



SAN FRANCISCO PLANNING DEPARTMENT

Memo to the Planning Commission

HEARING DATE: AUGUST 24, 2007

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date: August 17, 2007
Case No.: **2014-001272ENV/GPA/PCA/MAP/DVA**
Project Name: **Pier 70 Mixed-Use Project**
Existing Zoning: M-2 (Heavy Industrial) Zoning District;
P (Public) Zoning District;
40-X and 65-X Height and Bulk Districts
Block/Lot: 4052/001, 4110/001 and 008A, 4111/004, 4120/002,
Proposed Zoning: Pier 70 Mixed-Use Zoning District;
65-X and 90-X Height and Bulk Districts
Project Sponsor: Port of San Francisco and FC Pier 70, LLC
Staff Contact: Richard Sucre – (415) 575-9108
richard.sucre@sfgov.org
Recommendation: **Approval with Conditions**

BACKGROUND

On August 24, 2017, the Planning Commission ("Commission") will consider a series of approval actions related to the Pier 70 Mixed-Use Project ("Project"). The Commission has previously reviewed the Project as part of: 1) informational hearings on November 10, 2016 and March 23, 2017; 2) the Draft Environmental Impact Report ("DEIR") on February 9, 2017; and, 3) Initiation of the General Plan Amendments on June 22, 2017. The following is a summary of actions that the Commission must consider at this public hearing, which are required to implement the Project:

1. Approval of the Amendments to the General Plan;
2. Approval of the Zoning Map Amendments;
3. Approval of the Planning Code Text Amendment to establish the Pier 70 Special Use District ("Pier 70 SUD");
4. Approval of the Design for Development ("D4D"); and,
5. Approval of the Development Agreement ("DA");

UPDATES

Included in this memorandum is additional information on the Pier 70 Mixed-Use District Project, including:

- Mitigation Monitoring and Reporting Program for the Pier 70 Mixed-Use District Project
- Pier 70 Special Use District TDM Program, dated July 24, 2017

In addition, since publication of the initial packet on August 10, 2017, several documents and aspects of the Project have been updated, including:

- *Development Agreement Ordinance [DA]* – City staff have revised the DA Ordinance to update administrative code waivers, as well as incorporate other non-substantial text edits.
- *Pier 70 Special Use District Ordinance [Planning Code Text Amendment]* – Department staff will recommend several text edits to the Ordinance introduced by Mayor Lee and Supervisor Cohen. These text edits reflect the following:
 - Uses – The revised Ordinance has been updated to reflect definitions contained within the Planning Code and to exempt certain uses, such as hospital and automotive retail. In addition, the revised ordinance includes refinements to the permitted uses within the ground floor frontages
 - Bicycle Parking – The revised Ordinance has been updated to clarify that the location and design of bicycle parking shall follow the guidelines set forth in the D4D.
 - Off-Street Parking – The revised Ordinance has been updated to require review of the off-street parking program upon submittal of a phase application. In addition, the criteria for review of the off-street parking program has been updated.
 - Non-Substantial Text edits – The revised Ordinance includes other non-substantial text edits to the proposed ordinance.
- *D4D* – The Project Sponsor and City staff have updated certain aspects of the D4D as follows:
 - *Irish Hill Variant* – In order to respond to community concerns, the Irish Hill Variant (which will be adopted as part of the Project) has been refined to include a diagonal passageway from the northeast corner of Illinois and 22nd Streets to Irish Hill. This revision is reflected in the revised D4D graphics, and would be incorporated into the final D4D.
 - *22nd Street* – The Project Sponsor has continued to work with SFMTA and Department staff to refine the design of 22nd Street to accommodate a sidewalk, bike lane, bus lane, and parking lane. Additional graphics will be provided by the Project Sponsor at the public hearing on August 24th, and would be incorporated into the final D4D.
- *Resolutions and Motions* – Department staff have included new draft resolutions and motions for the DA, D4D and Pier 70 SUD. The draft resolution for the Pier 70 SUD includes the recommended revisions to the SUD Ordinance for consideration by the Board of Supervisors.

RECOMMENDATION:	Approve with Conditions
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Attachments:

Draft Resolution-Planning Code Text Amendment & Zoning Map Amendments (Updated 08/17/17)

Draft Motion-Design for Development (Updated 08/17/17)

Draft Resolution-Development Agreement (Updated 08/17/17)

Revised Ordinance – Development Agreement

Revised Ordinance – Pier 70 Special Use District

Pier 70 SUD Design for Development, Revised Sheets for Irish Hill Variant

Pier 70 Special Use District TDM Program, dated July 24, 2017

Mitigation Monitoring and Reporting Program for the Pier 70 Mixed-Use District Project



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Case No.: **2014-001272MAP/PCA**
Project Name: **Pier 70 Mixed-Use Project**
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P (Public) Zoning District
40-X and 65-X Height and Bulk Districts
Block/Lot: 4052/001, 4110/001 and 008A, 4111/004, 4120/002,
Proposed Zoning: Pier 70 Mixed-Use Zoning District
65-X and 90-X Height and Bulk Districts
Project Sponsor: Port of San Francisco and Forest City Development California Inc.
Staff Contact: Richard Sucre – (415) 575-9108
richard.sucre@sfgov.org

RESOLUTION RECOMMENDING THAT THE BOARD OF SUPERVISORS APPROVE AMENDMENTS TO THE PLANNING CODE WITH MODIFICATIONS TO ESTABLISH THE PIER 70 SPECIAL USE DISTRICT AND TO AMEND ZONING USE DISTRICT MAP NO. ZN08 TO REZONE ASSESSOR'S BLOCK 4052 LOT 001 (PARTIAL), BLOCK 4111 LOT 004 (PARTIAL), BLOCK 4110 LOTS 001 AND 008A FROM M-2 (HEAVY MANUFACTURING) TO PIER 70 MIXED-USE DISTRICT, AND BLOCK 4120 LOT 002 FROM P (PUBLIC) TO PIER 70 MIXED USE DISTRICT, AND HEIGHT & BULK DISTRICT MAP NO. HT08 TO INCREASE THE HEIGHT LIMIT FOR BLOCK 4052 LOT 001 (PARTIAL), BLOCK 4111 LOT 004 (PARTIAL), AND BLOCK 4120 LOT 002 FROM 40-X TO 90-X, AND VARIOUS FINDINGS, INCLUDING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, on July 25, 2017, Mayor Edwin Lee and Supervisor Malia Cohen introduced ordinances for Planning Code Text Amendments to establish the Pier 70 Special Use District (herein "Pier 70 SUD") and amend Zoning Use District Map No. ZN08 and Height and Bulk District Map No. HT08 for the Pier 70 Mixed-Use Project ("Project").

WHEREAS, pursuant to Planning Code Section 302(b), on July 25, 2017, the San Francisco Board of Supervisors initiated the aforementioned Planning Code Text Amendments.

WHEREAS, these Planning Code Text Amendments would enable the Project. The Project includes new market-rate and affordable residential uses, commercial use, retail-arts-light industrial uses, parking, shoreline improvements, infrastructure development and street improvements, and public open space. Depending on the uses proposed, the Project would include between 1,645 to 3,025 residential units, a maximum of 1,102,250 to 2,262,350 gross square feet (gsf) of commercial-office use, and a maximum of 494,100 to 518,700 gsf of retail-light industrial-arts use. The Project also includes construction of transportation and circulation improvements, new and upgraded utilities and

infrastructure, geotechnical and shoreline improvements, between 3,215 to 3,345 off-street parking spaces in proposed buildings and district parking structures, and nine acres of publicly-owned open space.

WHEREAS, the Project would construct new buildings that would range in height from 50 to 90 feet, as is consistent with Proposition F which was passed by the voters of San Francisco in November 2014.

WHEREAS, these Planning Code Text Amendments would establish the Pier 70 SUD, which would outline the land use controls for the Project site, alongside the Pier 70 SUD Design for Development (“D4D”).

WHEREAS, these Planning Code Text Amendments would amend Zoning Use District Map No. ZN08 to rezone Assessor’s Block 4052 Lot 001 (partial), Block 4111 Lot 004 (partial), Block 4110 Lots 001 and 008A from M-2 (Heavy Manufacturing) to Pier 70 Mixed-Use District, and Block 4120 Lot 002 from P (Public) to Pier 70 Mixed Use District.

WHEREAS, these Planning Code Text Amendments would amend Height & Bulk District Map No. HT08 to increase the height limit for Block 4052 Lot 001 (partial), Block 4111 Lot 004 (partial), and Block 4120 Lot 002 from 40-X to 90-X.

WHEREAS, this Resolution approving these Planning Code Text Amendments is a companion to other legislative approvals relating to the Project, including recommendation of approval of General Plan Amendments, approval of the Pier 70 SUD Design for Development, and recommendation for approval of the Development Agreement.

WHEREAS, on August 24, 2017, the Planning Commission reviewed and considered the Final EIR for the Pier 70 Mixed Project (“FEIR”) and found the FEIR to be adequate, accurate and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and, by Motion No. XXXXX, certified the FEIR as accurate, complete and in compliance with the California Environmental Quality Act (“CEQA”), the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.

WHEREAS, on August 24, 2017, the Commission by Motion No. XXXXX approved California Environmental Quality Act (CEQA) Findings, including adoption of a statement of overriding considerations, under Case No. 2014-001272ENV, for approval of the Project, which findings are incorporated by reference as though fully set forth herein.

WHEREAS, the CEQA Findings included adoption of a Mitigation Monitoring and Reporting Program (MMRP) as Attachment B, which MMRP is hereby incorporated by reference as though fully set forth herein and which requirements are made conditions of this approval.

WHEREAS, on August 24, 2017, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on the proposed Planning Code Text Amendments.

WHEREAS, a draft ordinance, substantially in the form attached hereto as Exhibit A, approved as to form, would establish the Pier 70 SUD and amend Zoning Use District Map No. ZN08 and Height and Bulk District Map No. HT08 for the Project.

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

1. The Planning Code Text Amendments would help implement the Pier 70 Mixed-Use Project development, thereby evolving currently under-utilized industrial land for needed housing, commercial space, and parks and open space.
2. The Planning Code Text Amendments would help implement the Pier 70 Mixed-Use Project, which in turn will provide employment opportunities for local residents during construction and post-occupancy, as well as community facilities and parks for new and existing residents.
3. The Planning Code Text Amendments would help implement the Pier 70 Mixed-Use Project by enabling the creation of a mixed-use and sustainable neighborhood, with fully rebuilt infrastructure. The new neighborhood would improve the site's multi-modal connectivity to and integration with the surrounding City fabric, and connect existing neighborhoods to the City's central waterfront.
4. The Planning Code Text Amendments would enable the construction of a new vibrant, safe, and connected neighborhood, including new parks and open spaces. The General Plan Amendments would help ensure a vibrant neighborhood with active streets and open spaces, high quality and well-designed buildings, and thoughtful relationships between buildings and the public realm, including the waterfront.
5. The Planning Code Text Amendments would enable construction of new housing, including new on-site affordable housing, and new arts, retail and manufacturing uses. These new uses would create a new mixed-use neighborhood that would strengthen and complement nearby neighborhoods.
6. The Planning Code Text Amendments would facilitate the preservation and rehabilitation of portions of the Union Iron Works Historic District--an important historic resource listed in the National Register of Historic Places.

AND BE IT FURTHER RESOLVED, that the Commission finds the Planning Code Text Amendments are in general conformity with the General Plan as set forth in Planning Commission Resolution No. XXXXX.

AND BE IT FURTHER RESOLVED, that the Commission finds the Planning Code Text Amendments are in general conformity with Planning Code Section 101.1 as set forth in Planning Commission Resolution No. XXXXX.

AND BE IT FURTHER RESOLVED, that the Commission recommends approval of the proposed legislation with the following modifications:

- Uses – The Ordinance should be updated to reflect definitions contained within the Planning Code and to exempt certain uses, such as hospital and automotive retail uses. In addition, the revised ordinance should include refinements to the permitted uses within the ground floor frontages, as defined by Planning Department staff.
- Bicycle Parking – The Ordinance should be updated to clarify that the location and design of bicycle parking shall follow the guidelines set forth in the D4D.

- Off-Street Parking – The Ordinance should be updated to require review of the off-street parking program upon submittal of a phase application. In addition, the Ordinance should update the criteria for review of the off-street parking program, as defined by Planning Department staff.
- Non-Substantial Text edits – The Ordinance should be updated to reflect other non-substantial text edits, as defined by Planning Department staff.

I hereby certify that the Planning Commission ADOPTED the foregoing Resolution on August 24, 2017.

Jonas P. Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED: August 24, 2017



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion No. XXXXX

HEARING DATE: AUGUST 24, 2017

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Case No.: **2014-001272PCA**
Project Name: **Pier 70 Mixed-Use Project**
Existing Zoning: M-2 (Heavy Industrial) Zoning District
P (Public) Zoning District
40-X and 65-X Height and Bulk Districts
Block/Lot: 4052/001, 4110/001 and 008A, 4111/004, 4120/002,
Proposed Zoning: Pier 70 Mixed-Use Zoning District
65-X and 90-X Height and Bulk Districts
Project Sponsor: Port of San Francisco and FC Pier 70, LLC.
Staff Contact: Richard Sucre – (415) 575-9108
richard.sucre@sfgov.org

APPROVING THE PIER 70 SPECIAL USE DISTRICT DESIGN FOR DEVELOPMENT (D4D) DOCUMENT, AND ADOPTING VARIOUS FINDINGS, INCLUDING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1

WHEREAS, on July 25, 2017, Mayor Edwin Lee and Supervisor Malia Cohen introduced ordinances for Planning Code Text Amendments to establish the Pier 70 Special Use District (herein “Pier 70 SUD”) and amend Zoning Use District Map No. ZN08 and Height and Bulk District Map No. HT08 for the Pier 70 Mixed-Use Project (“Project”).

WHEREAS, pursuant to Planning Code Section 302(b), on July 25, 2017, the San Francisco Board of Supervisors initiated Planning Code Text Amendments that would add the Pier 70 SUD in Planning Code Section 249.79.

WHEREAS, the Pier 70 SUD, in turn, refers to the Pier 70 SUD Design for Development document (herein “D4D”) for further controls, standards, and guidelines specific to the site, providing development requirements for both infrastructure and community facilities as well as private development of buildings. The D4D would therefore be an extension of the Pier 70 SUD.

WHEREAS, as an extension of the Planning Code Text Amendments, the D4D would enable and guide the entire 35-acre Pier 70 Mixed-Use Project area, which includes the 28-Acre Site and Illinois Parcels (comprised of parcels owned by the Port of San Francisco and PG&E). The Project includes new market-rate and affordable residential uses, commercial use, retail-arts-light industrial uses, parking, shoreline improvements, infrastructure development and street improvements, and public open space. Depending on the uses proposed, the Project would include between 1,645 to 3,025 residential units, a maximum of 1,102,250 to 2,262,350 gross square feet (gsf) of commercial-office use, and a maximum of 494,100 to 518,700 gsf of retail-light industrial-arts use. The Project also includes construction of

transportation and circulation improvements, new and upgraded utilities and infrastructure, geotechnical and shoreline improvements, between 3,215 to 3,345 off-street parking spaces in proposed buildings and district parking structures, and nine acres of publicly-owned open space; and, This Motion approving this D4D is a companion to other legislative approvals relating to the Pier 70 SUD, including General Plan Amendments, Planning Code Text Amendments, Zoning Map Amendments, and the approval of a Development Agreement.

WHEREAS, together with the Pier 70 SUD, the D4D will be the key source for development controls and design guidelines for land use, buildings, parking, streets and public open spaces, architecture, and more. Parks and open spaces will also follow a subsequent design review and approval process per Port standards. The D4D addresses street layout, open space, and blocks, and establishes overarching strategies for placement of uses and buildings relative to street and open space typologies. Following adoption, any amendments to the D4D will occur through approval of both Planning and Port Commissions, whereas any amendments to the Pier 70 SUD would require approval by the Board of Supervisors, following recommendations by the Planning and Port Commissions.

WHEREAS, on August 24, 2017, the Planning Commission ("Commission") reviewed and considered the Final EIR for the Pier 70 Mixed Project (FEIR) and found the FEIR to be adequate, accurate and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and, by Motion No. XXXXX, certified the FEIR as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA"), the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.

WHEREAS, on August 24, 2017, the Commission by Motion No. XXXXX approved California Environmental Quality Act (CEQA) Findings, including adoption of a statement of overriding considerations, under Case No. 2014-001272ENV, for approval of the Project, which findings are incorporated by reference as though fully set forth herein.

WHEREAS, the CEQA Findings included adoption of a Mitigation Monitoring and Reporting Program (MMRP) as Attachment B, which MMRP is hereby incorporated by reference as though fully set forth herein and which requirements are made conditions of this approval.

WHEREAS, on August 24, 2017, by Motion Nos. XXXXX and XXXXX, the Commission adopted findings in connection with its consideration of, among other things, the adoption of amendments to the General Plan and related zoning text and map amendments, under CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated herein by this reference as if fully set forth.

WHEREAS, on August 24, 2017, by Motion No. XXXXX, the Commission adopted findings regarding the Project's consistency with the General Plan, Planning Code Section 101.1, and all other approval actions associated with the SUD and development therein.

NOW THEREFORE BE IT RESOLVED, that the Planning Commission approves the Pier 70 SUD D4D, contingent on the final approval of the Pier 70 SUD, for the following reasons:

1. The D4D would help implement the Pier 70 Mixed-Use Project, thereby evolving currently under-utilized industrial land for needed housing, commercial space, and parks and open space.

2. The D4D would help implement the Pier 70 Mixed-Use Project, which in turn will provide employment opportunities for local residents during construction and post-occupancy, as well as community facilities and parks for new and existing residents.
3. The D4D would help implement the Pier 70 Mixed-Use Project by enabling the creation of a mixed-use and sustainable neighborhood, with fully rebuilt infrastructure. The new neighborhood would improve the site's multi-modal connectivity to and integration with the surrounding City fabric, and connect existing neighborhoods to the City's central waterfront.
4. The D4D would enable the construction of a new vibrant, safe, and connected neighborhood including new parks and open spaces. The D4D would help ensure a neighborhood with active streets and open spaces, high quality and well-designed buildings, and thoughtful relationships between buildings and the public realm, including the waterfront.

AND BE IT FURTHER RESOLVED, that the Commission finds the Pier 70 SUD D4D is in general conformity with the General Plan as set forth in Planning Commission Resolution No. XXXXX.

AND BE IT FURTHER RESOLVED, that the Commission finds the Pier 70 SUD D4D is in general conformity with Planning Code Section 101.1 as set forth in Planning Commission Resolution No. XXXXX.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on August 24, 2017.

Jonas P. Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED: August 24, 2017



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. XXXXX

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Case No.: **2014-001272DVA**
Project Name: **Pier 70 Mixed-Use Project**
Existing Zoning: M-2 (Heavy Industrial) Zoning District
40-X Height and Bulk District
Block/Lot: 4052/001 and 4111/004
Proposed Zoning: Pier 70 Mixed-Use Zoning District
90-X Height and Bulk District
Project Sponsor: Port of San Francisco and FC Pier 70, LLC.
Staff Contact: Richard Sucre – (415) 575-9108
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RESOLUTION RECOMMENDING THAT THE BOARD OF SUPERVISORS APPROVE A DEVELOPMENT AGREEMENT BETWEEN THE CITY AND COUNTY OF SAN FRANCISCO AND FC PIER 70, LLC, FOR CERTAIN REAL PROPERTY LOCATED WITHIN PIER 70, COMPRISED OF A PORTION OF ASSESSOR'S BLOCKS AND LOTS 4052/LOT 001, AND A PORTION OF BLOCK 4111 LOT 004, ALTOGETHER CONSISTING OF APPROXIMATELY 28 ACRES, FOR A 30-YEAR TERM CONFIRMED IN THE DISPOSITION AND DEVELOPMENT AGREEMENT (DDA), AND ADOPTING VARIOUS FINDINGS, INCLUDING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, Chapter 56 of the San Francisco Administrative Code sets forth the procedure by which a request for a development agreement will be processed and approved in the City and County of San Francisco.

WHEREAS, the Development Agreement would enable the Pier 70 Mixed-Use Project. The Pier 70 Mixed-Use Project ("Project") includes new market-rate and affordable residential uses, commercial uses, retail-arts-light industrial uses, parking, shoreline improvements, infrastructure development and street improvements, and public open space. Depending on the uses proposed, the Project would include between 1,645 to 3,025 residential units, a maximum of 1,102,250 to 2,262,350 gross square feet (gsf) of commercial-office use, and a maximum of 494,100 to 518,700 gsf of retail-light industrial-arts use. The Project also includes construction of transportation and circulation improvements, new and upgraded utilities and infrastructure, geotechnical and shoreline improvements, between 3,215 to 3,345 off-street parking spaces in proposed buildings and district parking structures, and nine acres of publicly-owned open space; and,

WHEREAS, in 2011, the Port of San Francisco ("Port") selected through a competitive process, FC Pier 70, LLC ("Forest City") to serve as master developer for the Project.

WHEREAS, in 2013, the Board of Supervisors ("Board") endorsed a Term Sheet and Development Plan for the Project, which set forth the terms of the Project.

WHEREAS, the 90-X Height and Bulk District was approved by the voters in Proposition F in 2014.

WHEREAS, the Board will be taking a number of actions in furtherance of the Project, including the approval of a disposition and development agreement ("DDA") between the City and County of San Francisco acting by and through the San Francisco Port Commission and Forest City.

WHEREAS, these actions include the adoption of the Pier 70 Special Use District ("Pier 70 SUD") and its associated Pier 70 SUD Design for Development ("D4D"), which together outline land use controls and design guidance for both horizontal and vertical development and improvements to the site, General Plan Amendments, and establishment of an infrastructure financing district ("IFD") project area to support construction of infrastructure and rehabilitation of historic structures, and an Infrastructure and Revitalization Financing District ("IRFD") to support onsite affordable housing.

WHEREAS, in furtherance of the Project and the City's role in subsequent approval actions relating to the Project, the City and Forest City negotiated a development agreement for development of the Project site, a copy of which is attached as Exhibit A (the "Development Agreement").

WHEREAS, the City has determined that as a result of the development of the Project site in accordance with the Development Agreement and the DDA, clear benefits to the public will accrue that could not be obtained through application of existing City ordinances, regulations, and policies, as more particularly described in the Development Agreement and the DDA. The Development Agreement will eliminate uncertainty in the City's land use planning for the Project site and secure orderly development of the Project site consistent with the Design for Development and the DDA.

WHEREAS, the Development Agreement shall be executed by the Director of Planning, City Administrator, Director of Public Works, City Attorney, and Port Director, subject to prior approval by those Commissions and the Board of Supervisors.

WHEREAS, on August 24, 2017, the Planning Commission ("Commission") reviewed and considered the Final EIR for the Pier 70 Mixed Project ("FEIR") and found the FEIR to be adequate, accurate and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and, by Motion No. XXXXX, certified the FEIR as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA"), the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.

WHEREAS, on August 24, 2017, the Commission by Motion No. XXXXX approved California Environmental Quality Act (CEQA) Findings, including adoption of a statement of overriding considerations, under Case No. 2014-001272ENV, for approval of the Project, which findings are incorporated by reference as though fully set forth herein.

WHEREAS, the CEQA Findings included adoption of a Mitigation Monitoring and Reporting Program (MMRP) as Attachment B, which MMRP is hereby incorporated by reference as though fully set forth herein and which requirements are made conditions of this approval.

WHEREAS, on August 24, 2017, by Motion Nos. XXXXX and XXXXX, the Commission adopted findings in connection with its consideration of, among other things, the adoption of amendments to the General Plan and related zoning text and map amendments, under CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated herein by this reference as if fully set forth.

WHEREAS, on August 24, 2017, by Motion No. XXXXX, the Commission adopted findings regarding the Project's consistency with the General Plan, Planning Code Section 101.1, and all other approval actions associated with the SUD and development therein.

NOW THEREFORE BE IT RESOLVED, that the Commission recommends approval of the Development Agreement, in substantially the form attached hereto as Exhibit A.

AND BE IT FURTHER RESOLVED, that the Commission finds that the application, public notice, Planning Commission hearing, and Planning Director reporting requirements regarding the Development Agreement negotiations contained in Administrative Code Chapter 56 required of the Planning Commission and the Planning Director have been substantially satisfied in light of the regular monthly meetings held for the last two and a half years, the multiple public informational hearings provided by the Planning Department staff at the Planning Commission, and the information contained in the Director's Report regarding the Pier 70 SUD Development Agreement negotiations.

AND BE IT FURTHER RESOLVED, that the Commission authorizes the Planning Director to take such actions and make such changes as deemed necessary and appropriate to implement this Commission's recommendation of approval and to incorporate recommendations or changes from the Port Commission, San Francisco Municipal Transportation Agency (SFMTA) Board of Directors, the San Francisco Public Utilities Commission (SFPUC) and/or the Board, provided that such changes do not materially increase any obligations of the City or materially decrease any benefits to the City contained in the Development Agreement attached as Exhibit A.

I hereby certify that the Planning Commission ADOPTED the foregoing Resolution on August 24, 2017.

Jonas P. Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

[Development Agreement – FC Pier 70, LLC - Pier 70 Development Project]

Ordinance approving a Development Agreement between the City and County of San Francisco and FC Pier 70, LLC, for 28 acres of real property located in the southeast portion of the larger area known as Seawall Lot 349 or Pier 70 and bounded generally by Illinois Street on the west, 22nd Street on the south, and San Francisco Bay on the north and east; waiving certain provisions of the Administrative Code, Planning Code, and Subdivision Code; and adopting findings under the California Environmental Quality Act, public trust findings, and findings of consistency with the City's General Plan and with the eight priority policies of Planning Code Section 101.1(b).

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Background and Findings.

(a) California Government Code Sections 65864 et seq. ("Development Agreement Law") authorize any city, county, or city and county to enter into an agreement for the development of real property within its jurisdiction.

(b) Chapter 56 of the Administrative Code sets forth certain procedures for processing and approving development agreements in the City and County of San Francisco (the "City").

(c) In April 2011, the Port Commission (the "Port") selected Forest City Development California, Inc., a California corporation, through a competitive process to

1 negotiate exclusively for the mixed-use development (the "Project") of approximately 28 acres
2 (the "28-Acre Site") of Seawall Lot 349, a land parcel under Port jurisdiction that is bounded
3 generally by Illinois Street on the west, 22nd Street on the south, and San Francisco Bay on
4 the north and east commonly known as Pier 70. FC Pier 70, LLC, an affiliate of Forest City
5 Development California, Inc., will act as the master developer for the Project ("Developer").

6 (d) In conjunction with this ordinance, the Board of Supervisors has taken or intends
7 to take a number of other actions in furtherance of the Project, including approval of: (1) a
8 trust exchange agreement between the Port and the California State Lands Commission; (2) a
9 disposition and development agreement ("DDA") between Developer and the Port;
10 (3) amendments to the General Plan; (4) amendments to the Planning Code that create the
11 Pier 70 Special Use District (the "SUD amendments") over the 28-Acre Site and two adjacent
12 parcels known as the "Illinois Street Parcels" and incorporate more detailed land use controls
13 of the Pier 70 SUD Design for Development; (5) amendments to the Zoning Maps;
14 (6) approval of a development plan for the 28-Acre Site in accordance with Charter
15 Section B7.310 (adopted as part of Proposition D, November 2008) and Section 4 of the
16 Union Iron Works Historic District Housing, Waterfront Parks, Jobs and Preservation Initiative
17 (Proposition F, November 2014); (7) a memorandum of understanding for interagency
18 cooperation among the Port, the City, and other City agencies (the "ICA") with respect to the
19 subdivision of the 28-Acre Site and construction of infrastructure and other public facilities;
20 (8) formation proceedings for financing districts and a memorandum of understanding
21 between the Port and the Assessor, the Treasurer-Tax Collector, and the Controller regarding
22 the assessment, collection, and allocation of ad valorem and special taxes to the financing
23 districts; and (9) a number of related transaction documents and entitlements to govern the
24 Project (collectively, the "Transaction Documents").
25

1 (e) At full build-out, the Project will include: (1) 1,100 to 2,150 new residential units,
2 at least 30% of which will be on-site housing affordable to a range of low- to moderate-income
3 households; (2) between 1 million and 2 million gross square feet of new commercial and
4 office space; (3) rehabilitation of three significant contributing resources to the historic district;
5 (4) space for small-scale manufacturing, retail, and neighborhood services; (5) transportation
6 demand management on-site, a shuttle service, and payment of impact fees to the Municipal
7 Transportation Agency that it will use to improve transportation connections through the
8 neighborhood; (6) 9 acres of new open space, potentially including active recreation on
9 rooftops, a playground, a market square, a central commons, and waterfront parks along the
10 shoreline; (7) on-site strategies to protect against sea level rise; and (8) replacement studio
11 space for artists leasing space in Building 11 in Pier 70 and a new arts space.

12 (f) While the DDA binds the Port and Developer, other City agencies retain a role in
13 reviewing and issuing certain later approvals for the Project. Later approvals include approval
14 of subdivision maps and plans for horizontal improvements and public facilities, design review
15 and approval of new buildings under the SUD amendments, and acceptance of Developer's
16 dedications of horizontal improvements and public facilities for maintenance and liability under
17 the Subdivision Code. Accordingly, the City and Developer negotiated a development
18 agreement for the Project (the "Development Agreement"), a copy of which is in Board File
19 No. _____ and incorporated in this ordinance by reference.

20 (g) Development of the 28-Acre Site in accordance with the DDA and the
21 Development Agreement will help realize and further the City's goals to restore and revitalize
22 the Union Iron Works Historic District, increase public access to the waterfront, increase
23 public open space and community facilities within the neighborhood, increase affordable and
24 market-rate housing, and create a significant number of construction and permanent jobs
25 along the southeastern waterfront. In addition, the Project will provide additional benefits to

1 the public that could not be obtained through application of existing City ordinances,
2 regulations, and policies.

3 Section 2. Environmental Findings.

4 (a) The Planning Department has determined that the actions contemplated in this
5 ordinance comply with the California Environmental Quality Act (Public Resources Code
6 §§ 21000 et seq.) ("CEQA"). A copy of this determination is in Board File No. _____
7 and incorporated in this ordinance by reference.

8 (b) The Board of Supervisors previously adopted Resolution No. _____, a
9 copy of which is in Board File No. _____, making CEQA findings for the Project.
10 The Board of Supervisors adopts and incorporates in this ordinance by reference the Planning
11 Commission's findings under CEQA.

12 Section 3. Consistency Findings.

13 The Planning Commission recommended that the Board of Supervisors approve the
14 Development Agreement and amendments to the General Plan, the Planning Code, and the
15 Zoning Maps at a public hearing on August 24, 2017, by Resolution No. _____, a
16 copy of which is in Board File No. _____. The Board of Supervisors adopts and
17 incorporates by reference in this ordinance the Planning Commission's findings of consistency
18 with the General Plan, as amended, and the eight priority policies of Planning Code
19 Section 101.1.

20 Section 4. Public Trust Findings.

21 At a public hearing on September 12, 2017, the Port Commission consented to the
22 Development Agreement and approved the trust exchange agreement and the DDA, subject
23 to Board of Supervisors' approval, finding that the Project would be consistent with and further
24 the purposes of the common law public trust and statutory trust under the Burton Act (Stats.
25 1968, ch. 1333) by Resolution No. _____, a copy of which is in Board File

1 No. _____. The Board of Supervisors adopts and incorporates in this ordinance by
2 reference the Port Commission's public trust findings.

3 Section 5. Approval of Development Agreement.

4 The Board of Supervisors:

5 (a) approves all of the terms and conditions of the Development Agreement in
6 substantially the form in Board File No. _____;

7 (b) finds that the Development Agreement substantially complies with the
8 requirements of Administrative Code Chapter 56;

9 (c) finds that the Project is a large multi-phase and mixed-use development that
10 satisfies Administrative Code Section 56.3(g); and

11 (d) approves the Workforce Development Plan attached to the DDA in lieu of
12 requirements under Administrative Code Chapter 14B and Section 56.7(c).

13 Section 6. Administrative Code Chapter 56 Waivers.

14 The Board of Supervisors waives the application to the Project of the following
15 provisions of Administrative Code Chapter 56 to the extent inconsistent with the Development
16 Agreement, the DDA, or the ICA, specifically:

17 (a) Section 56.4 (Application, Forms, Initial Notice, Hearing); Section 56.7(c)
18 (Nondiscrimination/Affirmative Action Requirements); Section 56.8 (Notice); Section 56.10
19 (Negotiation Report and Documents); Section 56.15 (Amendment and Termination);
20 Section 56.17(a) (Annual Review); Section 56.18 (Modification or Termination); and
21 Section 56.20 (Fee); and

22 (b) any other procedural or other requirements if and to the extent that they are not
23 strictly followed.

1 Section 7. Other Administrative Code Waivers.

2 The Board of Supervisors waives the application to the Project of these provisions of
3 the Administrative Code: (a) Chapter 6 (Public Works Contracting Policies and Procedures)
4 other than the payment of prevailing wages as required in Chapter 6; (b) Chapter 14B (Local
5 Business Enterprise Utilization and Non-Discrimination in Contracting); (c) Section 23.3
6 (Conveyance and Acquisition of Real Property); (d) Section 23.26 (Year-to-Year and Shorter
7 Leases); (e) Sections 23.30—23.42 (Leases When City Is Landlord); (f) Section 23A.7
8 (Transfer of Jurisdiction Over Surplus Properties to the Mayor’s Office of Housing and
9 Community Development); (g) Section 61.5(c)(2) (Unacceptable Non-Maritime Land Uses
10 Added through Waterfront Plan Process); and (h) any City remedies and penalties that could
11 result in the termination of any Transaction Document, loss or impairment of Developer’s
12 rights under the Transaction Documents, or debarment from future contract opportunities with
13 the City due to Developer’s noncompliance with Section 4.9-1(c) (Nutritional Standards and
14 Guidelines), Section 12Q.5(f) (Health Care Accountability), or Section 12T.6 (Criminal History
15 in Hiring and Employment).Section 8. Planning Code Waivers.

16 The Board of Supervisors:

17 (a) finds that the impact fees and exactions payable under the Development
18 Agreement will provide greater benefits to the City than the impact fees and exactions under
19 Planning Code Article 4 and waives the application of, and to the extent applicable exempts
20 the Project from, impact fees and exactions under Planning Code Article 4 on the condition
21 that Developer and all building developers comply with impact fees and exactions established
22 in the Development Agreement; and

23 (b) finds that the Transportation Plan attached to the Development
24 Agreement includes a Transportation Demand Management Plan (“TDM Plan”) and other
25 provisions that meet the goals of the City’s Transportation Demand Management Program in

1 Planning Code Section 169 and waives the application of Section 169 to the Project on the
2 condition that Developer implements and complies with the TDM Plan for the required
3 compliance period.

4 Section 9. Subdivision Code Waivers.

5 The Board of Supervisors waives the application to the Project of: (a) procedural and
6 hearing requirements under Subdivision Code Section 1312 (Exceptions); and (b) time limits
7 under Subdivision Code Section 1333.3(b) (Rights Conveyed), Section 1346(e) (Improvement
8 Plans), and Section 1355 (Time Limit for Submittal) to the extent that they conflict with the ICA
9 or the Development Agreement.

10 Section 10. Authorization.

11 (a) The Board of Supervisors affirms that the waivers in this ordinance do not waive
12 requirements under the Development Agreement Law and authorizes the City to execute,
13 deliver, and perform the Development Agreement as follows:

14 (1) the Director of Planning, the City Administrator, and the Director of Public
15 Works are authorized to execute and deliver the Development Agreement with signed
16 consents of the Port Commission, the Municipal Transportation Agency, and the San
17 Francisco Public Utilities Commission; and

18 (2) the Director of Planning and other appropriate City officials are authorized
19 to take all actions reasonably necessary or prudent to perform the City's obligations under the
20 Development Agreement in accordance with its terms.

21 (b) The Director of Planning is authorized to exercise discretion, in consultation with
22 the City Attorney, to enter into any additions, amendments, or other modifications to the
23 Development Agreement that the Director of Planning determines are in the best interests of
24 the City and that do not materially increase the obligations or liabilities of the City or materially
25 decrease the benefits to the City as provided in the Development Agreement. Final versions

1 of any additions, amendments, or other modifications to the Development Agreement shall be
2 provided to the Clerk of the Board of Supervisors for inclusion in Board File
3 No. _____ within 30 days after execution by all parties.

4 Section 11. Ratification of Past Actions; Authorization of Future Actions.

5 All actions taken by City officials in preparing and submitting the Development
6 Agreement to the Board of Supervisors for review and consideration are hereby ratified and
7 confirmed, and the Board of Supervisors hereby authorizes all subsequent action to be taken
8 by City officials consistent with this ordinance.

9 Section 12. Effective and Operative Dates.

10 (a) This ordinance shall become effective 30 days after enactment. Enactment
11 occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned, or the
12 Mayor does not sign the ordinance within ten days after receiving it, or the Board of
13 Supervisors overrides the Mayor's veto of the ordinance.

14 (b) This ordinance shall become operative only on the effective date of the DDA. No
15 rights or duties are created under the Development Agreement until the operative date of this
16 ordinance.

17
18 APPROVED AS TO FORM:
19 DENNIS J. HERRERA, City Attorney

20
21 By: _____
22 JOANNE SAKAI
23 Deputy City Attorney

24
25
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[Planning Code, Zoning Map - Pier 70 Special Use District]

Ordinance amending the Planning Code and the Zoning Map to add the Pier 70 Special Use District; making findings under the California Environmental Quality Act, and making findings of consistency with the General Plan, the eight priority policies of Planning Code Section 101.1, and Planning Code Section 302.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Planning and Environmental Findings.

(a) California Environmental Quality Act.

(1) At its hearing on _____, and prior to recommending the proposed Planning Code amendments for approval, by Motion No. _____, the Planning Commission certified a Final Environmental Impact Report (FEIR) for the Pier 70 Mixed-Use District Project (Project) pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.), the CEQA Guidelines (14 Cal. Code Reg. Section 15000 et seq.), and Chapter 31 of the Administrative Code. A copy of said Motion is in Board of Supervisors File No. _____, and is incorporated herein by reference. In accordance with the actions contemplated herein, this Board has reviewed the FEIR, concurs with its conclusions, affirms the Planning Commission's certification of the

1 FEIR, and finds that the actions contemplated herein are within the scope of the Project
2 described and analyzed in the FEIR.

3 (2) In recommending the proposed Planning Code Amendments for approval by
4 this Board at its hearing on _____, by Motion No. _____, the Planning
5 Commission also adopted findings under CEQA, including a statement of overriding
6 consideration, and a Mitigation Monitoring and Reporting Program (MMRP). A copy of said
7 Motion and MMRP are in Board of Supervisors File No. _____, and is incorporated
8 herein by reference. The Board hereby adopts and incorporates by reference as though fully
9 set forth herein the Planning Commission's CEQA approval findings, including the statement
10 of overriding considerations. The Board also adopts and incorporates by reference as though
11 fully set forth herein the Project's MMRP.

12 (b) At the same hearing on _____, the Planning Commission, in Resolution
13 No. _____, adopted findings that the actions contemplated in this ordinance are
14 consistent, on balance, with the City's General Plan and eight priority policies of Planning
15 Code Section 101.1. The Board adopts these findings as its own. A copy of said Resolution
16 is in Board of Supervisors File No. _____, and is incorporated herein by reference.

17 (c) Pursuant to Planning Code Section 302, this Board finds that this Planning Code
18 Amendment will serve the public necessity, convenience, and welfare for the reasons set forth
19 in Planning Commission Resolution No. _____, and the Board incorporates such
20 reasons herein by reference.

21
22 Section 2. The Planning Code is hereby amended by adding Section 249.79, to read
23 as follows:

24 **SEC. 249.79. PIER 70 SPECIAL USE DISTRICT.**
25

1 **(a) Purpose and Boundaries.** To facilitate the City’s long-term goal of redevelopment and
2 revitalization of a portion of Pier 70, a Special Use District entitled the “Pier 70 Special Use District”
3 (SUD) is hereby established. The boundaries of the SUD are shown on Sectional Map SU08 of the
4 Zoning Map. The purpose of this SUD is to give effect to the Development Agreement (DA) and
5 Disposition and Development Agreement (DDA) for the Pier 70 Mixed-Use Project (Project), as
6 approved by the Board of Supervisors ~~by~~ in the Ordinance contained in Board File No. 170863.
7 The Project will provide several benefits to the City, such as a significant amount of affordable
8 housing, increased public access and open space, facilities for small-scale manufacturing, extensive
9 infrastructure improvements, and replacement space for Noonan Building tenants, while creating jobs,
10 housing, and a vibrant community as contemplated under California Assembly Bill 418 (AB 418) (Stats.
11 2011, ch. 477), which made Pier 70-specific amendments to the Burton Act (Stats. 1969, ch. 1333).

12 **(b) Role of Port Commission.** The majority of the property within the SUD is under the
13 jurisdiction of the Port Commission, and Port lands are subject to land use controls additional to this
14 Municipal Code. As authorized under AB 418, the Port may hold, use, conduct, operate, maintain,
15 manage, administer, regulate, improve, sell, lease, encumber, and control nontrust lands and
16 improvements within the SUD for any purpose on conditions specified in AB 418. In the event of a
17 conflict between this Code and the Burton Act, AB 418, or the McAteer-Petris Act (Cal. Gov’t Code §§
18 66600 et seq.), state law shall prevail.

19 **(c) Relationship to Design for Development.** The Pier 70 Design for Development (Design for
20 Development), adopted by the Planning Commission and Port Commission and as may be periodically
21 amended, sets forth Standards and Guidelines applicable within the SUD and is incorporated here by
22 reference. Any term used in this Section 249.79 and not otherwise defined in this Code shall have the
23 meaning ascribed to it in the Design for Development. The Port shall have exclusive jurisdiction and
24 approval rights over amendments to the Design for Development that affect only open space and right-
25 of-way development within the SUD, which include Design for Development, Chapter 3 (Open Space

1 Network); Chapter 4 (Streets and Streetscapes); Section 7.2 (Street Lighting); Section 7.3 (Open Space
2 Lighting); Section 7.6 (Wayfinding Signage); and Section 7.8 (Public Art). Other than as specified
3 above, the Port Commission and the Planning Commission may amend the Design for Development
4 upon initiation by either body or upon application by an owner or ground lessee of property within the
5 SUD, to the extent that such amendment is consistent with this Section, the General Plan, and the DA.
6 Both the Port Commission and Planning Commission shall approve any such amendment to the Design
7 for Development that does not exclusively affect the open space and right-of-way Chapters and
8 Sections of the Design for Development identified in this subsection (c) as being within the exclusive
9 jurisdiction of the Port Commission.

10 (d) **Relationship to Other Planning Code Provisions.** Applicable provisions of the Planning
11 Code shall control except as otherwise provided in this Section 249.79, the Design for Development,
12 and the DA (so long as the DA is in effect). In the event of a conflict between other provisions of the
13 Planning Code and the Design for Development or this Section 249.79 (and further subject to
14 subsection (e) below), this Section 249.79 and the Design for Development shall control.

15 (e) **Development Controls.** Development and uses of property within the SUD shall be
16 regulated by the controls contained in this Section 249.79 and in the Design for Development,
17 provided, however, that if there is any inconsistency between this Section and the Design for
18 Development, this Section shall control.

19 (f) **Definitions.** If not explicitly superseded by definitions established in this Section 249.79 or
20 the Design for Development, the definitions in this Code shall apply. Later amendments to the
21 definitions in this Code shall apply where not in conflict with this Section 249.79, the Design for
22 Development, or the DA. In addition to the specific definitions set forth elsewhere in this Section
23 249.79, the following definitions shall govern interpretation of this Section:

24 "Applicant" means the ground lessee, owner, or authorized agent of the owner or ground lessee
25 of a development parcel.

1 "Building Standards" means the standards applicable to Buildings and any associated
2 privately-owned open spaces within the SUD, consisting of the standards specified in subsection (h)
3 and the standards identified as such in the Design for Development.

4 "Executive Director" means the Executive Director of the Port of San Francisco.

5 "Historic Building" means one of the existing structures commonly known as Historic Building
6 2, Historic Building 12, or Historic Building 21, which are part of the Union Iron Works Historic
7 District (listed on the National Register of Historic Places).

8 "Horizontal Development" means construction of Public Facilities.

9 "Major Modification" means a deviation of 10% ~~percent~~ or more from any dimensional or
10 numerical standard in this SUD or in the Design for Development, except as explicitly prohibited per
11 subsection (i).

12 "Minor Modification" means a deviation of less than 10% ~~percent~~ from any dimensional or
13 numerical standard in this SUD or in the Design for Development, except as explicitly prohibited per
14 subsection (i), or from any non-numerical standard in the Design for Development.

15 "Proposition F" means the Union Iron Works Historic District Housing, Waterfront Parks,
16 Jobs and Preservation Initiative adopted by the voters on November 4, 2015.

17 "Public Facilities" include completed utility infrastructure; recreational, open space, and
18 public access areas; public rights-of-way; and other improvements in the public realm that will be
19 under City and Port jurisdiction when accepted.

20 "Vertical DDA" means a Vertical Disposition and Development Agreement between the Port
21 and an Applicant that sets forth contractual terms and conditions governing the Applicant's
22 development of Vertical Improvements.

23 "Vertical Improvements" means new construction of a Building and any later expansion or
24 major alteration of or addition to a previously approved Building within the SUD.

25 (g) Uses.

(1) **Permitted Uses.** The following uses set forth in Table 249.79(g)(1) below shall be permitted as indicated within the SUD, where P means Permitted Use and NP means Non-permitted Use.

Table 249.79(g)(1)									
Land Uses									
<u>Pier 70 SUD Parcels (as shown in Figures 1 and 2)</u>	<u>Residen- tial Uses</u>	<u>Institu- tional Uses</u>	<u>Retail Uses</u>	<u>Office Uses</u>	<u>Entertain- ment, Arts, and Recreation Uses</u>	<u>Industrial Uses</u>	<u>PDR Uses</u>	<u>Parking Lot</u>	<u>Parking Garage</u>
<u>2</u>	<u>P</u>	<u>P(15)</u>	<u>P(16)</u>	<u>P</u>	<u>P(6)(8)</u>	<u>P(9)(10)</u>	<u>P(11)(12)</u>	<u>NP(13)</u>	<u>NP(14)</u>
<u>12</u>	<u>NP</u>	<u>P(15)</u>	<u>P(2)</u> <u>(16)</u>	<u>P(3)(4)</u>	<u>P(6)(8)</u>	<u>P(9)</u>	<u>P(11)</u>	<u>NP(13)</u>	<u>NP(14)</u>
<u>21</u>	<u>NP</u>	<u>P(15)</u>	<u>P(2)</u> <u>(16)</u>	<u>NP</u>	<u>P(6)(8)</u>	<u>P(9)</u>	<u>P(11)</u>	<u>NP(13)</u>	<u>NP(14)</u>
<u>A</u>	<u>NP</u>	<u>P(15)</u>	<u>P(2)</u> <u>(16)</u>	<u>P</u>	<u>P(6)(8)</u>	<u>P(9)</u>	<u>P(11)</u>	<u>NP(13)</u>	<u>NP(14)</u>
<u>B</u>	<u>NP</u>	<u>P(15)</u>	<u>P(2)</u> <u>(16)</u>	<u>P</u>	<u>P(6)(8)</u>	<u>P(9)</u>	<u>P(11)</u>	<u>NP(13)</u>	<u>NP(14)</u>
<u>C1</u>	<u>P</u>	<u>P(15)</u>	<u>P(16)</u>	<u>P</u>	<u>P(6)(8)</u>	<u>P(9)(10)</u>	<u>P(11)(12)</u>	<u>NP(13)</u>	<u>P</u>
<u>C2</u>	<u>P</u>	<u>P(15)</u>	<u>P(16)</u>	<u>NP(5)</u>	<u>P(7)(8)</u>	<u>P(9)(10)</u>	<u>P(11)(12)</u>	<u>NP(13)</u>	<u>P</u>
<u>D</u>	<u>P</u>	<u>P(15)</u>	<u>P(16)</u>	<u>NP(5)</u>	<u>P(7)(8)</u>	<u>P(10)</u>	<u>P(11)(12)</u>	<u>NP(13)</u>	<u>NP(14)</u>
<u>E1</u>	<u>P</u>	<u>P(15)</u>	<u>P(16)</u>	<u>NP(5)</u>	<u>P(7)(8)</u>	<u>P(10)</u>	<u>P(11)(12)</u>	<u>NP(13)</u>	<u>NP(14)</u>
<u>E2</u>	<u>P</u>	<u>P(15)</u>	<u>P(16)</u>	<u>NP(5)</u>	<u>P(7)(8)</u>	<u>P(10)</u>	<u>P(11)(12)</u>	<u>NP(13)</u>	<u>NP(14)</u>
<u>E3</u>	<u>P</u>	<u>P(15)</u>	<u>P(16)</u>	<u>NP(5)</u>	<u>P(7)(8)</u>	<u>P(10)</u>	<u>P(11)(12)</u>	<u>NP(13)</u>	<u>NP(14)</u>

<u>E4</u>	<u>NP</u>	<u>P(15)</u>	<u>P(2)</u> <u>(16)</u>	<u>P(3)(4)</u>	<u>P(6)(8)</u>	<u>P(9)</u>	<u>P(11)</u>	<u>NP(13)</u>	<u>NP(14)</u>
<u>F/G</u>	<u>P</u>	<u>P(15)</u>	<u>P(16)</u>	<u>P</u>	<u>P(6)(8)</u>	<u>P(9)(10)</u>	<u>P(11)(12)</u>	<u>NP(13)</u>	<u>NP(14)</u>
<u>H1</u>	<u>P</u>	<u>P(15)</u>	<u>P(16)</u>	<u>P</u>	<u>P(6)(8)</u>	<u>P(9)(10)</u>	<u>P(11)(12)</u>	<u>NP(13)</u>	<u>NP(14)</u>
<u>H2</u>	<u>P</u>	<u>P(15)</u>	<u>P(16)</u>	<u>P</u>	<u>P(6)(8)</u>	<u>P(9)(10)</u>	<u>P(11)(12)</u>	<u>NP(13)</u>	<u>NP(14)</u>
<u>PKN</u>	<u>P(1)</u>	<u>P(15)</u>	<u>P(16)</u>	<u>NP(5)</u>	<u>P(7)(8)</u>	<u>P(10)</u>	<u>P(11)(12)</u>	<u>NP(13)</u>	<u>NP(14)</u>
<u>PKS</u>	<u>P(1)</u>	<u>P(15)</u>	<u>P(16)</u>	<u>NP(5)</u>	<u>P(7)(8)</u>	<u>P(10)</u>	<u>P(11)(12)</u>	<u>NP(13)</u>	<u>NP(14)</u>
<u>HDY3</u>	<u>P(1)</u>	<u>P(15)</u>	<u>P(16)</u>	<u>NP(5)</u>	<u>P(7)(8)</u>	<u>P(10)</u>	<u>P(11)(12)</u>	<u>NP(13)</u>	<u>NP(14)</u>
<u>HDY1/2</u>	<u>P(1)</u>	<u>P(15)</u>	<u>P(16)</u>	<u>P</u>	<u>P(6)(8)</u>	<u>P(9)(10)</u>	<u>P(11)(12)</u>	<u>NP(13)</u>	<u>NP(14)</u>

Notes:

(1) Ground Floor Residential on Illinois Street is NP.

(2) Tourist Hotel is NP.

(3) Service, ~~Medical~~Heath is NP.

(4) Office Use is NP on Ground Floor.

(5) Office Use is P on Ground Floor only.

(6) Movie Theater is P if no more than three screens.

(7) Movie Theater is NP.

(8) Livery Stables are NP.

(9) Automobile Assembly, Food Fiber and Beverage Processing 1, Light Manufacturing, Metal Working are P. Other Industrial Uses are NP.

(10) Food Fiber and Beverage Processing 1, Light Manufacturing are P on Ground Floor only if Building contains Residential.

(11) PDR Automotive Services Station, Storage, Stable, and Utility Yard are NP. PDR Automotive Service Station are P if Predominant Use is District Garage.

1 (12) PDR Uses not already restricted as NP herein are P on the Ground Floor only if Building
2 contains Residential.

3 (13) Parking Lots are NP (except as provided for in Section 249.79(g)(3) as an interim use).

4 (14) Accessory Parking is P.

5 (15) Hospital is NP.

6 (16) Automotive Retail is NP.

7 (2) **Temporary Uses.** The Executive Director may approve without a public hearing
8 any of the following uses (“Temporary Uses”) for a period not to exceed 90 days, or for such longer
9 period of time as may be approved by the Executive Director under any Port lease or license: booths
10 for charitable, patriotic, or welfare purposes; markets; exhibitions, festivals, circuses, musical and
11 theatrical performances and other forms of live entertainment including setup/load-in and
12 demobilization/load-out; athletic events; open-air sales of agriculturally-produced seasonal
13 decorations such as Christmas trees and Halloween pumpkins; meeting rooms and event staging;
14 mobile food and temporary retail establishments; and automobile and truck parking and loading
15 associated with any authorized temporary use. The Executive Director may authorize recurring
16 Temporary Uses (such as a weekly farmers market) under a single authorization.

17 (3) **Interim Uses.** The Executive Director may approve any use listed in this subsection
18 (“Interim Use”) without a public hearing for a period not to exceed five years if the Executive Director
19 finds that such Interim Use will not impede orderly development consistent with this Section 249.79, the
20 Design for Development, and the DA. Interim Uses are limited to uses in the existing Historic
21 Buildings, unimproved areas, and open spaces. Any Interim Use listed in this subsection that is
22 integral to development under the DA, DDA, or Vertical DDA, and is permitted by the Port under any
23 Port lease or license shall not require separate authorization as an Interim or Temporary use (for
24 example, uses incidental to environmental clean-up, demolition and construction, storage, and
25 automobile and truck parking and loading related to construction activities). Any authorization granted

1 pursuant to this ~~Section~~ subsection 249.79(g)(3) shall not exempt the applicant from obtaining any other
2 permit required by law. Additional time for such uses may be authorized upon a new application.

3 Interim Uses the Executive Director may authorize include, but are not limited to:

4 (A) Retail activities, which may include the on-site assembly, production or sale
5 of food, beverages, and goods, the operation of restaurants or other retail food service in temporary
6 structures, outdoor seating, food trucks, and food carts;

7 (B) Temporary art installations, exhibits, and sales;

8 (C) Recreational facilities and uses (such as play and climbing structures and
9 outdoor fitness classes);

10 (D) Motor vehicle and bicycle parking;

11 (E) On-site assembly and production of goods in enclosed or unenclosed
12 temporary structures;

13 (F) Educational activities, including but not limited to after-school day camp and
14 activities;

15 (G) Site management service, administrative functions and customer amenities
16 and associated loading;

17 (H) Rental or sales offices incidental to new development; and

18 (I) Entertainment uses, both unenclosed and enclosed, which may include
19 temporary structures to accommodate stages, seating and support facilities for patrons and operations.

20 (4) **Nonconforming Uses.** The Executive Director may allow the reasonable
21 continuance, modification, or expansion of existing uses and structures that do not comply with this
22 Section 249.79 or the Design for Development upon a determination that the use would not impede the
23 orderly development of the SUD consistent with this Section, the DA, the DDA, and any Vertical DDA.

24 (5) **Ground Floor Frontages.**

1 (A) **Priority Retail Frontages.** As listed below, a minimum of 50% percent of
2 the shaded Priority Retail Frontage zone shown in Figure 1 shall be occupied by the following uses
3 (each, a “Priority Retail” use) as defined in Section 2.2 of the Design for Development (Ground Floor
4 Uses):

5 (i) **Retail Sales and Service Use** (including ~~p~~Personal ~~s~~Services and
6 ~~excluding medical/Health sServices, fFinancial sServices, banks, real estate services, or Retail~~
7 **Professional Services, and ~~r~~Retail ~~a~~Automotive ~~u~~Uses**);

8 (ii) **Bar and restaurant;**

9 (iii) **Arts activities;**

10 (iv) **PDR Use (including Industrial Use); and**

11 (viii) **Entertainment, Arts, and Recreation Use.**

12 (B) As an exception to the above, Parcel E4, due to its waterfront location, shall
13 require a minimum of 33% percent Priority Retail of the extent of the east and south frontages. The
14 Priority Retail uses on Parcel E4 may consolidate required linear feet on a single designated frontage.

15 (C) The minimum depth of regulated uses for all Priority Retail frontages is 25
16 feet from the subject façade. A maximum of 40 feet of lobby frontage per building may count towards
17 linear Priority Retail frontage requirement.

18 (D) **Retail and Service Frontages.** To embed a broader set of active uses
19 elsewhere on the site, including community facilities and personal services, Retail and Service
20 Frontages shall occur along the northern and southern waterfront edge, as well as along the 200-foot
21 portion of C1 facing Orton Plaza and on key gateways into the site from Illinois Street and corners
22 adjacent to the Maryland Street corridor between 21st and 22nd Streets, as shown in Figure 1.
23 Specified frontage zones shall be limited to the Priority Retail uses listed in subsection
24 249.79(g)(5)(A) plus the following additional uses (each, a “Priority Service Use”) for a minimum of
25 50% percent of the shaded Retail and Services frontage zone identified in Figure 1:

1 (i) Medical Health sServices;

2 (ii) Financial sServices and banks;

3 (iii) Fitness centers and gymsRetail Professional Services;

4 (iv) Institutional Use;

5 (v) Community facilities; and

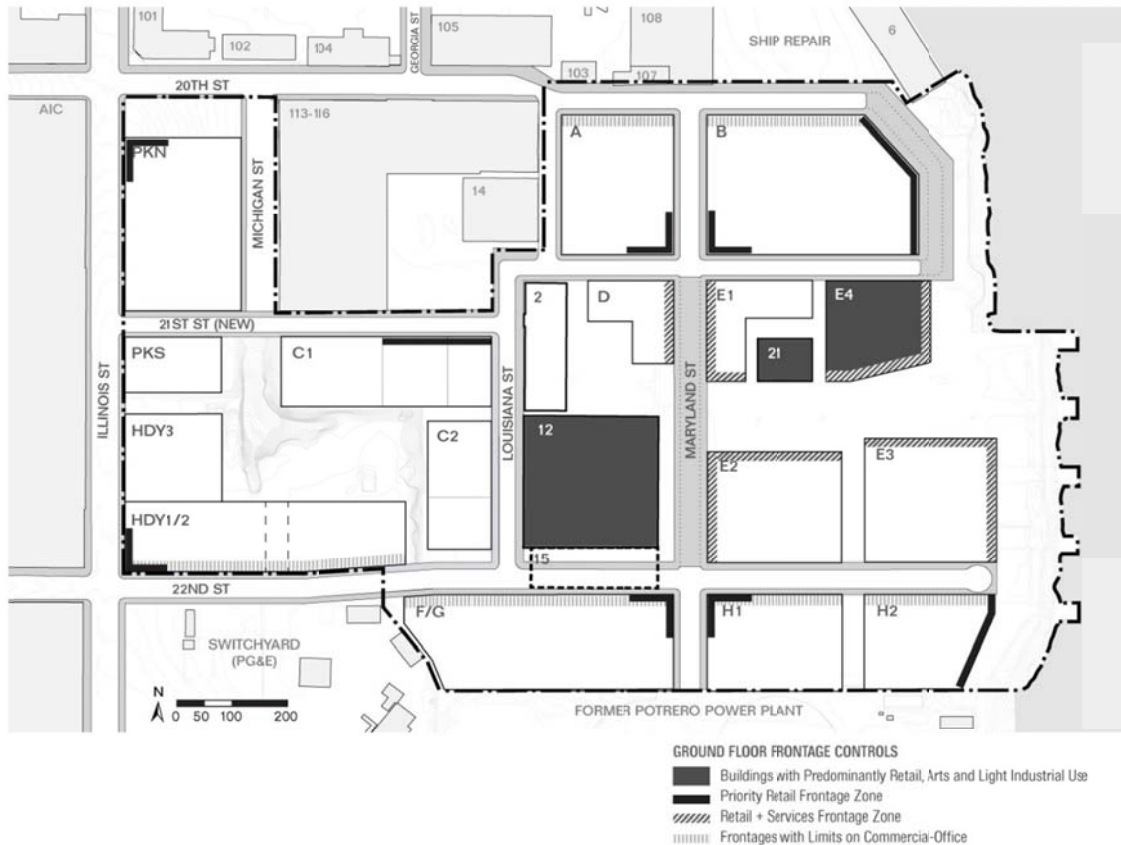
6 (vi) Events and activity spaceNon-Retail Sales and Service Use.

7 (vii) For C1 only, small oOffices up to 5,000 square feet.

8 (E) The minimum Retail and Service depth shall be 25 feet. If C1 is built as a
9 garage, the minimum depth shall be 20 feet to preserve parking layout feasibility.

10 (F) Office Frontages. Ground floor office uses on 20th and 22nd Streets, as
11 shown on Figure 1, shall not exceed 75% percent of the frontage for Parcels A, B, F, G, HDY, H1, and
12 H2. Remaining portions of those frontages shall provide usable spaces for a viable non-office use,
13 including all Priority Retail uses listed in 249.79(g)(5)(A) and Priority Service Uses listed in
14 249.79(g)(5)(D).

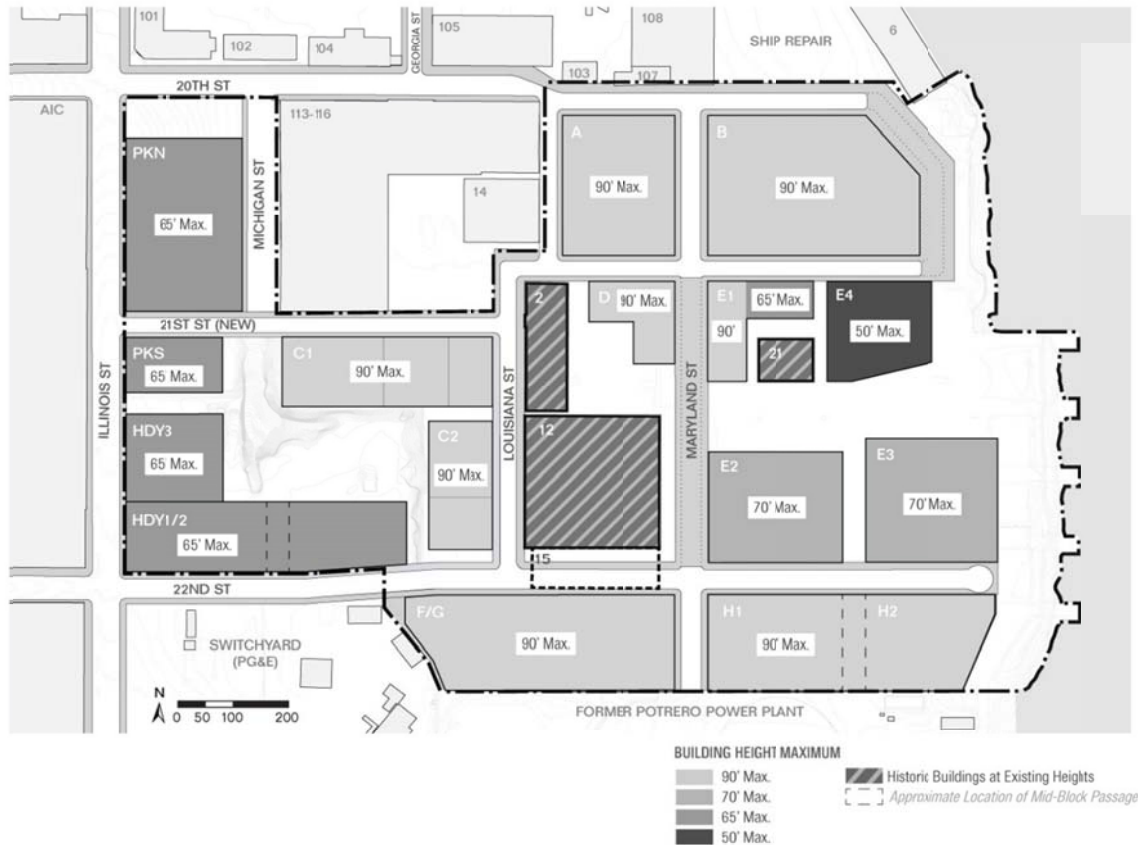
15 **Figure 1: Ground Floor Frontage Controls.**



(h) Building Standards.

(1) Building Height and Bulk. *The height and bulk limits shall be as set forth on Sectional Map HT08 of the Zoning Map and as further limited and detailed in Figure 2 of this Section 249.79 (Building Height Maximum) and the Design for Development.*

Figure 2: Building Heights Maximum.



(2) **Measurement of Height.** Measurement of Height shall be governed by the controls set forth in Section 6.4 of the Design for Development (Maximum Building Height) and not as provided in Section 260.

(3) **Lot Coverage and Rear Yards.** Lots shall not be required to comply with any rear yard and lot coverage requirements set by this Code.

(4) **Off-Street Parking.** Off-street automobile parking shall not be required for any use. Total parking spaces for the SUD shall not exceed the maximum number of spaces listed in the ~~Table~~ Table 249.79(h)(4) below. Planning will determine compliance with the off-street parking standards in

accordance with Subsection 249.79(l)(5) below. These requirements may be modified pursuant to implementation of the Project's Transportation Demand Management (TDM) requirement, as set forth in the DDA.

<u>Table 249.79(h)(4)</u>	
<u>Maximum Permitted Off-Street Parking</u>	
<u>Residential Use</u>	<u>0.6 spaces per residential unit</u>
<u>Office Use</u>	<u>1 space per 1500 square feet of Gross Floor Area</u>
<u>All Other Uses</u>	<u>None permitted</u>

(5) **Bicycle Parking.** The amount and design of bicycle parking required shall be governed by the controls set forth in the Planning Code, ~~whereas~~ but the location and design of required bicycle parking shall be governed by the controls set forth in the Design for Development.

(6) **Dwelling Unit Density.** There shall be no density limit for any residential use.

(7) **Dwelling Unit Exposure.** The provisions of Section 140 shall not apply. Dwelling units in new construction shall face onto one of the following open areas that is open to the sky:

(A) A public street, public alley, or mid-block passage (public or private) at least 20 feet in width;

(B) An exterior courtyard or terrace at least 25 feet in width that is open to a public street, public alley, mid-block passage (public or private);

(C) A public open space that is at least 25 feet in width, including Irish Hill, a landscape feature;

(D) An interior courtyard at least 25 feet in width and a maximum height of 55 feet;

(E) An interior courtyard at least 40 feet in width without regard to height; or

1 (F) Undeveloped airspace over rooftops of either adjacent buildings within the
2 SUD or a building on the same parcel where such building has been built to the maximum height limit
3 allowed pursuant to this Section 249.79.

4 (8) **Open Space for Dwelling Units.** In addition to any publicly-accessible open spaces
5 described in the Design for Development, a minimum of 40 square feet of open space per dwelling unit
6 shall be provided on each residential building parcel. Such open space may be either private or
7 common space, and may be provided in the form of courtyards, terraces, rooftops, balconies, or other
8 facilities. The standards for open spaces shall be governed by the controls set forth in the Design for
9 Development and not as provided in Section 135.

10 (9) **Permitted Obstructions.** Permitted obstructions over the street, alley, yard, setback,
11 or open space (also referred to as Projections) shall be governed by the controls set forth in the Design
12 for Development and not as provided in Section 136.

13 (10) **Streetscape Improvements.** The streetscape and street tree planting requirements
14 shall be governed by the controls set forth in the Design for Development and not as provided in
15 Section 138.1(c).

16 (11) **Off-Street Loading.** The loading requirements of Article 1.5 of the Code shall not
17 apply. Off-Street loading shall be governed by the controls set forth in Section 5.5 and 5.6 of the Design
18 for Development, describing number of loading spaces, loading space locations and dimensions,
19 loading spaces for historic buildings, location of refuse and recycling, and loading access locations.

20 (12) **Signage.** The requirements of Article 6 of this Code, as well as the signage
21 guidelines of the Port, shall not apply. Building signage within the Special Use District shall be
22 regulated by Sections 7.5 (General Signage), 7.6 (Wayfinding Signage) and 7.7 (Building Signage) of
23 the Design for Development, regulating signage design and location for buildings and the public realm.
24 Signage regulations in the Design for Development supplement the following signage plans to be
25 approved by the Executive Director and the Planning Department pursuant to the DDA as follows: the

1 Pier 70 Public ROWs Signage Plan, the Pier 70 Park Parcels Signage Plan(s) and the Pier 70
2 Interpretive Signage Plan(s) to be approved by the Executive Director, and the Pier 70 Building
3 Signage Plan approved by both the Executive Director and Planning Director.

4 (13) **Inclusionary Housing Requirements.** The requirements of Section 415 shall apply
5 subject to the following provisions:

6 (A) For any Rental Housing Project, each housing development project shall
7 pay a fee based on the number of units equivalent to the 23% of the number of units in the principal
8 rental housing project. If the project sponsor is eligible and elects to provide on-site affordable rental
9 units, the number of affordable units constructed on-site shall be 20% of all units constructed on the
10 project site. The Rental Units shall have an affordable rent set at an average of 80% of Area Median
11 Income or less.

12 (B) For any housing development project consisting of Owned Units, each
13 project shall pay a fee based on the number of units equivalent to the 28% of the number of units in the
14 principal housing project.

15 (14) **Impact Fees.** Vertical Improvements within the SUD that are subject to the DA
16 shall be required to pay impact fees in accordance with the DA. In recognition of the high level of in-
17 kind improvements provided under the Design for Development and related project documents, all
18 other Vertical Improvements within the SUD, whether subject to the DA or not, shall not be required to
19 pay the Eastern Neighborhoods Impact Fees and Public Benefits Fund requirements set forth in Section
20 423.

21 (15) **Transportation Fee.** Vertical Improvements that are subject to the DA shall be
22 required to pay transportation fees in accordance with the DA, which fees shall be used by SFMTA in
23 accordance with the Transportation Plan attached to the DA. All other Vertical Improvements within
24 the SUD shall pay to SFMTA a "Transportation Fee" that SFMTA shall use to pay for uses permitted
25 by the TSF Fund under Section 411A.7, including SFMTA and other agencies' costs to design, permit,

1 construct, and install a series of transportation improvements in the area surrounding the Pier 70 SUD.
2 The Transportation Fee will be calculated for each Vertical Improvement at 100% of the applicable
3 TSF rate without a discount under Section 411A.3(d) as if it were a Project submitted under Section
4 411A.3(d)(3).

5 (i) **Modifications to Building Standards.** Modification of the Building Standards may be
6 approved on a project-by-project basis according to the procedures of set forth below.

7 (1) **No Modifications or Variances Permitted.** No modifications or variances are
8 permitted for (A) Maximum Height established under Section (h)(1); (B) maximum building stories
9 established in Standard 6.4.2 of the Design for Development (Maximum Stories); (C) maximum off-
10 street parking ratios (except as provided in subsection (l)(5) below); (D) minimum required bicycle
11 parking quantities established in Article 1.5 of ~~Standard 5.1.1 of the Design for Development~~
12 ~~(Bicycle Parking Capacity)~~ the Planning Code; or (E) Standard 6.18.1 (Key Facades 200-350 Feet in
13 Length) and Standard 6.18.2 (Key Facades 350 Feet or More in Length) of the Design for Development
14 regulating architectural treatment of primary and secondary facades. Except as explicitly provided in
15 subsections (i)(2) and (3) below, no other standard set forth in this Section 249.79 or in the Design for
16 Development shall be modified or varied.

17 (2) **Minor Modifications.** The Planning Director may approve a Minor Modification
18 administratively by the procedures described in ~~S~~subsection 249.79(l)(6)(A).

19 (3) **Major Modifications.** The Planning Commission shall hear any application for a
20 Major Modification according to the procedures described in subsection 249.79(l)(6)(B).

21 (j) **Review and Approval of Development Phases and Horizontal Development.** The Port
22 Commission shall grant a Phase Approval in accordance with the DDA for the Phase that includes the
23 applicable Vertical Improvements before Planning may approve an application for design review under
24 this Section 249.79. Pursuant to subsection (l)(5) below and as further established in the DDA,
25 the Planning Director shall review the off-street parking program proposed in the subject

1 phase for consistency with the off-street parking requirements set forth in this Section 249.79
2 prior to Port Commission approval of the Phase Application.

3 (k) **Review and Approval of Open Space.** The Port Commission shall have exclusive
4 jurisdiction over the review of proposed publicly-owned open space within the SUD for consistency
5 with the Design for Development, including program, design, and the inclusion of any ancillary
6 structures. Any privately-owned publicly-accessible open space on any of the development parcels shall
7 be reviewed and approved by Planning as part of the associated Vertical Improvement.

8 (l) **Design Review and Approval of Vertical Improvements.**

9 (1) **Applications.** Applications for design review are required for all Vertical
10 Improvements prior to issuance of building permits. An application for design review shall be filed at
11 the Port by the owner or authorized agent of the owner of the property for which the design review is
12 sought. Each application shall include the documents and materials necessary to determine consistency
13 with this Section and the Design for Development, including site plans, sections, elevations, renderings,
14 landscape plans, and exterior material samples to illustrate the overall concept design of the proposed
15 buildings. If an Applicant requests a Major or Minor Modification, the application shall contain
16 descriptive material such as narrative and supporting imagery, if appropriate, that describes how the
17 proposed Vertical Improvement meets the intent of the SUD and Design for Development and provides
18 architectural treatment and public benefit that are equivalent or superior to strict compliance with the
19 standards.

20 (2) **Completeness.** Port and Planning staff shall review the application for
21 completeness and advise the Applicant in writing of any deficiencies within 30 days after receipt of the
22 application or, if applicable, within 15 days after receipt of any supplemental information requested
23 pursuant to this Section. Review by Port staff shall also include a review for compliance with the
24 requirements of the applicable Vertical DDA. If staff does not so advise the applicant, the application
25 shall be deemed complete.

1 **(3) Staff Design Review of Buildings.** *Each application for Vertical Improvements*
2 *shall be subject to the administrative design review process set forth in this subsection (l). Upon a*
3 *determination of completeness (or deemed completeness), staff shall conduct design review and*
4 *prepare a staff report determining compliance of the Vertical Improvement with this Section 249.79*
5 *and the Design for Development, including a recommendation regarding any modifications sought.*
6 *Such staff report shall be delivered to the Applicant and any third parties requesting notice in writing,*
7 *shall be kept on file, and posted on the Department's website for public review, within 60 days of the*
8 *determination of completeness (or deemed completeness).*

9 *If staff determines that the Vertical Improvement is not compliant with the Design for*
10 *Development and this Section 249.79, it will notify the Applicant within the applicable 60-day period,*
11 *in which case, the Applicant may resubmit the Application and the requirements under*
12 ~~*§subsection(1)(1) through §subsection (1)(3) apply anew, except the time for staff review shall be 30*~~
13 ~~*days.*~~

14 **(4) Port Review of Historic Buildings.** *Port staff shall review schematic designs for*
15 *each Historic Building in accordance with the procedures set forth in the ground lease between Port*
16 *and the Applicant for the applicable Historic Building. Port staff review shall include a determination*
17 *of consistency with the Design for Development and applicable mitigation measures, including*
18 *compliance with Secretary of the Interior's Standards for the Treatment of Historic Properties.*

19 **(5) Off-Street Parking.** *It is the intent of this SUD that at full build-out of all parcels in*
20 *the SUD, the total number of off-street parking spaces within the SUD shall not exceed the applicable*
21 *maximum parking ratios specified in Table 249.79(h)(4) above. The maximum parking ratios shall not*
22 *apply to individual Vertical Improvements or parcels, but shall be considered cumulatively for the SUD*
23 ~~*as a whole. To ensure compliance with the maximum parking ratios on a periodic basis during*~~
24 ~~*the phased build-out of the SUD, the Planning Department shall not approve new off-street*~~
25 ~~*parking proposed within a Vertical Improvement if it determines that the amount of off-street*~~

1 parking proposed would cause the aggregate parking ratio in the SUD to be exceeded when
2 taking into account the amount of parking in the proposed Vertical Improvement plus the
3 amount of parking for all Buildings approved under this Section 249.79 as of the date of
4 determination (without regard to whether or not the Building has been constructed) at the
5 following Development Increments: every 750 net new housing units and every 400,000 gross
6 square feet of non-residential uses in new or rehabilitated buildings (each residential and non-
7 residential threshold, a "Development Increment"). Notwithstanding the foregoing, a deviation
8 of up to 10% above the maximum ratios shall be permitted for all increments prior to final build
9 out and not be considered a Major Modification, Minor Modification, or otherwise inconsistent
10 with this Section 249.79 or the Design for Development. For any increment beyond the first,
11 the Planning Director may disallow part or all of the 10% deviation from the maximum ratios in
12 consideration of expected build out of the SUD. As part of the Phase Submittal process
13 required under the DDA and discussed in subsection (j) above, the Port shall refer to the
14 Planning Director for approval the parking data information submitted by the developer setting
15 forth the total number of residential units and total gross floor area of office space for the
16 proposed phase and for all prior approved phases (without regard to whether or not the
17 Buildings have been constructed) along with an updated estimate of maximum future buildout
18 of residential units and office spaces within the SUD. For Phases 1 and 2, the Phase
19 Submittal may exceed the maximum parking ratios for proposed and previously approved
20 parking spaces by up to 10%, provided the cumulative buildout for that phase does not
21 exceed 90% of the expected full buildout within the SUD for either residential units or office
22 space. For Phases thereafter, the Planning Director may determine whether to allow a 10%
23 deviation above the maximum parking ratios allowed for the SUD, taking into account the
24 expected Project program at full build-out. To ensure compliance with the maximum parking
25 ratios on a periodic basis during the phased build-out of the SUD, Planning shall not otherwise

1 approve new off-street parking proposed within a Vertical Improvement if it determines that
2 the amount of off-street parking proposed for the Vertical Improvement would cause the SUD
3 to exceed the total number of parking spaces approved under the current Phase Submittal
4 plus all prior approved Phase Submittals.

5 **(6) Approvals and Public Hearings for New Development.**

6 **(A) New Construction.** *Within 10 days after the delivery and posting of the staff*
7 *report in accordance with subsection (1)(3), the Planning Director shall approve or disapprove the*
8 *Vertical Improvement design and any Minor Modifications based on its compliance with this Section*
9 *249.79 and the Design for Development and the findings and recommendations of the staff report. If the*
10 *Vertical Improvement is consistent with the numeric standards set forth in this Section 249.79 and the*
11 *Design for Development, the Planning Director's discretion to approve or disapprove the Vertical*
12 *Improvement shall be limited to the Vertical Improvement's consistency with the non-numeric elements*
13 *of the Design for Development and the General Plan. Notwithstanding any other provisions of this*
14 *Section 249.79, the Planning Director may refer an Application that proposes modification to the non-*
15 *numeric elements of the Design for Development, even if not otherwise classified as a Major*
16 *Modification, to the Planning Commission as a Major Modification if the Planning Director determines*
17 *that the proposed modification does not meet the intent of the Standards set forth in the Design for*
18 *Development.*

19 **(B) Vertical Improvements Seeking Major Modifications.** *Upon delivery and*
20 *posting of the staff report under subsection (1)(3), the Planning Commission shall calendar the item for*
21 *a public hearing at the next regular meeting of the Planning Commission (or special meeting, at the*
22 *Planning Commission's discretion), subject to any required noticing, for any application for Vertical*
23 *Improvements seeking one or more Major Modifications and for any Vertical Improvement seeking*
24 *Minor Modifications that the Planning Director, in his or her sole discretion, refers as a Major*
25 *Modification. The Planning Commission shall consider all comments from the public and the*

1 recommendations of the staff report and the Planning Director in making a decision to approve or
2 disapprove the Vertical Improvement design, including the granting of any Major or Minor
3 Modifications.

4 (C) **Notice of Hearings.** Notice of hearings required by subsection (B) above
5 shall be provided as follows:

6 (i) by mail not less than 10 days prior to the date of the hearing to the
7 Vertical Improvement applicant, to property owners within 300 feet of the exterior boundaries of the
8 property that is the subject of the application, using for this purpose the names and addresses as shown
9 on the citywide assessment roll in the Office of the Tax Collector, and to any person who has requested
10 such notice; and

11 (ii) by posting on the subject property at least 10 days prior to the date
12 of the hearing.

13 (m) **Building Permit Approval.** For projects subject to the jurisdiction of the Port, the Chief
14 Harbor Engineer shall review each building permit application for consistency with the authorizations
15 granted pursuant to this Section 249.79. For projects outside the jurisdiction of the Port, DBI shall
16 review each permit application for consistency with the authorizations granted pursuant to this Section
17 249.79. The Chief Harbor Engineer and DBI shall not issue any building permit for work within the
18 SUD that has not obtained design review approval in accordance with subsections (l)(6)(A) and (B)
19 above to the extent applicable, or is inconsistent with standards in this Section 249.79 or the Design for
20 Development.

21 (n) **Change of Use.** Before issuing any building permit or other permit or license, or for a
22 permit of Occupancy that would authorize a new use, a change of use or maintenance of an existing use
23 of any land or structure contrary to the provisions of this Section 249.79 or the Design for
24 Development, the Chief Harbor Engineer or DBI, as applicable, shall refer the matter to the Planning
25

Department for a consistency determination to be provided to the Chief Harbor Engineer or DBI, as applicable, within 15 days of referral.

(o) **Discretionary Review.** No requests for discretionary review shall be accepted by the Planning Department or heard by the Planning Commission for any Building in the SUD.

Section 3. The Planning Code is hereby amended by revising Zoning Map ZN08, Height Map HT08, and Sectional Map SU08, as follows:

(a) To change the Zoning Map (ZN08) from M-2 to Pier 70 Mixed-Use District:

Assessor's Block	Lot	Current Zoning to be Superseded	Proposed Zoning to be Approved
4052	001 (partial)	M-2	Pier 70 Mixed Use District
4111	004 (partial)		
4110	001		
4110	008A		
4120	002	P	

(b) To change the Zoning Map (HT08) from 40-X to 90-X:

Assessor's Block	Lot	Current Height/Bulk to be Superseded	Proposed Height/Bulk to be Approved
4052	001 (partial)	40-X	90-X
4111	004 (partial)		
4120	002		

(c) Sectional Map SU08 is hereby amended to create the new Pier 70 Special Use District, bounded by the following streets:

(1) To the north, all lots fronting the southern side of and abutting the terminus of 20th Street from Illinois Street to the shoreline, including lot 4110001, a portion of lot 4111004 - the southernmost portion south of a line roughly 95 feet from the southern parcel

border, and a portion of lot 4052001 – the southernmost portion south of a line roughly 1,100 feet from the southern parcel border, and excluding the northwestern corner roughly bounded by a line running parallel to and roughly 265 feet south of 20th Street, and a line parallel to and roughly 800 feet east of Illinois Street;

(2) To the east, all lots fronting the shoreline between 20th and 22nd Streets;

(3) To the south, all lots fronting the northern side of 22nd Street, and abutting the terminus of 22nd Street from Illinois St to the shoreline;

(4) To the west, all lots fronting the eastern side of Illinois St, from 20th Street to 22nd Street.

Section 4. Effective Date. This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: ANDREA RUIZ-ESQUIDE
Deputy City Attorney

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Pier 70 Special Use District TDM Program

July 24, 2017

TRANSPORTATION DEMAND MANAGEMENT

The Project (defined as the area within the Pier 70 Special Use District) will implement TDM measures designed to produce 20% fewer driving trips than identified by the project's Transportation Impact Study ("Reduction Target") for project build out, as identified in Table 1, below.

Table 1: Trip Reduction Target from EIR Trip Estimates

Period	EIR Auto Trip Estimate at Project Build-Out	Auto Trips Reflecting 20% Reduction ("Reduction Target")
Daily	34,790	27,832

To do this, the TDM Plan creates a TDM Program that will support and promote sustainable modes and disincentivize the use of private automobiles, particularly single-occupancy vehicles, among residents, employees, and visitors. This chapter outlines the different strategies that Project, initially, will employ to meet those goals, including the formation of a Transportation Management Association (TMA). The TMA will be responsible for the administration, monitoring, and adjustment of the TDM Plan and program over time. In addition to meeting the Reduction Target, the following overall TDM goals are proposed to ensure that the Project creates an enjoyable, safe, and inviting place for residents, workers, and visitors.

1.1 TDM Goals

In addition to meeting the Reduction Target described above, the TDM program will include measures that contribute to the following goals:

- Encourage residents, workers, and visitors to the Project site to use sustainable transportation modes and provide resources and incentives to do so.
- Make the Project site an appealing place to live, work and recreate by reducing the number of cars on the roadways and creating an active public realm.
- Integrate the Project into the existing community by maintaining the surrounding neighborhood character and seamlessly integrating the Project into the established street and transportation network.
- Provide high quality and convenient access to open space and the waterfront.
- Promote pedestrian and bike safety by integrating bicycle and pedestrian-friendly streetscaping throughout the Project site.
- Improve access to high quality transit, including Caltrain, BART, and Muni light rail.
- Reduce the impact of the Project on neighboring communities, including reducing traffic congestion and parking impacts.

1.2 TDM Approach

The fundamental principle behind the TDM program is that travel habits can be influenced through incentives and disincentives, investment in sustainable transportation options, and educational and marketing efforts. Recognizing this principle, the following section describes the TDM program, including its basic structure, as well as logistical issues, such as administration and maintenance of the program.

The Project's land use and site design principles, including creating a dense, mixed-use area that provides neighborhood and office services within walking distance from residential and commercial buildings and the creation of walkable and bicycle-friendly streets, will work synergistically with the TDM program to achieve the Project's transportation goals.

Planning Code Section 169 (TDM) requires that master planned projects such as Pier 70 meet the spirit of the TDM Ordinance, and acknowledges that there may be unique opportunities and strategies presented by master planned projects to do so. If, in the future, the Port establishes its own TDM program across its various properties, the Project will have the right, but not the obligation, to consolidate TDM efforts with this larger plan. In all cases, the Project will coordinate with a Port-wide TDM program, should it exist. In the absence of such a Port-wide program now, the Project is proposing the site-specific TDM program structure outlined below.

As previously mentioned, in order to meet the Project goals to reduce Project-related one-way vehicular traffic by 20%¹—and to create a sustainable development, the Project's TDM program will be administered and maintained by a TMA. Existing examples of TMAs include the Mission Bay TMA and TMA SF Connects.

The TMA will provide services available to all residents and workers at the Project site. The TMA will be funded by an annual assessment of all buildings in the Pier 70 Special Use District area (excluding Buildings 12, 21 and E4). The TMA will be responsible for working with future subtenants of the site (e.g., employers, HOAs, property managers, residents) to ensure that they are actively engaging with the TDM program and that the Program meets their needs as it achieves or exceeds the driving trip reduction targets. Upon agreeing to lease property at the Project, these subtenants will become "members" of the TMA and able to take advantage of the TDM program services provided through the TMA. The TMA will be led by a board of directors which will be composed of representatives from diverse stakeholders that will include the Port (as the current property owner), the SFMTA (as the public agency responsible for oversight of transportation in the City), and representatives of various buildings that have been constructed at the site. The board of directors may also include representatives from commercial office tenants or homeowners' associations.

Day-to-day operations of the TMA will be handled by a staff that would work under the high-level direction provided by the board of directors. The lead staff position will serve as the onsite Transportation Coordinator (TC) (also referred to as the "TDM Coordinator"), functioning as the TMA's liaison with subtenants in the implementation of the TDM program and as the TMA's representative in discussions with the City.

The TC will perform a variety of duties to support the implementation of the TDM program, including educating residents, employers, employees, and visitors of the Project site about the range of

¹ Reduction in trips is in comparison to trip generation expectations from the EIR.

transportation options available to them. The TC would also assist with event-specific TDM planning and monitoring, and reporting on the success and effectiveness of the TDM program overall. The TC may be implemented as a full-time position, or as a part-time position shared with other development projects. The TMA will have the ability to adjust TDM program to respond to success or failure of certain components.

1.2.1 The TMA Website

The TMA, through the onsite TC, would be responsible for the creation, operation, and maintenance of a frequently updated website that provides information related to the Project's TDM program. The TMA's website would include information on the following (and other relevant transportation information):

- Connecting shuttle service (e.g., routes and timetables);
- General information on transit access (e.g., route maps and real-time arrival data for Muni, Caltrain, and BART);
- Bikesharing stations on site and in the vicinity;
- On- and off-street parking facilities pricing (e.g., pricing, location/maps and real-time occupancy);
- Carsharing pods on site and in the vicinity,
- Ridematching services; and
- Emergency Ride Home (ERH) program.

1.3 Summary of TDM Measures

Table 2 provides a summary of the TDM measures to be implemented at the Project by the TMA. The following sections provide more detail on the measures as organized by measures that are applicable site-wide, those that target residents only, and those that target non-residents (workers and visitors) only. The applicable measures will be ready to be implemented upon issuance of each certificate of occupancy.

Table 2: Summary of Pier 70 TDM Measures

Measure ²	Description	Applicability		
		Site-wide	Residential	Non-Residential
Improve Walking Conditions	Provide streetscape improvements to encourage walking	✓		
Bicycle Parking	Provide secure bicycle parking	✓		
Showers and Lockers	Provide on-site showers and lockers so commuters can travel by active modes			✓
Bike Share Membership	Property Manager/HOA to offer contribution of 100% toward first year membership; one per dwelling unit		✓	

² Where applicable, measure names attempt to be consistent with names of measures in San Francisco's TDM Program

Measure ²	Description	Applicability		
		Site-wide	Residential	Non-Residential
Bicycle Repair Station	Each market-rate buildings shall provide one bicycle repair station		✓	
Fleet of Bicycles	Sponsor at least one bikeshare station at Pier 70 for residents, employees, and/or guests to use	✓		
Bicycle Valet Parking	For large events (over 2,000), provide monitored bicycle parking for 20% of guests	✓		
Car Share Parking & Membership	Provide car share parking per code. Property Manager/HOA to offer contribution of 100% toward first year membership; one per dwelling unit		✓	
Delivery Supportive Amenities	Facilitate deliveries with a staffed reception desk, lockers, or other accommodations, where appropriate.	✓		
Family TDM Amenities	Encourage storage for car seats near car share parking, cargo bikes and shopping carts	✓		
On-site Childcare	Provide on-site childcare services	✓		
Family TDM Package	Require minimum number of cargo or trailer bike parking spaces		✓	
Contributions or Incentives for Sustainable Transportation	Property Manager/HOA to offer one subsidy (40% cost of MUNI "M" pass) per month for each dwelling unit		✓	
Shuttle Bus Service	Provide shuttle bus services	✓		
Multimodal Wayfinding Signage	Provide directional signage for locating transportation services (shuttle stop) and amenities (bicycle parking)	✓		
Real Time Transportation Information Displays	Provide large screen or monitor that displays transit arrival and departure information	✓		
Tailored Transportation Marketing Services	Provide residents and employees with information about travel options	✓		
On-site Affordable Housing	Provide on-site affordable housing as part of a residential project		✓	
Unbundle Parking	Separate the cost of parking from the cost of rent, lease or ownership	✓		
Prohibition of Residential Parking Permits (RPP)	No RPP area may be established at or expanded into the Project site		✓	
Parking Supply	Provide less accessory parking than the neighborhood parking rate	✓		
Emergency Ride Home Program	Ensure that every employer is registered for the program and that employees are aware of the program			✓

1.4 Site-wide Transportation Demand Management Strategies

The following are site-wide TDM strategies that will be provided to support driving trip reductions by all users of the Project.

1.4.1 *Improve Walking Conditions*

The Project will significantly improve walking conditions at the site by providing logical, accessible, lighted, and attractive sidewalks and pathways. Sidewalks will be provided along most new streets and existing streets will be improved with curbs and sidewalks as necessary. The street design includes improvements to streets and sidewalks to enhance the pedestrian experience and promote the safety of pedestrians as a top priority. In addition, ground floor retail will create an active ground plan that promotes comfortable and interesting streetscapes for pedestrians.

1.4.2 *Encourage Bicycling*

Bicycling will be encouraged for all users of the site by providing well-designed and well-lit bike parking in residential and commercial buildings, in district parking, and also in key open space and activity nodes. Bicycle parking will be provided in at least the amounts required by the Planning Code at the time a building secures building permits. Furthermore, valet bicycle parking will be provided for large events (over 2,000) to accommodate 20% of guests. In addition to bicycle parking, the Project will fund at least one bikeshare station on site, including the cost of installation and operation for three years, for residents, employees, and or guests to use. This will help reduce the cost-burden of purchasing a bike and increase convenience. Bicycle facilities provided at the Project site will help improve connectivity to existing bike facilities on Illinois Street and the Bay Trail.

1.4.3 *Tailored Transportation Marketing Services and Commuter Benefits*

Tailored marketing services will provide information to the different users of the site about travel options and aid in modal decision making. For example, the TMA will be responsible for notifying employers about the San Francisco Commuter Benefits Ordinance, the Bay Area Commuter Benefits Program, and California's Parking Cash-Out law when they sign property leases at the site and disseminating general information about the ordinances on the TMA's website. The TMA will provide information and resources to support on-site employers in enrolling in pre-tax commuter benefits, and in establishing flex time policies.

Employers will be encouraged to consider enrolling in programs or enlisting services to assist in tracking employee commutes, such as Luum and Rideamigos. The services offered by these platforms include the development of incentive programs to encourage employees to use transit, customized commute assistance resources, tracking the environmental impact of employee commutes, and assessing program effectiveness. As the TMA works with on-site employers, other useful resources that support sustainable commute modes may be identified and provided by the TMA.

1.4.4 *Car Share Parking*

The Project will provide car share parking in the amounts specified by Planning Code Section 166 for applicable new construction buildings.

1.4.5 Shuttle Service

A shuttle will be operated at Pier 70 serving to connect site users (residents, employees, and visitors) with local and regional transit hubs. The shuttle service will aim to augment any existing transit services and it is not intended to compete with or replicate Muni service. Shuttle routes, frequencies, and service standards will be planned in cooperation with SFMTA staff. In addition, coordination and integration of the shuttle program with other developments in the area will be considered, including with Mission Bay and future development at the former Potrero Power Plant. The necessity of the shuttle service will continue to be assessed as transit service improves in the Pier 70 area over time.

Any shuttles operated by the Project will secure safe and legal loading zones for passenger boarding and alighting, both in the site and off-site. Shuttles will be free and open to the public and be accessible per ADA standards. Shuttles will comply with any applicable laws and regulations.

1.4.6 Parking

The Project is subject to an aggregate, site-wide parking maximum based on the following ratios:

- Residential parking maximums are set to 0.60 spaces per residential unit; and
- Commercial Office parking maximums are set to 1 space per 1,500 gross square feet; and
- Retail shall have 0 parking spaces.

The cost of parking will be unbundled, or separate from the cost of rent, lease, or ownership at the Project. Complying with San Francisco Planning Code, residential parking will not be sold or rented with residential units in either for-sale or rental buildings. Residents or workers who wish to have a car onsite will have to pay separately for use of a parking space. Residential and non-residential parking spaces will be leased at market rate.

Non-residential parking rates shall maintain a rate or fee structure such that:

- Base hourly and daily parking rates are established and offered.
- Base daily rates shall not reflect a discount compared to base hourly parking rates; calculation of base daily rates shall assume a ten-hour day.
- Weekly, monthly, or similar-time specific periods shall not reflect a discount compared to base daily parking rates, and rate shall assume a five-day week.
- Daily or hourly rates may be raised above base rate level to address increased demand, for instance during special events.

1.4.7 Displays and Wayfinding Signage

Real time transportation information displays (e.g., large television screens or computer monitors) will be provided in prominent locations (e.g., entry/exit areas, lobbies, elevator bays) on the project site highlighting sustainable transportation options. The displays shall be provided at each office building larger than 200,000 SF and each residential building of more than 150 units, and include arrival and departure information, such as NextBus information, as well as the availability of car share vehicles and shared bicycles as such information is available. In addition, multimodal wayfinding signage will be provided to help site users locate transportation services (such as shuttle stops) and amenities (such as bicycle parking). Highly visible information and signage will encourage and facilitate the use of these resources.

1.4.8 Family Amenities

Five percent of residential Class 1 bicycle parking will be designated for cargo and trailer bicycles. In addition, services and amenities will be encouraged to support the transportation needs of families, including storage for strollers and car seats near car share parking. On-site child care services will also be provided to further support families with children and reduce commuting distances between households, places of employment, and childcare.

1.5 Residential Transportation Demand Management Strategies

Strategies for reducing automobile use for residents of Pier 70 are discussed in the following sections.

1.5.1 Encourage Transit

All homeowners' associations and property managers will offer one subsidy (equivalent to 40% cost of Muni M pass or future equivalent Muni monthly pass) per month for each dwelling unit. These would likely consist of Clipper Cards that work for Muni, BART, and Caltrain and are auto-loaded with a certain cash value each month. In addition, tailored marketing services will provide information to residents about travel options and aid in modal decision making.

1.5.2 Bicycles

Indoor secure bicycle parking will be provided for residents in at least the amounts required by the Planning Code at the time the building secures building permits. Property Managers and HOA's will offer a contribution of 100% towards the first year's membership cost in a bikeshare program at a rate of one membership per dwelling unit. In addition, each market-rate residential building shall provide a bicycle repair station in a secure area of the building.

1.5.3 Car Share Membership

Property managers and HOA's will offer a contribution of 100% towards the first year's membership cost in a car share program at a rate of one membership per dwelling unit. Any user fees will be the responsibility of the resident member.

1.5.4 Family TDM Package

Amenities for families residing at the Project will be encouraged, such as car share memberships and other family amenities, including stroller and car seat storage and cargo bicycle parking.

1.5.5 Prohibition of Residential Parking Permits

Residential permit parking (RPP) will be prohibited at the Project site, and residents of Pier 70 will not be eligible for the neighboring Dogpatch RPP. This restriction is recorded within the Project's Master Covenants, Codes and Restrictions (CC&R) documents. This approach to RPP is intended to complement the Project's unbundled parking policy by ensuring that residents pay market rate for parking and that residential parking does not spill over onto neighborhood RPP streets.

1.6 Non-residential Transportation Management Strategies

As with residents, there are several ways to encourage public transit and other sustainable modes of travel for employees and visitors to the Project site.

1.6.1 Emergency Ride Home Program

San Francisco provides an emergency ride home (ERH) program that reimburses the cost of a taxi ride home for an employee who commutes to work by a sustainable mode (transit, bicycling, walking, or carpool/vanpool) and has an unexpected emergency such as personal or family related illness or unscheduled overtime. Any employee in San Francisco is eligible as long as the employer has registered. Registration is free for employers. The ERH program is a safety net that may remove a barrier to sustainable commute choices. The TMA will ensure that every employer tenant on-site is registered for the Emergency Ride Home program and that employees are aware of the program.

1.6.2 Bicycles

Indoor secure bicycle parking will be provided for employees at least in the amount required by the Planning Code at the time the building secures building permits. Showers and lockers for employee use will also be provided at least in the amount required by the Planning Code in order to support active travel modes for commuting. Employees will be encouraged to participate in Bike to Work Day events by the TMA. As previously mentioned, the Project will provide at least one bikeshare station that would be available to residents, employees, and visitors.

1.7 Special Event Transportation Management Strategies

The Project's open spaces will host a variety of public events, including evening happy hours, outdoor film screenings, music concerts, fairs and markets, food events, street festivals art exhibitions and theatre performances. Typical events may occur several times a month, with an attendance from 500 to 750 people. Larger-scale events would occur approximately four times a year, with an attendance up to 5,000 people. All events in parks or open spaces require permitting approval by the Port.

The TMA will work with the open space management team and any building managers or retailers to establish and implement transportation management plans for specific events. Transportation management plans will consider best practices and lessons learned from other San Francisco events and event venues. Event scheduling will attempt to minimize overlapping of events with AT&T Park and the Chase Event Center as required by the Environmental Impact Report. Event transportation management plans can include the following mechanisms:

- Directional signage for vehicles accessing the site
- Charging event pricing for parking associated with special events;
- Dedicated passenger loading zones in the site;
- Staffed and secure bicycle valet parking;
- Identifying and rewarding guests who ride their bicycles, walk, or transit to events (i.e., free giveaways);
- Encouraging customers at the time of ticket sales to take public transportation, walk, or bicycle to the events, and providing reminders and trip planning tools to support them in doing so;
- Disseminating the recommended transportation options on different marketing outlets (with ticket receipt, online channels, Pier 70 website, TMA website, etc.);

- Identifying offsite parking and using shuttles to transport visitors between the event venues, offsite parking, and transit hubs, as needed; and,
- Encouraging guests to arrive early and stay onsite longer by promoting local vendors, restaurants, etc., to spread and reduce pre- and post-event peaking effects.

Successful special event transportation management plans will minimize driving trips and promote sustainable modes of access to events. The TMA will monitor the effectiveness of these event management strategies, and at SFMTA's request, meet with SFMTA to consider revised approaches to event management.

1.7.1 Street Closures

During larger events and temporary programming, Maryland Street between 21st and 22nd Streets is expected to seek permits to be closed to motor vehicle traffic through the City's Interdepartmental Staff Committee of Traffic and Transportation (ISCOTT) process. Street closures would be in effect anywhere from a few hours to an entire day. In advance and during any street closure, event organizers must provide sufficient street signage to discourage driving to the site during the event and to route motor vehicles through the site and minimize queuing and impacts to circulation in and around the Project site. The recommended vehicular loop will be through 22nd Street (west of Louisiana Street), Louisiana Street (south of 21st Street), and 21st Street (west of Louisiana Street), with drop-off zones located on Louisiana Street. 21st Street (east of Louisiana Street) would serve as a loading/service alley for events.

1.8 Monitoring, Evaluation, and Refinement

The Pier 70 TMA, through an on-site Transportation Coordinator, shall collect data and make monitoring reports available for review and approval by the Planning Department staff. Monitoring data shall be collected and reports shall be submitted to Planning Department staff every year (referred to as "reporting periods"), until five consecutive reporting periods display the project has met the reduction goal, at which point monitoring data shall be submitted to Planning Department staff once every three years. The first monitoring report is required 18 months after issuance of the First Certificate of Occupancy for buildings that include off-street parking or the establishment of surface parking lots or garages that bring the project's total number of off-street parking spaces to greater than or equal to 500. Each trip count and survey (see below for description) shall be completed within 30 days following the end of the applicable reporting period. Each monitoring report shall be completed within 90 days following the applicable reporting period. The timing shall be modified such that a new monitoring report shall be required 12 months after adjustments are made to the TDM Plan in order to meet the reduction goal, as may be required in the "TDM Plan Adjustments" heading below. In addition, the timing may be modified by the Planning Department as needed to consolidate this requirement with other monitoring and/or reporting requirements for the project.

Table 3 below provides the EIR trip estimates for each phase identified in the EIR, as well as the number of trips for each phase reflecting a 20 percent reduction. Annual monitoring reports will compare progress against the trip estimates in Table 3 to assess progress, however the Project will not be considered out of compliance with either this Plan or Project mitigation measure M-AQ-1f unless the Reduction Target calculated for the fully built out project (see Table 1) has been exceeded.

The findings will be reported out to the Planning Department, as described in the Mitigation Monitoring and Reporting Program (MMRP). The monitoring reports are intended to satisfy the requirements of Project mitigation measure M-AQ-1f, M-TR-5, M-C-TR-4A, and M-C-TR-4B. If, however, separate reporting is preferred by the TMA, separate reports are acceptable.

Based on findings from the evaluation and with input from SFMTA and the Planning Department, the Project will refine the TDM Plan by improving existing measures (e.g., additional incentives, changes to shuttle schedule), including new measures (e.g., a new technology), or removing existing measures, in order to achieve the Project's Reduction Target, as well as monitor progress against the trip estimates for each phase outlined below. It will be especially important to refine strategies as new transportation options are put into place in the area and as the TMA learns which strategies are most effective in shaping the transportation behaviors of the site users.

Table 3: Auto Trip Estimates by Phase

Phase	Residential			Commercial			Phase Trip Estimates	
	Units	Cum. Units	%	GSF	Cum. GSF	%	EIR Auto Trip Estimates (by phase)	Auto Trip Target ¹
Phase 1	300	300	18%	6,600	6,600	0%	1,072	858
Phase 2	690	990	60%	348,200	354,800	16%	9,970	8,834
Phase 3	375	1,365	83%	673,900	1,028,700	45%	7,662	14,963
Phase 4	280	1,645	100%	747,450	1,776,150	79%	12,241	24,756
Phase 5	0	1,645	100%	486,200	2,262,350	100%	3,845	27,832

Notes:

1. Represents 20 percent reduction target.

1.8.1 Purpose

The Plan has a commitment to reduce daily one-way vehicle trips by 20 percent compared to the total number of one-way vehicle trips identified in the project's Transportation Impact Study at project build-out ("Reduction Target"). To ensure that this reduction goal could be reasonably achieved, the TDM Plan will have a monitoring goal of reducing by 20 percent the one-way vehicle trips calculated for each building that has received a Certificate of Occupancy and is at least 75% occupied compared to the one-way vehicle trips anticipated for that building based on anticipated development on that parcel, using the trip generation rates contained within the project's Transportation Impact Study. The Plan must be adjusted if three consecutive monitoring results demonstrate that the TDM program is not achieving the TDM objectives. TDM adjustments will be made in consultation with the SFMTA and the Planning Department until three consecutive reporting periods' monitoring results demonstrate that the reduction goal is achieved.

If the TDM Plan does not achieve the Reduction Target for three consecutive monitoring results, the Plan must also be adjusted as described above. If, following the three consecutive monitoring periods, the TDM Plan still does not achieve the Reduction Target, the Planning Department may impose additional measures on the Project including capital or operational improvements intended to reduce

VMT, or other measures that support sustainable trip making, until the Plan achieves the Reduction Target.

1.8.2 Monitoring Methods

The Transportation Coordinator shall collect data (or work with a third party consultant to collect this data) and prepare annual monitoring reports for review and approval by the Planning Department and the SFMTA. The monitoring report, including trip counts and surveys, shall include the following components or comparable alternative methodology and components as approved or provided by Planning Department staff:

- **Trip Count and Intercept Survey:** Trip count and intercept survey of persons and vehicles arriving and leaving the project site for no less than two days of the reporting period between 6:00 a.m. and 8:00 p.m. One day shall be a Tuesday, Wednesday, or Thursday during one week without federally recognized holidays, and another day shall be a Tuesday, Wednesday, or Thursday during another week without federally recognized holidays. The trip count and intercept survey shall be prepared by a qualified transportation or qualified survey consultant and the methodology shall be approved by the Planning Department prior to conducting the components of the trip count and intercept survey. It is anticipated that the Planning Department will have a standard trip count and intercept survey methodology developed and available to project sponsors at the time of data collection.
- **Travel Demand Information:** The above trip count and survey information shall be able to provide travel demand analysis characteristics (work and non-work trip counts, origins and destinations of trips to/from the project site, and modal split information) as outlined in the Planning Department's Transportation Impact Analysis Guidelines for Environmental Review, October 2002, or subsequent updates in effect at the time of the survey.
- **Documentation of Plan Implementation:** The TDM Coordinator shall work in conjunction with the Planning Department to develop a survey (online or paper) that can be reasonably completed by the TDM Coordinator and/or TMA staff to document the implementation of TDM program elements and other basic information during the reporting period. This survey shall be included in the monitoring report submitted to Planning Department staff.
- **Degree of Implementation:** The monitoring report shall include descriptions of the degree of implementation (e.g., how many tenants or visitors the TDM Plan will benefit, and on which locations within the site measures will be/have been placed, etc.)
- **Assistance and Confidentiality:** Planning Department staff will assist the TDM Coordinator on questions regarding the components of the monitoring report and shall ensure that the identity of individual survey responders is protected.

Additional methods (described below) may be used to identify opportunities to make the TDM program more effective and to identify challenges that the program is facing.

1.8.3 Monitoring Documentation

Monitoring data and efforts will be documented in an Annual TMA Report. Monitoring data shall be collected and reports shall be submitted to Planning Department staff every year (referred to as "reporting periods"), until five consecutive reporting periods display the project has met the reduction goal, at which point monitoring data shall be submitted to Planning Department staff once every three years. The first monitoring report is required 18 months after issuance of the First Certificate of Occupancy for buildings that include off-street parking or the establishment of surface parking lots or

garages that bring the project's total number of off-street parking spaces to greater than or equal to 500. Each trip count and survey (see section 1.8.2 for description) shall be completed within 30 days following the end of the applicable reporting period. Each monitoring report shall be completed within 90 days following the applicable reporting period. The timing shall be modified such that a new monitoring report shall be required 12 months after adjustments are made to the TDM Plan in order to meet the reduction goal, as may be required in the "Compliance and TDM Plan Adjustments" heading below. In addition, the timing may be modified by the Planning Department as needed to consolidate this requirement with other monitoring and/or reporting requirements for the project.

1.8.4 Compliance and TDM Plan Adjustments

The Project has a compliance commitment of achieving a 20 percent daily one-way vehicle trip reduction from the EIR's analysis of full build out, as described in Table 1. To ensure that this reduction could be reasonably achieved, the project will employ TDM measures to ensure that each phase's auto trips generated are no more than 80% of the trips estimated for the development within that phase, as shown in Table 3.

Monitoring data will be submitted to Planning Department staff every year, starting 18 months after the certificate of occupancy of the first building, until five consecutive reporting periods indicate that the fully-built Project has met the Reduction Target. Following the initial compliance period, monitoring data will be submitted to the Planning Department staff once every three years.

If three consecutive reporting periods demonstrate that the TDM Plan is not achieving the Reduction Target, or the interim target estimates identified in Table 3 above, TDM adjustments will be made in consultation with the SFMTA and the Planning Department and may require refinements to existing measures (e.g., change to subsidies, increased bicycle parking), inclusion of new measures (e.g., a new technology), or removal of existing measures (e.g., measures shown to be ineffective or induce vehicle trips).

If three consecutive reporting periods' monitoring results demonstrate that measures within the TDM Plan are not achieving the Reduction Target, or the interim target estimates identified in Table 3 above,, the TDM Plan adjustments shall occur within 270 days following the last consecutive reporting period. The TDM Plan adjustments shall occur until three consecutive reporting periods' monitoring results demonstrate that the reduction goal is achieved. If the TDM Plan does not achieve the Reduction Target then the Planning Department shall impose additional measures to reduce vehicle trips as prescribed under the development agreement, which may include restriction of additional off-street parking spaces beyond those previously established on the site, capital or operational improvements intended to reduce vehicle trips from the project, or other measures that support sustainable trip making, until three consecutive reporting periods' monitoring results demonstrate that the reduction goal is achieved.

MITIGATION MONITORING AND REPORTING PROGRAM FOR PIER 70 MIXED-USE DISTRICT PROJECT					
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule	Monitoring Agency ¹
MITIGATION MEASURES FOR THE PIER 70 MIXED-USE DISTRICT PROJECT					
<i>Cultural Resources (Archaeological Resources) Mitigation Measures</i>					
M-CR-1a: Archeological Testing, Monitoring, Data Recovery and Reporting Based on a reasonable presumption that archeological resources may be present within the project site, 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 sponsors shall retain the services of an archeological consultant from rotational Department Qualified Archeological Consultants List (QACL) maintained by the Planning Department archeologist. The project sponsors shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. 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 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 ERO, the	Project sponsors ² to retain qualified professional archaeologist from the pool of archaeological consultants maintained by the Planning Department. The archaeological consultant shall undertake an archaeological testing program as specified herein. Project sponsors,	Prior to the issuance of site permits, submittal of all plans and reports for approval by the ERO.	Archaeological consultant's work shall be conducted in accordance with this measure at the direction of the ERO.	Considered complete when project sponsor retains a qualified professional archaeological consultant and archeological consultant has approved scope by the ERO for the archeological testing program	Planning Department

¹ Both the City and the Port have jurisdiction over portions of the Project Site. This column identifies the agency or agencies with monitoring responsibility for each mitigation and improvement measure. The 28-Acre Site and 20th Illinois Parcels are located within the Port's building permit jurisdiction. The Hoedown Yard parcel is located within the San Francisco Department of Building Inspection (DBI).

² Note: For purposes of this MMRP, unless otherwise indicated, the term "project sponsor" shall mean the party (*i.e.*, the Developer under the DDA, a Vertical Developer (as defined in the DDA) or Port, as applicable, and their respective contractors and agents) that is responsible under the Project documents for construction of the improvements to which the Mitigation Measure applies, or otherwise assuming responsibility for implementation of the mitigation measure.

MITIGATION MONITORING AND REPORTING PROGRAM FOR PIER 70 MIXED-USE DISTRICT PROJECT					
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule	Monitoring Agency ¹
<p>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 State CEQA Guidelines Section 15064.5 (a) and (c).</p> <p><u>Consultation with Descendant Communities</u></p> <p>On discovery of an archeological site associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group, an appropriate representative of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with the ERO 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>	<p>archaeological consultant shall contact the ERO and descendant group representative upon discovery of an archaeological site associated with descendant Native Americans or the Overseas Chinese. The representative of the descendant group shall be given the opportunity to monitor archaeological field investigations on the site and consult with the ERO regarding appropriate archaeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archaeological site.</p>	<p>For the duration of soil-disturbing activities.</p>	<p>Archaeological Consultant shall prepare a Final Archaeological Resources Report in consultation with the ERO (per below). A copy of this report shall be provided to the ERO and the representative of the descendant group.</p>	<p>Considered complete upon submittal of Final Archaeological Resources Report.</p>	
<u>Archeological Testing Program</u>	<u>Development of</u>	Prior to any	Archaeological	Considered	Planning

MITIGATION MONITORING AND REPORTING PROGRAM FOR PIER 70 MIXED-USE DISTRICT PROJECT					
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule	Monitoring Agency ¹
<p>The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP 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> <p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO 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. If the ERO 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 sponsors either:</p> <p>A) The Proposed Project shall be redesigned 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 ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p>	<p><u>ATP</u>: Project sponsors and archaeological consultant in consultation with the ERO.</p> <p><u>Archeological Testing Report</u>: Project sponsors and archaeological consultant in consultation with the ERO.</p>	<p>excavation, site preparation or construction, and prior to testing, an ATP for a defined geographic area and/or specified construction activities is to be submitted to and approved by the ERO. A single ATP or multiple ATPs may be produced to address project phasing.</p> <p>At the completion of each archaeological testing program.</p>	<p>consultant to undertake ATP in consultation with ERO.</p> <p>Archaeological consultant to submit results of testing, and in consultation with ERO, determine whether additional measures are warranted. If significant archaeological</p>	<p>complete with approval of the ATP by the ERO and on finding by the ERO that the ATP is implemented.</p> <p>Considered complete on submittal to ERO of report(s) on ATP findings.</p>	Department

MITIGATION MONITORING AND REPORTING PROGRAM FOR PIER 70 MIXED-USE DISTRICT PROJECT					
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule	Monitoring Agency ¹
			resources are present and may be adversely affected, project sponsors, at its discretion, may elect to redesign a project, or implement data recovery program, unless ERO determines the archaeological resource is of greater interpretive than research significance and that interpretive use is feasible.		
<u>Archeological Monitoring Program</u> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program (AMP) shall be implemented, the AMP would minimally include the following provisions: <ul style="list-style-type: none"> The archeological consultant, project sponsors, and ERO shall meet and consult on the scope of the AMP prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. A single AMP or multiple AMPs may be produced to address project phasing. 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 	Project sponsors and archaeological consultant at the direction of the ERO.	The archaeological consultant, project sponsors, and ERO shall meet prior to the commencement of soil-disturbing activities for a defined geographic area and/or specified construction	If required, archaeological consultant to prepare the AMP in consultation with the ERO.	Considered complete on approval of AMP(s) by ERO; submittal of report regarding findings of AMP(s); and finding by ERO that AMP(s) is implemented.	Planning Department

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<p>because of the risk these activities pose to potential archeological resources and to their depositional context. The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;</p> <ul style="list-style-type: none"> The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; <p>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 activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, pile driving activity that may affect the archeological resource shall be suspended until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO 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. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the Proposed Project, at the</p>		<p>activities. The ERO in consultation with the archaeological consultant shall determine what archaeological monitoring is necessary. A single AMP or multiple AMPs may be produced to address project phasing.</p>			

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<p>discretion of the project sponsors either:</p> <p>A) The Proposed Project shall be redesigned 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 ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <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><u>Archeological Data Recovery Program</u></p> <p>If the ERO, in consultation with the archeological consultant, determines that an archeological data recovery programs shall be implemented based on the presence of a significant resource, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. The archeological consultant, project sponsors, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP 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, shall 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>	Project sponsors and archaeological consultant at the direction of the ERO.	Upon determination by the ERO that an ADRP is required. A single ADRP or multiple ADRPs may be produced to address project phasing.	If required, archaeological consultant to prepare an ADRP(s) in consultation with the ERO.	Considered complete on submittal of ADRP(s) to ERO.	

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<p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <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. 					
<p><u>Human Remains and Associated or Unassociated Funerary Objects</u></p> <p>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. This shall include immediate notification of the coroner of the City and County of San Francisco and in the event of the coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project</p>	Project sponsors and archaeological consultant, in consultation with the San Francisco Coroner, NAHC, ERO, and MLD.	In the event human remains and/or funerary objects are encountered.	Archaeological consultant/ archaeological monitor/project sponsors or contractor to contact San Francisco County Coroner and ERO.	Ongoing during soils disturbing activity. Considered complete on notification of the San Francisco County Coroner	Planning Department

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sponsors, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (State CEQA Guidelines Section 15064.5(d)). The agreement shall take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. 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 an agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.			Implement regulatory requirements, if applicable, regarding discovery of Native American human remains and associated/unassociated funerary objects. Contact archaeological consultant and ERO.	and NAHC, if necessary.	
<p><u>Final Archeological Resources Report</u></p> <p>The archeological consultant shall submit a Final Archeological Resources Report (FARR) 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/monitoring/data 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. The FARR may be submitted at the conclusion of all construction activities associated with the Proposed Project or on a parcel-by-parcel basis.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high</p>	<p>Project sponsors and archaeological consultant at the direction of the ERO.</p> <p>The ERO shall provide to the archaeological consultant(s) preparing the FARR reports and relevant data obtained through implementation of this Mitigation Measure M-CR-1a.</p>	<p>For Horizontal Developer-prior to determination of substantial completion of infrastructure at each sub-phase</p> <p>For Vertical Developer-prior to issuance of Certificate of Temporary or Final Occupancy, whichever occurs first</p>	<p>If applicable, archaeological consultant to submit a Draft and final FARR to ERO based on reports and relevant data provided by the ERO</p> <p>Archaeological consultant to distribute FARR.</p>	<p>Considered complete on submittal of FARR and approval by ERO.</p> <p>Considered complete when archaeological consultant provides written certification to the ERO that the required FARR</p>	Planning Department

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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.		If applicable, upon approval of the FARR by the ERO.		distribution has been completed.	
<p>M-CR-1b: Interpretation</p> <p>Based on a reasonable presumption that archeological resources may be present within the project site, and to the extent that the potential significance of some such resources is premised on CRHR Criteria 1 (Events), 2 (Persons), and/or 3 (Design/Construction), the following measure shall be undertaken to avoid any potentially significant adverse effect from the Proposed Project on buried or submerged historical resources if significant archeological resources are discovered.</p> <p>The project sponsors shall implement an approved program for interpretation of significant archeological resources. The interpretive program may be combined with the program required under Mitigation Measure M-CR-4b: Public Interpretation. The project sponsors shall retain the services of a qualified archeological consultant from the rotational Department Qualified Archeological Consultants List (QACL) maintained by the Planning Department archeologist having expertise in California urban historical and marine archeology. The archeological consultant shall develop a feasible, resource-specific program for post-recovery interpretation of resources. The particular program for interpretation of artifacts that are encountered within the project site will depend upon the results of the data recovery program and will be the subject of continued discussion between the ERO, consulting archeologist, and the project sponsors. Such a program may include, but is not limited to, any of the following (as outlined in the ARDTP): surface commemoration of the original location of resources; display of resources and associated artifacts (which may offer an underground view to the public); display of interpretive materials such as graphics, photographs, video, models, and public art; and academic and popular publication of the results of the data recovery. The interpretive program shall include an on-site</p>	Project sponsors and archaeological consultant at the direction of the ERO.	Prior to issuance of final certificate of occupancy	Archaeological consultant shall develop a feasible, resource-specific program for post-recovery interpretation of resources. All plans and recommendations for interpretation by the archaeological consultant shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until deemed final by the ERO. The ERO to approve final interpretation program. Project sponsors to implement an approved	Considered complete upon installation of approved interpretation program, if required.	Planning Department

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<p>component.</p> <p>The archeological consultant’s work shall be conducted at the direction of the ERO, and in consultation with the project sponsors. All plans and recommendations for interpretation 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>			interpretation program.		
<p>Mitigation Measure M-CR-5: Preparation of Historic Resource Evaluation Reports, Review, and Performance Criteria.</p> <p>Prior to Port issuance of building permits associated with Buildings 2, 12 and 21, Port of San Francisco Preservation staff shall review and approve future rehabilitation design proposals for Buildings 2, 12, and 21. Submitted rehabilitation design proposals for Buildings 2 and 12 shall include, in addition to proposed building design, detail on the proposed landscaping treatment within a 20-foot-wide perimeter of each building. The Port’s review and analysis would be informed by Historic Resource Evaluation(s) provided by the project sponsors. The Historic Resource Evaluation(s) shall be prepared by a qualified consultant who meets or exceeds the Secretary of the Interior’s Professional Qualification Standards in historic architecture or architectural history. The scope of the Historic Resource Evaluation(s) shall be reviewed and approved by Port Preservation staff prior to the start of work. Following review of the completed Historic Resource Evaluation(s), Port preservation staff would prepare one or more Historic Resource Evaluation Response(s) that would contain a determination as to the effects, if any, on historical resources of the proposed renovation. The Port shall not issue buildings permits associated with Buildings 2, 12, and 21 until Port preservation staff conclude that the design (1) conforms with the Secretary of the Interior’s Standards for Rehabilitation; (2) is compatible with the UIW Historic District; and (3) preserves the building’s historic materials and character-defining features, and repairs instead of replaces deteriorated features, where feasible. Should alternative materials be proposed for replacement of historic materials, they shall be in keeping with the size, scale, color, texture, and general appearance. The performance criteria shall ensure</p>	Project sponsors and qualified preservation architect, historic preservation expert, or other qualified individual.	Prior to the issuance of building permits associated with Buildings 2, 12 and 21.	Qualified historian to prepare historic resource evaluation documentation and present to Port staff to determine conformance to the Secretary’s Standards.	Considered complete upon approval by the Port staff.	Port

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<p>retention of the following character-defining features of each historic building:</p> <ul style="list-style-type: none"> • Building 2: (1) board-formed concrete construction; (2) six-story height; (3) flat roof; (4) rectangular plan and north-south orientation; (5) regular pattern of window openings on east and west elevations; (6) steel, multi-pane, fixed sash windows (floors 1-5); (7) wood sash windows (floor 6); (8) elevator/stair tower that rises above roofline and projects slightly from west façade. • Building 12: (1) steel and wood construction; (2) corrugated steel cladding (except the as-built south elevation which was always open to Building 15); (3) 60-foot height; (4) Aiken roof configuration with five raised, glazed monitors; (5) clerestory multi-lite steel sash awning windows along the north and south sides of the monitors; (6) multi-lite, steel sash awning widows, arranged in three bands (with a double-height bottom band) on the north and west elevations, and in four bands on the east elevation; (7) 12-bay configuration of east and west elevations; (8) north-south roof ridge from which roof slopes gently (1/4 inch per foot) to the east and west • Building 21: (1) steel frame construction; (2) corrugated metal cladding; (3) double-gable roof clad in corrugated metal, with wide roof monitor at each gable; (4) multi-lite, double hung wood or horizontal steel sash windows; and (5) two pairs of steel freight loading doors on the north elevation, glazed with 12 lites per door. <p>Port staff shall not approve any proposal for rehabilitation of Buildings 2, 12, and 21 unless they find that such a scheme conforms to the Secretary's Standards as specified for each building.</p>					
<p>Mitigation Measure M-CR-11: Performance Criteria and Review Process for New Construction</p> <p>In addition to the standards and guidelines established as part of the Pier 70</p>	Project sponsors	Prior to issuance of a building permit for new	San Francisco Preservation Planning staff, in consultation with	Considered complete when Planning and Port Preservation	Planning Department

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<p>SUD and <i>Design for Development</i>, new construction and site development within the Pier 70 SUD shall be compatible with the character of the UIW Historic District and shall maintain and support the District's character-defining features through the following performance criteria (terminology used has definition as provided in the <i>Design for Development</i>):</p> <ol style="list-style-type: none"> 1. New construction shall comply with the Secretary of the Interior's Rehabilitation Standard No. 9: "New Addition, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The 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 property and its environment." 2. New construction shall comply with the Infill Development Design Criteria in the Port of San Francisco's <i>Pier 70 Preferred Master Plan</i> (2010) as found in Chapter 8, pp 57-69 (a policy document endorsed by the Port Commission to guide staff planning at Pier 70). 3. New construction shall be purpose-built structures of varying heights and massing located within close proximity to one another. 4. New construction shall not mimic historic features or architectural details of contributing buildings within the District. New construction may reference, but shall not replicate, historic architectural features or details. 5. New construction shall be contextually appropriate in terms of massing, size, scale, and architectural features, not only with the remaining historic buildings, but with one another. 6. New construction shall reinforce variety through the use of materials, architectural styles, rooflines, building heights, and window types and through a contemporary palette of materials as well as those found within the District. 		construction.	the San Francisco Port Preservation staff, shall use the Final Pier 70 SUD <i>Design for Development</i> Standards, including Secretary Standard No. 9, to evaluate all future development proposals within the project site for proposed new construction within the UIW Historic District. As part of this effort, project sponsors shall also submit a written memorandum for review and approval to San Francisco Preservation Planning and Port staff that confirms compliance of all proposed new construction with these guiding plans and policies. San Francisco	staff note compliance with the Pier 70 SUD <i>Design for Development</i> Standards, including Secretary Standard No. 9, outlined in the written memorandum.	

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<p>7. Parcel development shall be limited to the new construction zones identified in <i>Design for Development</i> Figure 6.3.1: Allowable New Construction Zones.</p> <p>8. The maximum height of new construction shall be consistent with the parcel heights identified in <i>Design for Development</i> Figure 6.4.2: Building Height Maximum.</p> <p>9. The use of street trees and landscape materials shall be limited and used judiciously within the Pier 70 SUD. Greater use of trees and landscape materials shall be allowed in designated areas consistent with <i>Design for Development</i> Figure 4.8.1: Street Trees and Plantings Plan.</p> <p>10. New construction shall be permitted adjacent to contributing buildings as identified in <i>Design for Development</i> Figure 6.3.2: New Construction Buffers.</p> <p>11. No substantive exterior additions shall be permitted to contributing Buildings 2, 12, or 21. Building 12 did not historically have a south-facing façade; therefore, rehabilitation will by necessity construct a new south elevation wall. Building 21 shall be relocated approximately 75 feet east of its present placement, to maintain the general historic context of the resource in spatial relationship to other resources. Building 21's orientation shall be maintained.</p> <p><u>Building Specific Standards</u></p> <p>Each development parcel within the Pier 70 SUD has a different physical proximity and visual relationship to the contributing buildings within the UIW Historic District. For those façades immediately adjacent to or facing contributing buildings, building design shall be responsive to identified character-defining features in the manner described in the <i>Design for Development</i> Buildings chapter. All other façades shall have greater freedom in the expression of scale, color, use of material, and overall appearance, and shall be permitted if consistent with Secretary Standard No. 9 and the <i>Design</i></p>			<p>Preservation Planning staff must make determination in compliance with the timelines outlined in the Pier 70 Special Use District section of the Planning Code for review of vertical design.</p>		

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<p><i>for Development.</i></p> <p>Table M.CR.1: Building-Specific Responsiveness, indicates resources that are located adjacent to, and have the greatest influence on the design of, the noted development parcel façade.</p> <p>Table M.CR.1: Building-Specific Responsiveness</p> <table><tr><th>Façade/Parcel Name-Number</th><th>Contributing Building (Building No.)</th></tr><tr><td>North and West; A</td><td>113</td></tr><tr><td>North and Northeast; B</td><td>113, 6</td></tr><tr><td>North; C1</td><td>116</td></tr><tr><td>East and South; C2</td><td>12</td></tr><tr><td>South and West; D</td><td>2, 12</td></tr><tr><td>East and South; E1</td><td>21</td></tr><tr><td>West; E2</td><td>12</td></tr><tr><td>West; E4</td><td>21</td></tr><tr><td>North; F/G</td><td>12</td></tr><tr><td>East; PKN</td><td>113-116</td></tr></table> <p><i>Source:</i> ESA 2015.</p> <p><u>Palette of Materials</u></p> <p>In addition to the standards and guidelines pertaining to application of</p>	Façade/Parcel Name-Number	Contributing Building (Building No.)	North and West; A	113	North and Northeast; B	113, 6	North; C1	116	East and South; C2	12	South and West; D	2, 12	East and South; E1	21	West; E2	12	West; E4	21	North; F/G	12	East; PKN	113-116					
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<p>materials in the <i>Design for Development</i>, the following material performance standards would apply to the building design on the development parcels (terminology used has definition as provided in the <i>Design for Development</i>):</p> <ul style="list-style-type: none"> • Masonry panels that replicate traditional nineteenth or twentieth century brick masonry patterns shall not be allowed on the east façade of Parcel PKN, north and west façades of Parcel A or on the north façade of Parcel C1. • Smooth, flat, minimally detailed glass curtain walls shall not be allowed on the façades listed above. Glass with expressed articulation and visual depth or that expresses underlying structure is an allowable material throughout the entirety of the Pier 70 SUD. • Coarse-sand finished stucco shall not be allowed as a primary material within the entirety of the UIW Historic District. • Bamboo wood siding shall not be allowed on façades listed above or as a primary façade material. • Laminated timber panels shall not be allowed on façades listed above. • When considering material selection immediately adjacent to contributing buildings (e.g., 20th Street Historic Core; Buildings 2, 12, and 21; and Buildings 103, 106, 107, and 108 located within or immediately adjacent to the BAE Systems site), characteristics of compatibility and differentiation shall both be taken into account. Material selection shall not duplicate adjacent building primary materials and treatments, nor shall they establish a false sense of historic development. • Avoid conflict of new materials that appear similar or attempt to replicate historic materials. For example, Building 12 has character-defining corrugated steel cladding. As such, the eastern 					

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<p>façade of Parcel C2, the northern façade of Parcels F and G, and the southern façade of Parcel D1 shall not use corrugated steel cladding as a primary material. As another example, Building 113 has character-defining brick-masonry construction. As such, the northern and western façades of Parcel A and the eastern façade of Parcel K North shall not use brick masonry as a primary material.</p> <ul style="list-style-type: none"> • Use of contemporary materials shall reflect the scale and proportions of historic materials used within the UIW Historic District. • Modern materials shall be designed and detailed in a manner to reflect but not replicate the scale, pattern, and rhythm of adjacent contributing buildings' exterior materials. <p><u>Review Process</u></p> <p>Prior to Port issuance of building permits associated with new construction, San Francisco Preservation Planning staff, in consultation with the San Francisco Port Preservation staff, shall use the Final Pier 70 SUD <i>Design for Development</i> Standards, including Secretary Standard No. 9, to evaluate all future development proposals within the project site for proposed new construction within the UIW Historic District. As part of this effort, project sponsors shall also submit a written memorandum for review and approval to San Francisco Preservation Planning staff that confirms compliance of all proposed new construction with these guiding plans and policies.</p>					
<i>Transportation and Circulation Mitigation Measures</i>					
<p>Mitigation Measure M-TR-5: Monitor and increase capacity on the 48 Quintara/24th Street bus routes as needed.</p> <p>Prior to approval of the Proposed Project's phase applications, project sponsors shall demonstrate that the capacity of the 48 Quintara/24th Street bus route has not exceeded 85 percent capacity utilization, and that future demand associated with build-out and occupancy of the phase will not cause</p>	<p>Developer, TMA, and SFMTA.</p> <p>Documentation of capacity of the 48 Quintara/24th Street</p>	<p><u>Demonstration of capacity:</u></p> <p>Prior to approval of the project's phase applications.</p>	<p>Project sponsors to demonstrate to the SFMTA that each building for which temporary certificates of occupancy are</p>	<p>Considered complete upon approval of the project's phase application.</p>	<p>Planning Department, SFMTA</p>

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<p>the route to exceed its utilization. Forecasts of travel behavior of future phases could be based on trip generation rates forecast in the EIR or based on subsequent surveys of occupants of the project, possibly including surveys conducted as part of ongoing TDM monitoring efforts required as part of Air Quality Mitigation Measure M-AQ-1f: Transportation Demand Management.</p> <p>If trip generation calculations or monitoring surveys demonstrate that a specific phase of the Proposed Project will cause capacity on the 48 Quintara/24th Street route to exceed 85 percent, the project sponsors shall provide capital costs for increased capacity on the route in a manner deemed acceptable by SFMTA through the following means:</p> <ul style="list-style-type: none"> At SFMTA's request, the project sponsors shall pay the capital costs for additional buses (up to a maximum of four in the Maximum Residential Scenario and six in the Maximum Commercial Scenario). If the SFMTA requests the project sponsor to pay the capital costs of the buses, the SFMTA would need to find funding to pay for the added operating cost associated with operating increased service made possible by the increased vehicle fleet. The source of that funding has not been established. <p>Alternatively, if SFMTA determines that other measures to increase capacity along the route would be more desirable than adding buses, the project sponsors shall pay an amount equivalent to the cost of the required number of buses toward completion of one or more of the following, as determined by SFMTA:</p> <ul style="list-style-type: none"> Convert to using higher-capacity vehicles on the 48 Quintara/24th Street route. In this case, the project sponsors shall pay a portion of the capital costs to convert the route to articulated buses. Some bus stops along the route may not currently be configured to accommodate the longer articulated buses. Some bus zones could likely be extended by removing one or more parking spaces; in some locations, appropriate space may not be available. The 	<p>bus route shall be prepared by a consultant from the Planning Department's Transportation Consultant Pool, using a methodology approved by SFMTA and Planning. If documentation of capacity is based on monitoring surveys, the transportation consultant shall submit raw data from such surveys concurrently to SFMTA, the Planning Department, and project sponsors.</p>	<p>If project sponsors demonstrate to the SFMTA that the phase would not generate a number of transit trips on the 48 Quintara/24th Street bus route that would exceed the significance thresholds outlined in the EIR, further monitoring is not required during that phase.</p> <p><u>Capital Costs:</u> Payment required after SFMTA affirms via letter to the project sponsors that mitigation funds will be</p>	<p>requested would not generate a number of transit trips on the 48 Quintara/24th Street bus route that would exceed the significance thresholds outlined in the EIR. If the project demonstrates (using trip generation rates forecasted in the EIR or through surveys of existing travel behavior at the site) that a specific building would cause capacity to exceed 85 percent based on the Baseline scenario in the EIR or would contribute more than 5 percent of capacity on the line if it was already projected to exceed 85 percent capacity utilization in the Baseline</p>		

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule	Monitoring Agency ¹
<p>project sponsors' contribution may not be adequate to facilitate the full conversion of the route to articulated buses; therefore, a source of funding would need to be established to complete the remainder, including improvements to bus stop capacity at all of the bus stops along the route that do not currently accommodate articulated buses.</p> <ul style="list-style-type: none"> SFMTA may determine that instead of adding more buses to a congested route, it would be more desirable to increase travel speeds along the route. In this case, the project sponsors' contribution would be used to fund a study to identify appropriate and feasible improvements and/or implement a portion of the improvements that would increase travel speeds sufficiently to increase capacity along the bus route such that the project's impacts along the route would be determined to be less than significant. Increased speeds could be accomplished by funding a portion of the planned bus rapid transit system along 16th Street for the 22 Fillmore between Church and Third streets. Adding signals on Pennsylvania Street and 22nd Street may serve to provide increased travel speeds on this relatively short segment of the bus routes. The project sponsors' contribution may not be adequate to fully achieve the capacity increases needed to reduce the project's impacts and SFMTA may need to secure additional sources of funding. <p>Another option to increase capacity along the corridor is to add new a Muni service route in this area. If this option is selected, project sponsors shall fund purchase of the same number of new vehicles outlined in the first option (four for the Maximum Residential Alternative and six for the Maximum Commercial Alternative) to be operated along the new route. By providing an additional service route, a percentage of the current transit riders on the 48 Quintara/24th Street would likely shift to the new route, lowering the capacity utilization below the 85 percent utilization threshold. As for the first option, funding would need to be secured to pay for operating the new route.</p>		<p>spent on implementation of M-TR-5 through purchase of additional buses or alternative measure in accordance with M-TR-5. Capital costs for more than four buses, up to a maximum of six buses, shall only be required if the total gsf of commercial use exceeds the Maximum Residential Scenario total gsf of commercial use, identified in Table 2.3 of the EIR, and if project sponsors demonstrate that the</p>	<p>scenario without the Proposed Project, and the SFMTA has committed to implement M-TR-5, the project sponsors shall provide capital costs for increased capacity on the route in a manner deemed acceptable by SFMTA.</p>		

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule	Monitoring Agency ¹
		building would cause capacity to exceed 85 percent or would contribute more than 5 percent of capacity on the line if it was already projected to exceed 85 percent capacity utilization in the Baseline scenario without the Proposed Project.			
<p>Mitigation Measure M-TR-10: Improve pedestrian facilities on Illinois Street adjacent to and leading to the project site.</p> <p>As part of construction of the Proposed Project roadway network, the project sponsors shall implement the following improvements:</p> <ul style="list-style-type: none"> • Install ADA curb ramps on all corners at the intersection of 22nd Street and Illinois Street • Signalize the intersections of Illinois Street with 20th and 22nd Street. • Modify the sidewalk on the east side of Illinois Street between 22nd and 20th streets to a minimum of 10 feet. Relocate 	Project sponsors shall implement the improvements.	During construction of street improvements adjacent to pedestrian facilities on Illinois Street identified in Mitigation Measure M-TR-10.	SFMTA reviews signal and site plans and maps for improvements identified in Mitigation Measure M-TR-10.	Considered complete when street improvements have been built.	SFMTA, Port

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obstructions, such as fire hydrants and power poles, as feasible, to ensure an accessible path of travel is provided to and from the Proposed Project.					
<p>Mitigation Measure M-TR-12A: Coordinate Deliveries</p> <p>The Project’s Transportation Coordinator shall coordinate with building tenants and delivery services to minimize deliveries during a.m. and p.m. peak periods.</p> <p>Although many deliveries cannot be limited to specific hours, the Transportation Coordinator shall work with tenants to find opportunities to consolidate deliveries and reduce the need for peak period deliveries, where possible.</p>	Transportation Management Agency Transportation Coordinator.	On-going.	Transportation Management Agency Transportation Coordinator to coordinate with building tenants and delivery services to consolidate deliveries and reduce the need for peak period deliveries, where possible.	On-going during project operations.	Port
<p>Mitigation Measure M-TR-12B: Monitor loading activity and convert general purpose on-street parking spaces to commercial loading spaces, as needed.</p> <p>After completion of the first phase of the Proposed Project, and prior to approval of each subsequent phase, the project sponsors shall conduct a study of utilization of on- and off-street commercial loading spaces. Prior to completion, the methodology for the study shall be reviewed and approved by either: (a) Port Staff in consultation with SFMTA Staff for areas within Port jurisdiction; or (b) SFMTA Staff in consultation with Port Staff for areas within SFMTA jurisdiction. If the result of the study indicates that fewer than 15 percent of the commercial loading spaces are available during the peak loading period, the project sponsors shall incorporate measures to convert existing or proposed general purpose on-street parking spaces to commercial parking spaces in addition to the required off-street spaces.</p>	Developer, TMA or Port.	Prior to approval of the project’s phase applications after completion of the first phase.	Project sponsors or TMA to conduct a commercial loading study for the Port.	Considered complete after the Port Staff reviews and approves the study and the project sponsors, Port or TMA incorporates any additional measures necessary for commercial loading.	Port

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<p>Mitigation Measure M-C-TR-4A: Increase capacity on the 48 Quintara/24th bus route under the Maximum Residential Scenario.</p> <p>The project sponsors shall contribute funds for one additional vehicle (in addition to and separate from the four prescribed under Mitigation Measure M-TR-5 for the Maximum Residential Scenario) to reduce the Proposed Project's contribution to the significant cumulative impact to not cumulatively considerable. This shall be considered the Proposed Project's fair share toward mitigating this significant cumulative impact. If SFMTA adopts a strategy to increase capacity along this route that does not involve purchasing and operating additional vehicles, the Proposed Project's fair share contribution shall remain the same, and may be used for one of those other strategies deemed desirable by SFMTA.</p>	<p>Developer, TMA and SFMTA</p> <p>Documentation of capacity shall be prepared by a consultant from the Planning Department's Transportation Consultant Pool, using the methodology approved by SFMTA and Planning pursuant to Mitigation Measure M-TR-5.</p>	<p><u>Demonstration of Capacity:</u> If necessary, prior to approval of the project's phase applications.</p> <p><u>Capital Costs:</u> Payment confirmed prior to issuance of building permit for building that would result in exceedance of 85 percent capacity utilization. Capital costs for more than four buses, up to a maximum of six buses, shall be paid if the total gsf of commercial use exceeds the Maximum Residential Scenario total gsf of commercial</p>	<p>If the Maximum Residential Scenario is implemented, the project sponsors shall contribute funds for one additional vehicle or a fair share contribution to the SFMTA.</p>	<p>If necessary, considered complete when SFMTA receives funds from the project sponsors</p>	<p>SFMTA</p>

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		use, identified in Table 2.3 of the EIR.			
Mitigation Measure M-C-TR-4B: Increase capacity on the 22 Fillmore bus route under the Maximum Commercial Scenario. The project sponsors shall contribute funds for two additional vehicles to reduce the Proposed Project's contribution to the significant cumulative impact to not considerable. This shall be considered the Proposed Project's fair share toward mitigating this cumulative impact. If SFMTA adopts an alternate strategy to increase capacity along this route that does not involve purchasing and operating additional vehicles, the Proposed Project's fair share contribution shall remain the same, and may be used for one of those other strategies deemed desirable by SFMTA.	Developer, TMA, and SFMTA. Documentation of capacity shall be prepared by a consultant from the Planning Department's Transportation Consultant Pool, using the methodology approved by SFMTA and Planning pursuant to Mitigation Measure M-TR-5.	If necessary, prior to approval of the project's final phase application. <u>Funds shall be contributed</u> if the total gsf of commercial use for the Project in the final phase application exceeds the Maximum Residential Scenario total gsf of commercial use, identified in Table 2.3 of the EIR.	If the Maximum Commercial Scenario is implemented, the project sponsors shall contribute funds for one additional vehicle or a fair share contribution to the SFMTA.	If necessary, considered complete when SFMTA receives funds from the project sponsors.	SFMTA
Noise and Vibration Mitigation Measures					
Mitigation Measure M-NO-1: Construction Noise Control Plan. Over the project's approximately 11-year construction duration, project	Project sponsors.	Prior to the start of construction activities;	Project sponsors to submit the Construction Noise	Considered complete upon submittal of the	Port or DBI

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<p>contractors for all construction projects on the Illinois Parcels and 28-Acre Site will be subject to construction-related time-of-day and noise limits specified in Section 2907(a) of the Police Code, as outlined above. Therefore, prior to construction, a Construction Noise Control Plan shall be prepared by the project sponsors and submitted to the Port. The construction noise control plan shall demonstrate compliance with the Noise Ordinance limits. Noise reduction strategies that could be incorporated into this plan to ensure compliance with ordinance limits may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> Require the general contractor to ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds). Require the general contractor to locate stationary noise sources (such as the rock/concrete crusher or compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, to the maximum extent practicable. Require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which would reduce noise levels by as much as 10 dBA. 		implementation ongoing during construction.	Control Plan to the Port. A single Noise Control Plan or multiple Noise Control Plans may be produced to address project phasing.	Construction Noise Control Plan to the Port.	

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<ul style="list-style-type: none"> Include noise control requirements for construction equipment and tools, including concrete saws, in specifications provided to construction contractors to the maximum extent practicable. 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; the use of blasting mats during controlled blasting periods to reduce noise and dust; performing all work in a manner that minimizes noise; using equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants; and selecting haul routes that avoid residential uses. Prior to the issuance of each building permit, along with the submission of construction documents, submit to the 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 Port, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site 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 on-site construction complaint 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 and the American Industrial Center (AIC) at least 30 days in advance of extreme noise-generating activities (such as pile driving) about the estimated duration of the activity. 	Project sponsors	Prior to the issuance of each building permit for duration of the project.	Project sponsors to submit a plan to track and respond to complaints pertaining to construction noise. A single plan or multiple plans may be produced to address project phasing.	Considered complete upon review and approval of the plan by the Port.	
Mitigation Measure M-NO-2: Noise Control Measures During Pile	Project sponsors and construction	Prior to receiving a	Project sponsors to submit to the Port	Considered complete upon	Port or DBI

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<p>Driving.</p> <p>The Construction Noise Control Plan (required under Mitigation Measure M-NO-1) shall also outline a set of site-specific noise and vibration attenuation measures for each construction phase when pile driving is proposed to occur. These attenuation measures shall be included wherever impact equipment is proposed to be used on the Illinois Parcels and/or 28-Acre Site. As many of the following control strategies shall be included in the Noise Control Plan, as feasible:</p> <ul style="list-style-type: none"> • Implement “quiet” pile-driving technology such as pre-drilling piles where feasible to reduce construction-related noise and vibration. • Use pile-driving equipment with state-of-the-art noise shielding and muffling devices. • Use pre-drilled or sonic or vibratory drivers, rather than impact drivers, wherever feasible (including slipways) and where vibration-induced liquefaction would not occur. • Schedule pile-driving activity for times of the day that minimize disturbance to residents as well as commercial uses located on-site and nearby. • Erect temporary plywood or similar solid noise barriers along the boundaries of each Proposed Project parcel as necessary to shield affected sensitive receptors. • Other equivalent technologies that emerge over time. • If CRF (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 shall be set back at least 100 feet while rock drills shall be set back at least 50 feet (or vice versa) 	contractor(s).	building permit, incorporate feasible practices identified in M-NO-1 into the construction contract agreement documents. Control practices should be implemented throughout the pile driving duration.	documentation of compliance of implemented control practices that show construction contractor agreement with specified practices. A single Noise Control Plan or multiple Noise Control Plans may be produced to address project phasing.	submittal of documentation incorporating identified practices.	

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from any given sensitive receptor.					
<p>Mitigation Measure M-NO-3: Vibration Control Measures During Construction.</p> <p>As part of the Construction Noise Control Plan required under Mitigation Measure M-NO-1, appropriate vibration controls (including pre-drilling pile holes and using smaller vibratory equipment) shall be specified to ensure that the vibration limit of 0.5 in/sec PPV can be met at adjacent or nearby existing structures and Proposed Project buildings located on the Illinois Parcels and/or 28-Acre Site, except as noted below:</p> <ul style="list-style-type: none"> Where pile driving, CRF, and other construction activities involving the use of heavy equipment would occur in proximity to any contributing building to the Union Iron Works Historic District, the project sponsors shall undertake a monitoring program to minimize damage to such adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 160 feet where pile driving would be used, 50 feet of where CRF would be required, and within 25 feet of other heavy equipment operation, shall include the following components: <ul style="list-style-type: none"> Prior to the start of any ground-disturbing activity, the project sponsors shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the Port within 160 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), a structural engineer or other qualified entity shall establish a maximum vibration level that shall not be exceeded at each building, based on existing conditions, character-defining features, soils conditions and anticipated construction practices in use at the time (a common standard is 0.2 inch per 	Project sponsors and construction contractor(s).	Prior to receiving a building permit, incorporate feasible practices identified in M-NO-1 into the construction contract agreement documents. Control practices should be implemented throughout the pile driving duration.	Project sponsors to submit to Port documentation of compliance of implemented control practices that show construction contractor agreement with specified practices. A single Noise Control Plan or multiple Noise Control Plans may be produced to address project phasing.	Considered complete upon submittal of documentation incorporating identified practices.	Port or Planning Department

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<p>second, peak particle velocity).</p> <ul style="list-style-type: none"> To ensure that vibration levels do not exceed the established standard, a qualified acoustical/vibration consultant shall monitor vibration levels at each structure within 160 feet of planned construction and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice. (For example, pre-drilled piles could be substituted for driven piles, if soil conditions allow; smaller, lighter equipment could possibly also be used in some cases.) The consultant shall conduct regular periodic inspections of each building within 160 feet of planned construction during ground-disturbing activity on the project site. Should damage to a building occur as a result of ground-disturbing activity on the site, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site. In areas with a “very high” or “high” susceptibility for vibration-induced liquefaction or differential settlement risks, the project’s geotechnical engineer shall specify an appropriate vibration limit based on proposed construction activities and proximity to liquefaction susceptibility zones and modify construction practices to ensure that construction-related vibration does not cause liquefaction hazards at these homes. 					
<p>Mitigation Measure M-NO-4a: Stationary Equipment Noise Controls.</p> <p>Noise attenuation measures shall be incorporated into all stationary equipment (including HVAC equipment and emergency generators) installed on buildings constructed on the Illinois Parcels and 28-Acre Site as well as into the below-grade or enclosed wastewater pump station as necessary to meet noise limits specified in Section 2909 of the Police Code.* Interior</p>	Project sponsors and construction contractor(s).	Prior to the issuance of a building permit for each building located on the Illinois Parcels	Port to review construction plans.	Considered complete after submittal and approval of plans by the Port	Port or Planning Department/DBI

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<p>noise limits shall be met under both existing and future noise conditions, accounting for foreseeable changes in noise conditions in the future (i.e., changes in on-site building configurations). Noise attenuation measures could include provision of sound enclosures/barriers, addition of roof parapets to block noise, increasing setback distances from sensitive receptors, provision of louvered vent openings, location of vent openings away from adjacent commercial uses, and restriction of generator testing to the daytime hours.</p> <p>* Under Section 2909 of the Police Code, stationary sources are not permitted to result in noise levels that exceed the existing ambient (L90) noise level by more than 5 dBA on residential property, 8 dBA on commercial and industrial property, and 10 dBA on public property. Section 2909(d) states that no fixed noise source may cause the noise level measured inside any sleeping or living room in a dwelling unit on residential property to exceed 45 dBA between 10:00 p.m. and 7:00 a.m. or 55 dBA between 7:00 a.m. and 10:00 p.m. with windows open, except where building ventilation is achieved through mechanical systems that allow windows to remain closed.</p>		<p>or the 28-Acre Site, along with the submission of construction documents, the project sponsors shall submit to the Port and the DBI plans for noise attenuation measures on all stationary equipment.</p>			
<p>Mitigation Measure M-NO-4b: Design of Future Noise-Generating Uses near Residential Uses.</p> <p>Future commercial/office and RALI uses shall be designed to minimize the potential for sleep disturbance at any future adjacent residential uses. Design approaches such as the following could be incorporated into future development plans to minimize the potential for noise conflicts of future uses on the project site:</p> <ul style="list-style-type: none"> • <u>Design of Future Noise-Generating Commercial/Office and RALI Uses.</u> To reduce potential conflicts between sensitive receptors and new noise-generating commercial or RALI uses located adjacent to these receptors, exterior facilities such as loading areas/docks, trash enclosures, and surface parking lots shall be located on the sides of buildings facing away from existing or planned sensitive receptors (residences or passive open space). If 	Project sponsors and construction contractor(s).	Prior to the issuance of a building permit for commercial, RALI, and parking uses, along with the submission of construction documents, the project sponsors shall submit to the and DBI plans to minimize	Port to review construction plans.	Considered complete after submittal and approval of plans by the Port.	Port or Planning Department/DBI

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<p>this is not feasible, these types of facilities shall be enclosed or equipped with appropriate noise shielding.</p> <ul style="list-style-type: none"> • <u>Design of Future Above-Ground Parking Structure.</u> If parking structures are constructed on Parcels C1 or C2, the sides of the parking structures facing adjacent or nearby existing or planned residential uses shall be designed to shield residential receptors from noise associated with parking cars. 		noise conflicts with sensitive receivers,			
<p>Mitigation Measure M-NO-6: Design of Future Noise-Sensitive Uses</p> <p>Prior to issuance of a building permit for vertical construction of specific residential building design on each parcel, a noise study shall be conducted by a qualified acoustician, who shall determine the need to incorporate noise attenuation measures into the building design in order to meet Title 24's interior noise limit for residential uses as well as the City's (Article 29, Section 2909(d)) 45-dBA (Ldn) interior noise limit for residential uses. This evaluation shall account for noise shielding by buildings existing at the time of the proposal, potential increases in ambient noise levels resulting from the removal of buildings that are planned to be demolished, all planned commercial or open space uses in adjacent areas, any known variations in project build-out that have or will occur (building heights, location, and phasing), any changes in activities adjacent to or near the Illinois Parcels or 28-Acre Site (given the Proposed Project's long build-out period), any new shielding benefits provided by surrounding buildings that exist at the time of development, future cumulative traffic noise increases on adjacent roadways, existing and planned stationary sources (i.e., emergency generators, HVAC, etc.), and future noise increases from all known cumulative projects located with direct line-of-sight to the project building.</p> <p>To minimize the potential for sleep disturbance effects from tonal noise or nighttime noise events associated with nearby industrial uses, predicted noise levels at each project building shall account for 24/7 operation of the BAE Systems Ship Repair facility, 24/7 transformer noise at Potrero Substation (if it remains an open air facility), and industrial activities at the AIC, to the</p>	Project sponsors and qualified acoustician.	Prior to the issuance of the building permit for vertical construction of any residential building on each parcel, a noise study shall be prepared by a qualified acoustician.	Port Staff to review the noise study. A single noise study or multiple noise studies may be produced to address project phasing.	Considered complete after submittal and approval of the noise study by the Port.	Port or Planning Department/DBI

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<p>extent such use(s) are in operation at the time the analysis is conducted.</p> <p>Noise reduction strategies such as the following could be incorporated into the project design as necessary to meet Title 24 interior limit and minimize the potential for sleep disturbance from adjacent industrial uses:</p> <ul style="list-style-type: none"> • Orient bedrooms away from major noise sources (i.e., major streets, open space/recreation areas where special events would occur, and existing adjacent industrial uses, including but not limited to the AIC, PG&E Hoedown Yard (if it is still operating at that time), Potrero Substation, and the BAE site) and/or provide additional enhanced noise insulation features (higher STC ratings) or mechanical ventilation to minimize the effects of maximum instantaneous noise levels generated by these uses even though there is no code requirement to reduce Lmax noise levels. Such measures shall be implemented on Parcels D and E1 (both scenarios), Building 2 (Maximum Residential Scenario only), Parcels PKN (both scenarios), PKS (both scenarios), and HDY (Maximum Residential Scenario only); • Utilize enhanced exterior wall and roof-ceiling assemblies (with higher STC ratings), including increased insulation; • Utilize windows with higher STC / Outdoor/Indoor Transmission Class (OITC) ratings; • Employ architectural sound barriers as part of courtyards or building open space to maximize building shielding effects, and locate living spaces/bedrooms toward courtyards wherever possible; and <p>Locate interior hallways (accessing residential units) adjacent to noisy streets or existing/planned industrial or commercial development.</p>					
Mitigation Measure M-NO-7: Noise Control Plan for Special Event	Developer, Port, parks management	Prior to operation of a	Developer, Port, parks management	Considered complete upon	Port

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Outdoor Amplified Sound. <p>The project sponsors shall develop and implement a Noise Control Plan for operations at the proposed entertainment venues to reduce the potential for noise impacts from public address and/or amplified music. This Noise Control Plan shall contain the following elements:</p> <ul style="list-style-type: none"> The project sponsors shall comply with noise controls and restrictions in applicable entertainment permit requirements for outdoor concerts. Speaker systems shall be directed away from the nearest sensitive receptors to the degree feasible. Outdoor speaker systems shall be operated consistent with the restrictions of Section 2909 of the San Francisco Police Code, and conform to a performance standard of 8 dBA and dBC over existing ambient L90 noise levels at the nearest residential use. 	entity, and/or parks programming entity.	special outdoor amplified sound, the project sponsors, parks management entity, and/or parks programming entity to develop a Noise Control Plan prior to issuance of event permit.	entity, and/or parks programming entity shall submit the Noise Control Plan to the Port.	submission and approval of the NCP by the Port.	
Air Quality Mitigation Measures					
Mitigation Measure M-AQ-1a: Construction Emissions Minimization <p>The following mitigation measure is required during construction of Phases 3, 4, and 5, or after build-out of 1.3 million gross square feet of development, whichever comes first:</p> <p>A. <i>Construction Emissions Minimization Plan.</i> Prior to issuance of a site permit, the project sponsors shall submit a Construction Emissions Minimization Plan (Plan) to the Port or Planning Department. The Plan shall detail project compliance with the following requirements:</p> <ol style="list-style-type: none"> Where access to alternative sources of power is available, portable diesel generators used during construction shall be prohibited. Where portable diesel engines are required because alternative sources of power are not available, the 	Project sponsors and construction contractor(s).	<p>Prior to issuance of a site permit, the project sponsors must submit Construction Emissions Minimization Plan</p> <p>Prior to the commencement of construction activities</p>	Project sponsors or contractor to submit a Construction Emissions Minimization Plan. Quarterly reports shall be submitted to Port Staff or Planning Department indicating the construction phase and off-road equipment	Considered complete upon Port or Planning Staff review and approval of Construction Emissions Minimization Plan or alternative measures that achieve the same emissions reduction.	Port or Planning Department

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule	Monitoring Agency ¹
<p>diesel engine shall meet the EPA or CARB Tier 4 off-road emission standards and be fueled with renewable diesel (at least 99 percent renewable diesel or R99), if commercially available, as defined below.</p> <p>2. All off-road equipment greater than 25 horsepower that operates for more than 20 total hours over the entire duration of construction activities shall have engines that meet the EPA or CARB Tier 4 off-road emission standards and be fueled with renewable diesel (at least 99 percent renewable diesel or R99), if commercially available. If engines that comply with Tier 4 off-road emission standards are not commercially available, then the project sponsors shall provide the next cleanest piece of off-road equipment as provided by the step-down schedules in Table M-AQ-1-1.</p>		<p>during Phase 3, 4, and 5, or prior to construction following build-out of 1.3 million gross square feet of development, the project sponsors must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p> <p>The Plan shall be kept on site and available for review. A sign shall be posted at the perimeter of the construction site indicating the basic</p>	<p>information used during each phase. For off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.</p> <p>Within six months of the completion of construction activities, the project sponsors shall submit to Port Staff a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.</p>		
Table M-AQ-1-1: Off-Road Equipment Compliance Step-Down Schedule					
Compliance Alternative	Engine Emission Standard	Emissions Control			
1	Tier 3	CARB PM VDECS (85%) ¹			
2	Tier 2	CARB PM VDECS (85%)			
How to use the table: If the requirements of (A)(2) cannot be met, then the project sponsors would need to meet Compliance Alternative 1. Should the project sponsors not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met.					
¹ CARB, Currently Verified Diesel Emission Control Strategies (VDECS).					

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Available online at http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm . Accessed January 14, 2016.		requirements of the Plan and where copies of the Plan are available to the public for review.			
<ul style="list-style-type: none"> i. With respect to Tier 4 equipment, “commercially available” shall mean the availability taking into consideration factors such as: (i) critical path timing of construction; and (ii) geographic proximity of equipment to the project site. ii. With respect to renewable diesel, “commercially available” shall mean the availability taking into consideration factors such as: (i) critical path timing of construction; (ii) geographic proximity of fuel source to the project site; and (iii) cost of renewable diesel is within 10 percent of Ultra Low Sulfur Diesel #2 market price. iii. The project sponsors shall maintain records concerning its efforts to comply with this requirement. Should the project sponsor determine either that an off-road vehicle that meets Tier 4 emissions standards or that renewable diesel are not commercially available, the project sponsor shall submit documentation to the satisfaction of Port or Planning Staff and, for the former condition, shall identify the next cleanest piece of equipment that would be use, in compliance with Table M-AQ-1-1. <p>3. The project sponsors shall ensure that future developers or their contractors require the idling time for off-road and on-road equipment be limited to no more than 2 minutes, except as provided in exceptions to the applicable State regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in</p>					

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<p>multiple languages (English, Spanish, and Chinese) in designated queuing areas and at the construction site to remind operators of the 2-minute idling limit.</p> <p>4. The project sponsors shall require that each construction contractor mandate that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>5. The Plan shall include best available estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase and shall be updated pursuant to the reporting requirements in Section B below. Reporting requirements for off-road equipment descriptions and information shall include as much detail as is available, but are 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 Verified Diesel Emission Control Strategies (VDECS) installed, descriptions and information shall include technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date and hour meter reading on installation date. The Plan shall also indicate whether renewable diesel will be used to power the equipment. The Plan shall also include anticipated fuel usage and hours of operation so that emissions can be estimated.</p> <p>6. The project sponsors and their construction contractors shall keep the Plan available for public review on site during working hours. Each construction contractor shall post at the perimeter of the project site a legible and visible sign summarizing the requirements of the Plan. The sign shall also state that the public may ask to inspect the Plan at any time</p>					

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<p>during working hours, and shall explain how to request inspection of the Plan. Signs shall be posted on all sides of the construction site that face a public right-of-way. The project sponsors shall provide copies of the Plan to members of the public as requested.</p> <p>B. <i>Reporting.</i> Quarterly reports shall be submitted to Port or Planning Staff indicating the construction activities undertaken and information about the off-road equipment used, including the information required in Section A(5). In addition, reporting shall include the approximate amount of renewable diesel fuel used.</p> <p>Within 6 months of the completion of all project construction activities, the project sponsors shall submit to Port or Planning Staff a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. The final report shall include detailed information required in Section A(5). In addition, reporting shall include the actual amount of renewable diesel fuel used.</p> <p>C. <i>Certification Statement and On-site Requirements.</i> Prior to the commencement of construction activities, the project sponsors shall certify through submission of city-standardized forms (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p>					
<p>Mitigation Measure M-AQ-1b: Diesel Backup Generator Specifications</p> <p>To reduce NOx associated with operation of the Maximum Commercial or Maximum Residential Scenarios, the project sponsors shall implement the following measures.</p> <p>A. All new diesel backup generators shall:</p> <ol style="list-style-type: none"> 1. have engines that meet or exceed CARB Tier 4 off-road emission standards which have the lowest NOx emissions of commercially 	Project sponsors	Prior to approval of a generator permit by Port Staff.	Anticipated location and engine specifications of a proposed diesel backup generator shall be submitted to the Port Staff for review and approval prior to	Considered complete upon review and approval by Port Staff.	Port

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<p>available generators; and</p> <p>2. be fueled with renewable diesel, if commercially available, which has been demonstrated to reduce NOx emissions by approximately 10 percent.</p> <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 BAAQMD in its permitting process.</p> <p>C. For each new diesel backup generator permit submitted to BAAQMD for the project, anticipated location, and engine specifications shall be submitted to the Port Staff for review and approval prior to issuance of a permit for the generator from the San Francisco DBI or the Port. 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 maintain records of the testing schedule for each diesel backup generator for the life of that diesel backup generator and provide this information for review to the Port within 3 months of requesting such information.</p>			issuance of a generator permit.		
<p>Mitigation Measure M-AQ-1c: Use Low and Super-compliant VOC Architectural Coatings in Maintaining Buildings through Covenants Conditions and Restrictions (CC&Rs) and Ground Lease</p> <p>The Project sponsors shall require all developed parcels to include within their CC&R's and/or ground leases requirements for all future interior spaces to be repainted only with "Super-Compliant" Architectural Coatings (http://www.aqmd.gov/home/regulations/compliance/architectural-coatings/super-compliant-coatings/). "Low-VOC" refers to paints that meet the more stringent regulatory limits in South Coast AQMD Rule 1113; however, many manufacturers have reformulated to levels well below these limits. These are referred to as "Super-Compliant" Architectural Coatings.</p>	Project sponsors and construction contractor(s).	Project sponsors submit to the Port documentation of CC&R's and/or ground lease requirements prior to building occupancy	Project sponsors to include in CC&R's and/or ground lease requirements with buildings tenants prior to building occupancy.	Considered complete upon project sponsor submittal to the Port of documentation of CC&R's and/or ground lease requirements	Port or Planning Department

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		permit.			
Mitigation Measure M-AQ-1d: Promote use of Green Consumer Products The project sponsors shall provide education 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 sponsors shall work with the San Francisco Department of Environment (SF Environment) to develop electronic correspondence to be distributed by email annually to residential and/or commercial tenants of each building on the project site that encourages the purchase of consumer products that generate lower than typical VOC emissions. The correspondence shall encourage environmentally preferable purchasing and shall include contact information and links to SF Approved. The website may also be used as an informational resource by businesses and residents.	Project sponsors.	Prior to occupancy of the building by tenants and every five years thereafter, project sponsors to distribute educational materials to tenants.	Project sponsors to work with SF Environment to develop educational materials.	Considered complete after distribution of educational materials to residential and commercial tenants.	Port or Planning Department
Mitigation Measure M-AQ-1e: Electrification of Loading Docks The project sponsors 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.	Project sponsors	Prior to issuance of a building permit for a building containing loading docks for retail, light industrial or warehouse uses.	Project sponsors to provide construction plans to DBI or the Port to ensure compliance.	Considered complete upon approval of construction plans by DBI or the Port.	Port or Planning Department
Mitigation Measure M-AQ-1f: Transportation Demand Management. The project sponsors shall prepare and implement a Transportation Demand Management (TDM) Plan with a goal of reducing estimated daily one-way vehicle trips by 20 percent compared to the total number of daily one-way vehicle trips identified in the project's Transportation Impact Study at project build-out. To ensure that this reduction goal could be reasonably achieved, the TDM Plan will have a monitoring goal of reducing by 20 percent the daily one-way vehicle trips calculated for each building that has received a	Developer to prepare and implement the TDM Plan, which will be implemented by the Transportation Management Association and will	Developer to prepare TDM Plan and submit to Planning Staff prior to approval of the project	Project sponsors to submit the TDM Plan to Planning Staff for review. Transportation Demand Management	The TDM Plan is considered complete upon approval by the Planning Staff. Annual monitoring	Planning Department

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<p>Certificate of Occupancy and is at least 75% occupied compared to the daily one-way vehicle trips anticipated for that building based on anticipated development on that parcel, using the trip generation rates contained within the project's Transportation Impact Study. There shall be a Transportation Management Association that would be responsible for the administration, monitoring, and adjustment of the TDM Plan. The project sponsor is responsible for identifying the components of the TDM Plan that could reasonably be expected to achieve the reduction goal for each new building associated with the project, and for making good faith efforts to implement them. The TDM Plan may include, but is not limited to, the types of measures summarized below for explanatory example purposes. Actual TDM measures selected should include those from the TDM Program Standards, which describe the scope and applicability of candidate measures in detail and include:</p> <ul style="list-style-type: none"> • Active Transportation: Provision of streetscape improvements to encourage walking, secure bicycle parking, shower and locker facilities for cyclists, subsidized bike share memberships for project occupants, bicycle repair and maintenance services, and other bicycle-related services; • Car-Share: Provision of car-share parking spaces and subsidized memberships for project occupants; • Delivery: Provision of amenities and services to support delivery of goods to project occupants; • Family-Oriented Measures: Provision of on-site childcare and other amenities to support the use of sustainable transportation modes by families; • High-Occupancy Vehicles: Provision of carpooling/vanpooling incentives and shuttle bus service; • Information and Communications: Provision of multimodal 	be binding on all development parcels.		Association to submit monitoring report annually to Planning Staff and implement TDM Plan Adjustments (if required).	reports would be on-going during project buildout, or until five consecutive reporting periods show that the project has met its reduction goals, at which point reports would be submitted every three years.	

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<p>wayfinding signage, transportation information displays, and tailored transportation marketing services;</p> <ul style="list-style-type: none"> Land Use: Provision of on-site affordable housing and healthy food retail services in underserved areas; Parking: Provision of unbundled parking, short term daily parking provision, parking cash out offers, and reduced off-street parking supply. <p>The TDM Plan shall include specific descriptions of each measure, including the degree of implementation (e.g., for how long will it be in place), and the population that each measure is intended to serve (e.g. residential tenants, retail visitors, employees of tenants, visitors, etc.). It shall also include a commitment to monitoring of person and vehicle trips traveling to and from the project site to determine the TDM Plan’s effectiveness, as outlined below.</p> <p>The TDM Plan shall be submitted to the City to ensure that components of the TDM Plan intended to meet the reduction target are shown on the plans and/or ready to be implemented upon the issuance of each certificate of occupancy.</p> <p><i>TDM Plan Monitoring and Reporting:</i> The Transportation Management Association, through an on-site Transportation Coordinator, shall collect data and make monitoring reports available for review and approval by the Planning Department staff.</p> <ul style="list-style-type: none"> <u>Timing:</u> Monitoring data shall be collected and reports shall be submitted to Planning Department staff every year (referred to as “reporting periods”), until five consecutive reporting periods 					

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<p>display the fully-built project has met the reduction goal, at which point monitoring data shall be submitted to Planning Department staff once every three years. The first monitoring report is required 18 months after issuance of the First Certificate of Occupancy for buildings that include off-street parking or the establishment of surface parking lots or garages that bring the project's total number of off-street parking spaces to greater than or equal to 500. Each trip count and survey (see below for description) shall be completed within 30 days following the end of the applicable reporting period. Each monitoring report shall be completed within 90 days following the applicable reporting period. The timing shall be modified such that a new monitoring report shall be required 12 months after adjustments are made to the TDM Plan in order to meet the reduction goal, as may be required in the "TDM Plan Adjustments" heading below. In addition, the timing may be modified by the Planning Department as needed to consolidate this requirement with other monitoring and/or reporting requirements for the project.</p> <ul style="list-style-type: none"> • <u>Components:</u> The monitoring report, including trip counts and surveys, shall include the following components OR comparable alternative methodology and components as approved or provided by Planning Department staff: <ul style="list-style-type: none"> ○ Trip Count and Intercept Survey: Trip count and intercept survey of persons and vehicles arriving and leaving the project site for no less than two days of the reporting period between 6:00 a.m. and 8:00 p.m. One day shall be a Tuesday, Wednesday, or Thursday during one week without federally recognized holidays, and another day shall be a Tuesday, Wednesday, or Thursday during another week without federally recognized holidays. The trip count and intercept survey shall be prepared by a qualified transportation or qualified survey consultant and the methodology shall be 					

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<p>approved by the Planning Department prior to conducting the components of the trip count and intercept survey. It is anticipated that the Planning Department will have a standard trip count and intercept survey methodology developed and available to project sponsors at the time of data collection.</p> <ul style="list-style-type: none"> Travel Demand Information: The above trip count and survey information shall be able to provide travel demand analysis characteristics (work and non-work trip counts, origins and destinations of trips to/from the project site, and modal split information) as outlined in the Planning Department's <i>Transportation Impact Analysis Guidelines for Environmental Review</i>, October 2002, or subsequent updates in effect at the time of the survey. Documentation of Plan Implementation: The TDM Coordinator shall work in conjunction with the Planning Department to develop a survey (online or paper) that can be reasonably completed by the TDM Coordinator and/or TMA staff to document the implementation of TDM program elements and other basic information during the reporting period. This survey shall be included in the monitoring report submitted to Planning Department staff. Degree of Implementation: The monitoring report shall include descriptions of the degree of implementation (e.g., how many tenants or visitors the TDM Plan will benefit, and on which locations within the site measures will be/have been placed, etc.) Assistance and Confidentiality: Planning Department staff will assist the TDM Coordinator on questions regarding the components of the monitoring report and shall ensure that the identity of individual survey responders is protected. <p><i>TDM Plan Adjustments.</i> The TDM Plan shall be adjusted based on the</p>					

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monitoring results if three consecutive reporting periods demonstrate that measures within the TDM Plan are not achieving the reduction goal. The TDM Plan adjustments shall be made in consultation with Planning Department staff and may require refinements to existing measures (e.g., change to subsidies, increased bicycle parking), inclusion of new measures (e.g., a new technology), or removal of existing measures (e.g., measures shown to be ineffective or induce vehicle trips). If three consecutive reporting periods' monitoring results demonstrate that measures within the TDM Plan are not achieving the reduction goal, the TDM Plan adjustments shall occur within 270 days following the last consecutive reporting period. The TDM Plan adjustments shall occur until three consecutive reporting periods' monitoring results demonstrate that the reduction goal is achieved. If the TDM Plan does not achieve the reduction goal then the City shall impose additional measures to reduce vehicle trips as prescribed under the development agreement, which may include restriction of additional off-street parking spaces beyond those previously established on the site, capital or operational improvements intended to reduce vehicle trips from the project, or other measures that support sustainable trip making, until three consecutive reporting periods' monitoring results demonstrate that the reduction goal is achieved.					
Mitigation Measure M-AQ-1g: Additional Mobile Source Control Measures The following Mobile Source Control Measures from the BAAQMD's 2010 Clean Air Plan shall be implemented: <ul style="list-style-type: none"> Promote use of clean fuel-efficient vehicles through preferential (designated and proximate to entry) parking and/or installation of charging stations beyond the level required by the City's Green Building code, from 8 to 20 percent. Promote zero-emission vehicles by requesting that any car share program operator include electric vehicles within its car share 	Project sponsors and TMA.	On-going.	Project sponsors and TMA to implement measures	On-going.	Port or Planning Department/DBI

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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.					
<p>Mitigation Measure M-AQ-1h: Offset of Operational Emissions</p> <p>Prior to issuance of the final certificate of occupancy for the final building associated with Phase 3, or after build out of 1.3 million square feet of development, whichever comes first, the project sponsors, with the oversight of Port Staff, shall either:</p> <p>(1) Directly fund or implement a specific offset project within San Francisco to achieve reductions of 25 tons per year of ozone precursors and 1 ton of PM10. This offset is intended to offset the estimated annual tonnage of operational ozone precursor and PM10 emissions under the buildout scenario realized at the time of completion of Phase 3. To qualify under this mitigation measure, the specific emissions offset project must result in emission reductions within the SFBAAB 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 implementation of the offset project, the project sponsors must obtain Port Staff's approval of the proposed offset project by providing documentation of the estimated amount of emissions of ROG, NOx, and PM10 to be reduced (tons per year) within the SFBAAB from the emissions reduction project(s). The project sponsors shall notify Port Staff within 6 months of completion of the offset project for verification; or</p> <p>(2) Pay a one-time mitigation offset fee to the BAAQMD's Strategic Incentives Division in an amount no less than \$18,030 per weighted ton of ozone precursors and PM10 per year above the significance threshold, calculated as the difference between total annual emissions at build out under mitigated conditions and the</p>	Project sponsors.	<p><u>Offsets for Phase 3/build-out of 1.3 million square feet:</u></p> <p>Upon completion of construction, and prior to issuance of a Certificate of Occupancy for the final building associated with Phase 3, or after build out of 1.3 million square feet of development, whichever comes first, developer shall demonstrate to the satisfaction of Port Staff that offsets have been funded or implemented,</p>	Port Staff to approve the proposed offset project.	<p>If project sponsor directly funds or implements a specific offset project, considered complete when Port Staff approves the proposed offset project prior to individual Certificates of Occupancy.</p> <p>If project sponsor pays a one-time mitigation offset fee, considered complete when documentation of payment is provided to Port Staff.</p>	Port

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<p>significance threshold in the EIR air quality analysis, which is 25 tons per year of ozone precursors and 1 ton of PM10, plus a 5 percent administrative fee, to fund one or more emissions reduction projects within the SFBAAB. This one-time fee is intended to fund emissions reduction projects to offset the estimated annual tonnage of operational ozone precursor and PM10 emissions under the buildout scenario realized at the time of completion of Phase 3 or after completion of 1.3 million sf of development, whichever comes first. Documentation of payment shall be provided to Port Staff.</p> <p>Acceptance of this fee by the BAAQMD shall serve as an acknowledgment and commitment by the BAAQMD to implement one or more emissions reduction project(s) within 1 year of receipt of the mitigation fee to achieve the emission reduction objectives specified above, and provide documentation to Port Staff and to the project sponsors describing the project(s) funded by the mitigation fee, including the amount of emissions of ROG, NOx, and PM10 reduced (tons per year) within the SFBAAB from the emissions reduction project(s). If there is any remaining unspent portion of the mitigation offset fee following implementation of the emission reduction project(s), the project sponsors shall be entitled to a refund in that amount from the BAAQMD. To qualify under this mitigation measure, the specific emissions retrofit project must result in emission reductions within the SFBAAB that would not otherwise be achieved through compliance with existing regulatory requirements.</p>		<p>or offset fee has been paid, in an amount sufficient to offset emissions above BAAQMD thresholds for build-out to date.</p> <p><u>Offsets for subsequent phases/build-out:</u> Upon completion of construction of each subsequent phase, and prior to issuance of a Certificate of Occupancy for the final building associated with such phase, developer shall demonstrate to the satisfaction of Port Staff that offsets</p>			

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		have been funded or implemented, or offset fee has been paid, in an amount sufficient to offset emissions above BAAQMD thresholds for build-out to date and taking into account offsets previously funded, implemented, and/or purchased.			
Wind and Shadow Mitigation Measures					
Mitigation Measure M-WS-1: Identification and Mitigation of Interim Hazardous Wind Impacts When the circumstances or conditions listed in Table M.WS.1 are present at the time a building Schematic Design is submitted, the requirements described below apply: Table M.WS.1: Circumstances or Conditions during which Mitigation Measure M-WS-1 Applies	Project sponsors, qualified wind consultant.	As outlined in Table M.WS.1: Circumstances or Conditions during which Mitigation Measure M-WS-1 Applies, a wind impact analysis shall be	Qualified wind consultant to prepare a scope of work to be approved by Port Staff and following approval of a scope of work submit a wind impact analysis to Port Staff for approval	Considered complete upon approval or issuance of building permit.	Port

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Subject Parcel Proposed for Construction	Circumstance or Condition	Related Upwind Parcels		prepared for the listed circumstances prior to issuance of a building permit for any proposed building when the circumstances or conditions listed in Table M.WS.1 are present at the time a building Schematic Design is submitted.	of feasible design changes to minimize interim hazardous wind impacts.		
Parcel A	Construction of any new buildings on Parcel A.	NA					
Parcel B	Construction of any new buildings on Parcel B.	NA					
Parcel E2	Construction of any new buildings on Parcel E2 over 80 feet in height, prior to any construction of new buildings on approximately 80% of the combined total parcel area of Parcels H1 and G that would be completed by the estimated time of occupancy of the subject building, as estimated on or about the date of the building Schematic Design submittal.	Parcels H1 and G					
Parcel E3	Construction of any new buildings on Parcel E3 over 80 feet in height, prior to any construction of new buildings on approximately 80% of the combined total parcel area of Parcels E2 and G that would be completed by the estimated time of occupancy of the subject building, as estimated on or about the date of the building	Parcels E2 and G					

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<div>Schematic Design submittal.</div> <hr/> <div>Parcel F Construction of any new buildings on Parcel F. NA</div> <hr/> <div>Parcel G Construction of any new buildings on Parcel G. NA</div> <hr/> <div>Parcel H1 Construction of any new buildings on Parcel H1 over 80 feet in height, prior to any construction of new buildings on approximately 80% of the combined total parcel area of Parcels E2 and G that would be completed by the estimated time of occupancy of the subject building, as estimated on or about the date of the building Schematic Design submittal. Parcels E2 and G</div> <hr/> <div>Parcel H2 Construction of any new buildings on Parcel H2 over 80 feet in height, prior to any construction of new buildings on approximately 80% of the combined total parcel area of Parcels H1, E2, and E3 that would be completed by the estimated time of occupancy of the subject building, as estimated on or about the date of the building Schematic Design submittal. Parcels H1, E2, and E3</div>					

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<p><i>Source: SWCA.</i></p> <p><u>Requirements</u></p> <p>A wind impact analysis shall be required prior to building permit issuance for any proposed new building that is located within the project site and meets the conditions described above. All feasible means (e.g., changes in design, relocating or reorienting certain building(s), sculpting to include podiums and roof terraces, adding architectural canopies or screens, or street furniture) to eliminate hazardous winds, if predicted, shall be implemented. After such design changes and features have been considered, the additional effectiveness of landscaping may also be considered.</p> <p>1. <u>Screening-level analysis.</u> A qualified wind consultant approved by Port Staff shall review the proposed building design and conduct a “desktop review” in order to provide a qualitative result determining whether there could be a wind hazard. The screening-level analysis shall have the following steps: For each new building proposed that meets the criteria above, a qualified wind consultant shall review and compare the exposure, massing, and orientation of the proposed building(s) on the subject parcel to the building(s) on the same parcel in the representative massing models of the Proposed Project tested in the wind tunnel as part of this EIR and in any subsequent wind analysis testing required by this mitigation measure. The wind consultant shall identify and compare the potential impacts of the proposed building(s) to those identified in this EIR, subsequent wind testing that may have occurred under this mitigation measure, and to the City’s wind hazard criterion. The wind consultant’s analysis and evaluation shall consider the proposed building(s) in the context of the “Current Project Baseline,” which, at any given time during construction of the Proposed Project, shall be defined as any existing buildings at the site, the as-built designs of all previously-completed structures and the then-current designs of</p>					

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<p>approved but yet unbuilt structures that would be completed by the time of occupancy of the subject building.</p> <p>(a) If the qualified wind consultant concludes that the building design(s) could not create a new wind hazard and could not contribute to a wind hazard identified by prior wind tunnel testing for the EIR and in subsequent wind analysis required by this mitigation measure, no further review would be required. If there could be a new wind hazard, then a quantitative assessment shall be conducted using wind tunnel testing or an equivalent quantitative analysis that produces comparable results to the analysis methodology used in this EIR.</p> <p>(b) If the qualified wind consultant concludes that the building design(s) could create a new wind hazard or could contribute to a wind hazard identified by prior wind tunnel testing conducted for this EIR and in subsequent wind analysis required by this mitigation measure, but in the consultant's professional judgment the building(s) can be modified to reduce such impact to a less-than-significant level, the consultant shall notify Port Staff and the building applicant. The consultant's professional judgment may be informed by the use of "desktop" analytical tools, such as computer tools relying on results of prior wind tunnel testing for the Proposed Project and other projects (i.e., "desktop" analysis does not include new wind tunnel testing). The analysis shall include consideration of wind location, duration, and speed of wind. The building applicant may then propose changes or supplements to the design of the proposed building(s) to achieve this result. These changes or supplements may include, but are not limited to, changes in design, building orientation, sculpting to include podiums and roof terraces, and/or the addition of architectural canopies or screens, or</p>					

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<p>street furniture. The effectiveness of landscaping may also be considered. The wind consultant shall then reevaluate the building design(s) with specified changes or supplements. If the wind consultant demonstrates to the satisfaction of Port Staff that the modified design and landscaping for the building(s) could not create a new wind hazard or contribute to a wind hazard identified in prior wind tunnel testing conducted for this EIR and in subsequent wind analysis required by this mitigation measure, no further review would be required.</p> <p>(c) If the consultant is unable to demonstrate to the satisfaction of Port Staff that no increase in wind hazards would occur, wind tunnel testing or an equivalent method of quantitative evaluation producing results that can be compared to those used in the EIR and in any subsequent wind analysis testing required by this mitigation measure is required. The building(s) shall be wind tunnel tested in the context of a model that represents the Current Project Baseline, as described in Item 1, above. The testing shall include all the test points in the vicinity of a proposed building or group of buildings that were tested in this EIR, as well as all additional points deemed appropriate by the consultant to determine the wind performance for the building(s). Testing shall occur in places identified as important, e.g., building entrances, sidewalks, etc., and there may need to be additional test point locations considered. At the direction and approval of the Port, the “vicinity” shall be determined by the wind consultant, as appropriate for the circumstances, e.g., a starting concept for “vicinity” could be approximately 350 feet around the perimeter of the subject parcel(s), subject to the wind consultant’s reducing or increasing this radial distance. The wind tunnel testing shall test the proposed building design(s), as well as the Current Project Baseline, in</p>					

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<p>order to clearly identify those differences that would be due to the proposed new building(s). In the event the wind tunnel testing determines that design of the building(s) would increase the hours of wind hazard or extent of area subject to hazardous winds beyond those identified in prior wind testing conducted for this EIR and in subsequent wind tunnel analysis required by this mitigation measure, the wind consultant shall notify Port Staff and the building applicant. The building applicant may then propose changes or supplements to the design of the proposed building(s) to eliminate wind hazards. These changes or supplements may include, but are not limited to, changes in design, building orientation, sculpting building(s) to include podiums and roof terraces, adding architectural canopies or screens, or street furniture. All feasible means (changes in design, relocating or reorienting certain building(s), sculpting to include podiums and roof terraces, the addition of architectural canopies or screens, or street furniture) to eliminate wind hazards, if predicted, shall be implemented to the extent necessary to mitigate the impact. After such design changes and features have been considered, the additional effectiveness of landscaping at the size it is proposed to be installed may also be considered. The wind consultant shall then reevaluate the building design(s) with specified changes or supplements. If the wind consultant demonstrates to the satisfaction of Port Staff that the modified design would not create a new wind hazard or contribute to a wind hazard identified in prior wind tunnel testing conducted for this EIR and in subsequent wind analysis required by this mitigation measure, no further review would be required.</p> <p>If the proposed building(s) would result in a wind hazard exceedance, and the only way to eliminate the hazard is to redesign a proposed building, then the building shall be redesigned.</p>					

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<p>Mitigation Measure M-WS-2: Wind Reduction for Rooftop Winds</p> <p>If the rooftop of building(s) is proposed as public open space and/or a passive or active public recreational area prior to issuance of a building permit for the subject building(s), a qualified wind consultant shall prepare a wind impact and mitigation analysis in the context of the Current Project Baseline regarding the proposed architectural design. All feasible means (such as changing the proposed building mass or design; raising the height of the parapets to at least 8 feet, using a porous material where such material would be effective in reducing wind speeds; using localized wind screens, canopies, trellises, and/or landscaping around seating areas) to eliminate wind hazards shall be implemented as necessary. A significant wind impact would be an increase in the number of hours that the wind hazard criterion is exceeded or an increase in the area subjected to winds exceeding the hazard criterion as compared to existing conditions at the height of the proposed rooftop. The wind consultant shall demonstrate to the satisfaction of Port Staff that the building design would not create a new wind hazard or contribute to a wind hazard identified in prior wind testing conducted for this EIR.</p>	Project Sponsors and qualified wind consultant.	Prior to issuance of a building permit for a building with a rooftop proposed as public open space and/or passive/active recreational area, the qualified wind consultant shall demonstrate that no new wind hazards or a contribution to a wind hazard identified in the EIR would occur in a wind hazard and mitigation analysis.	Port Staff to review wind hazard and mitigation analysis.	Considered complete upon approval or issuance of building permit	Port
Biological Resources Mitigation Measures					
<p>Mitigation Measure M-BI-1a: Worker Environmental Awareness Program Training</p> <p>Project-specific Worker Environmental Awareness Program (WEAP) training shall be developed and implemented by a qualified biologist* and attended by all project personnel performing demolition or ground-disturbing work prior to beginning demolition or ground-disturbing work on site for</p>	Project sponsors and qualified project biologist.	Prior to demolition or ground-disturbing activities.	Port staff to review and approve WEAP training. Project sponsors and qualified biological consultant to document WEAP	Considered complete after Port staff reviews and approves WEAP training, and confirm	Port or Planning Department

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<p>each construction phase. The WEAP training shall include, but not be limited to, education about the following:</p> <ul style="list-style-type: none"> a. Applicable State and Federal laws, environmental regulations, project permit conditions, and penalties for non-compliance. b. Special-status plant and animal species with the potential to be encountered on or in the vicinity of the project site during construction. c. Avoidance measures and a protocol for encountering special-status species including a communication chain. d. Preconstruction surveys and biological monitoring requirements associated with each phase of work and at specific locations within the project site (e.g., shoreline work) as biological resources and protection measures will vary depending on where work is occurring within the site, time of year, and construction activity. e. Known sensitive resource areas in the project vicinity that are to be avoided and/or protected as well as approved project work areas, access roads, and staging areas. <p>Best management practices (BMPs) (e.g., straw wattles or spill kits) and their location around the project site for erosion control and species exclusion, in addition to general housekeeping requirements.</p> <p>* 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.</p>			training and provide documentation during annual mitigation report to the Port.	compliance in annual mitigation report.	
<p>Mitigation Measure M-BI-1b: Nesting Bird Protection Measures</p> <p>The project site’s proximity to San Francisco Bay and its current lack of</p>	Project sponsors, qualified biological consultant.	Prior to issuance of demolition or building	If construction will occur during nesting season, qualified biological consultant to	Considered complete upon issuance of demolition or	Port or Planning Department

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<p>activity result in a more attractive environment for birds to nest than other San Francisco locations (e.g., the Financial District) that have higher levels of site activity and human presence. Nesting birds and their nests shall be protected during construction by implementation of the following measures for each construction phase:</p> <ul style="list-style-type: none"> a. To the extent feasible, conduct initial activities including, but not limited to, vegetation removal, tree trimming or removal, ground disturbance, building demolition, site grading, and other construction activities which may compromise breeding birds or the success of their nests (e.g., CRF, rock drilling, rock crushing, or pile driving), outside of the nesting season (January 15–August 15). b. If construction during the bird nesting season cannot be fully avoided, a qualified wildlife biologist* 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 250 feet of the project site in order to locate any active passerine (perching bird) nests and within 500 feet of the project site to locate any active raptor (birds of prey) nests, waterbird nesting pairs, or colonies. c. If active nests 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: <ul style="list-style-type: none"> i. 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. Spot-check monitoring frequency 		permits for construction during the nesting season (August 16 – January 14)	conduct bat surveys and present results to Port Staff	building permits for construction	

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<p>would be determined on a nest-by-nest basis considering the particular construction activity, duration, proximity to the nest, and physical barriers which 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 Port of San Francisco or Planning Department.</p> <p>ii. 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. Typically, these buffer distances are 250 feet for passerines and 500 feet for raptors; however, the buffers may be adjusted if an obstruction, such as a building, is within line-of-sight between the nest and construction.</p> <p>iii. 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 Port of San Francisco or Planning Department, who would notify CDFW. Necessary actions to remove or relocate an active nest(s) shall be coordinated with the Port of San Francisco or Planning Department and approved by CDFW.</p> <p>iv. Any work that must occur within established no-disturbance buffers around active nests shall be monitored by a qualified biologist. If adverse effects in response to project work within the buffer are</p>					

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<p>observed and could compromise the nest, work within the no-disturbance buffer(s) shall halt until the nest occupants have fledged.</p> <p>v. Any birds that begin nesting within the project area and survey buffers amid construction activities are assumed to be habituated to construction-related or similar noise and disturbance levels, so exclusion zones around nests may be reduced or eliminated in these cases as determined by the qualified biologist in coordination with the Port of San Francisco or Planning Department, 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>* 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.</p>					
<p>Mitigation Measure M-BI-2: Avoidance and Minimization Measures for Bats</p> <p>A qualified biologist (as defined by CDFW*) 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 relocation activities to conduct a pre-construction habitat assessment of the project site (focusing on buildings to be demolished or relocated) 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>	Project sponsors, qualified biological consultant, and CDFW.	Prior to issuance of demolition or building permits when trees or shrubs would be removed or buildings demolished as part of an individual project.	Qualified biological consultant to conduct bat surveys and present results to Port Staff.	Considered complete upon issuance of demolition or building permits.	Port or Planning Department

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<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 relocated under the Proposed Project or in trees adjacent to construction activities that could be trimmed or removed under the Proposed Project:</p> <ul style="list-style-type: none"> a) In areas identified as potential roosting habitat during the habitat assessment, initial building demolition, relocation, and any tree work (trimming or removal) shall occur when bats are active, approximately between the periods of March 1 to April 15 and August 15 to October 15, to the extent feasible. These dates avoid the bat maternity roosting season and period of winter torpor. [Torpor refers to a state of decreased physiological activity with reduced body temperature and metabolic rate.] b) 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 relocation, or any tree trimming or removal. c) 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. d) 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 					

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<p>developed by the qualified biologist in coordination with CDFW. 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 compensatory mitigation.</p> <p>e) The qualified biologist shall be present during building demolition, relocation, or tree work if potential bat roosting habitat or active bat roosts are present. Buildings and trees 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>f) The demolition or relocation 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>g) Trimming or removal of existing trees with potential bat roosting habitat or active (non-maternity or hibernation) bat roost sites shall follow a two-step removal process (which shall occur during the time of year when bats are active, according to a) above, and depending on the type of roost and species present, according to c) above).</p> <p>i. On the first day and under supervision of the qualified biologist, tree branches and limbs not containing cavities or fissures in which bats could roost shall be cut using chainsaws.</p>					

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<p>ii. On the following day and under the supervision of the qualified biologist, the remainder of the tree may be trimmed or removed, either using chainsaws or other equipment (e.g., excavator or backhoe).</p> <p>All felled trees shall remain on the ground for at least 24 hours prior to chipping, off-site removal, or other processing to allow any bats to escape, or be inspected once felled by the qualified biologist to ensure no bats remain within the tree and/or branches.</p> <p>iv. * CDFW defines credentials of a “qualified biologist” within permits or authorizations issued for a project. Typical qualifications include a minimum of five 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.</p>					
<p>Mitigation Measure M-BI-3: Pile Driving Noise Reduction for Protection of Fish and Marine Mammals</p> <p>Prior to the start of reconstruction of the bulkhead in Reach II, the project sponsors shall prepare a detailed Construction Plan that outlines the details of the piling installation approach. This Plan shall be reviewed and approved by Port Staff. The information provided in this plan shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • The type of piling to be used (whether sheet pile or H-pile); • The piling size to be used; • The method of pile installation to be used; • Noise levels for the type of piling to be used and the method of pile driving; • Recalculation of potential underwater noise levels that could be generated during pile driving using methodologies outlined in 	Project sponsors.	Prior to construction of the bulkhead in Reach II, project sponsors to prepare a Construction Plan.	Project sponsors to prepare a Construction Plan and submit it to the Port for review and approval. If determined necessary, sound attenuation and monitoring plan would then be developed. Results of the vibration monitoring would be provided to NOAA if required. An alternative to the sound	Considered complete upon review and approval of the Construction Plan. If determined necessary, approval of the sound attenuation and monitoring plan would be required by Port Staff, and monitoring results would be provided to	Port

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<p>CalTrans 2009 [Caltrans, Technical Guidance for Assessment and Mitigation]; and</p> <ul style="list-style-type: none"> When pile driving is to occur. <p>If the results of the recalculations provided in the detailed Construction Plan for pile driving discussed above indicate that underwater noise levels are less than 183 dB (SEL) for fish at a distance of 33 feet (less than or equal to 10 meters) and 160 dB (RMS) sound pressure level or 120 dB (RMS) re 1 µPa impulse noise level for marine mammals for a distance 1,640 feet (500 meters), then no further measures are required to mitigate underwater noise. If recalculated noise levels are greater than those identified above, then the project sponsors shall develop a sound attenuation reduction and monitoring plan. This plan shall be reviewed and approved by Port Staff. This plan shall provide detail on the sound attenuation system, detail methods used to monitor and verify sound levels during pile-driving activities, and all BMPs to be taken to reduce impact hammer pile-driving sound in the marine environment to an intensity level of less than 183 and 160/120 dB (as identified above) at distances of 33 feet (less than or equal to 10 meters) for fish and 1,640 feet (500 meters) for marine mammals. The sound-monitoring results shall be made available to NOAA Fisheries. If, in the case of marine mammals, recalculated noise levels are greater than 160 dB (peak) at less than or equal to 1,640 feet (500 meters), then the project sponsors shall consult with NOAA to determine the need to obtain an Incidental Harassment Authorization (IHA) under the MMPA. If an IHA is required by NOAA, an application for an IHA shall be prepared by the project sponsors.</p> <p>The plan shall incorporate as appropriate, but not be limited to, the following BMPs:</p> <ul style="list-style-type: none"> Any impact-hammer-installed soldier wall H-pilings or sheet piling shall be conducted in strict accordance with the Long-Term Management Strategy (LTMS) work windows for Pacific herring,* during which the presence of Pacific herring in the project site is 			attenuation and monitoring plan is to consult with NOAA and provide evidence to the satisfaction of Port Staff.	NOAA.	

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<p>expected to be minimal unless, where applicable, NOAA Fisheries in their Section 7 consultation with the Corps determines that the potential effect to special-status fish species is less than significant.</p> <ul style="list-style-type: none"> • If pile installation using impact hammers must occur at times other than the approved LTMS work window for Pacific herring or result in underwater sound levels greater than those identified above, the project sponsors shall consult with both NOAA Fisheries and CDFW on the need to obtain incidental take authorizations to address potential impacts to longfin smelt and green sturgeon associated with reconstruction of the steel sheet pile bulkhead in Reach II, and to implement all requested actions to avoid impacts. • A 1,640-foot (500-meter) safety zone shall be established and maintained around the sound source to the extent such a safety zone is located within in-water areas, for the protection of marine mammals in the event that sound levels are unknown or cannot be adequately predicted. • In-water work activities associated with reconstruction of the steel sheet pile bulkhead in Reach II shall be halted when a marine mammal enters the 1,640-foot (500-meter) safety zone and shall cease until the mammal has been gone from the area for a minimum of 15 minutes. • A “soft start” technique shall be used in all pile driving, giving marine mammals an opportunity to vacate the area. • A NOAA Fisheries-approved biological monitor shall conduct daily surveys before and during impact hammer pile driving to inspect the safety zone and adjacent San Francisco Bay waters for marine mammals. The monitor shall be present as specified by NOAA Fisheries during the impact pile-driving phases of construction. 					

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<ul style="list-style-type: none"> Other BMPs shall be implemented as necessary, such as using bubble curtains or an air barrier, to reduce underwater noise levels to acceptable levels. <p>Alternatively, the project sponsors may consult with NOAA directly and submit evidence to their satisfaction of Port Staff of NOAA consultation. In such case, the project sponsors shall comply with NOAA recommendations and/or requirements.</p> <p>* U.S. Army Corps of Engineers, Programmatic Essential Fish Habitat (EFH) Assessment for the Long-Term Management Strategy for the Placement of Dredged Material in the San Francisco Bay Region. July 2009.</p>					
<p>Mitigation Measure M-BI-4: Compensation for Fill of Jurisdictional Waters</p> <p>To offset temporary and/or permanent impacts to jurisdictional waters of San Francisco Bay adjacent to the 28-Acre Site, construction associated with repair or replacement of the Reach II bulkhead shall be conducted as required by regulatory permits (i.e., those issued by the Corps, RWQCB, and BCDC) and in coordination with NMFS as appropriate. If required by regulatory permits, compensatory mitigation shall be provided as necessary, at a minimum ratio of 1:1 for fill beyond that required for normal repair and maintenance of existing structures. Compensation may include on-site or off-site shoreline improvements or intertidal/subtidal habitat enhancements along San Francisco's eastern 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> <p>Improvements would be implemented in accordance with NMFS as appropriate. On-site or off-site restoration/enhancement plans, if required, must be prepared by a qualified biologist prior to construction and approved by the permitting agencies prior to beginning construction, repair, or</p>	<p>Project sponsors.</p> <p>In accordance with regulatory permits and coordination with NMFS, compensatory mitigation, if required, shall be provided at a minimum ratio of 1:1.</p>	<p>Prior to any construction at the Reach II bulkhead or in accordance with regulatory permits.</p>	<p>Project sponsors to comply with regulatory permits</p>	<p>Considered complete after issuance of regulatory permits for the fill of jurisdictional waters.</p>	<p>Port</p>

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replacement of the Reach II bulkhead. Implementation of restoration/enhancement activities by the permittee shall occur prior to project impacts, whenever possible.					
<i>Geology and Soils Mitigation Measures</i>					
Mitigation Measure M-GE-3a: Reduction of Rock Fall Hazards The project sponsors shall prepare a site-specific geotechnical report(s), subject to review and approval by the Port, that evaluates the design and construction methods proposed for Parcels PKS, C-1, and C-2, the Irish Hill playground, and 21 st Street. The investigations shall determine the potential for rock fall hazards. If the potential for rock fall hazards is identified, the site-specific geotechnical investigations shall identify measures to minimize such hazards to be implemented by the project sponsors. Possible measures to reduce the impacts of potential rock fall hazards include, but are not limited to, the following: <ul style="list-style-type: none"> Limited regrading to adjust slopes to stable gradient; Rock fall containment measures such as installation of drape nets, rock fall catchment fences, or diversion dams; and Site design measures such as implementing setbacks to ensure that buildings and public uses are outside areas that could be subject to damage as a result of rock fall. 	Project sponsors.	Prior to the start of construction activities at Parcels PKS, C-1, C-2, the Irish Hill playground, and 21 st Street.	Project sponsors to submit geotechnical report(s) to the Port for review and approval.	Considered complete upon approval of geotechnical report(s) and any associated measures to minimize rock fall hazards.	Port
Mitigation Measure M-GE-3b: Signage and Restricted Access to Pier 70 Prior to issuance of the first certificate of occupancy under the Proposed Project, the project sponsors shall install a gate or an equivalent measure to prevent access to the existing dilapidated pier at the project site. A sign shall be posted at the potential access point informing the public of potential risks associated with use of the structure and prohibiting public access.	Project sponsors to install signage and gate or equivalent measure to prevent access to the existing dilapidated pier.	Prior to issuance of the first Certificate of Occupancy.	Project sponsors to document installation of signage and gate or equivalent measure	Considered complete upon installation of the signage and gate or equivalent measure. The measure will be documented in the annual	Port

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				mitigation and monitoring report.	
<p>Mitigation Measure M-GE-6: Paleontological Resources Monitoring and Mitigation Program</p> <p>Prior to issuance of a building permit for construction activities that would disturb sedimentary rocks of the Franciscan Complex (based on the site-specific geotechnical investigation or other available information), the project sponsors 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 (PRMMP). The PRMMP shall specify the timing and specific locations where construction monitoring would be required; emergency 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 PRMMP shall be consistent with the Society for Vertebrate Paleontology (SVP) 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 for construction activities in areas where the ground has been previously disturbed or when construction activities would encounter artificial fill, Young Bay Mud, marsh deposits, 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</p>	Project sponsors and qualified paleontological consultant.	<p>Prior to issuance of a building permit where construction activities would disturb sedimentary rocks of the Franciscan complex.</p> <p>If earth-moving activities have the potential to disturb previously undisturbed native sediment, a qualified paleontological consultant would monitor the activities.</p>	<p>Qualified paleontological consultant to prepare a PRMMP for review and approval by the ERO. A single PRMMP or multiple PRMMPs may be produced to address project phasing.</p> <p>In compliance with the requirements of the PRMMP, a qualified paleontological consultant would monitor construction and provide a monitoring report for inclusion in the annual mitigation and monitoring report.</p>	<p>Considered complete upon documentation to the satisfaction of that building permit construction activities would not disturb sedimentary rocks of the Franciscan Complex, or review and approval of the PRMMP, if required, by the Planning Department.</p> <p>Monitoring activities and compliance would be documented in the annual mitigation and monitoring report.</p>	Port and Planning Department

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<p>(ERO), the suspension of construction can be extended beyond 4 weeks if needed to implement appropriate measures in accordance with the PRMMP, 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 ERO. 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>					
Hydrology and Water Resources Mitigation Measures					
<p>Mitigation Measure M-HY-2a: Design and Construction of Proposed Pump Station for Options 1 and 3</p> <p>The project sponsors shall design the new pump station proposed as part of the Proposed Project to achieve the following performance criteria.</p> <ul style="list-style-type: none"> The dry-weather capacity of the new pump station and associated force main shall be sufficient to convey dry-weather wastewater flows within the 20th Street sub-basin, including flows from the existing baseline, the Proposed Project at full build-out, and cumulative project contributions; and The wet-weather capacity of the new pump station shall be sufficient to ensure that potential wet-weather combined sewer discharges from the 20th Street sub-basin and associated downstream basins do not exceed the long-term average of ten discharges per year specified in the SFPUC Bayside NPDES permit or applicable corresponding permit condition at time of final design. The capacity shall be based on the existing baseline, the Proposed Project at full build-out, and cumulative project contributions. <p>The project sponsors shall coordinate with the SFPUC regarding the design and construction of the pump station. The final design shall be subject to</p>	Project sponsors.	Prior to construction of the proposed pump station for Options 1 and 3.	Project sponsors to coordinate with the SFPUC and Port regarding the proposed pump station design and performance criteria.	Considered complete upon approval of the final design by the SFPUC.	SFPUC

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approval by the SFPUC.					
<p>Mitigation Measure M-HY-2b: Design and Construction of Proposed Pump Station for Option 2</p> <p>The project sponsors shall design the new pump station proposed as part of the Proposed Project to achieve the following performance criteria.</p> <ul style="list-style-type: none"> The dry-weather capacity of the new pump station and associated force main shall be sufficient to convey dry-weather wastewater flows within the 20th Street sub-basin, including flows from the existing baseline, the Proposed Project at full build-out, and cumulative project contributions; During wet weather, wastewater flows from the project site shall bypass the wet-weather facilities and be conveyed to the combined sewer system in such a manner that they do not contribute to combined sewer discharges within the 20th Street sub-basin; and The wet-weather capacity of the new pump station shall be sufficient to ensure that potential wet-weather combined sewer discharges from the 20th Street sub-basin and associated downstream basins do not exceed the long-term average of ten discharges per year specified in the SFPUC Bayside NPDES permit or applicable corresponding permit condition at time of final design. The capacity shall be based on the existing baseline and cumulative project contributions. <p>The project sponsors shall coordinate with the SFPUC regarding the design and construction of the pump station. The final design shall be subject to approval by the SFPUC.</p>	Project sponsors.	Prior to construction of the proposed pump station for Option 2.	Project sponsors to coordinate with the SFPUC and Port regarding the proposed pump station design and performance criteria.	Considered complete upon approval of the final design by the SFPUC.	SFPUC
Hazards and Hazardous Materials Mitigation Measures					
Mitigation Measure M-HZ-2a: Conduct Transformer Survey and Remove PCB Transformers	Project sponsors and qualified contractor.	Prior to the demolition, renovation, or	Qualified contractor to survey and determine the	Considered complete if no PCBs found or	Port

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule	Monitoring Agency ¹
The project sponsors shall retain a qualified contractor to survey any building and/or structure planned for demolition, renovation, or relocation to identify all electrical transformers in use and in storage. The contractor shall determine the PCB content using name plate information, or through sampling if name-plate data do not provide adequate information regarding the PCB content of the dielectric equipment. The project sponsors shall retain a qualified contractor to remove and dispose of all transformers in accordance with the requirements of Title 40 of the Code of Federal Regulations, Section 761.60 (described under the Regulatory Framework) and the Title 22 of the California Code of Regulations, Section 66261.24. The removal shall be completed in advance of any building or structural demolition, renovation, or relocation.		relocation of any building and/or structure.	PCB content of transformers in use and storage. If necessary, the contractor shall remove and dispose of transformers in accordance with applicable regulations.	upon appropriate disposal and removal of transformers. Mitigation activities would be documented in hazardous materials manifests and in the annual mitigation and monitoring report.	
Mitigation Measure M-HZ-2b: Conduct Sampling and Cleanup if Stained Building Materials Are Observed In the event that leakage is observed in the vicinity of a transformer containing greater than 50 parts per million PCB (determined in accordance with Mitigation Measure H-HZ-2a), or the leakage has resulted in visible staining of the building materials or surrounding surface areas, the project sponsors shall retain a qualified professional to obtain samples of the building materials for the analysis of PCBs in accordance with Part 761 of the Code of Federal Regulations. If PCBs are identified at a concentration of 1 part per million, then the project sponsors shall retain a contractor to clean the surface to a concentration of 1 part per million or less in accordance with Title 40 of the Code of Federal Regulations, Section 761.61(a). The sampling and cleaning shall be completed in advance of any building or structural demolition, renovation, or relocation.	Project sponsors and qualified contractor.	In the event that leakage is observed in the vicinity of a transformer containing greater than 50 parts per million PCB, or the leakage has resulted in visible staining of the building materials or surrounding surface areas. If determined necessary, sampling and	If leakage or spillage occurs, qualified contractor to obtain samples and clean the surface (if necessary) in accordance with applicable regulations.	Considered complete if no PCBs found or upon sampling and removal of PCBs in accordance with applicable regulations. Mitigation activities would be documented in hazardous materials manifests and in the annual mitigation and monitoring report.	Port

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		cleaning shall be completed in advance of any building or structural demolition, renovation, or relocation.			
Mitigation Measure M-HZ-2c: Conduct Soil Sampling if Stained Soil is Observed In the event that leakage is observed in the vicinity of a PCB-containing transformer that has resulted in visible staining of the surrounding soil (determined in accordance with Mitigation Measure M-HZ-2a), the project sponsors shall retain a qualified professional to obtain soil samples for the analysis of PCBs in accordance with Part 761 of the Code of Federal Regulations. If PCBs are identified at a concentration less than the residential Environmental Screening Level of 0.22 milligrams per kilogram, then no further action shall be required. If PCBs are identified at a concentration greater than or equal to the residential Environmental Screening Level of 0.22 milligrams per kilogram, then the project sponsors shall require the contractor to implement the requirements of the Pier 70 RMP, as required by Mitigation Measure M-HZ-6. The sampling and implementation of the Pier 70 RMP requirements shall be completed in advance of any building or structural demolition, renovation, relocation, or subsequent development.	Project sponsors and qualified contractor.	In the event that leakage is observed in the vicinity of a transformer, or the leakage has resulted in visible staining of soils. If determined necessary, sampling and removal shall be completed in advance of any building or structural demolition, renovation, or relocation.	If leakage or spillage occurs, qualified contractor to obtain samples and remove any PCBs (if necessary) in accordance with applicable regulations.	Considered complete if no PCBs found or upon sampling and removal of PCBs in accordance with applicable regulations. Mitigation activities would be documented hazardous materials manifests and in the annual mitigation and monitoring report.	Port
Mitigation Measure M-HZ-3a: Implement Construction and Maintenance-Related Measures of the Pier 70 Risk Management Plan The project sponsors shall provide notice to the RWQCB, DPH, and Port in accordance with the Pier 70 RMP, in advance of ground-disturbing activities	Project sponsors and construction contractor(s).	Notice shall be provided to the RWQCB, DPH, and Port in accordance	All plans prepared in accordance with the Pier 70 RMP shall be submitted to the RWQCB,	Considered complete upon notice to the RWQCB, DPH, and Port.	Port

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule	Monitoring Agency ¹
<p>that would disturb an area of 1,250 square feet or more of native soil, 50 cubic yards or more of native soil, more than 0.5 acre of soil, or 10,000 square feet or more of durable cover (Pier 70 RMP Sections 4.1, 4.2, and 6.3).</p> <p>The project sponsors shall also (through their contractor) implement the following measures of the Pier 70 RMP during construction to provide for the protection of worker and public health, including nearby schools and other sensitive receptors, and to ensure appropriate disposition of soil and groundwater removed from the site:</p> <ul style="list-style-type: none"> • A project-specific health and safety plan (Pier 70 RMP Section 6.4); • Access controls (Pier 70 RMP Section 6.1); • Soil management protocols, including those for: <ul style="list-style-type: none"> ○ soil movement (Pier 70 RMP Section 6.5.1), ○ soil stockpile management (Pier 70 RMP Section 6.5.2), and ○ import of clean soil (including preparation of a project-specific Soil Import Plan) (Pier 70 RMP Section 6.5.3); • A dust control plan in accordance with the measures specified by the California Air Resources Board for control of naturally occurring asbestos (Title 17 of California Code of Regulations, Section 93105) and Article 22B of the San Francisco Health Code and other applicable regulations as well as site-specific measures (Pier 70 RMP Section 6.6); • A project-specific stormwater pollution prevention control plan (Pier 70 RMP Section 6.7); • Off-site soil disposal (Pier 70 RMP Section 6.8); 		with the Pier 70 RMP prior to any ground-disturbing activities that would disturb an area of 1,250 square feet or more of native soil, 50 cubic yards or more of native soil, more than 0.5 acre of soil, or 10,000 square feet or more of durable cover.	DPH, and Port for review and approval in accordance with the notification requirements of the RMP.		

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<ul style="list-style-type: none"> A project-specific groundwater management plan for temporary dewatering (Pier 70 RMP Section 6.10.1); Risk management measures to minimize the potential for new utilities to become conduits for the spread of groundwater contamination (Pier 70 RMP Section 6.10.2); Appropriate design of underground pipelines to prevent the intrusion of groundwater or degradation of pipeline construction materials by chemicals in the soil or groundwater (Pier 70 RMP Section 6.10.3); and Protocols for unforeseen conditions (Pier 70 RMP Section 6.9). <p>Following completion of construction activities that disturb any durable cover, the integrity of the previously existing durable cover shall be re-established in accordance with Section 6.2 of the Pier 70 RMP and the protocols described in the Operations and Maintenance Plan of the Pier 70 RMP.</p> <p>All plans prepared in accordance with the Pier 70 RMP shall be submitted to the RWQCB, DPH, and/or Port for review and approval in accordance with the notification requirements of the RMP (Pier 70 RMP Section 4.0).</p>					
<p>Mitigation Measure M-HZ-3b: Implement Well Protection Requirements of the Pier 70 Risk Management Plan</p> <p>In accordance with Section 6.11 of the Pier 70 RMP, the project sponsors shall review available information prior to any ground-disturbing activities to identify any monitoring wells within the construction area, including any wells installed by PG&E in support of investigation and remediation of the PG&E Responsibility Area within the 28-Acre Site. The wells shall be appropriately protected during construction. If construction necessitates destruction of an existing well, the destruction shall be conducted in accordance with California and DPH well abandonment regulations, and</p>	Project sponsors	Prior to ground-disturbing activities.	Project sponsors to identify any monitoring wells in the area, and appropriately protect them. If destruction of a well is required, it would be conducted in accordance with	Monitoring complete if no wells or activities would be demonstrated in RWQCB and DPH regulatory applications and documented in the annual mitigation and	Port

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule	Monitoring Agency ¹
must be approved by the RWQCB. The Port shall also be notified of the destruction. If required by the RWQCB, DPH, or the Port, the project sponsors shall reinstall any groundwater monitoring wells that are part of the ongoing groundwater monitoring network.			applicable regulations and the Port would be notified. If required by the RWQCB, DPH, or the Port, the project sponsors shall reinstall any groundwater monitoring wells that are part of the ongoing groundwater monitoring network.	monitoring report.	
Mitigation Measure M-HZ-4: Implement Construction-Related Measures of the Hoedown Yard Site Management Plan In accordance with the notification requirements of the Hoedown Yard SMP (Section 4.2), the project sponsors (through their contractor) shall notify the RWQCB, DPH, and/or Port prior to conducting any intrusive work at the Hoedown Yard. During construction, the contractor shall implement the following measures of the Hoedown Yard SMP to provide for the protection of worker and public health, and to ensure appropriate disposition of soil and groundwater. <ul style="list-style-type: none"> • A project-specific Health and Safety Plan (Hoedown Yard SMP Section 5): <ul style="list-style-type: none"> ○ Dust management measures in accordance with the measures specified by the California Air Resources Board for control of naturally occurring asbestos (Title 17 of California Code of Regulations, Section 93105) and Article 22B of the San Francisco Health Code. The specific measures must address 	Project sponsors	Prior to ground-disturbing activities at the Hoedown Yard.	The project sponsors shall notify the RWQCB, DPH, and/or Port prior to conducting any intrusive work at the Hoedown Yard.	Considered complete after notification to the RWQCB, DPH, and/or Port.	DPH

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<p>dust control (SMP Section 6.1) and dust monitoring (SMP Section 6.2).</p> <ul style="list-style-type: none"> Soil and water management measures, including: <ul style="list-style-type: none"> soil handling (Hoedown Yard SMP Section 7.1.1), stockpile management (Hoedown Yard SMP Section 7.1.2), on-site reuse of soil (Hoedown Yard SMP Section 7.1.3), off-site soil disposal (Hoedown Yard SMP Section 7.1.4), excavation dewatering (Hoedown Yard SMP Section 7.1.5), stormwater management (Hoedown Yard SMP Section 7.1.6), site access and security (Hoedown Yard SMP Section 7.1.7), and unanticipated subsurface conditions (Hoedown Yard SMP Section 7.2). 					
<p>Mitigation Measure M-HZ-5: Delay Development on Proposed Parcels H1, H2, and E3 Until Remediation of the PG&E Responsibility Area is Complete</p> <p>The project sponsors shall not start construction of the proposed development or associated infrastructure on proposed Parcel H1, H2, and E3 until PG&E's remedial activities in the PG&E Responsibility Area within and adjacent to these parcels have been completed to the satisfaction of the RWQCB, consistent with the terms of the remedial action plan prepared by PG&E and approved by RWQCB. During subsequent development, the project sponsors shall implement the requirements of the Pier 70 RMP within the PG&E Responsibility Area, as enforced through the recorded deed restriction on the Pier 70 Master Plan Area.</p>	Project sponsors and PG&E.	<p>Prior to the start of construction on proposed Parcels H1, H2, and E3.</p> <p>During subsequent development, for implementation of Pier 70 RMP Requirements.</p>	<p>PG&E to complete remedial activities in the PG&E Responsibility Area within and adjacent to Parcels H1, H2, and E3 to satisfaction of RWQCB.</p> <p>Project sponsor to implement Pier 70 RMP requirements, enforced by recorded deed</p>	Considered complete upon RWQCB confirmation of satisfaction with PG&E remedial action.	Port

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule	Monitoring Agency ¹
			restriction.		
<p>Mitigation Measure M-HZ-6: Additional Risk Evaluations and Vapor Control Measures for Residential Land Uses</p> <p>The notification submittals required under Mitigation Measure M-HZ-3a shall describe site conditions at the time of development. If residential land uses are proposed at or near locations where soil vapor or groundwater concentrations exceed residential cleanup standards for vapor intrusion (based on information provided in the Pier 70 RMP), this information shall be included in the notification submittal and the RWQCB and DPH determine whether a risk evaluation is required. If required, the project sponsors or future developer(s) shall conduct a risk evaluation in accordance with the Pier 70 RMP. The risk evaluation shall be based on the soil vapor and groundwater quality presented in the Pier 70 RMP and the proposed building design. The project sponsors shall conduct additional soil vapor or groundwater sampling as needed to support the risk evaluation, subject to the approval of the RWQCB and DPH.</p> <p>If the risk evaluation demonstrates that there would be unacceptable health risks to residential users (i.e., greater than 1×10^{-6} incremental cancer risk or a non-cancer hazard index greater than 1), the project sponsors shall incorporate measures into the building design to minimize or eliminate exposure to soil vapor through the vapor intrusion pathway, subject to review and approval by the RWQCB and DPH. Appropriate vapor intrusion measures include, but are not limited to design of a safe building configuration that would preclude vapor intrusion; installation of a vapor barrier; and/or design and installation of an active vapor monitoring and extraction system.</p> <p>If the risk evaluation demonstrates that vapor intrusion risks would be within acceptable levels (less than 1×10^{-6} incremental cancer risk or a non-cancer hazard index less than 1) under a project-specific development scenario, no additional action shall be required. (For instance, the project sponsors could locate all residential uses above the first floor which, in some cases, could eliminate the potential for residential exposure to organic compounds in soil</p>	Project sponsors	Prior to ground-disturbing activities of residential land uses if near locations where soil vapor or groundwater concentrations exceed residential cleanup standard for vapor intrusion.	Site conditions shall be recorded by the project sponsors and included in the notification submittal to the RWQCB and DPH. If required, the project sponsors shall conduct a risk evaluation in accordance with the Pier 70 RMP and incorporate measures to minimize or eliminate exposure to soil vapor.	Considered complete upon a notification submittal to the RWQCB and DPH. If a risk evaluation and further measures are required, they would be reviewed and approved by the RWQCB and DPH.	Port

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vapors.)					
<p>Mitigation Measure M-HZ-7: Modify Hoedown Yard Site Mitigation Plan</p> <p>The project sponsors shall conduct a risk evaluation to evaluate health risks to future site occupants, visitors, and maintenance workers under the proposed land use within the Hoedown Yard. The risk evaluation shall be based on the soil, soil vapor, and groundwater quality data provided in the existing SMP and supporting documents and the project sponsors shall conduct additional sampling as needed to support the risk evaluation.</p> <p>Based on the results of the risk evaluation, the project sponsors shall modify the Hoedown Yard SMP to include measures to minimize or eliminate exposure pathways to chemicals in the soil and groundwater, and achieve health-based goals (i.e., an excess cancer risk of 1×10^{-6} and a Hazard Index of 1) applicable to each land use proposed for development within the Hoedown Yard. At a minimum, the modified SMP shall include the following components:</p> <ul style="list-style-type: none"> • Regulatory-approved cleanup levels for the proposed land uses; • A description of existing conditions, including a comparison of site data to regulatory-approved cleanup levels; • Regulatory oversight responsibilities and notification requirements; • Post-development risk management measures, including management measures for the maintenance of engineering controls (e.g., durable covers, vapor mitigation systems) and site maintenance activities that could encounter contaminated soil; • Monitoring and reporting requirements; and • An operations and maintenance plan, including annual inspection requirements. 	Project sponsors shall conduct a risk evaluation, and shall modify the Hoedown Yard SMP to include measures to minimize or eliminate exposure pathways to chemicals in the soil and groundwater, and achieve health-based goals applicable to each land use proposed for development within the Hoedown Yard.	Prior to ground-disturbing activities at the Hoedown Yard.	Project sponsors shall submit the risk evaluation and proposed risk management plan to the RWQCB, DPH, and Port for review and approval.	Considered complete upon review and approval of the risk evaluation and proposed risk management plan by the RWQCB, DPH, and Port.	Port, DPH

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The risk evaluation and proposed risk management plan shall be submitted to the RWQCB, DPH, and Port for review and approval prior to the start of ground disturbance.					
Mitigation Measure M-HZ-8a: Prevent Contact with Serpentine Bedrock and Fill Materials in Irish Hill Playground The project sponsors shall ensure that a minimum 2-foot thick durable cover of asbestos-free clean imported fill with a vegetated cover is emplaced above serpentine bedrock and fill materials in the level portions of Irish Hill Playground. The fill shall meet the soil criteria for clean fill specified in Table 4 of the Pier 70 RMP and included in Appendix F, Hazards and Hazardous Materials, of this EIR. Barriers shall be constructed to preclude direct climbing on the bedrock of the Irish Hill remnant. The design of the durable cover and barriers shall be submitted to the DPH and Port for review and approval prior to construction of the Irish Hill Playground.	Project sponsors to design and install a 2-foot-thick durable cover over serpentine bedrock and fill in the level portions of the Irish Hill Playground and barriers to preclude direct climbing on the bedrock of the Irish Hill remnant.	Submittal of design of durable cover and barriers to DPH and Port prior to construction of the Irish Hill Playground.	Project sponsors shall submit design of durable covers and barriers to DPH, Port	Considered complete upon review and approval of the design and installation of the 2-foot-thick durable cover and barriers by the DPH and Port.	Port, DPH
Mitigation Measure M-HZ-8b: Restrictions on the Use of Irish Hill Playground To the extent feasible, the project sponsors shall ensure that the Irish Hill Playground is not operational until ground disturbing activities for construction of the new 21 st Street and on the adjacent parcels (PKN, PKS, HDY-1, HDY2, C1, and C2) is completed. If this is not feasible, and Irish Hill Playground is operational prior to construction of the new 21 st Street and construction on all adjacent parcels, the playground shall be closed for use when ground-disturbing activities are occurring for the construction of the new 21 st Street and on any of the adjacent parcels.	Project sponsors.	Prior to and during construction of the new 21 st Street and on Parcels PKN, PKS, HDY-1, HDY-2, C1, and C2.	Project sponsors shall ensure the playground is not operational until ground-disturbing activities at the new 21 st Street and on Parcels PKN, PKS, HDY-1, HDY-2, C1, and C2 are complete; or playground shall be closed for use when ground-disturbing activities are occurring	Considered complete when the aforementioned parcels' ground-disturbing activities are finished. Documentation would occur in the annual mitigation and monitoring report.	Port

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IMPROVEMENT MEASURES FOR THE PIER 70 MIXED-USED DISTRICT PROJECT					
<p>Improvement Measure I-CR-4a: Documentation</p> <p>Before any demolition, rehabilitation, or relocation activities within the UIW Historic District, the project sponsors should retain a professional who meets the Secretary of the Interior’s Professional Qualifications Standards for Architectural History to prepare written and photographic documentation of all contributing buildings proposed for demolition within the UIW Historic District. The documentation for the property should be prepared based on the National Park Service’s Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) Historical Report Guidelines. 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 NRHP and National Historic Landmarks Survey Photo Policy Expansion.</p> <p>The written historical data for this documentation should follow HABS/HAER standards. The written data should be accompanied by a sketch plan of the property. Efforts should also be made to locate original construction drawings or plans of the property during the period of significance. If located, these drawings should be photographed, reproduced, and included in the dataset. If construction drawings or plans cannot be located, as-built drawings should be produced.</p> <p>Either HABS/HAER-standard large format or digital photography should be used. If digital photography is used, the ink and paper combinations for printing photographs must be in compliance with NR-NHL Photo Policy Expansion and have a permanency rating of approximately 115 years. Digital photographs should be taken as uncompressed, TIFF file format. The size of each image should be 1,600 by 1,200 pixels at 330 pixels per inch or larger, color format, and printed in black and white. The file name for each electronic image should correspond with the index of photographs and photograph label. Photograph views for the dataset should include (a)</p>	Project sponsors and qualified preservation architect, historic preservation expert, or other qualified individual.	<u>Project Sponsor Documentation</u> Before any demolition, rehabilitation, or relocation activities within the UIW Historic District.	Project sponsors and qualified preservation architect, historic preservation expert, or other qualified individual to complete historic resources documentation, and transmit such documentation to the History Room of the San Francisco Public Library, and to the Northwest Information Center of the California Historical Information Resource System.	Considered complete when documentation is reviewed and approved by Port Preservation Staff, and the documentation is provided to the San Francisco Public Library, and to the Northwest Information Center of the California Historical Information Resource System.	Port

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contextual views; (b) views of each side of each building and interior views, where possible; (c) oblique views of buildings; and (d) detail views of character-defining features, including features on the interiors of some buildings. All views should be referenced on a photographic key. This photographic key should be on a map of the property and should show the photograph number with an arrow to indicate the direction of the view. Historic photographs should also be collected, reproduced, and included in the dataset. The project sponsors should transmit such documentation to the History Room of the San Francisco Public Library, and to the Northwest Information Center of the California Historical Information Resource System. The project sponsors should scope the documentation measures with Port Preservation staff..					
Improvement Measure I-CR-4b: Public Interpretation Following any demolition, rehabilitation, or relocation activities within the project site, the project sponsors should provide within publicly accessible areas of the project site a permanent display(s) of interpretive materials concerning the history and architectural features of the District's three historical eras (Nineteenth Century, Early Twentieth Century, and World War II), including World War II-era Slipways 5 through 8 and associated craneways. The display(s) should also document the history of the Irish Hill Remnant, including, for example, the original 70- to 100-foot tall Irish Hill landform and neighborhood of lodging, houses, restaurants, and saloons that occupied the once much larger hill until the earlier twentieth century. The content of the interpretive display(s) should be coordinated and consistent with the sitewide interpretive plan prepared for the 28-Acre Site in coordination with the Port. The specific location, media, and other characteristics of such interpretive display(s) should be presented to Port preservation staff for approval prior to any demolition or removal activities.	Project sponsors should provide a permanent display(s) of interpretive materials concerning the history and architectural features of the District within publicly accessible areas of the project site.	<u>Project sponsors provide permanent display:</u> Following any demolition, rehabilitation, or relocation activities within the project site.	Project sponsors submit documentation of permanent display(s) of interpretive materials	Considered complete when interpretive materials are presented to Port preservation staff for approval. The materials would then be presented in the publically accessible area of the project site.	Port
Improvement Measure I-TR-A: Construction Management Plan <u>Traffic Control Plan for Construction</u> – To reduce potential conflicts between	Project sponsors, TMA, and	Prior to issuance of a	Construction contractor(s) to	Considered complete upon	Port, Planning Department,

MITIGATION MONITORING AND REPORTING PROGRAM FOR PIER 70 MIXED-USE DISTRICT PROJECT					
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<p>construction activities and pedestrians, bicyclists, transit, and autos during construction activities, the project sponsors should require construction contractor(s) to prepare a traffic control plan for major phases of construction (e.g., demolition and grading, construction, or renovation of individual buildings). The project sponsors and their construction contractor(s) will meet with relevant City agencies to coordinate feasible measures to reduce traffic congestion, including temporary transit stop relocations and other measures to reduce potential traffic and transit disruption and pedestrian circulation effects during major phases of construction. For any work within the public right-of-way, the contractor would be required to comply with San Francisco's Regulations for Working in San Francisco Streets (i.e., the "Blue Book"), which establish rules and permit requirements so that construction activities can be done safely and with the least possible interference with pedestrians, bicyclists, transit, and vehicular traffic. Additionally, non-construction-related truck movements and deliveries should be restricted as feasible during peak hours (generally 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., or other times, as determined by SFMTA and the Transportation Advisory Staff Committee [TASC]).</p> <p>In the event that the construction timeframes of the major phases and other development projects adjacent to the project site overlap, the project sponsors should coordinate with City Agencies through the TASC and the adjacent developers to minimize the severity of any disruption to adjacent land uses and transportation facilities from overlapping construction transportation impacts. The project sponsors, in conjunction with the adjacent developer(s), should propose a construction traffic control plan that includes measures to reduce potential construction traffic conflicts, such as coordinated material drop offs, collective worker parking, and transit to job site and other measures.</p> <p><u>Reduce Single Occupant Vehicle Mode Share for Construction Workers</u> – To minimize parking demand and vehicle trips associated with construction workers, the project sponsors should require the construction contractor to include in the Traffic Control Plan for Construction methods to encourage</p>	construction contractor(s).	building permit. Project construction updates for adjacent residents and businesses within 150 feet would occur throughout the construction phase.	<p>prepare a Traffic Control Plan and meet with relevant City agencies (i.e., SFMTA, Port Staff, and Planning Department) to coordinate feasible measures to reduce traffic congestion.</p> <p>A single traffic control plan or multiple traffic control plans may be produced to address project phasing.</p>	submittal of the Traffic Control Plan to the SFMTA and the Port. Project construction update materials would be provided in the annual mitigation and monitoring plan.	SFMTA as appropriate

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walking, bicycling, carpooling, and transit access to the project construction sites and to minimize parking in public rights-of-way by construction workers in the coordinated plan. <u>Project Construction Updates for Adjacent Residents and Businesses</u> – To minimize construction impacts on access for nearby residences, institutions, and businesses, the project sponsors should provide nearby residences and adjacent businesses with regularly-updated information regarding construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures via a newsletter and/or website.					
Improvement Measure I-TR-B: Queue Abatement It should be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that vehicle queues do not occur regularly on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley, or sidewalk for a consecutive period of 3 minutes or longer on a daily or weekly basis. If a recurring queue occurs, the owner/operator of the parking facility should employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable). Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage	Project sponsors, owner/operator of any off-street parking facility, and transportation consultant.	On-going during operations of any off-street parking facilities.	The owner/operator of the parking facility should monitor vehicle queues in the public right-of-way, and would employ abatement measures as needed. If the Port Director, or his or her designee, suspects that a recurring queue is present, the Port should notify the property owner in writing. The owner/operator should hire a transportation consultant to	Monitoring of the public right-of-way would be on-going by the owner/operator of off-street parking operations.	Port, Planning Department

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<p>directing drivers to available spaces; TDM strategies such as additional bicycle parking, customer shuttles, delivery services; 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 Port Director, or his or her designee, suspects that a recurring queue is present, Port Staff should notify the property owner in writing. Upon request, the owner/operator should hire a qualified transportation consultant to evaluate the conditions at the site for no less than 7 days. The consultant should prepare a monitoring report to be submitted to the Port for review. If the Port determines that a recurring queue does exist, the facility owner/operator should have 90 days from the date of the written determination to abate the queue.</p>			prepare a monitoring report and if a recurring queue does exist, the owner/operator would abate the queue.		
<p>Improvement Measure I-TR-C: Strategies to Enhance Transportation Conditions During Events.</p> <p>The project's Transportation Coordinator should participate as a member of the Mission Bay Ballpark Transportation Coordination Committee (MBBTCC) and provide at least 1-month notification to the MBBTCC where feasible prior to the start of any then known event that would overlap with an event at AT&T Park. The City and the project sponsors should meet to discuss transportation and scheduling logistics for occasions with multiple events in the area.</p>	Project sponsors, TMA, parks maintenance entity, parks programming entity, and/or Transportation Coordinator.	Prior to the start of any known event that would overlap with an event at AT&T Park.	Project sponsors and Transportation Coordinator to meet with MBBTCC and City to discuss transportation and scheduling logistics for occasions with multiple events in the area.	Include in MMRP Annual Report; On-going during project lifespan.	Port, Planning Department, SFMTA
<p>Improvement Measure I-WS-3a: Wind Reduction for Public Open Spaces and Pedestrian and Bicycle Areas</p> <p>For each development phase, a qualified wind consultant should prepare a wind impact and mitigation analysis regarding the proposed design of public open spaces and the surrounding proposed buildings. Feasible means should be considered to improve wind comfort conditions for each public open space, particularly for any public seating areas. These feasible means include horizontal and vertical, partially-porous wind screens (including canopies,</p>	Project sponsors and qualified wind consultant.	During the design of public open spaces and pedestrian and bicycle areas for each development phase.	Qualified wind consultant would prepare a wind impact and mitigation analysis to be reviewed by the Port Staff.	Considered complete upon review of the wind impact and mitigation analysis for public open spaces and pedestrian and	Port or Planning Department

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<p>trellises, umbrellas, and walls), street furniture, landscaping, and trees. Specifics for particular public open spaces are set forth in Improvement Measures I-WS-3b to I-WS-3f.</p> <p>Any proposed wind-related improvement measure should be consistent with the design standards and guidelines outlined in the <i>Pier 70 SUD Design for Development</i>.</p>				bicycle areas by the Port Staff.	
<p>Improvement Measure I-WS-3b: Wind Reduction for Waterfront Promenade and Waterfront Terrace</p> <p>The Waterfront Promenade and Waterfront Terrace would be subject to winds exceeding the pedestrian wind comfort criteria. A qualified wind consultant should prepare written recommendations of feasible means to improve wind comfort conditions in this open space, emphasizing vertical elements, such as wind screens and landscaping. Where necessary and appropriate, wind screens should be strategically placed directly around seating areas. For maximum benefit, wind screens should be at least 6 feet high and made of approximately 20 to 30 percent porous material. Design of any wind screen or landscaping shall be compatible with the Historic District.</p>	Project sponsors and qualified wind consultant.	During the design of the Waterfront Promenade and Waterfront Terrace.	Qualified wind consultant would prepare a wind impact and mitigation analysis to be reviewed by Port Staff.	Considered complete upon review of the wind impact and mitigation analysis for the Waterfront Promenade and Waterfront Terrace by Port Staff	Port
<p>Improvement Measure I-WS-3c: Wind Reduction for Slipways Commons</p> <p>The central and western portions of Slipways Commons would be subject to winds exceeding the pedestrian wind comfort criteria. Street trees should be considered along Maryland Street, particularly on the east side of Maryland Street between Buildings E1 and E2. Vertical elements such as wind screens would help for areas where street trees are not feasible. Where necessary and appropriate, wind screens should be strategically placed to the west of any seating areas. For maximum benefit, wind screens should be at least 6 feet high and made of approximately 20 to 30 percent porous material. Design of</p>	Project sponsors and qualified wind consultant.	During the design of the Slipway Commons.	Qualified wind consultant would prepare a wind impact and mitigation analysis to be reviewed by Port Staff.	Considered complete upon review of the wind impact and mitigation analysis for the Slipway Commons by Port Staff.	Port

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any wind screen or landscaping shall be compatible with the Historic District.					
Improvement Measure I-WS-3d: Wind Reduction for Building 12 Market Plaza and Market Square Building 12 Market Plaza and Market Square would be subject to winds exceeding the pedestrian wind comfort criteria. For reducing wind speeds in the public courtyard between Buildings 2 and 12, the inner south and west façades of Building D-1 could be stepped by at least 12 feet to direct downwashing winds above pedestrian level. Alternatively, overhead protection should be used, such as a 12-foot-deep canopy along the inside south and west façades of Building D-1, or localized trellises or umbrellas over seating areas. For reducing wind speeds on the eastern and southern sides of Building 12, street trees should be considered, along Maryland and 22 nd streets. Smaller underplantings should be combined with street trees to reduce winds at pedestrian level. Design of any wind screen or landscaping shall be compatible with the Historic District.	Project sponsors and qualified wind consultant.	During the design of the Building 12 Market Plaza and Market Square.	Qualified wind consultant would prepare a wind impact and mitigation analysis to be reviewed by Port Staff.	Considered complete upon review of the wind impact and mitigation analysis for the Building 12 Market Plaza and Market Square by Port Staff.	Port

MITIGATION MONITORING AND REPORTING PROGRAM FOR PIER 70 MIXED-USE DISTRICT PROJECT					
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule	Monitoring Agency ¹
Improvement Measure I-WS-3e: Wind Reduction for Irish Hill Playground The Irish Hill Playground would be subject to winds exceeding the pedestrian wind comfort criteria. For maximum benefit, wind screens should be at least 6 feet high and made of approximately 20 to 30 percent porous material. Design of any wind screen or landscaping shall be compatible with the Historic District.	Project sponsors and qualified wind consultant.	During the design of the Irish Hill Playground.	Qualified wind consultant would prepare a wind impact and mitigation analysis to be reviewed by Port Staff.	Considered complete upon review of the wind impact and mitigation analysis for the Irish Hill Playground by Port Staff.	Port
Improvement Measure I-WS-3f: Wind Reduction for 20th Street Plaza The 20 th Street Plaza would be subject to winds exceeding the pedestrian wind comfort criteria. A qualified wind consultant should prepare written recommendations of feasible means to improve wind comfort conditions in this open space, emphasizing hardscape elements, such as wind screens, canopies, and umbrellas. Where necessary and appropriate, wind screens should be strategically placed to the northwest of any seating area. For maximum benefit, wind screens should be at least 6 feet high and made of approximately 20 to 30 percent porous material. If there would be seating areas directly adjacent to the north façade of the PKN Building, localized canopies or umbrellas should be used. Design of any wind screen or landscaping shall be compatible with the Historic District.	Project sponsors and qualified wind consultant.	During the design of the 20 th Street Plaza.	Qualified wind consultant would prepare a wind impact and mitigation analysis to be reviewed by Port Staff.	Considered complete upon review of the wind impact and mitigation analysis for the 20 th Street Plaza by Port Staff.	Port

MEMORANDUM

FROM: GUNEET ANAND, LAURA CRESCIMANO
 SUBJECT: PIER 70 D4D – EDITS PER IRISH HILL CORNER PASSAGE ALIGNMENT
 DATE: AUGUST 16, 2017

Following is a list of D4D controls that would be modified in order to permit and require a new diagonal Irish Hill passage alignment from the intersection of Illinois and 22nd streets in place of the passage from Illinois between 21st and 22nd streets.

A. GLOBAL

1. Base file update – all diagrams will be updated with a new base plan that reflects the new passage alignment. Diagram content to be adjusted as appropriate to be consistent.
2. Illustrative plan update
3. Update parcel nomenclature/references as needed
4. Update cross-references as needed
5. Update figures list as needed

B. CHAPTER 2

1. Update “retail and service” requirements at corner of 22nd/Illinois streets (S2.2.4, Figure 2.2.2).

C. CHAPTER 3

1. Update open space illustrative plan to include passageway and open space at corner
2. Update overview of open spaces to include new plaza
3. Add guidelines for intent of Illinois / 22nd Street corner plaza

D. CHAPTER 4

1. Section 4.4 Mid-block passage locations (S4.4.1, Table 4.4.1) –
 - a. Require corner diagonal passage from Illinois and 22nd street intersection to foot of Irish Hill remnant.
 - b. Remove requirement for passage between PKS and HDY3.
 - c. Add vehicle restrictions for corner diagonal passage / permit pedestrian only (Fig. 4.2.1, Table 4.4.1)
 - d. Add minimum required dimensions of corner mid-block passage (S4.4.2, Table 4.4.1)
 - e. Remove increased passage requirement (S4.4.5). Remove rendered view and diagrams (Fig 4.4.2 – 4.4.3)
 - f. Adapt and apply passage/plaza design guideline to corner diagonal passage (G4.4.1)

E. CHAPTER 5

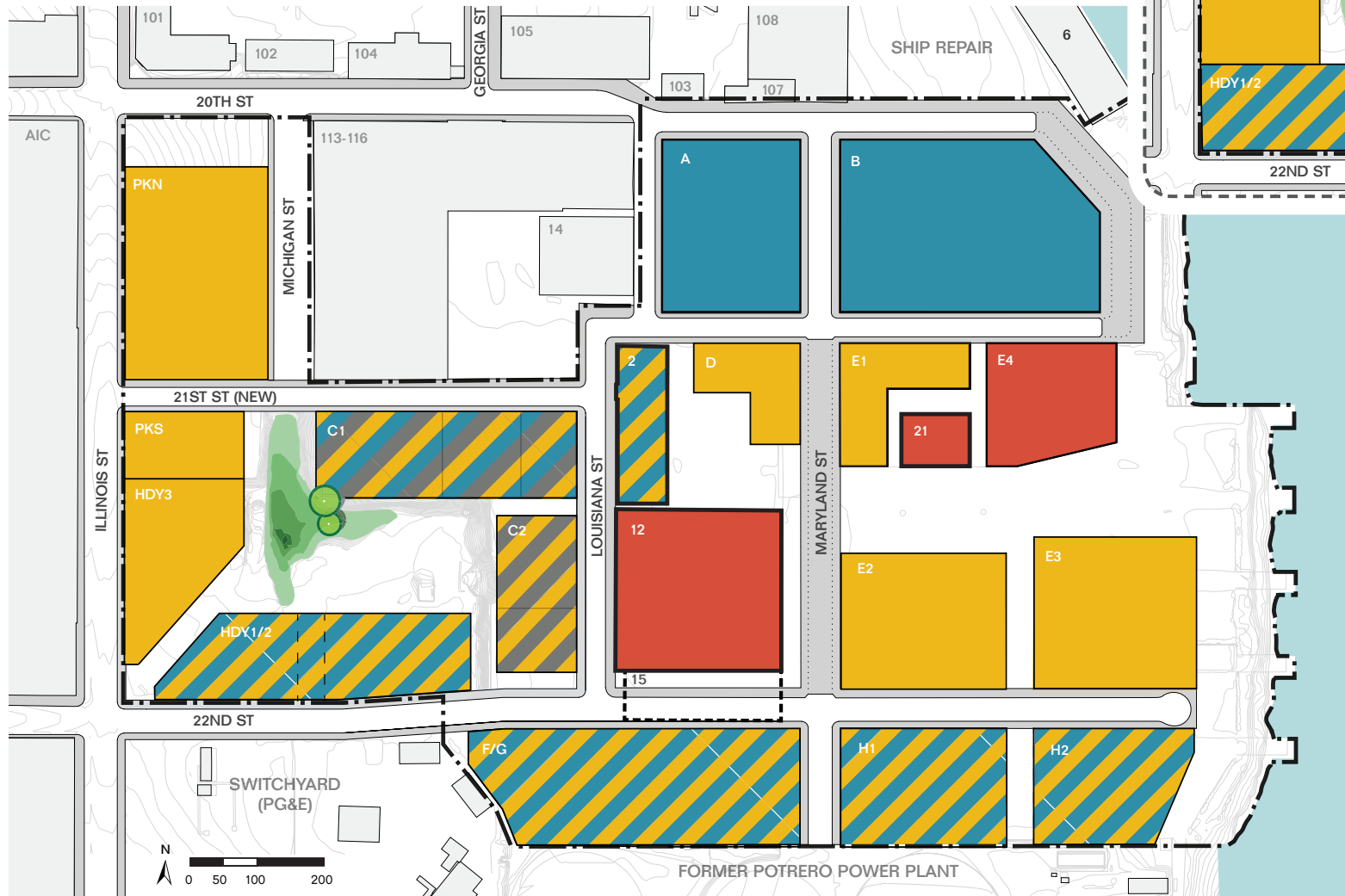
1. Update prohibited curb cut locations to apply along corner passage (Figure 5.6.1)

F. CHAPTER 6

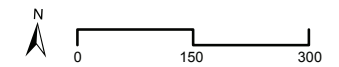
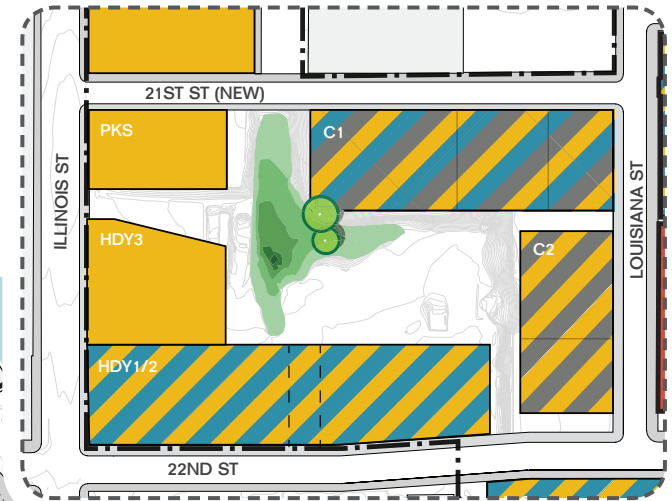
1. Update Overview of Massing and Architecture (6.2) summary Figure 6.2.1 and Table 6.2.1 to reflect modified façade locations and application of requirements.
2. Update 6.2 Buildable Zones (Figure 6.3.1) with new parcel dimensions
3. Bird-safe controls (Figure 6.16.1) – update as needed.

D4D AMENDED LAND USE PLAN

AMENDED PROPOSAL



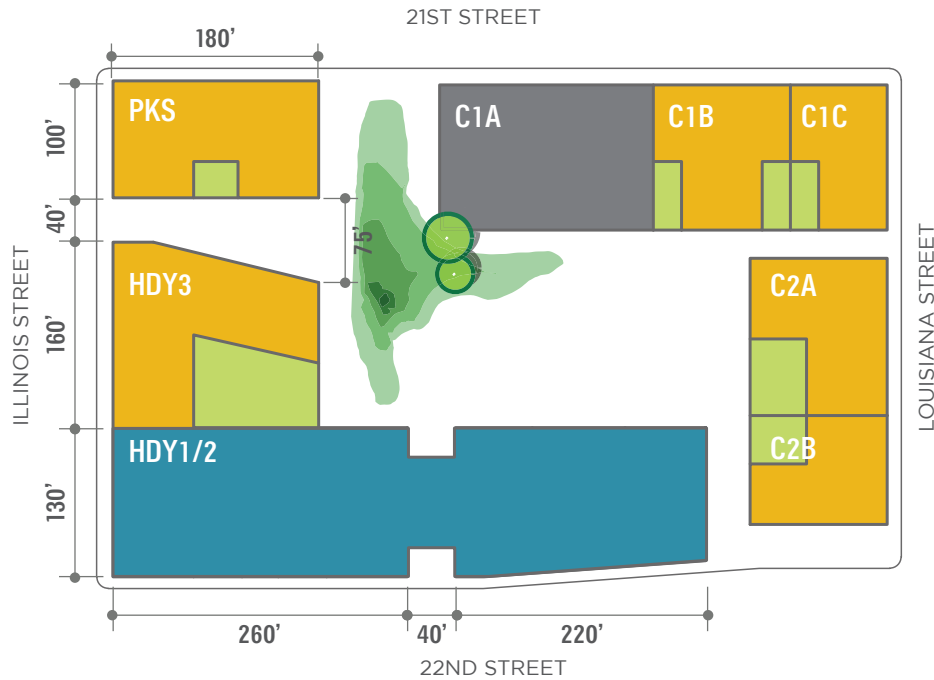
8/9 D4D PROPOSAL



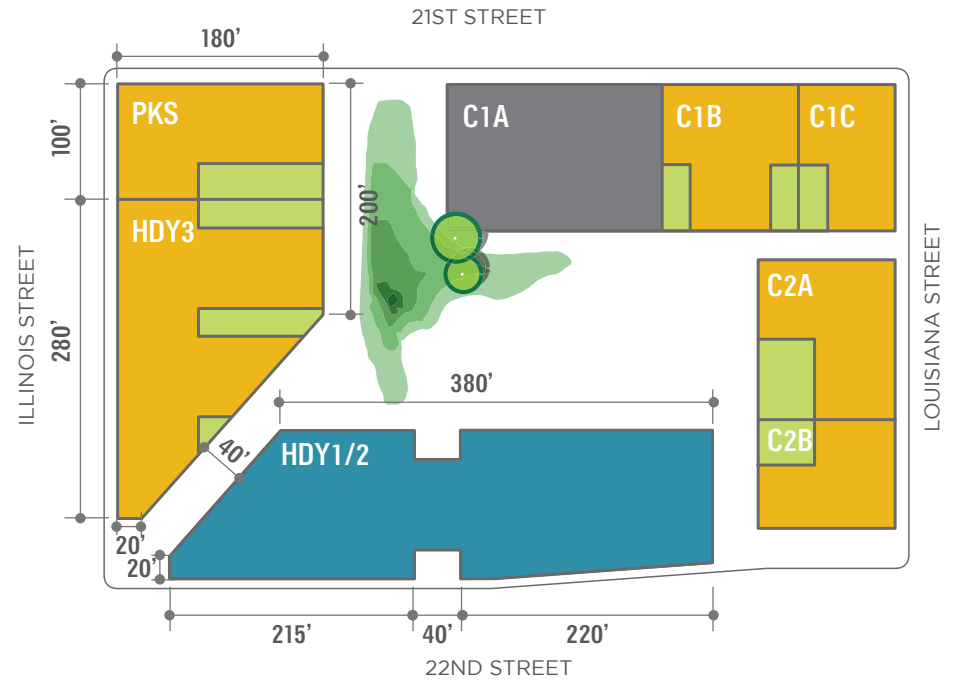
- Pier 70 Project Site
- Commercial-Office
- Residential
- Retail, Arts, and Light Industrial
- Parking Garage

COMMERCIAL SCENARIO

8/9 D4D PROPOSAL



AMENDED PROPOSAL



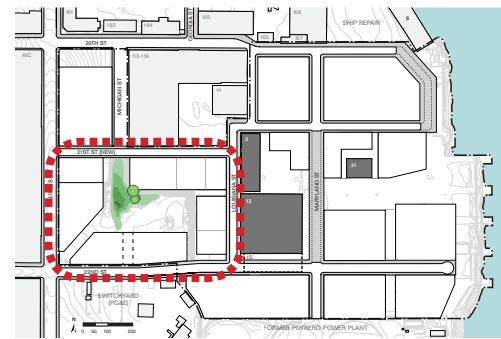
Note:

- > Drawing reflects illustrative building typologies
- > All dimensions are rounded to nearest 5'



- Residential
- Commercial-Office
- Parking

KEY PLAN

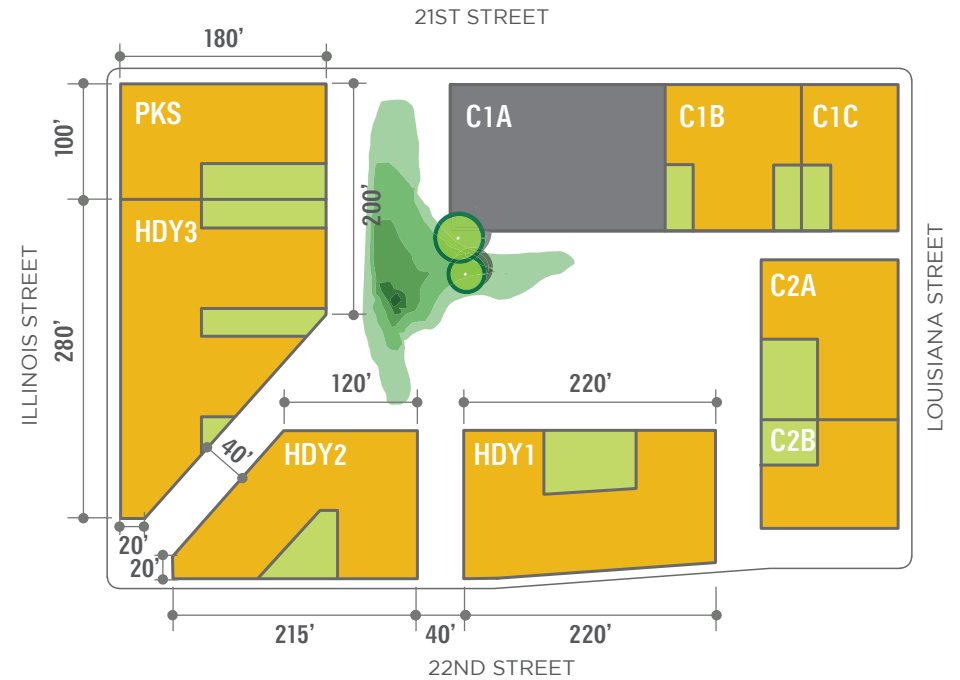


RESIDENTIAL SCENARIO

8/9 D4D PROPOSAL



AMENDED PROPOSAL



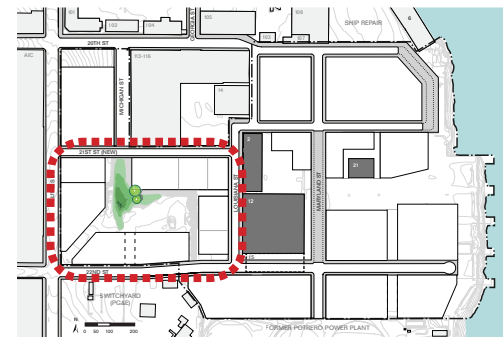
Note:

- > Drawing reflects illustrative building typologies
- > All dimensions are rounded to nearest 5'

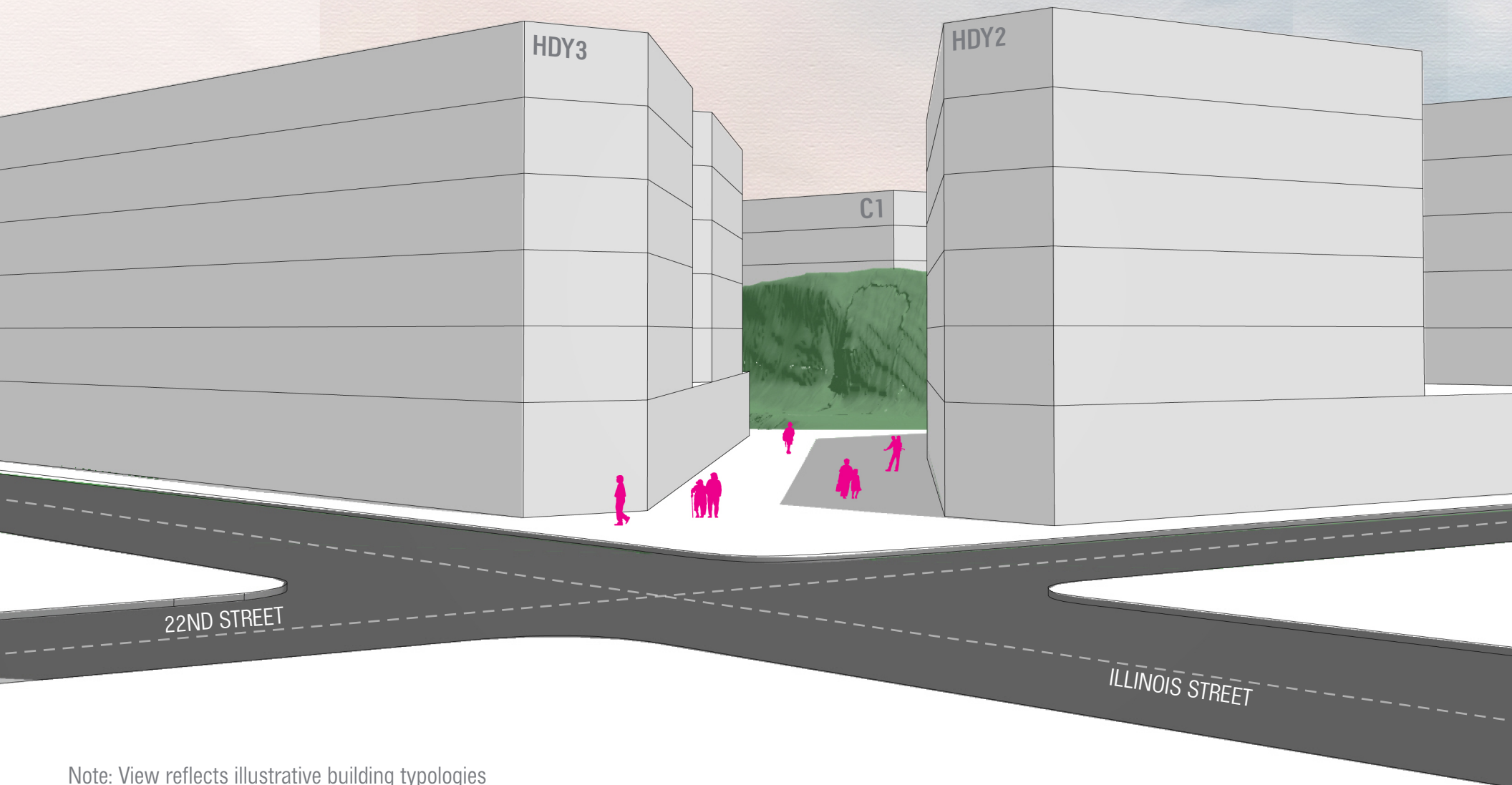


- Residential
- Commercial-Office
- Parking

KEY PLAN

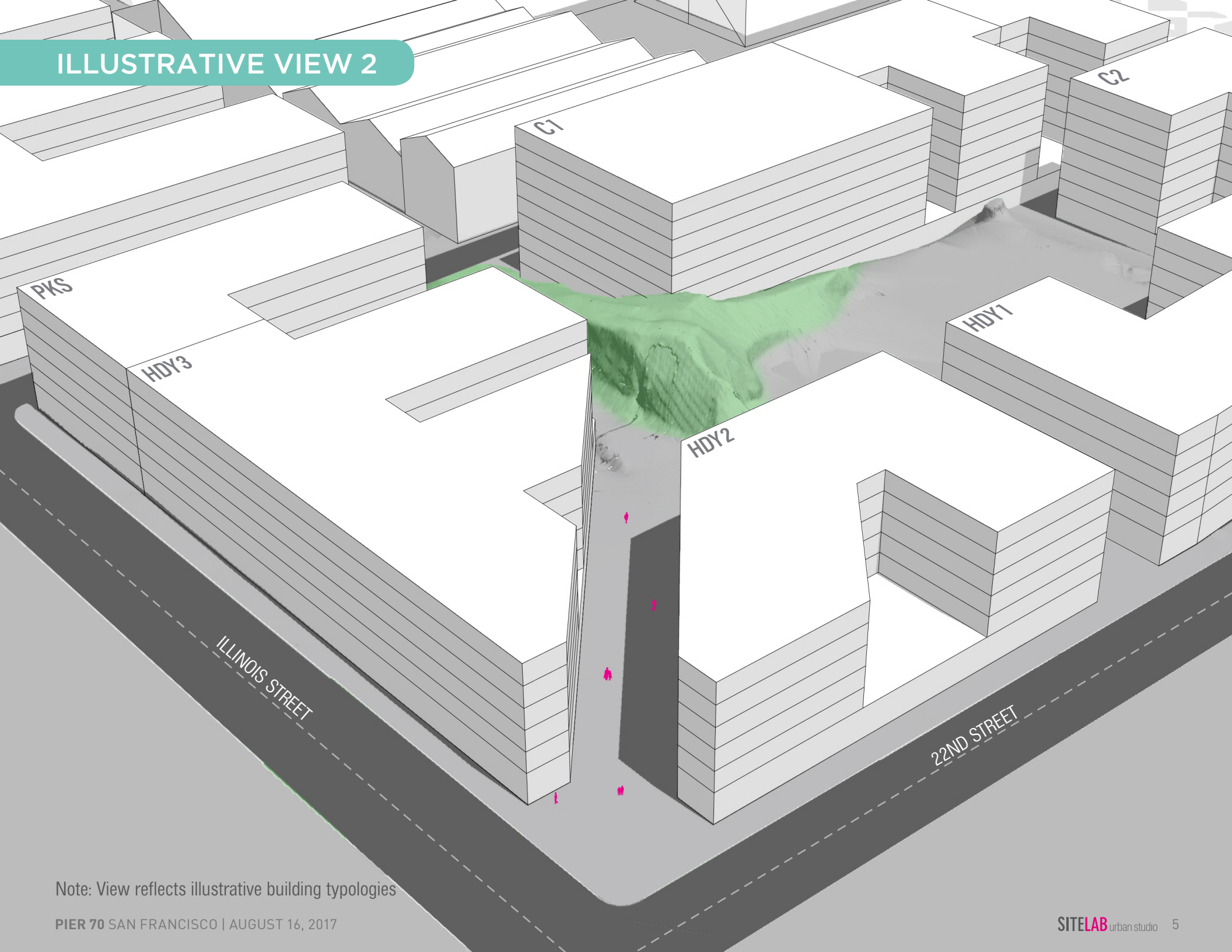


ILLUSTRATIVE VIEW 1



Note: View reflects illustrative building typologies

ILLUSTRATIVE VIEW 2



Note: View reflects illustrative building typologies

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