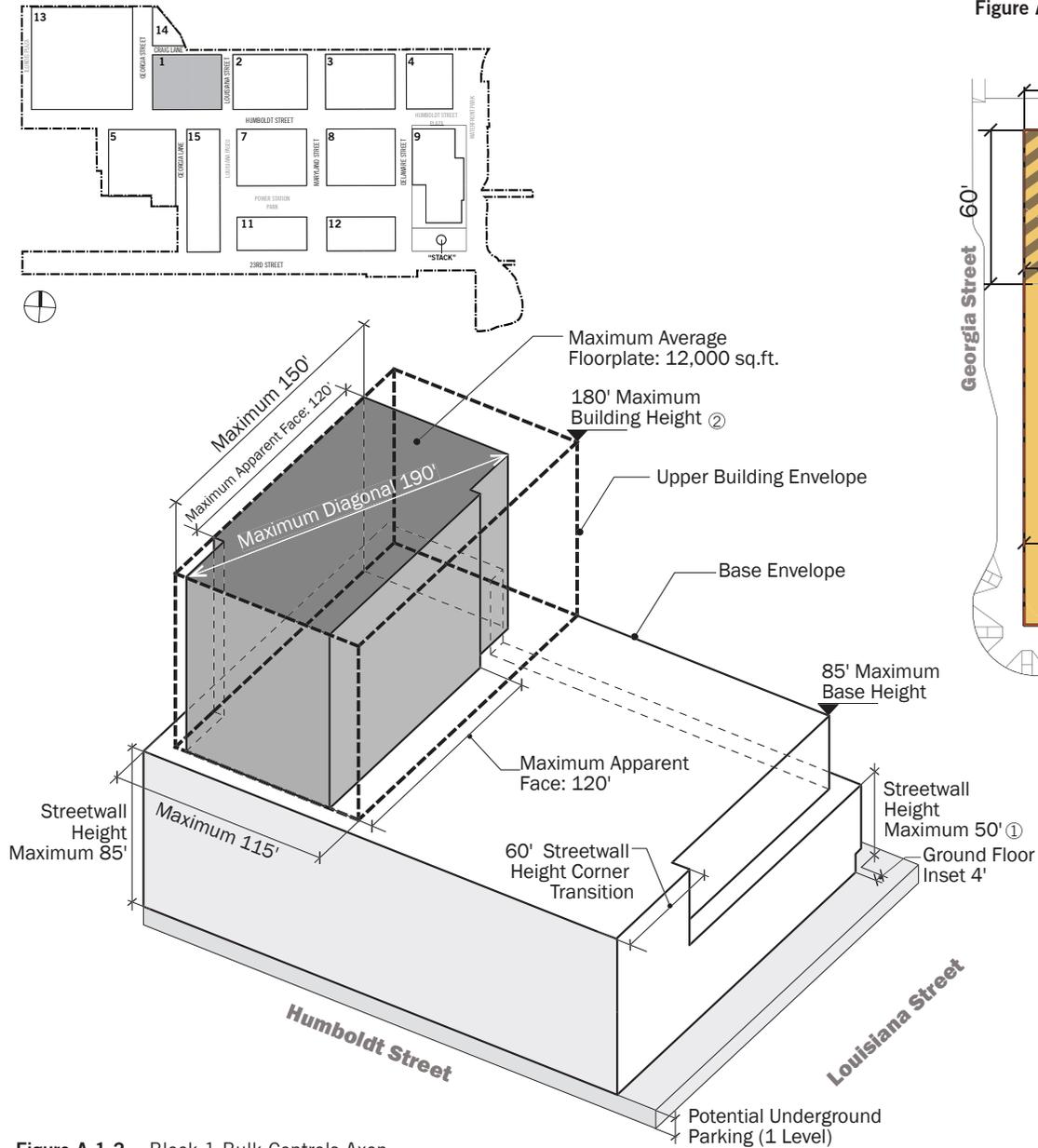
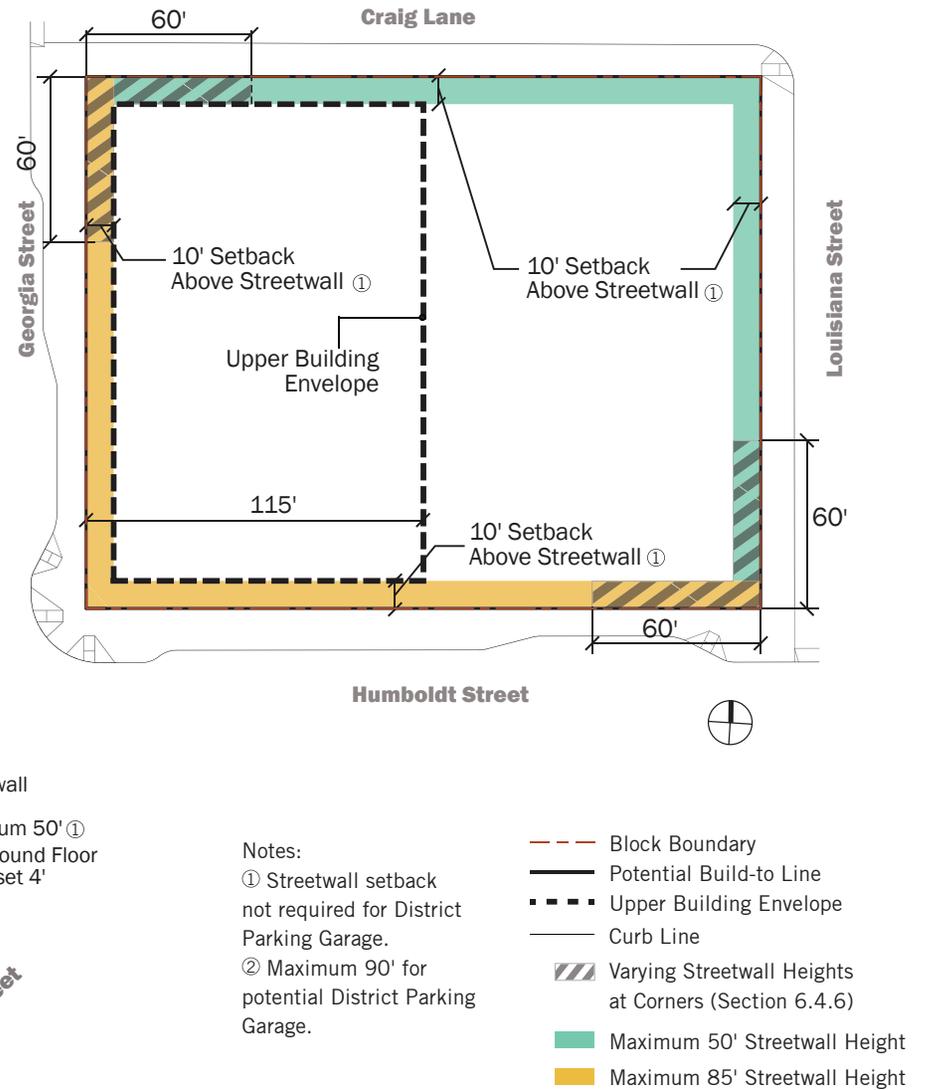


Figure A.1.2 Block 1 Bulk Controls Axon

Figure A.1.1 Block 1 Bulk Controls

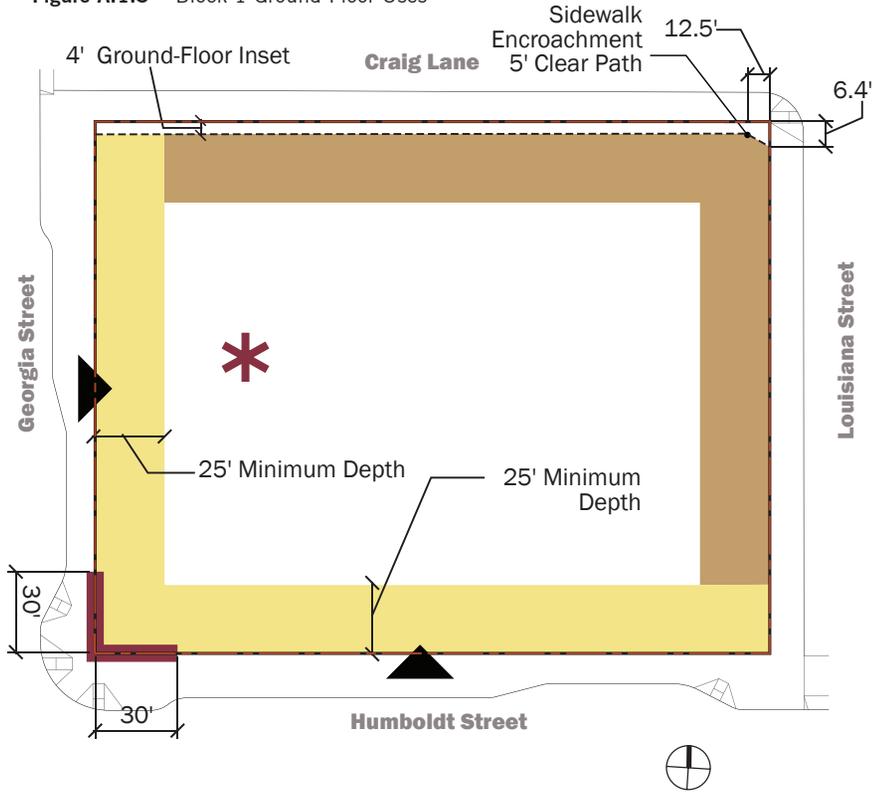


Notes:

- ① Streetwall setback not required for District Parking Garage.
- ② Maximum 90' for potential District Parking Garage.

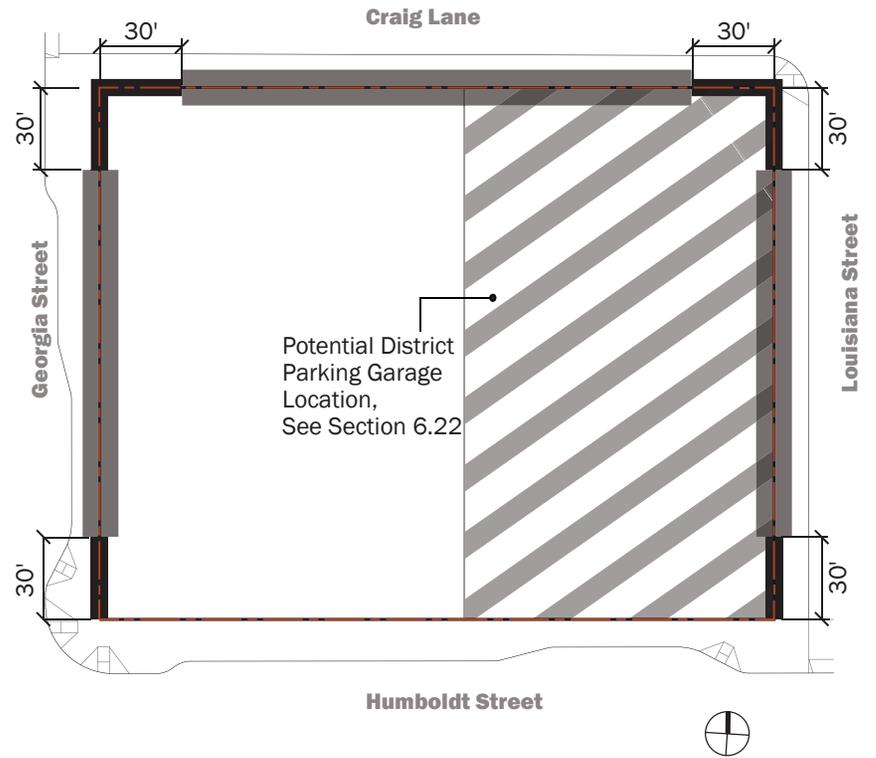
- Block Boundary
- Potential Build-to Line
- - - Upper Building Envelope
- Curb Line
- ▨ Varying Streetwall Heights at Corners (Section 6.4.6)
- Maximum 50' Streetwall Height
- Maximum 85' Streetwall Height

Figure A.1.3 Block 1 Ground-Floor Uses



- Block Boundary
- Potential Build-to Line
- - - Sidewalk Encroachment
- Curb Line
- ▲ Building Address Frontage
- Active Use Frontage
- Active Lane Frontage
- └ Corner with Active Uses
- \* Potential Grocery Store Location

Figure A.1.4 Block 1 Parking and Loading

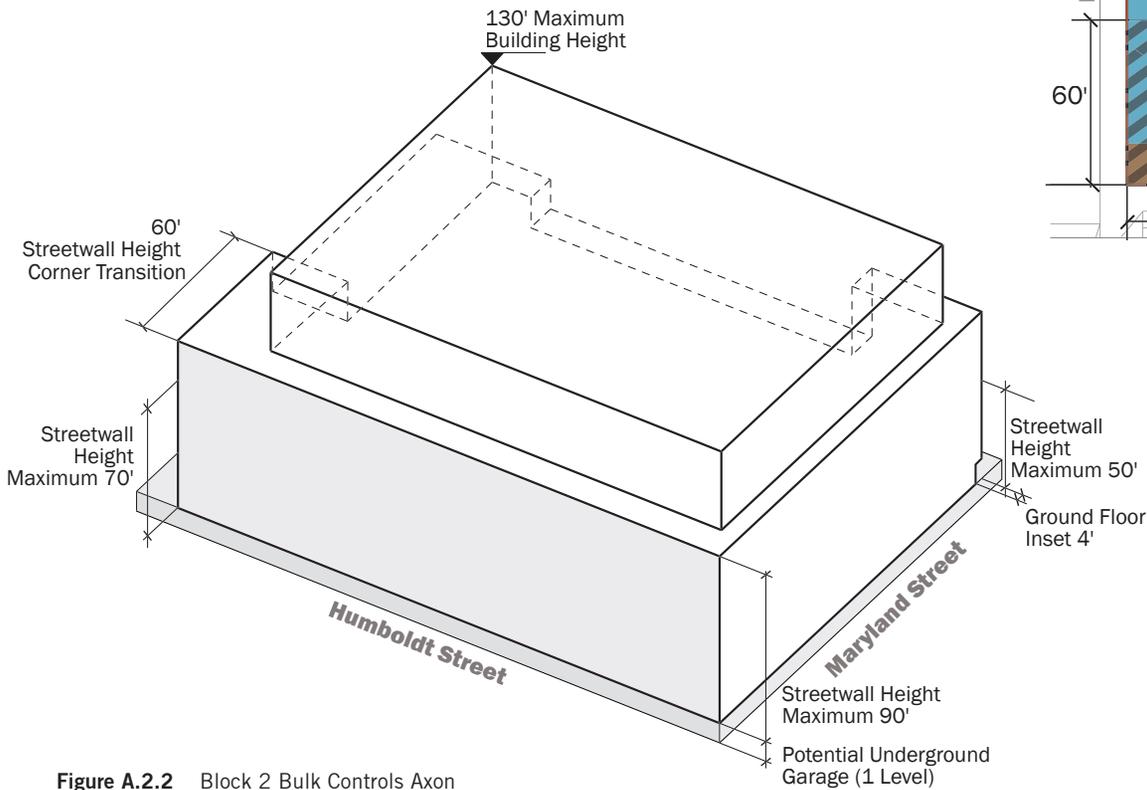
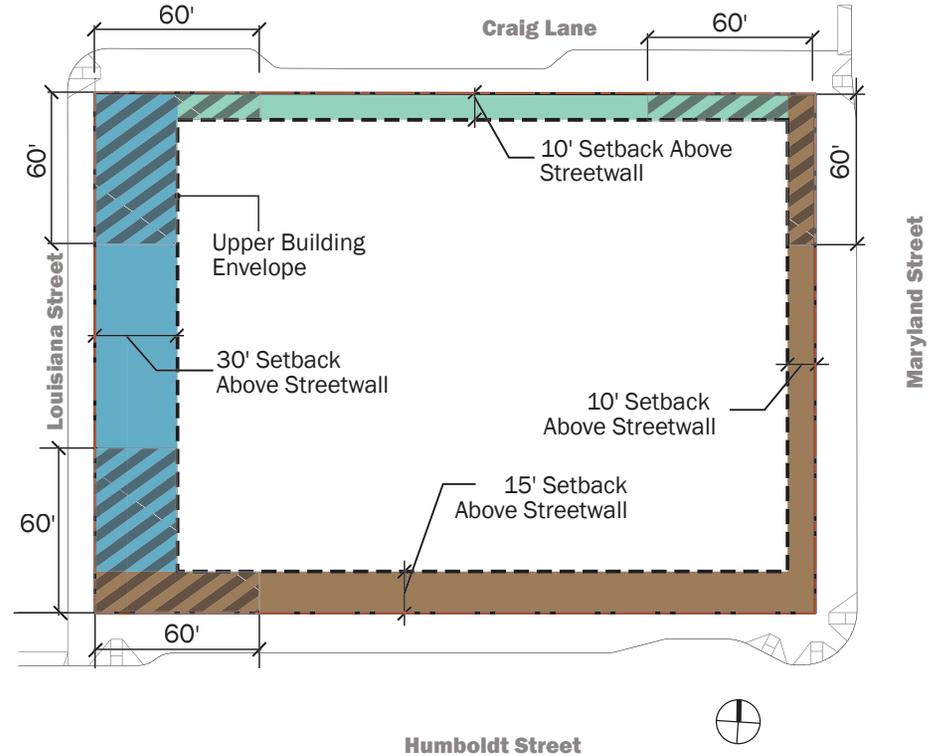
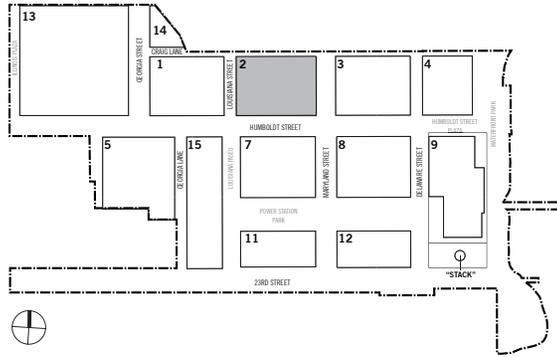


- Block Boundary
- Potential Build-to Line
- Curb Line
- Potential Parking and Loading Entry Frontage\*
- 30' Loading Prohibited Zone
- ▨ Potential District Parking Garage

\* One loading entry and one parking entry allowed per building, with exceptions as listed in Section 6.20.

## A.2 Block 2 Controls (Mid-rise Building)

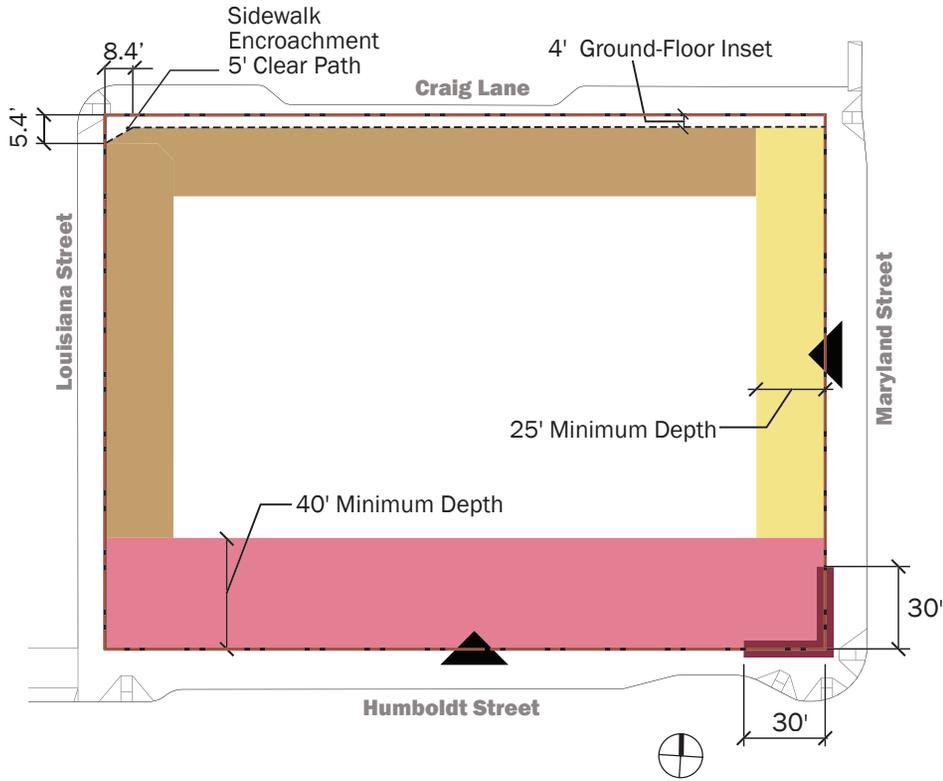
Figure A.2.1 Block 2 Bulk Controls



- - - Block Boundary
- Potential Build-to Line
- Upper Building Envelope
- Curb Line
- Varying Streetwall Heights at Corners (Section 6.4.6)
- Maximum 50' Streetwall Height
- Maximum 70' Streetwall Height
- Maximum 90' Streetwall Height

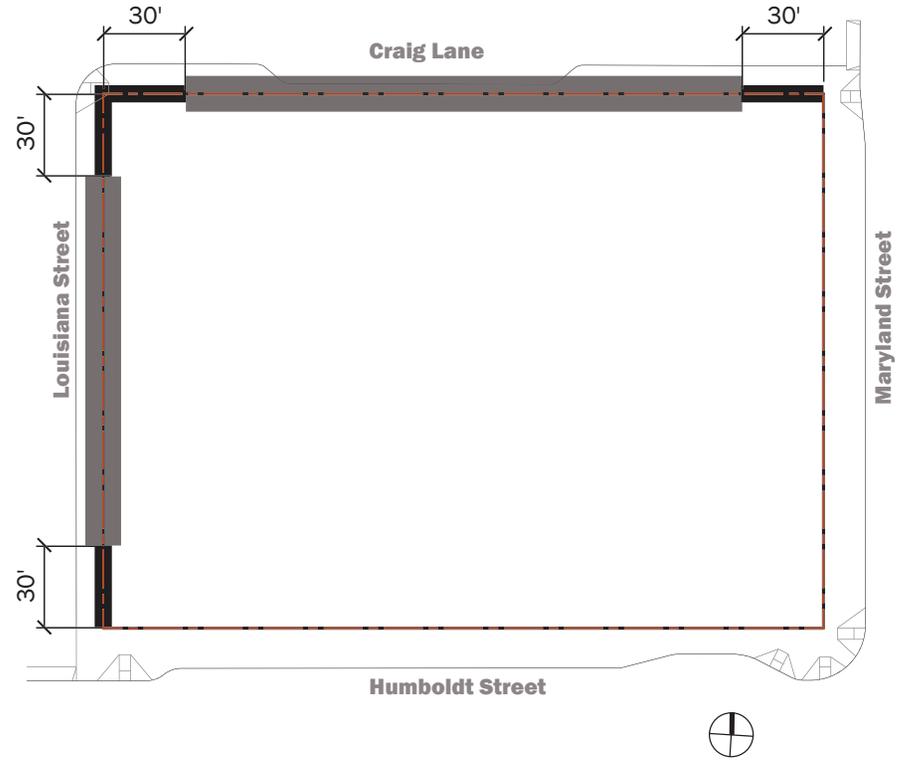
Figure A.2.2 Block 2 Bulk Controls Axon

Figure A.2.3 Block 2 Ground-Floor Uses



- Block Boundary
- Potential Build-to Line
- - - Sidewalk Encroachment
- Curb Line
- ▲ Building Address Frontage
- Priority Retail Frontage
- Active Use Frontage
- Active Lane Frontage
- └ Corner with Active Uses

Figure A.2.4 Block 2 Parking and Loading



- Block Boundary
- Potential Build-to Line
- Curb Line
- Potential Parking and Loading Entry Frontage\*
- 30' Loading Prohibited Zone

\* One loading entry and one parking entry allowed per building, with exceptions as listed in Section 6.20.

### A.3 Block 3 Controls (Mid-rise Building)

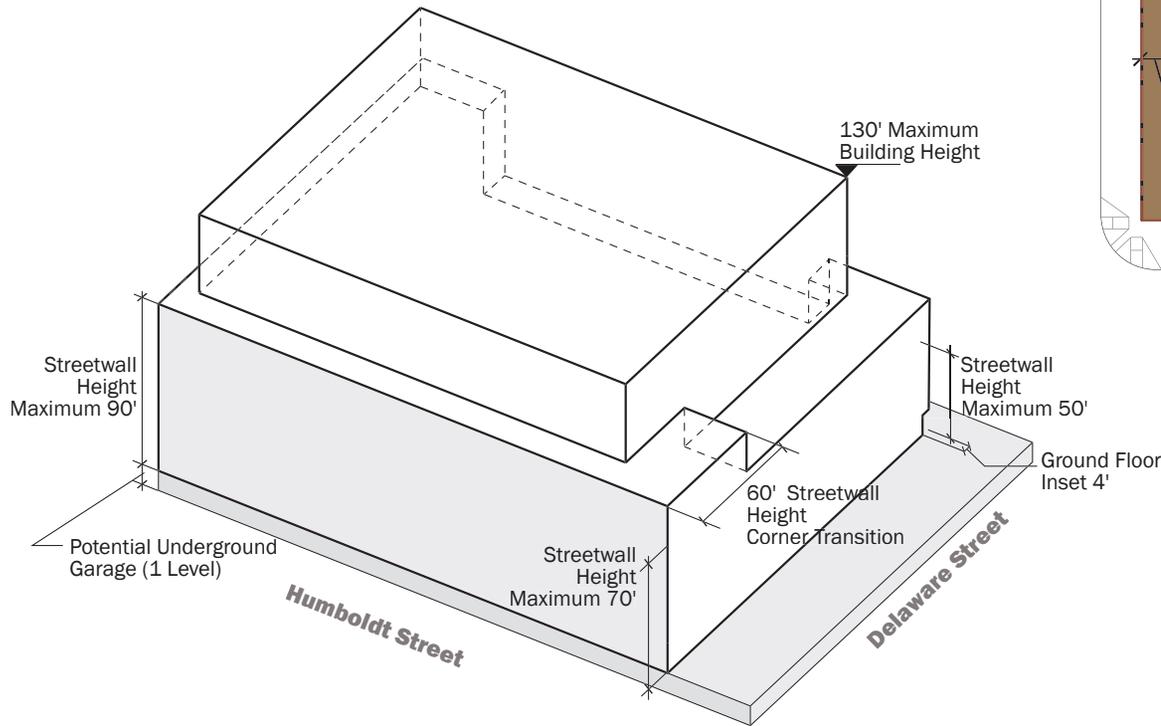
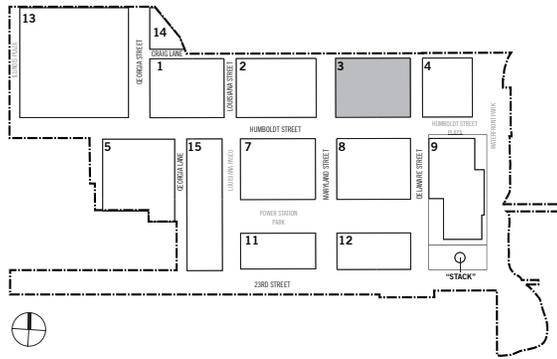
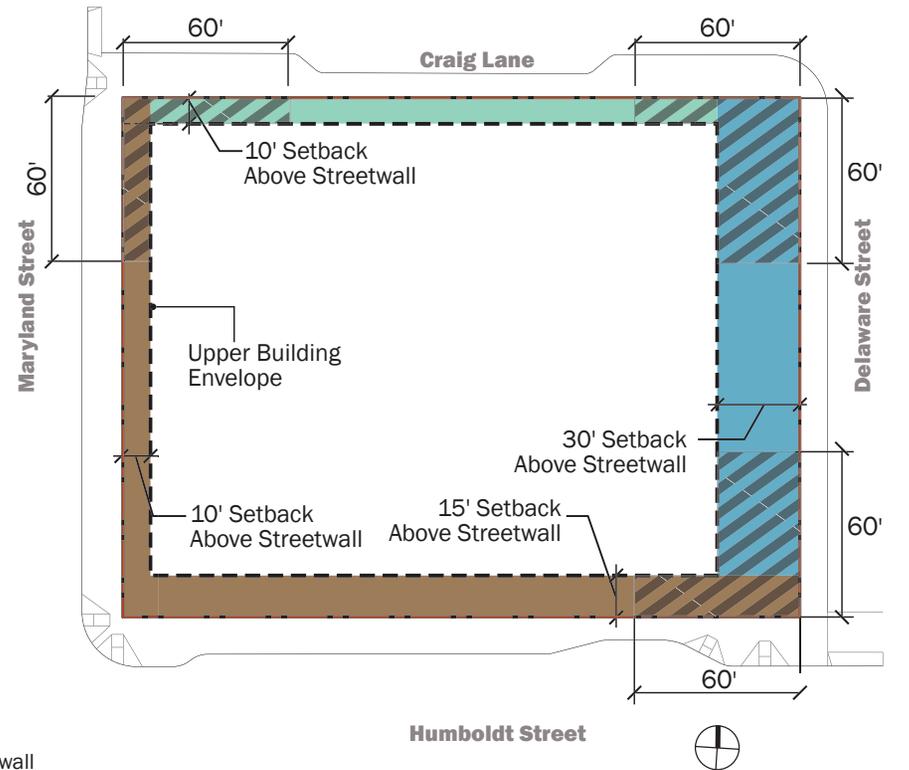


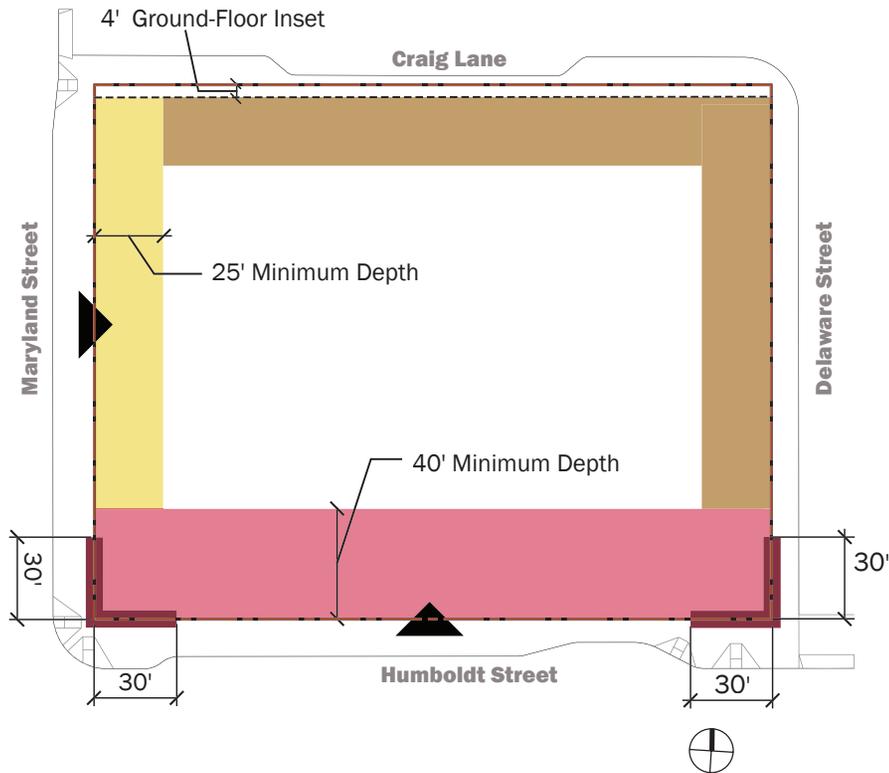
Figure A.3.2 Block 3 Bulk Controls Axon

Figure A.3.1 Block 3 Bulk Controls



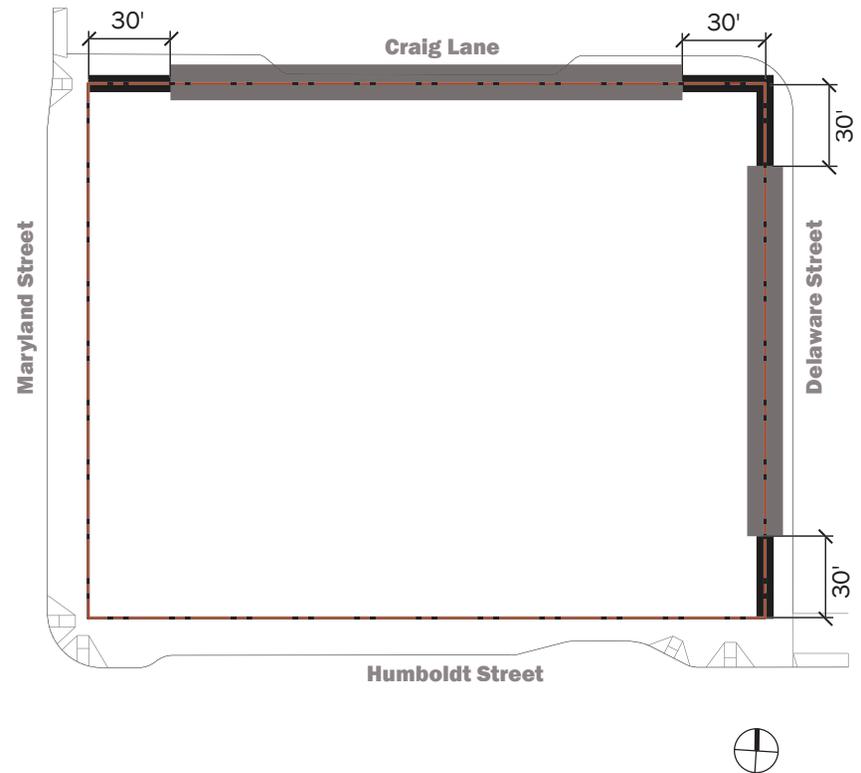
- Block Boundary
- Potential Build-to Line
- - - Upper Building Envelope
- Curb Line
- ▨ Varying Streetwall Heights at Corners (Section 6.4.6)
- Maximum 50' Streetwall Height
- Maximum 70' Streetwall Height
- Maximum 90' Streetwall Height

Figure A.3.3 Block 3 Ground-Floor Uses



- Block Boundary
- Potential Build-to Line
- - - Sidewalk Encroachment
- Curb Line
- ▲ Building Address Frontage
- Priority Retail Frontage
- Active Use Frontage
- Active Lane Frontage
- └ Corner with Active Uses

Figure A.3.4 Block 3 Parking and Loading



- Block Boundary
- Potential Build-to Line
- Curb Line
- Potential Parking and Loading Entry Frontage\*
- 30' Loading Prohibited Zone

\* One loading entry and one parking entry allowed per building, with exceptions as listed in Section 6.20.

### A.4 Block 4 Controls (Low-rise Building)

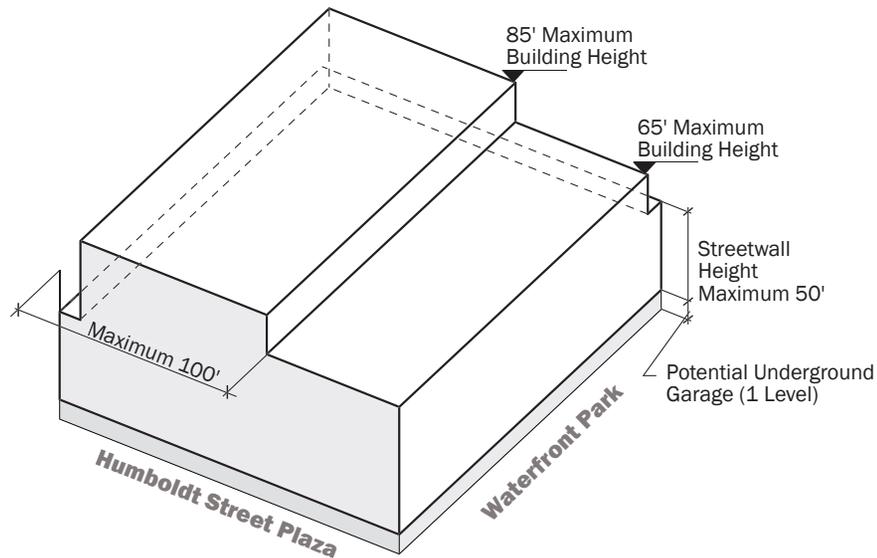
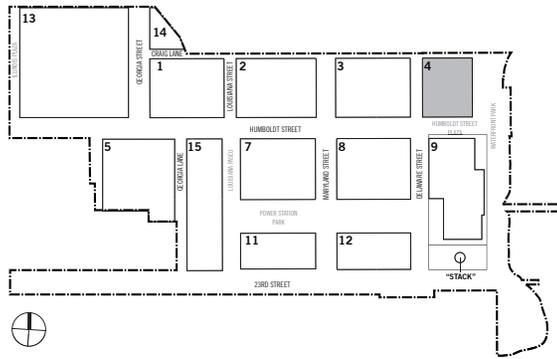


Figure A.4.2 Block 4 Bulk Controls Axon

Figure A.4.1 Block 4 Bulk Controls

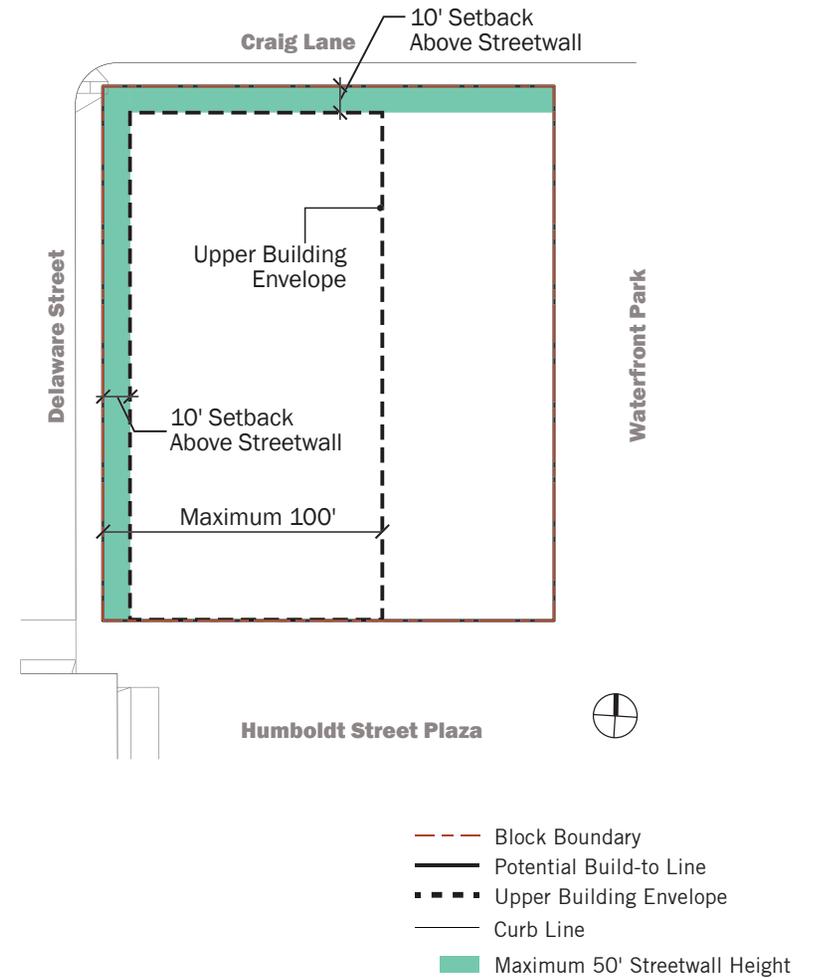
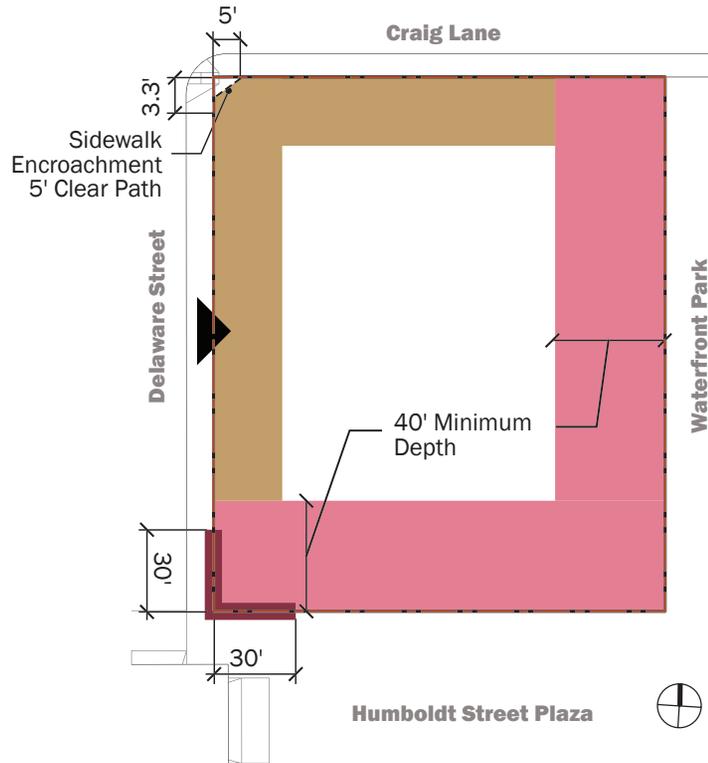
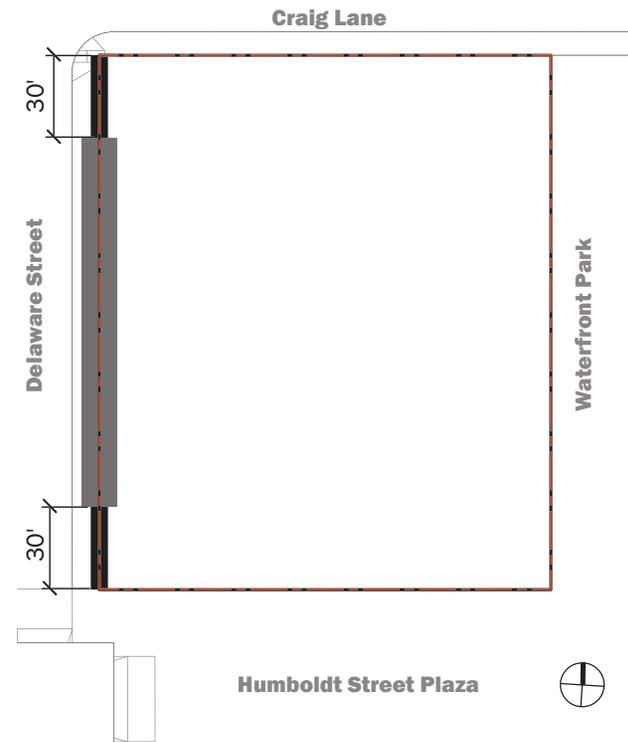


Figure A.4.3 Block 4 Ground-Floor Uses



- Block Boundary
- Potential Build-to Line
- - - Sidewalk Encroachment
- Curb Line
- ▲ Building Address Frontage
- Priority Retail Frontage
- Active Lane Frontage
- └ Corner with Active Uses

Figure A.4.4 Block 4 Parking and Loading



- Block Boundary
- Potential Build-to Line
- Curb Line
- Potential Parking and Loading Entry Frontage\*
- 30' Loading Prohibited Zone

\* One loading entry and one parking entry allowed per building, with exceptions as listed in Section 6.20.

### A.5 Block 5 Controls (High-rise Tower)

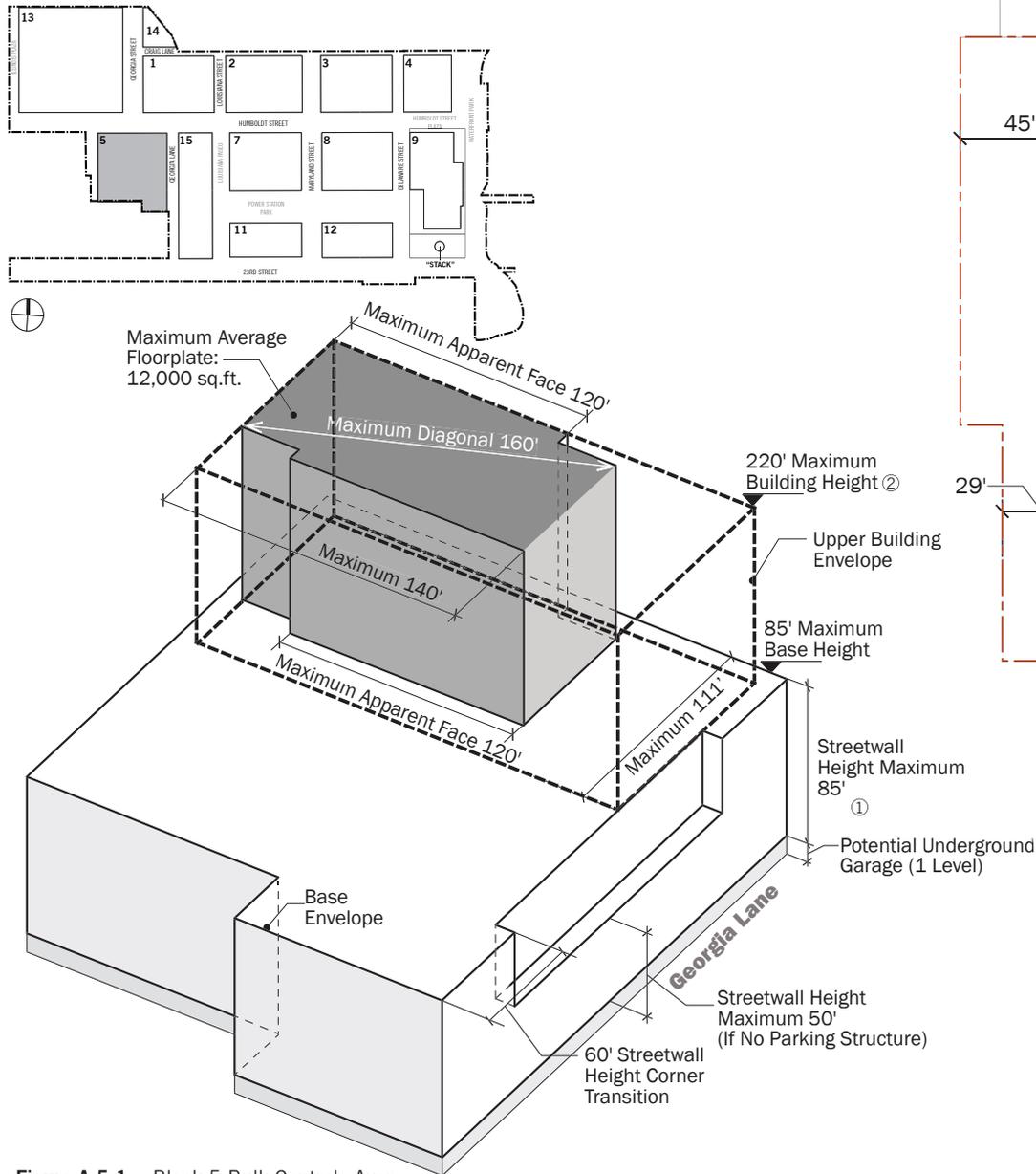
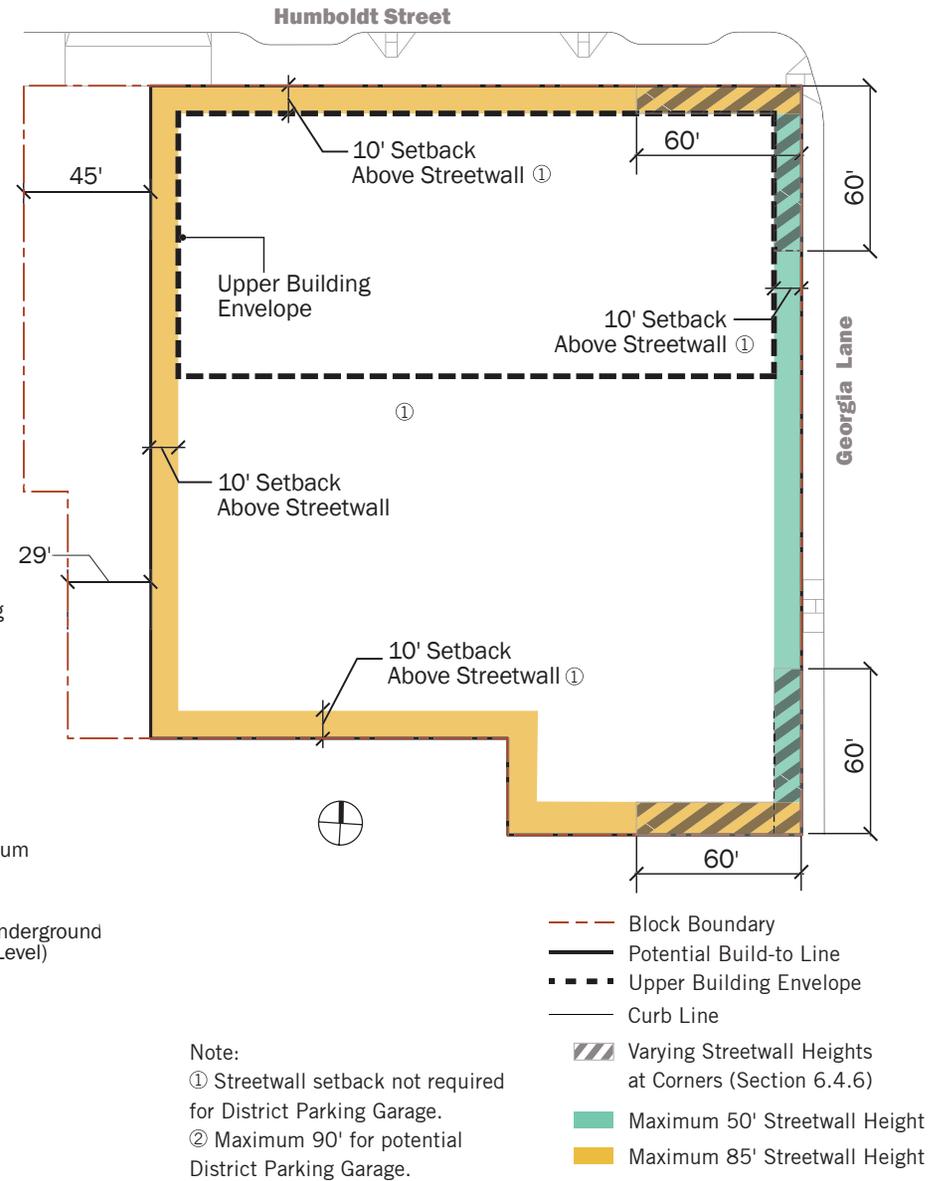


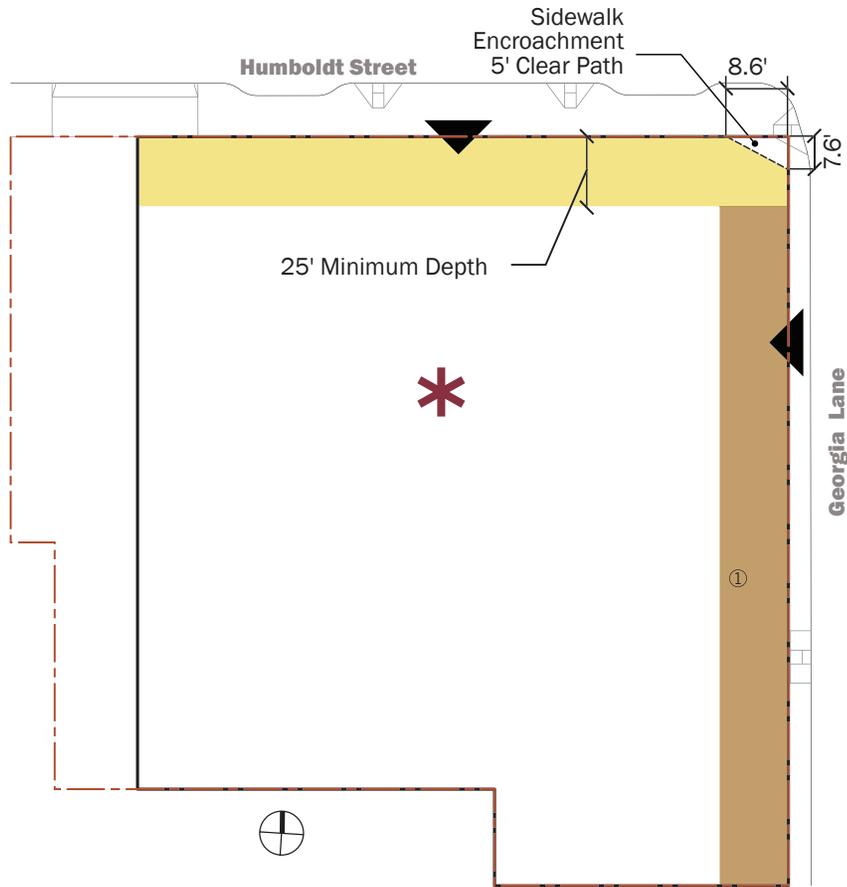
Figure A.5.1 Block 5 Bulk Controls Axon

Figure A.5.2 Block 5 Bulk Controls



Note:  
 ① Streetwall setback not required for District Parking Garage.  
 ② Maximum 90' for potential District Parking Garage.

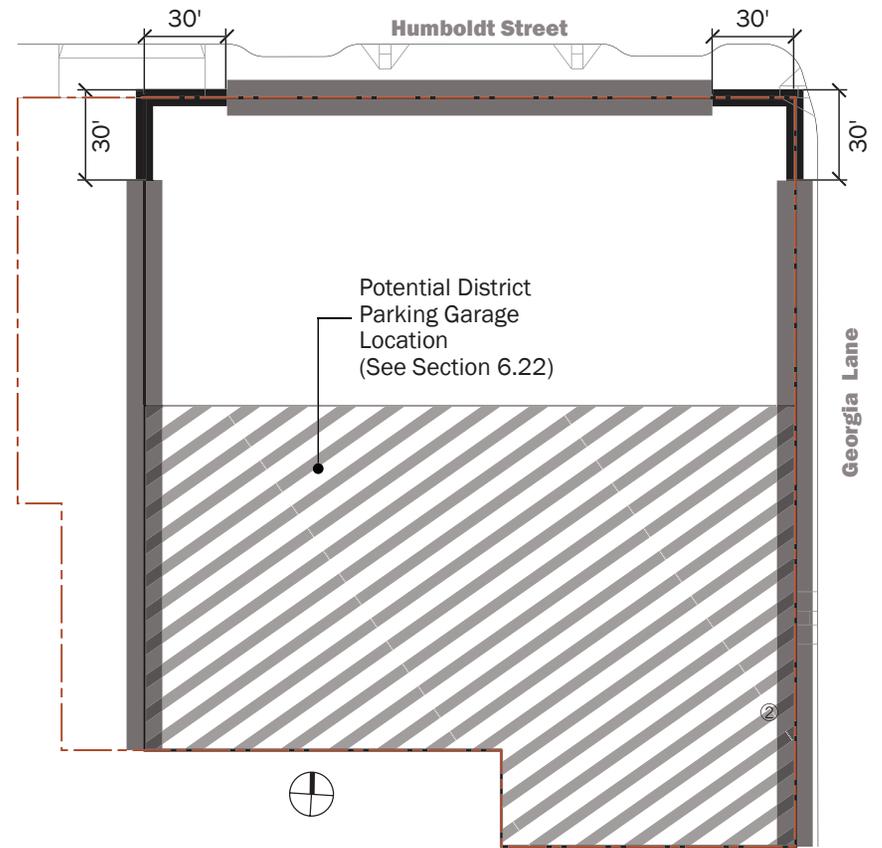
Figure A.5.3 Block 5 Ground-Floor Uses



- Block Boundary
- Potential Build-to Line
- - - Sidewalk Encroachment
- Curb Line
- ▲ Building Address Frontage
- Active Use Frontage
- Active Lane Frontage
- └ Corner with Active Uses
- \* Potential Grocery Store Location

Note:  
 ① Active Use not required for parking garage frontage if located at Block 5.

Figure A.5.4 Block 5 Parking and Loading



- Block Boundary
- Potential Build-to Line
- Curb Line
- Potential Parking and Loading Entry Frontage\*
- 30' Loading Prohibited Zone
- ▨ Potential District Parking Garage

\* One loading entry and one parking entry allowed per building, with exceptions as listed in Section 6.20.

## A.6 Block 15 Controls

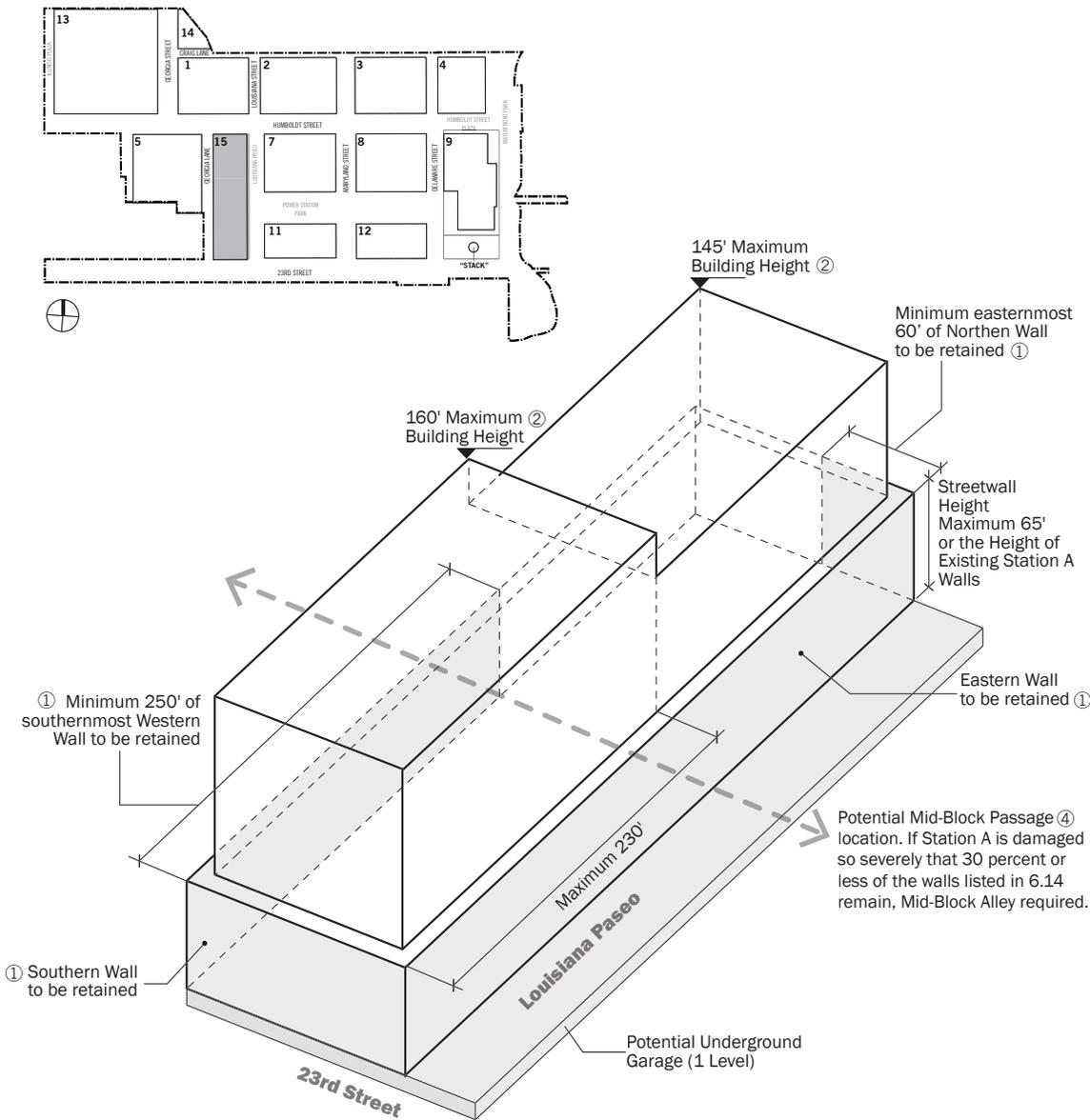
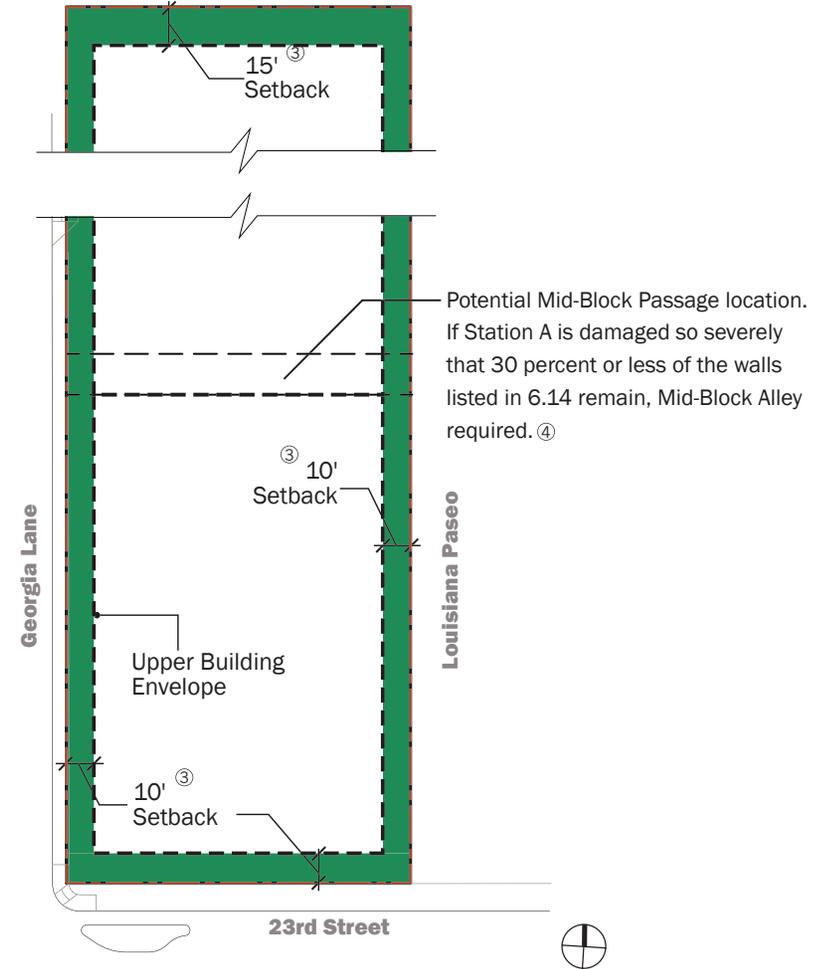


Figure A.6.2 Block 15 Bulk Controls Axon

Figure A.6.1 Block 15 Bulk Controls

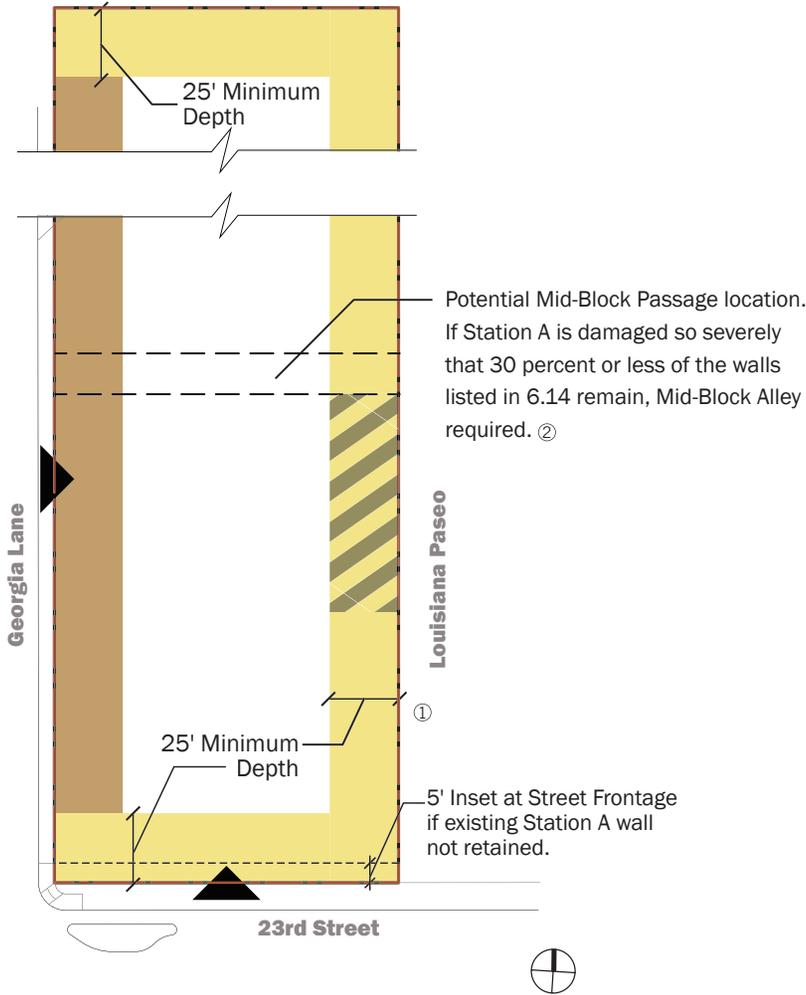


Note:

- ① See Section 6.14.1 Station A Retained Features.
- ② See Section 6.14.5 Station A Sculpting for alternative height locations.
- ③ See Section 6.14.5 Station A Sculpting for alternative approaches to building setbacks.
- ④ See Section 6.3 for Mid-Block Alley/Passage Controls.

- Block Boundary
- Potential Build-to Line
- - - Upper Building Envelope
- Curb Line
- Maximum 65' Streetwall Height or the Height of Existing Station A Walls

**Figure A.6.3** Block 15 Ground-Floor Uses



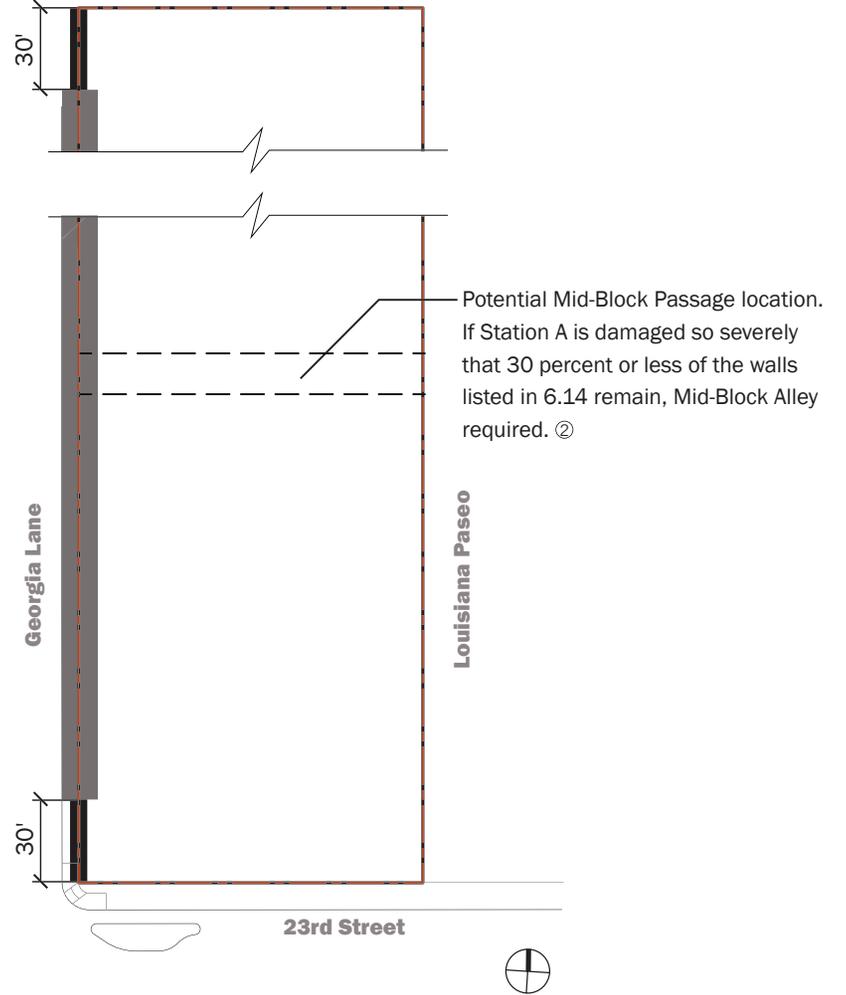
- Block Boundary
- Potential Build-to Line
- - - Sidewalk Encroachment
- Curb Line
- ▲ Building Address Frontage
- Active Use Frontage
- Active Lane Frontage

- ▨ Required Active Use frontage with and without Station A

Note:

- ① If Station A is damaged so severely that 30 percent or less of the walls listed in 6.14 remain, then Active Frontage will apply to north, east, and south façades, and Active Lane Frontage would apply to west façades. See Figure 3.2.1.
- ② See Section 6.3 for Mid-Block Alley/Passage Controls.

**Figure A.6.4** Block 15 Parking and Loading



Note:

- ① One loading entry and one parking entry allowed per building, with exceptions as listed in Section 6.20.
- ② See Section 6.3 for Mid-Block Alley/Passage Controls.

- Block Boundary
- Potential Build-to Line
- Curb Line
- Potential Parking and Loading Entry Frontage ①
- 30' Loading Prohibited Zone

# A.7 Block 7 Controls (High-rise Tower)

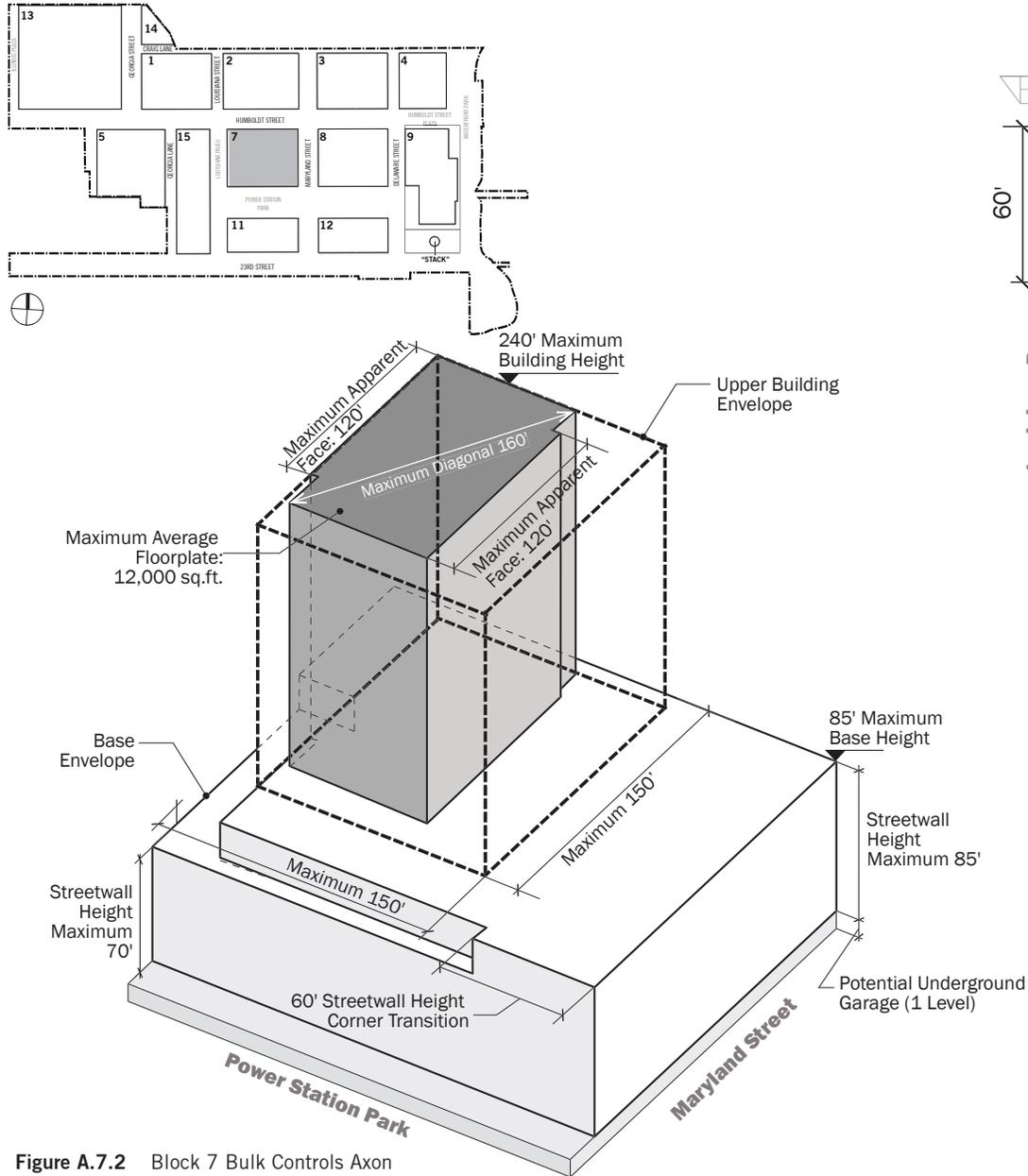
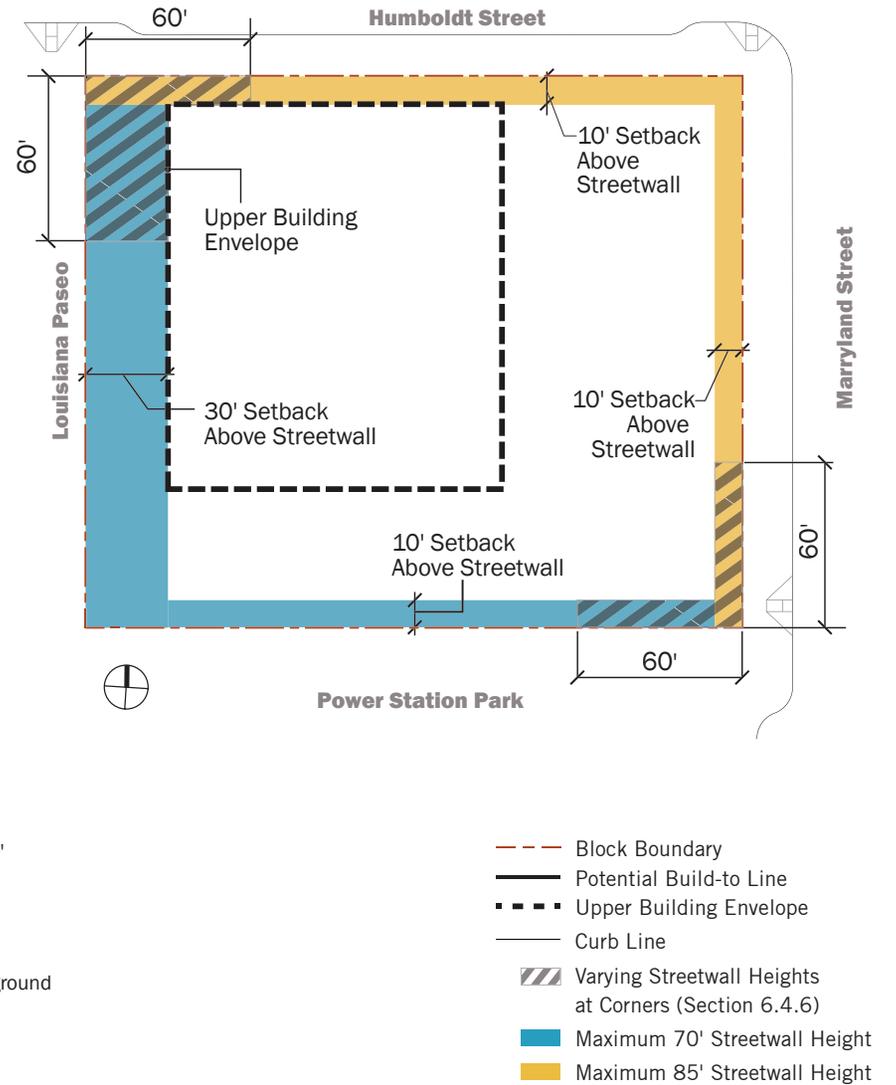


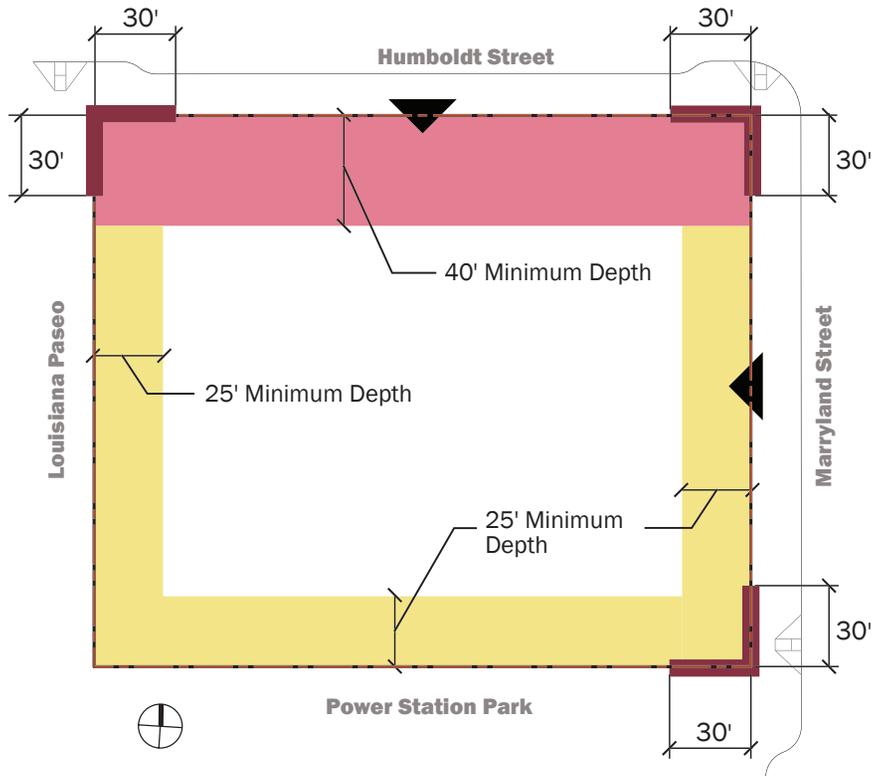
Figure A.7.2 Block 7 Bulk Controls Axon

Figure A.7.1 Block 7 Bulk Controls



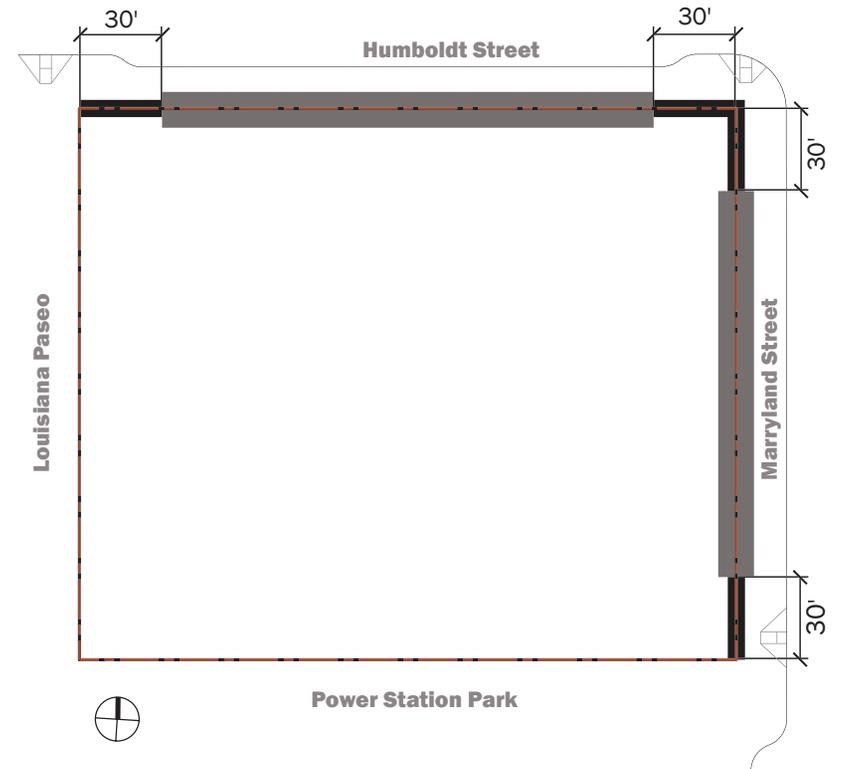
- Block Boundary
- Potential Build-to Line
- - - Upper Building Envelope
- Curb Line
- ▨ Varying Streetwall Heights at Corners (Section 6.4.6)
- Maximum 70' Streetwall Height
- Maximum 85' Streetwall Height

Figure A.7.3 Block 7 Ground-Floor Uses



- Block Boundary
- Potential Build-to Line
- - - Sidewalk Encroachment
- Curb Line
- ▲ Building Address Frontage
- Priority Retail Frontage
- Active Use Frontage
- └ Corner with Active Uses

Figure A.7.4 Block 7 Parking and Loading



- Block Boundary
- Potential Build-to Line
- Curb Line
- Potential Parking and Loading Entry Frontage\*
- 30' Loading Prohibited Zone

\* One loading entry and one parking entry allowed per building, with exceptions as listed in Section 6.20.

## A.8 Block 8 Controls (Mid-rise Building)

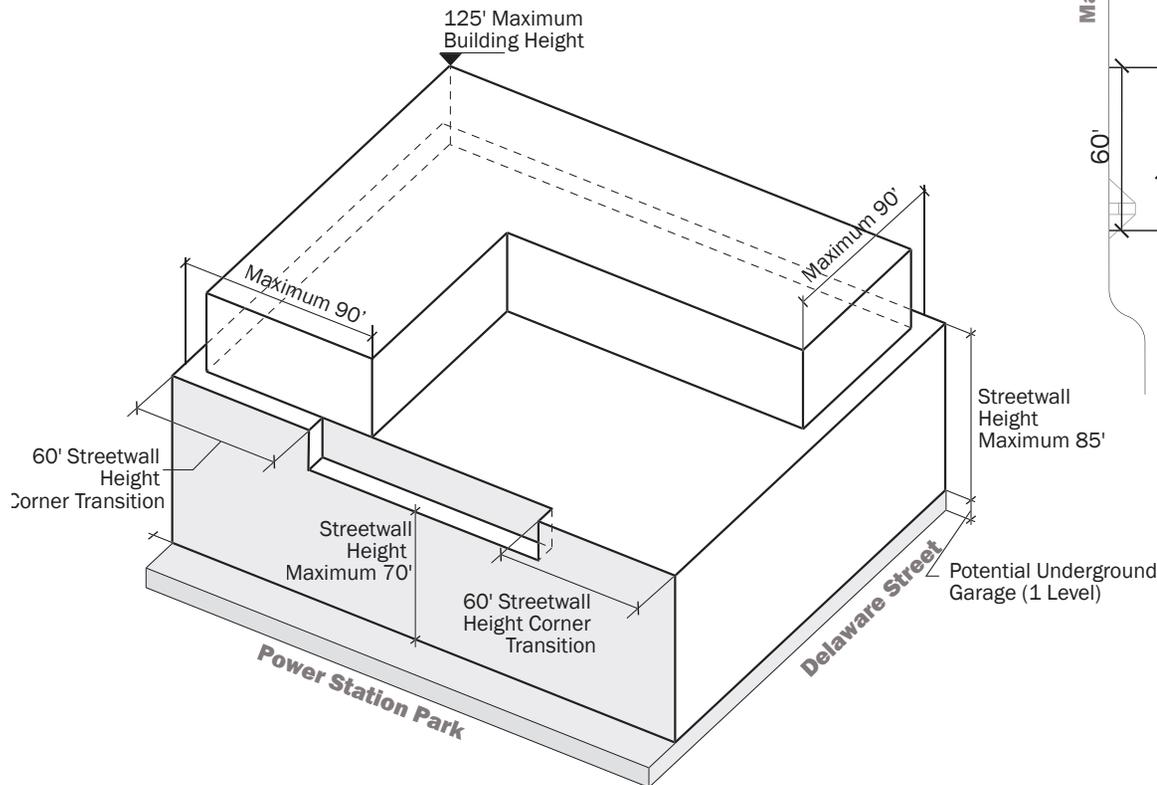
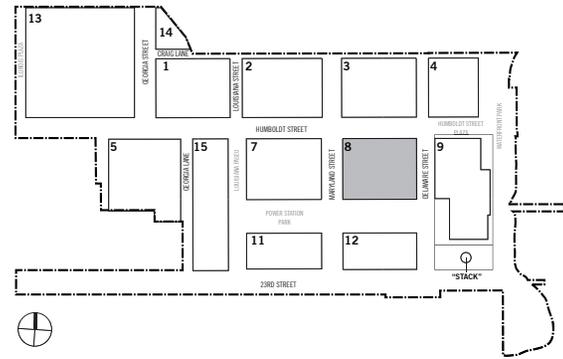


Figure A.8.1 Block 8 Bulk Controls

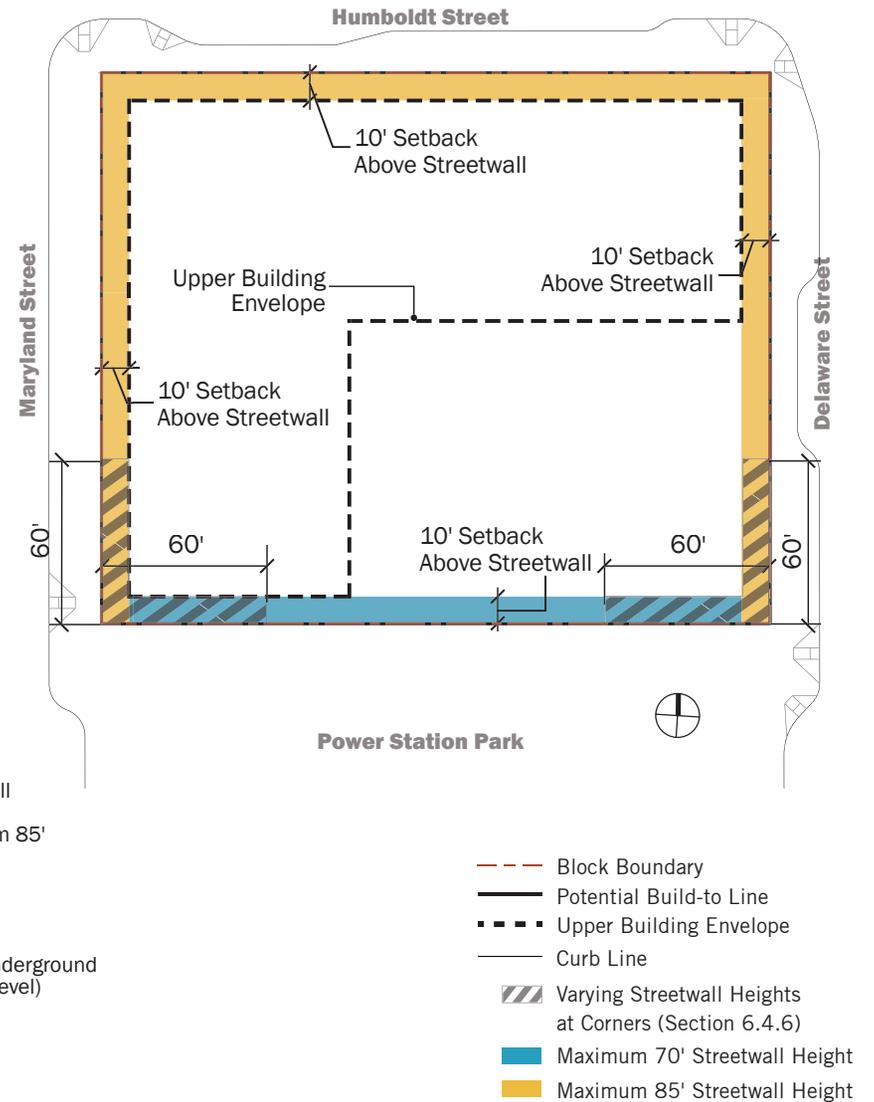
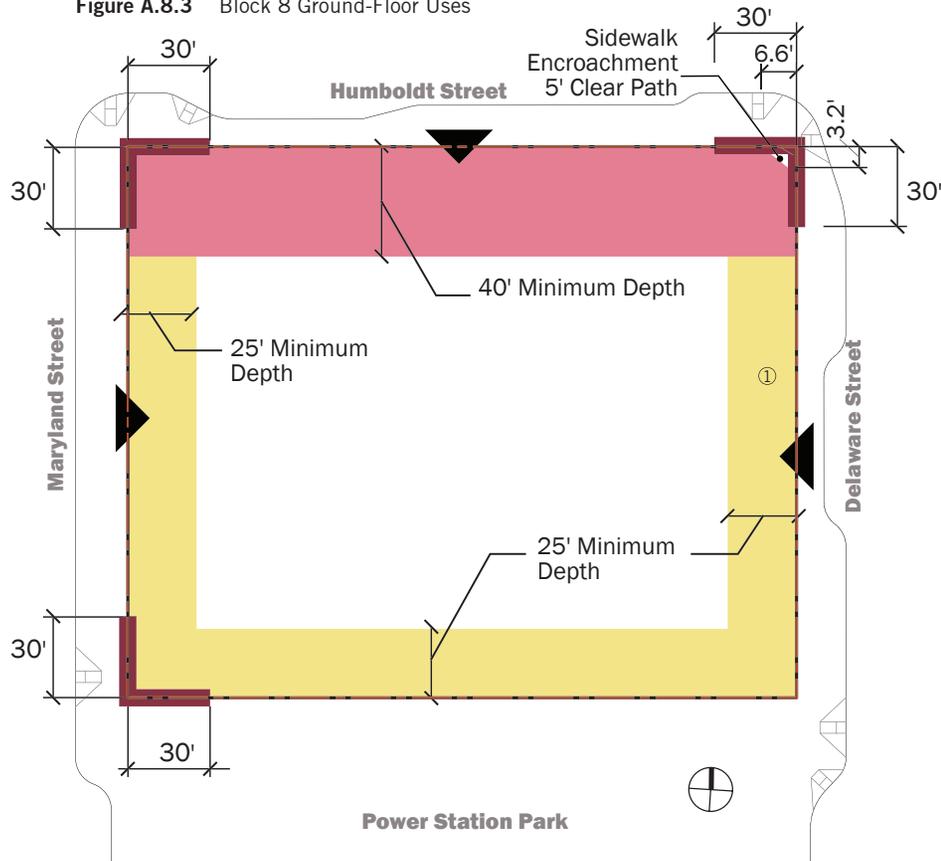


Figure A.8.2 Block 8 Bulk Controls Axon

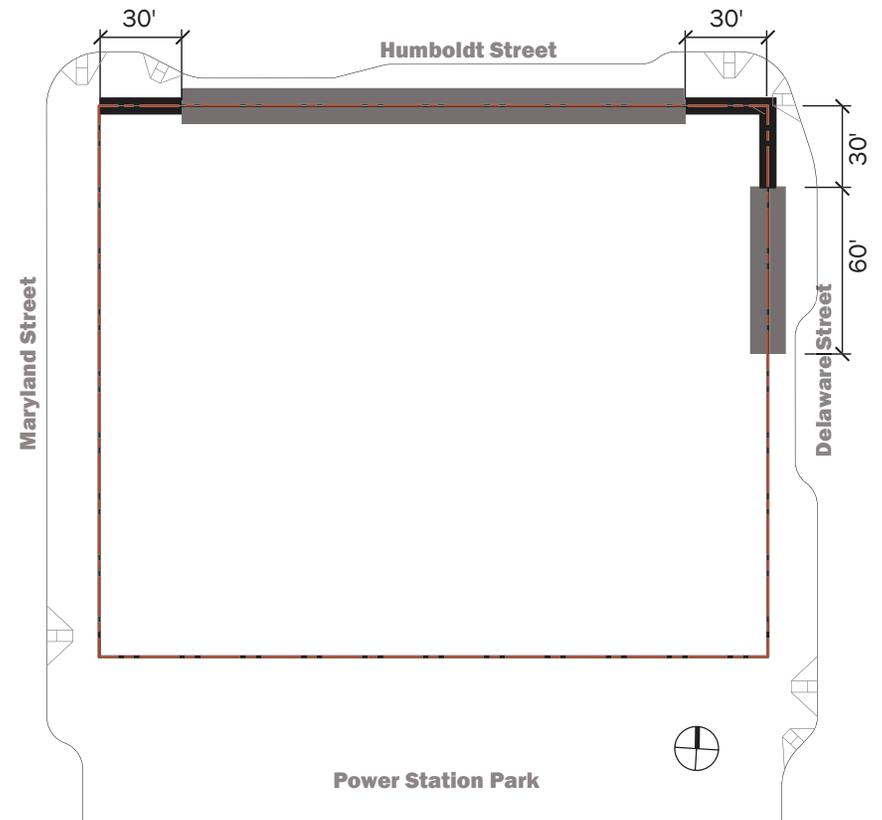
Figure A.8.3 Block 8 Ground-Floor Uses



- Block Boundary
- Potential Build-to Line
- - - Sidewalk Encroachment
- Curb Line
- ▲ Building Address Frontage
- Priority Retail Frontage
- Active Use Frontage
- └ Corner with Active Uses

Note:  
 ① Transit Support Facilities shall be provided along the east side of Block 8, see Section 6.10.2

Figure A.8.4 Block 8 Parking and Loading



- Block Boundary
- Potential Build-to Line
- Curb Line
- Potential Parking and Loading Entry Frontage\*
- 30' Loading Prohibited Zone

\* One loading entry and one parking entry allowed per building with exceptions as listed in Section 6.20.

## A.9 Block 9 Options

Block 9 currently contains the Unit 3 power block structure. Two options for the block have been envisioned – one where Unit 3 remains and is repurposed with a hotel, and another option where the structure is demolished and replaced with open space and a building with either hotel or residential uses.

### **Option 1: With Unit 3**

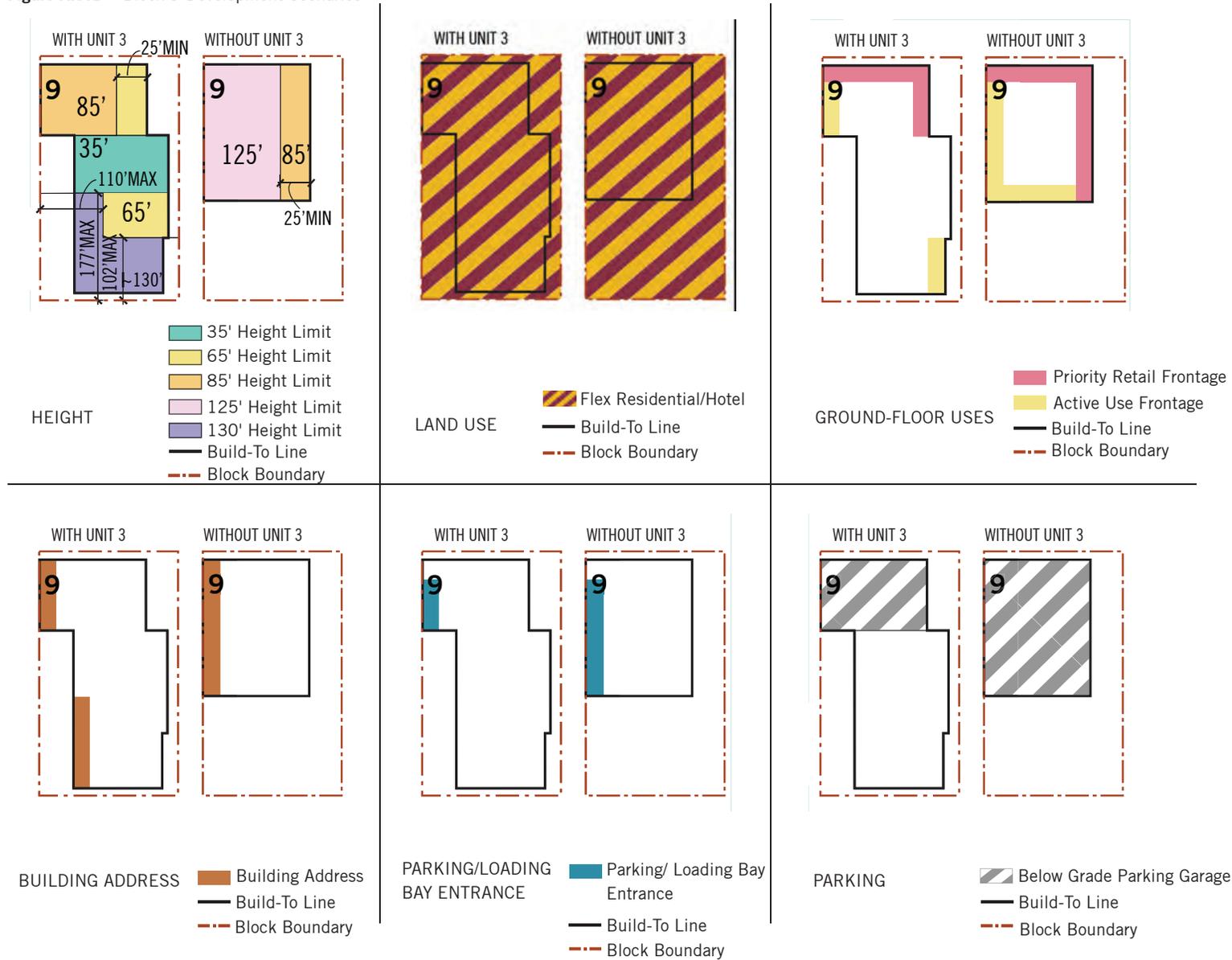
In Option 1, the Unit 3 power block would remain and become repurposed as a hotel, residential building, or combination of the two. This option would require the removal of obsolete mechanical equipment within Unit 3, such as the boiler. In some areas, subject to the standards discussed below, the building envelope could increase to create a floorplate more suitable for rehabilitation. The standards and guidelines given in Section 6.13 will guide development on this block under Option 1.

### **Option 2: Without Unit 3**

In Option 2, the Unit 3 power block would be demolished and a new building constructed pursuant to the controls contained in this D4D, in particular, see Section 6.11.8.

The following diagrams depict standards and guidelines contained in this D4D for Block 9 with and without Unit 3.

Figure A.9.1 Block 9 Development Scenarios



### A.9A Block 9 Controls: With Unit 3

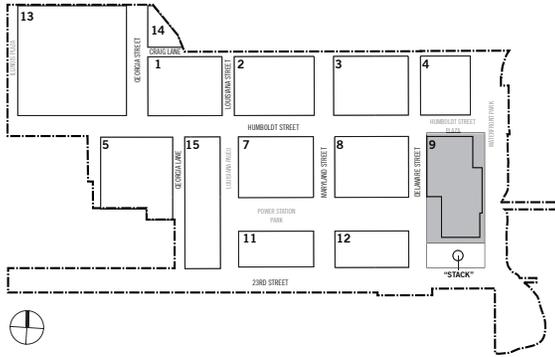
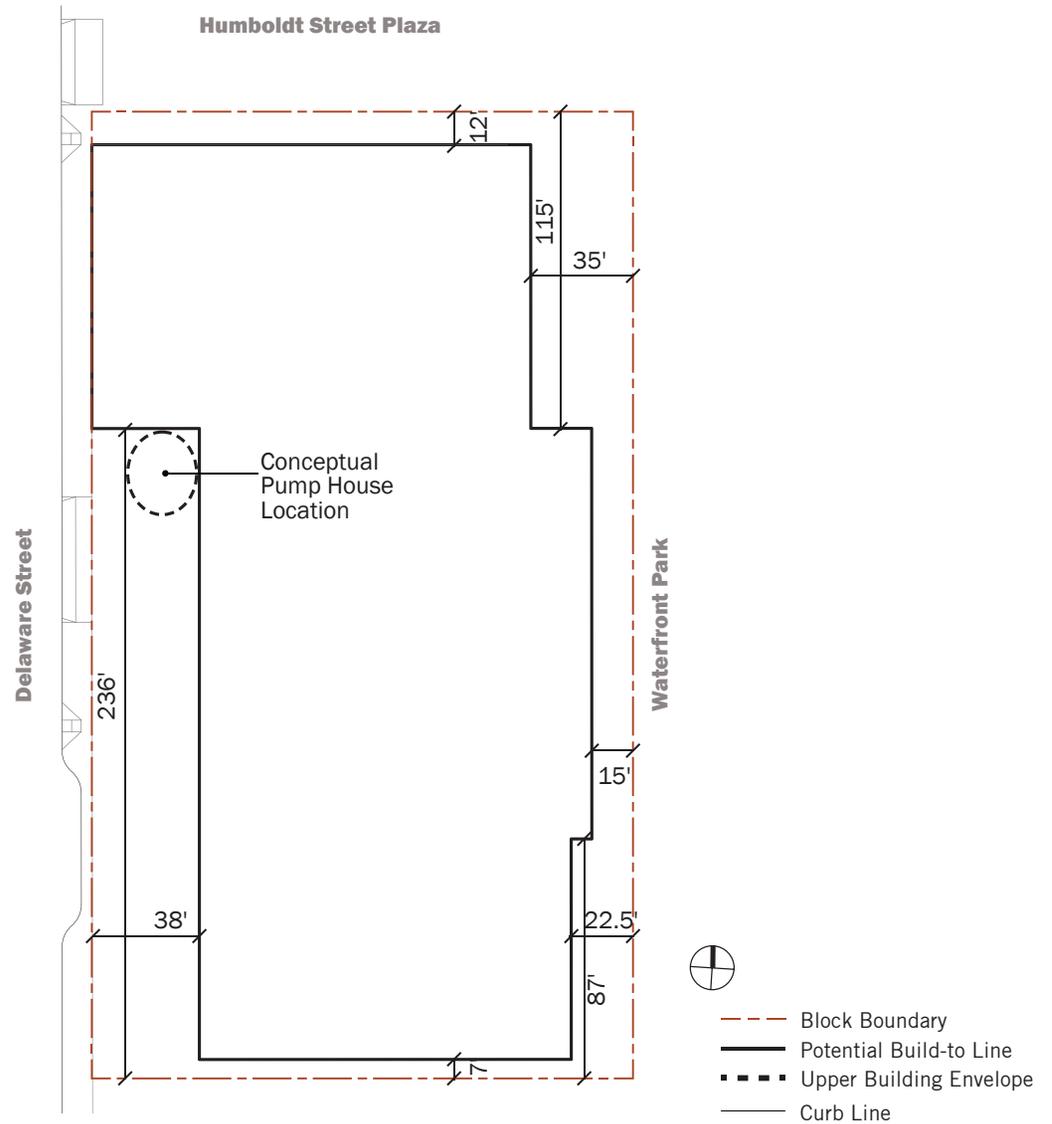
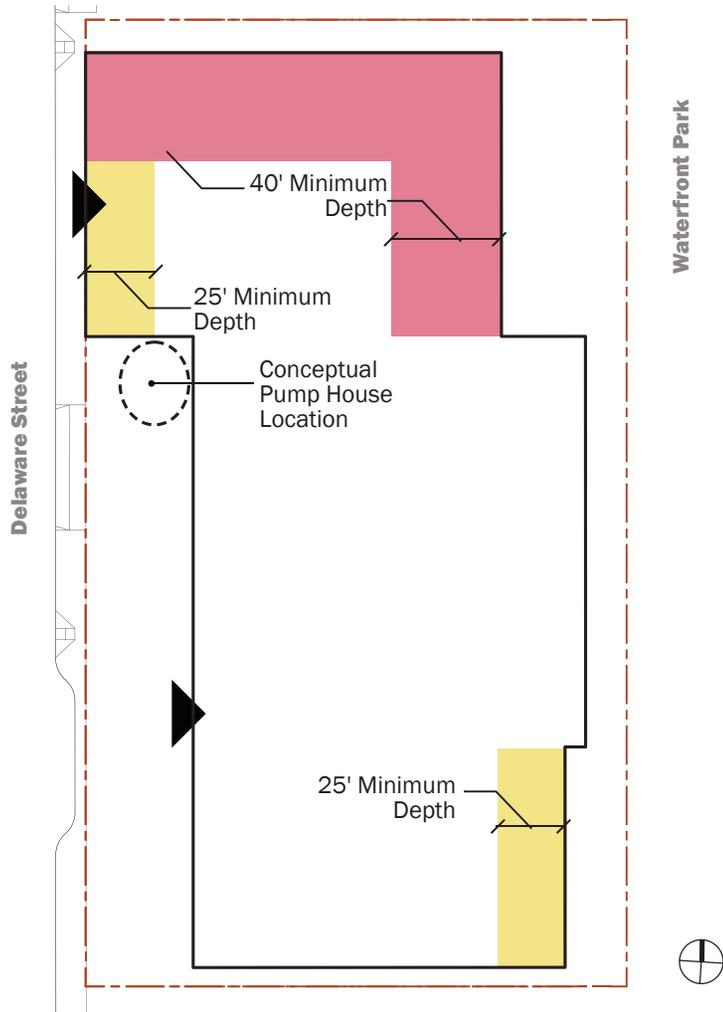


Figure A.9.2 Block 9A Setbacks



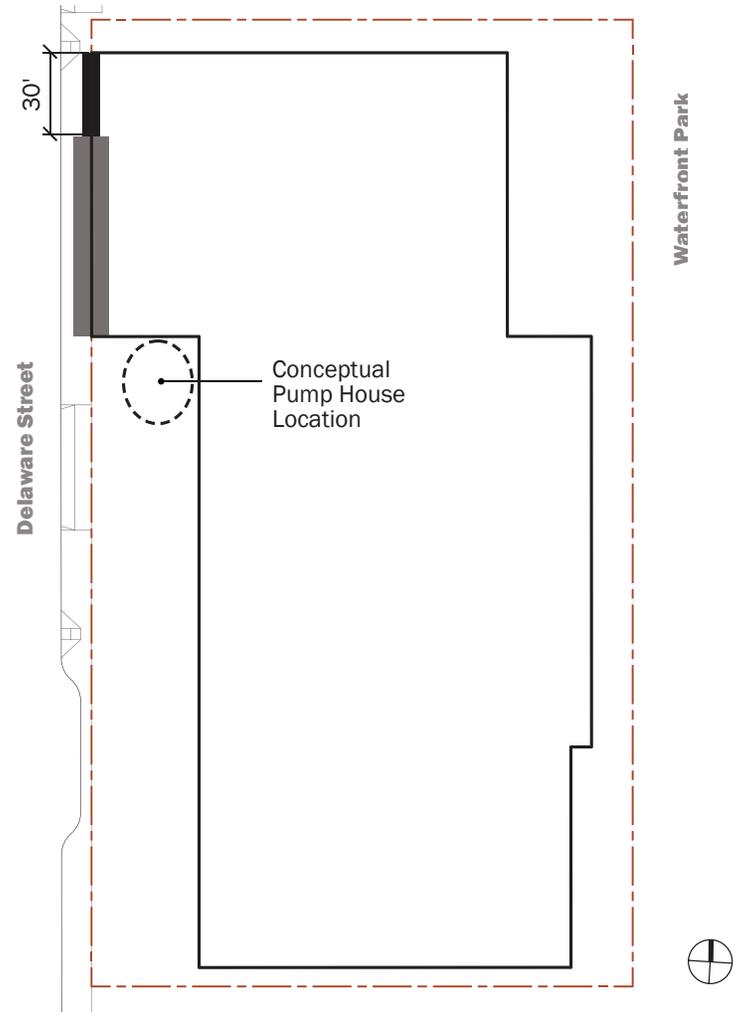
Note: Above a height of 36 feet, the building may project west of the 38-foot setback line by up to 17 feet, provided that SFFD can adequately service the building.

Figure A.9.3 Block 9A Ground-Floor Uses



- Block Boundary
- Potential Build-to Line
- - - Sidewalk Encroachment
- Curb Line
- ▲ Building Address Frontage
- Priority Retail Frontage
- Active Use Frontage

Figure A.9.4 Parking and Loading



- Block Boundary
  - Potential Build-to Line
  - Curb Line
  - Potential Parking and Loading Entry Frontage\*
  - 30' Loading Prohibited Zone
- \* One loading entry and one parking entry allowed per building with exceptions as listed in Section 6.20.

Figure A.9.5 Block 9A Height Controls

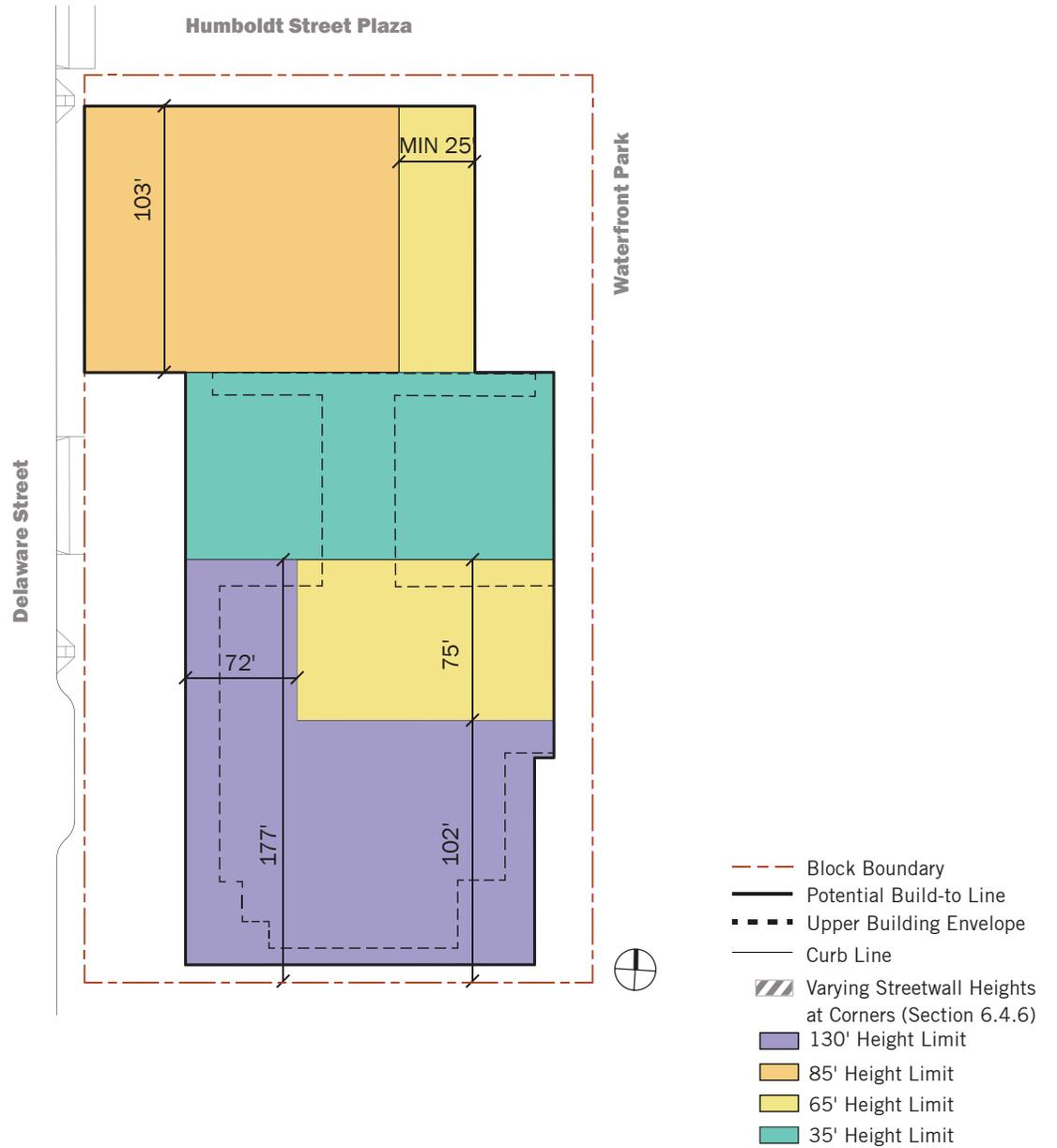
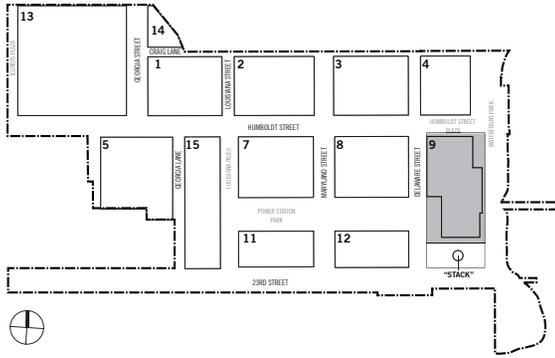
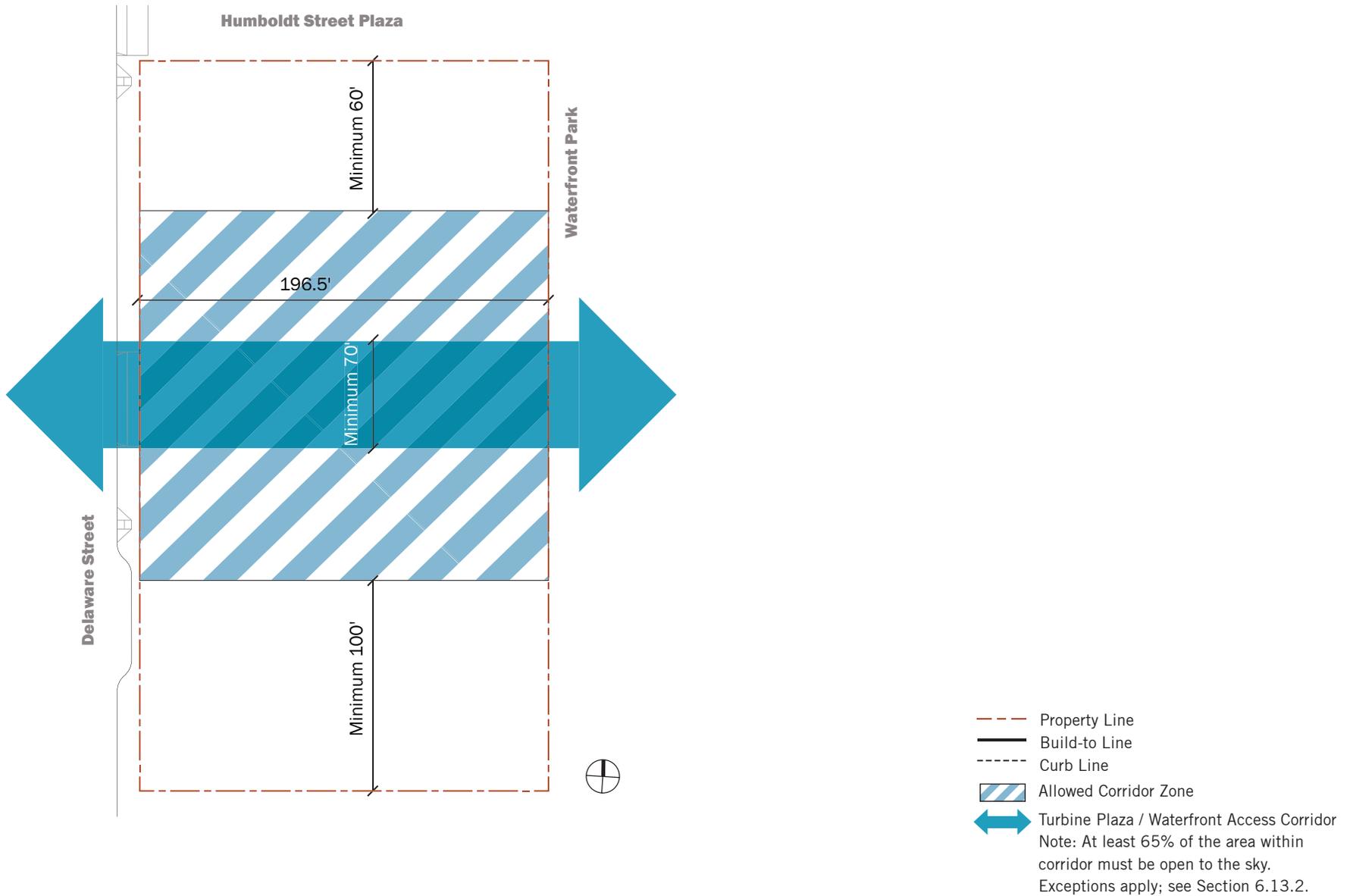


Figure A.9.6 Block 9A Access Corridor Requirement



### A.9B Block 9 Controls: Without Unit 3

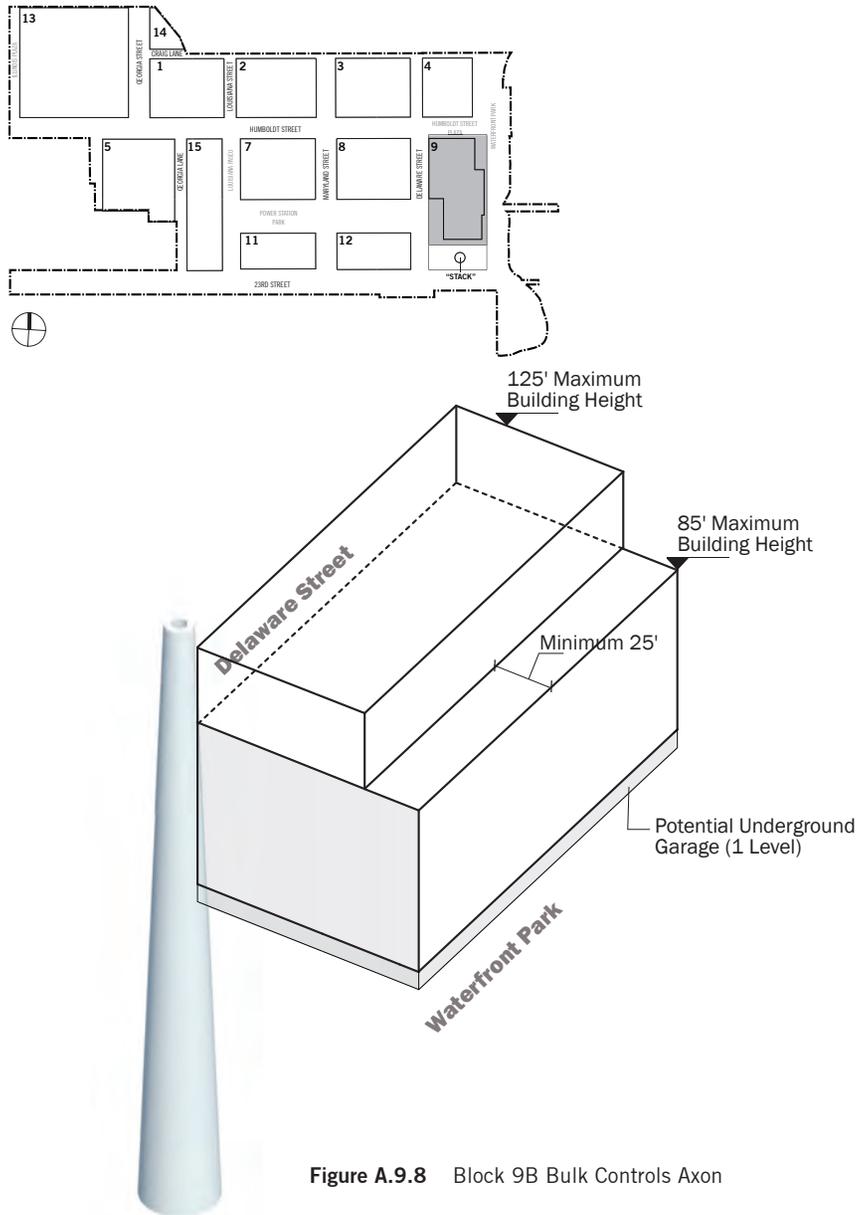
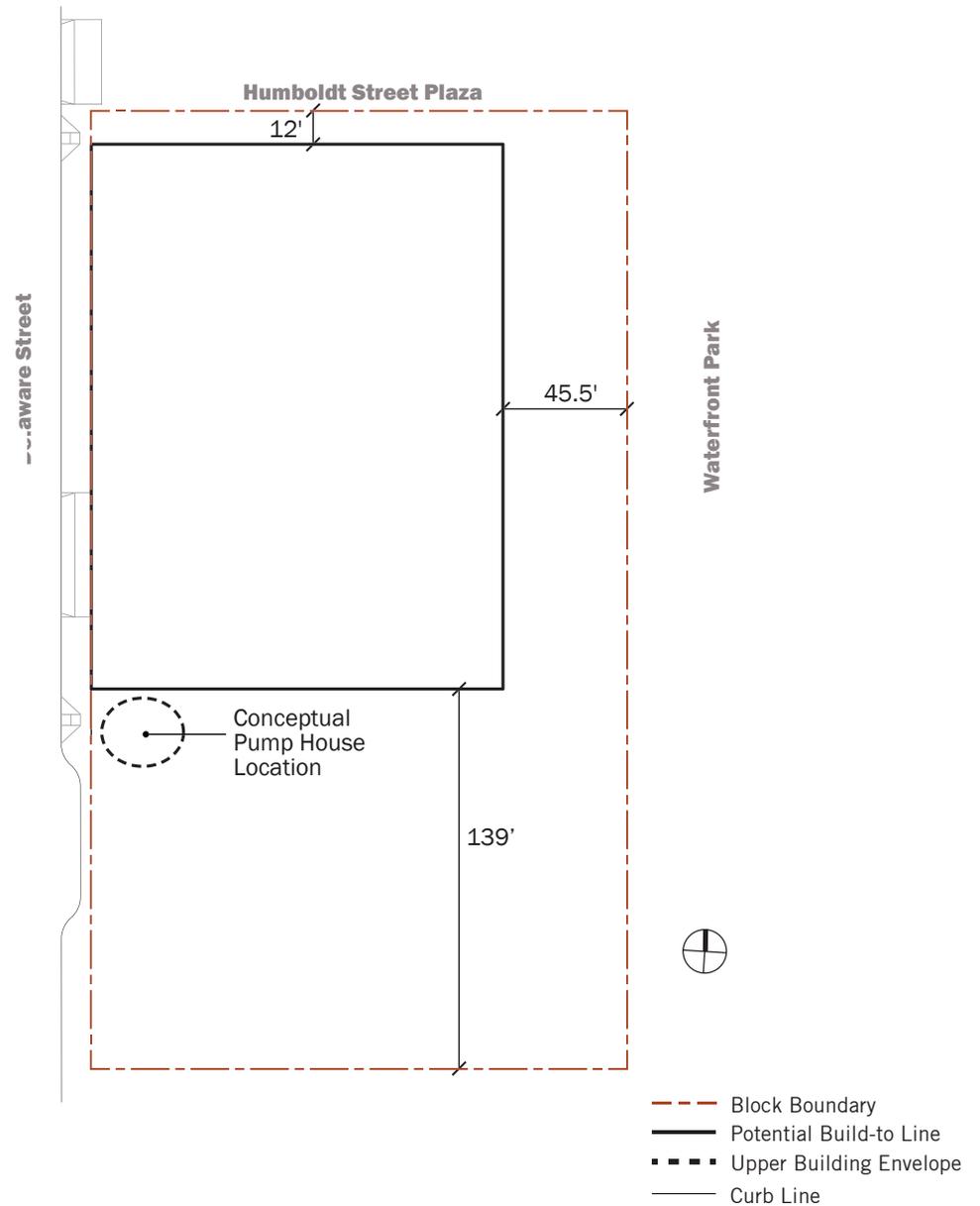


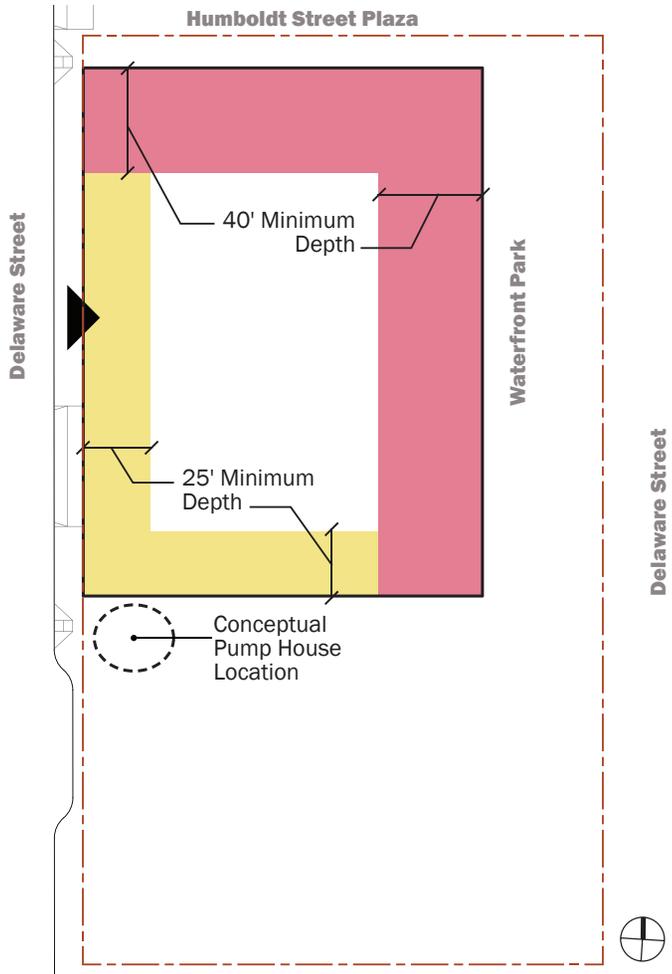
Figure A.9.8 Block 9B Bulk Controls Axon

Figure A.9.7 Block 9B Setbacks



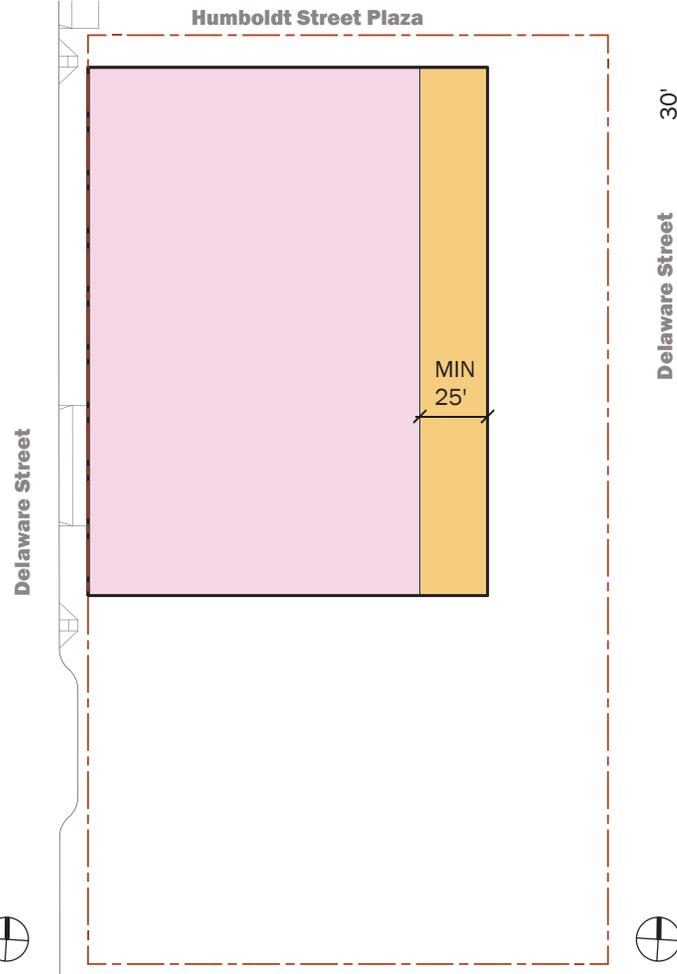
- Block Boundary
- Potential Build-to Line
- - - Upper Building Envelope
- Curb Line

Figure A.9.9 Block 9B Ground-Floor Uses



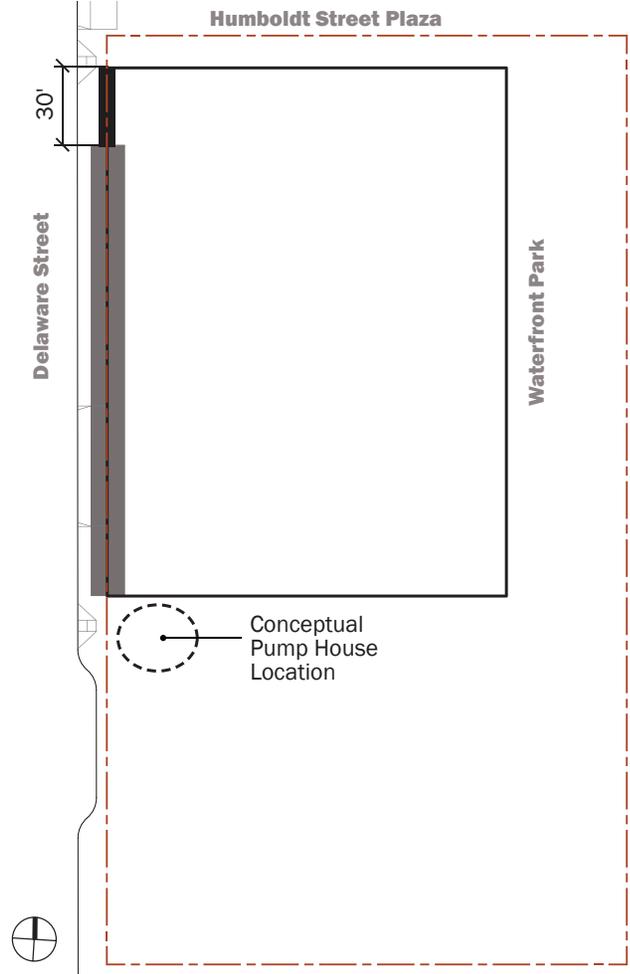
- Block Boundary
- Potential Build-to Line
- - - Sidewalk Encroachment
- Curb Line
- ▲ Building Address Frontage
- Priority Retail Frontage
- Active Use Frontage

Figure A.9.10 Block 9B Height Controls



- Block Boundary
- Potential Build-to Line
- Curb Line
- 85' Height Limit
- 125' Height Limit

Figure A.9.11 Block 9B Parking and Loading



- Block Boundary
- Potential Build-to Line
- Curb Line
- Potential Parking and Loading Entry Frontage\*
- 30' Loading Prohibited Zone

\* One loading entry and one parking entry allowed per building, with exceptions as listed in Section 6.20.

# A.10 Block 11 Controls (Mid-rise Building)

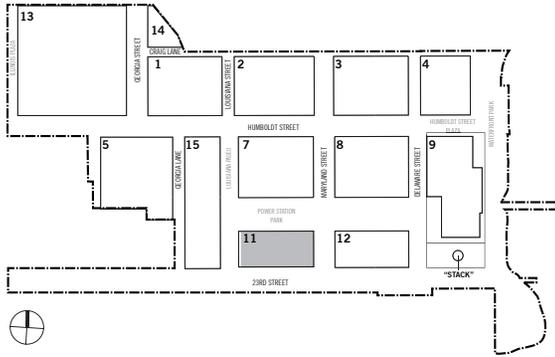


Figure A.10.1 Block 11 Bulk Controls

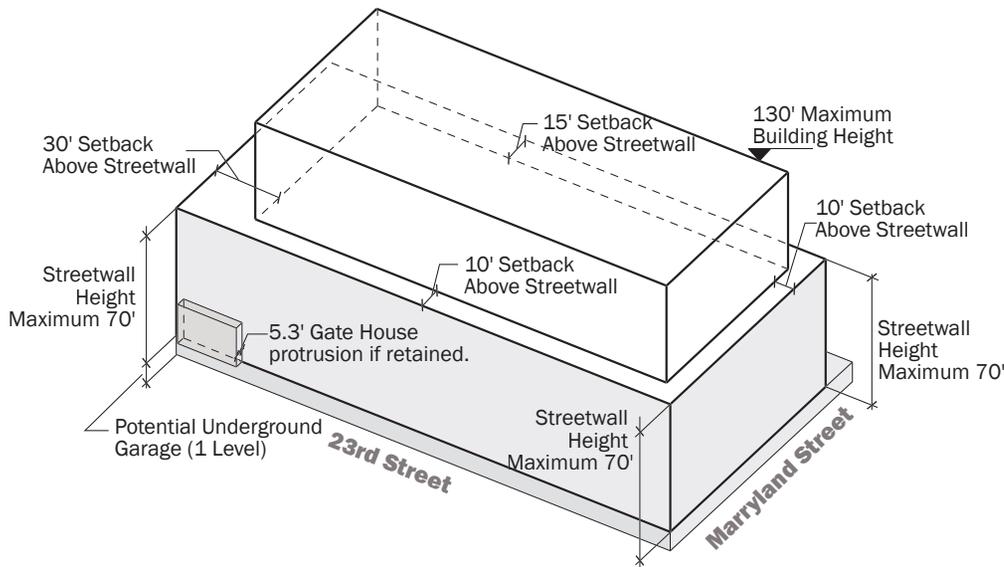
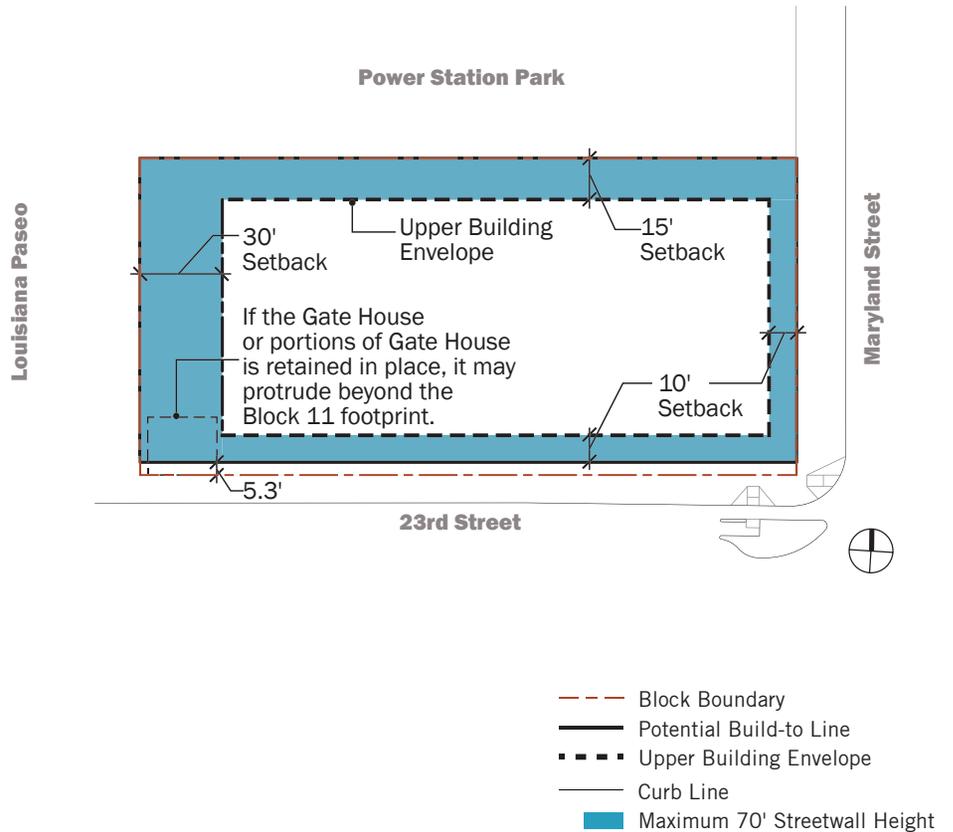
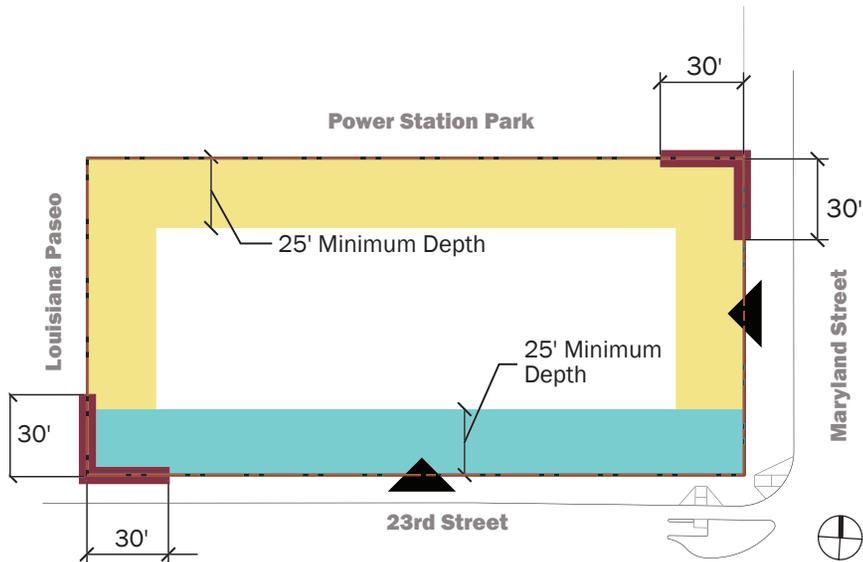


Figure A.10.2 Block 11 Bulk Controls Axon

Figure A.10.3 Block 11 Ground-Floor Uses



- Block Boundary
- Potential Build-to Line
- - - Sidewalk Encroachment
- Curb Line
- ▲ Building Address Frontage
- PDR Frontage
- Active Use Frontage
- └ Corner with Active Uses

Figure A.10.4 Block 11 Parking and Loading



- Block Boundary
- Potential Build-to Line
- Curb Line
- Potential Parking and Loading Entry Frontage\*
- 30' Loading Prohibited Zone

\* One loading entry and one parking entry allowed per building, with exceptions as listed in Section 6.20.

# A.11 Block 12 Controls (Low-rise Building)

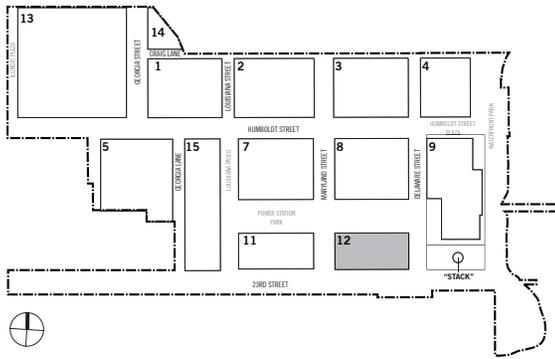


Figure A.11.1 Block 12 Bulk Controls

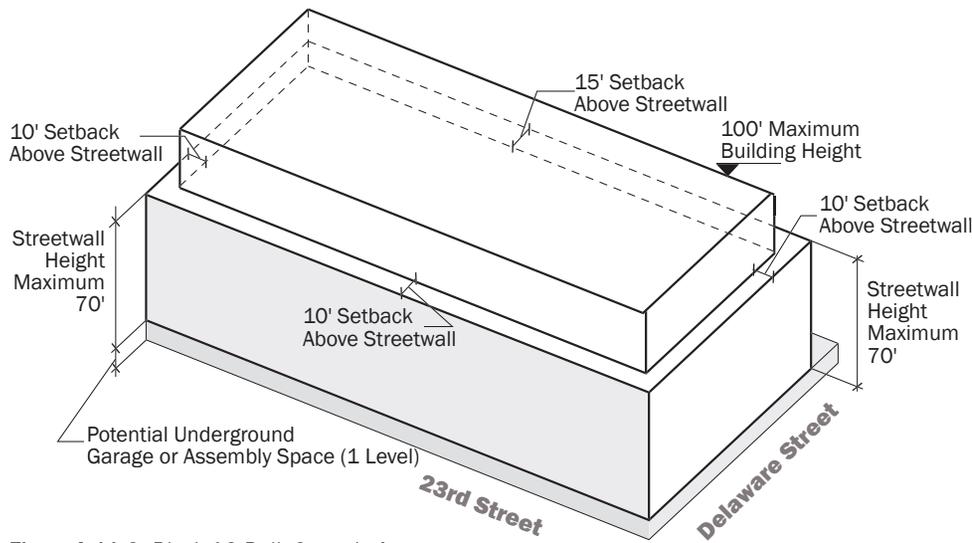
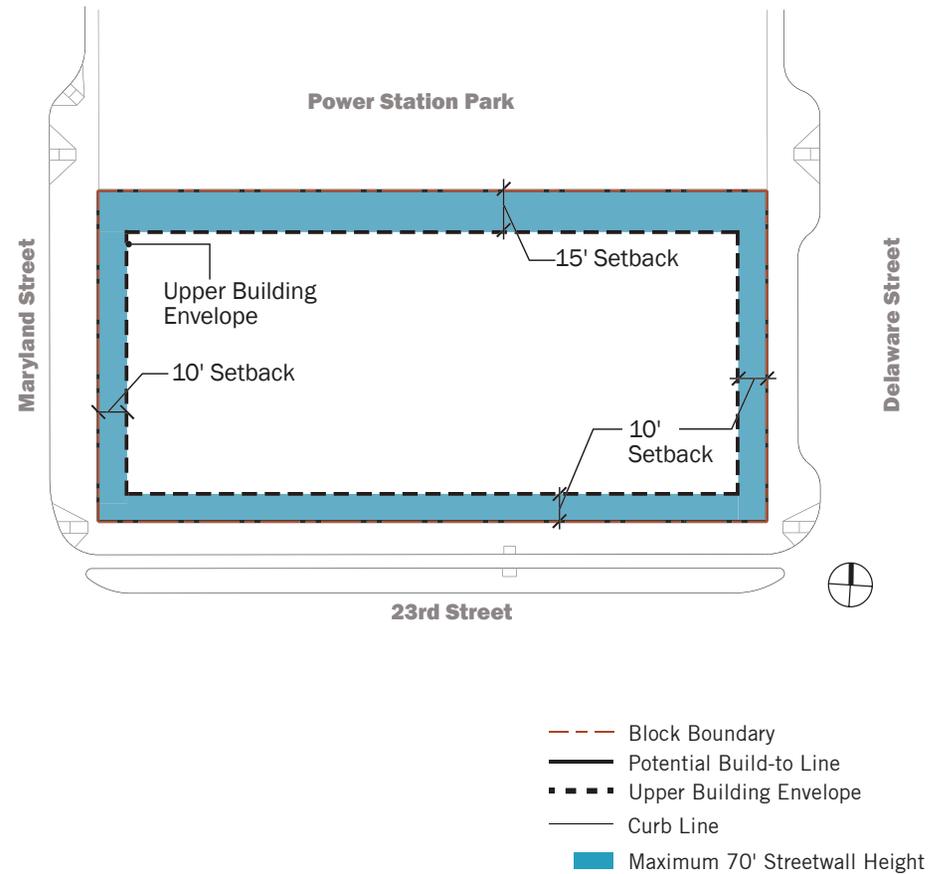
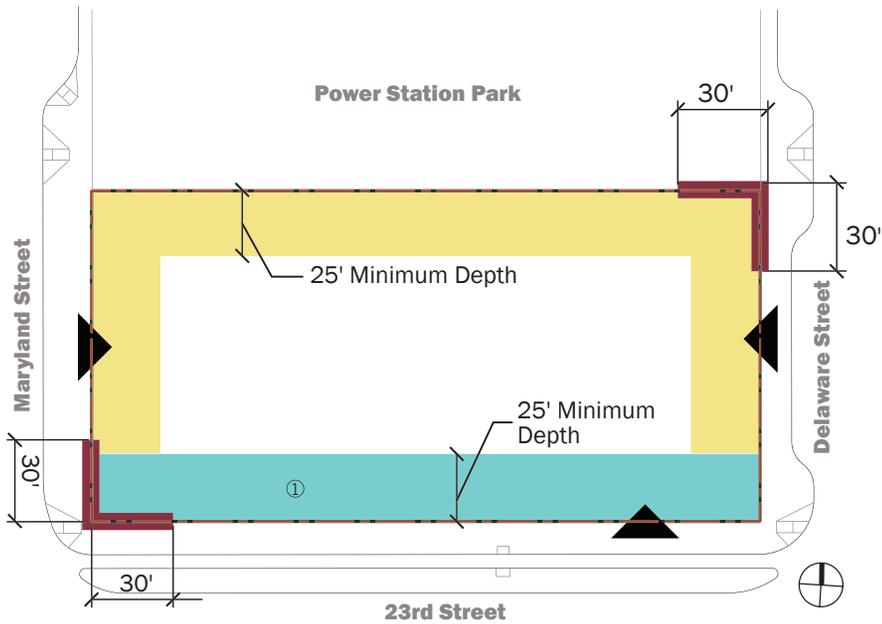


Figure A.11.2 Block 12 Bulk Controls Axon

Figure A.11.3 Block 12 Ground-Floor Uses

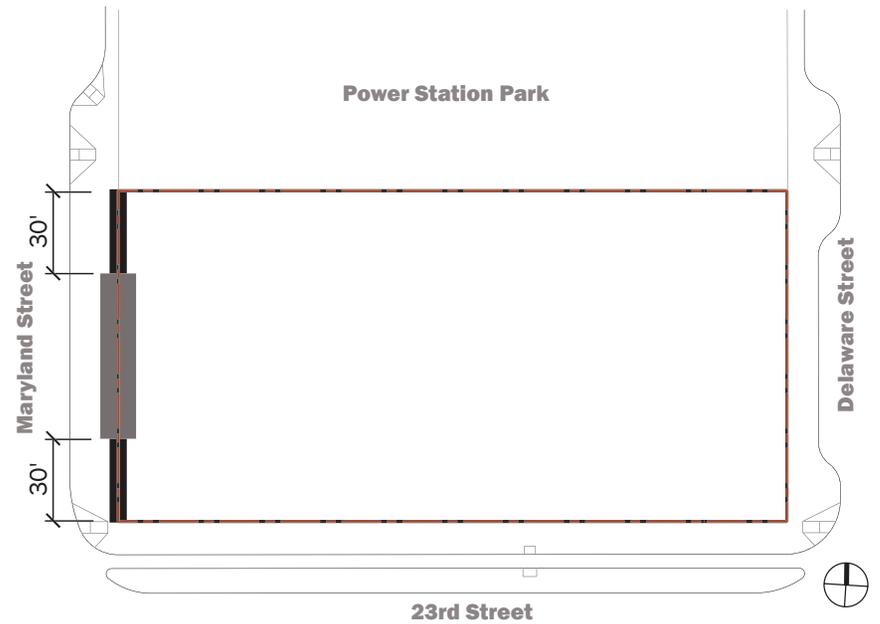


- Block Boundary
- Potential Build-to Line
- - - Sidewalk Encroachment
- Curb Line
- ▲ Building Address Frontage
- PDR Frontage
- Active Use Frontage
- └ Corner with Active Uses

Note:

① Transit Support Facilities shall be provided along the south side of Block 12, see Section 6.10.1

Figure A.11.4 Block 12 Parking and Loading



- Block Boundary
- Potential Build-to Line
- Curb Line
- Potential Parking and Loading Entry Frontage\*
- 30' Loading Prohibited Zone

\* One loading entry and one parking entry allowed per building, with exceptions as listed in Section 6.20.

## A.12 Block 13 Controls (Low-rise Building)

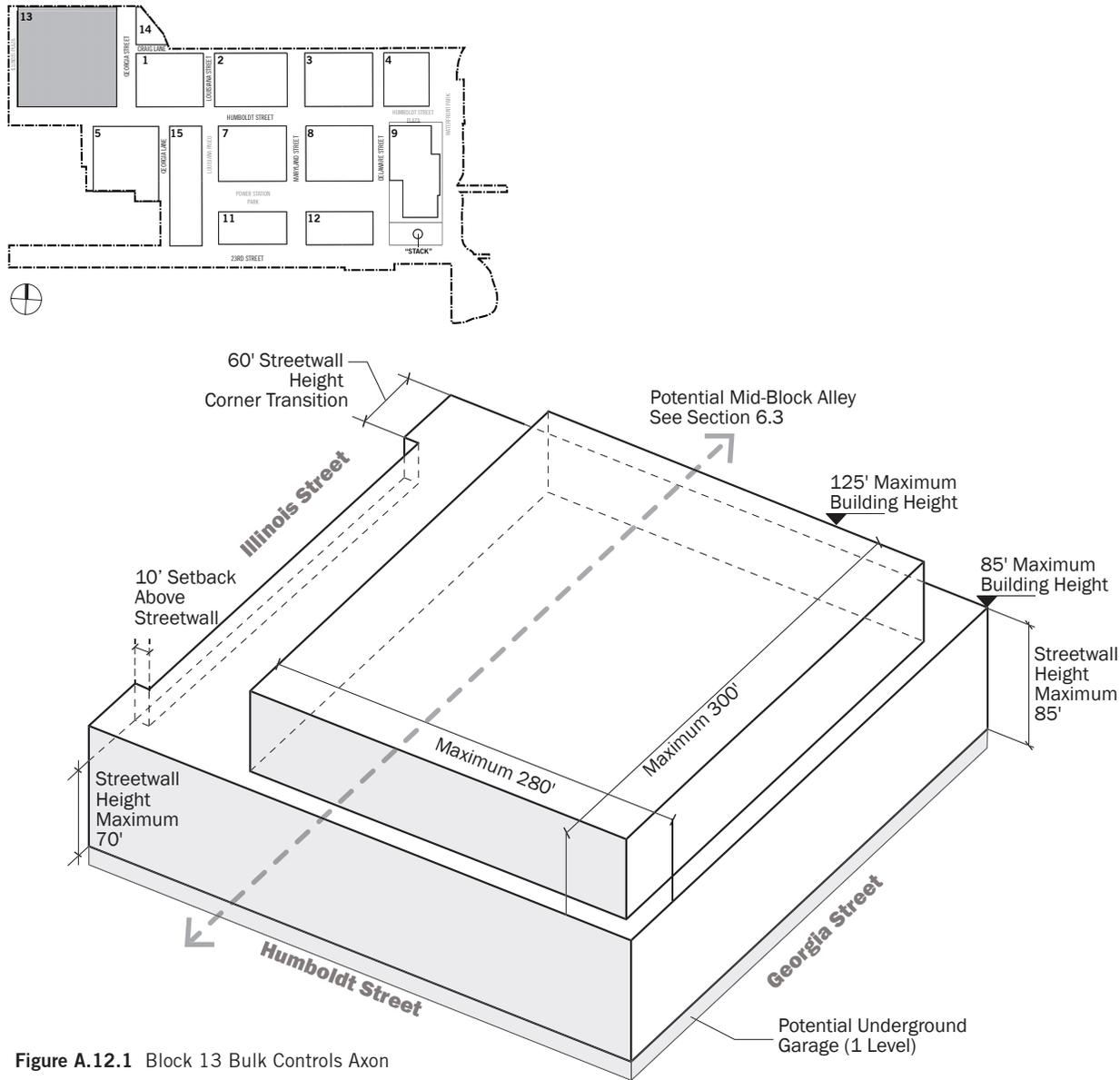


Figure A.12.1 Block 13 Bulk Controls Axon

Figure A.12.2 Block 13 Bulk Controls

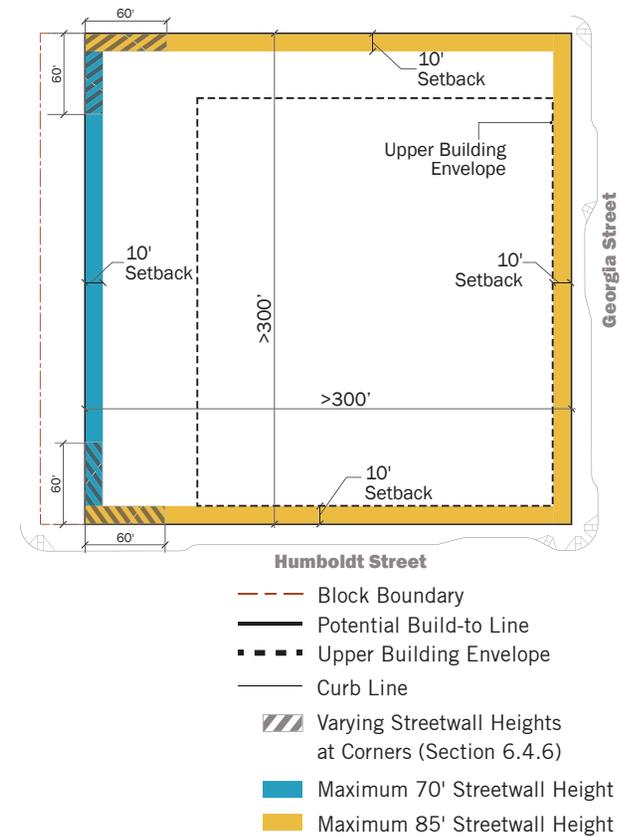
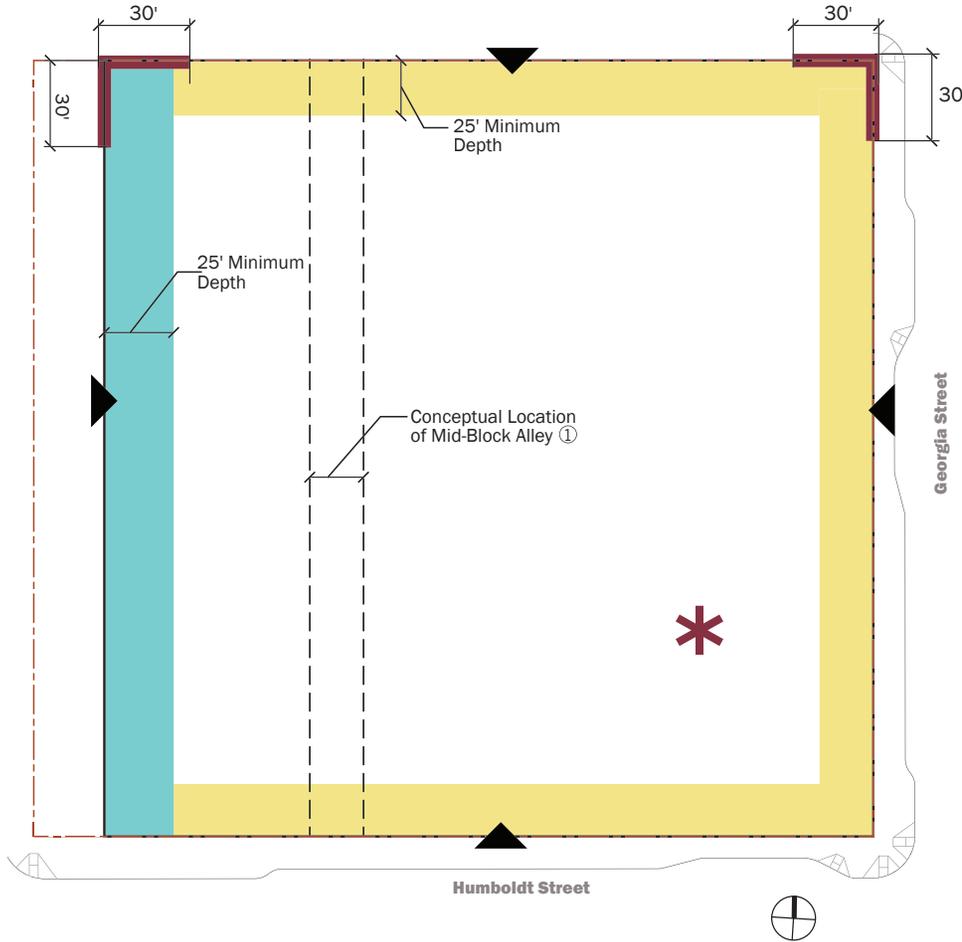


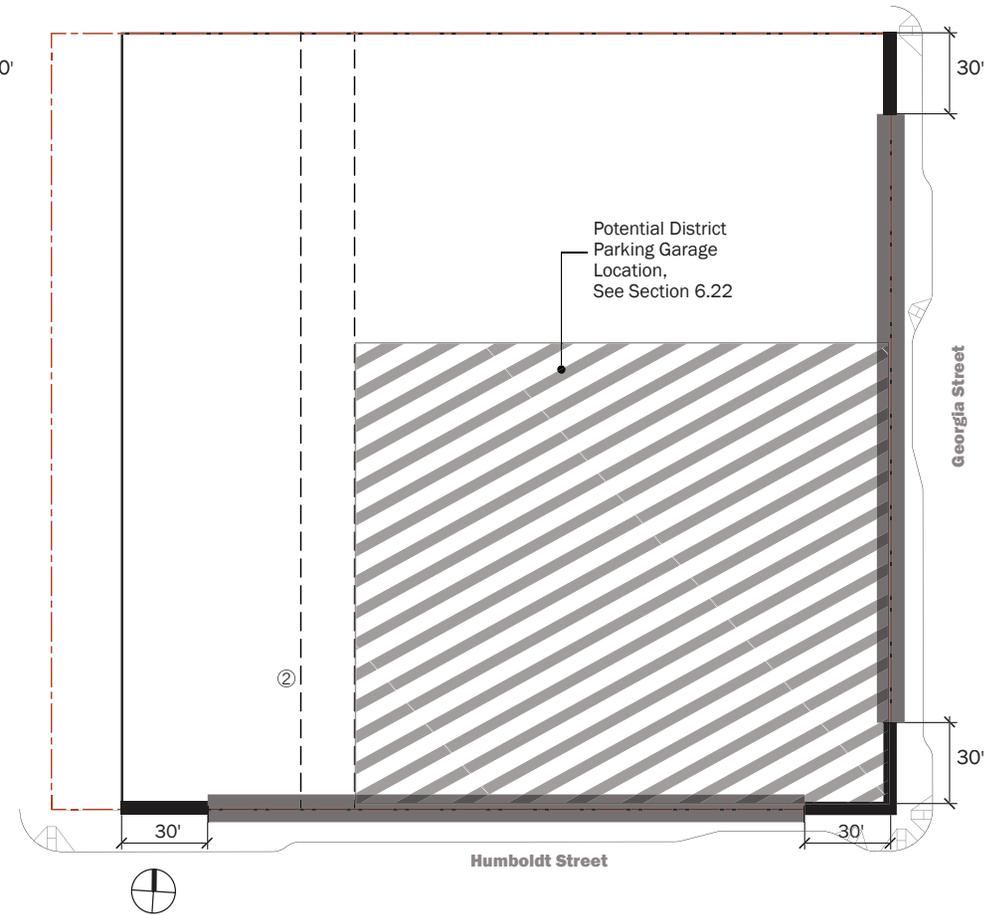
Figure A.12.3 Block 13 Ground-Floor Uses



- Block Boundary
- Potential Build-to Line
- - - Sidewalk Encroachment
- Curb Line
- ▲ Building Address Frontage
- PDR Frontage
- Active Use Frontage
- └ Corner with Active Uses
- \* Potential Grocery Store Location

Note:  
 ① Active Lane Frontage is required on both sides of Mid-Block Alley. Exact location of Mid-Block Alley is to be determined during design of Block 13.

Figure A.12.4 Block 13 Parking and Loading



- Block Boundary
  - Potential Build-to Line
  - Curb Line
  - Potential Parking and Loading Entry Frontage\*
  - 30' Loading Prohibited Zone
  - ▨ Potential District Parking Garage
- \* One loading entry and one parking entry allowed per building, with exceptions as listed in Section 6.20.

Note:  
 ② Potential Parking and Loading Entry Frontage is allowed on both sides of Mid-Block Alley. Exact location of Mid-Block Alley is to be determined during design of Block 13.

### A.13 Block 14 Controls (Low-rise Building)

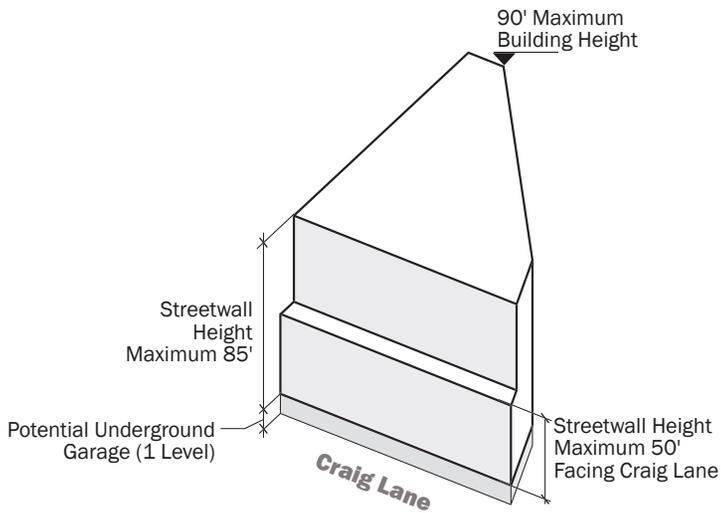
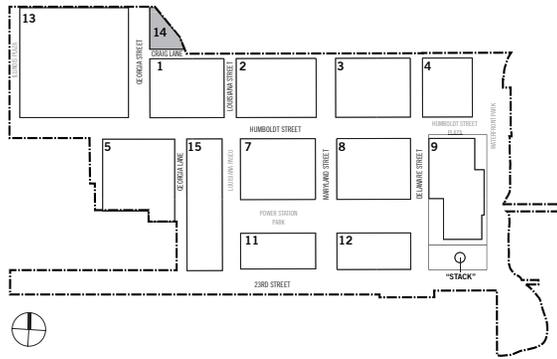
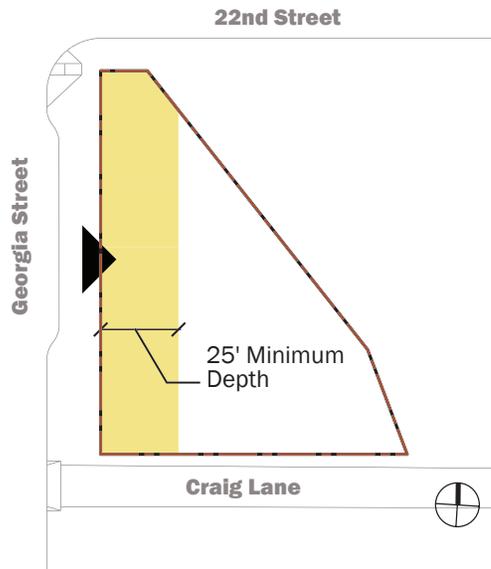


Figure A.13.2 Block 14 Bulk Controls Axon

Figure A.13.1 Block 14 Bulk Controls

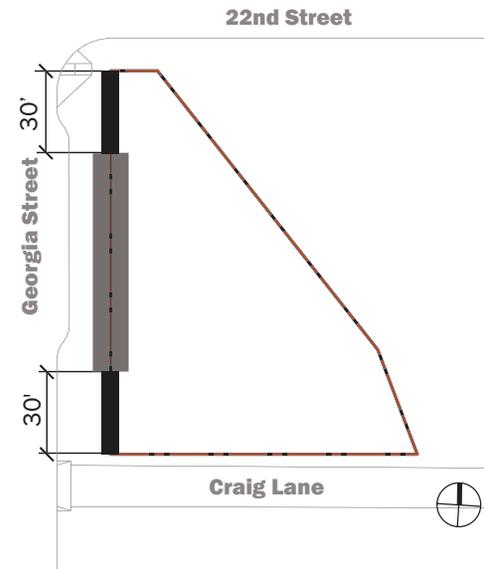


Figure A.13.3 Block 14 Ground-Floor Uses



- Block Boundary
- Potential Build-to Line
- - - Sidewalk Encroachment
- Curb Line
- ▲ Building Address Frontage
- Active Use Frontage

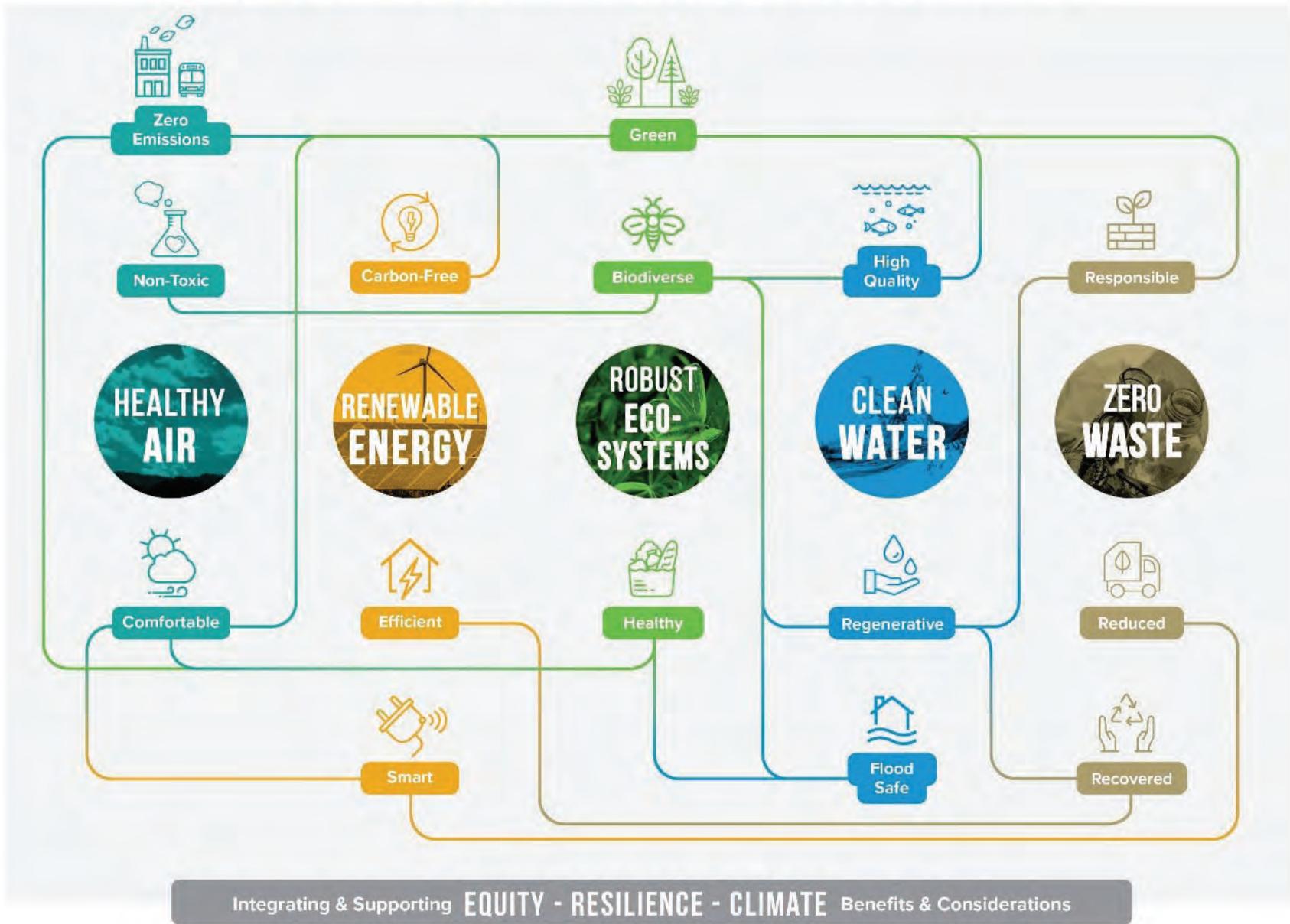
Figure A.13.4 Block 14 Parking and Loading



- Block Boundary
- Potential Build-to Line
- Curb Line
- Potential Parking and Loading Entry Frontage\*
- 30' Loading Prohibited Zone

\* One loading entry and one parking entry allowed per building, with exceptions as listed in Section 6.20.

## San Francisco Sustainable Neighborhood Framework



## B. Sustainable Neighborhood Framework

The Power Station will be an example for how to convert a formerly polluting power plant into a healthy, resilient, and regenerative community.

The City of San Francisco, led by SF Planning, in collaboration with fellow agencies, has been developing a Sustainable Neighborhood Framework, which builds on years of work around various “eco-districts” (e.g., Mission Rock, Central SoMa Area Plan) and global best practices. The Framework seeks to synthesize citywide sustainability, climate, and resilience-related policies into a comprehensive yet streamlined tool that helps any scale development amplify environmental performance, quality of life, and community co-benefits. It also seeks to ensure investments throughout the built environment support San Francisco’s global commitment to be a net-zero city by 2050 by embedding the City’s bold and urgent climate and related goals: healthy air, renewable energy, clean water, robust ecosystems, and zero waste.

As a platform, the Framework aims to:

- Provide a consistent vision and set of priorities for sustainable development throughout the City
- Advance equity and climate resilience through the thoughtful, integrated, and innovative pursuit of environmental sustainability regulations
- Help identify opportunities, constraints, best practices, and potential partnerships for success

Neighborhood- or district-sized developments are an ideal scale for maximizing the effectiveness and efficiency of environmental sustainability and climate resilience aims. Potrero Power Station was invited to help pilot this program during its development, starting with the draft Framework issued by the City in late 2017. Over the past two years, the Power Station team worked with City staff in an iterative process to use and refine the framework as best fits the opportunities and constraints of the project. For each of the Sustainable Neighborhood Framework’s five goals, a robust table summarizes related existing regulations (at the time of this publication), project-specific goals to achieve by build-out (non-binding), relevant standards and guidelines (required), and considerations (recommendations) that are found and detailed throughout the D4D. Together, this comprehensive approach to sustainable development supports the Potrero Power Station project’s ability to become an exemplary neighborhood in San Francisco.

## Potrero Power Station Carbon Reduction Approach

An overarching goal of the Potrero Power Station project is to create a low-carbon-emitting community, in response to the site's past use as a power plant and in accordance with San Francisco's ambitious climate goals. The project aims to reduce Greenhouse Gas (GHG) emissions in ways that also improve air quality, human health and wellness, water conservation, and resilience.

A preliminary GHG emissions assessment was undertaken during the master plan phase to determine where the greatest GHG impact could be made. The findings of this study influenced GHG-reduction strategies in several ways, as described below and illustrated at right.

### TRANSPORTATION

The largest emitter is transportation, contributing 59% of the site's GHGs. The project's Transportation Demand Management Plan includes measures that address trip reduction, parking policy and pricing, and neighborhood and site enhancements. These reduce GHG emissions related to transportation by approximately 20% compared to the baseline for the site.

### BUILDING OPERATIONS

Building energy use is next greatest, contributing 30% of GHG emissions. Of these, the residential buildings emit the largest part (13%), as this is the largest use in the site plan. Laboratory buildings are next (9%); despite comprising only a few parcels, these buildings have the highest energy use per square foot. The remainder of the 30% comes from office buildings (5%), hotel (2%), and retail (1%).

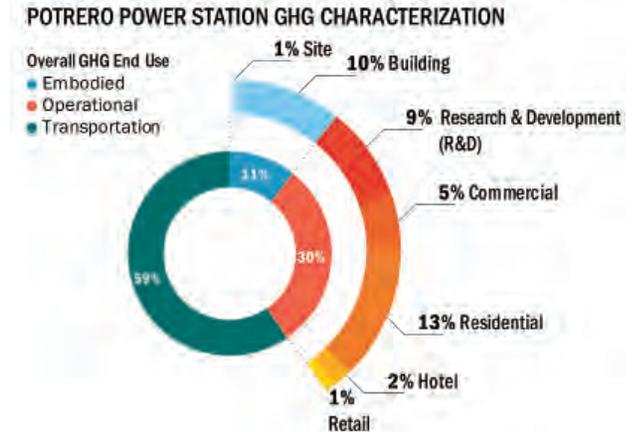
To address building energy GHG emissions, a smart, thermal energy approach is being considered, which pairs buildings of different uses in a way that reduces heating and cooling energy use. The project is also exploring the use of electrical energy for heating, cooling, and domestic hot water. Eliminating combustion for these uses reduces GHGs while improving local air quality. Using electricity also means that the project is "future-proofed" for a low-carbon grid – as the California energy grid adds renewables over time, the Power Station will continue to lower GHG emissions.

Over the course of 60 years, the combination of shared thermal energy plants and electrified buildings are estimated to reduce operational GHG emissions by approximately 30% beyond a development built to Title 24-2016 energy standards. Furthermore, buildings will meet San Francisco's Green Building Code, which includes requirements for energy efficiency that get more stringent with each Code cycle, further driving down GHGs.

### EMBODIED CARBON

Lastly, 11% of GHGs came from embodied carbon of materials (the carbon emitted in the extraction, manufacture, transportation, and installation of materials to the site). Of this, approximately 1% is from the site development, and 10% from buildings.

Taken all together, Power Station project model shows that these strategies could reduce total project GHG emissions by approximately 20%, as compared with a standard development in the same area of San Francisco (See Figure Potrero Power Station GHG Emissions).



### POTRERO POWER STATION GHG EMISSIONS

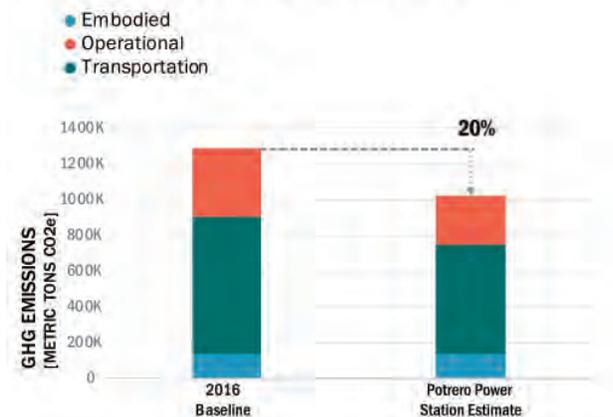


Table B.13.1 Sustainable Neighborhood Framework

**GOAL 1**



**HEALTHY AIR**

*Ensure Non-Toxic & Comfortable Air Indoors & Out*

**EQUITY**

**OPPORTUNITIES:** keep from exacerbating the health impacts of cumulative air pollution like respiratory and cardiovascular; decrease hospital visits for those with limited access to health insurance.

**CONSIDERATIONS:** projects in neighborhoods with populations with greatest sensitivity to extreme heat should take additional measures to provide habitable environments; population-specific health challenges may warrant additional study.

**RESILIENCE**

**OPPORTUNITIES:** better respond to heat waves and bad air quality days.

**CONSIDERATIONS:** integrate future heating and cooling needs into energy capacity scaling equipment; extreme heat puts pressure on essential services such as energy, transport, and health.

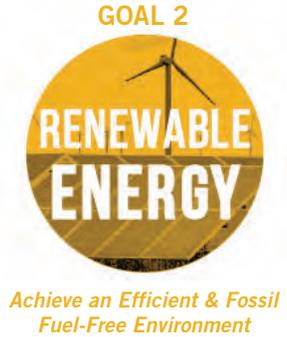
**CLIMATE**

**OPPORTUNITIES:** lower toxic pollutants; renewable electricity exports; reduced risks of ozone production due to higher temperatures.

**CONSIDERATIONS:** analyze long-term climate impacts of strategies to respond to high temperatures.

TARGETS	APPROACHES	EXISTING REQUIREMENTS	GOALS FOR THE POTRERO POWER STATION	POTRERO D4D STANDARDS AND CONSIDERATIONS
<b>ZERO-EMISSION environments</b>	<b>Land Use</b>		<ul style="list-style-type: none"> <li>• TDM Plan that achieves Planning Code Compliant points target</li> <li>• Increase sustainable trips (walk, bike, transit, carpool) and encourage zero-emission vehicles for remainder</li> <li>• 25% of all off-street parking stalls will be equipped with a plug for electrical vehicle charging</li> <li>• Minimize or eliminate combustion within buildings</li> </ul>	<b>Section 5 Streets</b> 5.2 Pedestrian Network 5.3 Bicycle Network 5.4 On-Street Class II Bicycle Parking 5.5 Transit Network 5.6 Shuttle Network  <b>Section 6 Buildings</b>  6.18.8 Shared Thermal Energy Plants 6.18.9 All-Electric Buildings 6.18.20 Real Time Transportation Information Displays 6.20.3 Electric Vehicle Charging 6.20.4 Car Share 6.21.1 Bicycle Parking Ratios 6.21.6 Bicycle-Supportive Amenities 6.22.3 Maximum Parking Ratio
	<b>All-Electric</b>			
	<b>Construction Practices</b>	Construction Air Filtration [GBC]		
	<b>Material Selection</b>	Greenhouse Gas Emissions compliance checklist [CEQA]		
	<b>Active Mobility</b>	Transportation Demand Management (TDM)		
	<b>Electric Vehicles</b>	100% EV-ready off-street parking  Installed chargers at 5% of spaces		
<b>100% NON-TOXIC interiors</b>	<b>Material Selection</b>	Low-Emitting Materials [GBC]	<ul style="list-style-type: none"> <li>• All buildings required to achieve LEEDv4 Gold certification and pursue at least three points under specific LEED materials and resources credits to encourage disclosure from materials manufacturers, prioritize responsible material selection and reduce whole building embodied carbon</li> </ul>	<b>Section 6 Buildings</b> 6.8.10 Life-cycle Assessment 6.18.2 Non-toxic Building Interiors 6.18.4 Materials & Resources 6.18.11 Natural Ventilation 6.18.12 Natural Daylight 6.18.13 Solar Control and Exterior Shading 6.18.15 Biophilic Design 6.18.19 Climate Resilience
	<b>Air Filtration</b>	High Quality Air Filtration [GBC]		
<b>COMFORTABLE micro-climates</b>	<b>Passive Exterior Cooling</b>	High Quality Air Filtration [Art 38]	<ul style="list-style-type: none"> <li>• See Robust Ecosystems Goal</li> </ul>	See Robust Ecosystems Goal
	<b>Interior Respites</b>			

**Table B.13.1** Sustainable Neighborhood Framework (continued)



**EQUITY**

**OPPORTUNITIES:** healthier air; lower utility costs & minimized rate volatility; improved indoor comfort; energy revenues for local economy; equal access to energy efficiency upgrades for renters; increase job opportunities for energy upgrade work.

**CONSIDERATIONS:** avoid passing upfront retrofit costs to residents; limited triggers/funding for existing building retrofits; explore opportunities for community-owned solar.

**RESILIENCE**

**OPPORTUNITIES:** reduced outages; emergency power supplies; reduced risk from natural gas explosions; secure against global oil price shifts and instability; better respond to heat waves and bad air quality days.

**CONSIDERATIONS:** plan for most vulnerable communities; tenant education about energy measures are great opportunities to foster stronger and connected communities.

**CLIMATE**

**OPPORTUNITIES:** emission free; Increasing energy efficiency reduces overall demand and accommodates fuel switching; reduce toxic pollutants.

**CONSIDERATIONS:** when assessing carbon footprint factor-in gas leak rates at well sites, forgo gas infrastructures to receive credits .

TARGETS	APPROACHES	EXISTING REQUIREMENTS	GOALS FOR THE POTRERO POWER STATION	POTRERO D4D STANDARDS AND CONSIDERATIONS
<b>Maximum energy EFFICIENT environments</b>	<b>Solar Orientation</b>	Reduce energy use by 5% [Title 24/ GBC]	<ul style="list-style-type: none"> <li>Buildings will consider passive design measures (orientation, massing, façade optimization) to reduce overall energy demand and active measures such as shared thermal energy plants to more effectively delivery energy to the buildings</li> <li>All buildings required to achieve LEEDv4 Gold certification which includes optimized energy performance as a certification strategy</li> </ul>	<b>Section 4 Open Space</b> 4.27.3 Thermal Energy Plant Piping Connection  <b>Section 6 Buildings</b> 6.8.10 Life-cycle Assessment 6.18.1 Building Performance 6.18.8 Shared Thermal Energy Plants 6.18.11 Natural Ventilation 6.18.12 Natural Daylight 6.18.13 Solar Control and Exterior
	<b>Building Form</b>			
	<b>Envelope &amp; Façade Treatements</b>			
	<b>Mechanical Systems</b>			
	<b>Appliances</b>			
	<b>Vegetation</b>			
<b>100% CARBON-FREE energy</b>	<b>On-Site Renewable Power Generation</b>	15% roof area installed with solar PV or solar thermal systems [GBC]	<ul style="list-style-type: none"> <li>Preferred locations for renewable energy production (PV and solar thermal hot water) based on solar access and visibility from other buildings, as outlined in Table 6.18.1</li> <li>Consider providing sufficient renewable energy generation and battery storage to support adequate power supply for up to 72 hours during emergencies and power outages.</li> <li>Consider feasibility of meeting 100% of building energy demands with greenhouse gas free or renewable electricity through a combination of on-site renewable energy generation and green power purchase</li> </ul>	<b>Section 6 Buildings</b> 6.18.9 All-Electric Buildings 6.18.10 Energy for Emergencies 6.18.21 Renewable Energy 6.19.1 Better Roofs 6.19.3 Photovoltaic Panels  Table 6.19.1 Better Roofs Recommendations
	<b>Solar Thermal Hot Water</b>			
	<b>Battery Storage</b>			
	<b>All-Electric</b>			
	<b>Green Power Purchase</b>			

Table B.13.1 Sustainable Neighborhood Framework (continued)



Support Biodiversity & Connect Everyone to Nature Daily

**EQUITY**

**OPPORTUNITIES:** access to healthy and affordable food; physical and mental health improvement; social cohesion and connection to one's environment; reduced exposure to noise, air pollution, and extreme heat; robust biodiversity minimizes rodent infestations.

**CONSIDERATIONS:** inequitable access, use, or quality of green spaces by vulnerable populations; additional maintenance costs (public & private); potential existing contaminants for safe food production.

**RESILIENCE**

**OPPORTUNITIES:** ecosystem services improve shoreline and urban flood management, reducing housing and work place instability and access due to flooding; planted hillsides are less susceptible to erosion and landslides; wildlife biodiversity.

**CONSIDERATIONS:** increased landscaping that includes too much impervious surface can increase flooding; poor plant selection or irrigation equipment can exacerbate water scarcity.

**CLIMATE**

**OPPORTUNITIES:** enhance climate regulation and carbon sequestration; reduce carbon footprint associated with to large-scale food production; distribution and waste; improve water efficiency.

**CONSIDERATIONS:** gas-powered lawn equipment exacerbates emissions and health impacts of landscaping; poor landscaping maintenance practices can lead to additional methane from decomposing green waste.

TARGETS	APPROACHES	EXISTING REQUIREMENTS	GOALS FOR THE POTRERO POWER STATION	POTRERO D4D STANDARDS AND CONSIDERATIONS	
GREEN space equivalent to 1/2 site area	Open Spaces	36 SF per unit, 48 SF if common space (does not require greening) [PC]	<ul style="list-style-type: none"> <li>Public access to 1,170 linear feet of waterfront, which will include planting and trees; 100% of waterfront areas to be publicly accessible</li> <li>100% of public realm stormwater managed by green infrastructure</li> <li>Provide approximately 6.9 acres of parks and open space, which will include plantings and trees.</li> </ul>	<b>Section 4 Open Space</b> 4.1 Open Space Network 4.3 Resilience and Adaptation 4.4 Open Space Pedestrian Circulation 4.6.7 Plants: Interpretation and Education 4.16 Waterfront Open Spaces 4.17 Waterfront Open Spaces – Circulation 4.18 Waterfront Outdoor Dining Food Service Areas 4.19 Waterfront Park  <b>Section 6 Buildings</b> 6.8.9 Living/Green Walls 6.19.1 Better Roofs	
	Living Roofs	30% roof area as living roof [PC alt]			
	Green Walls				
	Green Infrastructure	Manage 25% of stormwater onsite [SMO option]			
BIODIVERSE landscapes of 100% climate appropriate, majority local species	Right-Of-Way	1 street tree every 20' [PC]	<ul style="list-style-type: none"> <li>100% of greening to be climate appropriate or programmed to accommodate Active Use</li> <li>At least 50% of understory plants should be California and San Francisco native plants and include pollinator species</li> <li>Interpretive signage can support eco-literacy on site</li> </ul>	<b>Section 4 Open Space</b> 4.5.1 Urban Forest Composition 4.5.3 Tree Species Selection 4.5.7 Tree Species Selection 4.6.1 Plants: Site and Program Specificity 4.6.3 Invasive Plants 4.6.4 Plant Selection  <b>Section 5 Streets</b> 5.11.13 Habitat and Wildlife Connections	
	Tree Canopy				
	Understory Planting				
	Natural Areas				
	Building Façades				
HEALTHY food & wildlife systems	Buildings	Bird Safe Buildings [PC]	<ul style="list-style-type: none"> <li>100% of newly provided public and private streets to have sidewalks or recreation paths and nighttime lighting</li> <li>Minimum of 25% of open space available for active recreation use (e.g., sports fields, flexible play areas)</li> <li>Provide access to healthy and affordable food through permanent and temporary on-site amenities</li> </ul>	<b>Section 5 Streets</b> 5.2 Pedestrian Network 5.3 Bicycle Network  <b>Section 6 Buildings</b> 6.17.1 Frontages for Wellness and Gathering 6.17.2 Frontages for Community Use 6.18.14 Active Design 6.18.15 Biophilic Design 6.18.16 Building Amenities for Wellness 6.18.17 Family Friendly Design 6.19.6 Living Roof Uses	
	Open Spaces				

Table B.13.1 Sustainable Neighborhood Framework (continued)



Support Biodiversity & Connect Everyone to Nature Daily

**EQUITY**

**OPPORTUNITIES:** keep from exacerbating the health impacts of populations impacted by toxins in water; reduce home-based health hazards; reduce the disproportionate racial impact of flooding.

**CONSIDERATIONS:** ground water pollution is more prevalent in disadvantaged communities; in case of emergency plan for large-scale temporary relocation of low-income residents; use high quality potable water filters.

**RESILIENCE**

**OPPORTUNITIES:** decrease risk of flooding of power generation, transmission, and distribution networks; reduce vulnerability to droughts; better respond to heat waves and bad air quality days.

**CONSIDERATIONS:** in urban centers, critical services like healthcare, food supply, transportation, energy systems, schools and retail share interdependencies with water.

**CLIMATE**

**OPPORTUNITIES:** decrease in energy and emissions associated with extraction, conveyance, treatment and consumption of water.

**CONSIDERATIONS:** climate change is expected to impact water quality by increasing the nutrient content, pathogens, and the sediment levels of surface water.

TARGETS	APPROACHES	EXISTING REQUIREMENTS	GOALS FOR THE POTRERO POWER STATION	POTRERO D4D STANDARDS AND CONSIDERATIONS	
REGENERATIVE systems that minimize consumption & maximize reuse	Efficient Fixtures	Reduced water consumption [GBC]	<ul style="list-style-type: none"> <li>Use non-potable water to meet 100% of project demands for flushing, irrigation, and cooling towers.</li> </ul>	<b>Section 4 Open Space</b> 4.6.2 Plants: Water Use 4.6.6 Recycled Water and Plant Selection 4.8.1 Site Irrigation 4.8.2 Plant Species Hydrozones 4.8.3 Pressurized Drip Irrigation at Turf Areas  <b>Section 5 Streets</b> 5.11.10 Irrigation 5.12.3 Non-Potable Irrigation 5.13.2 Site Irrigation	<b>Section 6 Buildings</b> 6.18.7 Recycled Water 6.18.8 Shared Thermal Energy Plants 6.19.2 Living Roof Non-Potable Irrigation 6.19.4 Living Roof Permanent Irrigation
	Smart-Metering	Residential multifamily water sub-metering [GBC/CA Water Code]			
	Non-Potable Reuse	Onsite systems for non-potable flushing and irrigation [Art 12C]			
	Irrigation	Low water, climate appropriate plants [GBC]			
100% FLOOD-SAFE buildings & sidewalks	Design Elevations	Sea level rise consideration [CEQA] 100-yr flood disclosure	<ul style="list-style-type: none"> <li>100% of buildings, sidewalks, and street assets resilient to permanent inundation (up to 66-inches of sea level rise) plus 42-inches for 100-year coastal flood elevations, which includes storm surge</li> <li>100% of public realm stormwater managed by green infrastructure</li> </ul>	<b>Section 4 Open Space</b> 4.3 Resilience and Adaptation  <b>Section 6 Buildings</b> 6.18.19 Climate Resilience  <b>PPS Infrastructure Plan</b> Section 5, Sea Level Rise and Adaptive Management Strategy	
	Grey Infrastructure	Ensure positive sewage flow, raise entryway elevation and/or special sidewalk construction and deep gutters if risk of ground-level flooding			
	Green Infrastructure	Manage 25% of stormwater onsite [SMO option]			
HIGH QUALITY waterways & sources	Erosion Prevention	Slowed stormwater flow rates [SMO]	<ul style="list-style-type: none"> <li>Zero increase in combined sewage overflows annually</li> <li>100% of public realm stormwater managed by green infrastructure</li> </ul>	<b>Section 4 Open Space</b> 4.7.1 Stormwater (SW) Management 4.7.2 Stormwater Treatment Area Requirements 4.7.3 Stormwater Management Plant-Based Facility Design  <b>Section 5 Streets</b> 5.13.1 Streetscape SW Treatment Planter Design 5.13.3 Stormwater Management Plantings	<b>Section 6 Buildings</b> 6.19.1 Better Roofs  <b>PPS Infrastructure Plan</b> Section 14, Sanitary Sewer System Section 16, Stormwater Management
	Pollutant Management	Reduced runoff and pollution from construction [GBC]  (MS4) filter or treat 80% on site [SMO]			

Table B.13.1 Sustainable Neighborhood Framework (continued)



Prioritize Resource Conservation, Responsibility & Reuse

**EQUITY**

**OPPORTUNITIES:** reduced noise and emissions from waste collection vehicles and transfer stations; reduced vermin; reduced solid waste fees.

**CONSIDERATIONS:** user education; space trade-offs for adequate collection and storage; limited recycling of certain types of food packaging; health impacts of waste-management jobs.

**RESILIENCE**

**OPPORTUNITIES:** less risk of pollution from waste management facilities in case of major climate event; upcycling products can lead to more localized resource independence.

**CONSIDERATIONS:** mis-managed waste can contaminate soil, ground water, and the Bay.

**CLIMATE**

**OPPORTUNITIES:** reduction in methane (potent greenhouse gas 35-80x CO2); reduction in scarce resources extraction and transportation; reduction in fossil fuel consumption.

**CONSIDERATIONS:** energy required to recycle and upcycle materials; truck emissions associated with waste transfer and marketplace delivery.

TARGETS	APPROACHES	EXISTING REQUIREMENTS	GOALS FOR THE POTRERO POWER STATION	POTRERO D4D STANDARDS AND CONSIDERATIONS
100% RESPONSIBLE material use	Resource Extraction		<ul style="list-style-type: none"> <li>Use materials/systems that minimize resource use, eliminate waste, and protect health</li> <li>Include embodied carbon considerations in materials selection throughout horizontal and vertical design processes</li> </ul>	<p><b>Section 4 Open Space</b> 4.9.9 Furnishing – Responsible Material Use 4.11.9 Responsible Material Use</p> <p><b>Section 6 Buildings</b> 6.8.10 Life-cycle Assessment 6.18.2 Non-toxic Building Interiors 6.18.4 Materials &amp; Resources</p>
	Reusable Products			
Significantly REDUCED per-capita waste generation	3-Stream Waste Collection	Accessible and sufficient collection systems  Recycling and composting (Buildings)	<ul style="list-style-type: none"> <li>100% of open spaces include three-stream waste systems</li> <li>Meet City ordinances for waste reduction to reduce consumption and provide adequate waste management infrastructure to support the City-wide Zero Waste Goal</li> </ul>	<p><b>Section 4 Open Space</b> 4.9.5 Waste Receptacles</p> <p><b>Section 5 Streets</b> 5.14.7 Waste Receptacles</p>
	Consumption & Purchasing			
	Cost Monitoring			
100% materials RECOVERED from waste stream	Material Re-Use		<ul style="list-style-type: none"> <li>Divert at least 65% percent of construction and demolition waste materials per State and City and County of San Francisco targets</li> </ul>	<p><b>Section 2 Telling our Story: Interperative Vision</b></p> <p><b>Section 5 Streets</b> 5.14.11 Salvaged Material</p> <p><b>Section 6 Buildings</b> 6.12 Existing Buildings within the Third Street Industrial District: The Stack 6.13.1 Unit 3 Retained Features 6.13.9 Unit 3 Retained Features 6.14 Existing Buildings within the Third Street Industrial District: Station A</p>
	Construction Debris	Construction waste diversion (65%)		

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## C. Power Station Definitions

Terms that are capitalized throughout the D4D are defined in this appendix, which incorporates the definitions in the Potrero Power Station SUD (Planning Code Section 249.87). In the event the meaning of any defined term in this D4D differs from the meaning given to such words or concepts in the Planning Code or the SUD, the meaning in the Planning Code and SUD shall prevail. In the absence of any conflict, this D4D will control so long as the D4D remains consistent with the SUD.

**Active Lane Use.** Consist of Active Use, as well as building insets of at least 4 feet in depth at the ground floor for pedestrian amenities. These include permanent, semi-permanent, and movable furnishings (such as tables, chairs, umbrellas), and Public Art, such as a wall mural, at least 15 feet in height measured from ground level.

**Active Use.** Consist of the following uses, and must have a Transparent Frontage:

- Retail, Sales and Service Use (including 1,000 square foot or smaller “Micro-Retail” uses, which can have a depth of 10 feet from the street, as opposed to the standard depth of 25 feet).
- PDR Use.
- Institutional Use. Social Spaces shall be provided at the front of the building, oriented toward the street, within at least the first 15 feet of building depth.
- Entertainment, Arts, and Recreation Use.
- Lobbies up to 40 feet or 25 percent of building frontage, whichever is larger.
- Non-Retail, Sales and Service Use (including Office Use) up to 50 percent of the building frontage; Social spaces, such as communal kitchens, conferences rooms, employee break rooms, and waiting areas of

Non-Retail Sales and Service Use shall be provided at the front of spaces, oriented toward the street within at least the first 15 feet of building depth.

- Residential Uses, including Social Spaces and dwelling units, provided they have direct access to a street or public open space.
- Accessory mail rooms and bicycle storage rooms with direct access to the street or lobby space.

**Agricultural and Beverage Processing 1.** See Appendix D.

**Americans with Disabilities Act (ADA).** Legislation passed in 1990 that prohibits discrimination against people with disabilities. Under this Act, all buildings, streets, and open spaces must be designed to be accessible to people with disabilities.

**Apparent Face, Maximum.** The maximum length of any unbroken plane of a given building elevation.

**Articulation.** Minor variations in the massing, setback, height, fenestration, or entrances to a building, which express a change across the elevation or façades of a building. Articulation may be expressed, among other things, as bay windows, porches, building modules, entrances, or eaves.

**Attended Facility.** A type of monitored parking in which an attendant is available to answer questions of facility users.

**Base.** Base is the lower portion of a midrise or highrise tower that extends vertically to a height of up to 90 feet.

**Bicycle Cages / Rooms.** A location that provides bicycle storage within an enclosure accessible only to building residents, non-residential occupants, and employees.

**Block.** An area of land bounded by public or private right-of-way and/or park.

**Building Project.** Also referred to as “building”. The construction of a building or group of buildings undertaken as a discrete project distinct from the overall Power Station project.

**Bulkhead.** On a retail storefront, the solid horizontal element between the sidewalk and the display window, often framed by vertical piers (see also Piers).

**Cart.** A mobile structure used in conjunction with food service and/or retail uses, that operates intermittently in a publicly accessible open space, and that is removed daily from such open space during non-business hours.

**Community Facility.** Community Facility has the same meaning as set forth in *Planning Code Section 102*, except that it also includes transit support facilities.

**Corner.** Corners are defined as the first 30 feet extending from the intersection of two rights-of-way, or a right-of-way and an open space, along the frontage of a building.

**Cultural Resources (Contributing Historic Resources).** Cultural resources encompass archaeological, natural, and built environment resources, including but not limited to buildings, structures, objects, districts, and sites. Qualifying cultural resources are designated by local, state, and national registries, such as the National Register of Historic Places.

**Curb Cut.** A break in the street curb to provide vehicular access from the street surface to private or public property across a continuous sidewalk.

**Design for Development (D4D).** A document that establishes conceptual standards and guidelines for land use, urban form, streets, and public spaces in the project site.

**Design Guidelines.** Subjective design requirements

that set forth design intent, design expectations, and encouraged or discouraged features.

**Design Standards.** Mandatory and measurable design specifications applicable to all new construction.

**Encroachment.** A portion of a building that projects into the public right-of-way.

**Fenestration.** The arrangement of windows and openings on the exterior of the building.

**Floorplate.** The gross floor footage area of a given floor as bounded by the exterior walls of the a floor without any exclusions or deductions otherwise permitted under the definition of Gross Floor Area.

**Frontage.** The frontage of a building is defined as the vertical exterior face or wall of a building and its linear extent that is adjacent to or fronts on a street, right-of-way, or open space.

**Gross Floor Area.** “Gross Floor Area” has the meaning set forth in Planning Code Section 102 for C-3 districts, except that in addition to other permitted exceptions or exclusions, Gross Floor Area also shall not include the following: for existing buildings on the Project Site that are rehabilitated or reused as part of the Project (such as Unit 3 or Station A), (i) ground floor area devoted to building or pedestrian circulation and building service, and (ii) space devoted to personal services, restaurants, and retail sales of goods intended to meet the convenience shopping and service needs of area workers and residents, not to exceed 5,000 occupied square feet per use and, in total, not to exceed 75 percent of the area of the ground floor of the building plus the ground level, on-site open space.

**HRE.** That certain *Potrero Power Station Historic Resource Evaluation – Part 1* prepared for Associate Capital by Page and Turnbull, dated as of January 29, 2018, together with that certain *Potrero Power Station Historic Resource Evaluation – Part 2* prepared for

Associate Capital by Page and Turnbull, dated as of February 2, 2018.

**HRER.** That certain Historic Resource Evaluation Response regarding Case No. 2017-011878ENV, prepared by the San Francisco Planning Department on April 8, 2018.

**Individual Locker.** An enclosed and secure bicycle parking space accessible only to the owner or operator of the bicycle or owner and operator of the Locker.

**Kiosk.** A building or other structure that is set upon the ground and is not attached to a foundation, such as a shipping container, trailer, or similar structure, from which food service and/or retail business is conducted. A Kiosk operates in a publicly accessible open space, and remains in place until the business operation is terminated or relocated.

**Master Association.** A master residential, commercial, and/or other management association.

**Materiality.** Non-occupiable features and treatments within the thickness of a façade plane.

**Micro-Retail.** Retail Sales and Service Uses that are 1,000 square foot or smaller.

**Mid-block Alley.** A publicly-accessible mid-block alley that runs the entire length of the building, generally located toward the middle of the subject block face, perpendicular to the subject frontage and connecting to any existing streets and alleys. A Mid-Block Alley may be open to both pedestrian and vehicular traffic, and must have at least 60 percent of the area of the alley open to the sky, except that an above-grade pedestrian connection is permitted as set forth in Section 6.14.7.

**Mid-block Passage.** A publicly-accessible mid-block passage that runs the entire length of the building, generally located toward the middle of the subject block face, perpendicular to the subject frontage and

connecting to any existing streets and alleys. A Mid-Block Passage is accessible only to pedestrians and may be completely covered.

**Modulation.** Occupiable façade strategies that are generally less than ten feet and more than nine inches in depth.

**Nonconforming Structure.** A “nonconforming structure” is a structure that existed lawfully at the effective date of *Planning Code Section 249.87*, or of amendments thereto, and that fails to conform to one or more of the use controls included in Section 6.

**Nonconforming Use.** A “nonconforming use” is a use that existed lawfully at the effective date of *Planning Code Section 249.87*, or of amendments thereto, and that fails to conform to one or more of the use limitations listed in Table 3.1.2.

**Parcel.** An area of land bounded by public rights-of-way, parks, or private rights-of-way designated alpha-numerically as developable portions of land. Used as a unit for assessment.

**Parking Garage, District.** An accessory parking garage that provides for accessory parking for uses located in other buildings on the project site.

**Pedestrian-Oriented.** Design of buildings with the pedestrian in mind. Pedestrian-oriented buildings include ground floor transparency, canopies, clear entries, distinct storefronts, and an overall human scale and rhythm.

**Permitted Use.** Permitted uses are listed uses that are allowed [as of right].

**Piers.** On a retail storefront, the solid vertical elements that frame each individual storefront. The rhythm, width, and depth of piers directly shapes the feeling and scale of a retail frontage.

**Project.** The Potrero Power Station Mixed-Use Project. Also referred to as the "project," "Potrero Power Station project," or "Power Station project."

**Project Site.** The approximately 29 acre site comprised of the various subareas shown on Figure 1.2.1. Also referred to as "project site," "site," "Power Station," and "Potrero Power Station."

**Project Sponsor.** California Barrel Company, LLC, or any other entity with rights to develop the property pursuant to the development agreement approved in conjunction with the SUD.

**Projection.** A part of a building surface that extends outwards from the primary façade plane. Projections may include balconies, bay windows and other architectural features. Projections may extend into the building setback or the public right-of-way.

**Public Open Space.** Open space, including parks and plazas that are accessible to the public at all times of day.

**Public Trust.** Tidal and submerged lands subject to jurisdiction of the Port and held in trust for the common use by the people for commerce, navigation, and fisheries.

**Right-of-Way (ROW).** The public right-of-way (ROW) is the space of the public street bounded by the adjacent building property lines.

**Screen, Rooftop.** Architectural rooftop screening designed to hide mechanical equipment from public view.

**Semi-Permanent Kiosk.** A semi-permanent enclosed structure with doors, windows, gates and/or shutters on one or more sides to provide employee access, to secure the facility during non-business hours, and from which food service and/or retail business is conducted. A Semi-Permanent Kiosk operates in a publicly accessible open

space, and remains in place until the business operation is terminated or relocated.

**Setback (or Setback Zone).** The required or actual distance between the vertical edges of a building above a specified height, or between the vertical edge of a building and the property line. The setback may either start at grade creating an open space provided between the property line and the primary built structure, or it may start above a specified height for the purpose of bulk reduction in the mass of the building. The ground area created by a setback imposed at the ground floor level may be required to be dedicated for public use or remain as private space between the public right-of-way and the building mass.

**Sightlines.** View corridors to a specific site asset (example: historic building, waterfront).

**Signboards.** On a retail storefront, the solid horizontal element that sits above the door or display windows, often the location where signs are affixed. Signboards are often framed by vertical piers (see also Piers), and may alternately referred to as the transom sash.

**Single Room Occupancy (SRO) Unit.** See Appendix D.

**Social Spaces.** Social Spaces are communal areas shared within a building, used by building users. Such spaces may include fitness rooms, workshops for hands-on projects and to conduct repairs, leasing offices, shared kitchens, resident libraries or reading rooms, community rooms, children's playrooms and classrooms (which may also serve as general assembly rooms), communal kitchens, conferences rooms, employee break rooms, and waiting areas.

**Soffit.** A visible underside of projecting architectural elements, including, but not limited to, building connector, roof, balcony, staircase, overhang, canopy, ceiling, bay window, and arch.

**Special Use District (SUD).** An area designated with a

specific set of zoning controls adopted as part of the *San Francisco Planning Code*.

**Stoop.** An outdoor entryway into residential units raised above the sidewalk level. Stoops may include steps leading to a small porch or landing at the level of the first floor of the unit.

**Storefront.** The façade of a retail space between the street grade and the ceiling of the first floor.

**Streetwall.** A continuous façade of a building and/or buildings along a street frontage.

**Third Street Industrial District.** The Third Street Industrial District is an historic district documented in 2008 as part of the Central Waterfront Potrero Point Historic District and is California Register-eligible. The district is significant for its association with the industrial development of the city of San Francisco and based on its collection of late-nineteenth and early twentieth century American industrial buildings and structures.

**Transparent Frontage.** The condition in which glass, glazing, window, or other building feature allows visibility into the building interior. Does not include heavily tinted or highly mirrored glass.

**U-lock.** A rigid bicycle lock, typically constructed out of hardened steel composed of a solid U-shaped piece whose ends are connected by a locking removable crossbar.

**Upper Building.** The portion of a midrise or highrise tower above the Base (also referred to as "tower").

**Vertical Hyphen.** An architectural element that visually differentiates between existing, historic elements and new additions to a building. In the case of Station A, such hyphen shall be at least 10 feet in depth and one story in height, measured from the exterior face and height of the retained wall or feature.

## D. Applicable Planning Code Sections

### SECTION 102. DEFINITIONS<sup>1</sup>

**Accessory Use.** A related minor Use that is either necessary to the operation or enjoyment of a lawful Principal Use or Conditional Use, or appropriate, incidental, and subordinate to any such use, and is located on the same lot.

**Agricultural and Beverage Processing 1.** An Industrial use that involves the processing of agricultural products and beverages with a low potential for noxious fumes, noise, and nuisance to the surrounding area, including but not limited to bottling plants, breweries, dairy products plant, malt manufacturing or processing plant, fish curing, smoking, or drying, cereal manufacturing, liquor distillery, manufacturing of felt or shoddy, processing of hair or products derived from hair, pickles, sauerkraut, vinegar, yeast, soda or soda compounds, meat products, and fish oil. This use does not include the processing of wood pulp, and is subject to the operating conditions outlined in Section 202.2(d).

**Arts Activities.** A retail Entertainment, Arts and Recreation Use that includes performance, exhibition (except exhibition of films), rehearsal, production, post-production and some schools of any of the following: Dance, music, dramatic art, film, video, graphic art, painting, drawing, sculpture, small-scale glassworks, ceramics, textiles, woodworking, photography, custom-made jewelry or apparel, and other visual, performance and sound arts and craft. It shall exclude accredited Schools and Post Secondary Educational Institutions. It shall include commercial arts and art-related business service uses including, but not limited to, recording and editing services, small-scale film and video developing

<sup>1</sup> Capitalized terms used in this Appendix D are defined in the Planning Code as of the effective date of the SUD and provided as a reference. See User Guide, Relationship to the SUD and Planning Code on page 2 of this D4D.

and printing; titling; video and film libraries; special effects production; fashion and photo stylists; production, sale and rental of theatrical wardrobes; and studio property production and rental companies. Arts spaces shall include studios, workshops, archives and theaters, and other similar spaces customarily used principally for arts activities, exclusive of a Movie Theater, Amusement Enterprise, Adult Entertainment, and any other establishment where liquor is customarily served during performances.

**Automobile Assembly.** An Industrial Use that involves the assembly of parts for the purpose of manufacturing automobiles, trucks, buses, or motorcycles. This use is subject to operational and location restrictions outlined in Section 202.2(d) of this Code.

**Awning.** A light roof-like structure, supported entirely by the exterior wall of a building; consisting of a fixed or movable frame covered with cloth, plastic, or metal; extending over doors, windows, and/or show windows; with the purpose of providing protection from sun and rain and/or embellishment of the façade; as further regulated in Section 3105 of the Building Code.

**Bar.** A Retail Sales and Service Use that provides on-site alcoholic beverage sales for drinking on the premises, including bars serving beer, wine and/or liquor to the customer where no person under 21 years of age is admitted (with Alcoholic Beverage Control [ABC] license types 23, 42, 48, or 61) and drinking establishments serving beer where minors are present (with ABC license types 40 or 60) in conjunction with other uses such as Movie Theaters and General Entertainment. Such businesses shall operate with the specified conditions in Section 202.2(a).

**Canopy.** A light roof-like structure, supported by the exterior wall of a building and on columns or wholly on

columns, consisting of a fixed or movable frame covered with approved cloth, plastic or metal, extending over entrance doorways only, with the purpose of providing protection from sun and rain and/or embellishment of the façade, as further regulated in Section 3105 of the Building Code.

**Child Care Facility.** An Institutional Community Use defined in California Health and Safety Code Section 1596.750 that provides less than 24-hour care for children by licensed personnel and meets the open-space and other requirements of the State of California and other authorities.

**Class 1 Bicycle Parking Space(s).** Spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and Employees.

**Class 2 Bicycle Parking Space(s).** Bicycle racks located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.

**Community Facility.** An Institutional Community Use that includes community clubhouses, neighborhood centers, community cultural centers, or other community facilities not publicly owned but open for public use in which the chief activity is not carried on as a gainful business and whose chief function is the gathering of persons from the immediate neighborhood in a structure for the purposes of recreation, culture, social interaction, health care, or education other than Institutional Uses as defined in this Section.

**Court.** Any space on a lot other than a yard that, from a point not more than two feet above the floor line of the lowest story in the building on the lot in which there are windows from rooms abutting and served by the court, is

open and unobstructed to the sky, except for obstructions permitted by this Code. An "outer court" is a court, one entire side or end of which is bounded by a front setback, a rear yard, a side yard, a front lot line, a street, or an alley. An "inner court" is any court that is not an outer court.

**Dwelling Unit.** A Residential Use defined as a room or suite of two or more rooms that is designed for, or is occupied by, one family doing its own cooking therein and having only one kitchen. A housekeeping room as defined in the Housing Code shall be a Dwelling Unit for purposes of this Code. For the purposes of this Code, a Live/Work Unit, as defined in this Section, shall not be considered a Dwelling Unit.

**Entertainment, Arts and Recreation Use.** A Use Category that includes Amusement Game Arcade, Arts Activities, General Entertainment, Livery Stables, Movie Theater, Nighttime Entertainment, Open Recreation Area, Outdoor Entertainment, Passive Outdoor Recreation and Sports Stadiums. Adult Business is not included in this definition, except for the purposes of Development Impact Fee Calculation as described in Article 4.

**Entertainment, General.** A Retail Entertainment, Arts and Recreation Use that provides entertainment or leisure pursuits to the general public including dramatic and musical performances where alcohol is not served during performances, billiard halls, bowling alleys, skating rinks, and mini-golf, when conducted within a completely enclosed building, and which is adequately soundproofed or insulated so as to confine incidental noise to the premises.

**Entertainment, Nighttime.** A Retail Entertainment, Arts and Recreation Use that includes dance halls, discotheques, nightclubs, private clubs, and other similar evening-oriented entertainment activities which require dance hall keeper police permits or Place of Entertainment police permits, as defined in Section 1060 of the Police Code, which are not limited to non-amplified

live entertainment, including Restaurants and Bars which present such activities, but shall not include any Arts Activity, any theater performance space which does not serve alcoholic beverages during performances, or any temporary uses permitted pursuant to Sections 205 through 205.4 of this Code.

**Entertainment, Outdoor.** A Retail Entertainment, Arts and Recreation Use that includes circuses, carnivals, or other amusement enterprises not conducted within a building, and conducted on premises not less than 200 feet from any R District.

**Façade.** An entire exterior wall assembly including, but not limited to, all finishes and siding, fenestration, doors, recesses, openings, bays, parapets, sheathing, and framing.

**Gift Store–Tourist Oriented.** A Retail Sales and Service Use that involves the marketing of small art goods, gifts, souvenirs, curios, or novelties to the public, particularly those who are visitors to San Francisco rather than local residents.

**Grocery, General.** A Retail Sales and Services Use that:

(a) Offers a diverse variety of unrelated, non-complementary food and non-food commodities, such as beverages, dairy, dry goods, fresh produce and other perishable items, frozen foods, household products, and paper goods;

(b) May provide beer, wine, and/or liquor sales for consumption off the premises with a California Alcoholic Beverage Control Board License type 20 (off-sale beer and wine) or type 21 (off-sale general) that occupy less than 15% of the Occupied Floor Area of the establishment (including all areas devoted to the display and sale of alcoholic beverages);

(c) May prepare minor amounts of food on site for immediate consumption;

(d) Markets the majority of its merchandise at retail prices; and

(e) Shall operate with the specified conditions in Section 202.2(a)(1).

(f) Such businesses require Conditional Use authorization for conversion of a General Grocery use greater than 5,000 square feet, pursuant to Section 202.3 and 303(l).

**Grocery, Specialty.** A Retail Sales and Services Use that:

(a) Offers specialty food products such as baked goods, pasta, cheese, confections, coffee, meat, seafood, produce, artisanal goods, and other specialty food products, and may also offer additional food and non-food commodities related or complementary to the specialty food products;

(b) May provide beer, wine, and/or liquor sales for consumption off the premises with a California Alcoholic Beverage Control Board License type 20 (off-sale beer and wine) or type 21 (off-sale general) which occupy less than 15% of the Occupied Floor Area of the establishment (including all areas devoted to the display and sale of alcoholic beverages);

(c) May prepare minor amounts of food on site for immediate consumption off-site with no seating permitted; and

(d) Markets the majority of its merchandise at retail prices.

(e) Such businesses that provide food or drink per subsections (b) and (c) above shall operate with the specified conditions in Section 202.2(a)(1).

**Group Housing.** A Residential Use that provides lodging or both meals and lodging, without individual cooking facilities, by prearrangement for a week or more at a time, in a space not defined by this Code as a dwelling unit. Such group housing shall include, but not necessarily

be limited to, a Residential Hotel, boardinghouse, guesthouse, rooming house, lodging house, residence club, commune, fraternity or sorority house, monastery, nunnery, convent, or ashram. It shall also include group housing affiliated with and operated by a medical or educational institution, when not located on the same lot as such institution, which shall meet the applicable provisions of Section 304.5 of this Code concerning institutional master plans.

**Gym.** A Retail Sales and Service Use including a health club, fitness, gymnasium, or exercise facility when including equipment and space for weight-lifting and cardiovascular activities.

**Height.** The vertical distance by which a building or structure rises above a certain point of measurement. See Section 260 of this Code for how height is measured.

**Hospital.** An Institutional Healthcare Use that includes a hospital, medical center, or other medical institution that provides facilities for inpatient or outpatient medical care and may also include medical offices, clinics, laboratories, and employee or student dormitories and other housing, operated by and affiliated with the institution, which institution has met the applicable provisions of Section 304.5 of this Code concerning institutional master plans.

**Hotel.** A Retail Sales and Services Use that provides tourist accommodations, including guest rooms or suites, which are intended or designed to be used, rented, or hired out to guests (transient visitors) intending to occupy the room for less than 32 consecutive days. This definition also applies to buildings containing six or more guest rooms designated and certified as tourist units, under Chapter 41 of the San Francisco Administrative Code. For purposes of this Code, a Hotel does not include (except within the Bayshore-Hester Special Use District as provided for in Sections 713 and 780.2 of this Code) a Motel, which contains guest rooms or suites that are independently accessible from the outside, with garage or parking space located on the lot, and designed for,

or occupied by, automobile-traveling transient visitors. Hotels shall be designed to include all lobbies, offices, and internal circulation to guest rooms and suites within and integral to the same enclosed building or buildings as the guest rooms or suites.

**Industrial Use.** A Use Category containing the following uses: Agricultural and Beverage Processing 1 and 2, Automobile Wrecking, Automobile Assembly, Grain Elevator, Hazardous Waste Facility, Junkyard, Livestock Processing 1 and 2, Heavy Manufacturing 1, 2, and 3, Light Manufacturing, Metal Working, Power Plant, Ship Yard, Storage Yard, Volatile Materials Storage, and Truck Terminal.

**Institutional Use.** A Use Category that includes Child Care Facility, Community Facility, Private Community Facility, Hospital, Job Training, Medical Cannabis Dispensary, Philanthropic Administrative Services, Religious Institution, Residential Care Facility, Social Service or Philanthropic Facility, Post-Secondary Educational Institution, Public Facility, School, and Trade School.

**Laboratory.** A Non-Retail Sales and Services Use intended or primarily suitable for scientific research. The space requirements of uses within this category include specialized facilities and/or built accommodations that distinguish the space from Office uses, Light Manufacturing, or Heavy Manufacturing. Examples of laboratories include the following:

- (a) Chemistry, biochemistry, or analytical laboratory;
- (b) Engineering laboratory;
- (c) Development laboratory;
- (d) Biological laboratories including those classified by the Centers for Disease Control (CDC) and National Institutes of Health (NIH) as Biosafety level 1, Biosafety level 2, or Biosafety level 3;
- (e) Animal facility or vivarium, including laboratories classified by the CDC/NIH as Animal Biosafety level 1,

Animal Biosafety level 2, or Animal Biosafety level 3;

(f) Support laboratory;

(g) Quality assurance/Quality control laboratory;

(h) Core laboratory; and

(i) Cannabis testing facility (any use requiring License Type 8—Testing Laboratory, as defined in California Business and Professions Code, Division 10).

**Life Science.** A Non-Retail Sales and Service Use that involves the integration of natural and engineering sciences and advanced biological techniques using organisms, cells, and parts thereof for products and services. This includes the creation of products and services used to analyze and detect various illnesses, the design of products that cure illnesses, and/or the provision of capital goods and services, machinery, instruments, software, and reagents related to research and production. Life Science uses may utilize office, laboratory, light manufacturing, or other types of space. As a subset of Life Science uses, Life Science laboratories typically include biological laboratories and animal facilities or vivaria, as described in the Laboratory definition Subsections (d) and (e).

**Liquor Store.** A Retail Sales and Service Use that sells beer, wine, or distilled spirits to a customer in an open or closed container for consumption off the premises and that needs a State of California Alcoholic Beverage Control Board License type 20 (off-sale beer and wine) or type 21 (off-sale general) This classification shall not include retail uses that:

(a) are both (1) classified as a General Grocery, a Specialty Grocery, or a Restaurant- Limited, and (2) have a Gross Floor Area devoted to alcoholic beverages that is within the applicable accessory use limits for the use district in which it is located, or

(b) have both (1) a Non-residential Use Size of greater than 10,000 gross square feet and (2) a gross floor area

devoted to alcoholic beverages that is within accessory use limits as set forth in Section 204.3 or Section 703(d) of this Code, depending on the zoning district in which the use is located.

(c) For purposes of Planning Code Sections 249.5, 781.8, 781.9, 782, and 784, the retail uses explicitly exempted from this definition as set forth above shall only apply to General Grocery and Specialty Grocery stores that exceed 5,000 square feet in size shall not:

(1) sell any malt beverage with an alcohol content greater than 5.7 percent by volume; any wine with an alcohol content of greater than 15 percent by volume, except for “dinner wines” that have been aged two years or more and maintained in a corked bottle; or any distilled spirits in container sizes smaller than 600 milliliters;

(2) devote more than 15 percent of the gross square footage of the establishment to the display and sale of alcoholic beverages; and

(3) sell single servings of beer in container sizes 24 ounces or smaller.

**Livery Stable.** A Retail Entertainment, Arts and Recreation Use where horses and carriages are kept for hire and where stabling is provided. This use also includes horse riding academies.

**Locker.** A fully enclosed and secure bicycle parking space accessible only to the owner or operator of the bicycle or owner and operator of the locker.

**Manufacturing, Light.** An Industrial Use that provides for the fabrication or production of goods, by hand or machinery, for distribution to retailers or wholesalers for resale off the premises, primarily involving the assembly, packaging, repairing, or processing of previously prepared materials. Light manufacturing uses include production and custom activities usually involving individual or special design, or handiwork, such as the following fabrication or production activities, as may be defined by the Standard Industrial Classification Code Manual as

light manufacturing uses:

- (a) Food processing;
- (b) Apparel and other garment products;
- (c) Furniture and fixtures;
- (d) Printing and publishing of books or newspapers;
- (e) Leather products;
- (f) Pottery;
- (g) Glass-blowing;
- (h) Commercial laundry, rug cleaning, and dry cleaning facility;
- (i) Measuring, analyzing, and controlling instruments; photographic, medical, and optical goods; watches and clocks; or
- (j) Manufacture of cannabis products or cannabis extracts that are derived without the use of volatile organic compounds (any use requiring License Type 6—Manufacturer 1, as defined in California Business and Professions Code, Division 10).

It shall not include Trade Shop, Agricultural and Beverage Processing 1 or 2, or Heavy Manufacturing 1, 2, or 3. This use is subject to the location and operation controls in Section 202.2(d).

**Metal Working.** An Industrial use that includes metal working or blacksmith shop; excluding presses of over 20 tons' capacity and machine-operated drop hammers. This use is subject to location and operational controls in Section 202.2(d).

**Monitored Parking.** A location where Class 2 parking spaces are provided within an area under constant surveillance by an attendant or security guard or by a monitored camera.

**Office, General.** A Non-Retail Sales and Service Use that includes space within a structure or portion thereof intended or primarily suitable for occupancy by persons or entities which perform, provide for their own benefit, or provide to others at that location, services including, but not limited to, the following: professional, banking, insurance, management, consulting, technical, sales, and design; and the non-accessory office functions of manufacturing and warehousing businesses, multimedia, software development, web design, electronic commerce, and information technology. This use shall exclude Non-Retail Professional Services as well as Retail Uses; repair; any business characterized by the physical transfer of tangible goods to customers on the premises; wholesale shipping, receiving and storage; and design showrooms or any other space intended and primarily suitable for display of goods.

**Open Recreation Area.** A Non-Commercial Entertainment, Arts and Recreation Use that is not publicly owned which is not screened from public view, has no structures other than those necessary and incidental to the open land use, is not operated as a gainful business, and is devoted to outdoor recreation such as golf, tennis, or riding.

**Outdoor Activity Area.** A Commercial Use characteristic defined as an area associated with a legally established use, not including primary circulation space or any public street, located outside of a building or in a courtyard, which is provided for the use or convenience of patrons of a commercial establishment including, but not limited to, sitting, eating, drinking, dancing, and food-service activities.

**Parking Garage, Private.** A Non-Retail Automotive Use that provides temporary parking accommodations for automobiles, trucks, vans, bicycles, or motorcycles in a garage not open to the general public, without parking of recreational vehicles, mobile homes, boats, or other vehicles, or storage of vehicles, goods, or equipment. Provisions regulating automobile parking are set forth in Sections 155, 156, 303(t) or (u) and other provisions of Article 1.5 of this Code.

**Parking Garage, Public.** A Retail Automotive Use that provides temporary parking accommodations for automobiles, trucks, vans, bicycles, or motorcycles in a garage open to the general public, without parking of recreational vehicles, mobile homes, boats, or other vehicles, or storage of vehicles, goods, or equipment. Provisions regulating automobile parking are set forth in Sections 155, 156, 303(t) or (u) and other provisions of Article 1.5 of this Code.

**Parking Lot, Private.** A Non-Retail Automotive Use that provides temporary off-street parking accommodations for private automobiles, trucks, vans, bicycles, or motorcycles on an open lot or lot surrounded by a fence or wall not open to the general public, without parking of recreational vehicles, motor homes, boats, or other vehicles, or storage of vehicles, goods, or equipment. Provisions regulating automobile parking are set forth in Sections 155, 156, 303(t) or (u) and other provisions of Article 1.5 of this Code.

**Parking Lot, Public.** A Retail Automotive Use that provides temporary parking accommodations for private automobiles, trucks, vans, bicycles, or motorcycles on an open lot or lot surrounded by a fence or wall open to the general public, without parking of recreational vehicles, motor homes, boats, or other vehicles, or storage of vehicles, goods, or equipment. Provisions regulating automobile parking are set forth in Sections 155, 156, 303(t) or (u) and other provisions of Article 1.5 of this Code.

**Passive Outdoor Recreation.** A Non-Commercial Entertainment, Arts and Recreation Use defined as an open space used for passive recreational purposes that is not publicly owned and is not screened from public view, has no structures other than those necessary and incidental to the open land use, is not served by vehicles other than normal maintenance equipment, and has no retail or wholesale sales on the premises. Such open space may include, but not necessarily be limited to, a park, playground, or rest area.

**Permeable Surface.** Permeable surfaces are those that allow stormwater to infiltrate the underlying soils. Permeable surfaces shall include, but not be limited to, vegetative planting beds, porous asphalt, porous concrete, single-sized aggregate, open-jointed blocks, stone, pavers, or brick that are loose-set and without mortar. Permeable surfaces are required to be contained so neither sediment nor the permeable surface discharges off the site.

**Plan Dimensions.** The linear horizontal dimensions of a building or structure, at a given level, between the outside surfaces of its exterior walls. The "length" of a building or structure is the greatest plan dimension parallel to an exterior wall or walls and is equivalent to the horizontal dimension of the corresponding elevation of the building or structure at that level. The "diagonal dimension" of a building or structure is the plan dimension between the two most separated points on the exterior walls.

**Public Utilities Yard.** A Utility and Infrastructure Use that is defined as a service yard for public utility, or public use of a similar character, if conducted entirely within an area completely enclosed by a wall or concealing fence not less than six feet high.

**Residential Use.** A Use Category consisting of uses that provide housing for San Francisco residents, rather than visitors, including Dwelling Units, Group Housing, Residential Hotels, and Senior Housing, Homeless Shelters, and for the purposes of Article 4 only any residential components of Institutional Uses. Single Room Occupancy and Student Housing designations are consider characteristics of certain Residential Uses.

**Restaurant.** A Retail Sales and Service use that serves prepared, ready-to-eat cooked foods to customers for consumption on the premises and which has seating. As a minor and incidental use, it may serve such foods to customers for off-site consumption. It may provide on-site beer, wine, and/or liquor sales for drinking on the premises (with ABC license types 41, 47, 49, 59, or 75); however, if it does so, it shall be required to operate as a Bona Fide Eating Place. It is distinct and separate from

a Limited-Restaurant. Such businesses shall operate with the specified conditions in Section 202.2(a)(1).

It shall not be required to operate within an enclosed building so long as it is also a Mobile Food Facility. Any associated outdoor seating and/or dining area is subject to regulation as an Outdoor Activity Area as set forth elsewhere in this Code.

**Restaurant, Limited.** A Retail Sales and Service Use that serves ready-to-eat foods and/or drinks to customers for consumption on or off the premises, that may or may not have seating. It may include wholesaling, manufacturing, or processing of foods, goods, or commodities on the premises as an Accessory Use as set forth in Sections 204.3 or 703.2 depending on the zoning district in which it is located. It includes, but is not limited to, foods provided by sandwich shops, coffee houses, pizzerias, ice cream shops, bakeries, delicatessens, and confectioneries meeting the above characteristics, but is distinct from a Specialty Grocery, Restaurant, and Bar. Within the North Beach SUD, it is also distinct from Specialty Food Manufacturing, as defined in Section 780.3(b). It shall not provide on-site beer and/or wine sales for consumption on the premises, but may provide off-site beer and/or wine sales for consumption off the premises with a California Alcoholic Beverage Control Board License type 20 (off-sale beer and wine), that occupy less than 15% of the Occupied Floor Area of the establishment (including all areas devoted to the display and sale of alcoholic beverages). Such businesses shall operate with the specified conditions in Section 202.2(a)(1).

**Restricted Access Parking.** A location that provides Class 2 bicycle racks within a locked room or locked enclosure accessible only to the owners of bicycles parked within.

**Sales and Services, Non-Retail.** A Commercial Use category that includes Uses that involve the sale of goods or services to other businesses rather than the end user, or that does not provide for direct sales to the consumer on site. Uses in this category include, but are not limited

to: Business Services, Catering, Commercial Storage, Design Professional, General Office, Laboratory, Life Science, Non-Retail Professional Service, Trade Office, Wholesale Sales, and Wholesale Storage.

**Sales and Services, Retail.** A Commercial Use category that includes Uses that involve the sale of goods, typically in small quantities, or services directly to the ultimate consumer or end user with some space for retail service on site, excluding Retail Entertainment Arts and Recreation, and Retail Automobile Uses and including, but not limited to: Adult Business, Animal Hospital, Bar, Cannabis Retail, Cat Boarding, Chair and Foot Massage, Tourist Oriented Gift Store, General Grocery, Specialty Grocery, Gym, Hotel, Jewelry Store, Kennel, Liquor Store, Massage Establishment, Mortuary (Columbarium), Motel, Non-Auto Sales, Pharmacy, Restaurant, Limited Restaurant, General Retail Sales and Service, Financial Service, Fringe Financial Service, Limited Financial Service, Health Service, Instructional Service, Personal Service, Retail Professional Service, Self-Storage, Tobacco Paraphernalia Establishment, and Trade Shop.

**Service, Business.** A Non-Retail Sales and Service Use that provides the following kinds of services to businesses and/or to the general public and does not fall under the definition of Office: radio and television stations, newspaper bureaus, magazine and trade publication publishing, microfilm recording, slide duplicating, bulk mail services, parcel shipping services, parcel labeling and packaging services, messenger delivery/courier services, sign painting and lettering services, or building maintenance services.

**Service, Instructional.** A Retail Sales and Service Use that includes instructional services not certified by the State Educational Agency, such as art, dance, exercise, martial arts, and music classes.

**Service, Non-Retail Professional.** A Non-Retail Sales and Service Office Use that provides professional services to other businesses including, but not limited to, accounting, legal, consulting, insurance, real estate

brokerage, advertising agencies, public relations agencies, computer and data processing services, employment agencies, management consultants and other similar consultants, telephone message services, and travel services. This use may also provide services to the general public but is not required to. This use shall not include research services of an industrial or scientific nature in a commercial or medical laboratory, other than routine medical testing and analysis by a health-care professional or hospital.

**Service, Personal.** A Retail Sales and Services Use that provides grooming services to the individual, including salons, cosmetic services, tattoo parlors, and health spas, bathhouses, and steam rooms. Personal Service does not include Massage Establishments or Gym, which are defined separately in this Section.

**Single Room Occupancy (SRO) Unit.** A Residential Use characteristic, defined as a Dwelling Unit or Group Housing room consisting of no more than one occupied room with a maximum gross floor area of 350 square feet and meeting the Housing Code's minimum floor area standards. The unit may have a bathroom in addition to the occupied room. As a Dwelling Unit, it would have a cooking facility and bathroom. As a group housing room, it would share a kitchen with one or more other single room occupancy unit/s in the same building and may also share a bathroom. A single room occupancy building (or "SRO" building) is one that contains only SRO units and accessory living space.

**Stacked Parking.** Bicycle parking spaces where racks are stacked and the racks that are not on the ground accommodate mechanically-assisted lifting in order to mount the bicycle.

**Storage Yard.** An Industrial Use involving the storage of building materials or lumber, stones or monuments, livestock feed, or contractors' equipment, if conducted within an area enclosed by a wall or concealing fence not less than six feet high. This use does not include Vehicle Storage or a Hazardous Waste Facility.

**Student Housing.** A Residential Use characteristic defined as a living space for students of accredited Post-Secondary Educational Institutions that may take the form of Dwelling Units, Group Housing, or SRO Unit and is owned, operated, or otherwise controlled by an accredited Post-Secondary Educational Institution. Unless expressly provided for elsewhere in this Code, the use of Student Housing is permitted where the form of housing is permitted in the underlying Zoning District in which it is located. Student Housing may consist of all or part of a building, and Student Housing owned, operated, or controlled by more than one Post-Secondary Educational Institution may be located in one building.

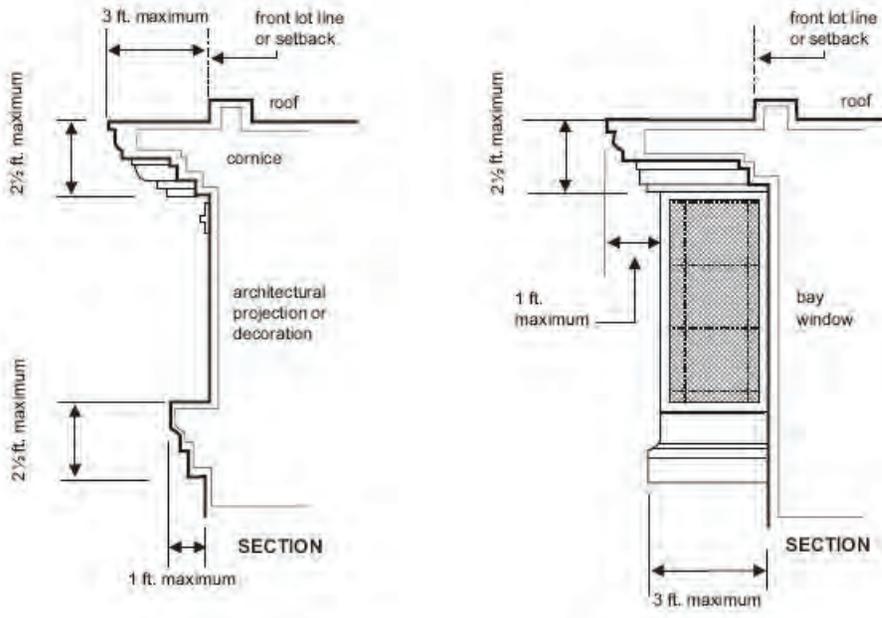
**Trade Offices.** A Non-Retail Sales and Service Use that includes business offices of building, plumbing, electrical, painting, roofing, furnace, or pest control contractors, if no storage of equipment or items for wholesale use are located on site. It may also include incidental accessory storage of office supplies and samples if located entirely within an enclosed building having no openings other than fixed windows or exits required by law within 50 feet of an R District, and if the storage of equipment and supplies does not occupy more than of the total gross floor area of the use. No processing of building materials, such as mixing of concrete or heating of asphalt shall be conducted on the premises. Parking, loading, and unloading of all vehicles used by the contractor shall be located entirely within the building containing the use.

**Vehicle Storage Lot.** A Retail Automotive Use that provides for the storage of buses, recreational vehicles, mobile homes, trailers, or boats and/or storage for more than 72 hours of other vehicles on an open lot. It shall not include rooftop storage. Vehicle Storage Lots shall comply with the Screening and Greening requirements of Section 142.

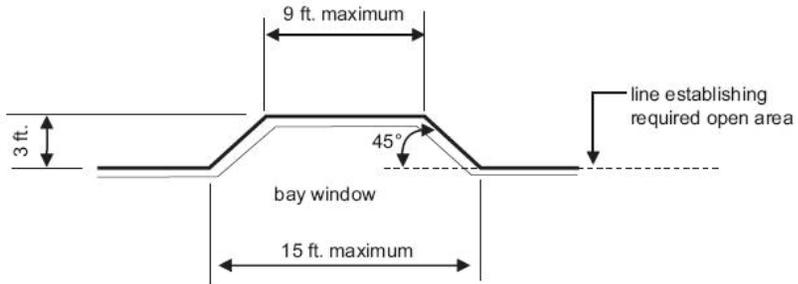
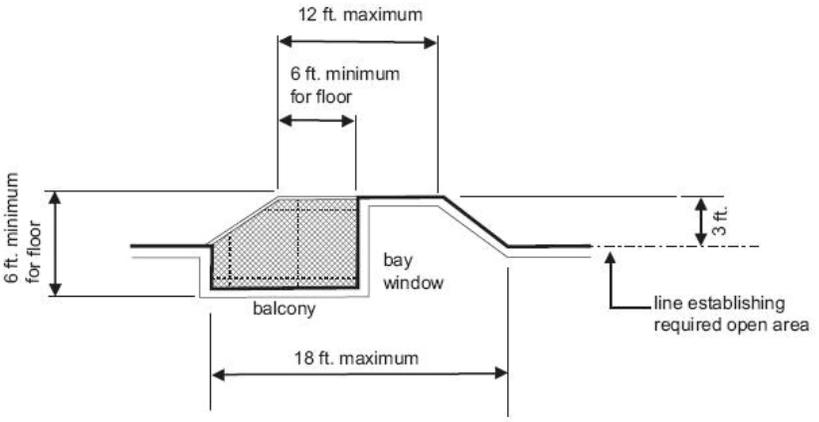
**Vertical Bicycle Parking.** Bicycle Parking that requires both wheels to be lifted off the ground, with at least one wheel that is no more than 12 inches above the ground.

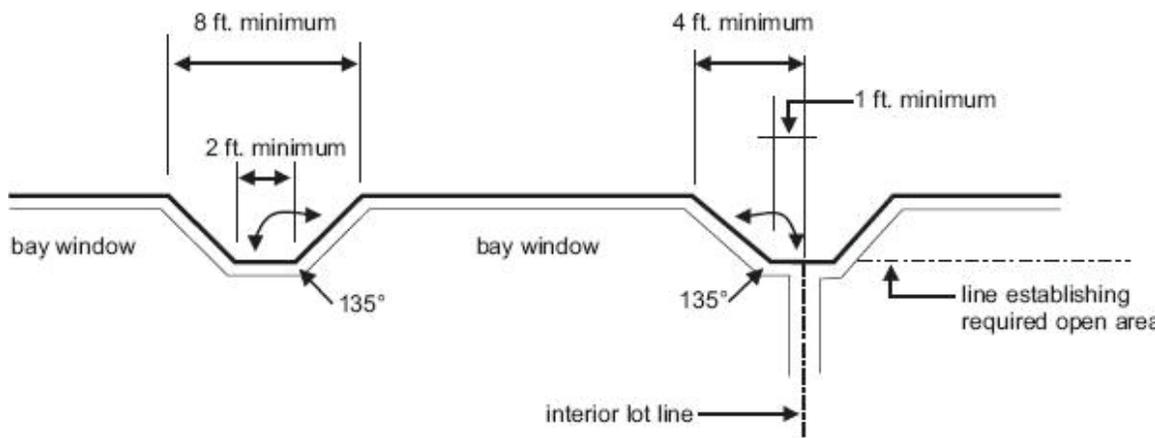
SECTION 136. OBSTRUCTIONS OVER STREETS AND ALLEYS AND IN REQUIRED SETBACKS, YARDS, AND USEABLE OPEN SPACE

STREETS AND ALLEYS	SET-BACKS	YARDS	USABLE OPEN SPACE	
X	X	X	X	<p>(a) The following obstructions shall be permitted, in the manner specified, as indicated by the symbol "X" in the columns at the left, within the required open areas listed herein:</p> <ul style="list-style-type: none"> <li>(1) Projections from a building or structure extending over a street or alley as defined by this Code. Every portion of such projections over a street or alley shall provide a minimum of 7½ feet of vertical clearance from the sidewalk or other surface above which it is situated, or such greater vertical clearance as may be required by the San Francisco Building Code, unless the contrary is stated below. The permit under which any such projection over a street or alley is erected over public property shall not be construed to create any perpetual right but is a revocable license;</li> <li>(2) Obstructions within legislated setback lines and front setback areas, as required by Sections 131 and 132 of this Code;</li> <li>(3) Obstructions within side yards and rear yards, as required by Sections 133 and 134 of this Code;</li> <li>(4) Obstructions within usable open space, as required by Section 135 of this Code</li> </ul> <p>(b) No obstruction shall be constructed, placed, or maintained in any such required open area except as specified in this Section.</p> <p>(c) The permitted obstructions shall be as follows:</p> <ul style="list-style-type: none"> <li>(1) Overhead horizontal projections (leaving at least 7½ feet of headroom) of a purely architectural or decorative character such as cornices, eaves, sills and belt courses, with a vertical dimension of no more than two feet six inches, not increasing the floor area or the volume of space enclosed by the building, and not projecting more than: <ul style="list-style-type: none"> <li>(A) At roof level, three feet over streets and alleys and into setbacks, or to a perimeter in such required open areas parallel to and one foot outside the surfaces of bay windows immediately below such features, whichever is the greater projection,</li> </ul> </li> </ul>

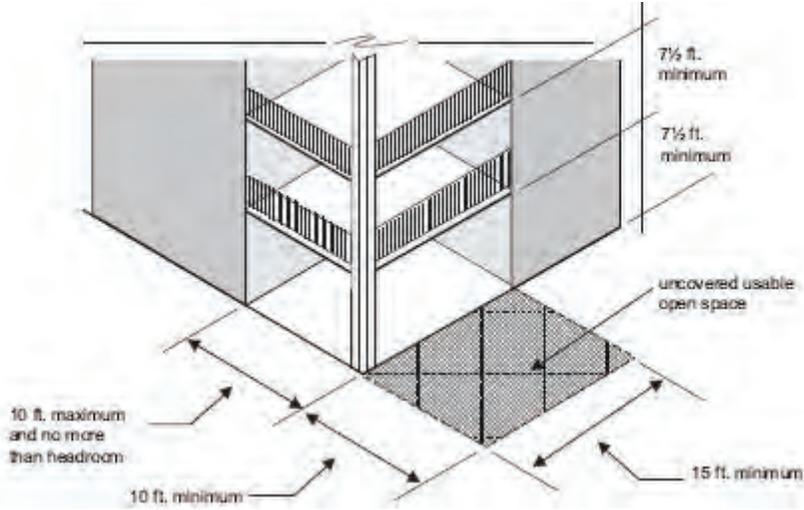
STREETS AND ALLEYS	SET-BACKS	YARDS	USABLE OPEN SPACE	
X	X	X	X	<p>(B) At every other level, one foot over streets and alleys and into setbacks, and</p>  <p>(C) Three feet into yards and usable open space, or 1/6 of the required minimum dimensions (when specified) of such open areas, whichever is less;</p> <p>(2) Bay (projecting) windows, balconies (other than balconies used for primary access to two or more dwelling units or two or more bedrooms in group housing), and similar features that increase either the floor area of the building or the volume of space enclosed by the building above grade, when limited as specified herein. With respect to obstructions within yards and usable open space, the bay windows and balconies specified in Paragraph (c)(3) below shall be permitted as an alternative to those specified in this Paragraph (c)(2).</p> <p>(A) The minimum headroom shall be 7½ feet.</p>

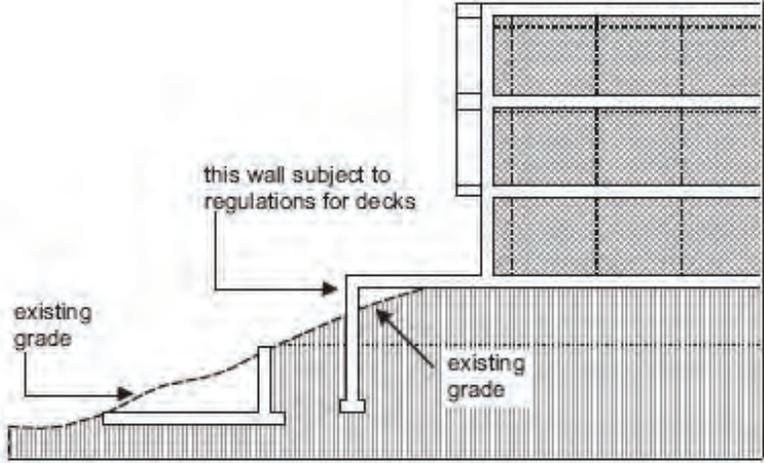
STREETS AND ALLEYS	SET-BACKS	YARDS	USABLE OPEN SPACE
			<p data-bbox="680 266 1961 354">(B) Projection into the required open area shall be limited to three feet, provided that projection over streets and alleys shall be further limited to two feet where the sidewalk width is nine feet or less, and the projection shall in no case be closer than eight feet to the centerline of any alley.</p> <div data-bbox="680 383 1423 1094" style="text-align: center;"> <p>The diagrams illustrate the maximum projection of a bay window from a sidewalk. For a street with a sidewalk width greater than 9 feet, the maximum projection is 3 feet. For an alley with a sidewalk width of 9 feet or less, the maximum projection is 2 feet, and there must be an 8-foot minimum clearance from the centerline of the alley.</p> </div> <p data-bbox="680 1133 1961 1321">(C) The glass areas of each bay window, and the open portions of each balcony, shall be not less than 50 percent of the sum of the areas of the vertical surfaces of such bay window or balcony above the required open area. At least 1/3 of such required glass area of such bay window, and open portions of such balcony, shall be on one or more vertical surfaces situated at an angle of not less than 30 degrees to the line establishing the required open area. In addition, at least 1/3 of such required glass area or open portions shall be on the vertical surface parallel to, or most nearly parallel to, the line establishing each open area over which the bay window or balcony projects.</p>

STREETS AND ALLEYS	SET-BACKS	YARDS	USABLE OPEN SPACE
			<p>(D) The maximum length of each bay window or balcony shall be 15 feet at the line establishing the required open area, and shall be reduced in proportion to the distance from such line by means of 45 degree angles drawn inward from the ends of such 15-foot dimension, reaching a maximum of nine feet along a line parallel to and at a distance of three feet from the line establishing the required open area.</p>  <p>(E) Where a bay window and a balcony are located immediately adjacent to one another, and the floor of such balcony in its entirety has a minimum horizontal dimension of six feet, the limitations of Subparagraph (c)(2)(D) above shall be increased to a maximum length of 18 feet at the line establishing the required open area, and a maximum of 12 feet along a line parallel to and at a distance of three feet from the line establishing the required open area.</p> 

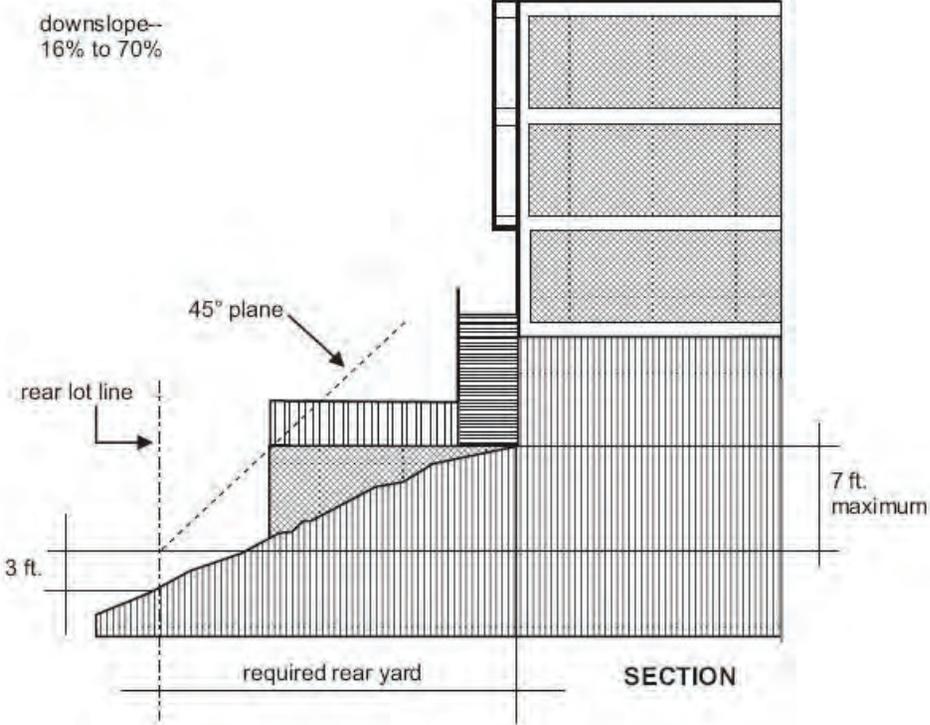
STREETS AND ALLEYS	SET-BACKS	YARDS	USABLE OPEN SPACE	
				<p>(F) The minimum horizontal separation between bay windows, between balconies, and between bay windows and balconies (except where a bay window and a balcony are located immediately adjacent to one another, as provided for in Subparagraph (c)(2)(E) above), shall be two feet at the line establishing the required open area, and shall be increased in proportion to the distance from such line by means of 135-degree angles drawn outward from the ends of such two-foot dimension, reaching a minimum of eight feet along a line parallel to and at a distance of three feet from the line establishing the required open area.</p> <p>(G) Each bay window or balcony over a street or alley, setback or rear yard shall also be horizontally separated from interior lot lines (except where the wall of a building on the adjoining lot is flush to the interior lot line immediately adjacent to the projecting portions of such bay window or balcony) by not less than one foot at the line establishing the required open area, with such separation increased in proportion to the distance from such line by means of a 135-degree angle drawn outward from such one-foot dimension, reaching a minimum of four feet along a line parallel to and at a distance of three feet from the line establishing the required open area;</p> 

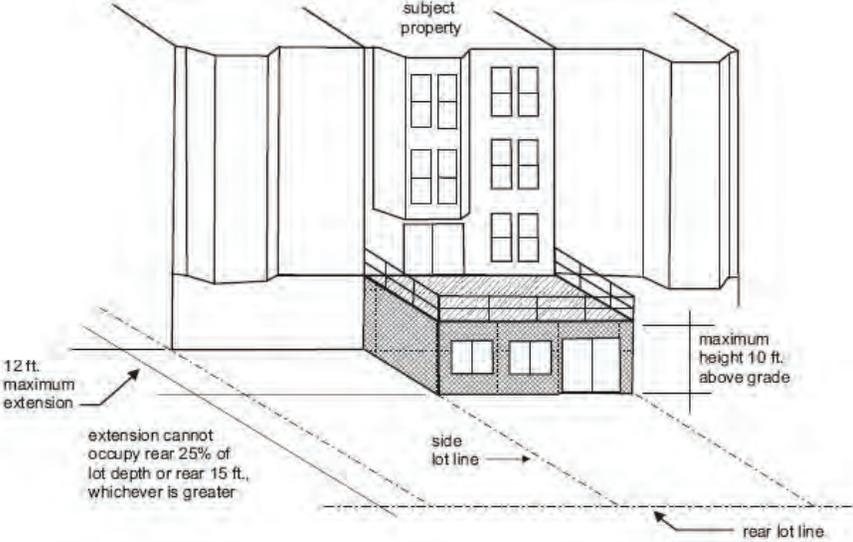
STREETS AND ALLEYS	SET-BACKS	YARDS	USABLE OPEN SPACE	
		X	X	<p>(3) Bay (projecting) windows, balconies (other than balconies used for primary access to two or more dwelling units or two or more bedrooms in group housing), and similar features that increase either the floor area of the building above grade, when limited as specified herein. With respect to obstructions within yards and usable open space, the bay windows and balconies specified in Paragraph (c)(2) above shall be permitted as an alternative to those specified in this Paragraph (c)(3).</p> <p>(A) The minimum headroom shall be 7½ feet.</p> <p>(B) Projection into the required open area shall be limited to three feet, or 1/6 of the required minimum dimension (when specified) of the open area, whichever is less.</p> <p>(C) In the case of bay windows, the maximum length of each bay window shall be 10 feet, and the minimum horizontal separation between bay windows shall be five feet, above all parts of the required open area.</p> <p>(D) The aggregate length of all bay windows and balconies projecting into the required open area shall be no more than 2/3 the buildable width of the lot along a rear building wall, 2/3 the buildable length of a street side building wall, or 1/3 the length of all open areas along the buildable length of an interior side lot line; in the case of yards, these limits on aggregate length shall apply to the aggregate of all bay windows, balconies, fire escapes and chimneys.</p> <div data-bbox="680 792 1543 1089" style="text-align: center;"> </div>
X	X	X	X	<p>(4) Fire escapes, leaving at least 7½ feet of headroom exclusive of drop ladders to grade, and not projecting more than necessary for safety or in any case more than four feet six inches into the required open area. In the case of yards, the aggregate length of all bay windows, balconies, fire escapes and chimneys that extend into the required open area shall be no more than 2/3 the buildable width of the lot along a rear building wall, 2/3 the buildable length of a street side building wall, or 1/3 the buildable length of an interior side lot line;</p>

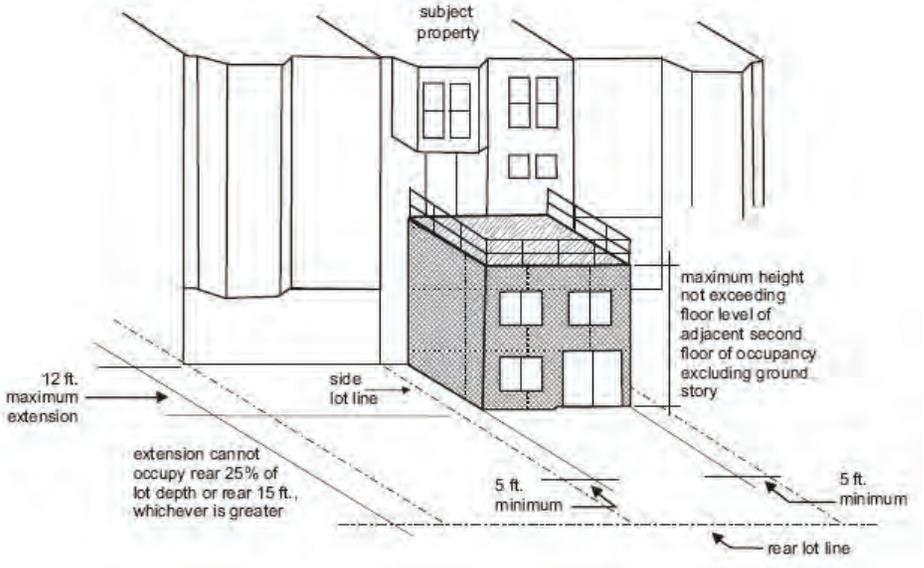
STREETS AND ALLEYS	SET-BACKS	YARDS	USABLE OPEN SPACE	
			X	<p>(5) Overhead horizontal projections other than those listed in Paragraphs (c)(1), (2), (3) and (4) above, leaving at least 7½ feet of headroom, where the depth of any such projection is no greater than the headroom it leaves, and in no case is greater than 10 feet; and provided that, in the case of common usable open space at ground level, the open space under the projection directly adjoins uncovered usable open space that is at least 10 feet in depth and 15 feet in width;</p> 
		X		<p>(6) Chimneys not extending more than three feet into the required open area or 1/6 of the required minimum dimension (when specified) of the open area, whichever is less; provided, that the aggregate length of all bay windows, balconies, fire escapes and chimneys that extend into the required open area is no more than 2/3 the buildable width of the lot along a rear building wall, 2/3 the buildable length of a street side building wall, or 1/3 the buildable length of an interior side lot line;</p>
X				<p>(7) Temporary occupancy of street and alley areas during construction and alteration of buildings and structures, as regulated by the Building Code and other portions of the Municipal Code;</p>
X				<p>(8) Space below grade, as regulated by the Building Code and other portions of the Municipal Code;</p>
X	X			<p>(9) Building curbs and buffer blocks at ground level, not exceeding a height of nine inches above grade or extending more than nine inches into the required open area;</p>
X	X			<p>(10) Signs as regulated by Article 6 of this Code, at locations and to the extent permitted therein;</p>
X	X			<p>(11) Flagpoles for projecting flags permitted by Article 6 of this Code;</p>
X	X			<p>(12) Awnings, Canopies, and Marquees and for Limited Commercial Uses in Residential and RTO Districts, as defined in Section 102 and regulated by the Building Code, and as further limited in Section 136.1 and other provisions of this Code;</p>

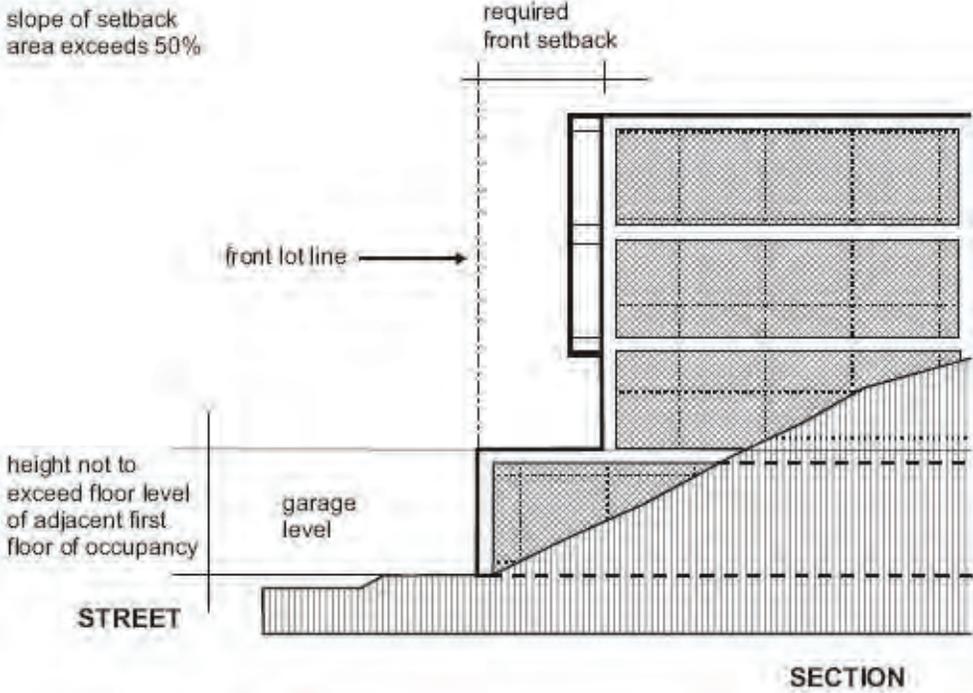
STREETS AND ALLEYS	SET-BACKS	YARDS	USABLE OPEN SPACE	
	X	X	X	<p>(13) Retaining walls that are necessary to maintain approximately the grade existing at the time of construction of a building. Other retaining walls and the grade maintained by them shall be subject to the same regulations as decks (see Paragraphs (c)(24) and (c)(25) below);</p>  <p style="text-align: center;"><b>SECTION</b></p>
	X	X	X	<p>(14) Steps of any type not more than three feet above grade, and uncovered stairways and landings not extending higher than the floor level of the adjacent first floor of occupancy above the ground story, and, in the case of yards and usable open space, extending no more than six feet into the required open area for any portion that is more than three feet above grade, provided that all such stairways and landings shall occupy no more than 2/3 the buildable width of the lot along a front or rear building wall, 2/3 the buildable length of a street side building wall, or 1/3 the length of all open areas along the buildable length of an interior side lot line;</p>
X	X	X	X	<p>(15) Railings no more than three feet six inches in height above any permitted step, stairway, landing, fire escape, deck, porch or balcony, or above the surface of any other structure permitted in the required open area.</p>
	X	X	X	<p>(16) Decorative railings and decorative grille work, other than wire mesh, at least 75 percent open to perpendicular view and no more than six feet in height above grade;</p>
	X	X	X	<p>(17) Fences no more than three feet in height above grade;</p>
		X	X	<p>(18) Fences and wind screens no more than six feet in height above grade;</p>
		X	X	<p>(19) Fences and wind screens no more than 10 feet in height above grade;</p>
		X	X	<p>(20) Normal outdoor recreational and household features such as play equipment and drying lines;</p>
	X	X	X	<p>(21) Landscaping and garden furniture;</p>

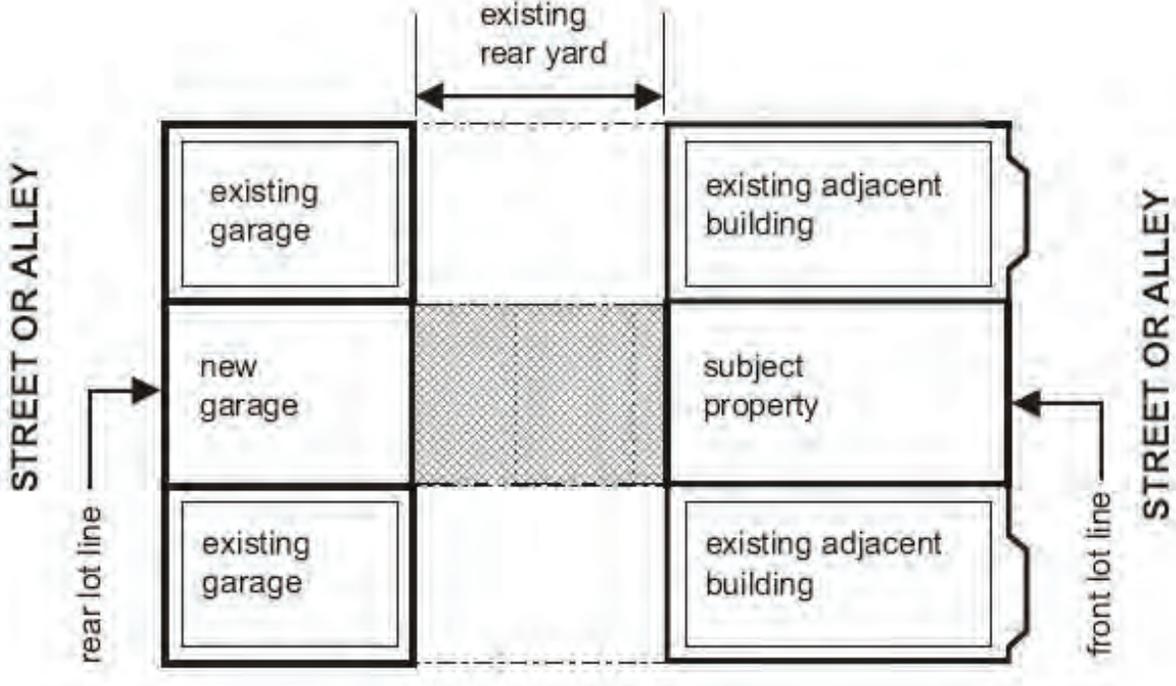
STREETS AND ALLEYS	SET-BACKS	YARDS	USABLE OPEN SPACE	
		X	X	<p>(22) Garden structures enclosed by walls on no more than 50 percent of their perimeter, such as gazebos and sunshades, if no more than eight feet in height above grade and covering no more than 60 square feet of land;</p> <p>(23) Other structures commonly used in gardening activities, such as greenhouses and sheds for storage of garden tools, if no more than eight feet in height above grade and covering no more than 100 square feet of land;</p> <p>(24) Decks, whether attached to a building or not, at or below the adjacent first floor of occupancy, if developed as usable open space and meeting the following requirements:</p> <p>(A) Slope of 15 percent or less. The floor of the deck shall not exceed a height of three feet above grade at any point in the required open area, nor shall such floor penetrate a plane made by a vertical angle 45 degrees above horizontal with its vertex three feet above grade at any lot line bordering the required open area,</p>

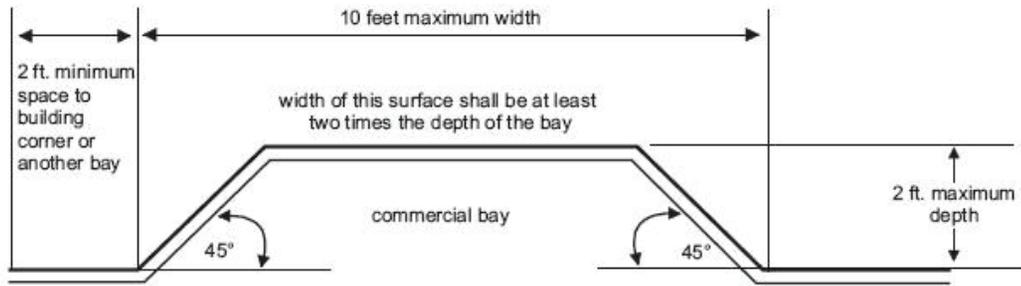
STREETS AND ALLEYS	SET-BACKS	YARDS	USABLE OPEN SPACE	
				<p data-bbox="680 266 1976 483">(B) Slope of more than 15 percent and no more than 70 percent. The floor of the deck shall not exceed a height of three feet above grade at any point along any lot line bordering the required open area, nor shall such floor penetrate a plane made by a vertical angle 45 degrees above horizontal with its vertex three feet above grade at any lot line bordering the required open area, except that when two or more lots are developed with adjacent decks whose floor levels differ by not more than three feet, whether or not the lots will remain in the same ownership, each deck may come all the way to the lot line adjacent to the other deck. In addition, the vertical distance measured up from grade to the floor of the deck shall not exceed seven feet at any point in the required open area,</p> 

STREETS AND ALLEYS	SET-BACKS	YARDS	USABLE OPEN SPACE	
		X		<p>(C) Slope of more than 70 percent. Because in these cases the normal usability of the required open area is seriously impaired by the slope, a deck covering not more than 1/3 the area of the required open area may be built exceeding the heights specified above, provided that the light, air, view, and privacy of adjacent lots are not seriously affected. Each such case shall be considered on its individual merits. However, the following points shall be considered guidelines in these cases:</p> <ul style="list-style-type: none"> <li>(i) The deck shall be designed to provide the minimum obstruction to light, air, view and privacy.</li> <li>(ii) The deck shall be at least two feet inside all side lot lines.</li> <li>(iii) On downhill slopes, a horizontal angle of 30 degrees drawn inward from each side lot line at each corner of the rear building line shall be maintained clear, and the deck shall be kept at least 10 feet inside the rear lot line;</li> </ul> <p>(25) Except in required side yards, decks, and enclosed and unenclosed extensions of buildings, when limited as specified herein:</p> <ul style="list-style-type: none"> <li>(A) The structure shall extend no more than 12 feet into the required open area; and shall not occupy any space within the rear 25 percent of the total depth of the lot, or within the rear 15 feet of the depth of the lot, whichever is greater,</li> <li>(B) Within all parts of the required open area, the structure shall be limited in height to either: <ul style="list-style-type: none"> <li>(i) 10 feet above grade, or</li> </ul> </li> </ul> 

STREETS AND ALLEYS	SET-BACKS	YARDS	USABLE OPEN SPACE	
		<p>X</p>		<p>(ii) A height not exceeding the floor level of the second floor of occupancy, excluding the ground story, at the rear of the building on the subject property, in which case the structure shall be no closer than five feet to any interior side lot line,</p>  <p>(C) Any fence or wind screen extending above the height specified in Subparagraph (c)(25)(B) shall be limited to six feet above such height; shall be no closer to any interior side lot line than one foot for each foot above such height; and shall have not less than 80 percent of its surfaces above such height composed of transparent or translucent materials;</p> <p>(26) Garages which are underground, or under decks conforming to the requirements of Paragraph (c)(24) or (c)(25) above, if their top surfaces are developed as usable open space, provided that no such garage shall occupy any area within the rear 15 feet of the depth of the lot;</p>

STREETS AND ALLEYS	SET-BACKS	YARDS	USABLE OPEN SPACE	
	X			<p>(27) Garages, where the average slope of the required open area ascends from the street lot line to the line at the setback and exceeds 50 percent, provided the height of the garage is limited to 10 feet above grade, or the floor level of the adjacent first floor of occupancy on the subject property, whichever height is less;</p>  <p>Reserved.</p>

STREETS AND ALLEYS	SET-BACKS	YARDS	USABLE OPEN SPACE	
		X		<p>(29) Garages, where the subject property is a through lot having both its front and its rear lot line along streets, alleys, or a street and an alley, and both adjoining lots (or the one adjoining lot where the subject property is also a corner lot) contain a garage structure adjacent to the required rear yard on the subject property, provided the garage on the subject property does not exceed the average of the two adjacent garage structures (or the one adjacent garage structure where the subject property is a corner lot) in either height above grade or encroachment upon the required rear yard;</p>  <p>The diagram illustrates a through lot layout. On the left is a vertical line labeled 'STREET OR ALLEY' with an arrow pointing to the 'rear lot line'. On the right is another vertical line labeled 'STREET OR ALLEY' with an arrow pointing to the 'front lot line'. The lot is divided into three horizontal sections. The top section contains an 'existing garage' on the left and an 'existing adjacent building' on the right. The middle section contains a 'new garage' on the left and the 'subject property' on the right. The bottom section contains an 'existing garage' on the left and an 'existing adjacent building' on the right. A double-headed arrow at the top indicates the 'existing rear yard' between the top and middle sections. A shaded rectangular area is shown between the 'new garage' and the 'subject property'.</p>
X	X	X	X	<p>(30) Driveways, for use only to provide necessary access to required or permitted parking that is located in the buildable area of the subject property other than in a required open area, and where such driveway has only the minimum width needed for such access, and in no case shall parking be allowed in the setback;</p> <p>(31) In the Outer Clement Street Neighborhood Commercial District, outdoor activity area if used in connection with a commercial use on a contiguous lot and which existed in 1978 and has remained in said use since 1978.</p>

STREETS AND ALLEYS	SET-BACKS	YARDS	USABLE OPEN SPACE	
				<p>(d) Notwithstanding the limitations of Subsection (c) of this Section, the following provisions shall apply in C-3 districts:</p> <p>(1) Decorative Architectural Features. Decorative architectural features not increasing the interior floor area or volume of the space enclosed by the building are permitted over streets and alleys and into setbacks within the maximum vertical and horizontal dimensions described as follows:</p> <p>(A) At roof level, decorative features such as cornices, eaves, and brackets may project four feet in districts other than C-3-O(SD) and 10 feet in the C-3-O(SD) district with a maximum vertical dimension no greater than six feet.</p> <p>(B) At all levels above the area of minimum vertical clearance required in Subsection (a)(1) above, decorative features, such as belt courses, entablatures, and bosses, may project two feet, with a maximum vertical dimension of four feet, except that in the C-3-O(SD) district at all levels above a minimum vertical clearance of 20 feet from sidewalk grade, decorative features may project half the width of the sidewalk up to a maximum projection of 10 feet.</p> <p>(C) At all levels above the area of minimum vertical clearance required by Subsection (a)(1) above, vertical decorative features, such as pilasters, columns, and window frames (including pediment and sills), with a cross-sectional area of not more than three square feet at midpoint, may project one foot horizontally.</p> <p>(2) Bay Windows. Notwithstanding the provisions of Subsections (c)(2)(D) and (F) of this Section, bay windows on nonresidential floors of a structure are permitted only if the width of the bay is at least two times its depth, the total width of all bays on a façade plane does not exceed ½ of the width of the façade plane, and the maximum horizontal (plan) dimensions of the bay fit within the dimensions set forth in the diagram below.</p> <div style="text-align: center;"> <p><b>Commercial Bay</b></p> <p>a commercial bay must fit within these dimensions</p>  <p>The diagram illustrates a commercial bay window with a trapezoidal shape. The top horizontal edge is labeled '10 feet maximum width'. The bottom horizontal edge is labeled '2 ft. minimum space to building corner or another bay'. The two slanted sides are labeled '45°'. The vertical height of the bay is labeled '2 ft. maximum depth'. A note above the bay states 'width of this surface shall be at least two times the depth of the bay'. The entire bay is labeled 'commercial bay'.</p> </div>

## SECTION 138.1. STREETScape AND PEDESTRIAN IMPROVEMENTS.

#	PHYSICAL ELEMENT	BETTER STREETS PLAN SECTION	#	PHYSICAL ELEMENT	BETTER STREETS PLAN SECTION
1	Curb ramps*	5.1	22	Modern roundabouts	5.7
2	Marked crosswalks*	5.1	23	Sidewalk or median pocket parks	5.8
3	Pedestrian-priority signal devices and timings	5.1	24	Reuse of 'pork chops' and excess right-of-way	5.8
4	High-visibility crosswalks	5.1	25	Multi-way boulevard treatments	5.8
5	Special crosswalk treatments	5.1	26	Shared public ways	5.8
6	Restrictions on vehicle turning movements at crosswalks	5.1	27	Pedestrian-only streets	5.8
7	Removal or reduction of permanent crosswalk closures	5.1	28	Public stairs	5.8
8	Mid-block crosswalks	5.1	29	Street trees*	6.1
9	Raised crosswalks	5.1	30	Tree basin furnishings*	6.1
10	Curb radius guidelines	5.2	31	Sidewalk planters*	6.1
11	Corner curb extensions or bulb-outs*	5.3	32	Above-ground landscaping	6.1
12	Extended bulb-outs	5.3	33	Stormwater management tools*	6.2
13	Mid-block bulb-outs	5.3	34	Street and pedestrian lighting*	6.3
14	Center or side medians	5.4	35	Special paving*	6.4
15	Pedestrian refuge islands	5.4	36	Site furnishings*	6.5
16	Transit bulb-outs	5.5	37	Driveways	6.6
17	Transit boarding islands	5.5			
18	Flexible use of the parking lane	5.6			
19	Parking lane planters	5.6			
20	Chicanes	5.7			
21	Traffic calming circles	5.7			

**Table D.13.1** Pedestrian and Streetscape Elements per the *Better Streets Plan(2010)* standard streetscape elements marked with a \*. (Requirement varies by street type: see the *Better Streets Plan*.)

- (c) Required streetscape and pedestrian improvements. Development projects shall include streetscape and pedestrian improvements on all publicly accessible rights-of-way directly fronting the property as follows:
- (2) Other streetscape and pedestrian elements for large projects.
    - (A) Application.
      - (i) In any district, streetscape and pedestrian elements in conformance with the Better Streets Plan shall be required, if all the following conditions are present: (1) the project is on a lot that (a) is greater than one-half acre in total area, (b) contains 250 feet of total lot frontage on one or more publicly-accessible rights-of-way, or (c) the frontage encompasses the entire block face between the nearest two intersections with any other publicly-accessible rights-of-way, and (2) the project includes (a) new construction or (b) addition of 20% or more of gross floor area to an existing building.
      - (ii) Project Sponsors that meet the thresholds of this Subsection shall submit a streetscape plan to the Planning Department showing the location, design, and dimensions of all existing and proposed streetscape elements in the public right-of-way directly adjacent to the fronting property, including street trees, sidewalk landscaping, street lighting, site furnishings, utilities, driveways, and curb lines, and the relation of such elements to proposed new construction and site work on the subject property.
    - (B) Standards.
      - (i) Required streetscape elements. A continuous soil-filled trench parallel to the curb shall connect all street tree basins for those street trees required under the Public Works Code. The trench may be covered only by permeable surfaces as defined in Section 102 of the Planning Code, except at required tree basins, where the soil must remain uncovered. The Director of Planning, or his or her designee, may modify or waive this requirement where a continuous trench is not possible due to the location of existing utilities, driveways, sub-sidewalk basements, or other pre-existing surface or sub-surface features.
  - (ii) Additional streetscape elements. The Department shall consider, but need not require, additional streetscape elements for the appropriate street type per Table D.13.1 and the Better Streets Plan, including benches, bicycle racks, curb ramps, corner curb extensions, stormwater facilities, lighting, sidewalk landscaping, special sidewalk paving, and other site furnishings, excepting crosswalks and pedestrian signals.
    - a. Streetscape elements shall be selected from a City-approved palette of materials and furnishings, where applicable, and shall be subject to approval by all applicable City agencies.
    - b. Additionally, streetscape elements shall be consistent with the overall character and materials of the district, and shall have a logical transition or termination to the sidewalk and/or roadway adjacent to the fronting property.
  - (iii) Sidewalk widening. The Planning Department in consultation with other agencies shall evaluate whether sufficient roadway space is available for sidewalk widening for the entirety or a portion of the fronting public right-of-way in order to meet or exceed the recommended sidewalk widths for the appropriate street type per Table D.13.2 and the Better Streets Plan and/or to provide additional space for pedestrian and streetscape amenities. If it is found that sidewalk widening is feasible and desirable, the Planning Department shall require the owner or developer to install such sidewalk widening as a condition of approval, including all associated utility re-location, drainage, and street and sidewalk paving.
  - (iv) Minimum sidewalk width. New publicly-accessible rights-of-way proposed as part of development projects shall meet or exceed the recommended sidewalk widths for the appropriate street type per Table D.13.2. Where a consistent front building setback of 3 feet or greater extending for at least an entire block face is provided, the recommended sidewalk width may be reduced by up to 2 feet.

	STREET TYPE (PER BETTER STREETS PLAN)	RECOMMENDED SIDEWALK WIDTH (MINIMUM REQUIRED FOR NEW STREETS)
Commercial	Downtown commercial	See Downtown Streetscape Plan
-	Commercial throughway	15'
-	Neighborhood commercial	15'
Residential	Downtown residential	15'
-	Residential throughway	15'
-	Neighborhood residential	12'
Industrial/Mixed-Use	Industrial	10'
-	Mixed-use	15'
Special	Parkway	17'
-	Park edge (multi-use path)	25'
-	Multi-way boulevard	15'
-	Ceremonial	varies
Small	Alley	9'
-	Shared public way	n/a
-	Paseo	varies

**Table D.13.2** Recommended Sidewalk Widths by Street Type

(C) Review and approvals.

- (i) The streetscape plan required by this section shall be submitted to the Planning Department no later than 60 days prior to any Department or Planning Commission approval action, and shall be considered for approval at the time of other project approval actions. The Planning Department may require any or all standard streetscape elements for the appropriate street type per Table 1 and the Better Streets Plan, if it finds

that these improvements are necessary to meet the goals and objectives of the General Plan of the City and County of San Francisco. In making its determination about required streetscape and pedestrian elements, the Planning Department shall consult with other City agencies tasked with the design, permitting, use, and maintenance of the public right-of-way.

- (ii) Final approval by the affected agencies and construction of such streetscape improvements shall be completed prior to the issuance of the first Certificate of Occupancy or temporary Certificate of Occupancy for the project, unless otherwise extended by the Zoning Administrator. Should conditions, policies, or determinations by other City agencies require a change to the streetscape plan after approval of the streetscape plan but prior to commencement of construction of the streetscape improvements, the Planning Department shall have the authority to require revision to such streetscape plan. In such case, the Zoning Administrator shall extend the timeframe for completion of such improvements by an appropriate duration as necessary.
- (iii) Waiver. Any City agency tasked with the design, permitting, use, and maintenance of the public right-of-way, may waive any or all Department required improvements of the streetscape plan as described in this Subsection under that agency's jurisdiction if said agency determines that such improvement or improvements is inappropriate, interferes with utilities to an extent that makes installation financially infeasible, or would negatively affect the public welfare. Any such waiver shall be from the Director or General Manager of the affected agency, shall be in writing to the applicant and the Department, and shall specify the basis for the waiver. Waivers, if any, shall be obtained prior to commencement of construction of the streetscape improvements unless extenuating circumstances arise during the construction of said improvements. If such a waiver is granted, the Department reserves the right to impose alternative requirements that are the same as or similar to the elements in the adopted streetscape plan after consultation with the affected agency. This Subsection shall not apply to the waiver of the street tree requirement set forth in Section 138.1(c)(1).

## SECTION 153. RULES FOR CALCULATION OF REQUIRED SPACES

- (a) In the calculation of off-street parking, freight loading spaces, and bicycle parking spaces required under Sections 151, 152, 152.1, 155.2, 155.3 and 155.4 of this Code, the following rules shall apply:
- (1) In the case of mixed uses in the same structure, on the same lot or in the same development, or more than one type of activity involved in the same use, the total requirements for off-street parking and loading spaces shall be the sum of the requirements for the various uses or activities computed separately, including fractional values.
  - (2) Where an initial quantity of floor area, rooms, seats or other form of measurement is exempted from off-street parking or loading requirements, such exemption shall apply only once to the aggregate of that form of measurement. If the initial exempted quantity is exceeded, for either a structure or a lot or a development, the requirement shall apply to the entire such structure, lot or development, unless the contrary is specifically stated in this Code. In combining the requirements for use categories in mixed use buildings, all exemptions for initial quantities of square footage for the uses in question shall be disregarded, excepting the exemption for the initial quantity which is the least among all the uses in question.
  - (3) Where a structure or use is divided by a zoning district boundary line, the requirements as to quantity of off-street parking and loading spaces shall be calculated in proportion to the amount of such structure or use located in each zoning district.
  - (4) Where seats are used as the form of measurement, each 22 inches of space on benches, pews and similar seating facilities shall be considered one seat.
  - (5) When the calculation of the required number of off-street parking or freight loading spaces results in a fractional number, a fraction of  $\frac{1}{2}$  or more shall be adjusted to the next higher whole number of spaces, and a fraction of less than  $\frac{1}{2}$  may be disregarded.
  - (6) In C-3, MUG, MUR, MUO, UMU, and South of Market Districts, substitution of two service vehicle spaces for each required off-street freight loading space may be made, provided that a minimum of 50 percent of the required number of spaces are provided for freight loading. Where the 50 percent allowable substitution results in a fraction, the fraction shall be disregarded.

## SECTION 155.2. BICYCLE PARKING: APPLICABILITY AND REQUIREMENTS FOR SPECIFIC USES

- (b) Rules for Calculating Bicycle Parking Requirements.
- (1) Under no circumstances may total bicycle parking provided for any use, building, or lot constitute less than five percent of the automobile parking spaces for the subject building, as required by Section 5.106.4 of the 2013 California Green Building Standards Code (CalGreen) (California Title 24, Part 11), as amended from time to time.
  - (2) Calculations of bicycle parking requirements shall follow the rules of Section 153(a) of this Code.
  - (3) [INTENTIONALLY OMITTED]
  - (4) [INTENTIONALLY OMITTED]
  - (5) [INTENTIONALLY OMITTED]
  - (6) Where a project proposes to construct new Non-Residential Uses or increase the area of existing Non-Residential Uses, for which the project has not identified specific uses at the time of project approval by the Planning Department or Planning Commission, the project shall provide the amount of non-residential bicycle parking required for Retail Sales per Table 155.2 .

USE	MINIMUM NUMBER OF CLASS 1 SPACES REQUIRED	MINIMUM NUMBER OF CLASS 2 SPACES REQUIRED
<b>RESIDENTIAL USES</b>		
Dwelling Units (on lots with 3 units or less)	No racks required. Provide secure, weather protected space meeting dimensions set in Zoning Administrator Bulletin No. 9, one per unit, easily accessible to residents and not otherwise used for automobile parking or other purposes.	None.
Dwelling Units (including SRO Units and Student Housing that are Dwelling Units)	One Class 1 space for every Dwelling Unit. For buildings containing more than 100 Dwelling Units, 100 Class 1 spaces plus one Class 1 space for every four Dwelling Units over 100. Dwelling Units that are also considered Student Housing shall provide 50 percent more spaces than would otherwise be required.	One per 20 units. Dwelling Units that are also considered Student Housing shall provide 50 percent more spaces than would otherwise be required.
Group Housing (including SRO Units and Student Housing that are Group Housing; Homeless Shelters are exempt)	One Class 1 space for every four beds. For buildings containing over 100 beds, 25 Class 1 spaces plus one Class 1 space for every five beds over 100. Group housing that is also considered Student Housing per Section 102.36 shall provide 50 percent more spaces than would otherwise be required.	Minimum two spaces. Two Class 2 spaces for every 100 beds. Group Housing that is also considered Student Housing shall provide 50 percent more spaces than would otherwise be required.
Senior Housing or Dwelling Units dedicated to persons with physical disabilities	One Class 1 space for every 10 units or beds, whichever is applicable.	Minimum two spaces. Two Class 2 spaces for every 50 units or beds, whichever is applicable.
<b>NON-RESIDENTIAL USES</b>		
<b>Agricultural Uses Category</b>		
Agricultural Uses	One Class 1 space for every 40,000 square feet.	None.
<b>Automotive Uses Category</b>		
Automotive Uses not listed below	One class 1 space for every 12,000 square feet of Occupied Floor Area, except not less than two Class 1 spaces for any use larger than 5,000 occupied square feet.	Minimum of two spaces. Four Class 2 spaces for any use larger than 50,000 occupied square feet.
Private Parking Garage or Lot, Public Parking Garage or Lot, Vehicle Storage Garage or Lot	None are required. However, if Class 1 spaces that can be rented on an hourly basis are provided, they may count toward the garage's requirement for Class 2 spaces.	One Class 2 space for every 20 car spaces, except in no case less than six Class 2 spaces.
<b>Entertainment, Arts and Recreation Uses Category</b>		
Entertainment, Arts and Recreation Uses not listed below	Five Class 1 spaces for facilities with a capacity of less than 500 guests; 10 Class 1 spaces for facilities with capacity of greater than 500 guests.	One Class 2 space for every 500 seats or for every portion of each 50 person capacity.
Arts Activities	Minimum two spaces or one Class 1 space for every 5,000 square feet of Occupied Floor Area.	Minimum two spaces or one Class 2 space for every 2,500 square feet of publicly accessible or exhibition space.

USE	MINIMUM NUMBER OF CLASS 1 SPACES REQUIRED	MINIMUM NUMBER OF CLASS 2 SPACES REQUIRED
Sports Stadium, Arena, Amphitheater, or other venue of public gathering with a capacity of greater than 2,000 people	One Class 1 space for every 20 Employees during events.	Five percent of venue capacity excluding Employees. A portion of these must be provided in Attended Facilities as described in Section 155.1(b)(3).
<b>Industrial Uses Category</b>		
Industrial Uses	One Class 1 space for every 12,000 square feet of Occupied Floor Area, except not less than two Class 1 spaces for any use larger than 5,000 occupied square feet.	Minimum of two spaces. Four Class 2 spaces for any use larger than 50,000 occupied square feet.
<b>Institutional Uses Category</b>		
Child Care Facility	Minimum two spaces or one space for every 20 children.	One Class 2 space for every 20 children.
Community Facility, Private Community Facility, Public Facility	Minimum two spaces or one Class 1 space for every 5,000 square feet of Occupied Floor Area.	Minimum two spaces or one Class 2 space for every 2,500 occupied square feet of publicly-accessible or exhibition area.
Hospital	One Class 1 space for every 15,000 square feet of Occupied Floor Area.	One Class 2 space for every 30,000 square feet of Occupied Floor Area, but no less than four located near each public pedestrian entrance.
Medical Cannabis Dispensary	One Class 1 space for every 7,500 square feet of Occupied Floor Area.	Minimum two spaces. One Class 2 space for every 2,500 square feet of Occupied Floor Area. For uses larger than 50,000 occupied gross square feet, 10 Class 2 spaces plus one Class 2 space for every additional 10,000 occupied square feet.
Philanthropic Administrative Service, Social Service or Philanthropic Facility	One Class 1 space for every 5,000 square feet of Occupied Floor Area.	Minimum two spaces for any use greater than 5,000 square feet of Occupied Floor Area, and one Class 2 space for each additional 50,000 occupied square feet.
Post-Secondary Educational Institution or Trade School	One Class 1 space for every 20,000 square feet of Occupied Floor Area.	Minimum two spaces. One Class 2 space for every 10,000 square feet of Occupied Floor Area.
Religious Facility	Five Class 1 spaces for facilities with a capacity of less than 500 guests; 10 Class 1 spaces for facilities with a capacity of greater than 500 guests.	One Class 2 space for every 500 seats or for every portion of each 50 person capacity.
Residential Care Facility	None required.	Minimum two spaces. Two Class 2 spaces for every 50 units or beds, whichever is applicable.
School	Four Class 1 spaces for every classroom.	One Class 2 space for every classroom.

USE	MINIMUM NUMBER OF CLASS 1 SPACES REQUIRED	MINIMUM NUMBER OF CLASS 2 SPACES REQUIRED
<b>Sales and Services Use Category</b>		
Retail Sales and Services Uses not listed below	One Class 1 space for every 7,500 square feet of Occupied Floor Area.	Minimum two spaces. One Class 2 space for every 2,500 sq. ft. of Occupied Floor Area. For uses larger than 50,000 occupied square feet, 10 Class 2 spaces plus one Class 2 space for every additional 10,000 occupied square feet.
Eating and Drinking Uses, Personal Services, Financial Services	One Class 1 space for every 7,500 square feet of Occupied Floor Area.	Minimum two spaces. One Class 2 space for every 750 square feet of Occupied Floor Area.
Health Service	One Class 1 space for every 5,000 square feet of Occupied Floor Area.	One Class 2 space for every 15,000 square feet of Occupied Floor Area, but no less than four located near each public pedestrian entrance.
Hotel, Motel	One Class 1 space for every 30 rooms.	Minimum two spaces. One Class 2 space for every 30 rooms -plus- One Class 2 space for every 5,000 square feet of Occupied Floor Area of conference, meeting or function rooms.
Mortuary	None.	None.
Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture, excluding grocery stores	Minimum two spaces. One Class 1 space for every 15,000 square feet of Occupied Floor Area.	Minimum two spaces. One Class 2 space for every 10,000 square feet of Occupied Floor Area.
Self-Storage	One Class 1 space for every 40,000 square feet.	None.
Trade Shop, Retail Greenhouse or Nursery	One Class 1 space for every 12,000 square feet of Occupied Floor Area, except not less than two Class 1 spaces for any use larger than 5,000 occupied square feet.	Minimum of two spaces. Four Class 2 spaces for any use larger than 50,000 occupied square feet.
Non-Retail Sales and Services not listed below	One Class 1 space for every 12,000 square feet of Occupied Floor Area, except not less than two Class 1 spaces for any use larger than 5,000 occupied square feet.	Minimum of two spaces. Four Class 2 spaces for any use larger than 50,000 gross square feet.
Commercial Storage, Wholesale Storage	One Class 1 space for every 40,000 square feet of Occupied Floor Area.	None.
Office	One Class 1 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 Occupied Floor Area, and one Class 2 space for each additional 50,000 occupied square feet.
<b>Utility and Infrastructure Uses Category</b>		
Utility and Infrastructure Uses non listed below	None required.	None required.

## SECTION 155.4. REQUIREMENTS FOR SHOWER FACILITIES AND LOCKERS

(c) Requirements.

USES	MINIMUM SHOWER FACILITY AND LOCKERS REQUIRED
Entertainment, Arts and Recreation Uses; Industrial Uses; Institutional Uses; Non-Retail Sales and Services Uses; Utility and Infrastructure Uses; Small Enterprise Workspace; and Trade Shop	- One shower and six clothes lockers where the Occupied Floor Area exceeds 10,000 square feet but is no greater than 20,000 square feet,
	- Two showers and 12 clothes lockers where the Occupied Floor Area exceeds 20,000 square feet but is no greater than 50,000 square feet,
	- Four showers and 24 clothes lockers are required where the Occupied Floor Area exceeds 50,000 square feet.
Retail Sales and Services Uses, except as listed above	- One shower and six clothes lockers where the Occupied Floor Area exceeds 25,000 square feet but is no greater than 50,000 square feet,
	- Two showers and 12 clothes lockers where the Occupied Floor Area exceeds 50,000 square feet.

## SECTION 166. CAR SHARING

(a) Findings. The Board hereby finds and declares as follows: One of the challenges posed by new development is the increased number of privately-owned automobiles it brings to San Francisco's congested neighborhoods. Growth in the number of privately-owned automobiles increases demands on the City's limited parking supply and often contributes to increased traffic congestion, transit delays, pollution and noise. Car-sharing can mitigate the negative impacts of new development by reducing the rate of individual car-ownership per household, the average number of vehicle miles driven per household and the total amount of automobile-generated pollution per household. Accordingly, car-sharing services should be supported through the Planning Code when a car-sharing organization can demonstrate that it reduces:

- (1) the number of individually-owned automobiles per household;
- (2) vehicle miles traveled per household; and
- (3) vehicle emissions generated per household.

(b) Definitions. For purposes of this Code, the following definitions shall apply:

- (1) A "car-share service" is a mobility enhancement service that provides an integrated citywide network of neighborhood-based motor vehicles available only to members by reservation on an hourly basis, or in smaller intervals, and at variable rates. Car-sharing is designed to complement existing transit and bicycle transportation systems by providing a practical alternative to private motor vehicle ownership, with the goal of reducing over-dependency on individually owned motor vehicles. Car-share vehicles must be located at unstaffed, self-service locations (other than any incidental garage valet service), and generally be available for pick-up by members 24 hours per day. A car-share service shall provide automobile insurance for its members when using car-share vehicles and shall assume responsibility for maintaining car-share vehicles.
- (2) A "certified car-share organization" is any public or private entity that provides a membership-based car-share service to the public and manages, maintains and insures motor vehicles for shared use by individual and group members. To qualify as a certified car-share organization, a car-share organization shall submit a written report prepared by an independent third party academic institution or transportation consulting firm that clearly demonstrates, based

on a statistically significant analysis of quantitative data, that such car-sharing service has achieved two or more of the following environmental performance goals in any market where they have operated for at least two years: (A) lower household automobile ownership among members than the market area's general population; (B) lower annual vehicle miles traveled per member household than the market area's general population; (C) lower annual vehicle emissions per member household than the market area's general population; and (D) higher rates of transit usage, walking, bicycling and other non-automobile modes of transportation usage for commute trips among members than the market area's general population. This report shall be called a Car-sharing Certification Study and shall be reviewed by Planning Department staff for accuracy and made available to the public upon request. The Zoning Administrator shall only approve certification of a car-share organization if the Planning Department concludes that the Certification Study is technically accurate and clearly demonstrates that the car-share organization has achieved two or more of the above environmental performance goals during a two-year period of operation. The Zoning Administrator shall establish specific quantifiable performance thresholds, as appropriate, for each of the three environmental performance goals set forth in this subsection.

- (3) The Planning Department shall maintain a list of certified car-share organizations that the Zoning Administrator has determined satisfy the minimum environmental performance criteria set forth in subsection 166(b)(2) above. Any car-share organization seeking to benefit from any of the provisions of this Code must be listed as a certified car-share organization.
- (4) An "off-street car-share parking space" is any parking space generally complying with the standards set forth for the district in which it is located and dedicated for current or future use by any car-share organization through a deed restriction, condition of approval or license agreement. Such deed restriction, condition of approval or license agreement must grant priority use to any certified car-share organization that can make use of the space, although such spaces may be occupied by other vehicles so long as no certified car-share organization can make use of the dedicated car-share spaces. Any off-street car-share parking space provided under this Section must be provided as an independently accessible parking space. In new parking facilities that do not

provide any independently accessible spaces other than those spaces required for disabled parking, off-street car-share parking may be provided on vehicle lifts so long as the parking space is easily accessible on a self-service basis 24 hours per day to members of the certified car-share organization. Property owners may enact reasonable security measures to ensure such 24-hour access does not jeopardize the safety and security of the larger parking facility where the car-share parking space is located so long as such security measures do not prevent practical and ready access to the off-street car-share parking spaces.

- (5) A "car-share vehicle" is a vehicle provided by a certified car-share organization for the purpose of providing a car-share-service.
- (6) A "property owner" refers to the owner of a property at the time of project approval and its successors and assigns.
- (c) Generally Permitted. Car-share spaces shall be generally permitted in the same manner as residential accessory parking. Any residential or commercial parking space may be voluntarily converted to a car-share space.
- (d) Requirements for Provision of Car-Share Parking Spaces.
  - (1) Amount of Required Spaces. In newly constructed buildings containing residential uses or existing buildings being converted to residential uses, if parking is provided, car-share parking spaces shall be provided in the amount specified in Table 166. In newly constructed buildings containing parking for non-residential uses, including non-accessory parking in a garage or lot, car-share parking spaces shall be provided in the amount specified in Table 166.

NUMBER OF RESIDENTIAL UNITS	NUMBER OF REQUIRED CAR-SHARE PARKING SPACES
0 - 49	0
50 - 200	1
201 or more	2, plus 1 for every 200 dwelling units over 200

NUMBER OF PARKING SPACES PROVIDED FOR NON-RESIDENTIAL USES OR IN A NON-ACCESSORY PARKING FACILITY	NUMBER OF REQUIRED CAR-SHARE PARKING SPACES
0 - 24	0
25 - 49	1
50 or more	1, plus 1 for every 50 parking spaces over 50

Table 166: REQUIRED CAR-SHARE PARKING SPACES

(2) Availability of Car-Share Spaces. The required car-share spaces shall be made available, at no cost, to a certified car-share organization for purposes of providing car-share services for its car-share service subscribers. At the election of the property owner, the car-share spaces may be provided

- (A) on the building site, or
- (B) on another off-street site within 800 feet of the building site.

(3) Off-Street Spaces. If the car-share space or spaces are located on the building site or another off-street site:

- (A) The parking areas of the building shall be designed in a manner that will make the car-share parking spaces accessible to non-resident subscribers from outside the building as well as building residents;
- (B) Prior to Planning Department approval of the first building or site permit for a building subject to the car-share requirement, a Notice of Special Restriction on the property shall be recorded indicating the nature of requirements of this Section and identifying the minimum number and location of the required car-share parking spaces. The form of the notice and the location or locations of the car-share parking spaces shall be approved by the Planning Department;
- (C) All required car-share parking spaces shall be constructed and provided at no cost concurrently with the construction and sale of units; and
- (D) if it is demonstrated to the satisfaction of the Planning Department that no certified car-share organization can make use of the dedicated car-share parking spaces, the spaces may be occupied by non-car-share vehicles; provided, however, that upon ninety (90) days of advance written notice to the property owner from a certified car-sharing organization, the property owner shall terminate any non car-sharing leases for such spaces and shall make the spaces available to the car-share organization for its use of such spaces.

(e) Substitution for Required Parking. Provision of a required car-share parking space shall satisfy or may substitute for any required residential parking; however,

such space shall not be counted against the maximum number of parking spaces allowed by this Code as a principal use, an accessory use, or a conditional use.

(f) List of Car-Share Projects. The Planning Department shall maintain a publicly-accessible list, updated quarterly, of all projects approved with required off-street car-share parking spaces. The list shall contain the Assessor's Block and Lot number, address, number of required off-street car-share parking spaces, project sponsor or property owner contact information and other pertinent information, as determined by the Zoning Administrator.

(g) Optional Car-Share Spaces.

(1) Amount of Optional Spaces. In addition to any permitted or required parking that may apply to the project, the property owner may elect to provide additional car-share parking spaces in the maximum amount specified in Table 166A; provided, however, that the optional car-share parking spaces authorized by this subsection (g) are not permitted for a project that receives a Conditional Use authorization to increase parking. Additional car-share parking spaces shall be allowed beyond the maximum amount specified in Table 166A, to the extent needed, when such additional car-share parking spaces are part of a Development Project's compliance with the Transportation Demand Management Program set forth in Section 169 of the Planning Code.

NUMBER OF RESIDENTIAL UNITS	MAXIMUM NUMBER OF OPTIONAL CAR-SHARE PARKING SPACES
10- 24	2
25 - 49	3
50 or more	5
AMOUNT OF SQUARE FOOTAGE FOR NON-RESIDENTIAL USES	MAXIMUM NUMBER OF OPTIONAL CAR-SHARE PARKING SPACES
5,000 - 9,999 sq. ft.	2
10,000 - 19,999 sq. ft.	3
20,000 or more sq. ft.	5

Table 166A: OPTIONAL CAR-SHARE PARKING SPACES

The optional car-share spaces shall not be counted against the maximum number of parking spaces allowed by this Code as a principal use, an accessory use, or a conditional use.

(2) Requirements for Optional Car-Share Spaces. All car-share spaces are subject to the following:

(A) They shall meet the provisions of this Section 166.

(B) The car-share parking spaces shall be deed-restricted and dedicated for car-sharing, and must be offered and maintained in perpetuity.

(C) At project entitlement, the property owner must submit a letter of intent from a certified car-share organization that articulates the car-share organization's intent to occupy the requested car-share spaces under this Subsection (g).

(D) Use of the car-share vehicles shall not be limited to residents of the building.

(E) If an additional car-share space is built, and a certified car-share organization chooses not to place vehicles in that space, the owner of the project may not sell, rent, or otherwise earn fees on the space but may use it for (i) bicycle parking, or (ii) permitted storage and other permitted uses but not for parking of any motorized vehicle; provided, however, that upon ninety (90) days of advance written notice to the property owner from a certified car-sharing organization, the property owner shall terminate any non car-sharing use for such space and shall make the space available to the car-share organization for its use of such space.

(F) A sign shall be placed above or next to each car-share parking space stating that the parking space is for car-sharing and cannot be used for private automobile parking. The sign shall meet the Department's design specifications and shall include the name and contact information of a person to call for enforcement of this requirement and such other information as the Department requires. An informational plaque shall also be placed on the outside of the building location, which shall meet the design, location and information requirements established by the

Department.

(3) Existing Car-Share Spaces Located on Gas Stations Sites and Surface Parking Lots. If the number of car-share spaces located on a gas station, surface parking lot, or other similar site for at least one year exceeds the total number of required and/or optional car-share parking spaces as provided for under Table 166 and Table 166A, the developer may retain those car-share spaces if the site is redeveloped without reducing the permitted levels of private parking; provided, however, that a property owner cannot seek additional optional car-share parking spaces per Table 166A.

## SEC. 181. NONCONFORMING USES: ENLARGEMENTS, ALTERATIONS AND RECONSTRUCTION.

The following provisions shall apply to nonconforming uses with respect to enlargements, alterations and reconstruction:

(a) **Increases in Nonconformity.** A nonconforming use, and any structure occupied by such use, shall not be enlarged, intensified, extended, or moved to another location, with the exception of the construction of a mezzanine within a Live/Work Unit and expansion of Dwelling Units in PDR Districts, unless the result will be elimination of the nonconforming use, except as provided below and in Section 186.1 of this Code. A nonconforming use shall not be extended to occupy additional space in a structure, or additional land outside a structure, or space in another structure, or to displace any other use, except as provided in Sections 182 and 186.1 of this Code.

(b) **Permitted Alterations.** A structure occupied by a nonconforming use shall not be constructed, reconstructed or altered, unless the result will be elimination of the nonconforming use, except as provided in Section 186.1 of this Code and in Subsections (a) above and (d), (e), (f), (g), (h) and (i) below, and except as follows:

(1) Ordinary maintenance and minor repairs shall be permitted where necessary to keep the structure in sound condition, as well as minor alterations, where such work is limited to replacement of existing materials with similar materials placed in a similar manner.

(2) Minor alterations shall be permitted where ordered by an appropriate public official to correct immediate hazards to health or safety, or to carry out newly enacted retroactive requirements essential to health or safety.

(3) Alterations otherwise allowed by this Code shall be permitted for any portion of the structure that will not thereafter be occupied by the nonconforming use, provided the nonconforming use is not enlarged, intensified, extended, or moved to another location.

(4) All other alterations of a structural nature shall be permitted only to the extent that the aggregate total cost of such other structural alterations, as estimated by the Department of Building Inspection, is less than  $\frac{1}{2}$  of the assessed valuation of the improvements prior to the first such alteration, except that structural alterations required to reinforce the structure to meet the

standards for seismic loads and forces of the Building Code shall be permitted without regard to cost.

(c) **Dwellings Nonconforming as to Density.** N/A

(d) **Structures Damaged or Destroyed by Calamity.** Notwithstanding the foregoing provisions of this Section 181, a structure occupied by a nonconforming use that is damaged or destroyed by fire, or other calamity, or by Act of God, or by the public enemy, may be restored to its former condition and use; provided that such restoration is permitted by the Building Code, and is started within eighteen months and diligently prosecuted to completion. The age of such a structure for the purposes of Sections 184 and 185 shall nevertheless be computed from the date of the original construction of the structure. Except as provided in Subsection (e) below, no structure occupied by a nonconforming use that is voluntarily razed or required by law to be razed by the owner thereof may thereafter be restored except in full conformity with the use limitations of this Code.

For purposes of this Subsection (d), "started within eighteen months" shall mean that within eighteen months of the fire or other calamity or Act of God, the structure's owner shall have filed a building permit application to restore the structure to its former condition and use.

(e) **Unreinforced Masonry Buildings.** In order that major life safety hazards in structures may be eliminated as expeditiously as possible, a structure containing nonconforming uses and constructed of unreinforced masonry that is inconsistent with the requirements of the UMB Seismic Retrofit Ordinance, Ordinance No. 227-92, may be demolished and reconstructed with the same nonconforming use or a use as permitted by Planning Code Section 182; provided that:

(1) there is no increase in any nonconformity, or any new nonconformity, with respect to the use limitations of this Code;

(2) the current requirements of the Building Code, the Housing Code and other applicable portions of the Municipal Code are met; and

(3) such restoration or reconstruction is started within one year after razing or other demolition work on the structure and diligently prosecuted to completion.

- (f) Nighttime Entertainment Uses in Certain Mixed-Use Districts. N/A
- (g) Automotive Sales and Service Signs in the Automotive Special Use District. N/A
- (h) Dwellings in PDR and M-2 Districts. N/A
- (i) Nonconforming Non-Residential Uses in the Eastern Neighborhoods Mixed Use, PDR-1-D, and PDR-1-G Districts. N/A

## SEC. 182. NONCONFORMING USES: CHANGES OF USE.

The following provisions shall apply to nonconforming uses with respect to changes of use:

- (a) A nonconforming use shall not be changed or modified so as to increase the degree of nonconformity under the use limitations of this Code, with respect to the type of use or its intensity except as provided in Section 181 for Nighttime Entertainment uses within the RSD, MUG, MUR, or SLR Districts. The degree of nonconformity shall be deemed to be increased if the new or modified use is less widely permitted by the use districts of the City than the nonconforming use existing immediately prior thereto. For purposes of this Section, intensification of a Formula Retail use as defined in Section 178(c) is determined to be a change or modification that increases the degree of nonconformity of the use.
- (b) Except as limited in this Subsection, a nonconforming use may be reduced in size, extent or intensity, or changed to a use that is more widely permitted by the use districts of the City than the existing use, subject to the other applicable provisions of this Code. Except as otherwise provided herein, the new use shall still be classified as a nonconforming use.
- (1) Nonconforming Commercial and Industrial uses in a Residential or Residential Enclave District shall be subject to the requirements of Section 186.
  - (2) A nonconforming use in a Neighborhood Commercial District may be changed to another use as provided in Subsections (c) and (d) below or as provided in Section 186.1 of this Code.
  - (3) A nonconforming use in any South of Market Mixed Use District may not be changed to an Office, Retail, Bar, Restaurant, Nighttime Entertainment, Adult Entertainment, Hotel, Motel, inn, hostel, or Movie Theater use in any district where such use is otherwise not permitted or conditional, except as provided in Subsection (f) below.
- (c) A nonconforming use may be changed to a use listed as a conditional use for the district in which the property is located, only upon approval of a Conditional Use application pursuant to the provisions of Article 3 of this Code, and the new use may thereafter be continued as a permitted conditional use, subject to the limitation of Section 178(b) of this Code.
- (d) A nonconforming use may be changed to a use listed as a principal use for the district in which the property is located, subject to the other applicable provisions of this Code, and the new use may thereafter be continued as a permitted principal use.
- (e) A nonconforming use may be converted to a Dwelling Unit and to two or more Dwelling Units with Conditional Use authorization, in a district where such use is principally permitted, without regard to the requirements of this Code with respect to residential density or required off-street parking, and the Zoning Administrator may provide relief from certain other standards specified in Section 307(h) through the procedures of that Section, provided the nonconforming use is eliminated by such conversion, provided further that the structure is not enlarged, extended or moved to another location, and provided further that the requirements of the Building Code, the Housing Code and other applicable portions of the Municipal Code are met.
- (f) Once a nonconforming use has been changed to a principal or conditional use permitted in the district in which the property is located, or brought closer in any other manner to conformity with the use limitations of this Code, the use of the property may not thereafter be returned to its former nonconforming status, except that within any South of Market Mixed Use District, any area occupied by a nonconforming Office use that is changed to an arts, home and/or business service use falling within the definition of an Arts Activity in Section 102 or zoning categories 816.42 through 816.47 or a wholesale, storage, or light manufacturing use falling within zoning categories 816.64 through 816.67 shall be allowed to return to its former nonconforming Office use. Upon restoration of a previous nonconforming use as permitted above, any modification, enlargement, extension, or change of use, from circumstances that last lawfully existed prior to the change from office use, shall be subject to the provisions of this Article, and the restored nonconforming use shall be considered to have existed continuously since its original establishment, prior to the change to Office use, for purposes of this Article.
- (g) If a nonconforming use has been wrongfully changed to another use in violation of any of the foregoing provisions, and the violation is not immediately corrected when required by the Zoning Administrator, the wrongful change shall be deemed to be a discontinuance or abandonment of the nonconforming use

under Section 183 of this Code.

(h) If a nonconforming use is a Formula Retail use in a District that prohibits Formula Retail uses, the Formula Retail use is deemed abandoned if it is discontinued for a period of 18 months or more, or otherwise abandoned. The Formula Retail use shall not be restored.

(1) Change of one nonconforming Formula Retail use to another Formula Retail use that is determined to not be an enlargement or intensification of use, as defined in Subsection 178(c), is subject to the Commission's adopted Performance-Based Design Guidelines for Formula Retail, which may be applied and approved administratively by the Planning Department. Non-conformance with the Performance-Based Design Guidelines for Formula Retail as required by the Department may result in termination of the nonconforming Formula Retail use.

(2) Change of one nonconforming Formula Retail use to another Formula Retail use that is determined to be an enlargement or intensification of use, as defined in Subsection 178(c), is not permitted.

## SEC. 183. NONCONFORMING USES: DISCONTINUANCE AND ABANDONMENT.

## (a) Discontinuance and Abandonment of a Nonconforming Use, Generally.

Whenever a nonconforming use has been changed to a conforming use, or discontinued for a continuous period of three years, or whenever there is otherwise evident a clear intent on the part of the owner to abandon a nonconforming use, such use shall not after being so changed, discontinued, or abandoned be reestablished, and the use of the property thereafter shall be in conformity with the use limitations of this Code for the district in which the property is located. Where no enclosed building is involved, discontinuance of a nonconforming use for a period of six months shall constitute abandonment. Where a Massage Establishment is nonconforming for the reason that it is within 1,000 feet of another such establishment or because it is no longer permitted within the district, discontinuance for a continuous period of three months or change to a conforming use shall constitute abandonment.

## (b) Discontinuance or Abandonment of a Nonconforming Formula Retail Use.

Notwithstanding subsection (a) of this Section, when a nonconforming Formula Retail use has been changed to a conforming use or discontinued for a period of 18 months, or whenever there is otherwise evident a clear intent on the part of the owner to abandon a nonconforming Formula Retail use, such use shall not be reestablished after being so changed, discontinued or abandoned, and the use of the property thereafter shall be in conformity with the use limitations of this Code for the district in which the property is located.

## (c) Discontinuance or Abandonment of Self-Storage Use Due to City and County Occupancy.

Adoption of the Western South of Market Area Plan resulted in certain land uses, including Self-Storage, that were previously permitted no longer being permitted. The purpose of this subsection 183(c) is to establish a process by which the owner of property with a Self-Storage use that was established and is operating without the benefit of a required change of use permit may seek and obtain the required permit, lease the property to the City and County of San Francisco for a public safety-related purpose, and re-establish a legal nonconforming Self-Storage use after the City vacates the property.

(1) Legitimization of Existing Self-Storage Use; Notice and Discretionary Review of the Building Permit. In the case of a Self-Storage use that was

established and has been operating without the benefit of a required change of use permit, the property owner may seek and be granted such permit notwithstanding the limitation of No. 846.48 in Table 846 of this Code, the permit application shall not be subject to the notification requirements of Section 312 or other notification requirements of this Code, and no requests for discretionary review of the building permit shall be accepted by the Planning Department or heard by the Planning Commission provided that:

(A) the permit application is filed for a property located within (i) the Service/Arts/Light Industrial Zoning District and (ii) 1,000 feet of the South Of Market Special Hall Of Justice Legal Services District; and

(B) the Zoning Administrator has determined that the existing Self-Storage use (i) has been regularly operating or functioning prior to the effective date of this subsection 183(c) and (ii) is not accessory to any other use; and

(C) prior to issuance of the building permit to legitimize the existing Self-Storage use, the property owner pays the Transit Impact Development Fee required by Planning Code Section 411et seq. in the amount that was in effect and would have been due at the time of the original establishment of the existing Self-Storage use; and

(D) the building permit to legitimize the existing Self-Storage use is issued prior to the earlier of (i) commencement of occupancy by the City for a public-safety related purpose or (ii) issuance of a building permit to establish the public safety-related use.

If the property owner has not applied for a building permit to legitimize an existing Self-Storage use and the permit is not issued as set forth in this subsection (c)(1), the Self-Storage use shall be deemed irrevocably abandoned and may not be re-established.

(2) Change of Use from a Self-Storage Use to Public Use; Notice and Discretionary Review of the Building Permit. Any building permit that is required for the City's occupancy of the property for a public-safety related purpose classified as a Public Use under Section 890.80of this Code shall not be subject to the notification requirements of Section 312 or other notification requirements of this Code, and no requests for discretionary review of the

building permit shall be accepted by the Planning Department or heard by the Planning Commission.

(3) Re-establishment of Self-Storage Use; Notice and Discretionary Review of the Building Permit. An existing nonconforming Self-Storage use or a Self-Storage use that is legitimized pursuant to subsection (c)(1), that in either case is changed to a public safety-related use due solely to occupancy by the City and County of San Francisco acting through any of its departments, shall not be considered discontinued or abandoned for purposes of subsection (a) above or any other provision of this Code and the property owner may resume use of the premises as a Self-Storage use after the City vacates the property, provided that:

(A) the City's occupancy was for a public safety-related purpose classified as a Public Use under Section 890.80 of the Planning Code;

(B) if the pre-existing Self-Storage use had been established and was operating without the required change of use permit, the property owner applied for and was granted a building permit to legitimize the pre-existing Self-Storage Use pursuant to subsection (c)(1); and

(C) the property owner resumes the pre-existing Self-Storage use within two years from the later of (i) the date the City vacated the property or (ii) the date the City's lease for the property was terminated.

The property owner shall apply for and obtain any permits required to resume the pre-existing Self-Storage use within one year from the date the City vacates the property. If the application for a permit is limited to re-establishment of the pre-existing Self-Storage use, the application shall not be subject to the notification requirements of Section 312 or other notification requirements of this Code, and no requests for discretionary review of the building permit shall be accepted by the Planning Department or heard by the Planning Commission.

(4) Extensions of Time.

(A) If a permit to resume the pre-existing Self-Storage use is issued but delayed due to an action before the Board of Appeals or other City agency, or a case in any court of competent jurisdiction, the time to resume such pre-existing use shall be extended by the amount of time final action on the permit

was delayed.

(B) The Zoning Administrator may grant one or more extensions of the time within which the pre-existing Self-Storage use must be resumed if the owner or owners of the property have made a good-faith effort to comply but are unable to do so for reasons that are not within their control.

(5) Notice to Property Owner. The Planning Department shall provide written notice to the owner of record of any property that is within the scope of Section 183(c) of any proposed ordinance to substantively amend this Section 183(c) prior to a hearing thereon by the Planning Commission, provided that the property owner has sent a written request for said notice to the Zoning Administrator.

## SEC. 188. NONCOMPLYING STRUCTURES: ENLARGEMENTS, ALTERATIONS AND RECONSTRUCTION.

(a) Within the limitations of this Article 1.7, and especially Sections 172 and 180 hereof, a noncomplying structure as defined in Section 180 may be enlarged, altered or relocated, or undergo a change or intensification of use in conformity with the use limitations of this Code, provided that with respect to such structure there is no increase in any discrepancy, or any new discrepancy, at any level of the structure, between existing conditions on the lot and the required standards for new construction set forth in this Code, and provided the remaining requirements of this Code are met.

(b) A noncomplying structure that is damaged or destroyed by fire, or other calamity, or by Act of God, or by the public enemy, may be restored to its former condition; provided that such restoration is permitted by the Building Code, and is started within eighteen months and diligently prosecuted to completion. Except as provided in Subsection (c) below, no noncomplying structure that is voluntarily razed or required by law to be razed by the owner thereof may thereafter be restored except in full conformity with the requirements of this Code.

For purposes of this Subsection (b), "started within eighteen months" shall mean that within eighteen months of the fire or other calamity or Act of God, the structure's owner shall have filed a building permit application to restore the structure to its former condition and use.

(c) In order that major life safety hazards in noncomplying structures may be eliminated as expeditiously as possible, a noncomplying structure constructed of unreinforced masonry that is inconsistent with the requirements of the UMB Seismic Retrofit Ordinance, Ordinance No. 227-92, may be demolished and reconstructed to the same level of noncompliance; provided that:

(1) The current requirements of the Building, Housing and Fire Codes and, as applicable, Planning Code are met, provided that the Zoning Administrator may, and is hereby empowered to, permit minor modifications to Planning Code requirements (which may include permitting an increase in the building envelope or a reduction in the number of parking spaces) to the extent necessary and required to bring the replacement building up to such applicable Code requirements and to allow replacement of the demolished building with a building which contains a comparable amount of square footage or the same

number of residential units as that of the demolished building. The Zoning Administrator shall provide a written determination regarding such permitted Planning Code modifications; and

(2) Such restoration or reconstruction is started within one year after razing or other demolition work on the structure and diligently prosecuted to completion.

(d) Notwithstanding Subsection (a) of this Section, a noncomplying structure as defined in Section 180, may add nonusable space. "Nonusable space" is space not used for living, sleeping, eating, cooking or working. Public corridors, mechanical space, fire stairs and similar areas, are nonusable space. The enlargement must:

(1) Facilitate the adaptive reuse or the rehabilitation of a landmark site or contributory structure within a Historic District designated under Article 10 of this Code or a significant structure or contributory structure within a Conservation District designated under Article 11 of this Code; and

(A) Be necessary to comply with Building Code, Fire Code or Planning Code requirements; or

(B) Enhance the life safety aspects of the building and/or mechanical, environmental control systems; or

(2) Be located within a C-3 District, and:

(A) Be necessary to comply with Building Code, Fire Code or Planning Code requirements; or

(B) Enhance aesthetic qualities and/or character; or

(C) Enhance the life safety aspects of the building and/or mechanical, environmental control systems; or

(D) Accommodate rooftop features exempted from height limits under Section 260(b) or as provided for under Sections 270, 271 or 272 of this Code.

(3) Application for enlargement of a non-complying structure under Subsection (d)(1) shall be considered as part of an application for a Certificate of Appropriateness under Article 10 or a Permit to Alter under Article 11 of

this Code. Any application to enlarge a noncomplying structure under Article 11 shall be considered as a major alteration under Section 1111 of the Planning Code. Application to alter a noncomplying structure not designated an Article 11 significant or contributory building under Subsection (d)(2) shall be considered under the provisions of Section 309(b) of this Code. These applications shall be subject to the following additional criteria:

- (A) That the enlargement promote the health, safety and welfare of the public; and
  - (B) That the enlargement not cause significant shadows or wind impacts on public sidewalks and parks; and
  - (C) That the structure provides an appropriate transition to adjacent properties, as necessary; and
  - (D) That the interior block open space formed by the rear yards of abutting properties will not be adversely affected; and
  - (E) That the access of light and air to abutting properties will not be significantly affected; and
  - (F) That public view corridors not be significantly affected; and
- (4) The City Planning Commission, subject to the same application procedures of Section 188(d)(3) above, may grant an exception to the Planning Code requirements rather than expansion of the structure to accommodate the Planning Code requirements. The exception of the Planning Code requirement shall be subject to the criteria below:
- (A) That the exception promote the health, safety and welfare of the public; and
  - (B) That the exception result in an increased benefit to the public and the adjacent properties over the increase in nonconformance; and
  - (C) That the exception not be detrimental to either the occupants of the proposed project or to the neighborhood.

(e) Historic Movie Theater Marquees and Projecting Signs. Notwithstanding Subsection (a) of this Section, and in order that certain character-defining

architectural elements of Qualified Movie Theaters be preserved and enhanced, a noncomplying Historic Movie Theater Projecting Sign, as defined in Section 602, and/or a noncomplying Historic Movie Theater Marquee, as defined in Section 602, may be preserved, rehabilitated, or restored. A noncomplying Historic Movie Theater Projecting Sign or a noncomplying Historic Movie Theater Marquee removed from a Qualified Movie Theater prior to or in absence of an application for replacement may be reconstructed.

(1) For the purposes of this Section, “Qualified Movie Theater” shall mean a building that: (A) is currently or has been used as a Movie Theater; and (B) is listed on or eligible for listing on the National Register of Historic Places or the California Register of Historical Resources, designated a City Landmark or a contributor to a City Landmark District under Article 10, or designated as a Significant or Contributory Building under Article 11.

(2) Any preservation, rehabilitation, restoration, or reconstruction permitted under this Section shall be in strict conformity with the overall design, scale, and character of the existing or previously existing Historic Movie Theater Sign or Historic Movie Theater Marquee and:

(A) For a Qualified Movie Theater that retains its Historic Movie Theater Projecting Sign and/or Historic Movie Theater Marquee, the signage features shall be limited to the following:

(i) On a Historic Movie Theater Projecting Sign, the historic name associated with a previous theater occupant;

(ii) On a Historic Movie Theater Marquee, the historic name associated with a previous theater occupant and, where applicable, on the signboard, other information that is an Identifying Sign, as defined in Section 602, provided such information shall be contained within the signboard, shall not consist of any logos, and shall be in the character of lettering historically found on Movie Theater signboards in terms of size, font, and detail.

(B) For a Qualified Movie Theater where the Historic Movie Theater Projecting Sign and/or Historic Movie Theater Marquee has been removed and is proposed to be reconstructed, the overall design and signage features shall be limited to the following:

(i) On a Historic Movie Theater Projecting Sign, the historic name associated with a previous theater occupant;

(ii) On a Historic Movie Theater Marquee, the historic name associated with a previous theater occupant and, where applicable, on the signboard, other information that is an Identifying Sign, as defined in Section 602, provided such information shall be contained within the signboard, shall not consist of any logos, and shall be in the character of lettering historically found on Movie Theater signboards in terms of size, font, and detail.

(C) Any application to reconstruct shall include evidence of the dimensions, scale, materials, placement, and features of the previously existing Historic Movie Theater Projecting Sign and/or Historic Movie Theater Marquee, as well as any other information required by the Zoning Administrator.

(D) General advertising signs shall not be permitted on either a Historic Movie Theater Projecting Sign or a Historic Movie Theater Marquee.

(f) Notwithstanding Subsection (a) of this Section 188, a secondary structure that is noncomplying with respect to the maximum floor area ratio limit may be removed, in whole or in part, and reconstructed pursuant to the criteria below. For purposes of this Subsection (f), a secondary structure means a structure located on a lot with two or more structures that has no more than one-quarter of the gross floor area of the primary structure on the lot.

(1) The proposed removal and reconstruction shall:

(A) Be located within a C-3-R District on Block 295, Lot 16;

(B) Promote and enhance the C-3-R District as a retail destination;

(C) Result in an increased benefit to the public and the adjacent properties;

(D) Enhance the aesthetic qualities and/or character of the lot;

(E) Result in a net decrease of gross floor area of all structures on the subject property;

(F) Result in a structure that more closely conforms to the floor area ratio limit;

(G) Not result in an adverse impact to a historic resource;

(H) Not cause significant shadows or wind impacts on public sidewalks or parks;

(I) Not obstruct significant public view corridors; and

(J) Not significantly impair light and air to abutting properties.

(2) An application for removal and reconstruction of a non-complying secondary structure shall be considered under the provisions of Section 309(b) of this Code.

(g) Notwithstanding subsection (a) of this Section 188, Terrace Infill, defined as floor area or building volume located within an existing terrace that is already framed by no less than one wall, may be permitted to be enclosed on a noncomplying structure, as defined in Planning Code Section 180, notwithstanding otherwise applicable height, floor area ratio and bulk limits, where the noncomplying structure is designated as a Significant Building under Article 11 of this Code and is located on Assessor's Block 0316. An application for Terrace Infill shall be considered a Major Alteration under Section 1111.1 of this Code and shall be subject to the applicable provisions of Article 11 of this Code, including but not limited to the requirement to apply for and procure a Permit to Alter. As part of the Historic Preservation Commission's consideration of such application, in addition to other requirements set forth in this Code, the facts presented must establish that the Terrace Infill (1) would not be visible from the primary building frontage, and (2) would not exceed 1,500 net new square feet per building. Unless the Board of Supervisors adopts an ordinance extending the term of this Subsection 188(g), it shall expire by operation of law on January 31, 2019. After that date, the City Attorney shall cause this Subsection 188(g) to be removed from the Planning Code.

## SECTION 205.1. TEMPORARY USES: SIXTY-DAY LIMIT

A temporary use may be authorized for a period not to exceed 60 days for any of the following uses:

- (a) Neighborhood carnival, exhibition, celebration or festival sponsored by an organized group of residents in the vicinity or, in Neighborhood Commercial, Mixed Use, PDR, C, or M Districts, sponsored by property owners or businesses in the vicinity;
- (b) Booth for charitable, patriotic or welfare purposes;
- (c) Open air sale of agriculturally produced seasonal decorations, including, but not necessarily limited to, Christmas trees and Halloween pumpkins

## SECTION 205.2. TEMPORARY USES: ONE- OR TWO-YEAR LIMIT

A temporary use may be authorized for a period not to exceed two years for any of the following uses:

- (a) Temporary structures and uses incidental to the construction of a group of buildings on the same or adjacent premises;
- (b) Rental or sales office incidental to a new residential development, not including the conduct of a general real estate business, provided that it be located within the development, and in a temporary structure or part of a dwelling. A temporary use may be authorized for a period not to exceed one year (including any extensions) for the following year.
- (c) In any M-1 or M-2 District, an Automobile Wrecking use as defined in Section 102 of this Code, provided if the operation would be a conditional use in the district in question, that the Zoning Administrator determines the operation will meet within 90 days of commencing operation all conditions applicable to such use in that district.
- (d) Temporary Wireless Telecommunications Services (WTS) Facilities for a period of up to one year if the following requirements are met:
  - (1) the Zoning Administrator determines that the Temporary WTS Facility shall be sited and constructed so as to:
    - (A) avoid proximity to residential dwellings to the maximum extent feasible;
    - (B) comply with the provisions of Article 29 of the Police Code;
    - (C) be no taller than needed;
    - (D) be screened to the maximum extent feasible; and
    - (E) be erected for no longer than reasonably required.
  - (2) Permits in excess of 90 days for Temporary WTS Facilities operated for commercial purposes shall be subject to Section 311 and 312 of this Code, where applicable.
  - (3) The Planning Department may require, where appropriate, notices along street frontages abutting the location of the Temporary WTS Facility indicating the nature of the facility and the duration of the permit.
- (e) Temporary Cannabis Retail Use for a period of up to one year, as provided by Section 191, to be authorized no earlier than January 1, 2018 and to expire on January 1, 2019.

### SECTION 205.3. TEMPORARY USES: TWENTY-FOUR-HOUR LIMIT

Within the PDR, C, M, Neighborhood Commercial, or Mixed Use Districts, a temporary use may be authorized for a period not to exceed 24 hours per event once a month for up to 12 events per year per premises for any of the following uses:

- (a) A performance, exhibition, dance, celebration or festival requiring a liquor license, entertainment police permit and/or other City permit when sponsored by an organized group of residents and/or business operators in the neighborhood; or
- (b) A performance, dance or party requiring a liquor license, entertainment and/or other City permit, an art exhibit, or other similar exhibition in each case if sponsored by a residential or commercial tenant or group of tenants or owner-occupants of the property or structure in which the temporary use is authorized.

When multiple events are proposed within the allowable annual time limit and City permits are to be issued to a particular applicant and premises, only one permit need be granted per annual time period.

## SECTION 205.4. TEMPORARY USES: INTERMITTENT ACTIVITIES

An intermittent activity is an outdoor use which, while occasional, occurs with some routine or regularity. Intermittent activities include, but are not limited to, the following uses: mobile food facilities, farmers markets, and open-air craft markets. Such uses typically require additional authorization(s) from other City Departments. An intermittent activity may be authorized as a temporary use for a period not to exceed one year.

- (a) In all Districts other than RH, RM, RED, and RTO Districts an intermittent activity is permissible if it satisfies all of the following conditions:
- (1) It shall not be located within a Building as defined in Section 102 of this Code.
  - (2) It shall not be located on the property for more than either: (i) 6 calendar days for longer than 12 hours per day in any 7-day period; or (ii) 3 calendar days for longer than 24 hours per day in any 7-day period. At the time of application, the applicant shall designate in writing which of the foregoing options shall apply to the activity. No changes shall be made during the authorization period without first filing a new application.
    - (A) The time periods referenced in Subsection (a)(2) each constitute complete calendar days and apply without regard to whether the activity is open to the public or whether the activity is located on the subject property for consecutive days.
    - (B) Days of unused authorization cannot be stored or credited, and any portion of a day that the intermittent activity is located at the subject property shall count toward the 12-hour or the 24-hour limit of Subsection (a)(2).
    - (C) This Subsection (a)(2) shall not apply to any Mobile Food Facility located within a Public (P) District that together with any directly adjoining P District(s) contains more than one acre.
  - (3) It shall be open for business only during the hours of operation permitted as a principal use for the District in which it is located, if any such hourly limits exist.
  - (4) If located in a District that is subject to any of the neighborhood notification requirements as set forth in Section 312 of this Code, notification pursuant to Section 312 shall be required as follows:
    - (A) Notification shall be required if the vending space, as defined below, would exceed 300 square feet.
    - (B) Notification shall be required if any portion of the vending space would be located within 50 feet of an RH, RM, RED, or RTO District. Distances to RH, RM, RED, and RTO Districts shall be measured from the extreme perimeter of any vending space to the nearest property line of any parcel which is partially or wholly so zoned.
    - (C) For purposes of this Section, "Vending Space" shall be defined as the entire area within a single rectangular perimeter formed by extending lines around the extreme limits of all carts, vehicles, tables, chairs, or other equipment associated with all intermittent activities located on the parcel.
    - (D) Notwithstanding Subsections (4)(A) and (B) above, and in order to eliminate redundant notification, notification shall not be required for the resumption of an intermittent activity or the extension of time for an intermittent activity when all of the following criteria are met: (i) an intermittent activity is currently authorized on the property or has been authorized on the property within the 12 months immediately preceding the filing of an application for resumption or extension; (ii) the existing or recent intermittent activity lawfully exceeds or exceeded the thresholds of Subsections (4)(A) and/or (B), above, and was the subject of neighborhood notice under Section 312 at the time of its establishment; and (iii) the intermittent activity would not further exceed the thresholds of Subsections (4)(A) and/or (B), above.
- (b) An intermittent activity is allowed in a RH, RM, RED, and RTO District only if it:
- (1) satisfies all the conditions set forth in Subsection (a); and (2) is located on a parcel that contains or is part of a Hospital, as defined in Section 102 or a Post-Secondary Educational Institution, as defined in Section 102. An intermittent activity authorized under this Subsection shall not operate between the hours of 10:00 p.m. to 7:00 a.m.

## SECTION 260. HEIGHT LIMITS: MEASUREMENT

(b) Exemptions. In addition to other height exceptions permitted by this Code, the features listed in this subsection (b) shall be exempt from the height limits established by this Code, in an amount up to but not exceeding that which is specified.

(1) The following features shall be exempt provided the limitations indicated for each are observed; and provided further that the sum of the horizontal areas of all features listed in this subsection (b)(1) shall not exceed 20% of the horizontal area of the roof above which they are situated, or, in C-3 Districts and in the Rincon Hill Downtown Residential District, where the top of the building has been separated into a number of stepped elements to reduce the bulk of the upper tower, of the total of all roof areas of the upper towers; and provided further that in any R, RC-3, or RC-4 District the sum of the horizontal areas of all such features located within the first 10 feet of depth of the building, as measured from the front wall of the building, shall not exceed 20% of the horizontal area of the roof in such first 10 feet of depth.

As an alternative, the sum of the horizontal areas of all features listed in this subsection (b)(1) may be equal to but not exceed 20% of the horizontal area permitted for buildings and structures under any bulk limitations in Section 270 of this Code applicable to the subject property.

Any such sum of 20% heretofore described may be increased to 30% by unroofed screening designed either to obscure the features listed under (A) and (B) below or to provide a more balanced and graceful silhouette for the top of the building or structure.

(A) Mechanical equipment and appurtenances necessary to the operation or maintenance of the building or structure itself, including chimneys, ventilators, plumbing vent stacks, cooling towers, water tanks, panels or devices for the collection of solar or wind energy, and window-washing equipment, together with visual screening for any such features. This exemption shall be limited to the top 10 feet of such features where the height limit is 65 feet or less, and the top 16 feet of such features where the height limit is more than 65 feet.

(B) Elevator, stair and mechanical penthouses, fire towers, skylights and dormer windows. This exemption shall be limited to the top 10 feet of

such features where the height limit is 65 feet or less, and the top 16 feet of such features where the height limit is more than 65 feet. However, for elevator penthouses, the exemption shall be limited to the top 16 feet and limited to the footprint of the elevator shaft, regardless of the height limit of the building. The design of all elevator penthouses in Residential Districts shall be consistent with the "Residential Design Guidelines" as adopted and periodically amended for specific areas or conditions by the City Planning Commission.

The Zoning Administrator may, after conducting a public hearing, grant a further height exemption for an elevator penthouse for a building with a height limit of more than 65 feet but only to the extent that the Zoning Administrator determines that such an exemption is required to meet state or federal laws or regulations. All requests for height exemptions for elevator penthouses located in Residential or Neighborhood Commercial Districts shall be subject to the neighborhood notification requirements of Sections 311 and 312 of this Code.

(C) Stage and scenery lofts.

(D) Ornamental and symbolic features of public and religious buildings and structures, including towers, spires, cupolas, belfries and domes, where such features are not used for human occupancy.

(E) In any C-3 District, enclosed space related to the recreational use of the roof, not to exceed 16 feet in height.

(F) Rooftop enclosures and screening for features listed in subsections (b)(1)(A) and (B) above that add additional building volume in any C-3 District except as otherwise allowed in the S-2 Bulk district according to subsection (M) below, Eastern Neighborhoods Mixed Use Districts, or South of Market Mixed Use District. The rooftop enclosure or screen creating the added volume:

(i) shall not be subject to the percentage coverage limitations otherwise applicable to this Section 260(b) but shall meet the requirements of Section 141;

(ii) shall not exceed 20 feet in height, measured as provided in

subsection (a) above;

(iii) may have a volume, measured in cubic feet, not to exceed three-fourths of the horizontal area of all upper tower roof areas multiplied by the maximum permitted height of the enclosure or screen;

(iv) shall not be permitted within the setbacks required by Sections 132.1, 132.2, and 132.3;

(v) shall not be permitted within any setback required to meet the sun access plane requirements of Section 146; and

(vi) shall not be permitted within any setback required by Section 261.1.

(G) In any C-3 District except as otherwise allowed in the S-2 Bulk district according to subsection (M) below, vertical extensions to buildings, such as spires, which enhance the visual appearance of the structure and are not used for human occupancy may be allowed, pursuant to the provisions of Section 309, up to 75 feet above the height otherwise allowed. The extension shall not be subject to the percentage coverage limitations otherwise applicable to this subsection, provided that the extension is less than 100 square feet in cross-section and 18 feet in diagonal dimension.

(H) In the Rincon Hill Downtown Residential District, enclosed space related to the recreational use of the roof, not to exceed 16 feet in height.

(I) In the Rincon Hill Downtown Residential District, additional building volume used to enclose or screen from view the features listed under Subsections (b)(1)(A) and (b)(1)(B) above. The rooftop form created by the added volume shall not be subject to the percentage coverage limitations otherwise applicable to this subsection but shall meet the requirements of Section 141, shall not exceed 10 percent of the total height of any building taller than 105 feet, shall have a horizontal area not more than 85 percent of the total area of the highest occupied floor, and shall contain no space for human occupancy. The features described in (b)(1)(B) shall not be limited to 16 feet for buildings taller than 160 feet, but shall be limited by the permissible height of any additional rooftop volume allowed by this Subsection.

(J) In the Van Ness Special Use District, additional building volume used to enclose or screen from view the features listed under Subsections (b)(1)(A) and (b)(1)(B) above and to provide additional visual interest to the roof of the structure. The rooftop form created by the added volume shall not be subject to the percentage coverage limitations otherwise applicable to this Subsection, but shall meet the requirements of Section 141 and shall not exceed 10 feet in height where the height limit is 65 feet or less or 16 feet where the height limit is more than 65 feet, measured as provided in Subsection (a) above, and may not exceed a total volume, including the volume of the features being enclosed, equal to  $\frac{3}{4}$  of the horizontal area of all upper tower roof areas of the building measured before the addition of any exempt features times 10 where the height limit is 65 feet or less or times 16 where the height limit is more than 65 feet.

(K) In the Northeast China Basin Special Use District, light standards for the purpose of lighting the ballpark.

(L) In the C-3-G District, on sites fronting on Van Ness Avenue in the 120-X height district, additional building volume used to enclose or screen from view the features listed under subsections (b)(1)(A) and (b)(1)(B) above, to allow increased roof height for performance and common space, and to provide additional visual interest to the roof of the structure. The rooftop form created by the added volume shall not be subject to the percentage coverage limitations otherwise applicable to this subsection (b)(1)(L), but shall meet the requirements of Section 141 and shall not exceed 16 feet in height, measured as provided in subsection (a) above. Buildings that are eligible for this exemption are also eligible for exceptions to any quantitative standards set forth in Article 1.2 of this Code through Section 309 of this Code.

(M) In any S-2 Bulk District for any building which exceeds 550 feet in height, unoccupied building features including mechanical and elevator penthouses, enclosed and unenclosed rooftop screening, and unenclosed architectural features not containing occupied space that extend above the height limit, only as permitted by the Planning Commission according to the procedures of Section 309 and meeting all of the following criteria:

(i) such elements are demonstrated to not add more than insignificant amounts of additional shadow compared to the same building without such additional elements on any public open spaces as deemed acceptable by the Planning Commission; and

(ii) such elements are limited to a maximum additional height equivalent to 7.5 percent of the height of the building to the roof of the highest occupied floor, except that in the case of a building in the 1,000-foot height district such elements are not limited in height, and any building regardless of building height or height district may feature a single spire or flagpole with a diagonal in cross-section of less than 18 feet and up to 50 feet in height in addition to elements allowed according to this subsection (M); and

(iii) such elements are designed as integral components of the building design, enhance both the overall silhouette of the building and the City skyline as viewed from distant public vantage points by producing an elegant and unique building top, and achieve overall design excellence.

(2) The following features shall be exempt, without regard to their horizontal area, provided the limitations indicated for each are observed:

(A) Railings, parapets and catwalks, with a maximum height of four feet.

(B) Open railings, catwalks and fire escapes required by law, wherever situated.

(C) Unroofed recreation facilities with open fencing, including tennis and basketball courts at roof level, swimming pools with a maximum height of four feet and play equipment with a maximum height of 10 feet.

(D) Unenclosed seating areas limited to tables, chairs and benches, and related windscreens, lattices and sunshades with a maximum height of 10 feet.

(E) Landscaping, with a maximum height of four feet for all features other than plant materials.

(F) Short-term parking of passenger automobiles, without additional structures or equipment other than trellises or similar overhead screening for such automobiles with a maximum height of eight feet.

(G) Amusement parks, carnivals and circuses, where otherwise permitted as temporary uses.

(H) Flagpoles and flags, clothes poles and clotheslines, and weathervanes.

(I) Wireless Telecommunications Services Facilities and other antennas, dishes, and towers and related screening elements, subject to any other applicable Planning Code provisions, including but not limited to applicable design review criteria and Planning Code Section 295.

(J) Warning and navigation signals and beacons, light standards and similar devices, not including any sign regulated by this Code.

(K) Public monuments owned by government agencies.

(L) Cranes, scaffolding and batch plants erected temporarily at active construction sites.

(M) Structures and equipment necessary for the operation of industrial plants, transportation facilities, public utilities and government installations, where otherwise permitted by this Code and where such structures and equipment do not contain separate floors, not including towers and antennae for transmission, reception, or relay of radio, television, or other electronic signals where permitted as principal or conditional uses by this Code.

(N) Buildings, structures and equipment of the San Francisco Port Commission, where not subject to this Code due to provisions of the San Francisco Charter or State law.

(O) Additional building height, up to a height of five feet above the otherwise applicable height limit, where the uppermost floor of the building is to be occupied solely by live/work units located within a South of Market District.

(P) Enclosed recreational facilities up to a height of 10 feet above the otherwise applicable height limit when located within a 65-U Height and Bulk District and either an MUO or SSO District, and only then when authorized by the Planning Commission as a Conditional Use pursuant to Section 303 of this Code, provided that the project is designed in such a way as to reduce the apparent mass of the structure above a base 50 foot building height.

(Q) Historic Signs and Vintage Signs permitted pursuant to Article 6 of this Code.

(R) In the Eastern Neighborhoods Mixed Use Districts, enclosed utility sheds of not more than 100 square feet, exclusively for the storage of landscaping and gardening equipment for adjacent rooftop landscaping, with a maximum height of 8 feet above the otherwise applicable height limit.

(S) Hospitals, as defined in this Code, that are legal non-complying structures with regard to height, may add additional mechanical equipment so long as the new mechanical equipment 1) is not higher than the highest point of the existing rooftop enclosure, excluding antennas; 2) has minimal visual impact and maximum architectural integration; 3) is necessary for the function of the building; and 4) no other feasible alternatives exist. Any existing rooftop equipment that is out of service or otherwise abandoned must be removed prior to installation of new rooftop equipment.

## SECTION 602. SIGN DEFINITIONS

The following definitions shall apply to this Article 6, in addition to such definitions elsewhere in this Code as may be appropriate.

### **Area (of a Sign).**

- (a) All Signs Except on Windows, Awnings and Marquees. The entire area within a single continuous rectangular perimeter formed by extending lines around the extreme limits of writing, representation, emblem, or any figure of similar character, including any frame or other material or color forming an integral part of the display or used to differentiate such Sign from the background against which it is placed; excluding the necessary supports or uprights on which such Sign is placed but including any Sign Tower. Where a Sign has two or more faces, the area of all faces shall be included in determining the Area of the Sign, except that where two such faces are placed back to back and are at no point more than two feet from one another, the Area of the Sign shall be taken as the area of one face if the two faces are of equal area, or as the area of the larger face if the two faces are of unequal area.
- (b) On Windows. The Area of any Sign painted directly on a window shall be the area within a rectangular perimeter formed by extending lines around the extreme limits of writing, representation, or any figure of similar character depicted on the surface of the window. The Area of any Sign placed on or behind the window glass shall be as described above in subsection (a).
- (c) On Awnings or Marquees. The Area of any Sign on an Awning or Marquee shall be the total of all signage on all faces of the structure. All sign copy on each face shall be computed within one rectangular perimeter formed by extending lines around the extreme limits of writing, representation, or any figure of similar character depicted on the surface of the face of the awning or marquee.

**Attached to a Building.** Supported, in whole or in part, by a building.

**Business Sign.** A Sign which directs attention to the primary business, commodity, service, industry or other activity which is sold, offered, or conducted on the premises upon which such Sign is located, or to which it is affixed. Where a number of businesses, services, industries, or other activities are conducted on the premises, or a number of commodities, services, or other activities with different brand names or symbols are sold on the premises, up to one-third of the area of a Business Sign, or 25

square feet of Sign area, whichever is the lesser, may be devoted to the advertising of one or more of those businesses, commodities, services, industries, or other activities by brand name or symbol as an accessory function of the Business Sign, provided that such advertising is integrated with the remainder of the Business Sign, and provided also that any limits which may be imposed by this Code on the area of individual Signs and the area of all Signs on the property are not exceeded. The primary business, commodity, service, industry, or other activity on the premises shall mean the use which occupies the greatest area on the premises upon which the Business Sign is located, or to which it is affixed.

**Directly Illuminated Sign.** A Sign designed to give forth artificial light directly (or through transparent or translucent material) from a source of light within such Sign, including but not limited to neon and exposed lamp signs.

**Freestanding.** In no part supported by a building.

**Freeway.** A highway, in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access, the precise route for which has been determined and designated as a Freeway by an authorized agency of the State or a political subdivision thereof. The term shall include the main traveled portion of the trafficway and all ramps and appurtenant land and structures. Trans-Bay highway crossings shall be deemed to be Freeways within the meaning of this definition for purposes of this Code.

**General Advertising Sign.** A Sign, legally erected prior to the effective date of Section 611 of this Code, which directs attention to a business, commodity, industry or other activity which is sold, offered or conducted elsewhere than on the premises upon which the Sign is located, or to which it is affixed, and which is sold, offered or conducted on such premises only incidentally if at all.

**Height (of a Sign).** The vertical distance from the uppermost point used in measuring the Area of a Sign, as defined in this Section 602, to the ground immediately below such point or to the level of the upper surface of the nearest curb of a Street, Alley or highway (other than a structurally elevated roadway), whichever measurement permits the greater elevation of the Sign.

**Historic Movie Theater Projecting Sign.** A projecting Business Sign attached to a Qualified Movie Theater, as defined in Section 188(e)(1), when such sign was originally constructed in association with the Qualified Movie Theater or similar historic use. Such Signs are typically characterized by (a) perpendicularity to the primary facade of the building, (b) fixed display of the name of the establishment, often in large lettering descending vertically throughout the length of the Sign; (c) a narrow width that extends for a majority of the vertical distance of a building's facade, typically terminating at or slightly above the Roofline, and (d) an overall scale and nature such that the Sign comprises a significant and character defining architectural feature of the building to which it is attached. Elimination or change of any lettering or other inscription from a Historic Movie Theater Projecting Sign, such as that which may occur with a change of ownership, change of use, or closure does not preclude classification of the Sign under this Section. For specific controls on the preservation, rehabilitation, or restoration of these signs, refer to Section 188(e) of this Code.

**Historic Movie Theater Marquee.** A Marquee, as defined in Section 102, attached to a Qualified Movie Theater, as defined in Section 188(e)(1), when such Marquee was originally constructed in association with a Movie Theater or similar historic use. Elimination or change of any lettering or other inscription from a Historic Movie Theater Marquee, such as that which may occur with a change of ownership, change of use or closure, does not preclude classification of the Marquee under this Section. For specific controls on the preservation, rehabilitation, or restoration of these Signs, refer to Section 188(e) of this Code.

**Historic Sign.** An Historic Sign is any Sign identified on its own or as one of the character defining features of a property listed or eligible for the National Register of Historic Places or the California Register of Historical Resource, or designated in any manner under Articles 10 or 11 of the Planning Code.

**Identifying Sign.** A Sign for a use listed in Article 2 of this Code as either a principal or a conditional use permitted in an R District, regardless of the district in which the use itself may be located, which Sign serves to tell only the name, address, and lawful use of the premises upon which the Sign is located, or to which it is affixed. With respect to shopping malls containing five or more stores or establishments in NC Districts, and shopping centers containing five or more stores or establishments in NC-S Districts or in the City Center Special Sign District, Identifying Signs shall include Signs which tell

the name of and/or describe aspects of the operation of the mall or center. Shopping malls, as that term is used in this Section, are characterized by a common pedestrian passageway which provides access to the businesses located therein.

**Indirectly Illuminated Sign.** A Sign illuminated with a light directed primarily toward such Sign and so shielded that no direct rays from the light are visible elsewhere than on the lot where said illumination occurs. If not effectively so shielded, such sign shall be deemed to be a Directly Illuminated Sign.

**Landscaped Freeway.** Any part of a Freeway that is now or hereafter classified by the State or a political subdivision thereof as a Landscaped Freeway, as defined in the California Outdoor Advertising Act. Any part of a Freeway that is not so designated shall be deemed a nonlandscaped Freeway.

**Nameplate.** A sign affixed flat against a wall of a building and serving to designate only the name or the name and professional occupation of a person or persons residing in or occupying space in such building.

**Nonilluminated Sign.** A Sign which is not illuminated, either directly or indirectly.

**Projection.** The horizontal distance by which the furthestmost point used in measuring the Area of a Sign, as defined in this Section 602, extends beyond a Street Property Line or a building setback line. A Sign placed flat against a wall of a building parallel to a Street or Alley shall not be deemed to project for purposes of this definition. A Sign on an Awning, Canopy or Marquee shall be deemed to project to the extent that such Sign extends beyond a Street Property Line or a building setback line.

**Roofline.** The upper edge of any building wall or parapet, exclusive of any Sign Tower.

**Roof Sign.** A Sign or any portion thereof erected or painted on or over the roof covering any portion of a building, and either supported on the roof or on an independent structural frame or Sign Tower, or located on the side or roof of a penthouse, roof tank, roof shed, elevator housing or other roof structure.

**Sale or Lease Sign.** A Sign which serves only to indicate with pertinent information the availability for sale, lease or rental of the lot or building on which it is placed, or some part thereof.

**Sign.** Any structure, part thereof, or device or inscription which is located upon, attached to, or painted, projected or represented on any land or right-of-way, or on the outside of any building or structure including an Awning, Canopy, Marquee or similar appendage, or affixed to the glass on the outside or inside of a window so as to be seen from the outside of the building, and which displays or includes any numeral, letter, word, model, banner, emblem, insignia, symbol, device, light, trademark, or other representation used as, or in the nature of, an announcement, advertisement, attention-arrester, direction, warning, or designation by or of any person, firm, group, organization, place, commodity, product, service, business, profession, enterprise or industry.

A “Sign” is composed of those elements included in the Area of the Sign as defined in this Section 602, and in addition the supports, uprights and framework of the display. Except in the case of General Advertising Signs, two or more faces shall be deemed to be a single Sign if such faces are contiguous on the same plane, or are placed back to back to form a single structure and are at no point more than two feet from one another. Also, on Awnings or Marquees, two or more faces shall be deemed to be a single Sign if such faces are on the same Awning or Marquee structure.

**Sign Tower.** A tower, whether attached to a building, Freestanding, or an integral part of a building, which is erected for the primary purpose of incorporating a Sign, or having a Sign attached thereto.

**Street Property Line.** For purposes of this Article 6 only, “street property line” shall mean any line separating private property from either a Street or an Alley.

**Video Sign.** A Sign that displays, emits, or projects or is readily capable of displaying, emitting or projecting a visual representation or image; an animated video, visual representation, or image; or other video image of any kind onto a building, fabric, screen, sidewalk, wall, or other surface through a variety of means, including, but not limited to: camera; computer; digital cinema, imaging, or video; electronic display; fiber optics; film; internet; intranet; light emitting diode screen or video display; microprocessor or microcontrolled based systems; picture frames; plasma display; projector; satellite; scrolling display; streaming video; telephony; television; VHS; wireless transmission; or other technology that can transmit animated or video images.

**Vintage Sign.** A Sign that depicts a land use, a business activity, a public activity, a social activity or historical figure or an activity or use that recalls the City’s historic past, as further defined in Section 608.14 of this Code, and as permitted by Sections 303 and 608.14 of this Code.

**Wall Sign.** A Sign painted directly on the wall or placed flat against a building wall with its copy parallel to the wall to which it is attached and not protruding more than the thickness of the sign cabinet.

**Wind Sign.** Any Sign composed of one or more banners, flags, or other objects, mounted serially and fastened in such a manner as to move upon being subjected to pressure by wind or breeze.

**Window Sign.** A Sign painted directly on the surface of a window glass or placed behind the surface of a window glass.

## E. No PG&E Sub-area Scenario

This D4D includes standards, guidelines, and considerations for the redevelopment of the entire PG&E Sub-area as shown in Figure 1.2.1. However, the PG&E Sub-area redevelopment is subject to PG&E's long-range facilities planning. Portions of the PG&E Sub-area may or may not ultimately be redeveloped. The following figures depict how the site's land use, ground-floor uses, streets, pedestrian network, heights, and setbacks would change in the scenario in which the PG&E Sub-area is not redeveloped.

Figure E.13.1 Land Use Plan



Figure E.13.2 Bicycle Network

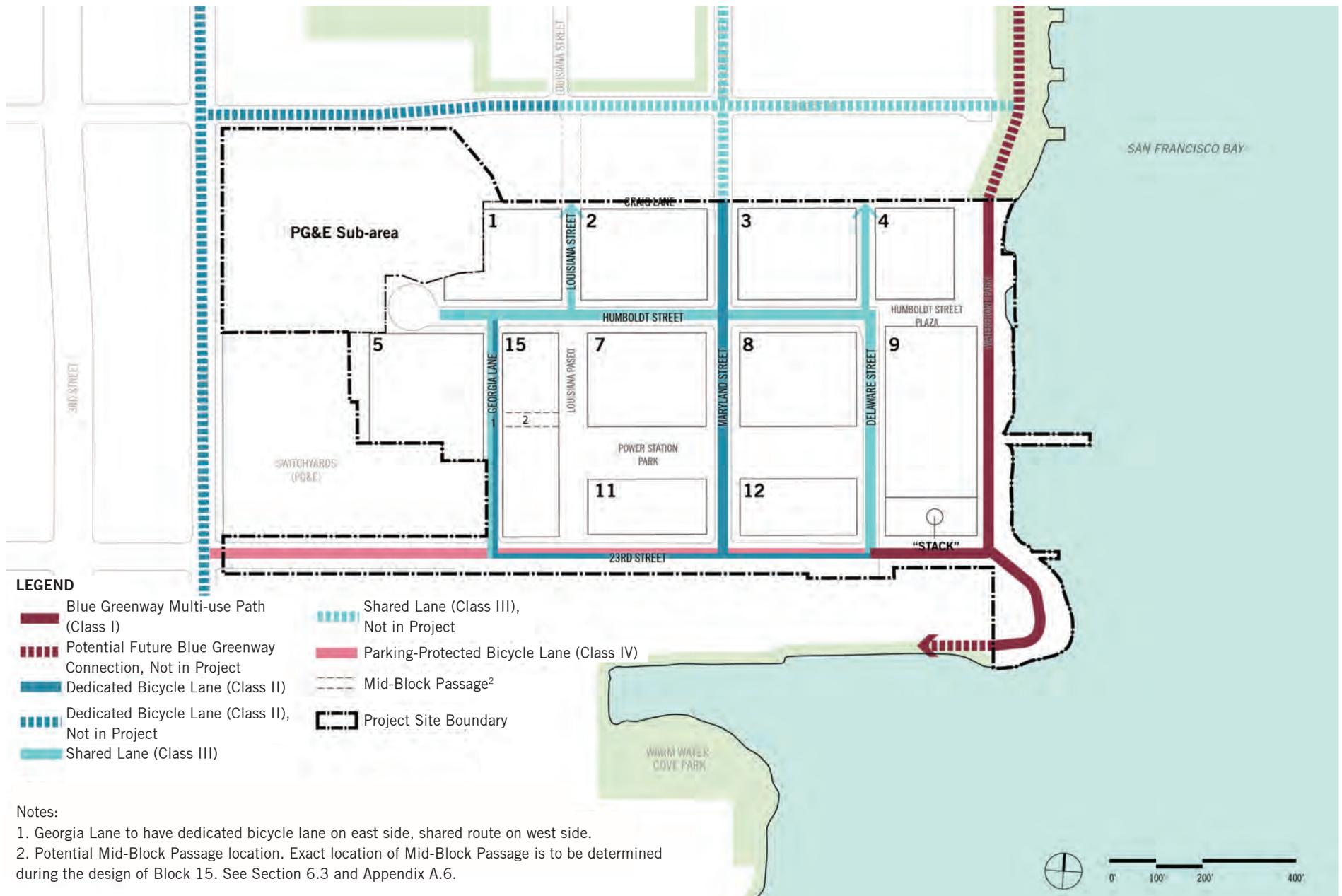


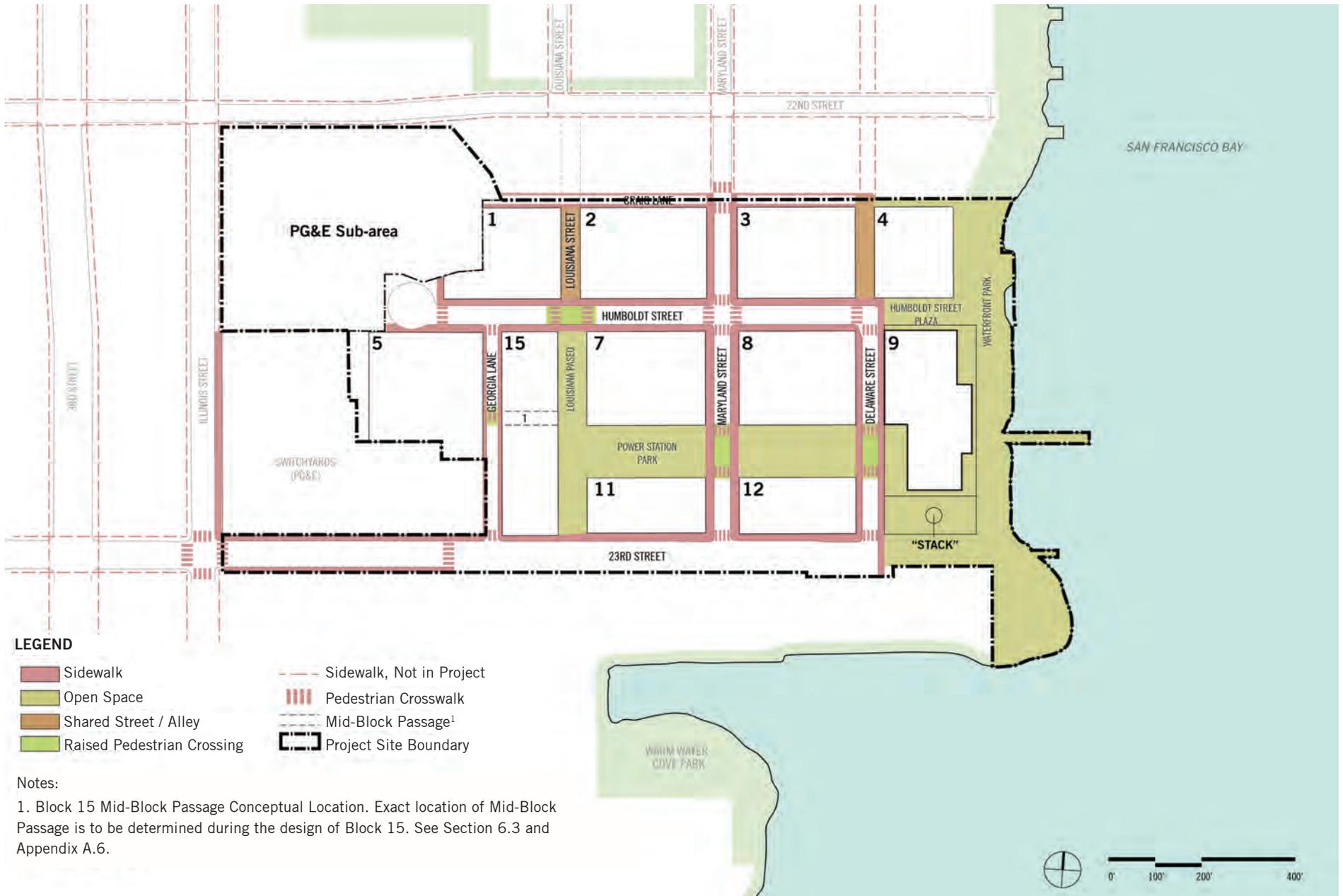
Figure E.13.3 Ground-Floor Uses



Figure E.13.4 Building Height Plan



Figure E.13.5 Pedestrian Network



**LEGEND**

- Sidewalk
- Open Space
- Shared Street / Alley
- Raised Pedestrian Crossing
- Sidewalk, Not in Project
- Pedestrian Crosswalk
- Mid-Block Passage<sup>1</sup>
- Project Site Boundary

**Notes:**

1. Block 15 Mid-Block Passage Conceptual Location. Exact location of Mid-Block Passage is to be determined during the design of Block 15. See Section 6.3 and Appendix A.6.

Figure E.13.6 Building Setbacks

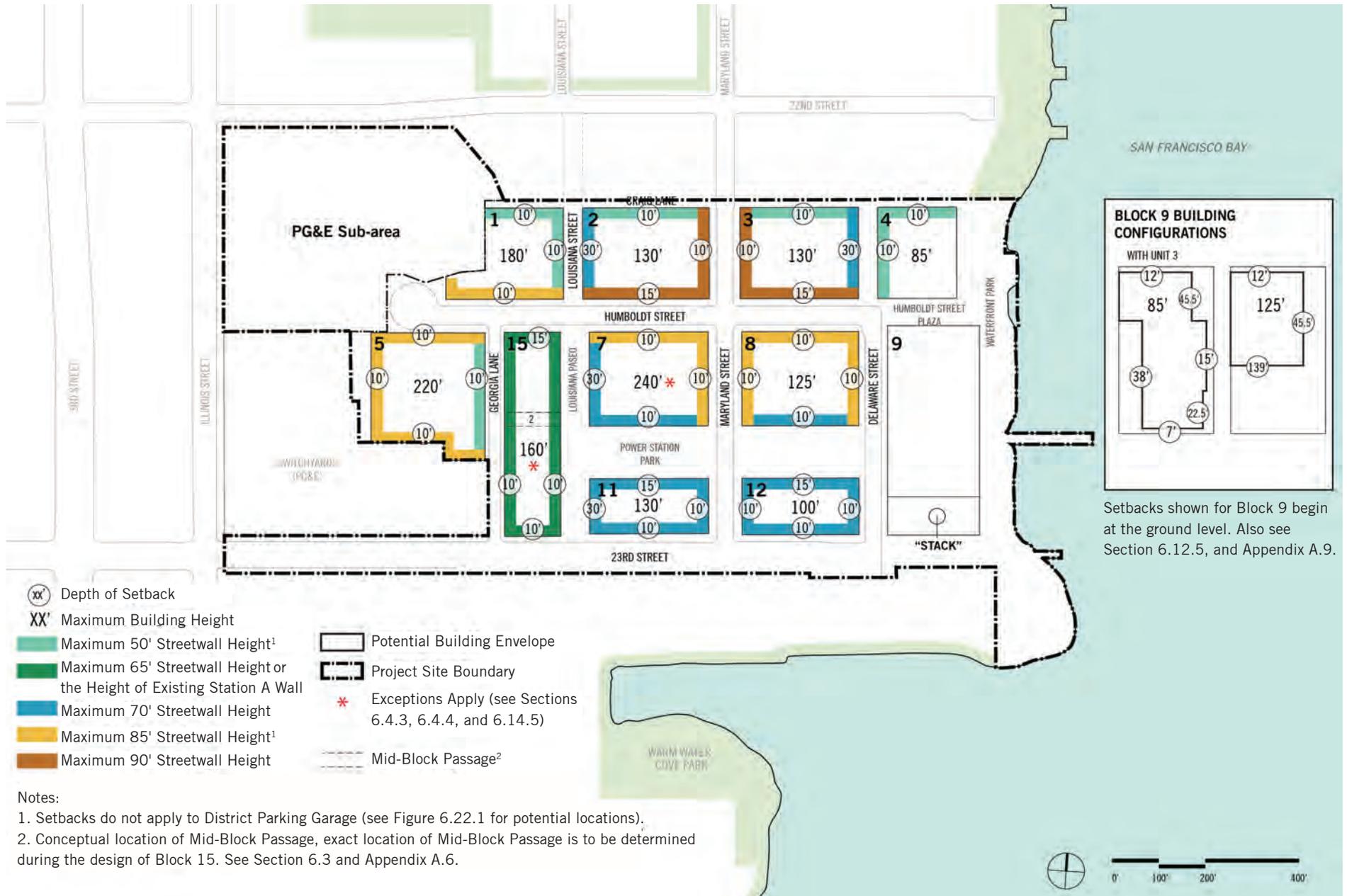
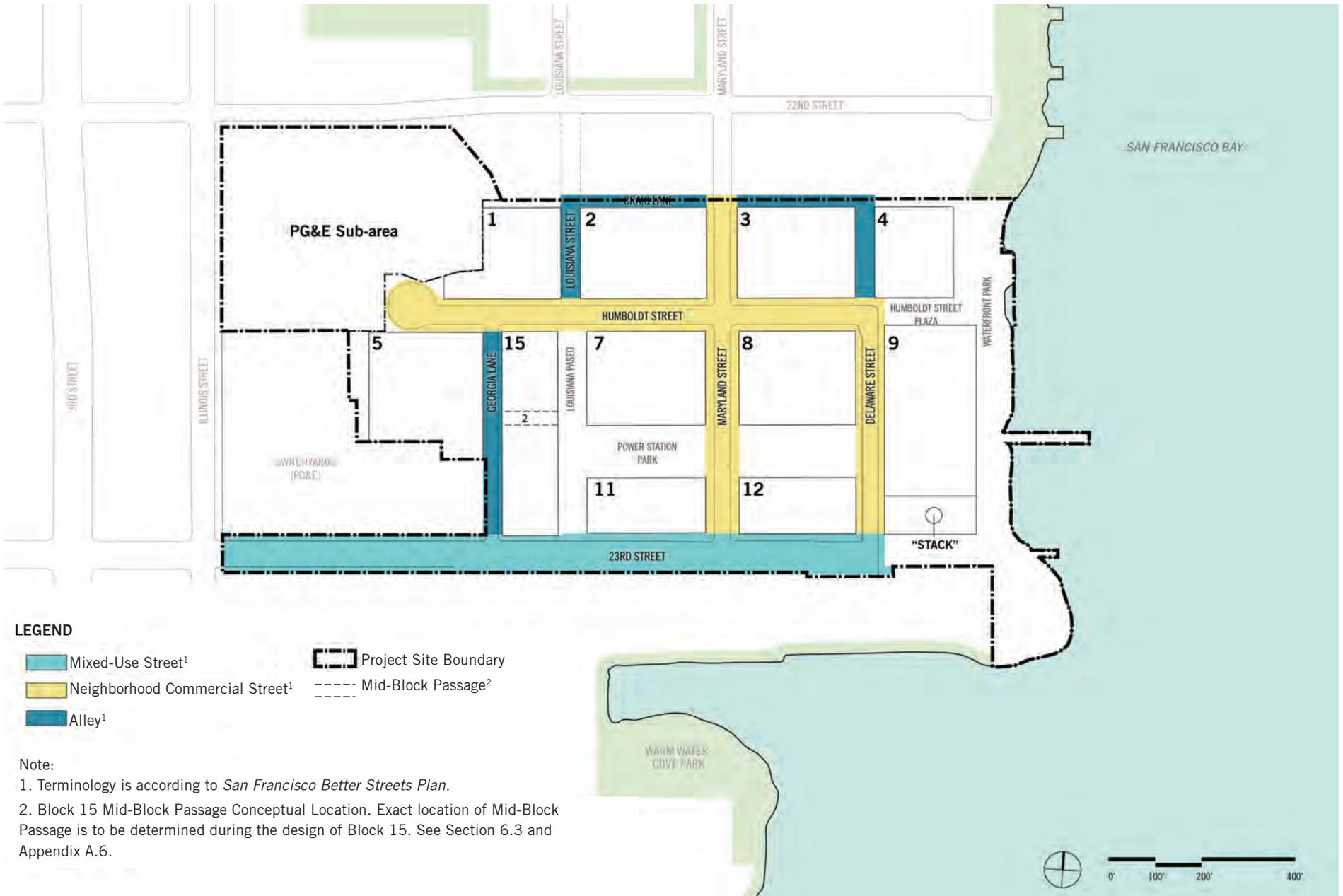


Figure E.13.7 Street Types



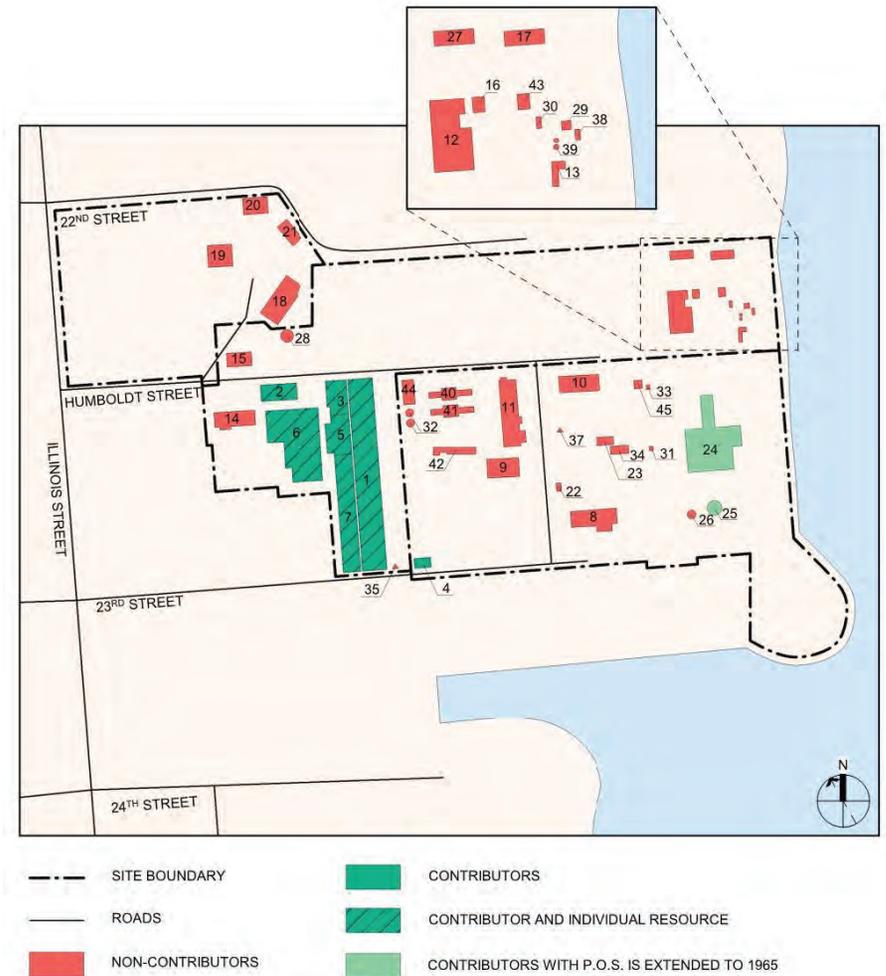
## F. Historic Resource Evaluation, Part 2

### Excerpt (Character Defining Features)

This section provides lists of character-defining features identified in Page & Turnbull's HRE Part 1 for all historic resources, including Station A, the Meter House, the Gate House, the Compressor House, Unit 3, and the Boiler Stack. A separate table contains character-defining features of the Third Street Industrial District, as inferred from the Central Waterfront DPR 523D form authored by Kelley & VerPlanck and Page & Turnbull in 2008.

For a property to be eligible for national, state, or local designation under one of the significance criteria, the essential physical features (or character-defining features) that enable the property to convey its historic identity must be evident. To be eligible, a property must clearly contain enough of those characteristics, and these features must also retain a sufficient degree of integrity. Characteristics can be expressed in terms such as form, proportion, structure, plan, style, or materials.

Station A—inclusive of the Turbine Hall, Machine Shop, Machine Shop Office, and Switching Center—is primarily referenced as one resource throughout the HRE Part 1, with the exception of the Buildings Table, where the portions of Station A are described chronologically by date of construction. Rather than retain the chronological order featured in the HRE Part 1, the character defining features table below groups the physical portions of Station A one after another for clarity. The Meter House, Gate House, Compressor House, Unit 3, and Boiler Stack follow. All numbers in the left column are referenced in the site plan (Figure 5), which is included in the HRE Part 1.



**Figure F.13.1** Site map with buildings, structures, and features at Potrero Power Station, showing Third Street Industrial District contributors and non-contributors.

Note: Map is not drawn to scale. Source: San Francisco Property Information Map, edited by Page & Turnbull.

Note:

This Appendix F contains an excerpt from the Historic Resource Evaluation, Part 2 prepared for the Potrero Power Station on Feb 2, 2018.

**Table F.13.2** Potrero Power Station Historic Buildings: Character-Defining Features

NO.	APPEARANCE	BUILDING INFO.	CHARACTER-DEFINING FEATURES
1	<p>East façade of Turbine Hall</p>  <p>South façade of Turbine Hall. The two left (west) bays constitute the adjacent Station A Switching Center, built in 1930-31.</p>  <p>North façade of Turbine Hall</p> 	<p><b>Name:</b> Station A Turbine Hall</p> <hr/> <p><b>Date of Construction:</b> 1901-02; 1903</p> <hr/> <p><b>APN:</b> 4175/017</p>	<ul style="list-style-type: none"> <li>• Rectangular plan</li> <li>• Built out to lot lines between 23rd and Humboldt streets</li> <li>• Four stories tall</li> <li>• Massive brick masonry construction</li> <li>• Classical decorative brick quoin patterning</li> <li>• Multi-lite steel-sash windows at the north façade, deeply recessed</li> <li>• Multi-lite steel-sash windows at the south façade</li> <li>• Symmetrical window pattern at north and south facades; irregular window pattern at east façade (west façade not visible)</li> <li>• Slightly pitched gable roof with steel trusses; corrugated metal roof material at northern portion</li> <li>• High volume and industrial character of interior</li> </ul>

NO.	APPEARANCE	BUILDING INFO.	CHARACTER-DEFINING FEATURES
3	<p>North façade of Machine Shop Office with addition to the right (west)</p> 	<p><b>Name:</b> Station A Machine Shop Office</p> <p><b>Date of Construction:</b> ca. 1911</p> <p><b>APN:</b> 4175/017</p>	<ul style="list-style-type: none"> <li>• Rectangular plan</li> <li>• One story tall</li> <li>• Reinforced concrete construction</li> <li>• Flat roof</li> <li>• Greek Revival features at the primary façade, including: gabled pediment; pedestrian entrance and full-height windows with corbels and triangular and arched pedimented hoods; pilasters topped with Doric capitals and egg and dart molding; and dentil cornice</li> <li>• Concrete stairs parallel to facade</li> </ul>
5	<p>Machine Shop shown left and center, with the north façade of the Switching Center in the background and the east façade of Compressor House at right</p> 	<p><b>Name:</b> Station A Machine Shop</p> <p><b>Date of Construction:</b> ca. 1915</p> <p><b>APN:</b> 4175/017</p>	<ul style="list-style-type: none"> <li>• Irregular plan</li> <li>• Tall single story</li> <li>• Reinforced concrete construction with brick cladding</li> <li>• Corbelled brick detailing at parapet</li> <li>• Decorative brick quoin patterning</li> <li>• Flat roof</li> </ul>

NO.	APPEARANCE	BUILDING INFO.	CHARACTER-DEFINING FEATURES
7	<p>West façade of Switching Center (south façade pictured above with the Turbine Hall)</p> 	<p><b>Name:</b> Station A Switching Center</p> <p><b>Date of Construction:</b> 1930-31</p> <p><b>APN:</b> 4175/017</p>	<ul style="list-style-type: none"> <li>• Rectangular plan</li> <li>• Four stories tall</li> <li>• Concrete construction with brick cladding</li> <li>• Multi-lite steel-sash windows</li> <li>• Flat roof</li> <li>• Corbelled brick detailing at parapet</li> <li>• Decorative quoin patterning</li> <li>• Engraved signage reading “Station A” and “Pacific Gas and Electric Company”</li> </ul>

NO.	APPEARANCE	BUILDING INFO.	CHARACTER-DEFINING FEATURES
<p>2</p>	<p>West façade of Meter House</p> 	<p><b>Name:</b> Meter House; Gas Meter Shop</p> <p><b>Date of Construction:</b> ca.1902</p> <p><b>APN:</b> 4175/017</p>	<ul style="list-style-type: none"> <li>• Rectangular plan</li> <li>• One story</li> <li>• Brick masonry construction</li> <li>• Multi-lite wood-sash windows with concrete sill and brick arched lintel</li> <li>• Multi-lite wood-sash lunette windows at the gable peaks of the west and east façades</li> <li>• Rhythmic brick pilasters and cornice</li> <li>• Dentil cornice</li> <li>• Steel truss gable roof with a raised central monitor</li> <li>• Partially glazed metal pedestrian doors</li> <li>• Loading door opening at the west façade [metal roll-up door not historic]</li> <li>• Volume and industrial character of interior</li> <li>• Shortened north façade due to raised street grade</li> </ul>
	<p>South façade of Meter House</p> 		
	<p>East (left) and north (center) façades of Meter House</p> 		

NO.	APPEARANCE	BUILDING INFO.	CHARACTER-DEFINING FEATURES
4	East façade of Gate House	<b>Name:</b> Gate House	<ul style="list-style-type: none"> <li>• Rectangular plan</li> <li>• Single story</li> <li>• Brick masonry construction</li> <li>• Flat roof</li> <li>• Simple decorative brick cornice</li> <li>• Rectilinear wood-sash transomed windows</li> <li>• Brick window and door surrounds</li> </ul>
		<b>Date of Construction:</b> ca.1914	
		<b>APN:</b> 4175/017	
	<p data-bbox="344 646 638 670">North façade of Gate House</p> <p data-bbox="344 992 625 1016">South façade of Gate House</p> 		

NO.	APPEARANCE	BUILDING INFO.	CHARACTER-DEFINING FEATURES
<p>6</p>	<p>West façade of Compressor House</p> 	<p><b>Name:</b> Compressor House</p> <p><b>Date of Construction:</b> ca.1924</p> <p><b>APN:</b> 4175/017</p>	<ul style="list-style-type: none"> <li>• L-shaped plan</li> <li>• Tall one story</li> <li>• Brick masonry construction</li> <li>• Multi-lite steel-sash windows with decorative brick surround</li> <li>• Brick parapet (partial stepped parapet at the east façade)</li> <li>• Corbeled brick cornice</li> <li>• Brick quoin patterning</li> <li>• Round openings</li> <li>• Loading door openings at all façades [metal roll-up doors not historic]</li> <li>• Slightly pitched concrete gable roof with steel trusses</li> <li>• Two monitor roof skylights</li> <li>• Volume and industrial character of interior</li> </ul>
	<p>North façade of Compressor House</p> 		
	<p>East façade of Compressor House (at image right). Machine Shop at image left.</p> 		

NO.	APPEARANCE	BUILDING INFO.	CHARACTER-DEFINING FEATURES
<p>24</p>	<p>West façade of Unit 3</p> 	<p><b>Name:</b> Unit 3 Power Block: Generator, Turbine, Boiler, and Unit 3 Office</p>	<ul style="list-style-type: none"> <li>• Eight-story steel frame structure, primarily exposed</li> <li>• Concrete elevator shaft</li> <li>• Control room and offices of concrete construction</li> <li>• Metal panel cladding and glazing of south office portion</li> <li>• Industrial character with remnants of equipment infrastructure</li> </ul>
	<p>North façade of Unit 3</p> 	<p><b>Date of Construction:</b> 1965</p>	
	<p>South façade of Unit 3</p> 	<p><b>APN:</b> 4232/006</p>	

NO.	APPEARANCE	BUILDING INFO.	CHARACTER-DEFINING FEATURES
24	<p>South (left) and east (right) façade of Unit 3 Office</p> 		
25	<p>Boiler Stack, view looking southeast</p> 	<p><b>Name:</b> Boiler Stack</p> <p><b>Date of Construction:</b> 1965</p> <p><b>APN:</b> 4232/006</p>	<ul style="list-style-type: none"> <li>• Reinforced concrete construction</li> <li>• Tapered form</li> <li>• 300-foot height</li> <li>• Crow's nest walkway</li> <li>• Exterior metal ladder</li> </ul>

**Table F.13.3** Third Street Industrial District: Character-Defining Features

REPRESENTATIVE SAMPLE OF CONTRIBUTORS WITH HISTORIC USES	DETAIL INFO.
<p>Alberta Candy Company at 2201-2203 Third Street</p> 	<p><b>Location:</b> primarily along Third Street between 18th and 24th streets, with Potrero Power Station and Western Sugar Refinery Warehouse buildings to the east on 23rd Street.</p> <p><b>Years Constructed:</b> primarily during the first half of the twentieth century</p> <p><b>Character-Defining Features:</b></p> <ul style="list-style-type: none"> <li>• Linear character of district along Third Street, with exception of Potrero Power Station site and Western Sugar Refinery Warehouses, which make the district L-shaped</li> <li>• High concentration of manufacturing, repair, and processing plants and warehouses of industrial character</li> <li>• Historic location of industries dependent on nearby waterfront and freight-hauling Santa Fe Railroad trains that ran along Illinois Street</li> <li>• Buildings with the following typical features:                     <ul style="list-style-type: none"> <li>• Brick and concrete construction</li> <li>• One to four stories in height</li> <li>• Flat roofs</li> <li>• Ornamented parapets</li> <li>• Steel-sash and wood-sash windows</li> <li>• Rectilinear and arched window openings</li> <li>• American Commercial style</li> </ul> </li> </ul>
<p>M. Levin &amp; Sons Warehouse at 2225 Third Street</p> 	

REPRESENTATIVE SAMPLE OF CONTRIBUTORS WITH HISTORIC USES	DETAIL INFO.
<p data-bbox="92 240 787 272">Mixed-use commercial and boarding house at 2290 Third Street</p> 	
<p data-bbox="92 799 898 831">American Can Co. Building on Third Street between 20th and 22nd streets</p> 	

REPRESENTATIVE SAMPLE OF CONTRIBUTORS WITH HISTORIC USES

DETAIL INFO.

American Can Co. Building Third Street between 20th and 22nd streets



American Can Co. Building Third Street between 20th and 22nd streets





## **EXHIBIT Q: PORT POTRERO POWER STATION LEASE**

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# MITIGATION MONITORING AND REPORTING PROGRAM

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## Section 1: Contents of MMRP

This Mitigation Monitoring and Reporting Program (MMRP) for the Potrero Power Station Mixed Use Development project consists of two separate tables:

- **Table A**, Mitigation Measures Adopted as Conditions of Approval for the Proposed Project and Project Variant, and
- **Table B**, Improvement Measures Adopted as Conditions of Approval for the Proposed Project and Project Variant.

The tables provide the following information: the environmental issue areas for which mitigation or improvement measures are identified; the required measure(s); the timeframe for implementing, monitoring, and reporting on the measure(s); the responsible implementing, monitoring and reporting parties; and the actions needed to verify compliance/completion of the measure(s).

The Final EIR<sup>1</sup> for this project describes and analyzes two variations of the project at an equal level of detail— referred to as the “proposed project” and the “project variant.” Therefore, Tables A and B serve as the MMRP for both the proposed project and project variant. Unless otherwise noted, all mitigation and improvement measures in Tables A and B apply to both the proposed project and project variant. In four measures in Table A only, the table distinguishes between measures that would be unique to the proposed project and project variant with distinct sub-titles.

## Section 2: Implementation and Enforcement of Measures

This MMRP includes all mitigation measures identified in the Final EIR that would lessen the severity of significant adverse impacts and are required to be implemented as conditions of project approval. In addition, this MMRP includes improvement measures, which were identified in the Final EIR as feasible measures that would lessen the severity of less-than-significant impacts, and the project sponsor has agreed to implement all improvement measures as conditions of project approval.

The MMRP tables identify the mitigation schedule and the parties responsible for implementing, monitoring and reporting on the implementation of the measures, as listed in Tables A and B. As the CEQA lead agency for the project, the City of San Francisco is principally responsible for MMRP monitoring and enforcement. In addition, as provided in CEQA Guidelines section 15097(a), the City may delegate MMRP monitoring responsibilities to other public agencies;

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<sup>1</sup> City and County of San Francisco, *Potrero Power Station Mixed-Use Development Project Final EIR*, San Francisco Planning Department Case No. 2017-011878ENV, State Clearinghouse No. 2017112005, December 11, 2019.

either working with other local governments through their permitting or regulatory authorities, or through memoranda of understanding that the City enters into with other entities. Accordingly, the MMRP identifies specific departments within the City, including the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Public Utilities Commission (SFPUC), the San Francisco Department of Building Inspection, the San Francisco Public Works, the San Francisco Planning Department, the San Francisco Entertainment Commission, or other public agencies such as the San Francisco Bay Regional Water Quality Control Board, and the Bay Area Air Quality Management District (BAAQMD) where such delegation is known or anticipated.

If any mitigation and improvement measures are not implemented as required, the City may, in conjunction with other entities listed above, pursue corrective actions including, but not limited to, the following: (1) a written notification and request for compliance; (2) withholding of permits; (3) administrative fines; (4) a stop-work order; (5) criminal prosecution and/or administrative fines; (6) forfeiture of security bonds or other guarantees; and (7) revocation of permits or other entitlements.

### **Section 3: Changes to Mitigation Measures**

Any substantive change in the MMRP made by City staff shall be reported in writing to the Environmental Review Officer (ERO). City staff may modify or substitute mitigation measures subject to one of the following findings, documented by substantial evidence:

- a. The mitigation measure included in the Final EIR and the MMRP is no longer required because the significant environmental impact identified in the Final EIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in conditions of the environment, or other factors.

OR

- b. The modified or substitute mitigation measure either provides corrections to text without any substantive change in the intention or meaning of the original mitigation measure, or provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the Final EIR and the MMRP; and

The modified or substitute mitigation measures do not have significant adverse effects on the environment in addition to or greater than those which were considered by the relevant agencies in their decisions on the Final EIR and the proposed project or project variant; and

The modified or substitute mitigation measures are feasible, and the City, through measures included in the MMRP or other City procedures, can ensure their implementation.

Documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with the MMRP and shall be made available to the public upon request.

## List of Abbreviations

ADRP	Archeological Data Recovery Program
AMP	Archeological Monitoring Program
ATP	Archeological Testing Program
BAAQMD	Bay Area Air Quality Management District
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
D for D	Design for Development
dBA	A-weighted decibel
ERO	Environmental Review Officer
HABS	Historic American Building Survey
HAER	Historic American Engineering Record
MMRP	Mitigation Monitoring and Reporting Program
MOU	Memorandum of Understanding
NA	Not Applicable
NAHC	Native American Heritage Commission
NO <sub>x</sub>	oxides of nitrogen
PDR	Production, Distribution and Repair
PPV	peak particle velocity
R&D	Research and Development
RMS	root mean square
ROG	reactive organic gases
SEL	sound exposure level
SFMTA	San Francisco Municipal Transportation Agency
SF Public Works	San Francisco Department of Public Works
SUD	Special Use District
TACs	toxic air contaminants
TDM	Transportation Demand Management
U.S. EPA	United States Environmental Protection Agency
µg/m <sup>3</sup>	microgram per cubic meter
VOC	volatile organic compounds

**TABLE A  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources</b>				
<p><b>Mitigation Measure M-CR-5a: Documentation</b></p> <p>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.</p> <p>The documentation shall be scoped and approved by Planning Department Preservation staff and will include the following:</p> <ul style="list-style-type: none"> <li>• <i>Measured Drawings:</i> 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;</li> </ul> <p><i>HABS-Level Photography:</i> 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 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</p> <ul style="list-style-type: none"> <li>• <i>HABS Historical Report:</i> A written historical narrative and report, per HABS Historical Report Guidelines.</li> <li>• <i>Print-On-Demand Book:</i> 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.</li> </ul> <p>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</p>	<p>Project sponsor and qualified historic preservation professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the <i>Secretary of the Interior’s Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61)</p>	<p>Prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection in connection with Station A, the Compressor House, the Meter House, the Gate House, the Boiler Stack, and Unit 3</p>	<p>Planning Department Preservation Technical Specialist to review and approve HABS/HAER documentation</p>	<p>Considered complete upon submittal of final HABS/HAER documentation to the Preservation Technical Specialist and determination from the Preservation Technical Specialist that documentation is complete</p>

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources (cont.)</b>				
<p>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.</p>				
<p><b>Mitigation Measure M-CR-5b: Video Recordation</b></p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Project sponsor, professional videographer, and qualified narrator who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61)</p>	<p>Prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection in connection with Station A, the Compressor House, the Meter House, the Gate House, the Boiler Stack, and Unit 3, or other contributor to a historic district</p>	<p>Planning Department Preservation Technical Specialist</p>	<p>Considered complete upon submittal of final video documentation to the Preservation Technical Specialist and determination from the Preservation Technical Specialist that documentation is complete</p>
<p><b>Mitigation Measure M-CR-5c: Public Interpretation and Salvage</b></p> <p>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</p>	<p>Project sponsor, qualified architectural historian or historian who meets the <i>Secretary of the Interior's Professional Qualification Standards</i>, and an exhibit designer or landscape architect with historical interpretation design experience.</p>	<p>Adequacy of collection confirmed by the Planning Department Preservation Technical Specialist prior to demolition or rehabilitation activities. Interpretative display to be installed prior to the issuance of a Certificate of Occupancy</p>	<p>Planning Department Preservation Technical Specialist to review and approve salvaged material and interpretive display</p>	<p>Considered complete upon installation of display</p>

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources (cont.)</b>				
<p>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.</p>				
<p><b>Mitigation Measure M-CR-5d: Rehabilitation of the Boiler Stack</b> 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.</p>	<p>Project sponsor and qualified architectural historian who meets the <i>Secretary of Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations Part 61</p>	<p>Prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection in connection with the Boiler Stack</p>	<p>Planning Department Preservation Technical Specialist to review and approve design</p>	<p>Considered complete upon design approval from the Preservation Technical Specialist</p>
<p><b>Mitigation Measure M-CR-5e: (Dependent on approval of Proposed Project OR Project Variant)</b> <b>Proposed Project:</b> <b>Mitigation Measure M-CR-5e: Historic Preservation Plan and Review Process for Alteration of the Boiler Stack</b> 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 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</p>	<p>Project sponsor and a qualified architectural historian who meets the <i>Secretary of Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations Part 61</p>	<p>Construction specifications to be developed prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection in connection with the Boiler Stack</p>	<p>Planning Department Preservation Technical Specialist to review and approve preservation and protection plan, specifications, monitoring schedule, and other supporting documents</p>	<p>Considered complete upon acceptance by Planning Department of construction specifications to avoid damage to the Boiler Stack</p>

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources (cont.)</b>				
<p>retained character-defining features during construction of the project, such as avoiding construction equipment inadvertently coming in contact with the Boiler Stack, to minimize construction-related damage to 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 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 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.</p>				
<p><b>Project Variant:</b> <b>Mitigation Measure M-CR-5e (Variant): Historic Preservation Plan and Review Process for Alteration of Station A and the Boiler Stack</b></p> <p>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.</p>	<p>Project sponsor and a qualified architectural historian who meets the <i>Secretary of Interior’s Professional Qualification Standards</i> (36 Code of Federal Regulations Part 61</p>	<p>Construction specifications to be developed prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection in connection with Station A and the Boiler Stack</p>	<p>Planning Department Preservation Technical Specialist to review and approve preservation and protection plan, specifications, monitoring schedule, and other supporting documents</p>	<p>Considered complete upon acceptance by Planning Department of construction specifications to avoid damage to Station A and the Boiler Stack</p>

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources (cont.)</b>				
<p><b>Mitigation Measure M-CR-6: Design Controls for New Construction</b></p> <p>The Special Use District (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).</p> <p>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 buildings fronting the Boiler Stack (see block and frontage-specific design controls below and <b>Figure M-CR-6, Site Frontages Subject to Design Controls</b>). 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.</p>  <p align="center"><b>Figure M-CR-6</b> Site Frontages Subject to Design Controls</p> <p>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.</p>	<p>Project sponsor and a qualified architectural historian</p>	<p>Review of new construction plans prior to the issuance of building permits</p>	<p>Planning Department and Planning Department staff and Preservation Technical Specialist to review and approve design</p>	<p>Considered complete upon design approval from the Planning Department Preservation staff</p>

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources (cont.)</b>				
<p><b>Review Process</b></p> <p>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.</p> <p>The D for D shall contain the following Third Street Industrial District Frontage Design Controls:</p> <ul style="list-style-type: none"> <li>• <i>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.</i></li> <li>• <i>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.</i></li> <li>• <i>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.</i></li> </ul> <p>The character, design and materials used for such awnings shall be industrial in character and design, suggestions are the following:</p> <ul style="list-style-type: none"> <li>– 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].</li> <li>– Materials used for canopies and awnings should be utilitarian. Suggested materials include wood, standing seam or louvered metal panels, and corrugated metal.</li> </ul> <ul style="list-style-type: none"> <li>• <i>Openings along 23<sup>rd</sup> and Illinois street frontages.</i> 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.</li> <li>• <i>Special Corners on Block 12.</i> 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:</li> </ul>				

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources (cont.)</b>				
<ul style="list-style-type: none"> <li>– 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.</li> <li>• <i>Special Corners Block 9 without Unit 3.</i> 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:             <ul style="list-style-type: none"> <li>– 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.</li> </ul> </li> <li>• <i>Block 9 without Unit 3.</i> 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.</li> <li>• <i>Architectural Features on Blocks 10, 11, 12, and 13.</i> 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.</li> <li>• <i>Third Street District Fenestration.</i> 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.</li> </ul>				

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources (cont.)</b>				
<p>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.</p> <ul style="list-style-type: none"> <li><i>Third Street District Building Rooftops.</i> 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.</li> </ul> <p><b>The D for D shall contain the following Site Wide Design Controls:</b></p> <ul style="list-style-type: none"> <li><i>Recommended Materials.</i> 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.</li> <li><i>Depth of Façade.</i> 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.</li> </ul> <p>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.</p> <ul style="list-style-type: none"> <li><i>Quality and Durability.</i> 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.</li> </ul> <p><b>The D for D shall contain the following Street and Open Spaces Design Controls:</b></p> <ul style="list-style-type: none"> <li><i>Stack Plaza.</i> 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.</li> </ul>				

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources (cont.)</b>				
<p>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.</p> <ul style="list-style-type: none"> <li>• <i>23rd Street Streetscape.</i> 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: <ul style="list-style-type: none"> <li>– 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.</li> <li>– 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.</li> <li>– 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.</li> <li>– Public art installations, such as murals, are encouraged.</li> </ul> </li> <li>• <i>Transit Bus Shelter.</i> 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.</li> </ul> <p><i>23rd Street and Illinois Paving.</i> 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.</p> <ul style="list-style-type: none"> <li>• <i>23rd Street Transit Island Paving.</i> 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.</li> <li>• <i>Signage.</i> 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.</li> </ul>				

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance																							
<b>EIR Section 4.E Transportation and Circulation</b>																											
<p><b>Mitigation Measure M-TR-5:</b> <i>(Dependent on approval of Proposed Project OR Project Variant)</i></p> <p><b>Proposed Project:</b></p> <p><b>Mitigation Measure M-TR-5: Implement Measures to Reduce Transit Delay</b></p> <p><b>Performance Standard.</b> 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.</p> <table border="1" data-bbox="163 673 942 1045"> <thead> <tr> <th rowspan="2">Project Development Phase</th> <th colspan="2">Maximum P.M. Peak Hour Vehicle Trips</th> </tr> <tr> <th>Phase Total</th> <th>Running Total</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>380</td> <td>380</td> </tr> <tr> <td>Phase 2</td> <td>400</td> <td>780</td> </tr> <tr> <td>Phase 3</td> <td>270</td> <td>1,050</td> </tr> <tr> <td>Phase 4</td> <td>640</td> <td>1,690</td> </tr> <tr> <td>Phase 5</td> <td>300</td> <td>1,990</td> </tr> <tr> <td>Phase 6</td> <td>270</td> <td>2,260</td> </tr> </tbody> </table> <p><b>Monitoring and Reporting.</b> 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 ERO in consultation with the SFMTA).</p>	Project Development Phase	Maximum P.M. Peak Hour Vehicle Trips		Phase Total	Running Total	Phase 1	380	380	Phase 2	400	780	Phase 3	270	1,050	Phase 4	640	1,690	Phase 5	300	1,990	Phase 6	270	2,260	<p>Project sponsor, a qualified transportation consultant approved by the SFMTA</p>	<p>Within one year of issuance of the project's first certificate of occupancy: the first monitoring of 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.</p> <p>Ongoing: 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 ERO in consultation with the SFMTA).</p>	<p>Planning Department staff and SFMTA</p>	<p>Considered complete when 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.</p>
Project Development Phase		Maximum P.M. Peak Hour Vehicle Trips																									
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MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.E Transportation and Circulation (cont.)</b>				
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>				

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance																																											
<b>EIR Section 4.E Transportation and Circulation (cont.)</b>																																															
<p><b>Project Variant:</b></p> <p><b>Mitigation Measure M-TR-5 (Variant): Implement Measures to Reduce Transit Delay</b></p> <p><b>Performance Standard.</b> 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.</p> <table border="1" data-bbox="136 641 972 1047"> <thead> <tr> <th rowspan="3">Project Development Phase</th> <th colspan="4">Maximum P.M. Peak Hour Vehicle Trips</th> </tr> <tr> <th colspan="2">Project Variant</th> <th colspan="2">No PG&amp;E Subarea Scenario</th> </tr> <tr> <th>Phase Total</th> <th>Running Total</th> <th>Phase Total</th> <th>Running Total</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>370</td> <td>370</td> <td>370</td> <td>370</td> </tr> <tr> <td>Phase 2</td> <td>440</td> <td>810</td> <td>440</td> <td>810</td> </tr> <tr> <td>Phase 3</td> <td>250</td> <td>1,060</td> <td>250</td> <td>1,060</td> </tr> <tr> <td>Phase 4</td> <td>630</td> <td>1,690</td> <td>670</td> <td>1,730</td> </tr> <tr> <td>Phase 5</td> <td>240</td> <td>1,930</td> <td>240</td> <td>1,970</td> </tr> <tr> <td>Phase 6</td> <td>280</td> <td>2,210</td> <td>NA</td> <td>NA</td> </tr> </tbody> </table> <p><b>Monitoring and Reporting.</b> 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 ERO in consultation with the SFMTA).</p>	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	<p>Project sponsor, a qualified transportation consultant approved by the SFMTA</p>	<p>Within one year of issuance of the project's first certificate of occupancy: the first monitoring of 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.</p> <p>Ongoing: 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 ERO in consultation with the SFMTA).</p>	<p>Planning Department staff and SFMTA</p>	<p>Considered complete when 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.</p>
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**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.E Transportation and Circulation (cont.)</b>				
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>				

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.E Transportation and Circulation (cont.)</b>				
<p><b>Mitigation Measure M-TR-7: Improve Pedestrian Facilities at the Intersection of Illinois Street/22nd Street</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• Install a traffic signal, including pedestrian countdown signal heads at the intersection of Illinois Street/22nd Street.</li> <li>• Stripe marked crosswalks in the continental design.</li> <li>• Construct/reconstruct ADA compliant curb ramps at the four corners, as necessary.</li> </ul> <p>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.</p>	Project sponsor and SFMTA	Ongoing during project construction	ERO or other Planning Department staff along with SFMTA	Considered complete when intersection improvement is complete
<b>EIR Section 4.F Noise and Vibration</b>				
<p><b>Mitigation Measure M-NO-1: Construction Noise Control Measures</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• 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).</li> <li>• 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.</li> <li>• 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.</li> </ul>	Project sponsor and construction contractor	During the construction period for all measures, and prior to the issuance of each building permit for submittal of a plan to track and respond to complaints pertaining to construction noise	Planning Department, Department of Building Inspection (as requested and/or on complaint basis), Police Department (on complaint basis).	Considered complete at the completion of project construction

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.F Noise and Vibration (cont.)</b>				
<p>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.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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: <ul style="list-style-type: none"> <li>– Implement “quiet” pile-driving technology such as pre-drilling piles where feasible to reduce construction-related noise and vibration.</li> <li>– Use pile-driving equipment with state-of-the-art noise shielding and muffling devices.</li> <li>– Use pre-drilled or sonic or vibratory drivers, rather than impact drivers, wherever feasible (including slipways) and where vibration-induced liquefaction would not occur.</li> <li>– Schedule pile-driving activity for times of the day that minimize disturbance to residents as well as commercial uses located onsite and nearby.</li> <li>– Erect temporary plywood or similar solid noise barriers along the boundaries of each project block as necessary to shield affected sensitive receptors.</li> <li>– Implement other equivalent technologies that emerge over time.</li> <li>– 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.</li> </ul> </li> </ul>				

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.F Noise and Vibration (cont.)</b>				
<ul style="list-style-type: none"> <li>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.</li> </ul>				
<p><b>Mitigation Measure M-NO-4a: Construction Vibration Monitoring</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>The qualified historic and acoustical/structural consultant shall submit monitoring reports to San Francisco Planning documenting vibration levels and findings from regular inspections.</li> <li>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</li> </ul>	Project sponsor, structural engineer, and preservation architect	<p>Pre-Construction Assessment and Vibration Management and Monitoring Plan to be completed prior to issuance of site permit, demolition permit, or any other construction permit from the Department of Building Inspection in connection with the Boiler Stack, the American Industrial Center South building, and the Western Sugar Warehouses.</p> <p>Monitoring to occur during the period of major structural project construction activity, including demolition and excavation. If monitoring detects vibration levels in excess of the standard, sponsor to notify the Planning Department within 5 working days.</p> <p>Monitoring reports to be submitted at a frequency established in the monitoring plan.</p>	Planning Department Preservation Technical Specialist shall review and approve the Vibration Management and Monitoring Plan and periodic monitoring reports	Considered complete upon submittal to Planning Department of report on the Vibration Management and Monitoring Plan and effects, if any, on adjacent historical resources, after all major structural project construction activity, including demolition and excavation

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.F Noise and Vibration (cont.)</b>				
<p>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.</p>				
<p><b>Mitigation Measure M-NO-4b: Vibration Control Measures During Controlled Blasting and Pile Driving</b></p> <p>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.</p>	Project sponsor and construction contractor	During pile driving and related construction activities	Planning Department, Department of Building Inspection	Considered complete at the completion of project construction
<p><b>Mitigation Measure M-NO-4c: Vibration Control Measures During Use of Vibratory Equipment</b></p> <p>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.</p>	Project sponsor, geotechnical engineer, and construction contractor	Plan submitted to ERO prior to use of vibratory equipment	ERO, Planning Department, and Department of Building Inspection	Considered complete at the completion of project construction
<p><b>Mitigation Measure M-NO-5: Stationary Equipment Noise Controls</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>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);</li> </ul>	Project sponsor and qualified acoustical engineer or consultant	Prior to approval of a building permit	ERO, Planning Department, and Department of Building Inspection	Considered complete at the completion of project construction

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.F Noise and Vibration (cont.)</b>				
<ul style="list-style-type: none"> <li>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.</li> </ul> <p>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.</p> <p>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.</p>				
<p><b>Mitigation Measure M-NO-8: (Dependent on approval of Proposed Project OR Project Variant)</b></p> <p><b>Proposed Project:</b></p> <p><b>Mitigation Measure M-NO-8: Design of Future Noise-Sensitive Uses</b></p> <p>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 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.</p>	Project sponsor and qualified acoustical consultant	Prior to issuance of a building permit for vertical construction of a residential building or a building with childcare or hotel uses	San Francisco Department of Building Inspection	Considered complete upon approval of final project design for buildings
<p><b>Project Variant:</b></p> <p><b>Mitigation Measure M-NO-8 (Variant): Design of Future Noise-Sensitive Uses</b></p> <p>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</p>	Project sponsor and qualified acoustical consultant	Prior to issuance of a building permit for vertical construction of a residential building or a building with childcare or hotel uses	San Francisco Department of Building Inspection	Considered complete upon approval of final project design for buildings

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.F Noise and Vibration (cont.)</b>				
<p>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.</p>				
<b>EIR Section 4.G Air Quality</b>				
<p><b>Mitigation Measure M-AQ-2a: Construction Emissions Minimization</b> The project sponsor or the project sponsor's contractor shall comply with the following:</p> <p><b>A. Engine Requirements.</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>3. Since grid power will be available, portable diesel engines shall be prohibited.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol>	<p>Project sponsor and construction contractor(s)</p>	<p>Prior to issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection, with ongoing compliance with the Construction Emissions Minimization Plan throughout the construction period</p>	<p>ERO to review and approve Construction Emissions Minimization Plan; project sponsor and construction contractor to comply with, and document compliance with, Construction Emissions Minimization Plan as required by the ERO</p>	<p>Construction Emissions Minimization Plan considered complete upon ERO review and acceptance of Plan; measure considered complete upon completion of project construction and submittal to ERO of required documentation</p>

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.G Air Quality (cont.)</b>				
<p><b>B. Waivers.</b></p> <p>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 the ERO grants the waiver, the contractor must use the next cleanest piece of off-road equipment, according to the table below.</p> <p>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/m<sup>3</sup> or 100 excess cancer risks for any onsite or offsite receptor.</p> <p>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.</p> <p><b>C. Construction Emissions Minimization Plan.</b> 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.</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ol>				

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.G Air Quality (cont.)</b>				
<p><b>D. <i>Monitoring.</i></b> 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.</p>	Project sponsor and construction contractor (s)	Quarterly, after start of construction activities, and within six months of completion of construction activity	Project sponsor/ contractor(s) and the ERO	Considered complete upon acceptance of the final report by the ERO
<p><b>Mitigation Measure M-AQ-2b: Diesel Backup Generator Specifications</b></p> <p>To reduce NOx associated with operation of the proposed project, the project sponsor shall implement the following measures.</p> <p>A. All new diesel backup generators shall:</p> <ol style="list-style-type: none"> <li>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</li> <li>2. Be fueled with renewable diesel, if commercially available<sup>2</sup>, which has been demonstrated to reduce NOx emissions by approximately 10 percent.</li> </ol> <p>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.</p> <p>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.</p>	Project sponsor, and each facility operator where a generator is located	Ongoing by the project sponsor, and each facility operator where a generator is located	San Francisco Planning Department ERO and BAQQMD	Ongoing for the life of each generator
<p><b>Mitigation Measure M-AQ-2c: Promote Use of Green Consumer Products</b></p> <p>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</p>	Project sponsor	Prior to certificate of final occupancy and every five years thereafter	San Francisco Department of Environment	Ongoing

<sup>2</sup> Neste MY renewable Diesel is available in the Bay Area through Western States Oil.

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.G Air Quality (cont.)</b>				
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.				
<p><b>Mitigation Measure M-AQ-2d: Electrification of Loading Docks</b></p> <p>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.</p>	Project sponsor and construction contractor	Prior to approval of a building permit	Department of Building Inspection	Considered complete at the completion of project construction
<p><b>Mitigation Measure M-AQ-2e: Additional Mobile Source Control Measures</b></p> <p>The following Mobile Source Control Measures from the Bay Area Air Quality Management District's 2010 Clean Air Plan shall be implemented:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>	Project sponsor	Prior to approval of a building permit, or approval of design of district parking garage, whichever is first  Ongoing during operation of car share programs	Department of Building Inspection for approval of district parking garage	Considered complete at the completion of district parking garage construction  Ongoing during operations of car share programs
<p><b>Mitigation Measure M-AQ-2f: (Dependent on approval of Proposed Project OR Project Variant)</b></p> <p><b>Proposed Project:</b></p> <p><b>Mitigation Measure M-AQ-2f: Offset Construction and Operational Emissions</b></p> <p>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:</p> <p>(1) <b>Directly fund or implement a specific offset project within San Francisco</b> to achieve equivalent to a one-time reduction of 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 shall notify the ERO within six (6) months of completion of the offset project for verification; or</p>	Project Sponsor	Upon completion of construction, and prior to issuance of certificate of occupancy; (within six months of completion of the offset project for verification)	ERO	Complete upon acceptance of fee by BAAQMD

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.G Air Quality (cont.)</b>				
<p>(2) <b>Pay mitigation offset</b> 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 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.</p> <p>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 through M-AQ-2e and M-TR-5.</p> <p>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.</p> <p>(3) <b>Additional mitigation offset fee.</b> 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.</p>				

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.G Air Quality (cont.)</b>				
<p>Documentation of mitigation offset payments, as applicable, shall be provided to the planning department.</p> <p>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.</p>				
<p><b>Project Variant:</b></p> <p><b>Mitigation Measure M-AQ-2f (Variant): Offset Construction and Operational Emissions</b></p> <p>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:</p> <p>(1) <b>Directly fund or implement a specific offset project within San Francisco</b> 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</p>	Project Sponsor	Upon completion of construction, and prior to issuance of certificate of occupancy; (within six months of completion of the offset project for verification)	ERO	Complete upon acceptance of fee by BAAQMD

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.G Air Quality (cont.)</b>				
<p>(2) <b>Pay mitigation offset</b> 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.</p> <p>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 through M-AQ-2e and M-TR-5.</p> <p>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.</p> <p>(3) <b>Additional mitigation offset fee.</b> 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.</p> <p>Documentation of mitigation offset payments, as applicable, shall be provided to the planning department.</p>				

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.G Air Quality (cont.)</b>				
<p>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.</p>				
<p><b>Mitigation Measure AQ-4: Siting of Uses that Emit Toxic Air Contaminants</b></p> <p>For new development including R&amp;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.</p>	Project sponsor	Prior to issuance of the certificate of occupancy for new development would be expected to generate TACs, (such as R&D uses and PDR uses)	BAAQMD and San Francisco Planning Department	Considered complete at the completion of project construction
<p><b>Mitigation Measure AQ-5: Include Spare the Air Telecommuting Information in Transportation Welcome Packets</b></p> <p>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.</p>	Project sponsor	Prior to and during occupancy of commercial uses	ERO	Ongoing

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.H Wind and Shadow</b>				
<p><b>Mitigation Measure M-WS-2: Identification and Mitigation of Interim Hazardous Wind Impacts</b></p> <p>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.</p> <p>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 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.</p> <p>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.</p>	<p>Project sponsor, or building developer, and qualified wind consultant</p>	<p>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. San Francisco Planning Department and ERO to review and approve scope of work prior to any wind impact analysis or wind tunnel testing</p>	<p>San Francisco Planning Department and ERO</p>	<p>Considered complete at the completion of project construction</p>

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.I Biological Resources</b>				
<p><b>Mitigation Measure M-BI-1: Nesting Bird Protection Measures</b></p> <p>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:</p> <ol style="list-style-type: none"> <li>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).</li> <li>2. For construction activities that occur during the bird nesting season, a qualified wildlife biologist<sup>3</sup> 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.</li> <li>3. If active nests protected by federal or state law<sup>4</sup> 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: <ol style="list-style-type: none"> <li>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).</li> <li>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.</li> </ol> <p>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.</p> </li> </ol>	Project sponsor, construction contractors, and qualified biologist	Not more than 14 days prior to vegetation removal and grading activities that occur between January 15 and August 15	ERO	Complete upon completion of preconstruction nesting bird surveys or completion of vegetation removal and grading activities outside of the bird breeding season

<sup>3</sup> 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.

<sup>4</sup> 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 A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.I Biological Resources (cont.)</b>				
<p>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.</p> <p>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.</p> <p>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.</p>				
<p><b>Mitigation Measure M-BI-3: Avoidance and Minimization Measures for Bats</b></p> <p>A qualified biologist<sup>5</sup> 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.).</p> <p>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:</p> <ol style="list-style-type: none"> <li>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 <i>torpor</i>.<sup>6</sup></li> <li>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.</li> </ol>	<p>Project sponsor, contractors, and qualified biologist</p>	<p>Not more than 14 days prior to building demolition or rehabilitation</p>	<p>ERO</p>	<p>Complete upon completion of preconstruction roosting bat surveys or completion of building demolition or rehabilitation</p>

<sup>5</sup> 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.

<sup>6</sup> Torpor refers to a state of decreased physiological activity with reduced body temperature and metabolic rate.

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.I Biological Resources (cont.)</b>				
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>				
<p><b>Mitigation Measure M-BI-4: Fish and Marine Mammal Protection during Pile Driving</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	Project sponsor and construction contractors, and qualified acoustical engineer with experience in fish and marine mammal noise protection	Prior to the start of any in-water construction that would require pile driving, during the work window between June 1 and November 30	Planning Department and National Marine Fisheries Service	Complete upon completion of in-water construction that requires pile driving

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.I Biological Resources (cont.)</b>				
<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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:             <ul style="list-style-type: none"> <li>– The safety zones established in the sound monitoring plan for the protection of marine mammals are maintained.</li> <li>– 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.</li> </ul> </li> </ul> <p>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.</p>				
<p><b>Mitigation Measure M-BI-7: Compensation for Fill of Jurisdictional Waters</b></p> <p>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.</p> <p>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).</p>	Project sponsor	Prior to project construction and during the permitting process	ERO and regulatory agencies with authority over the bay during the permitting process	Considered complete when bay related fill permits are issued and compensatory mitigation accepted by regulatory agencies

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>Initial Study E.3 Cultural Resources</b>				
<p><b>Mitigation Measure M-CR-1: Archeological Testing</b></p> <p>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).</p>	Project sponsor and Planning Department archeologist or a qualified archeological consultant from the Planning Department pool (archeological consultant)	Archeological consultant shall be retained prior to issuance of site permit from the Department of Building Inspection	Project sponsor to retain a qualified archeological consultant who shall report to the ERO.  Qualified archeological consultant will scope archeological testing program with ERO and Planning Department staff archeologist	Considered complete when archeological consultant has approved scope from the ERO for the archeological testing program
<p><b>Consultation with Descendant Communities:</b> On discovery of an <i>archeological site</i><sup>7</sup> associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an <i>appropriate representative</i><sup>8</sup> 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.</p>	Project sponsor and/or archeological consultant	Throughout the duration of ground-disturbing activities	Project sponsor and/or archeological consultant to submit record of consultation as part of Final Archeological Resources Report, if applicable	Considered complete upon submittal to ERO of Final Archeological Resources Report, if applicable

<sup>7</sup> The term archeological site is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

<sup>8</sup> 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 A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>Initial Study E.3 Cultural Resources (cont.)</b>				
<p><b>Archeological Testing Program.</b> 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.</p>	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to any soils-disturbing activities on the project site.	Consultant Archeologist shall prepare and submit draft ATP to the ERO. ATP to be submitted and reviewed by the ERO prior to any soils disturbing activities on the project site.	Date ATP submitted to the ERO: _____  Date ATP approved by the ERO: _____  Date of initial soils disturbing activities: _____
<p>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:</p> <p>A. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>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.</p>	Project sponsor/ archeological consultant at the direction of the ERO.	After completion of the Archeological Testing Program.	Archeological consultant shall submit report of the findings of the ATP to the ERO.	Date archeological findings report submitted to the ERO: _____  ERO determination of significant archeological resource present? Y N  Would resource be adversely affected? Y N  Additional mitigation to be undertaken by project sponsor? Y N
<p><b>Archeological Monitoring Program.</b> 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:</p> <ul style="list-style-type: none"> <li>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;</li> </ul>	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s), at the direction of the ERO.	ERO and archeological consultant shall meet prior to commencement of soils-disturbing activity. If the ERO determines that an Archeological Monitoring Program is necessary, monitor throughout all soils-disturbing activities.	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s) shall implement the AMP, if required by the ERO.	AMP required? Y N  Date: _____  Date AMP submitted to the ERO: _____  Date AMP approved by the ERO: _____

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>Initial Study E.3 Cultural Resources (cont.)</b>				
<ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;</li> <li>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.</li> </ul> <p>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.</p>				<p>Date AMP implementation complete: _____</p> <p>Date written report regarding findings of the AMP received: _____</p>
<p><b>Archeological Data Recovery Program.</b> 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.</p>	Archeological consultant, as directed by the ERO	If there is a determination that an ADRP program is required, conduct ADRP throughout all soils-disturbing activities.	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s) shall prepare an ADRP if required by the ERO.	<p>ADRP required? Y N</p> <p>Date: _____</p> <p>Date of scoping meeting for ARDP: _____</p> <p>Date Draft ARDP submitted to the ERO: _____</p>

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>Initial Study E.3 Cultural Resources (cont.)</b>				
<p>The scope of the archeological data recovery plan shall include the following elements:</p> <ul style="list-style-type: none"> <li>• <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations.</li> <li>• <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures.</li> <li>• <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies.</li> <li>• <i>Interpretive Program.</i> Consideration of an onsite/offsite public interpretive program during the course of the archeological data recovery program.</li> <li>• <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.</li> <li>• <i>Final Report.</i> Description of proposed report format and distribution of results.</li> <li>• <i>Curation.</i> 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.</li> </ul>				<p>Date ARDP approved by the ERO: _____</p> <p>Date ARDP implementation complete: _____</p>
<p><b>Human Remains, Associated or Unassociated Funerary Objects.</b> 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 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).</p>	<p>Project sponsor, contractor, Planning Department's archeologist or archaeological consultant, and ERO</p>	<p>Throughout the duration of ground-disturbing activities</p>	<p>Project sponsor to notify ERO, Coroner, and, if applicable, NAHC of any discovery of human remains</p>	<p>Considered complete upon completion of ground-disturbing activities</p>

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>Initial Study E.3 Cultural Resources (cont.)</b>				
<p><b>Final Archeological Resources Report.</b> 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.</p> <p>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.</p>	Archeological consultant	Prior to the issuance of the last certificate of occupancy for the proposed project	ERO	Considered complete upon submittal to ERO and other repositories identified in mitigation measure of Final Archeological Resources Report
<p><b>Mitigation Measure M-CR-3: Tribal Cultural Resources Interpretive Program</b></p> <p>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. 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.</p>	Project sponsor in consultation with tribal representative(s), as directed by the ERO	If directed by the ERO to implement an interpretive program, approval of interpretive plan prior to the issuance of the certificate of occupancy for the proposed building affecting the relevant Tribal Cultural Resource	ERO	Considered complete upon implementation of any required interpretive program

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>Initial Study E.13 Geology and Soils</b>				
<p><b>Mitigation Measure M-GE-6: Paleontological Resources Monitoring and Mitigation Program</b></p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Project sponsor and a qualified paleontological consultant</p>	<p>Prior to issuance of a demolition or building permit</p>	<p>ERO</p>	<p>Considered complete upon completion of project construction</p>

**TABLE B**  
**IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL**

Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.E Transportation and Circulation</b>				
<p><b>Improvement Measure I-TR-A: Construction Management Plan and Public Updates</b></p> <ul style="list-style-type: none"> <li> <p><b>Construction Management Plan</b>—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).</p> <p>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.</p> </li> <li> <p><b>Carpool, Bicycle, Walk, and Transit Access for Construction Workers</b>—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 <a href="http://www.511.org">www.511.org</a>, participating in the emergency ride home program through the City of San Francisco (<a href="http://www.sferh.org">www.sferh.org</a>), and providing transit information to construction workers.</p> </li> <li> <p><b>Project Construction Updates for Nearby Businesses and Residents</b>—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.</p> </li> </ul>	Project sponsor, construction contractor, SFMTA, SF Public Works, as directed by the ERO	Prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection	SFMTA, SF Public Works, Planning Department	Considered complete upon completion of project construction

**TABLE B (CONTINUED)  
IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL**

Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.E Transportation and Circulation (cont.)</b>				
<p><b>Improvement Measure I-TR-B: Monitoring and Abatement of Queues</b></p> <p>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.</p> <p>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).</p> <p>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.</p> <p>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 of the written determination to abate the recurring queue or conflict.</p>	<p>Project sponsor, qualified transportation consultant, as directed by the ERO</p>	<p>Ongoing during project operation; if/when a vehicle queue is identified as reoccurring</p>	<p>ERO or other Planning Department staff</p>	<p>Monitoring of the public right-of-way would be ongoing by the owner/operator of off-street parking operations; considered complete upon abatement of the recurring queue or conflict</p>
<b>EIR Section 4.F Noise and Vibration</b>				
<p><b>Improvement Measure I-NO-A, Nighttime Construction Noise Control Measures</b></p> <p>The following shall occur to reduce potential conflicts between nighttime construction activities on the project site and residents of the Pier 70 project:</p> <ul style="list-style-type: none"> <li>Nighttime construction noise shall be limited to 10 dBA above ambient levels at 25 feet from the edge of the Power Station project boundary.</li> <li>Temporary noise barriers installed in the line-of-sight between the location of construction and any occupied residential uses.</li> <li>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.</li> </ul>	<p>Project sponsor and construction contractor</p>	<p>During the construction</p>	<p>Planning Department, Department of Building Inspection (as requested and/or on complaint basis)</p>	<p>Considered complete at the completion of project construction</p>

**TABLE B (CONTINUED)**  
**IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL**

Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.F Noise and Vibration (cont.)</b>				
<ul style="list-style-type: none"> <li>• 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:               <ol style="list-style-type: none"> <li>i. a description of the work to be performed;</li> <li>ii. two 24-7 emergency contact names and cell phone numbers;</li> <li>iii. the exact dates and times when the night work will be performed;</li> <li>iv. the name(s) of the contractor(s); and</li> <li>v. the measures that the contractor will perform to reduce or mitigate night noise.</li> </ol> </li> <li>• 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.</li> </ul>				
<p><b>Improvement Measure I-NO-B: Avoidance of Residential Streets</b></p> <p>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).</p>	Project sponsor and construction contractor	During the construction	Planning Department, Department of Building Inspection	Considered complete at the completion of project construction
<p><b>Improvement Measure I-NO-C: Design of Future Noise-Generating Uses near Residential Uses:</b></p> <p>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:</p> <ol style="list-style-type: none"> <li>a. <i>Design of Building Loading Docks and Trash Enclosures.</i> 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.           <p>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.</p> </li> <li>b. <i>Design of Above-Ground Parking Structure.</i> Any parking structure shall be designed to shield existing or planned residential uses from noise and light associated with parking cars.</li> <li>c. <i>Restrict Hours of Operation of Loading Activities on Craig Lane.</i> To reduce potential conflicts between loading activities for commercial uses and potential residential uses, the project</li> </ol>	Project sponsor and acoustical design consultant	Prior to approval of a building permit for development along the northern site boundary (adjacent to Pier 70) (a. and b.) Ongoing (c.)	Planning Department, Department of Building Inspection, and SFMTA	Considered complete at the completion of project construction (a. and b.), and for (c), upon completion of the Covenants, Conditions, and Restrictions applicable to the project site document

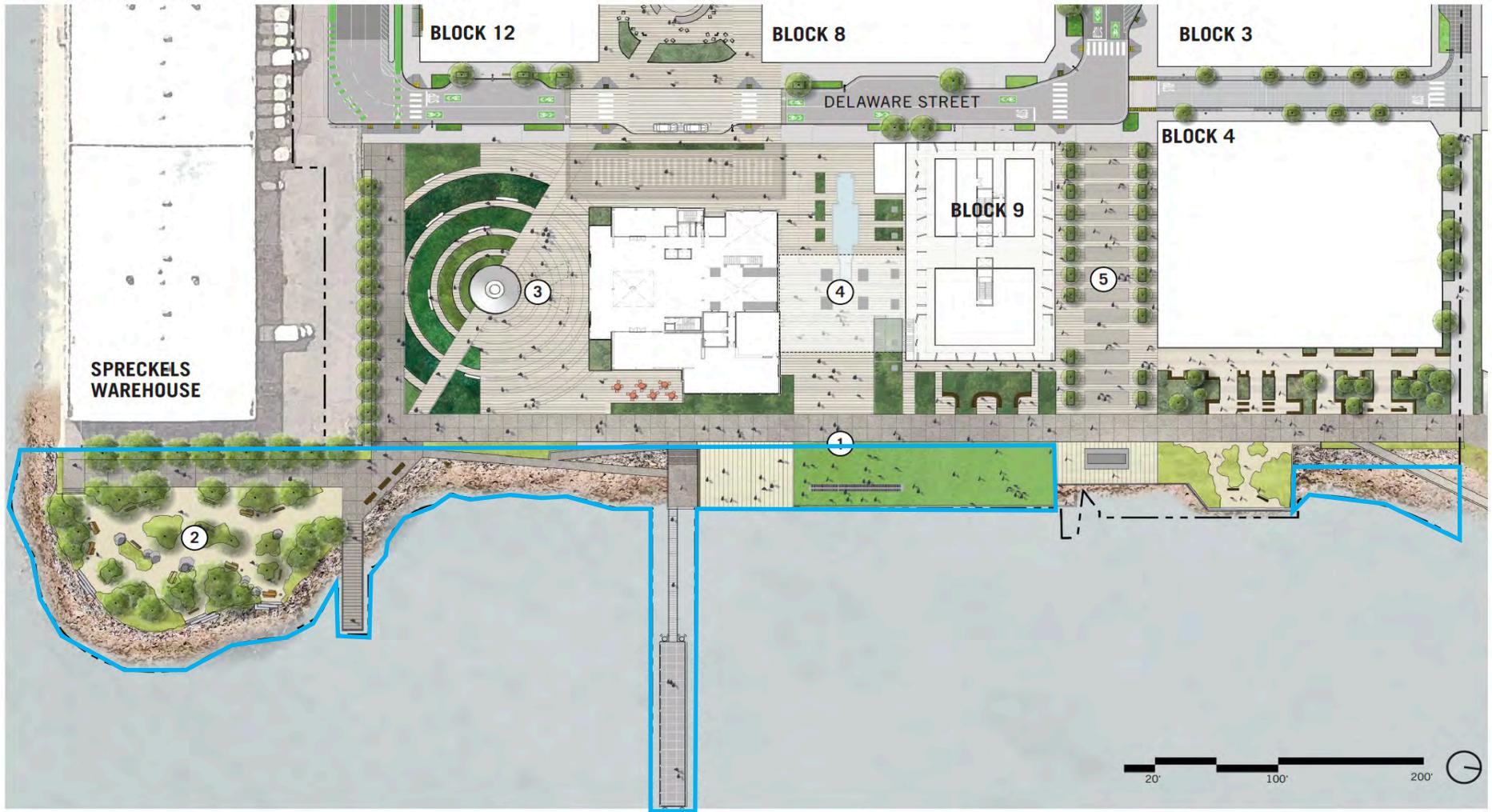
**TABLE B (CONTINUED)  
IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL**

Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.F Noise and Vibration (cont.)</b>				
<p>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.</p>				
<b>EIR Section 4.H Wind and Shadow</b>				
<p><b>Improvement Measure I-WS-1: Wind Reduction Features for Block 1</b></p> <p>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.</p>	<p>Project sponsor, architect and qualified wind consultant</p>	<p>Prior to Design Approval for Block 1</p>	<p>Planning Department, Department of Building Inspection, or ERO</p>	<p>Considered complete upon issuance of Block 1 Design Approval</p>

# Exhibit S - Scope of Development

OPEN SPACE

Figure 4.16.1 Waterfront Open Spaces: Concept Plan Overview

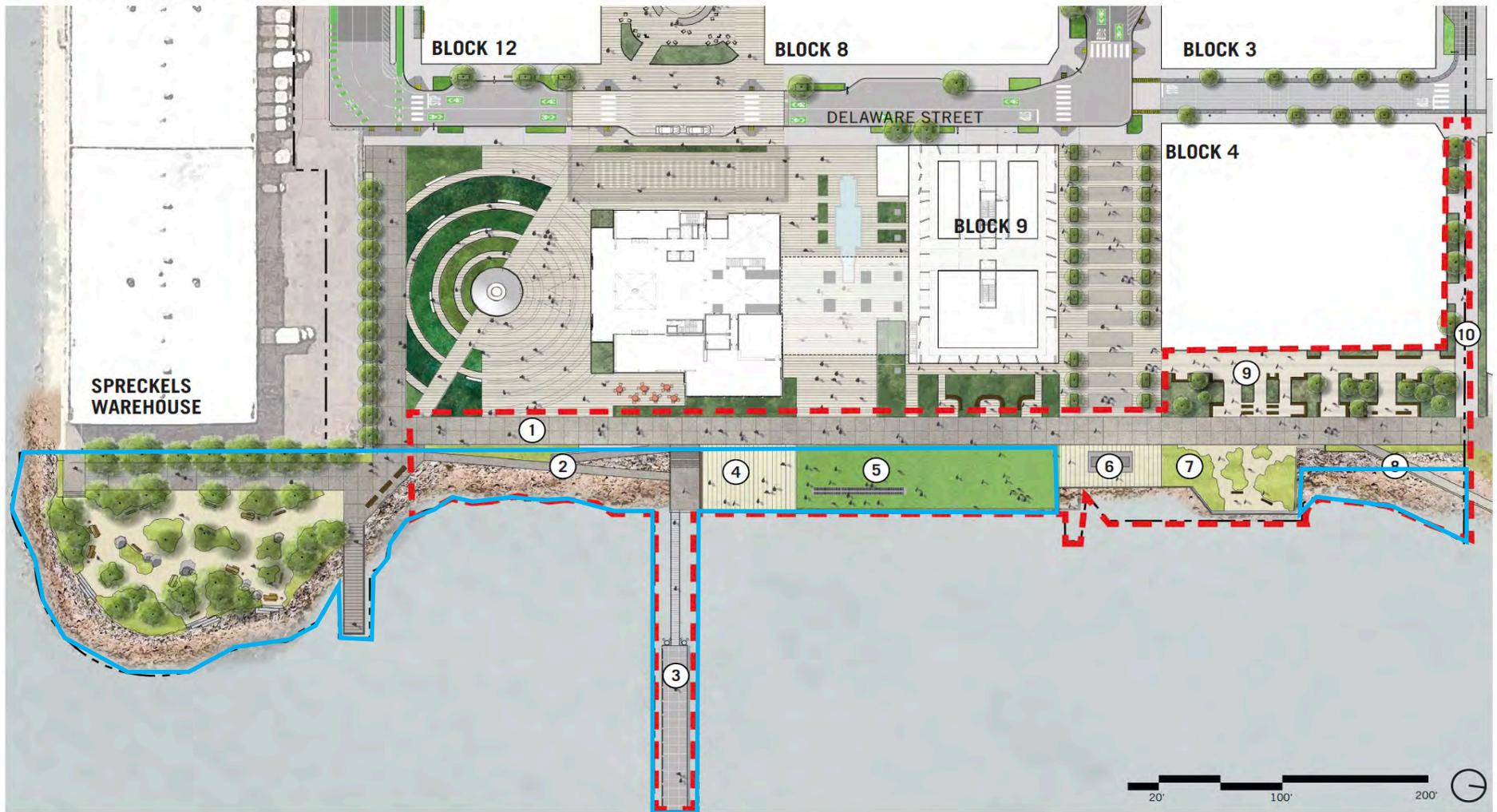


## WATERFRONT OPEN SPACES

Concept Plan Overview

- ① Waterfront Park: Section 4.19
  - ② The Point: Section 4.20
  - ③ Stack Plaza: Section 4.21
  - ④ Block 9 Open Spaces 4.22-423
  - ⑤ Humboldt Street Plaza: Section 4.24
- Premises

Figure 4.19.1 Waterfront Park Enlargement Concept Plan



**WATERFRONT PARK**

Concept Plan

- |                                  |   |                              |
|----------------------------------|---|------------------------------|
| ① Blue Greenway                  | ⑤ Multi-Purpose Lawn                            | ⑨ Outdoor Food Service Area  |
| ② Recreational Dock Access Path  | ⑥ Bay Overlook Terrace at Humboldt Street Plaza | ⑩ Craig Lane Paseo           |
| ③ Potential Recreational Dock    | ⑦ Bay Shore Planting                            | --- Waterfront Park Boundary |
| ④ Bay Overlook Terrace at Unit 3 | ⑧ Path to Pier 70 Shoreline Path                | — Premises                   |

Figure 4.20.1 The Point: Enlargement Concept Plan



**THE POINT**

Conceptual Informal Open Space for Picnicking and Nature Discovery

- ① Picnic Area
  - ② Discovery Natural Area and Informal Play
  - ③ Bay Shore Planting Area
- ④ Blue Greenway Extension
  - ⑤ Potential Bay Overlook at 23rd Street
  - ⑥ Blue Greenway
- ⑦ Seating

EVA Access  
  
 Premises



# MITIGATION MONITORING AND REPORTING PROGRAM

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## Section 1: Contents of MMRP

This Mitigation Monitoring and Reporting Program (MMRP) for the Potrero Power Station Mixed Use Development project consists of two separate tables:

- **Table A**, Mitigation Measures Adopted as Conditions of Approval for the Proposed Project and Project Variant, and
- **Table B**, Improvement Measures Adopted as Conditions of Approval for the Proposed Project and Project Variant.

The tables provide the following information: the environmental issue areas for which mitigation or improvement measures are identified; the required measure(s); the timeframe for implementing, monitoring, and reporting on the measure(s); the responsible implementing, monitoring and reporting parties; and the actions needed to verify compliance/completion of the measure(s).

The Final EIR<sup>1</sup> for this project describes and analyzes two variations of the project at an equal level of detail— referred to as the “proposed project” and the “project variant.” Therefore, Tables A and B serve as the MMRP for both the proposed project and project variant. Unless otherwise noted, all mitigation and improvement measures in Tables A and B apply to both the proposed project and project variant. In four measures in Table A only, the table distinguishes between measures that would be unique to the proposed project and project variant with distinct sub-titles.

## Section 2: Implementation and Enforcement of Measures

This MMRP includes all mitigation measures identified in the Final EIR that would lessen the severity of significant adverse impacts and are required to be implemented as conditions of project approval. In addition, this MMRP includes improvement measures, which were identified in the Final EIR as feasible measures that would lessen the severity of less-than-significant impacts, and the project sponsor has agreed to implement all improvement measures as conditions of project approval.

The MMRP tables identify the mitigation schedule and the parties responsible for implementing, monitoring and reporting on the implementation of the measures, as listed in Tables A and B. As the CEQA lead agency for the project, the City of San Francisco is principally responsible for MMRP monitoring and enforcement. In addition, as provided in CEQA Guidelines section 15097(a), the City may delegate MMRP monitoring responsibilities to other public agencies;

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<sup>1</sup> City and County of San Francisco, *Potrero Power Station Mixed-Use Development Project Final EIR*, San Francisco Planning Department Case No. 2017-011878ENV, State Clearinghouse No. 2017112005, December 11, 2019.

either working with other local governments through their permitting or regulatory authorities, or through memoranda of understanding that the City enters into with other entities. Accordingly, the MMRP identifies specific departments within the City, including the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Public Utilities Commission (SFPUC), the San Francisco Department of Building Inspection, the San Francisco Public Works, the San Francisco Planning Department, the San Francisco Entertainment Commission, or other public agencies such as the San Francisco Bay Regional Water Quality Control Board, and the Bay Area Air Quality Management District (BAAQMD) where such delegation is known or anticipated.

If any mitigation and improvement measures are not implemented as required, the City may, in conjunction with other entities listed above, pursue corrective actions including, but not limited to, the following: (1) a written notification and request for compliance; (2) withholding of permits; (3) administrative fines; (4) a stop-work order; (5) criminal prosecution and/or administrative fines; (6) forfeiture of security bonds or other guarantees; and (7) revocation of permits or other entitlements.

### **Section 3: Changes to Mitigation Measures**

Any substantive change in the MMRP made by City staff shall be reported in writing to the Environmental Review Officer (ERO). City staff may modify or substitute mitigation measures subject to one of the following findings, documented by substantial evidence:

- a. The mitigation measure included in the Final EIR and the MMRP is no longer required because the significant environmental impact identified in the Final EIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in conditions of the environment, or other factors.

OR

- b. The modified or substitute mitigation measure either provides corrections to text without any substantive change in the intention or meaning of the original mitigation measure, or provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the Final EIR and the MMRP; and

The modified or substitute mitigation measures do not have significant adverse effects on the environment in addition to or greater than those which were considered by the relevant agencies in their decisions on the Final EIR and the proposed project or project variant; and

The modified or substitute mitigation measures are feasible, and the City, through measures included in the MMRP or other City procedures, can ensure their implementation.

Documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with the MMRP and shall be made available to the public upon request.

## List of Abbreviations

ADRP	Archeological Data Recovery Program
AMP	Archeological Monitoring Program
ATP	Archeological Testing Program
BAAQMD	Bay Area Air Quality Management District
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
D for D	Design for Development
dBA	A-weighted decibel
ERO	Environmental Review Officer
HABS	Historic American Building Survey
HAER	Historic American Engineering Record
MMRP	Mitigation Monitoring and Reporting Program
MOU	Memorandum of Understanding
NA	Not Applicable
NAHC	Native American Heritage Commission
NO <sub>x</sub>	oxides of nitrogen
PDR	Production, Distribution and Repair
PPV	peak particle velocity
R&D	Research and Development
RMS	root mean square
ROG	reactive organic gases
SEL	sound exposure level
SFMTA	San Francisco Municipal Transportation Agency
SF Public Works	San Francisco Department of Public Works
SUD	Special Use District
TACs	toxic air contaminants
TDM	Transportation Demand Management
U.S. EPA	United States Environmental Protection Agency
µg/m <sup>3</sup>	microgram per cubic meter
VOC	volatile organic compounds

**TABLE A  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources</b>				
<p><b>Mitigation Measure M-CR-5a: Documentation</b></p> <p>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.</p> <p>The documentation shall be scoped and approved by Planning Department Preservation staff and will include the following:</p> <ul style="list-style-type: none"> <li>• <i>Measured Drawings:</i> 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;</li> </ul> <p><i>HABS-Level Photography:</i> 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 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</p> <ul style="list-style-type: none"> <li>• <i>HABS Historical Report:</i> A written historical narrative and report, per HABS Historical Report Guidelines.</li> <li>• <i>Print-On-Demand Book:</i> 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.</li> </ul> <p>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</p>	<p>Project sponsor and qualified historic preservation professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the <i>Secretary of the Interior’s Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61)</p>	<p>Prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection in connection with Station A, the Compressor House, the Meter House, the Gate House, the Boiler Stack, and Unit 3</p>	<p>Planning Department Preservation Technical Specialist to review and approve HABS/HAER documentation</p>	<p>Considered complete upon submittal of final HABS/HAER documentation to the Preservation Technical Specialist and determination from the Preservation Technical Specialist that documentation is complete</p>

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources (cont.)</b>				
<p>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.</p>				
<p><b>Mitigation Measure M-CR-5b: Video Recordation</b></p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Project sponsor, professional videographer, and qualified narrator who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61)</p>	<p>Prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection in connection with Station A, the Compressor House, the Meter House, the Gate House, the Boiler Stack, and Unit 3, or other contributor to a historic district</p>	<p>Planning Department Preservation Technical Specialist</p>	<p>Considered complete upon submittal of final video documentation to the Preservation Technical Specialist and determination from the Preservation Technical Specialist that documentation is complete</p>
<p><b>Mitigation Measure M-CR-5c: Public Interpretation and Salvage</b></p> <p>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</p>	<p>Project sponsor, qualified architectural historian or historian who meets the <i>Secretary of the Interior's Professional Qualification Standards</i>, and an exhibit designer or landscape architect with historical interpretation design experience.</p>	<p>Adequacy of collection confirmed by the Planning Department Preservation Technical Specialist prior to demolition or rehabilitation activities. Interpretative display to be installed prior to the issuance of a Certificate of Occupancy</p>	<p>Planning Department Preservation Technical Specialist to review and approve salvaged material and interpretive display</p>	<p>Considered complete upon installation of display</p>

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources (cont.)</b>				
<p>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.</p>				
<p><b>Mitigation Measure M-CR-5d: Rehabilitation of the Boiler Stack</b>                      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.</p>	<p>Project sponsor and qualified architectural historian who meets the <i>Secretary of Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations Part 61</p>	<p>Prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection in connection with the Boiler Stack</p>	<p>Planning Department Preservation Technical Specialist to review and approve design</p>	<p>Considered complete upon design approval from the Preservation Technical Specialist</p>
<p><b>Mitigation Measure M-CR-5e: (Dependent on approval of Proposed Project OR Project Variant)</b>  <b>Proposed Project:</b>  <b>Mitigation Measure M-CR-5e: Historic Preservation Plan and Review Process for Alteration of the Boiler Stack</b>                      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 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</p>	<p>Project sponsor and a qualified architectural historian who meets the <i>Secretary of Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations Part 61</p>	<p>Construction specifications to be developed prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection in connection with the Boiler Stack</p>	<p>Planning Department Preservation Technical Specialist to review and approve preservation and protection plan, specifications, monitoring schedule, and other supporting documents</p>	<p>Considered complete upon acceptance by Planning Department of construction specifications to avoid damage to the Boiler Stack</p>

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources (cont.)</b>				
<p>retained character-defining features during construction of the project, such as avoiding construction equipment inadvertently coming in contact with the Boiler Stack, to minimize construction-related damage to 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 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 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.</p>				
<p><b>Project Variant:</b> <b>Mitigation Measure M-CR-5e (Variant): Historic Preservation Plan and Review Process for Alteration of Station A and the Boiler Stack</b></p> <p>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.</p>	<p>Project sponsor and a qualified architectural historian who meets the <i>Secretary of Interior’s Professional Qualification Standards</i> (36 Code of Federal Regulations Part 61</p>	<p>Construction specifications to be developed prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection in connection with Station A and the Boiler Stack</p>	<p>Planning Department Preservation Technical Specialist to review and approve preservation and protection plan, specifications, monitoring schedule, and other supporting documents</p>	<p>Considered complete upon acceptance by Planning Department of construction specifications to avoid damage to Station A and the Boiler Stack</p>

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources (cont.)</b>				
<p><b>Mitigation Measure M-CR-6: Design Controls for New Construction</b></p> <p>The Special Use District (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).</p> <p>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 buildings fronting the Boiler Stack (see block and frontage-specific design controls below and <b>Figure M-CR-6, Site Frontages Subject to Design Controls</b>). 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.</p>  <p align="center"><b>Figure M-CR-6</b>  Site Frontages Subject to Design Controls</p> <p>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.</p>	<p>Project sponsor and a qualified architectural historian</p>	<p>Review of new construction plans prior to the issuance of building permits</p>	<p>Planning Department and Planning Department staff and Preservation Technical Specialist to review and approve design</p>	<p>Considered complete upon design approval from the Planning Department Preservation staff</p>

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources (cont.)</b>				
<p><b>Review Process</b></p> <p>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.</p> <p>The D for D shall contain the following Third Street Industrial District Frontage Design Controls:</p> <ul style="list-style-type: none"> <li>• <i>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.</i></li> <li>• <i>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.</i></li> <li>• <i>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.</i></li> </ul> <p>The character, design and materials used for such awnings shall be industrial in character and design, suggestions are the following:</p> <ul style="list-style-type: none"> <li>– 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].</li> <li>– Materials used for canopies and awnings should be utilitarian. Suggested materials include wood, standing seam or louvered metal panels, and corrugated metal.</li> </ul> <ul style="list-style-type: none"> <li>• <i>Openings along 23<sup>rd</sup> and Illinois street frontages.</i> 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.</li> <li>• <i>Special Corners on Block 12.</i> 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:</li> </ul>				

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources (cont.)</b>				
<ul style="list-style-type: none"> <li>– 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.</li> <li>• <i>Special Corners Block 9 without Unit 3.</i> 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:             <ul style="list-style-type: none"> <li>– 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.</li> </ul> </li> <li>• <i>Block 9 without Unit 3.</i> 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.</li> <li>• <i>Architectural Features on Blocks 10, 11, 12, and 13.</i> 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.</li> <li>• <i>Third Street District Fenestration.</i> 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.</li> </ul>				

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources (cont.)</b>				
<p>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.</p> <ul style="list-style-type: none"> <li>• <i>Third Street District Building Rooftops.</i> 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.</li> </ul> <p><b>The D for D shall contain the following Site Wide Design Controls:</b></p> <ul style="list-style-type: none"> <li>• <i>Recommended Materials.</i> 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.</li> <li>• <i>Depth of Façade.</i> 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.</li> </ul> <p>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.</p> <ul style="list-style-type: none"> <li>• <i>Quality and Durability.</i> 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.</li> </ul> <p><b>The D for D shall contain the following Street and Open Spaces Design Controls:</b></p> <ul style="list-style-type: none"> <li>• <i>Stack Plaza.</i> 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.</li> </ul>				

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.D Historic Architectural Resources (cont.)</b>				
<p>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.</p> <ul style="list-style-type: none"> <li>• <i>23rd Street Streetscape.</i> 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:                             <ul style="list-style-type: none"> <li>– 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.</li> <li>– 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.</li> <li>– 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.</li> <li>– Public art installations, such as murals, are encouraged.</li> </ul> </li> <li>• <i>Transit Bus Shelter.</i> 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.</li> </ul> <p><i>23rd Street and Illinois Paving.</i> 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.</p> <ul style="list-style-type: none"> <li>• <i>23rd Street Transit Island Paving.</i> 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.</li> <li>• <i>Signage.</i> 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.</li> </ul>				

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

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<b>EIR Section 4.E Transportation and Circulation</b>																											
<p><b>Mitigation Measure M-TR-5:</b> <i>(Dependent on approval of Proposed Project OR Project Variant)</i></p> <p><b>Proposed Project:</b></p> <p><b>Mitigation Measure M-TR-5: Implement Measures to Reduce Transit Delay</b></p> <p><b>Performance Standard.</b> 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.</p> <table border="1" data-bbox="163 675 942 1045"> <thead> <tr> <th rowspan="2">Project Development Phase</th> <th colspan="2">Maximum P.M. Peak Hour Vehicle Trips</th> </tr> <tr> <th>Phase Total</th> <th>Running Total</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>380</td> <td>380</td> </tr> <tr> <td>Phase 2</td> <td>400</td> <td>780</td> </tr> <tr> <td>Phase 3</td> <td>270</td> <td>1,050</td> </tr> <tr> <td>Phase 4</td> <td>640</td> <td>1,690</td> </tr> <tr> <td>Phase 5</td> <td>300</td> <td>1,990</td> </tr> <tr> <td>Phase 6</td> <td>270</td> <td>2,260</td> </tr> </tbody> </table> <p><b>Monitoring and Reporting.</b> 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 ERO in consultation with the SFMTA).</p>	Project Development Phase	Maximum P.M. Peak Hour Vehicle Trips		Phase Total	Running Total	Phase 1	380	380	Phase 2	400	780	Phase 3	270	1,050	Phase 4	640	1,690	Phase 5	300	1,990	Phase 6	270	2,260	<p>Project sponsor, a qualified transportation consultant approved by the SFMTA</p>	<p>Within one year of issuance of the project's first certificate of occupancy: the first monitoring of 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.</p> <p>Ongoing: 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 ERO in consultation with the SFMTA).</p>	<p>Planning Department staff and SFMTA</p>	<p>Considered complete when 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.</p>
Project Development Phase		Maximum P.M. Peak Hour Vehicle Trips																									
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Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.E Transportation and Circulation (cont.)</b>				
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>				

**TABLE A (CONTINUED)  
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<p><b>Project Variant:</b></p> <p><b>Mitigation Measure M-TR-5 (Variant): Implement Measures to Reduce Transit Delay</b></p> <p><b>Performance Standard.</b> 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.</p> <table border="1" data-bbox="134 641 972 1049"> <thead> <tr> <th rowspan="3">Project Development Phase</th> <th colspan="4">Maximum P.M. Peak Hour Vehicle Trips</th> </tr> <tr> <th colspan="2">Project Variant</th> <th colspan="2">No PG&amp;E Subarea Scenario</th> </tr> <tr> <th>Phase Total</th> <th>Running Total</th> <th>Phase Total</th> <th>Running Total</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>370</td> <td>370</td> <td>370</td> <td>370</td> </tr> <tr> <td>Phase 2</td> <td>440</td> <td>810</td> <td>440</td> <td>810</td> </tr> <tr> <td>Phase 3</td> <td>250</td> <td>1,060</td> <td>250</td> <td>1,060</td> </tr> <tr> <td>Phase 4</td> <td>630</td> <td>1,690</td> <td>670</td> <td>1,730</td> </tr> <tr> <td>Phase 5</td> <td>240</td> <td>1,930</td> <td>240</td> <td>1,970</td> </tr> <tr> <td>Phase 6</td> <td>280</td> <td>2,210</td> <td>NA</td> <td>NA</td> </tr> </tbody> </table> <p><b>Monitoring and Reporting.</b> 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 ERO in consultation with the SFMTA).</p>	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	<p>Project sponsor, a qualified transportation consultant approved by the SFMTA</p>	<p>Within one year of issuance of the project's first certificate of occupancy: the first monitoring of 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.</p> <p>Ongoing: 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 ERO in consultation with the SFMTA).</p>	<p>Planning Department staff and SFMTA</p>	<p>Considered complete when 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.</p>
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**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.E Transportation and Circulation (cont.)</b>				
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>				

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.E Transportation and Circulation (cont.)</b>				
<p><b>Mitigation Measure M-TR-7: Improve Pedestrian Facilities at the Intersection of Illinois Street/22nd Street</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• Install a traffic signal, including pedestrian countdown signal heads at the intersection of Illinois Street/22nd Street.</li> <li>• Stripe marked crosswalks in the continental design.</li> <li>• Construct/reconstruct ADA compliant curb ramps at the four corners, as necessary.</li> </ul> <p>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.</p>	Project sponsor and SFMTA	Ongoing during project construction	ERO or other Planning Department staff along with SFMTA	Considered complete when intersection improvement is complete
<b>EIR Section 4.F Noise and Vibration</b>				
<p><b>Mitigation Measure M-NO-1: Construction Noise Control Measures</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• 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).</li> <li>• 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.</li> <li>• 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.</li> </ul>	Project sponsor and construction contractor	During the construction period for all measures, and prior to the issuance of each building permit for submittal of a plan to track and respond to complaints pertaining to construction noise	Planning Department, Department of Building Inspection (as requested and/or on complaint basis), Police Department (on complaint basis).	Considered complete at the completion of project construction

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.F Noise and Vibration (cont.)</b>				
<p>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.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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: <ul style="list-style-type: none"> <li>– Implement “quiet” pile-driving technology such as pre-drilling piles where feasible to reduce construction-related noise and vibration.</li> <li>– Use pile-driving equipment with state-of-the-art noise shielding and muffling devices.</li> <li>– Use pre-drilled or sonic or vibratory drivers, rather than impact drivers, wherever feasible (including slipways) and where vibration-induced liquefaction would not occur.</li> <li>– Schedule pile-driving activity for times of the day that minimize disturbance to residents as well as commercial uses located onsite and nearby.</li> <li>– Erect temporary plywood or similar solid noise barriers along the boundaries of each project block as necessary to shield affected sensitive receptors.</li> <li>– Implement other equivalent technologies that emerge over time.</li> <li>– 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.</li> </ul> </li> </ul>				

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.F Noise and Vibration (cont.)</b>				
<ul style="list-style-type: none"> <li>- 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.</li> </ul>				
<p><b>Mitigation Measure M-NO-4a: Construction Vibration Monitoring</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• The qualified historic and acoustical/structural consultant shall submit monitoring reports to San Francisco Planning documenting vibration levels and findings from regular inspections.</li> <li>• 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</li> </ul>	Project sponsor, structural engineer, and preservation architect	<p>Pre-Construction Assessment and Vibration Management and Monitoring Plan to be completed prior to issuance of site permit, demolition permit, or any other construction permit from the Department of Building Inspection in connection with the Boiler Stack, the American Industrial Center South building, and the Western Sugar Warehouses.</p> <p>Monitoring to occur during the period of major structural project construction activity, including demolition and excavation. If monitoring detects vibration levels in excess of the standard, sponsor to notify the Planning Department within 5 working days.</p> <p>Monitoring reports to be submitted at a frequency established in the monitoring plan.</p>	Planning Department Preservation Technical Specialist shall review and approve the Vibration Management and Monitoring Plan and periodic monitoring reports	Considered complete upon submittal to Planning Department of report on the Vibration Management and Monitoring Plan and effects, if any, on adjacent historical resources, after all major structural project construction activity, including demolition and excavation

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.F Noise and Vibration (cont.)</b>				
<p>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.</p>				
<p><b>Mitigation Measure M-NO-4b: Vibration Control Measures During Controlled Blasting and Pile Driving</b></p> <p>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.</p>	Project sponsor and construction contractor	During pile driving and related construction activities	Planning Department, Department of Building Inspection	Considered complete at the completion of project construction
<p><b>Mitigation Measure M-NO-4c: Vibration Control Measures During Use of Vibratory Equipment</b></p> <p>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.</p>	Project sponsor, geotechnical engineer, and construction contractor	Plan submitted to ERO prior to use of vibratory equipment	ERO, Planning Department, and Department of Building Inspection	Considered complete at the completion of project construction
<p><b>Mitigation Measure M-NO-5: Stationary Equipment Noise Controls</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>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);</li> </ul>	Project sponsor and qualified acoustical engineer or consultant	Prior to approval of a building permit	ERO, Planning Department, and Department of Building Inspection	Considered complete at the completion of project construction

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.F Noise and Vibration (cont.)</b>				
<ul style="list-style-type: none"> <li>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.</li> </ul> <p>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.</p> <p>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.</p>				
<p><b>Mitigation Measure M-NO-8: (Dependent on approval of Proposed Project OR Project Variant)</b></p> <p><b>Proposed Project:</b></p> <p><b>Mitigation Measure M-NO-8: Design of Future Noise-Sensitive Uses</b></p> <p>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 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.</p>	Project sponsor and qualified acoustical consultant	Prior to issuance of a building permit for vertical construction of a residential building or a building with childcare or hotel uses	San Francisco Department of Building Inspection	Considered complete upon approval of final project design for buildings
<p><b>Project Variant:</b></p> <p><b>Mitigation Measure M-NO-8 (Variant): Design of Future Noise-Sensitive Uses</b></p> <p>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</p>	Project sponsor and qualified acoustical consultant	Prior to issuance of a building permit for vertical construction of a residential building or a building with childcare or hotel uses	San Francisco Department of Building Inspection	Considered complete upon approval of final project design for buildings

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.F Noise and Vibration (cont.)</b>				
<p>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.</p>				
<b>EIR Section 4.G Air Quality</b>				
<p><b>Mitigation Measure M-AQ-2a: Construction Emissions Minimization</b> The project sponsor or the project sponsor's contractor shall comply with the following:</p> <p><b>A. Engine Requirements.</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>3. Since grid power will be available, portable diesel engines shall be prohibited.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol>	<p>Project sponsor and construction contractor(s)</p>	<p>Prior to issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection, with ongoing compliance with the Construction Emissions Minimization Plan throughout the construction period</p>	<p>ERO to review and approve Construction Emissions Minimization Plan; project sponsor and construction contractor to comply with, and document compliance with, Construction Emissions Minimization Plan as required by the ERO</p>	<p>Construction Emissions Minimization Plan considered complete upon ERO review and acceptance of Plan; measure considered complete upon completion of project construction and submittal to ERO of required documentation</p>

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.G Air Quality (cont.)</b>				
<p><b>B. Waivers.</b></p> <p>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 the ERO grants the waiver, the contractor must use the next cleanest piece of off-road equipment, according to the table below.</p> <p>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/m<sup>3</sup> or 100 excess cancer risks for any onsite or offsite receptor.</p> <p>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.</p> <p><b>C. Construction Emissions Minimization Plan.</b> 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.</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ol>				

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.G Air Quality (cont.)</b>				
<p><b>D. <i>Monitoring.</i></b> 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.</p>	Project sponsor and construction contractor (s)	Quarterly, after start of construction activities, and within six months of completion of construction activity	Project sponsor/ contractor(s) and the ERO	Considered complete upon acceptance of the final report by the ERO
<p><b>Mitigation Measure M-AQ-2b: Diesel Backup Generator Specifications</b></p> <p>To reduce NOx associated with operation of the proposed project, the project sponsor shall implement the following measures.</p> <p>A. All new diesel backup generators shall:</p> <ol style="list-style-type: none"> <li>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</li> <li>2. Be fueled with renewable diesel, if commercially available<sup>2</sup>, which has been demonstrated to reduce NOx emissions by approximately 10 percent.</li> </ol> <p>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.</p> <p>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.</p>	Project sponsor, and each facility operator where a generator is located	Ongoing by the project sponsor, and each facility operator where a generator is located	San Francisco Planning Department ERO and BAQQMD	Ongoing for the life of each generator
<p><b>Mitigation Measure M-AQ-2c: Promote Use of Green Consumer Products</b></p> <p>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</p>	Project sponsor	Prior to certificate of final occupancy and every five years thereafter	San Francisco Department of Environment	Ongoing

<sup>2</sup> Neste MY renewable Diesel is available in the Bay Area through Western States Oil.

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.G Air Quality (cont.)</b>				
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.				
<p><b>Mitigation Measure M-AQ-2d: Electrification of Loading Docks</b></p> <p>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.</p>	Project sponsor and construction contractor	Prior to approval of a building permit	Department of Building Inspection	Considered complete at the completion of project construction
<p><b>Mitigation Measure M-AQ-2e: Additional Mobile Source Control Measures</b></p> <p>The following Mobile Source Control Measures from the Bay Area Air Quality Management District's 2010 Clean Air Plan shall be implemented:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>	Project sponsor	<p>Prior to approval of a building permit, or approval of design of district parking garage, whichever is first</p> <p>Ongoing during operation of car share programs</p>	Department of Building Inspection for approval of district parking garage	<p>Considered complete at the completion of district parking garage construction</p> <p>Ongoing during operations of car share programs</p>
<p><b>Mitigation Measure M-AQ-2f: (Dependent on approval of Proposed Project OR Project Variant)</b></p> <p><b>Proposed Project:</b></p> <p><b>Mitigation Measure M-AQ-2f: Offset Construction and Operational Emissions</b></p> <p>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:</p> <p>(1) <b>Directly fund or implement a specific offset project within San Francisco</b> to achieve equivalent to a one-time reduction of 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 shall notify the ERO within six (6) months of completion of the offset project for verification; or</p>	Project Sponsor	Upon completion of construction, and prior to issuance of certificate of occupancy; (within six months of completion of the offset project for verification)	ERO	Complete upon acceptance of fee by BAAQMD

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.G Air Quality (cont.)</b>				
<p>(2) <b>Pay mitigation offset</b> 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 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.</p> <p>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 through M-AQ-2e and M-TR-5.</p> <p>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.</p> <p>(3) <b>Additional mitigation offset fee.</b> 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.</p>				

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.G Air Quality (cont.)</b>				
<p>Documentation of mitigation offset payments, as applicable, shall be provided to the planning department.</p> <p>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.</p>				
<p><b>Project Variant:</b></p> <p><b>Mitigation Measure M-AQ-2f (Variant): Offset Construction and Operational Emissions</b></p> <p>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:</p> <p>(1) <b>Directly fund or implement a specific offset project within San Francisco</b> 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</p>	Project Sponsor	Upon completion of construction, and prior to issuance of certificate of occupancy; (within six months of completion of the offset project for verification)	ERO	Complete upon acceptance of fee by BAAQMD

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.G Air Quality (cont.)</b>				
<p>(2) <b>Pay mitigation offset</b> 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.</p> <p>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 through M-AQ-2e and M-TR-5.</p> <p>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.</p> <p>(3) <b>Additional mitigation offset fee.</b> 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.</p> <p>Documentation of mitigation offset payments, as applicable, shall be provided to the planning department.</p>				

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.G Air Quality (cont.)</b>				
<p>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.</p>				
<p><b>Mitigation Measure AQ-4: Siting of Uses that Emit Toxic Air Contaminants</b></p> <p>For new development including R&amp;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.</p>	Project sponsor	Prior to issuance of the certificate of occupancy for new development would be expected to generate TACs, (such as R&D uses and PDR uses)	BAAQMD and San Francisco Planning Department	Considered complete at the completion of project construction
<p><b>Mitigation Measure AQ-5: Include Spare the Air Telecommuting Information in Transportation Welcome Packets</b></p> <p>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.</p>	Project sponsor	Prior to and during occupancy of commercial uses	ERO	Ongoing

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.H Wind and Shadow</b>				
<p><b>Mitigation Measure M-WS-2: Identification and Mitigation of Interim Hazardous Wind Impacts</b></p> <p>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.</p> <p>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 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.</p> <p>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.</p>	<p>Project sponsor, or building developer, and qualified wind consultant</p>	<p>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. San Francisco Planning Department and ERO to review and approve scope of work prior to any wind impact analysis or wind tunnel testing</p>	<p>San Francisco Planning Department and ERO</p>	<p>Considered complete at the completion of project construction</p>

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.I Biological Resources</b>				
<p><b>Mitigation Measure M-BI-1: Nesting Bird Protection Measures</b></p> <p>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:</p> <ol style="list-style-type: none"> <li>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).</li> <li>2. For construction activities that occur during the bird nesting season, a qualified wildlife biologist<sup>3</sup> 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.</li> <li>3. If active nests protected by federal or state law<sup>4</sup> 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: <ol style="list-style-type: none"> <li>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).</li> <li>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.</li> </ol> <p>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.</p> </li> </ol>	Project sponsor, construction contractors, and qualified biologist	Not more than 14 days prior to vegetation removal and grading activities that occur between January 15 and August 15	ERO	Complete upon completion of preconstruction nesting bird surveys or completion of vegetation removal and grading activities outside of the bird breeding season

<sup>3</sup> 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.

<sup>4</sup> 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 A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.I Biological Resources (cont.)</b>				
<p>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.</p> <p>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.</p> <p>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.</p>				
<p><b>Mitigation Measure M-BI-3: Avoidance and Minimization Measures for Bats</b></p> <p>A qualified biologist<sup>5</sup> 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.).</p> <p>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:</p> <ol style="list-style-type: none"> <li>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 <i>torpor</i>.<sup>6</sup></li> <li>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.</li> </ol>	<p>Project sponsor, contractors, and qualified biologist</p>	<p>Not more than 14 days prior to building demolition or rehabilitation</p>	<p>ERO</p>	<p>Complete upon completion of preconstruction roosting bat surveys or completion of building demolition or rehabilitation</p>

<sup>5</sup> 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.

<sup>6</sup> Torpor refers to a state of decreased physiological activity with reduced body temperature and metabolic rate.

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.I Biological Resources (cont.)</b>				
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>				
<p><b>Mitigation Measure M-BI-4: Fish and Marine Mammal Protection during Pile Driving</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	Project sponsor and construction contractors, and qualified acoustical engineer with experience in fish and marine mammal noise protection	Prior to the start of any in-water construction that would require pile driving, during the work window between June 1 and November 30	Planning Department and National Marine Fisheries Service	Complete upon completion of in-water construction that requires pile driving

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>EIR Section 4.I Biological Resources (cont.)</b>				
<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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:             <ul style="list-style-type: none"> <li>– The safety zones established in the sound monitoring plan for the protection of marine mammals are maintained.</li> <li>– 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.</li> </ul> </li> </ul> <p>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.</p>				
<p><b>Mitigation Measure M-BI-7: Compensation for Fill of Jurisdictional Waters</b></p> <p>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.</p> <p>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).</p>	Project sponsor	Prior to project construction and during the permitting process	ERO and regulatory agencies with authority over the bay during the permitting process	Considered complete when bay related fill permits are issued and compensatory mitigation accepted by regulatory agencies

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>Initial Study E.3 Cultural Resources</b>				
<p><b>Mitigation Measure M-CR-1: Archeological Testing</b></p> <p>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).</p>	Project sponsor and Planning Department archeologist or a qualified archeological consultant from the Planning Department pool (archeological consultant)	Archeological consultant shall be retained prior to issuance of site permit from the Department of Building Inspection	Project sponsor to retain a qualified archeological consultant who shall report to the ERO.  Qualified archeological consultant will scope archeological testing program with ERO and Planning Department staff archeologist	Considered complete when archeological consultant has approved scope from the ERO for the archeological testing program
<p><b>Consultation with Descendant Communities:</b> On discovery of an <i>archeological site</i><sup>7</sup> associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an <i>appropriate representative</i><sup>8</sup> 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.</p>	Project sponsor and/or archeological consultant	Throughout the duration of ground-disturbing activities	Project sponsor and/or archeological consultant to submit record of consultation as part of Final Archeological Resources Report, if applicable	Considered complete upon submittal to ERO of Final Archeological Resources Report, if applicable

<sup>7</sup> The term archeological site is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

<sup>8</sup> 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 A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>Initial Study E.3 Cultural Resources (cont.)</b>				
<p><b>Archeological Testing Program.</b> 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.</p>	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to any soils-disturbing activities on the project site.	Consultant Archeologist shall prepare and submit draft ATP to the ERO. ATP to be submitted and reviewed by the ERO prior to any soils disturbing activities on the project site.	Date ATP submitted to the ERO: _____  Date ATP approved by the ERO: _____  Date of initial soils disturbing activities: _____
<p>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:</p> <p>A. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>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.</p>	Project sponsor/ archeological consultant at the direction of the ERO.	After completion of the Archeological Testing Program.	Archeological consultant shall submit report of the findings of the ATP to the ERO.	Date archeological findings report submitted to the ERO: _____  ERO determination of significant archeological resource present? Y N  Would resource be adversely affected? Y N  Additional mitigation to be undertaken by project sponsor? Y N
<p><b>Archeological Monitoring Program.</b> 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:</p> <ul style="list-style-type: none"> <li>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;</li> </ul>	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s), at the direction of the ERO.	ERO and archeological consultant shall meet prior to commencement of soils-disturbing activity. If the ERO determines that an Archeological Monitoring Program is necessary, monitor throughout all soils-disturbing activities.	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s) shall implement the AMP, if required by the ERO.	AMP required? Y N  Date: _____  Date AMP submitted to the ERO: _____  Date AMP approved by the ERO: _____

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>Initial Study E.3 Cultural Resources (cont.)</b>				
<ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;</li> <li>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.</li> </ul> <p>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.</p>				<p>Date AMP implementation complete: _____</p> <p>Date written report regarding findings of the AMP received: _____</p>
<p><b>Archeological Data Recovery Program.</b> 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.</p>	<p>Archeological consultant, as directed by the ERO</p>	<p>If there is a determination that an ADRP program is required, conduct ADRP throughout all soils-disturbing activities.</p>	<p>Project sponsor/ archeological consultant/ archeological monitor/ contractor(s) shall prepare an ADRP if required by the ERO.</p>	<p>ADRP required? Y N</p> <p>Date: _____</p> <p>Date of scoping meeting for ADRP: _____</p> <p>Date Draft ARDP submitted to the ERO: _____</p>

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>Initial Study E.3 Cultural Resources (cont.)</b>				
<p>The scope of the archeological data recovery plan shall include the following elements:</p> <ul style="list-style-type: none"> <li>• <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations.</li> <li>• <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures.</li> <li>• <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies.</li> <li>• <i>Interpretive Program.</i> Consideration of an onsite/offsite public interpretive program during the course of the archeological data recovery program.</li> <li>• <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.</li> <li>• <i>Final Report.</i> Description of proposed report format and distribution of results.</li> <li>• <i>Curation.</i> 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.</li> </ul>				<p>Date ARDP approved by the ERO: _____</p> <p>Date ARDP implementation complete: _____</p>
<p><b>Human Remains, Associated or Unassociated Funerary Objects.</b> 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 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).</p>	<p>Project sponsor, contractor, Planning Department's archeologist or archaeological consultant, and ERO</p>	<p>Throughout the duration of ground-disturbing activities</p>	<p>Project sponsor to notify ERO, Coroner, and, if applicable, NAHC of any discovery of human remains</p>	<p>Considered complete upon completion of ground-disturbing activities</p>

**TABLE A (CONTINUED)**  
**MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>Initial Study E.3 Cultural Resources (cont.)</b>				
<p><b>Final Archeological Resources Report.</b> 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.</p> <p>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.</p>	Archeological consultant	Prior to the issuance of the last certificate of occupancy for the proposed project	ERO	Considered complete upon submittal to ERO and other repositories identified in mitigation measure of Final Archeological Resources Report
<p><b>Mitigation Measure M-CR-3: Tribal Cultural Resources Interpretive Program</b></p> <p>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. 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.</p>	Project sponsor in consultation with tribal representative(s), as directed by the ERO	If directed by the ERO to implement an interpretive program, approval of interpretive plan prior to the issuance of the certificate of occupancy for the proposed building affecting the relevant Tribal Cultural Resource	ERO	Considered complete upon implementation of any required interpretive program

**TABLE A (CONTINUED)  
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT**

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
<b>Initial Study E.13 Geology and Soils</b>				
<p><b>Mitigation Measure M-GE-6: Paleontological Resources Monitoring and Mitigation Program</b></p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Project sponsor and a qualified paleontological consultant</p>	<p>Prior to issuance of a demolition or building permit</p>	<p>ERO</p>	<p>Considered complete upon completion of project construction</p>

**TABLE B**  
**IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL**

Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.E Transportation and Circulation</b>				
<p><b>Improvement Measure I-TR-A: Construction Management Plan and Public Updates</b></p> <ul style="list-style-type: none"> <li> <p><b>Construction Management Plan</b>—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).</p> <p>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.</p> </li> <li> <p><b>Carpool, Bicycle, Walk, and Transit Access for Construction Workers</b>—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 <a href="http://www.511.org">www.511.org</a>, participating in the emergency ride home program through the City of San Francisco (<a href="http://www.sferh.org">www.sferh.org</a>), and providing transit information to construction workers.</p> </li> <li> <p><b>Project Construction Updates for Nearby Businesses and Residents</b>—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.</p> </li> </ul>	Project sponsor, construction contractor, SFMTA, SF Public Works, as directed by the ERO	Prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection	SFMTA, SF Public Works, Planning Department	Considered complete upon completion of project construction

**TABLE B (CONTINUED)  
IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL**

Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.E Transportation and Circulation (cont.)</b>				
<p><b>Improvement Measure I-TR-B: Monitoring and Abatement of Queues</b></p> <p>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.</p> <p>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).</p> <p>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.</p> <p>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 of the written determination to abate the recurring queue or conflict.</p>	<p>Project sponsor, qualified transportation consultant, as directed by the ERO</p>	<p>Ongoing during project operation; if/when a vehicle queue is identified as reoccurring</p>	<p>ERO or other Planning Department staff</p>	<p>Monitoring of the public right-of-way would be ongoing by the owner/operator of off-street parking operations; considered complete upon abatement of the recurring queue or conflict</p>
<b>EIR Section 4.F Noise and Vibration</b>				
<p><b>Improvement Measure I-NO-A, Nighttime Construction Noise Control Measures</b></p> <p>The following shall occur to reduce potential conflicts between nighttime construction activities on the project site and residents of the Pier 70 project:</p> <ul style="list-style-type: none"> <li>Nighttime construction noise shall be limited to 10 dBA above ambient levels at 25 feet from the edge of the Power Station project boundary.</li> <li>Temporary noise barriers installed in the line-of-sight between the location of construction and any occupied residential uses.</li> <li>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.</li> </ul>	<p>Project sponsor and construction contractor</p>	<p>During the construction</p>	<p>Planning Department, Department of Building Inspection (as requested and/or on complaint basis)</p>	<p>Considered complete at the completion of project construction</p>

**TABLE B (CONTINUED)**  
**IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL**

Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.F Noise and Vibration (cont.)</b>				
<ul style="list-style-type: none"> <li>• 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:               <ul style="list-style-type: none"> <li>i. a description of the work to be performed;</li> <li>ii. two 24-7 emergency contact names and cell phone numbers;</li> <li>iii. the exact dates and times when the night work will be performed;</li> <li>iv. the name(s) of the contractor(s); and</li> <li>v. the measures that the contractor will perform to reduce or mitigate night noise.</li> </ul> </li> <li>• 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.</li> </ul>				
<p><b>Improvement Measure I-NO-B: Avoidance of Residential Streets</b></p> <p>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).</p>	Project sponsor and construction contractor	During the construction	Planning Department, Department of Building Inspection	Considered complete at the completion of project construction
<p><b>Improvement Measure I-NO-C: Design of Future Noise-Generating Uses near Residential Uses:</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>a. <i>Design of Building Loading Docks and Trash Enclosures.</i> 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.</li> </ul> <p>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.</p> <ul style="list-style-type: none"> <li>b. <i>Design of Above-Ground Parking Structure.</i> Any parking structure shall be designed to shield existing or planned residential uses from noise and light associated with parking cars.</li> <li>c. <i>Restrict Hours of Operation of Loading Activities on Craig Lane.</i> To reduce potential conflicts between loading activities for commercial uses and potential residential uses, the project</li> </ul>	Project sponsor and acoustical design consultant	<p>Prior to approval of a building permit for development along the northern site boundary (adjacent to Pier 70) (a. and b.)</p> <p>Ongoing (c.)</p>	Planning Department, Department of Building Inspection, and SFMTA	Considered complete at the completion of project construction (a. and b.), and for (c), upon completion of the Covenants, Conditions, and Restrictions applicable to the project site document

**TABLE B (CONTINUED)**  
**IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL**

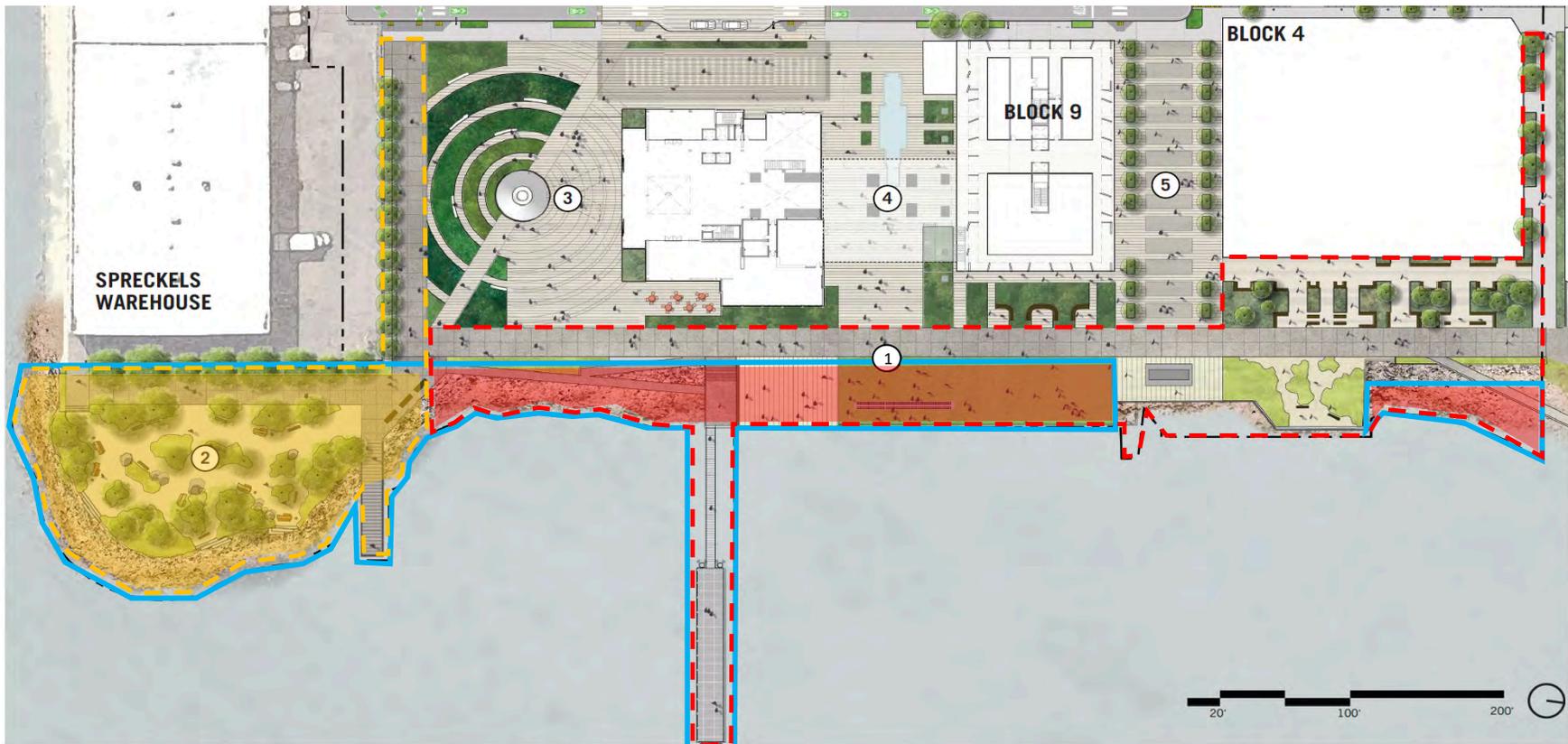
Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
<b>EIR Section 4.F Noise and Vibration (cont.)</b>				
<p>sponsor will seek to restrict loading activities on Craig Lane to occur only 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.</p>				
<b>EIR Section 4.H Wind and Shadow</b>				
<p><b>Improvement Measure I-WS-1: Wind Reduction Features for Block 1</b></p> <p>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.</p>	<p>Project sponsor, architect and qualified wind consultant</p>	<p>Prior to Design Approval for Block 1</p>	<p>Planning Department, Department of Building Inspection, or ERO</p>	<p>Considered complete upon issuance of Block 1 Design Approval</p>

## Exhibit S - Scope of Development

The initial Phase of the Initial Improvements is comprised of those portions of the Point open space located within the Premises. A minimum 20-foot-wide section of the Blue Greenway will be integrated into the design of the initial Phase of the Initial Improvements along the western edge of the Point. Picnic areas with picnic tables and benches, discovery play features, seating, lighting, outdoor grills, and waste receptacles will be provided within the initial Phase of the Initial Improvements. Tenant is not required to construct the Bay Overlook at 23rd Street.

The second Phase of the Initial Improvements is comprised of those portions of Waterfront Park located within the Premises. An accessible path connecting the Blue Greenway to a lowered bayside platform, the Bay Overlook Terrace at Unit 3, a natural turf area, the Bay Overlook Terrace at Humboldt Street Plaza, and planting areas will be integrated into the design of the second Phase of the Initial Improvements. Permanent public seating should be provided at overlook terraces and along the Blue Greenway within the second Phase of the Initial Improvements. Tenant is not required to construct the Recreational Dock.

All initially capitalized terms used but not defined in this Exhibit S or the Lease are more particularly shown in the Design for Development.



### WATERFRONT OPEN SPACES

Concept Plan Overview

- ① Waterfront Park: Section 4.19
  - ② The Point: Section 4.20
  - ③ Stack Plaza: Section 4.21
- ④ Block 9 Open Spaces 4.22-423
  - ⑤ Humboldt Street Plaza: Section 4.24

- — — — — Premises
- - - - - The Point Boundary
- - - - - Waterfront Park Boundary
- Initial Phase of Initial Improvements
- Second Phase of Initial Improvements