



EXECUTIVE SUMMARY

OFFICE DEVELOPMENT AUTHORIZATION

HEARING DATE: October 21, 2021

Record No.: 2017-011878OFA-02
Project Address: 420 23rd Street
Zoning: PPS-MU (Potrero Power Station Mixed Use) Zoning District
65-PPS/240-PPS Height and Bulk District
Potrero Power Station Special Use District
Block/Lot: 4175/002, 017; 4232/001, 006
Project Sponsor: Enrique Landa, California Barrel Company LLC
420 23rd Street
San Francisco, CA 94107
Property Owner: California Barrel Company LLC
420 23rd Street
San Francisco, CA 94107
Staff Contact: Monica Giacomucci – (628) 652-7414
monica.giacomucci@sfgov.org

Recommendation: Approval with Conditions

Project Description

The requested Office Development Authorization (“Office Allocation”) would establish 896,323 gross square feet of office use for the Potrero Power Station Mixed-Use Development Project. The Office Allocation would permit the Project to construct office buildings during the 30-year term of the Potrero Power Station Development Agreement. The Office Allocation would be granted under the Jobs/Housing Balance Incentive Reserve. Pursuant to Proposition E, the requested allocation will trigger proportional provision of affordable dwelling units at a rate of 809 affordable units per 1,000,000 gross square feet of office use. Under the requested office allocation, the Project Sponsor would be required to provide 725 affordable units over the term of the Development Agreement, either on-site, in a Community of Concern, or through credits earned by payment of required Affordable Housing Fees as described in the Development Agreement.

Required Commission Action

In order for the Project to proceed, the Commission must grant an Office Development Authorization pursuant to Planning Code Sections 320-325 to allow the Project Sponsor to construct one or more buildings containing more than of 49,999 gross square feet of office use.

Issues and Other Considerations

- **Public Comment & Outreach.**
 - **Support/Opposition:** The Department has not received any letters in support or in opposition to the Project to date.
 - **Outreach:** The Project Sponsor has engaged in a robust community outreach program throughout the development and refinement of the Project design over the past several years. Community engagement included roughly 170 community meetings, public site tours, workshops and presentations, Project Sponsor office hours, presentations to the Eastern Neighborhoods Community Advisory Committee, the Potrero Boosters, the Dogpatch Neighborhood Association, SPUR, the Housing Action Coalition, the Port, the Historic Preservation Commission, and the Planning Commission.
- **Proposition E.** On March 3, 2020, the voters of San Francisco approved an initiative ordinance entitled the “San Francisco Balanced Development Act” listed on the ballot as Proposition E (“Prop E”). Prop E amended Planning Code sections 321 and 322 to generally restrict the square footage of permitted office development under the annual limit (established by Proposition M) if the City does not meet certain affordable housing production goals as identified by the Final Regional Housing Need Allocation adopted by the Executive Board of the Association of Bay Area Governments on July 13, 2013.
 - **Prop E and Development Agreements.** Notwithstanding the amount of office square footage remaining under the annual limit, Prop E also permits the Planning Commission to approve new office development when there is no availability in the Large Cap for projects that exceed 49,999 square feet and provide at least 809 affordable housing units (with household incomes no greater than 120% of Area Median Income) for each 1,000,000 square feet of new office space (or fraction thereof) in the project. Prop E also allows the Planning Commission to consider the full term of the Development Agreement for the provision of the required affordable housing, instead of requiring the affordable housing to be produced at the same time as the individual office buildings.
- **Future Allocations and Transfers.** Similar to the Office Allocation granted for the Alexandria District in Mission Bay, this request would create a pool of allocated office space under the control of the Project Sponsor, who currently owns the properties within the Development Agreement project area that make up the Project Site for this allocation. The Project Sponsor may transfer office allocation to individual properties and/or sell individual lots to other parties for the purpose of developing office buildings. Any unused office allocation on those individual lots may be transferred to other properties within the Project Site over time to allow the full development of the requested allocation.
- **Relationship to Development Agreement and Potrero Power Station Special Use District.** The requested Office Development is allowed under the current provisions of the Potrero Power Station Development

Agreement, the Potrero Power Station SUD, the Design for Development, and other applicable Planning Code controls and Planning Department development standards.

- **Proportionality Requirement.** The Potrero Power Station Development Agreement includes a proportionality provision that links production of Office and Life Science uses to the production of affordable housing units, notwithstanding the requirements of Prop E, which became codified after the Development Agreement was approved.

Under the Development Agreement, the Project Sponsor is required to provide affordable dwelling units, either on-site or through payment of an in-lieu fee, for every 500,000 gross square feet of Office or Life Science Use established on the site. These affordable units are required to be provided or paid in fee credits at three “proportionality events” which occurs at the City’s issuance of a First Certificate of Occupancy for any Building that causes the total cumulative area of Office or Life Science uses on the Project Site to equal or exceed the following amounts:

- Five Hundred Thousand (500,000) square feet of Gross Floor Area,
- One Million (1,000,000) square feet of Gross Floor Area, and
- One Million Five Hundred Thousand (1,500,000) square feet of Gross Floor Area, respectively.

Accordingly, the above described proportionality structure creates a situation in which a portion of the units ultimately required through the requested Office Allocation and Prop E are also required under the Development Agreement.

- **Design Review Process.** In accordance with the Development Agreement, the Potrero Power Station Special Use District (SUD), and the Design for Development, the Project Sponsor must submit any application for any vertical development at the Project Site to Planning Department staff for review and approval through the Design Review process established under Planning Code Section 249.87(n).

Under this process, Department staff review each application for vertical development for Completeness within 30 days of submittal and subsequently for compliance with design standards within the Design for Development, the Potrero Power Station SUD, and any other applicable Planning Code provisions within 60 days of Completeness. The application is finally approved by the Planning Director (if the project seeks no modifications or Minor Modifications) or the Planning Commission (if the project seeks Major Modifications or would result in a building more than 200 feet in height).

As a result, any building which will contain office use requested through this Office Allocation and associated required affordable housing units will be reviewed by Department Staff and/or the Planning Director and Planning Commission.

- **Reporting.** The Project Sponsor is required by the Development Agreement to make an Annual Report to the Planning Director regarding the progress of development at the Project Site. The Department has included as a Condition of Approval a requirement that the Project Sponsor include in the Annual Report information necessary to track the apportionment of office allocation and the production of associated required affordable housing units. The Annual Report will be required to address how the overall office allocation is being carried diligently to completion pursuant to Prop M.

Under the Development Agreement, the Planning Director may call a Planning Commission hearing if the Annual Report reveals that the Project Sponsor has not complied with the terms of the Development Agreement in good faith. Due to this annual reporting, and the overall project's 30-year term, the typical 3-year performance period is not included in the draft motion.

- **Conditions of Approval.** Because the proposed Office Allocation is part of a Development Agreement and subject to the Jobs/Housing Incentive Reserve, the Department has included additional Conditions of Approval in the draft motion that go beyond the standard conditions.

Environmental Review

This project has undergone environmental review pursuant to the California Environmental Quality Act and Chapter 31 of the San Francisco Administrative Code.

On September 9, 2020, the Planning Department published an Addendum to the Potrero Power Station Final Environmental Impact Report ("FEIR"). The Addendum concludes that the proposed project would not cause new significant impacts that were not identified in the FEIR, would not result in significant impacts that would be substantially more severe than those identified in the FEIR, and would not require new mitigation measures to reduce significant impacts; no changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has been put forward to demonstrate that the proposed project would cause new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts. The Planning Commission has reviewed and considered the portions of the FEIR that are relevant to the Office Allocation, finds that the Addendum to the FEIR is adequate, accurate, and objective, reflects the independent analysis and judgment of the Planning Department and the Planning Commission, and concurs with the determination that no additional environmental review is required for the reasons set forth in the Addendum.

Basis for Recommendation

The Department finds that the Project is, on balance, consistent with the Central Waterfront Plan and the Objectives and Policies of the General Plan, Planning Code Section 249.87, and the required findings for the Jobs/Housing Incentive Reserve under Planning Code Sections 320 through 325. The Project also meets the intent of the Development Agreement and Design for Development. The requested Office Allocation would allow the project sponsor to construct a substantial amount of new rental housing, including new on-site affordable units, which is a goal for the City.

Attachments:

Draft Motion – Office Development Authorization with Conditions of Approval (Exhibit A)
Exhibit B– Environmental Determination
Exhibit C – Maps and Context Photos



PLANNING COMMISSION DRAFT MOTION OFFICE DEVELOPMENT AUTHORIZATION

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ADOPTING FINDINGS RELATED TO AN ALLOCATION OF OFFICE SQUARE FOOTAGE UNDER THE OFFICE JOBS/AFFORDABLE HOUSING BALANCE INCENTIVE RESERVE, WHICH IS PART OF THE ANNUAL OFFICE DEVELOPMENT LIMITATION PROGRAM, PURSUANT TO PLANNING CODE SECTIONS 320-325 TO ESTABLISH 896,323 GROSS SQUARE FEET OF OFFICE SPACE WITHIN A PHASED PROJECT LOCATED AT 420 23RD STREET, LOTS 002 AND 017 IN ASSESSOR'S BLOCK 4175, AND LOTS 001 AND 006 IN ASSESSOR'S BLOCK 4232, WITHIN THE PPS-MU (POTRERO POWER STATION MIXED USE) USE DISTRICT, POTRERO POWER STATION SPECIAL USE DISTRICT, AND 65-PPS/240-PPS HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On January 30, 2020, the Planning Commission adopted Motion No. 20635, certifying the Final Environmental Impact Report (the “FEIR”) for the Potrero Power Station Mixed-Use Development Project prepared pursuant to the California Environmental Quality Act (Cal. Pub. Resources Code §§ 21000 et seq.) (“CEQA”). At the same hearing, the Planning Commission adopted Resolution No. 20637, recommending to the Board of Supervisors approval of the General Plan Amendments consistent with the Potrero Power Station Special Use District, Resolution No. 20640, recommending to the Board of Supervisors approval of a Development Agreement between the City and County of San Francisco and California Barrel Company LLC (“Development Agreement”), Resolution No. 20639, recommending to the Board of Supervisors approval of amendments to the Planning Code and Zoning Map amendments to establish the Power Station Special Use District (“PPS-SUD”) and Height and Bulk districts, Motion No. 20638, approving the Potrero Power Station Design for Development, and Motion No. 20636, approving findings pursuant to CEQA (including a statement of overriding considerations and a mitigation monitoring and reporting plan (the “MMRP”) for the Project.

On February 25, 2020, the City and County of San Francisco Port Commission (the “Port”) adopted Resolution No. 20-12, consenting to the Development Agreement, approving a ground lease between the Port and California Barrel Company LLC (the “Port Lease”), delegating authority to the Port’s Executive Director to enter into one or more Memoranda of Understandings with various City agencies, including the San Francisco Public Utilities Commission (“SFPUC”), the San Francisco Department of Public Works (“SFPDW”) and the Department of Building Inspection (“DBI”), relating to each agency’s role and responsibility, adopting environmental findings under CEQA, including the MMRP and a statement of overriding considerations.

On April 21, 2020, the Board of Supervisors adopted Ordinance No. 0062-20 (File No. 200040) approving the Development Agreement, waiving or modifying certain provisions of the Administrative Code, Planning Code, Subdivision Code, and Zoning Map, and adopting environmental findings under CEQA (including the MMRP and a statement of overriding considerations), public trust findings, and findings of consistency with the General Plan and Planning Code priority policies, Ordinance 0061-20 (File No. 200039), amending the Planning Code and the Zoning Maps to establish the Power Station Special Use District and Height and Bulk districts, Ordinance 0064-20 (File No. 200174), amending the General Plan to conform the General Plan with the Potrero Power Station Special Use District, and Resolution 0164-20 (File No. 200217), approving the Port Lease.

On March 3, 2020, the voters of San Francisco approved an initiative ordinance entitled the “San Francisco Balanced Development Act” listed on the ballot as Proposition E (“Prop E”). Prop E amended Planning Code sections 321 and 322 to generally restrict the square footage of permitted office development under the annual limit (established by Proposition M) if the City does not meet certain affordable housing production goals as identified by the Final Regional Housing Need Allocation adopted by the Executive Board of the Association of Bay Area Governments on July 13, 2013. Notwithstanding the amount of office square footage remaining under the annual limit, Prop E also permits the Planning Commission to approve new office development for projects where the requested office allocation exceeds 49,999 square feet, the office development is part of a project that involves the construction of affordable housing, and the project does not require the use of any San Francisco Affordable Housing Development Funding. Prop E requires that the office project provide affordable housing at a ratio of at least 809 housing units affordable to households (with household incomes no greater than 120% of Area Median Income), for each 1,000,000 square feet of new office development (or fraction thereof) sought pursuant to Prop E.

On September 17, 2021, Enrique Landa of California Barrel Company (hereinafter "Project Sponsor") filed Application No. 2017-011878OFA-02 (hereinafter "Application") with the Planning Department (hereinafter "Department") for an Office Development Authorization to establish 896,323 gross square feet of office use on the Potrero Power Station development site (hereinafter "Project") at 420 23rd Street, Lots 002 and 017 in Assessor's Block 4175 and Lots 001 and 006 in Assessor's Block 4232 hereinafter "Project Site").

On October 21, 2021, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Office Development Authorization Application No. 2017-011878OFA-02.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2017-011878OFA-02 is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission has reviewed and considered the portions of the FEIR that are relevant to the Project, finds that the Addendum to the FEIR under is adequate, accurate, and objective, reflects the independent analysis and judgment of the Planning Department and the Planning Commission, and concurs with the determination that no additional environmental review is required for the reasons set forth in the Addendum; and

MOVED, that the Commission reaffirms and adopts the CEQA Findings and Statement of Overriding Considerations adopted for the EIR on by Motion No. 20636, which approved findings pursuant to CEQA (including a statement of overriding considerations and a mitigation monitoring and reporting plan (the "MMRP") for the Project; and,

MOVED, that the Commission hereby authorizes the Office Allocation as requested in Application No. 2017-011878OFA-02, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

- 1. The above recitals are accurate and constitute findings of this Commission.**
- 2. Project Description.** The Potrero Power Station Mixed-Use Development Project is a multi-phased, mixed-use development, involving the construction of a variety of residential, commercial, parking, community facilities, and open space land uses, all in accordance with the Development Agreement. Residential uses will include both market-rate and affordable housing, and commercial uses will include office, research and development/life science, retail, hotel, entertainment/assembly, and production, distribution, and repair (PDR) uses. The Project includes public access areas and open space, playing fields and other active open space uses, a dock facility and other shoreline improvements, transportation improvements and an internal grid of public streets, shared public ways, and utilities infrastructure. Overall, the Project consists of up to approximately 5.4 million gross square feet of development.

The Development Agreement and the Potrero Power Station Special Use District principally permit office uses throughout the Project Site. Other than Blocks 2, 3, 11, 12, and 15, however, any potential non-retail sales and service uses (including office use) are limited to the basement level, ground floor and mezzanine only. To obtain a building permit establishing any new office use larger than 24,999 gross square feet, an Office Allocation under Planning Code Sections 321 and 322 is required.

The Office Allocation seeks authorization to establish up to 896,323 gross square feet of additional office space on the Project Site over the term of the Development Agreement (30 years). In Motion 20801, the Planning Commission granted a separate Office Allocation to establish 403,760 square feet of office use at Station A located on Block 15. While the Station A building is part of the overall Potrero Power Station development project, it is separate from this Office Allocation, and is not subject to the provisions of the Office Jobs/Affordable Housing Balance Incentive Reserve under Planning Code Section 321(a)(7). The design of any new office building must be approved through the Design Review process established by the Development Agreement and the Potrero Power Station Special Use District.

- 3. Site Description and Present Use.** The Project Site is an approximately 29-acre area generally bounded by 22nd Street to the north, the San Francisco Bay to the east, 23rd Street to the south, and Illinois Street to the west. This Motion applies to an approximately 21.0-acre portion of the Project Site currently owned by the Project Sponsor, consisting of Assessor's Block 4175/Lot 002 and Lot 017, and Block 4232/Lot 001 and Lot 006 (as more specifically defined as the "Developer Property" in the Development Agreement) (the "CBC Property"). This sub-area includes a large portion of the site of the former Potrero Power Station, which was most recently owned and operated by PG&E and by NRG Potrero LLC.

Existing structures at the CBC Property consist primarily of vacant buildings and facilities. The CBC Property currently has little vegetation other than occasional ruderal weeds and unmaintained vegetation. Current uses at the CBC Property include warehouses, parking, vehicle storage, and office space. The most visually prominent of the structures remaining on the CBC Property are: the Unit 3 Power Block (including a 128-foot tall steel frame boiler structure and 40-foot tall turbine-generator- condenser structure and the four-story concrete control room building; the adjacent 300-foot tall concrete boiler exhaust stack; and Station A.

A portion of the site is not owned by the Project Sponsor, and is owned by PG&E ("PG&E sub-area"). PG&E is currently using the PG&E sub-area for storage, offices, as a headquarters for San Francisco utility maintenance operations, gas and electric transmission, and an electrical transmission substation. The Port owns some land on the east side of the Project Site, consisting primarily of vacant land with unmaintained landscaping surrounded by a fence, rip rap, and some shoreline improvements.

- 4. Surrounding Properties and Neighborhood.** The Project Site is located within the Central Waterfront neighborhood. Properties in the general vicinity of the Project Site feature industrial and warehouse uses, many of which are vacant. Directly to the north of the Project Site is the 35-acre Pier 70 Mixed-Use District Project Site; a portion of this recently approved project commenced construction in May 2018. This area consists of historic shipyard property being used for a variety of temporary uses, including event venues, artist studios, storage, warehouse, parking, recycling yard, and office space. The Pier 70 Mixed-Use District project has been approved for development of up to approximately 4.2 million gross square feet of residential, commercial, retail/arts/light-industrial, and open space uses and improvements to existing structures; construction is planned to occur over several development phases from 2018 through 2029.

San Francisco Bay lies directly east of the Project Site. To the south of the Project Site, across 23rd Street, are commercial warehouses housing DHL Express and SF Storage, among other tenants, and the PG&E Transbay Cable converter station. Farther to the south along the bay shore is Warm Water Cove Park. To the west of the Project Site, across Illinois Street from the PG&E sub-area, is the American Industrial Center, a large, multi-tenant light industrial building. Adjacent to the Project Site to the west is PG&E's Potrero Substation, a functioning high-voltage transmission substation serving San Francisco. Farther west, beyond the American Industrial Center, are the residential areas of the Potrero Hill and Dogpatch neighborhoods. The nearest existing residential uses are located on Third Street, approximately 600 feet west of the Project Site.

5. **Public Outreach and Comments.** The Project Sponsor engaged in a robust community outreach program throughout the development and refinement of the Project design over the past several years. Community engagement included roughly 170 community meetings, public site tours, workshops and presentations, Project Sponsor office hours, presentations to the Eastern Neighborhoods Community Advisory Committee, the Potrero Boosters, the Dogpatch Neighborhood Association, SPUR, the Housing Action Coalition, the Port, the Historic Preservation Commission, and the Planning Commission.

To date, the Department has received no correspondence regarding the Office Allocation subject to this Motion.

6. **Planning Code Compliance.** The Design for Development, adopted by the Planning Commission by Motion No. 20638 on January 30, 2020, sets forth design and land use standards and guidelines applicable within the SUD and consistent with the Development Agreement. Applicable provisions of the Planning Code apply unless otherwise provided in the SUD under Planning Code Section 249.87.

- A. **Potrero Power Station Special Use District.** Any application for vertical improvements at the Project Site is subject to the provisions of the Potrero Power Station Special Use District under Planning Code Section 249.87 in addition to any other applicable requirements of the Planning Code as provided in the SUD. Non-residential uses, including but not limited to Office uses, are principally permitted throughout the site except for the Stack and public and private open spaces. Any subsequent application for vertical improvements at the Project Site that contains a portion or portions of the requested 896,323 gross square foot Office Authorization will be reviewed for compliance with the Design for Development, Potrero Power Station Special Use District, and any additional applicable codes prior to approval by the Planning Director.

7. **Office Allocation Criteria.** Planning Code Section 321 establishes standards for San Francisco's Office Development Annual Limit. In determining if the proposed Project would promote the public welfare, convenience and necessity, the Commission must consider the following criteria established by Code Section 321(b)(3):

- A. Apportionment of office space over the course of the approval period in order to maintain a balance between economic growth, on the one hand, and housing, transportation and public services, on the other.

As of October 21, 2021, the Large Cap has a balance of XXX,XXX square feet. However, the Project proposes to make use of the Office Jobs/Affordable Housing Balance Incentive Reserve, as detailed in Section 8 below.

The Project will enable the development of the Potrero Power Station Mixed-Use Development project, and further the intent of the Central Waterfront Area Plan to create an economically diversified and lively jobs center on a previously underutilized utility site with connections to nearby Development Agreement sites at Mission Rock and Pier 70. As stated in the Potrero Power Station Development Agreement, the Project has the potential to provide a variety of office spaces that address the needs of small and large companies in a range of industries. Although the coronavirus pandemic resulted in reduced demand for office uses in the short-term, the proposed Project would create new office spaces at the Project Site over a 30-year period in a burgeoning and desirable area of San Francisco. As a result, the Project will help ensure a smooth and enduring transition as the market for office continues to stabilize. In addition, the Project will stimulate the area's economic recovery and growth by employment opportunities for construction professionals as well as employees of future office tenants.

The Project is located in a transit-rich area, and the offices created by this Office Allocation will be accessible by foot, bicycle, and public transportation. The Project Site is already within a short walk of the 23rd Street stop on SFMTA's KT Muni Metro light rail line and the 91-3rd Street Muni Bus line, and within just a few blocks of the 48-Quintara Muni bus line. While region-serving public transit lines are not walkable from the Project Site, the Caltrain Station at 4th and King Streets is easily accessible from the KT Muni Metro line. Finally, the Potrero Power Station Development Agreement provides for a new multi-modal street network connecting to the Dogpatch and Pier 70, which will host a future 55-Dogpatch SFMTA bus line running along 22nd Street and enter the site at Maryland Street. This new bus line will increase public transit access to the Potrero Power Station site.

Overall, per the Development Agreement with the City, the Project provides a balance between economic growth, housing, and transportation and provides overarching public benefits. These include, but are not limited to: rehabilitation of Station A and the Unit 3 Boiler Stack; creation of 6.9 acres of publicly accessible open space, including Power Station Park, Stack Plaza, and the Point; and the reopening of over 1,000 linear feet of shoreline to the public for the first time in 150 years.

Other proposed public benefits include a robust Workforce Agreement, which guarantees a significant financial contribution to training programs aimed at both construction and end-user employment opportunities onsite. The Project will include the construction of an on-site community recreation center of at least 25,000 gross square feet in size provided rent-free to a community facility operator, along with funding for tenant improvements. Additionally, the Project will provide funding or space to the San Francisco Public Library for a library to be located on the Project site. Finally, the Project will construct two childcare facilities on which will be available for lease to a licensed nonprofit operator without charge for rent, utilities, property taxes, building services, or repairs, for a minimum of four years. The Office Allocation will enable these public benefits.

- B. The suitability of the proposed office development for its location, and any effects of the proposed office development specific to that location.

The Development Agreement principally permits non-residential uses (including office uses) on every block of the Project Site, with the exception of the Stack and open spaces at Power Station Park, Stack Plaza, and the Point. Other than Blocks 2, 3, 11, 12, and 15, however, any potential non-retail sales and

service uses (including office use) are limited to the basement level, ground floor and mezzanine only. Each Design Review application for a building containing office use will be reviewed by Department staff for compliance with the land use controls of the Design for Development, Development Agreement, and Planning Code Section 249.87.

- C. Whether the proposed project includes development of New Affordable Housing Units such that all of the following are satisfied:

(i) The New Affordable Housing units are on-site or located within a Community of Concern as designated by the Board of Supervisors;

As noted below in Section 8, the Office Allocation will require the provision of affordable units on-site or in a Community of Concern pursuant to Prop E.

(ii) The New Affordable Housing Units will be developed pursuant to a requirement included in a development agreement authorized by Government Code Section 65865 or any successor section for the proposed office development;

The overall Project will create a significant amount of affordable housing units pursuant to a Development Agreement. The Development Agreement's affordable housing plan provides that 30% of all residential units built at the Project Site are designated as below market rate units, inclusionary units, or in-lieu fee units. The Project may not satisfy the affordable housing obligations of the Development Agreement solely by payment of in lieu fees, because the Development Agreement caps the total number of affordable units that may be substituted by payment of an in-lieu fee to 258 dwelling units. Inclusionary Rental Units and Inclusionary For-Sale Units provided in satisfaction of the Development Agreement's affordable housing plan must be restricted, on average, to a Housing Cost that is affordable to Households earning not more than 72% and 99% of Area Median Income ("AMI"), respectively.

(iii) The number of New Affordable Housing Units is no less than 100% of the New Affordable Housing Units required to house the future employees of the proposed project's office development in accordance with the City's Affordable Housing Demand Ratio.

As noted below in Section 8, consistent with Prop E's calculation of the number of affordable housing units required to house the future employees of the office development, the Office Allocation will require the provision of affordable units at a ratio of at least 809 affordable housing units for each 1,000,000 square feet of new office development (or fraction thereof) in the project.

- D. The extent to which the project incorporates Community Improvements that exceed the requirements of zoning and City ordinances applicable to the project.

As noted above, the overall Potrero Power Station Mixed-Use Project provides for long-term deployment of public benefits. The DA provides for the construction of an on-site community recreation center of at least 25,000 gross square feet in size provided rent free to a community facility operator along with funding for tenant improvements. Additionally, the Project will provide funding or space to the San Francisco Public Library for a library to be located on the Project site or within $\frac{3}{4}$ mile from the Project

site. The Project Site will include two on-site childcare facilities totaling not less than 6,000 gross square feet in size each. These facilities will be available for lease to a licensed nonprofit operator without charge for rent, utilities, property taxes, building services, or repairs, with minimum terms of four years. After this initial term, they will be available to a licensed nonprofit operator for an additional period of four years, at a cost not to exceed actual operating and tenant improvement costs reasonably allocated to similar facilities in similar buildings. The overall Potrero Power Station Mixed-Use Project will create approximately 6.9 acres of new public open space including the Power Station Park, Stack Plaza, Waterfront Park, and several smaller plazas and pathways throughout the Project site. All open spaces at the Project Site — with the exception of the Point and some areas directly along the shoreline, which are owned by the Port — will be privately owned and publicly accessible. The Office Allocation will help facilitate these Community Improvements.

- 8. Office Jobs/Affordable Housing Balance Incentive Reserve Findings.** The proposed project is eligible to use the Office Jobs/Affordable Housing Balance Incentive Reserve under Planning Code Section 321(a)(7). At the election of a project sponsor, the Planning Commission may grant an authorization for a proposed office development notwithstanding the annual limit specified in Planning Code Section 321(a)(1) if all of the following criteria are satisfied:

- A. The proposed office development contains more than 49,999 square feet of additional office space.

The requested office development contains 896,323 gross square feet of additional office space to be developed over the term of the Development Agreement.

- B. The proposed project of which the office development is a component includes development of New Affordable Housing units in an amount no less than 100% of the New Affordable Housing Units required to house the future employees of the proposed project's office development in accordance with the City's Affordable Housing Demand Ratio, and such units are either: (a) on-site, or (b) located off-site within a Community of Concern as designated by the Board of Supervisors and developed pursuant to a requirement included in a development agreement authorized by Government Code Section 65865 or any successor Section for the proposed office development. If the project sponsor elects to satisfy Section 415.5 of the Planning Code by payment of an Affordable Housing Fee to the City, then one-half (50%) of the New Affordable Housing Units credited to satisfaction of that inclusionary housing requirement by payment of the Fee in accordance with Subsection 415.5(b)(1)(C) shall also be counted toward satisfaction of this Subsection (a)(7)(B). For projects developed in multiple phases as provided in an approved development agreement authorized by Government Code Section 65865 or any successor Section, the total of all New Affordable Housing Units required to be Produced by the development agreement in all phases shall be considered in evaluating a project sponsor's application for an allocation of office space pursuant to this Subsection (7) at any time.

The "City's Affordable Housing Demand Ratio" means 809 housing units affordable to households with household incomes no greater than 120% of Area Median Income per 1,000,000 square feet of new office development, as detailed in the Jobs Housing Nexus Analysis of May 2019, which determined that the Affordable Unit Demand Factor for 1,000 square feet of new San Francisco office development is currently 0.80892 affordable housing units. Therefore, the proposed Office Allocation of 896,323 gross square feet

requires the production of 725 affordable units, either constructed on-site or within a Community of Concern over the term of the Development Agreement (Community of Concern must be designated by the Board of Supervisors as part of a development agreement). Approximately 780 affordable units, representing 30% of the 2,601 overall dwelling units estimated on the site, are proposed within the Development Agreement.

If the Project constructs housing subject to Planning Code Section 415.5 and elects payment of an Affordable Housing Fee to the City as the method of compliance, then one-half (50%) of the New Affordable Housing Units credited to satisfaction of that inclusionary housing requirement by payment of the Fee in accordance with Subsection 415.5(b)(1)(C) shall also be counted toward satisfaction of Planning Code Section 321(a)(7)(B), as calculated pursuant to Planning Commission Resolution No. 20792 or any subsequent Planning Commission resolution.

Separate from the affordable housing requirement of the Jobs/Affordable Housing Balance Incentive Reserve, the Development Agreement also contains a proportionality requirement that ties office and life science development to the provision of affordable housing units. Specifically, the Project must provide 128 affordable dwelling units, either on-site or through payment of the Affordable Housing Fee, each time the City issues a First Certificate of Occupancy for a building that causes the total cumulative area of office and/or life science land uses on the Project Site to exceed 500,000 gross square feet, 1,000,000 gross square feet, and 1,500,000 gross square feet. Three of these “proportionality events” should occur over the full build-out of the Project. Within 45 days after each “proportionality event,” the Project Sponsor must notify the Mayor’s Office of Housing and Community Development (MOHCD) of the number and type of credits that the Project Sponsor has obtained or will obtain to satisfy the proportionality requirement (“proportionality election”). If the Project Sponsor chooses to provide In-lieu fee credits or credits for land dedication, the fees or delivery of land must be provided within 30 days of the proportionality election. If the Project Sponsor elects to build the units on-site in a market rate building, it must deliver those units within 3 years of the issuance of the first construction document for the office building.

The full affordable housing production requirement of Planning Code Section 321(a)(7)(B) must be met within the 30-year term of the adopted Development Agreement and is addressed in more detail in Condition of Approval No. 5 of this motion.

- C. No other City of San Francisco Affordable Housing Development Funding will be used to fund capital development costs of such affordable housing component of the project.

The Project will not use any City of San Francisco Affordable Housing Development Funding to fund the capital development costs of the affordable housing units required as a result of the requested office allocation. As was explicitly noted in the Development Agreement, the Project will rely in part from revenues from the office buildings proposed by the Project to finance any associated community benefits provided over the term of the Development Agreement, including but not limited to affordable housing units.

- 9. General Plan Compliance.** The Project is, on balance, consistent with the Objectives and Policies of the General Plan for the reasons set forth below.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 2

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Policy 2.1:

Seek to retain existing commercial and industrial activity and to attract new such activity to the City.

OBJECTIVE 3

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

Policy 3.2

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

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 2

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

Policy 2.1

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

CENTRAL WATERFRONT PLAN

Land Use

Objectives and Policies

OBJECTIVE 1.1

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

Policy 1.1.4

Maintain the integrity of the historic Dogpatch neighborhood.

Policy 1.1.8

Consider the Potrero power plant site as an opportunity for reuse for larger-scale commercial and research establishments.

Built Form
Objectives and Policies

OBJECTIVE 3.1

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

Policy 3.1.9

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

The Project, as described in the Development Agreement and the D4D, includes a program of development accompanied by substantial community benefits designed to revitalize an underutilized industrial site and complement the surrounding neighborhood with a mix of housing, commercial and open space uses. The Project appropriately balances the construction of new housing and commercial uses, including office, with new and improved infrastructure and related public benefits in a sustainable manner.

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

10. Planning Code Section 101.1(b) establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project complies with said policies in that:

- A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The Project Site does not currently possess any neighborhood-serving retail uses, although the Project Site will provide approximately 100,000 square feet of commercial space for neighborhood-serving retailers over the term of the Development Agreement. The request to establish 896,323 gross square feet of new office use at the site will provide a substantial and enduring supply of employees at the Project Site who may patronize future neighborhood-serving retail uses.

- B. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

The Project Site does not possess any existing housing. Therefore, the proposal will not impact existing housing and neighborhood character, and will enhance the cultural and economic diversity

of the Dogpatch neighborhood by providing new affordable housing opportunities at the Project Site.

- C. That the City's supply of affordable housing be preserved and enhanced,

The request to establish 896,323 gross square feet of office uses at the Project Site is made under the Office Jobs/Affordable Housing Balance Incentive Reserve under Planning Code Section 321(a)(7), triggering a requirement to provide 725 affordable housing units either through fee payment or construction. The City's supply of quality affordable housing units will be enhanced and sustained through the proposed office allocation.

- D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Project Site is served by nearby public transportation options due to its proximity to the 23rd Street stop on SFMTA's KT Muni Metro light rail line. It is likewise within easy walking distance to the 91-3rd Street and 48-Quintara Muni bus lines. A future 55-Dogpatch Muni bus line will run through the Project Site, providing additional public transportation options for employees of the proposed office building. Employees who live elsewhere in the Bay Area will have easy access to the Project Site through public transit connections at the 4th and King Caltrain station. The Project Site is and will continue to be served by a rich network of public transit options and the proposal is therefore not expected to overburden neighborhood parking.

- E. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The Project Site is the former location of a decommissioned power station site which has stood vacant for many years. The Project would not displace any active industrial or service uses. In developing the site with office uses over the term of the Development Agreement, the Project will institute new employment opportunities where none have existed in the recent past, providing additional economic benefit for future residents of the Project Site, the Dogpatch neighborhood, and the City as a whole.

- F. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

Any Design Review applications submitted in the future for buildings containing office uses will be appropriately reviewed according to the requirements of the Design for Development, Potrero Power Station Special Use District, the Planning Code, and applicable building codes. Accordingly, proposed office buildings will be required to be designed and constructed to conform to the structural and seismic safety requirements of the Building Code. As such, any project resulting from the requested office allocation will have the ability to withstand an earthquake.

- G. That landmarks and historic buildings be preserved.

The Project Sponsor has demonstrated an ongoing commitment to preserve and adaptively reuse historic buildings on the Project Site as much as possible, most notably the historic Station A. Likewise, future Design Review applications for office buildings will be reviewed for their compatibility with the Central Waterfront Third Street Industrial District which is listed on the California Register of Historic Resources when applicable.

- H. That our parks and open space and their access to sunlight and vistas be protected from development.

The Project Site will contain privately-owned open spaces at full build-out, including the generously sized Power Station Park at the heart of the site, the Point, and a significant portion of the bayshore's waterfront. Although new office buildings may cast shadow on these open spaces, future Design Review applications are not subject to Shadow Analysis under Planning Code Section 295.

11. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
12. The Commission hereby finds that approval of the Office Development Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Office Development Authorization Application No. 2017-011878OFA-02** subject to the following conditions attached hereto as “EXHIBIT A”, which is incorporated herein by reference as though fully set forth.

The project completed environmental review pursuant to the California Environmental Quality Act and Chapter 31 of the San Francisco Administrative Code.

On September 9, 2020, the Planning Department published an Addendum to the Potrero Power Station FEIR. The Addendum concludes that the proposed project would not cause new significant impacts that were not identified in the FEIR, would not result in significant impacts that would be substantially more severe than those identified in the FEIR, and would not require new mitigation measures to reduce significant impacts; no changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has been put forward to demonstrate that the proposed project would cause new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts. No further environmental review is required.

APPEAL AND EFFECTIVE DATE OF MOTION: Pursuant to Planning Code Section 322(d), any aggrieved person may appeal this Office Development Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission’s adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator’s Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on October 21, 2021.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

RECUSE:

ADOPTED: October 21, 2021

EXHIBIT A

Authorization

This authorization is for an Office Allocation located at 420 23rd Street, Lots 002 and 017 in Assessor's Block 4175, and Lots 001 and 006 in Assessor's Block 4232, pursuant to Planning Code Section(s) **320-325** within the **PPS-MU** District and a **65-PPS/240-PPS** Height and Bulk District and subject to conditions of approval reviewed and approved by the Commission on **October 21, 2021** under Motion No. **XXXXXX**. This authorization and the conditions contained herein run with the property and not with a particular project sponsor, business, or operator.

Recordation of Conditions of Approval

Prior to the issuance of a building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the Project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **October 21, 2021** under Motion No **XXXXXX**.

Printing of Conditions of Approval on Plans

The conditions of approval under the "Exhibit A" of this Planning Commission Motion No. **XXXXXX** shall be reproduced on the Index Sheet of construction plans submitted with the site or building permit applications for the Project that rely on this Office Allocation. The Index Sheets of the construction plans shall reference to the Office Allocation and any subsequent amendments or modifications.

Severability

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section, or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

Changes and Modifications

Significant changes and modifications of conditions shall require Planning Commission approval of a new Office Allocation.

CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

Performance

- 1. Development Timeline - Office.** Pursuant to Planning Code Section 321(d)(2), construction of the office development project shall commence within 18 months of the effective date of this Motion. Failure to begin work within that period shall be grounds to revoke approval of the office development under this office development authorization. However, Planning Commission Resolution Nos. 16418 and 17846A establish, among other policies, a policy that Office Allocation projects will be closely monitored, but the Commission will not seek to revoke the Office Allocations of active projects that have exceeded the construction commencement date.
- 2. Diligent Pursuit.** Once the first Site or Building Permit has been issued, construction must be continued diligently to achieve completion of all office space and required affordable housing obligations within the 30-year term of the Development Agreement, taking into consideration market conditions and the feasibility of constructing new buildings given the unimproved nature of the Project Site and the requirement that major new horizontal infrastructure (such as streets and utility systems) be completed prior to vertical development. Failure to do so shall be grounds for the Commission to consider revoking some or all of the allocated office space. Section 6.1 of the Development Agreement shall not affect this condition.
- 3. Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval, unless the application of such City Codes is prohibited by the Development Agreement.

Provisions

- 4. Project Sponsor's Consent and Application of Development Agreement.** Upon Project Sponsor's delivery to City of written notice of Project Sponsor's election under Development Agreement Section 5.7.3 to apply the requirements of this Office Allocation to the Project, and solely during the effectiveness of this Motion, the requirements of this Motion shall become requirements of the Development Agreement and enforceable against Project Sponsor through the remedies set forth in Section 9.4 of the Development Agreement.
- 5. Affordable Housing Obligations.** A total of 725 New Affordable Housing Units must be produced in exchange for being permitted to establish up to 896,323 of Office use pursuant to the Office Jobs/Affordable Housing Balance Incentive Reserve. All New Affordable Housing Units required and any eligible Affordable Housing Fee credits permitted per Planning Code Section 321(a)(7)(B) must be produced within the 30-year term of the Development Agreement adopted in Ordinance No. 0062-20. The terms "New Affordable Housing Unit" and "Produced" are defined in Planning Code Section 320.

The affordable housing obligations of this Office Allocation and the obligations of the Development Agreement may be satisfied concurrently. The City may enforce the obligations of the Development Agreement pursuant to the terms of that agreement to ensure compliance with both the Development Agreement and this Office Allocation. Failure to comply with the requirements of the Development Agreement, however, will not modify or otherwise absolve the obligations to provide the required New Affordable Housing Units pursuant to this Office Allocation. Further, in the event of default of the Development Agreement, any unused office allocation at the time of default may be revoked.

DA Housing Plan Info:

Satisfaction of Development Agreement Housing Plan. This Motion does not amend the requirements of the Project's Housing Plan (Exhibit D of the Development Agreement). The Project Sponsor may satisfy the obligations of the Housing Plan by provision of the New Affordable Units, including, as permitted by the Housing Plan (as may be amended from time to time), the provision of Inclusionary Units, 100% Affordable Units, and/or the Power Station Affordable Housing In-Lieu Fee, and performance of the Proportionality Requirement (as such terms are defined in the Development Agreement). Similarly, neither the Development Agreement nor this Motion amends or otherwise restricts the right of the Project Sponsor to satisfy the affordable housing obligations of this Office Allocation by provision off-site units within communities of concern, payment of the Affordable Housing Fee, or provision of units affordable to households at 120% AMI, as permitted by Planning Code Section 321(a)(7). For avoidance of confusion, for example, Project Sponsor may obtain credit under the affordable housing obligations of this Office Allocation by payment of the Affordable Housing Fee on more than 258 residential units and/or by production of off-site units, but Project Sponsor would not receive credit under the Housing Plan for payment of such in lieu fees (in excess of 258 units) or provision of such off-site units.

Average AMI Requirements. The average AMI requirements of the Housing Plan (as specified in the Housing Plan's Interim Completion Requirements and Final Completion Requirements) do not amend or otherwise restrict the right of Project Sponsor to satisfy the affordable housing obligations of this Office Allocation by provision of units affordable to 120% AMI households, all as permitted by Planning Code Section 321(a)(7). Under Section 5.7.4 of the Development Agreement, Project Sponsor may elect for any such affordable units (priced or rented to be affordable to 120% AMI households) be exempted from the Housing Plan's average AMI requirements, in which case Project Sponsor would not receive credit under the Housing Plan for such units.

100% Affordable Buildings. The Project's Housing Plan permits the Project Sponsor to satisfy the requirements of the Housing Plan by dedicating parcels within the project site to an Affordable Housing Developer (as defined in the Housing Plan) and causing such parcels to be developed with 100% Affordable Housing Projects. Any such 100% Affordable Units shall be counted as affordable units in satisfaction of the Affordable Housing Requirement to the extent the units are affordable to households with no greater than 120% of Area Median Income.

Calculation of Affordable Housing Fee. The Potrero Power Station Affordable Housing In-Lieu Fee shall be assessed at the amount specified in Section VI of the Housing Plan.

Assignment of Affordable Housing Obligations. The Development Agreement allows the Project Sponsor to transfer its affordable housing obligations set by the Development Agreement if the City consents to the transfer or assignment of such obligations.

- 6. Development Impact Fees.** All Site and Building Permits issued to complete the Project pursuant to this authorization shall be subject to the provisions of Planning Code Article 4 applicable to the Project under the Project's adopted Development Agreement per Ordinance No. 0062-20 (File No. 200040). The development impact fees applicable to the Project are listed in Exhibit P to the Development Agreement.

Monitoring - After Entitlement

- 7. Monitoring and Reporting.** The Project Sponsor is required by the Development Agreement to make an Annual Report to the Planning Director regarding the progress of development at the Project Site. Under the Development Agreement, the Planning Director may call a Planning Commission hearing in response to issues raised by the Annual Report, or to ensure that the Project Sponsor diligently pursues its obligations under this Office Allocation. Beyond the reporting required by the Development Agreement, each annual report must also address the status of property transfers, office building construction, office building occupancy, and required affordable housing production pursuant to this Office Allocation.
- 8. Recordation of Office Allocation Upon Use.** Prior to the issuance of the first site or building permit for any building containing at least 50,000 gross square feet of office use that relies on this Office Allocation, the property owner shall record a Notice of Special Restrictions to the parcel containing such building denoting the actual Gross Floor Area of the office use within such building. Upon such recordation, the Gross Floor Area of such office use will be permanently deducted from the total remaining available Office Allocation approved by this Motion for the overall Project Site. Such Notice of Special Restrictions shall be reproduced on the Index Sheet of construction plans submitted with the site or building permit application for the building containing office use authorized by this Office Allocation.

Office Tracking and Property Transfers. The Project Sponsor may convey or transfer parcels comprising the Project Site, pursuant to the requirements of Article 12 of the Development Agreement. The Project Sponsor shall notify the Zoning Administrator in writing of the first pending sale or transfer to occur after the date of this Motion, of each property, developed or not, and shall identify the amount of office space allocated to the transferred property. Said office area shall be deducted from the allocation for the remaining properties in the Project Site and a Notice of Special Restrictions shall be recorded on the transferred property to document the amount of office space allocated to that property. Any such assigned Office Allocation may subsequently be allocated, in part or in full, by the transferee to other parcels on the Project Site any time prior to the issuance of the first certificate of occupancy for a building relying on such assigned Office Allocation. A separate Notice of Special Restrictions shall be recorded on both the subject property and the property receiving the transferred allocation denoting the resulting amount of Office Allocation on each property.

- 9. Enforcement.** Violation of any of the conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1, in addition to any remedies that may be available under the Development Agreement. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.
- 10. Relinquishment of Office Allocation.** The Project Sponsor may relinquish all or a portion of the 896,323 square feet of Office Allocation use in writing to the Zoning Administrator, which would become effective upon the Zoning Administrator's issuance of such a written determination. In the event of such relinquishment, the

Large Cap shall be appropriately adjusted and the number of required New Affordable Housing Units shall be reduced on a pro rata basis.

Design

- 11. Design Review – New Buildings.** Pursuant to Planning Code Section 249.87(n), an applicant must submit a Design Review Application and receive approval from the Planning Director, or the Planning Commission if required, before obtaining the first site or building permit for the construction of a new building to ensure that the design of any new buildings meet the requirements of the Planning Code and the Design for Development.

Operation

- 12. Community Liaison.** Prior to issuance of the first building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

For information about compliance with any conditions of approval, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion No. 20635

HEARING DATE: JANUARY 30, 2020

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

Reception:
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415.558.6409

Planning
Information:
415.558.6377

Case No.: 2017-011878ENV
Project Title: Potrero Power Station Mixed-Use Development Project
Zoning: M-2 (Heavy Industrial) and PDR 1-G
(Production, Distribution and Repair - General),
40-X and 65-X Height District
Block/Lot: Assessor's Block 4175/Lot 002, Block 4175/Lot 017, Block 4175/Lot 018,
Block 4232/Lot 001, Block 4232/Lot 006; and non-assessed Port and
City/County of San Francisco properties
Project Sponsor: California Barrel Company, LLC
Jim M. Abrams, J. Abrams Law, P.C
jabrams@jabramslaw.com, (415) 999-4402
Staff Contact: Rachel Schuett – (415) 575-9030
rachel.schuett@sfgov.org

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED POTRERO POWER STATION MIXED-USE DEVELOPMENT PROJECT.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the final Environmental Impact Report identified as Case No. 2017-011878ENV, the "Potrero Power Station Mixed-Use Development Project" (hereinafter "Project"), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, (hereinafter "CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
 - A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on November 1, 2017.
 - B. The Department held a public scoping meeting on November 15, 2017 in order to solicit public comment on the scope of the Project's environmental review.
 - C. On October 3, 2018, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public

hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

- D. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site on October 3, 2018.
 - E. On October 3, 2018, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, and to government agencies, the latter both directly and through the State Clearinghouse.
 - F. A Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on October 3, 2018.
- 2. The Commission held a duly advertised public hearing on said DEIR on November 8, 2018 at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on November 19, 2018.
 - 3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 45-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Responses to Comments document, published on December 11, 2019, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department.
 - 4. A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Responses to Comments document, all as required by law.
 - 5. Project EIR files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, Suite 400, and are part of the record before the Commission.
 - 6. On January 30, 2020, the Commission reviewed and considered the information contained in the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
 - 7. The Planning Commission hereby does find that the FEIR concerning File No. 2017-011878ENV reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate, and objective, and that the Responses to Comments document contains no significant revisions to the DEIR that would require recirculation of the document pursuant to CEQA Guideline section 15088.5, and hereby does CERTIFY THE COMPLETION of said FEIR in compliance with CEQA, the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code.

8. The Commission, in certifying the completion of said FEIR, hereby does find that the Project Variant described in the FEIR (with or without the PG&E subarea) would have the following significant unavoidable environmental impacts, which cannot be mitigated to a level of insignificance:
- A. **CR-4:** The Project Variant would demolish the Meter House and the Compressor House, two individually significant historic architectural resources, and would also partially demolish Station A, a third individually significant historic architectural resource, which would materially alter in an adverse manner the physical characteristics that justify their inclusion in the California Register of Historical Resources.
 - B. **TR-5:** The Project Variant would result in significant impacts on Muni transit operations on the 22 Fillmore and 48 Quintara/24th Street bus routes due to increases in transit travel time.
 - C. **C-TR-5:** The Project Variant would substantially contribute to significant impacts on Muni transit operations on the 22 Fillmore and 48 Quintara/24th Street bus routes due to increases in transit travel time.
 - D. **NO-2:** Construction of the Project Variant would cause a substantial temporary or periodic increase in ambient noise levels at noise-sensitive receptors, above levels existing without the project.
 - E. **NO-8:** Operation of the Project Variant would cause substantial permanent increases in ambient noise levels along some roadway segments in the project vicinity that would affect off-site noise-sensitive receptors.
 - F. **C-NO-1:** Concurrent construction of the Project Variant and other development in the area would result in substantial temporary or periodic in ambient noise levels that would affect future planned offsite and proposed onsite noise-sensitive receptors.
 - G. **C-NO-2:** Traffic increases associated with operation of the Project Variant, in combination with other cumulative development, would result in a substantial contribution to increases in ambient noise levels along roadway segments in the project vicinity.
 - H. **AQ-2:** Construction of the portions of the Project Variant concurrent with operation of other portions of the Project Variant would result in emissions of ozone precursors at levels exceeding significance thresholds, which would violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants.
 - I. **AQ-3:** Criteria air pollutant emissions—reactive organic gases and oxides of nitrogen—during operation of the Project Variant would exceed significance thresholds, which would violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants.

- J. **C-AQ-1:** Criteria air pollutant emissions from implementation of the Project Variant, in combination with past, present, and reasonably foreseeable future development in the project area, would result in a substantial contribution to cumulative regional air quality impacts.
- K. **WS-2:** The phased construction of the Project Variant could alter localized wind conditions in a manner that substantially affects public areas on or near the project site, under interim conditions prior to full buildout.
9. The Commission reviewed and considered the information contained in the FEIR prior to approving the Project.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of January 30, 2020.



Jonas P. Ionin
Commission Secretary

AYES: Diamond, Fung, Koppel, Melgar, Moore
NOES: None
ABSENT: Johnson, Richards
ADOPTED: January 30, 2020



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion No. 20636 CEQA Findings

HEARING DATE: JANUARY 30, 2020

Case Nos: 2017-011878ENV
Project: Potrero Power Station Mixed-Use Project
Existing Zoning: M-2 (Heavy Industrial)
PDR-1-G (Production, Distribution & Repair-1-General)
Height-Bulk: 40-X, 65-X
Block/Lot: 4175/002, 4175/017, 4175/018 (partial), 4232/001, 4232/006, 4232/010, and
non-assessed Port and City and County of San Francisco properties
Project Sponsor: Enrique Landa, California Barrel Company
Staff Contact: John M. Francis – (415) 575-9147, john.francis@sfgov.org

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ADOPTING FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (“CEQA”), AND THE CEQA GUIDELINES INCLUDING FINDINGS OF FACT, FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES, THE ADOPTION OF A MITIGATION, MONITORING AND REPORTING PROGRAM AND THE ADOPTION OF A STATEMENT OF OVERRIDING CONSIDERATIONS IN CONNECTION WITH APPROVALS FOR THE POTRERO POWER STATION MIXED-USE PROJECT, THE AREA GENERALLY BOUNDED BY 22ND STREET ON THE NORTH, THE SAN FRANCISCO BAY ON THE EAST, 23RD STREET ON THE SOUTH, AND ILLINOIS STREET ON THE WEST, TOTALING ABOUT 29 ACRES.

PREAMBLE

The Potrero Power Station Mixed-Use Development project is located on an approximately 29-acre site along San Francisco’s central waterfront, encompassing the site of the former Potrero Power Plant that closed in 2011 (“Project Site” or “site”). The Project Site is generally bounded by 22nd Street to the north, the San Francisco Bay to the east, 23rd Street to the south, and Illinois Street to the west, and is comprised of the following six sub-areas: Power Station sub-area, PG&E sub-area, Port sub-area, Southern sub-area, the Craig Lane sub-area, and City sub-area. California Barrel Company LLC, the Project Sponsor, currently has control only of the Power Station sub-area; the other sub-areas are owned and controlled by different entities. Current uses on the Power Station sub-area include warehouses, parking, vehicle storage, and office space. Twenty-four structures remain on the site associated with the former power plant, including six historic structures associated with the historic Third Street Industrial District: the Unit 3 Power Block, the Boiler Stack, Station A, the Meter House, the Gate House, and the Compressor House.

The Project Sponsor seeks to redevelop the site with a proposed multi-phased, mixed-use development, and to activate a new waterfront open space (the "Project"). The Project would rezone the site, establish land use controls, develop design standards, and provide for development of residential, commercial including office, research and development (R&D)/life science, retail, hotel, entertainment/assembly, and production, distribution, and repair (PDR), parking, community facilities, and open space land uses.

To do so, the Project includes proposed amendments to the San Francisco Planning Code and the San Francisco General Plan. The Planning Code amendments would change the Height and Bulk District Zoning Map and would add a new Potrero Power Station Special Use District (SUD) applicable to the entire Project Site. A Development Agreement is also proposed as part of the Project, as well as adoption of the Potrero Power Station Design for Development (D for D), which contain specific development standards and guidelines. The Project Sponsor also is seeking approval by the Port as part of the Project to construct open space and street improvements on the Port sub-area.

The proposed project analyzed in the Draft EIR ("proposed project") included construction of up to approximately 5.4 million gross square feet (gsf), of uses, including between approximately 2.4 and 3.0 million gsf of residential uses (about 2,400 to 3,000 dwelling units), between approximately 1.2 and 1.9 million gsf of commercial uses (office, R&D/life science, retail, hotel, and PDR), approximately 922,000 gsf of parking, approximately 100,000 gsf of community facilities, and approximately 25,000 gsf of entertainment/assembly uses. Most new buildings in this version of the project would range in height from 65 to 180 feet, with one building at 300 feet. Approximately 6.2 acres would be devoted to publicly accessible open space. As part of the proposed project analyzed in the Draft EIR, approximately 20 existing structures on the Project Site would be demolished, including up to five historic structures that are contributors to the historic Third Street Industrial District.

The proposed project included transportation and circulation improvements, shoreline improvements, and utilities infrastructure improvements. Transportation and circulation improvements included: a continuous street network, connection to the planned Pier 70 Mixed-Use District project directly north of the Project Site; a new bus stop and shuttle service; and the installation of traffic signals at the intersections of Illinois Street at 23rd and Humboldt streets. The roadway network would be accessible for all modes of transportation and would include vehicular, bicycle and pedestrian improvements. In addition to the development of waterfront parks, proposed shoreline improvements would include construction of a floating dock extending out and above the tidal zone to provide access from the site to the bay for fishing and suitable recreational vessels, and stormwater drainage outfalls. The proposed project included construction of infrastructure and utilities improvements to serve the development, including potable, non-potable, and emergency water facilities; wastewater and stormwater collection and conveyance; and natural gas and electricity distribution.

Project construction was anticipated to occur in seven overlapping phases (Phase 0 through 6), with each phase lasting approximately three to five years. Construction of the proposed project was estimated to occur over a 15-year period, beginning in 2020 and ending in 2034, depending on market conditions and permitting requirements.

Following publication of the Draft EIR on October 3, 2018, the Project Sponsor updated and refined select elements of the proposed project as part of the project development and design process. The Project Sponsor incorporated these changes into a variation on the proposed project, which is described in Chapter 9 of the Final EIR and is referred to as the "project variant" or "variant." The Project Sponsor is proposing that the project variant described in the Final EIR be adopted as the Project.

The project variant would have the same components as the proposed project, including rezoning, amendments to the San Francisco General Plan and Planning Code, and creation of the SUD and D for D.

The project variant would have a slightly larger total building area (an increase of 0.6 percent). The gross square footage of residential uses would decrease by 6 percent, although the number of residential units would decrease by only 3 percent (2,682 units to 2,601 units). The gross square footage of hotel uses would remain the same, although the number of hotel rooms would increase from 220 to 250. Commercial office space would increase by 36 percent (from 597,723 gsf to 814,240 gsf), but PDR space would decrease by 22 percent (from 45,040 gsf to 35,000 gsf) and retail space would decrease by 7 percent (from 107,439 gsf to 99,464 gsf). Life science and R&D space would remain the same. Community facilities space would decrease by about half, although entertainment/assembly space would remain the same. Parking area would increase by 5 percent, and the number of parking spaces would increase by 2 percent (from 2,622 spaces to 2,686 spaces). The number of bicycle parking spaces would decrease by 5 percent, from 1,950 to 1,862. Under the project variant, proposed open space would increase from 6.2 to 6.9 acres, an increase of more than 11 percent.

Under the variant, the maximum building height would be reduced from 300 to 240 feet; and instead of one 300-foot tower and three 180-foot towers, the variant would include one 240-foot tower, one 220-foot tower, and one 180-foot tower. Construction of the project variant is anticipated to require 16 years, instead of 15 years for the proposed project.

The site layout and land use plan for the project variant would differ from the proposed project in two ways: (1) Blocks 6 (designated for residential use) and 10 (designated for office or R&D use) under the proposed project are combined under the project variant and the no PG&E scenario to form a new long and thin Block 15 (designated for office or R&D use) such that there is no Blocks 6 or 10 under the variant; and (2) the variant would allow for R&D and/or office uses to be developed on Blocks 2 and 3, instead of only R&D uses.

Unlike the proposed project, which would demolish Station A (an individual and contributing historic resource), the project variant would retain substantial portions of Station A. Like the proposed project, the variant would retain the Boiler Stack (a contributing historic resource) and possibly retain the Unit 3 Power Block (a contributing historic resource). With respect to historic resources, the project variant is substantially similar to Preservation Alternative E, the Partial Preservation 2 Alternative discussed in the March 2018 preservation alternatives report described in Section V below.

Shoreline improvements would be somewhat expanded under the project variant, but infrastructure and utilities for the project variant would be essentially identical to that described for the proposed project, with the major differences being the change from Blocks 6 and 10 under the proposed project to a single larger Block 15 under the variant, and a few refinements of additional details and specifications for non-potable water system.

In addition, as stated above and in Chapter 2, Project Description, in the Draft EIR, the project sponsor does not control the PG&E subarea, and development of land uses within the PG&E subarea as proposed would only occur when and if PG&E determines it is feasible to relocate the existing utility infrastructure and operations and the owner of the PG&E subarea records a Notice of Joinder to Development Agreement. Therefore, the Final EIR identified a "no PG&E scenario" to represent a condition under the project variant

that could occur if there were an extended delay in the development of the PG&E subarea, or if it were never developed as proposed. The site layout and land use plan for the no PG&E scenario would be the same as that for the variant, except without the 4.8 acre PG&E subarea in the northwest corner of the site.

The Project Sponsors filed an Environmental Evaluation Application for the Project with the San Francisco Planning Department ("Department") on September 15, 2017. Pursuant to and in accordance with the requirements of Section 21094 of CEQA and Sections 15063 and 15082 of the CEQA Guidelines, the Department, as lead agency, published and circulated a Notice of Preparation ("NOP") on November 1, 2017, which solicited comments regarding the scope of the EIR for the proposed project. The NOP was distributed to the State Clearinghouse and mailed to governmental agencies with potential interest, expertise, and/or authority over the project; interested members of the public; and occupants and owners of real property surrounding the project area.

The Department held a public scoping meeting on November 15, 2017, at the Project Site, 420 23rd Street, San Francisco, to receive comments on the scope of the EIR. In total, during the scoping period the planning department received comments from two agencies, three non-governmental organizations, and three individuals. The Public Scoping Summary Report is included as Appendix A of the Draft EIR.

On July 16, 2018, the Project Sponsor submitted an application to the Governor's Office of Planning and Research seeking certification of the Project as an Environmental Leadership Development Project (ELDP) pursuant to Assembly Bill 900, the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (and as updated by AB 734 (Chapter 210, Statutes of 2016) and AB 246 (Chapter 522, Statutes of 2017), and California Environmental Quality Act (CEQA) Section 21178. Under AB 900, ELDPs generally are projects that promote environmental sustainability, transportation efficiency, greenhouse gas reduction, stormwater management using green technology, substantial economic investment, and job creation, and that meet certain other specified criteria and metrics. On October 9, 2018 the Governor certified the Project as an ELDP.

The Department published a DEIR for the project on October 3, 2018 and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice. Notices of availability of the DEIR and the date and time of the public hearing were posted near the Project Site by the Project Sponsor on October 3, 2018. On October 3, 2018, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies.

The Historic Resources Commission held a duly advertised public hearing to allow the HPC to provide comments on the Draft EIR on October 17, 2018. Thereafter, the Planning Commission ("Commission") held a duly advertised public hearing on November 8, 2018, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for commenting on the EIR ended on November 19, 2018.

The San Francisco Planning Department then prepared the responses to comments on environmental issues received during the 47-day public review period for the Draft EIR. That document, which provides written response to each comment received on the Draft EIR, was published on December 11, 2019 and included copies of all of the comments received on the Draft EIR and individual responses to those comments. The Responses to Comments document provided additional, updated information and clarification on issues

raised by commenters, as well as Planning Department staff-initiated text changes. Section 9 of the Responses to Comments document also describes and analyzes the environmental impacts of the project variant and the no PG&E scenario as compared to the analysis of the proposed project contained in the Draft EIR, thereby providing an equal level of detail of analysis for the project variant and no PG&E scenario, as for the proposed project.

A Final Environmental Impact Report has been prepared by the Department consisting of the Draft EIR and the Responses to Comments document as required by law. The Initial Study ("IS") is included as Appendix B to the Draft EIR and is incorporated by reference thereto.

The Planning Commission reviewed and considered the Final EIR and all of the supporting information and certified the Final EIR on January 30, 2020. In certifying the Final EIR, this Planning Commission found that the contents of said report and the procedures through which the Final EIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code. Further, the Planning Commission determined that the Final EIR, including its analysis of the project variant with or without the no-PG&E scenario, does not add significant new information to the Draft EIR that would require recirculation of the Final EIR under CEQA, because the Final EIR contains no information revealing (1) any new significant environmental impact that would result from the Project or from a new mitigation measure proposed to be implemented, (2) any substantial increase in the severity of a previously identified environmental impact, (3) any feasible project alternative or mitigation measure considerably different from others previously analyzed that would clearly lessen the environmental impacts of the Project, but that was rejected by the Project's proponents, or (4) that the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Specifically, the description and analysis of the project variant and no PG&E scenario in the Final EIR adds no significant new information to the EIR per CEQA Guidelines section 15088.5. The conclusions presented in the Draft EIR for the proposed project remain largely the same for the project variant and no PG&E scenario, with all impact conclusions either the same or less severe than previously identified for the proposed project. Notably, under the project variant, there would be two fewer significant and unavoidable impacts: the severity of the historic resources impact on the Third Street Industrial District at both a project-specific and cumulative level would be reduced to less than significant with mitigation. The new information presented in the Final EIR serves to clarify, amplify, and/or update information presented in the Draft EIR, providing appropriate information in the context of the project variant and no PG&E scenario. The information presented in Section 9. D of the Final EIR Responses to Comments, and in the findings set forth herein, provides the supporting analysis that indicates the following overall conclusions for the project variant and no PG&E scenario: (1) no new significant effects or substantially more severe significant effects would result beyond those identified in the Draft EIR for the proposed project; (2) no new mitigation measures are identified that would be required to mitigate new or more severe significant impacts; (3) with implementation of mitigation measures identified in the EIR, no substantial increase in the severity of an environmental impact would result; and (4) no additional alternatives or mitigation measures considerably different from those presented and analyzed in the Draft EIR are needed to satisfy CEQA requirements.

The Commission reviewed and considered the FEIR for the Project and found the contents of said report and the procedures through which the FEIR was prepared, publicized and reviewed complied with the

California Environmental Quality Act (Public Resources Code section 21000 et seq.), the CEQA Guidelines (14 Cal. Code Reg. section 15000 et seq.), and Chapter 31 of the San Francisco Administrative Code.

The Commission found the FEIR was adequate, accurate and objective, reflected the independent analysis and judgment of the Department and the Planning Commission, and that the summary of comments and responses contained no significant revisions to the DEIR, and certified the FEIR for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31 by its Motion No. 20635.

The Commission, in certifying the FEIR, found that the project variant described in the FEIR will have the following significant and unavoidable environmental impacts:

- Demolition of individually significant buildings would materially alter, in an adverse manner, the physical characteristics that justify their inclusion in the California Register of Historical Resources.
- The project variant would result in a substantial increase in delays or operating costs such that significant adverse impacts to Muni would occur.
- Combine with past, present, and reasonably foreseeable future projects in the vicinity of the project site, would contribute considerably to significant cumulative transit impacts related to travel delay or operating costs on Muni.
- Project construction would cause a substantial temporary or periodic increase in ambient noise levels at noise-sensitive receptors, above levels existing without the project variant.
- Project traffic would result in a substantial permanent increase in ambient noise levels at offsite receptors.
- Combine with construction of other past, present, and reasonably foreseeable future projects in the vicinity of the project site, would cause a substantial temporary or periodic increase in ambient noise levels.
- Cumulative traffic increases would cause a substantial permanent increase in ambient noise levels at offsite receptors in the project vicinity.
- Generate emissions of criteria air pollutants during construction that would violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants.
- Generate emissions of criteria air pollutants during project operations at levels that would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants.
- Combine with past, present, and reasonably foreseeable future development in the project area, to contribute to significant cumulative regional air quality impacts.
- Phased construction of the project variant could alter wind in a manner that substantially affects public areas on or near the project site.

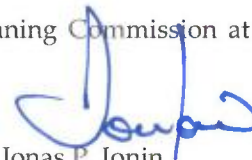
The Commission Secretary is the Custodian of Records for the Planning Department materials, located in the File for Case No. 2017-011878ENVGPAPCAMAPDVA, at 1650 Mission Street, Fourth Floor, San Francisco, California.

On January 30, 2020, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Case No. 2017-011878ENVGPAPCAMAPDVA to consider the approval of the Project. The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the Project, the Planning Department staff, expert consultants and other interested parties.

The Commission has reviewed the entire record of this proceeding, the Environmental Findings, attached to this Motion as Attachment A and incorporated fully by this reference, regarding the alternatives, mitigation measures, environmental impacts analyzed in the FEIR and overriding considerations for approving the Project, and the proposed Mitigation Monitoring and Reporting Program ("MMRP") attached as Attachment B and incorporated fully by this reference, which material was made available to the public.

MOVED, that the Commission hereby adopts these findings under the California Environmental Quality Act, including rejecting alternatives as infeasible and adopting a Statement of Overriding Considerations, as further set forth in Attachment A hereto, and adopts the MMRP attached as Attachment B, based on substantial evidence in the entire record of this proceeding.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of January 30, 2020.



Jonas P. Ionin
Commission Secretary

AYES: Diamond, Fung, Koppel, Melgar, Moore

NAYS: None

ABSENT: Johnson, Richards

DATE: January 30, 2020



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ATTACHMENT A

POTRERO POWER STATION MIXED-USE DEVELOPMENT PROJECT CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS: FINDINGS OF FACT, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES, AND STATEMENT OF OVERRIDING CONSIDERATIONS

SAN FRANCISCO PLANNING COMMISSION

In determining to approve the Potrero Power Station Mixed-Use Development Project described in Section I, Project Description below, the San Francisco Planning Commission makes and adopts the following findings of fact and decisions regarding mitigation measures and alternatives, and adopts the statement of overriding considerations, based on substantial evidence in the whole record of this proceeding and under the California Environmental Quality Act ("CEQA"), California Public Resources Code Sections 21000 et seq., particularly Sections 21081 and 21081.5, the Guidelines for Implementation of CEQA ("CEQA Guidelines"), 14 California Code of Regulations Sections 15000 et seq., particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administration Code.

This document is organized as follows:

Section I provides a description of the project variant that is proposed for adoption as the Project, the environmental review process for the Project, and the approval actions to be taken and the location of records;

Section II identifies the impacts found not to be significant that do not require mitigation;

Section III identifies potentially significant impacts that can be avoided or reduced to less-than-significant levels through mitigation and describes the mitigation measures;

Section IV identifies significant impacts that cannot be avoided or reduced to less-than-significant levels and describes any applicable mitigation measures;

Section V evaluates the different Project alternatives and the economic, legal, social, technological, and other considerations that support approval of the Project and the rejection of the alternatives, or elements thereof; and

Section VI presents a statement of overriding considerations setting forth specific reasons in support of the Commission's actions and its rejection of the alternatives not incorporated into the Project.

The Mitigation Monitoring and Reporting Program ("MMRP") for the mitigation measures that have been proposed for adoption is attached with these findings as **Attachment B to Motion No. 20636**. The MMRP is required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. Attachment B provides a table setting forth each mitigation measure listed in the Final Environmental Impact Report for the Project ("Final EIR") that is required to reduce or avoid a significant adverse impact. Attachment B also specifies the agency responsible for implementation of each measure and establishes monitoring actions and a monitoring schedule. The full text of the mitigation measures is set forth in Attachment B. These findings are based upon substantial evidence in the entire record before the Commission. The references set forth in these findings to certain pages or sections of the Draft Environmental Impact Report ("Draft EIR" or "DEIR") or the Responses to Comments document ("RTC" or "Responses to Comments") in the Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

I. APPROVAL OF THE PROJECT VARIANT AS THE PROJECT

A. Project Description

The Potrero Power Station Mixed-Use Development project is located on an approximately 29-acre site along San Francisco's central waterfront, encompassing the site of the former Potrero Power Plant that closed in 2011 ("Project Site" or "site"). The Project Site is generally bounded by 22nd Street to the north, the San Francisco Bay to the east, 23rd Street to the south, and Illinois Street to the west, and is comprised of the following six sub-areas: Power Station sub-area, PG&E sub-area, Port sub-area, Southern sub-area, the Craig Lane sub-area, and City sub-area. California Barrel Company LLC, the Project Sponsor, currently has control only of the Power Station sub-area; the other sub-areas are owned and controlled by different entities. Current uses on the Power Station sub-area include warehouses, parking, vehicle storage, and office space. Twenty-four structures remain on the site associated with the former power plant, including six historic structures associated with the historic Third Street Industrial District: the Unit 3 Power Block, the Boiler Stack, Station A, the Meter House, the Gate House, and the Compressor House.

The Project Sponsor seeks to redevelop the site with a proposed multi-phased, mixed-use development, and to activate a new waterfront open space (the "Project"). The Project would rezone the site, establish new land use controls, develop design standards, and provide for development of residential, commercial including office, research and development (R&D)/life science/laboratory, retail, hotel, entertainment/assembly, and production, distribution, and repair (PDR), parking, community facilities, and open space land uses.

To do so, the Project includes proposed amendments to the San Francisco Planning Code and the San Francisco General Plan. The Planning Code amendments would change the Height and Bulk District Zoning Map and would add a new Potrero Power Station Special Use District (SUD) applicable to the Project Site, including the PG&E Subarea upon recording of a Notice of Joinder

to the Development Agreement. A Development Agreement is also proposed as part of the Project, as well as adoption of the *Potrero Power Station Design for Development* (D for D), which contain specific development standards and guidelines. The Project Sponsor also is seeking approval by the Port as part of the Project to construct open space and street improvements on the Port sub-area.

1. Originally Proposed Project

The proposed project analyzed in the Draft EIR (“proposed project”) included construction of up to approximately 5.4 million gross square feet (gsf), of uses, including between approximately 2.4 and 3.0 million gsf of residential uses (about 2,400 to 3,000 dwelling units), between approximately 1.2 and 1.9 million gsf of commercial uses (office, R&D/life science, retail, hotel, and PDR), approximately 922,000 gsf of parking, approximately 100,000 gsf of community facilities, and approximately 25,000 gsf of entertainment/assembly uses. Most new buildings would range in height from 65 to 180 feet, with one building at 300 feet. Approximately 6.2 acres would be devoted to publicly accessible open space. As part of the proposed project, approximately 20 existing structures on the Project Site would be demolished, including up to five historic structures that are contributors to the historic Third Street Industrial District.

The proposed project in the Draft EIR included transportation and circulation improvements, shoreline improvements, and utilities infrastructure improvements. Transportation and circulation improvements included: a continuous street network, connection to the planned Pier 70 Mixed-Use District project directly north of the Project Site; a new bus stop and shuttle service; and the installation of traffic signals at the intersections of Illinois Street at 23rd and Humboldt streets. The roadway network would be accessible for all modes of transportation and would include vehicular, bicycle and pedestrian improvements. In addition to the development of waterfront parks, proposed shoreline improvements would include construction of a floating dock extending out and above the tidal zone to provide access from the site to the bay for fishing and suitable recreational vessels, and stormwater drainage outfalls. The proposed project included construction of infrastructure and utilities improvements to serve the development, including potable, non-potable, and emergency water facilities; wastewater and stormwater collection and conveyance; and natural gas and electricity distribution.

Project construction was anticipated to occur in seven overlapping phases (Phase 0 through 6), with each phase lasting approximately three to five years. Construction of the proposed project was estimated to occur over a 15-year period, beginning in 2020 and ending in 2034, depending on market conditions and permitting requirements.

2. Project Variant

The Project Sponsor is proposing that a project variant described in the Final EIR be adopted as the Project. Following publication of the Draft EIR on October 3, 2018, the Project Sponsor updated and refined select elements of the proposed project as part of the project development and design process. The Project Sponsor incorporated these changes into a variation on the proposed project, which is described in Chapter 9 of the Final EIR and is referred to as the “project variant” or “variant.”

The project variant would have the same components as the proposed project, including rezoning, amendments to the San Francisco General Plan and Planning Code, and creation of the SUD and D for D.

The project variant would have a slightly larger total building area (an increase of 0.6 percent). The gross square footage of residential uses would decrease by 6 percent, although the number of residential units would decrease by only 3 percent (2,682 units to 2,601 units). The gross square footage of hotel uses would remain the same, although the number of hotel rooms would increase from 220 to 250. Commercial office space would increase by 36 percent (from 597,723 gsf to 814,240 gsf), but PDR space would decrease by 22 percent (from 45,040 gsf to 35,000 gsf) and retail space would decrease by 7 percent (from 107,439 gsf to 99,464 gsf). Life science and R&D space would remain the same. Community facilities space would decrease by about half, although entertainment/assembly space would remain the same. Parking area would increase by 5 percent, and the number of parking spaces would increase by 2 percent (from 2,622 spaces to 2,686 spaces). The number of bicycle parking spaces would decrease by 5 percent, from 1,950 to 1,862. Under the project variant, proposed open space would increase from 6.2 to 6.9 acres, an increase of more than 11 percent.

Under the variant, the maximum building height would be reduced from 300 to 240 feet; and instead of one 300-foot tower and three 180-foot towers, the variant would include one 240-foot tower, one 220-foot tower, and one 180-foot tower. Construction of the project variant is anticipated to require 16 years, instead of 15 years for the proposed project.

The site layout and land use plan for the project variant would differ from the proposed project in two ways: (1) Blocks 6 (designated for residential use) and 10 (designated for office or R&D use) under the proposed project are combined under both the project variant and the no PG&E scenario to form a new Block 15 (designated for office or R&D use) such that there is no Block 6 or 10 under the variant; and (2) the variant would allow for R&D and/or office uses to be developed on Blocks 2 and 3 instead of only R&D uses.

Unlike the proposed project, which would demolish Station A (an individual and contributing historic resource), the project variant would retain substantial portions of Station A. Like the proposed project, the variant would retain the Boiler Stack (a contributing historic resource) and possibly retain the Unit 3 Power Block (a contributing historic resource). With respect to historic resources, the project variant is substantially similar to Preservation Alternative E, the Partial Preservation 2 Alternative discussed in the March 2018 preservation alternatives report described in Section V below.

Shoreline improvements would be somewhat expanded under the project variant, but infrastructure and utilities for the project variant would be essentially identical to that described for the proposed project, with the major differences being the change from Blocks 6 and 10 under the proposed project to a single larger Block 15 under the variant, and a few refinements of additional details and specifications for non-potable water system.

In addition, as stated above and in Chapter 2, Project Description, in the Draft EIR, the project sponsor does not control the PG&E subarea, and development of land uses within the PG&E subarea as proposed would only occur when and if PG&E determines it is feasible to relocate the existing utility infrastructure and operations and the owner of the PG&E subarea records a Notice of Joinder to Development Agreement. Therefore, the Final EIR identified a “no PG&E scenario” to represent a condition under the project variant that could occur if there were an extended delay in the development of the PG&E subarea, or if it were never developed as proposed. The site layout and land use plan for the no PG&E scenario would be the same as that for the variant, except without the 4.8 acre PG&E subarea in the northwest corner of the site.

B. Project Objectives

The Final EIR discusses several Project objectives identified by the Project Sponsor. The objectives are as follows:

1. Redevelop the former power plant site to provide a mix of residential, retail, office, Production, Distribution, and Repair (PDR), R&D space, a hotel, and activated waterfront open spaces to support a daytime population in a vibrant neighborhood retail district and to provide employment opportunities within walking distance to residents of the surrounding neighborhood.
2. Provide access to San Francisco Bay and create a pedestrian- and bicycle- friendly environment along the waterfront, by opening the eastern shore of the site to the public and extending the Bay Trail and the Blue Greenway.
3. Provide active open space uses such as playing fields and a playground to improve access to sports, recreational, and playground facilities in the Dogpatch, Potrero Hill, and Bayview-Hunters Point neighborhoods and complement other nearby passive open space uses and parks in the Central Waterfront.
4. Increase the city’s supply of housing to contribute to meeting the San Francisco General Plan Housing Element goals, and the Association of Bay Area Governments’ Regional Housing Needs Allocation for San Francisco by optimizing the number of dwelling units, particularly housing near transit.
5. Attract a diversity of household types by providing dense, mixed-income housing, including below-market rate units.
6. If Pacific Gas and Electric Company (PG&E) relocates its facilities in the PG&E sub-area, it would be redeveloped with community facilities, PDR, and housing in a fashion that provides continuity with the remainder of the Project Site and vicinity.
7. Build a neighborhood resilient to projected levels of sea level rise and earthquakes.

8. Incorporate the project and the anticipated adjacent Pier 70 Mixed-Use District project into a single neighborhood, by creating a network of streets and pedestrian pathways that connect to the street and pedestrian network.
9. Create an iconic addition to the city's skyline as part of the Dogpatch neighborhood and the Central Waterfront.
10. Provide opportunities for outdoor dining and gathering and create an active waterfront in the evening hours by encouraging ground floor retail and restaurant uses with outdoor seating along the waterfront.
11. Build adequate parking and vehicular and loading access to serve the needs of project residents, workers, and visitors.
12. Construct a substantial increment of new PDR uses in order to provide a diverse array of commercial and industrial opportunities in a dynamic mixed-use environment.
13. Create a circulation and transportation system that emphasizes transit-oriented development and promotes the use of public transportation and car-sharing through an innovative and comprehensive demand management program.
14. Demonstrate leadership in sustainable development by constructing improvements intended to reduce the neighborhood's per capita consumption of electricity, natural gas, and potable water, and generation of wastewater.
15. Create a development that is financially feasible and that can fund the project's capital costs and on-going operation and maintenance costs relating to the redevelopment and long-term operation of the property.
16. Construct a waterfront hotel use in order to provide both daytime and nighttime activity on the waterfront promenade.

The objectives of the project variant are identical to those of the proposed project.

C. Environmental Review

California Barrel Company LLC initiated the environmental review process by filing an Environmental Evaluation application with the San Francisco Planning Department on September 15, 2017. Pursuant to and in accordance with the requirements of Section 21094 of the Public Resources and Sections 15063 and 15082 of the CEQA Guidelines, the San Francisco Planning Department, as lead agency, prepared a Notice of Preparation ("NOP") on November 1, 2017. The NOP was distributed to the State Clearinghouse and mailed to governmental agencies with potential interest, expertise, and/or authority over the project; interested members of the public; and occupants and owners of real property surrounding the project area.

The Planning Department held a Public Scoping Meeting on November 15, 2017, at the Project Site, 420 23rd Street, San Francisco, to receive oral comments on the scope of the EIR. In total, during the scoping period the planning department received comments from two agencies, three non-governmental organizations, and three individuals. The Public Scoping Summary Report is included as Appendix A of the Draft EIR. Based on the comments received, controversial issues for the Project include:

- Project land uses, consideration of alternate uses, and compatibility of land uses on parcels adjacent to Pier 70;
- Noise from construction, operational traffic, and generators on sensitive receptors;
- Impacts from exposure to air pollutants during construction and operation on sensitive receptors;
- Wind and shadow impacts generated by the project and cumulatively by the project and Pier 70, with particular concern to recreational resources and the bay;
- The approach to the transportation impact analysis, reasons for the assumptions incorporated (specifically into mode share), employees by different income brackets and miles travelled, times of day and week studied, and cumulative projects considered;
- Impacts on transportation and circulation (including highways, arterial streets, local streets, transit stations and service, and emergency response);
- The project's assumptions and analysis for on-site parking demand and supply;
- Impacts associated with site remediation or management of soils during project construction;
- Project consistency with McAteer-Petris Act, Bay Plan, Coastal Zone Management Act, and with San Francisco Bay Conservation and Development Commission (BCDC) jurisdiction – including with respect to 100-foot shoreline band compliance, BCDC related permits, public access, remediation and sea level rise;
- Impacts to onsite historic buildings (including the Meter House, the Compressor House, Station A, and the Gate House) and consideration of their preservation and possibilities for reuse;
- Impacts related to affordable housing and jobs housing balance by the project;
- Financing, (including fair share contribution), monitoring, scheduling, and responsibility for implementation of mitigation measures;

- Cumulative impacts of development of the project combined with development of other projects (including Pier 70), and development under other plans, in the vicinity.

On July 16, 2018, the Project Sponsor submitted an application to the Governor's Office of Planning and Research seeking certification of the Project as an Environmental Leadership Development Project (ELDP) pursuant to Assembly Bill 900, the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (and as updated by AB 734 (Chapter 210, Statutes of 2016) and AB 246 (Chapter 522, Statutes of 2017), and California Environmental Quality Act (CEQA) Section 21178. Under AB 900, ELDPs generally are projects that promote environmental sustainability, transportation efficiency, greenhouse gas reduction, stormwater management using green technology, substantial economic investment, and job creation, and that meet certain other specified criteria and metrics. On October 9, 2018 Governor certified the Project as an ELDP.

On October 3, 2018, the Department published the Draft EIR and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

Notices of availability of the DEIR and the date and time of the public hearing were posted near the Project Site by the Project Sponsor on October 3, 2018.

On October 3, 2018, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies.

Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on October 3, 2018.

The Historic Resources Commission held a duly advertised public hearing to allow the HPC to provide comments on the Draft EIR on October 17, 2018. The Planning Commission held a duly advertised public hearing on the Draft EIR on November 8, 2018, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for commenting on the EIR ended on November 19, 2018.

The San Francisco Planning Department then prepared the responses to comments on environmental issues received during the 46-day public review period for the Draft EIR. That document, which provides written response to each comment received on the Draft EIR, was published on December 11, 2019 and included copies of all of the comments received on the Draft EIR and individual responses to those comments. The Responses to Comments provided additional, updated information and clarification on issues raised by commenters, as well as Planning Department staff-initiated text changes. Section 9 of the Responses to Comments document also describes and analyzes the environmental impacts of the project variant and the no PG&E scenario as compared to the analysis of the proposed project contained in the Draft EIR, thereby providing an equal level of detail of analysis for the project variant and no PG&E scenario, and proposed project.

A Final Environmental Impact Report has been prepared by the Department consisting of the Draft EIR and the Responses to Comments document as required by law. The Initial Study ("IS") is included as Appendix B to the Draft EIR and is incorporated by reference thereto.

The Planning Commission reviewed and considered the Final EIR and all of the supporting information and certified the Final EIR on January 30, 2020. In certifying the Final EIR, this Planning Commission found that the contents of said report and the procedures through which the Final EIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code. Further, the Planning Commission determined that the Final EIR does not add significant new information to the Draft EIR that would require recirculation of the Final EIR under CEQA, because the Final EIR contains no information revealing (1) any new significant environmental impact that would result from the Project or from a new mitigation measure proposed to be implemented, (2) any substantial increase in the severity of a previously identified environmental impact, (3) any feasible project alternative or mitigation measure considerably different from others previously analyzed that would clearly lessen the environmental impacts of the Project, but that was rejected by the Project's proponents, or (4) that the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Specifically, the description and analysis of the project variant and no PG&E scenario in the Final EIR adds no significant new information to the EIR per CEQA Guidelines section 15088.5. The conclusions presented in the Draft EIR for the proposed project remain largely the same for the project variant and no PG&E scenario, with all impact conclusions being either the same or less severe than previously identified for the proposed project. Notably, under the project variant, there would be two fewer significant and unavoidable impacts: the severity of the historic resources impact on the Third Street Industrial District at both a project-specific and cumulative level would be reduced to less than significant with mitigation. The new information presented in the Final EIR serves to clarify, amplify, and/or update information presented in the Draft EIR, providing appropriate information in the context of the project variant and no PG&E scenario. The information presented in Section 9.D of the Final EIR Responses to Comments, and in the findings set forth herein, provides the supporting analysis that indicates the following overall conclusions for the project variant and no PG&E scenario: (1) no new significant effects or substantially more severe significant effects would result beyond those identified in the Draft EIR for the proposed project; (2) no new mitigation measures are identified that would be required to mitigate new or more severe significant impacts; (3) with implementation of mitigation measures identified in the EIR, no substantial increase in the severity of an environmental impact would result; and (4) no additional alternatives or mitigation measures considerably different from those presented and analyzed in the Draft EIR are needed to satisfy CEQA requirements.

The San Francisco Planning Commission approves the project variant as the "Project."

D. Approval Actions

1. Planning Commission Actions

The Planning Commission is taking the following actions and approvals:

- Certification of the Final EIR.
- Approval of Potrero Power Station Design for Development.
- Review and recommendation to the Board of Supervisors to approve an ordinance adopting a Development Agreement.
- Review and recommendation to the Board of Supervisors to approve an ordinance adopting a new Potrero Power Station SUD setting forth uses and other development controls on the Project Site.
- Review and recommendation to the Board of Supervisors to adopt an ordinance amending the San Francisco Zoning Map Height and Bulk Maps.
- Review and approval of amendments to the San Francisco *General Plan*.

2. San Francisco Board of Supervisors Actions

The Board of Supervisors must take the following actions:

- Review and approval of an ordinance adopting a Development Agreement.
- Adoption of an ordinance adopting a new Potrero Power Station SUD setting forth uses and other development controls at the Project Site.
- Adoption of an ordinance amending the San Francisco Zoning Map Height and Bulk Maps.
- Approval of amendments to the San Francisco *General Plan*.
- Approval of street vacations, dedications and easements for public improvements, and acceptance (or delegation to Public Works Director to accept) of public improvements, as necessary.
- Approval of final subdivision map.

3. San Francisco Port Commission

- Adoption of findings regarding public trust consistency.
- Consent to a Development Agreement and recommendation to the San Francisco Board of Supervisors to approve.
- Approval of a lease for the improvement of the Port Sub-Area and Craig Lane.
- Approval of project construction-related permits for property within Port of San Francisco jurisdiction.
- Approval of Construction Site Stormwater Runoff Control Permit.

4. Other—Local Agencies

Implementation of the Project will involve consultation with or required approvals by other local, regulatory agencies, including, but not limited to, the following:

- San Francisco Public Works (approval of a subdivision map, consent to development agreement, issuance of public works street vacation order [if necessary]).

- San Francisco Department of Building Inspection (issuance of demolition, grading, and site construction permits).
- San Francisco Public Utilities Commission (consent to development agreement, approval of stormwater management plan, approvals of the landscape plan per the Water Efficient Irrigation Ordinance, Water Budget Application, Water Use Calculator, and Non-potable Implementation Plan per the Non-potable Water Ordinance, use of dewatering wells per Article 12B of the San Francisco Health Code [joint approval with the San Francisco Department of Public Health], approval of vacation of public service utility easements [if necessary]).
- San Francisco Municipal Transportation Agency (approval of transit improvements, public improvements and infrastructure, including certain roadway improvements, bicycle infrastructure and loading zones, to the extent included in the project (if any), consent to development agreement).
- San Francisco Fire Department (consent to development agreement).
- San Francisco Department of Public Health (oversee compliance with San Francisco Health Code Article 22A [Maher Ordinance], permit to operate under the Non-Potable Water Ordinance).

To the extent that the identified mitigation measures require consultation with or approval by these other agencies, the Planning Commission urges these agencies to assist in implementing, coordinating, or approving the mitigation measures, as appropriate to the particular measure.

E. Findings About Significant Environmental Impacts of the Project Variant, including the no PG&E scenario, and Mitigation Measures

The following Sections II, III and IV set forth the Planning Commission's findings about the Final EIR's determinations regarding significant environmental impacts of the project variant, including no PG&E scenario, and the mitigation measures proposed to address them. These findings provide the written analysis and conclusions of the Planning Commission regarding the environmental impacts of the Project and the mitigation measures included as part of the Final EIR and adopted by the Planning Commission as part of the Project. To avoid duplication and redundancy, and because the Planning Commission agrees with, and hereby adopts, the conclusions in the Final EIR, these findings will not repeat the analysis and conclusions in the Final EIR, but instead incorporates them by reference herein and relies upon them as substantial evidence supporting these findings.

In making these findings, the Planning Commission has considered the opinions of Planning Department and other City staff and experts, other agencies, and members of the public. The Planning Commission finds that: the determination of significance thresholds is a judgment decision within the discretion of the City and County of San Francisco; the significance thresholds used in the Final EIR are supported by substantial evidence in the record, including the expert opinion of the EIR preparers and City staff; and the significance thresholds used in the Final EIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project.

These findings do not attempt to describe the full analysis of each environmental impact contained in the Final EIR. Instead, a full explanation of these environmental findings and conclusions can be found in the Final EIR and these findings hereby incorporate by reference the discussion and analysis in the Final EIR supporting the determination regarding the Project impacts and mitigation measures designed to address those impacts. In making these findings, the Planning Commission ratifies, adopts and incorporates in these findings the determinations and conclusions of the Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

As set forth below, the Planning Commission adopts and incorporates the mitigation measures set forth in the Final EIR and the attached MMRP to substantially lessen or avoid the potentially significant and significant impacts of the Project. The Planning Commission intends to adopt the mitigation measures proposed in the Final EIR. Accordingly, in the event a mitigation measure recommended in the Final EIR has inadvertently been omitted in these findings or the MMRP, such mitigation measure is hereby adopted and incorporated in the findings below by reference. In addition, in the event the language describing a mitigation measure set forth in these findings or the MMRP fails to accurately reflect the mitigation measures in the Final EIR due to a clerical error, the language of the policies and implementation measures as set forth in the Final EIR shall control. The impact numbers and mitigation measure numbers used in these findings reflect the information contained in the Final EIR.

In the Sections II, III and IV below, the same findings are made for a category of environmental impacts and mitigation measures. Rather than repeat the identical finding dozens of times to address each and every significant effect and mitigation measure, the initial finding obviates the need for such repetition because in no instance is the Planning Commission rejecting the conclusions of the Final EIR or the mitigation measures recommended in the Final EIR for the Project.

F. Location and Custodian of Records

The public hearing transcript, a copy of all letters regarding the Final EIR received during the public review period, the administrative record, and background documentation for the Final EIR are located at the Planning Department, 1650 Mission Street, San Francisco. The Planning Commission Secretary, Jonas P. Ionin, is the custodian of records for the Planning Department and the Planning Commission.

II. IMPACTS OF THE PROJECT VARIANT FOUND NOT TO BE SIGNIFICANT AND THUS DO NOT REQUIRE MITIGATION

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.). Based on the evidence in the whole record of this proceeding, the Planning Commission finds that, as with the proposed project described in the Draft EIR, implementation of the project variant, including the

no PG&E scenario, will not result in any significant impacts in the following areas and that these impact areas therefore do not require mitigation¹:

Land Use

- Physically divide an established community. (LU-1)
- Conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact. (LU-2)
- Result in a cumulatively considerable contribution to a significant cumulative land use impact on established communities. (C-LU-1)
- Result in a cumulatively considerable contribution to a significant cumulative land use impact related to conflicts with applicable land use plans, policies, and/or regulations adopted for the purpose of avoiding or mitigating an environmental impact. (C-LU-2)

Population and Housing

- Induce substantial direct temporary population growth during project construction. (PH-1)
- Induce substantial employment growth in an area either directly or indirectly. (PH-2)
- Displace substantial numbers of people and/or existing housing units or create demand for additional housing, necessitating the construction the construction of replacement housing. (DEIR, p. 4.C-12)
- Induce substantial project-level or cumulative population growth in the area either directly or indirectly. (C-PH-1)

Historic Architectural Resources

- Materially alter, in an adverse manner, the physical characteristics of the adjacent Union Iron Works Historic District that justify its inclusion in the California Register of Historic Resources. (CR-7)

Transportation and Circulation

- Result in substantial interference during Project construction with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas, and would not result in potentially hazardous conditions. (TR-1) To further ensure that this impact would be less than significant, the Project Sponsor will implement *Improvement Measure I-TR-A: Construction Management Plan and Public Updates*.
- Cause substantial additional VMT or induced automobile travel. (TR-2)
- Create major traffic hazards. (TR-3) To further ensure that this impact would be less than significant, the Project Sponsor will implement *Improvement Measure I-TR-B: Monitoring and Abatement of Queues*.

¹ The Project is located within an urbanized area of San Francisco. Therefore, as described in the Initial Study at Page B-17, impacts related to agricultural and forest resources are not applicable to the Project.

- Result in a substantial increase in regional demand that could not be accommodated by regional transit capacity or result in a substantial increase in delays or operating costs such that adverse impacts to regional transit would occur. (TR-6)
- Result in potentially hazardous conditions for bicyclists, or otherwise interfere with bicycle accessibility to the Project Site or adjacent areas. (TR-8)
- Fail to accommodate Project commercial vehicle and passenger loading demand, or result in Project loading operations that would create potentially hazardous conditions or significant delays for transit, bicyclists, or people walking. (TR-9)
- Result in a substantial parking deficit and create potentially hazardous conditions or significant delays affecting transit, bicyclists, or people walking. (TR-10)
- Result in inadequate emergency vehicle access. (TR-11)
- Result in a cumulatively considerable contribution to a significant cumulative construction-related traffic impact. (C-TR-1) To further ensure that this impact would be less than significant, the Project Sponsor will implement *Improvement Measure I-TR-A: Construction Management Plan and Public Updates*.
- Result in a cumulatively considerable contribution to a significant cumulative impact related to VMT. (C-TR-2)
- Result in a cumulatively considerable contribution to a significant cumulative impact related to traffic hazards. (C-TR-3) To further ensure that this impact would be less than significant, the Project Sponsor will implement *Improvement Measure I-TR-B: Monitoring and Abatement of Queues*.
- Result in a cumulatively considerable contribution to a significant cumulative impact on regional transit providers. (C-TR-6)
- Result in a cumulatively considerable contribution to a significant cumulative impact related to pedestrian impacts. (C-TR-7)
- Result in a cumulatively considerable contribution to a significant cumulative impact related to bicycle impacts. (C-TR-8)
- Result in a cumulatively considerable contribution to a significant cumulative impact to loading. (C-TR-9)
- Result in a cumulatively considerable contribution to a significant cumulative impact to parking. (C-TR-10)
- Result in a cumulatively considerable contribution to a significant cumulative impact to emergency access. (C-TR-11)

Noise and Vibration

- Cause a substantial temporary or periodic increase in ambient noise levels along access streets in the Project vicinity resulting from construction truck traffic. (NO-3) To further ensure that this impact would be less than significant, the Project Sponsor will implement *Improvement Measure I-NO-A: Avoidance of Residential Streets* and *Improvement Measure I-TR-A: Construction Management Plan and Public Updates*.
- Result in substantial temporary or periodic increase in ambient noise levels from events that include outdoor amplified sound. (NO-6)
- Result in substantial temporary or periodic increase in ambient noise levels from proposed rooftop bars and restaurants that include outdoor amplified sound. (NO-7)

- Result in a cumulatively considerable contribution to a significant cumulative noise impact from construction on existing offsite receptors or due to offsite haul truck traffic. (C-NO-1) To further ensure that the cumulative noise impact due to off-site haul truck traffic would be less than significant, the Project Sponsor will implement *Improvement Measure I-NO-A, Avoidance of Residential Streets (Variant)* and *Improvement Measure I-TR-A, Construction Management Plan and Public Updates*.

Air Quality

- During construction generate fugitive dust, violate an air quality particulate standard, contribute substantially to an existing or projected particulate violation, or result in a cumulatively considerable net increase in particulate concentrations. (AQ-1)
- Create objectionable odors that would affect a substantial number of people. (AQ-6)
- Result in cumulative PM2.5 concentrations at offsite or onsite receptors. (C-AQ-2)

Wind and Shadow

- At full buildout, alter wind in a manner that would substantially affect public areas on or near the Project Site. (WS-1) To further ensure that this impact would be less than significant, the Project Sponsor will implement *Improvement Measure I-WS-1: Wind Reduction Features for Block 1*
- Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas. (WS-3)
- When combined with other cumulative projects, alter wind in a manner that substantially affects public areas. (C-WS-1)
- In combination with past, present, and reasonably foreseeable future projects in the Project vicinity, create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas. (C-WS-2)

Biological Resources

- Have a substantial adverse effect either directly or through habitat modifications on migratory birds and/or on bird species identified as special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. (BI-2)
- Have a substantial adverse effect during Project operations, either directly or through habitat modification, on marine species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Marine Fisheries Service. (BI-5)
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game U.S. Fish and Wildlife Service, or the National Marine Fisheries Service. (BI-6)

- Have a substantial adverse effect on state and federal waters through direct removal, filling, hydrological interruption, or other means. (BI-8)
- Conflict with any local policies or ordinances protecting biological resources; and would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. (BI-10)

Hydrology and Water Quality

- Violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality during Project construction. (HY-1)
- Violate a water quality standard or waste discharge requirement or otherwise substantially degrade water quality during Project operation. (HY-2)
- Result in stormwater runoff that exceeds the capacity of a storm drain system, or provide a substantial source of stormwater pollutants. (HY-2)
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion, siltation, or flooding on or off site. (HY-3)
- Place housing or structures within an existing or future 100-year flood zone that would impede or redirect flood flows. (HY-4 and 5)
- Be susceptible to inundation by seiche, tsunami, or mudflow. (HY-6)
- In combination with past, present, and reasonably foreseeable future projects in the site vicinity, considerably contribute to cumulative impacts on hydrology and water quality. (C-HY-1)

Hazards and Hazardous Materials

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction or operation. (HZ-1)
- Expose workers or the public to hazardous building materials from demolition or renovation of buildings, including asbestos - containing materials, lead-based paint, PCBs, di (2-ethylhexyl) phthalate (DEHP), and mercury, or result in a release of these materials into the environment. (HZ-2)
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment due to construction on a site included on a government list of hazardous materials sites. (HZ-3)
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment due to encounters with hazardous materials in the soil or groundwater. (HZ-4)
- Result in hazardous emissions or use of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (HZ-5)

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (HZ-6)
- Expose people or structures to a risk of loss, injury or death involving fires. (HZ-6)
- Contribute considerably to a significant cumulative impact related to hazards and hazardous materials. (C-HZ-1)

Cultural Resources

- In combination with past, present and future project in the vicinity of the Project Site, contribute considerably to a significant cumulative impact to archaeological resources, tribal cultural resources, or human remains. (C-CR-1)

Greenhouse Gas Emissions

- Generate GHG emissions at levels that would result in a significant impact on the environment. (C-GG-1)
- Conflict with a policy, plan, or regulation adopted for the purpose of reducing GHG emissions. (C-GG-1)

Recreation

- Increase the use of existing park and recreational facilities to such an extent that there would be a significant adverse effect on these facilities. (RE-1)
- Considerably contribute to a significant cumulative impact on recreational use to existing public parks or recreational facilities. (C-RE-1)

Utilities and Services Systems

- Increase the demand for water to such an extent that new or expanded water supply resources or entitlements or the construction of new or expanded water treatment facilities would be required. (UT-1)
- Exceed wastewater treatment requirements of the Southeast Water Pollution Control Plant. (UT-2)
- Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (UT-3)
- Result in a determination by the SFPUC that it has inadequate capacity to serve the project's projected wastewater demand in addition to its existing commitments. (UT-3)
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (UT-4)
- Result in increased generation of solid waste that could not be accommodated by existing landfill capacity. (UT-5)
- Comply with all applicable statutes and regulations related to solid waste. (UT-6)

- Considerably contribute to a significant cumulative impact to utilities and service systems. (C-UT-1)

Public Services

- During construction or operation, result in a need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection, fire protection, schools, or other services, such that adverse physical impacts would occur. (PS-1 and PS-2)
- Considerably contribute to a significant cumulative impact resulting from a need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection, fire protection, schools, or other services. (C-PS-1)

Geology, Soils, and Paleontological Resources

- Exacerbate the potential for the Project to expose people or structures to potential adverse effects due to fault rupture, seismic ground shaking, seismically induced ground failure, or landslides. (GE-1)
- Result in substantial erosion or loss of topsoil. (GE-2)
- Be located on unstable soil, or could become unstable as a result of the Project. (GE-3)
- Create substantial risks to life or property as a result of locating structures on expansive or corrosive soils. (GE-4)
- Substantially change the topography or any unique geologic or physical feature of the site. (GE-5)
- Considerably contribute to a significant cumulative impact with respect to geology, soils, or paleontological resources. (C-GE-1)

Mineral and Energy Resources

- Result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner. (ME-1)
- Considerably contribute to a significant cumulative impact on energy resources. (C-ME-1)

III. FINDINGS OF POTENTIALLY SIGNIFICANT IMPACTS THAT CAN BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL THROUGH MITIGATION

CEQA requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible (unless mitigation to such levels is achieved through adoption of a project alternative). The findings in this Section III and in Section IV concern mitigation measures set forth in the EIR. These findings discuss mitigation measures identified in the Draft EIR to mitigate the potentially significant impacts of the proposed project. As described in Section 9.D of the Final EIR, the severity of the impacts of the project variant, including no PG&E scenario, is the same or less than

for the proposed project, and as described in this Section the potentially significant impacts of the project variant, including no PG&E scenario, also would be mitigated to a less-than-significant level by the same mitigation measures identified in the Draft EIR for the proposed project (or minor variations of the same mitigation measures to be specific to the project variant). The full text of the mitigation measures is contained in the Final EIR and in Attachment B, the Mitigation Monitoring and Reporting Program. The Planning Commission finds that the impacts of the project variant, including no PG&E scenario, identified in this Section III would be reduced to a less-than-significant level through implementation of the mitigation measures contained in the Final EIR, included in the Project, or imposed as conditions of approval and set forth in Attachment B.

This Commission recognizes that some of the mitigation measures are partially within the jurisdiction of other agencies. The Commission urges these agencies to assist in implementing these mitigation measures, and finds that these agencies can and should participate in implementing these mitigation measures.

Historic Architectural Resources

Impacts CR-1, CR-2, and CR-3: With mitigation, ground disturbance associated with the project variant, with or without the PG&E subarea, would not cause a substantial adverse change in the significance of an archeological resource or a tribal cultural resource, and could disturb human remains.

Any ground-disturbing activities during project construction—particularly excavation, grading, and foundation work—could have the potential to uncover terrestrial prehistoric archeological resources, submerged prehistoric archeological resources, historic archeological resources, tribal cultural resources, and/or human remains. However, implementation of Mitigation Measures M-CR-1 and M-CR-3 would ensure that the project variant's impacts on archeological resources, human remains, and tribal cultural resources would be less than significant with mitigation. Impacts of the no PG&E scenario would be the same as those for the variant, since none of the changes under this scenario would affect impacts related to cultural resources.

Mitigation Measure M-CR-1: Archeological Testing

Mitigation Measure M-CR-3: Tribal Cultural Resources Interpretive Program

Impact CR-5: With mitigation, the proposed demolition, substantial alteration, and rehabilitation of contributing buildings would not materially alter, in an adverse manner, the physical characteristics of the Third Street Industrial District that justify its inclusion in the California Register of Historical Resources.

As described below, cultural resources impacts of the project variant would be similar to those of the proposed project, and impacts of the no PG&E scenario would be the same as those for the variant, since none of the changes under this scenario would affect impacts related to cultural resources. For the project variant, retention and reuse of major portions of Station A, along with retention and rehabilitation of the Boiler Stack and, potentially, the Unit 3 Power Block, would

lessen effects on the Third Street Industrial District as compared to the proposed project, which would demolish Station A. Under the project variant, treatment of the Gate House, Meter House, Compressor House, Unit 3 Power Block, and the Boiler Stack would be the same as described for the proposed project. Mitigation Measures M-CR-5a, 5b, 5c, and 5d regarding documentation, video recordation, public interpretation/salvage, and rehabilitation of the Boiler Stack would be required to reduce the severity of this impact to the extent feasible. Mitigation Measure M-CR-5e, as modified in the Final EIR, would also be required under the Project. In addition, Mitigation Measures M-NO-4a, 4b, and 4c would be required to ensure that the historic resources would be protected during construction of the rest of the development. Because it would retain much of the visually prominent and architecturally distinctive features of Station A, and thus would retain a link to the Project Site's history of electrical generation, effects of the project variant on the Third Street Industrial District, would be less than significant with the following mitigation.

Mitigation Measure M-CR-5a: Documentation

Mitigation Measure M-CR-5b: Video Recordation

Mitigation Measure M-CR-5c: Public Interpretation and Salvage

Mitigation Measure M-CR-5d: Rehabilitation of the Boiler Stack

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

Mitigation Measure M-NO-4a: Construction Vibration Monitoring

Mitigation Measure M-NO-4b: Vibration Control Measures During Controlled Blasting and Pile Driving

Mitigation Measure M-NO-4c: Vibration Control Measures During Use of Vibratory Equipment

Impact CR-6: With mitigation, the proposed infill construction would not materially alter, in an adverse manner, the physical characteristics of the Third Street Industrial District that justify its inclusion in the California Register of Historical Resources.

The project variant calls for the establishment of new infill construction within the Project Site that could materially alter the physical characteristics of the Third Street Industrial District that justify its inclusion in the California Register. Consistent with the Secretary of the Interior's Rehabilitation Standard No. 9, the D for D includes standards and guidelines ensuring new construction would be of a size, scale, and density and/or would use exterior materials that would be compatible with the Third Street Industrial District. However, because the D for D must be approved as part of the Project, the Final EIR conservatively determined that the project variant could be incompatible with the Third Street Industrial District, which would be a significant impact. With implementation of Mitigation Measure M-CR-6, future new construction would be compatible with the character-defining features of the Third Street Industrial District, and this

impact would be less than significant with mitigation. Impacts of the no PG&E scenario would be the same as those for the variant, since none of the changes under this scenario would affect impacts related to cultural resources.

Mitigation Measure M-CR-6: Design Controls for New Construction

Impact C-CR-2: Although cumulative projects would materially alter, in an adverse manner, some of the physical characteristics of the Third Street Industrial District that justify its inclusion in the California Register of Historical Resources, resulting in a significant cumulative impact, with mitigation, the project variant, with or without the PG&E subarea, would not make a cumulatively considerable contribution to that impact.

Retention of the majority of Station A under the project variant would avoid the proposed project's significant impact on the Third Street Industrial District. Because of this, although cumulative projects will result in the loss of seven contributing resources to the district, the project variant, unlike the proposed project, would not contribute considerably to this significant cumulative impact. With implementation of Mitigation Measures M-CR-5a, 5b, 5c, 5d, and 5e (Variant) and M-NO-4a, 4b, and 4c, the cumulative effects of the project variant on the Third Street Industrial District would be less than significant. Impacts of the no PG&E scenario would be the same as those for the variant, since none of the changes under this scenario would affect impacts related to cultural resources.

Mitigation Measure M-CR-5a: Documentation

Mitigation Measure M-CR-5b: Video Recordation

Mitigation Measure M-CR-5c: Public Interpretation and Salvage

Mitigation Measure M-CR-5d: Rehabilitation of the Boiler Stack

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

Mitigation Measure M-NO-4a: Construction Vibration Monitoring

Mitigation Measure M-NO-4b: Vibration Control Measures During Controlled Blasting and Pile Driving

Mitigation Measure M-NO-4c: Vibration Control Measures During Use of Vibratory Equipment

Transportation

Impact TR-7: Implementation of the project variant would not create hazardous conditions for people walking, but existing pedestrian facilities could present barriers to accessible pedestrian travel.

The pedestrian-related features of the project variant would accommodate people walking within the site and would not result in hazardous conditions or present barriers to people walking. Similar to the proposed project, the combination of existing conditions at the intersection of Illinois Street/22nd Street, project-generated increases in vehicular travel on Illinois Street, and the large number of people who may be walking between the project site and destinations to the north and west, would result in significant impacts related to pedestrian safety and accessibility. Under the no PG&E scenario, the street network would not include a connection between the project site at Illinois Street via Humboldt Street, and would not include Georgia Street between Humboldt and 22nd streets. However, the no PG&E scenario would include sidewalk reconstruction on the east side of Illinois Street between 22nd and 23rd streets, as compared to only the portion between Humboldt and 22nd streets under the proposed project and variant. With implementation of Mitigation Measure M-TR-7, the impacts of the project variant, with and without the PG&E subarea, on people walking would be less than significant.

Mitigation Measure M-TR-7: Improve Pedestrian Facilities at the Intersection of Illinois Street/22nd Street

Noise and Vibration

Impact NO-1: With mitigation Project-related construction activities would not expose people or increase noise levels in excess of standards in the Noise Ordinance (Article 29 of the San Francisco Police Code).

Project construction could expose people to or generate noise levels in excess of standards in the Noise Ordinance (Article 29 of the San Francisco Police Code) or applicable standards of other agencies. As compared to the proposed project, the project variant would extend the construction period by one year; however, proposed phasing changes and durations would only alter the timing of noise increases and not their extent. Thus, proposed phasing changes would not alter the potential for compliance with Noise Ordinance standards during project construction. Therefore, like the proposed project the impact related to construction-related noise levels in excess of the noise ordinance limit would be less than significant with implementation of Mitigation Measure M-NO-1 for the project variant, with or without the PG&E subarea. Further, if nighttime noise levels exceed this nighttime noise limit, section 2908 would require that a special permit be obtained from the City to ensure that section 2908 ordinance requirements are met.

Mitigation Measure M-NO-1: Construction Noise Control Measures

Impact NO-4: With mitigation, Project construction would not generate excessive groundborne vibration that could result in building damage.

Impact activities such as pile driving could produce detectable vibration within nearby buildings during construction, and could be detectable by sensitive receptors. This could be a significant impact. Changes in construction phasing under the project variant (i.e., extending the construction duration by one year and changing the phases when the northern Waterfront shoreline improvements, Georgia Lane, and Humboldt Street would be constructed) would result in

vibration impacts similar to the proposed project, except that construction activities in the northern Waterfront area during Phase 3 instead of Phase 1 would increase the potential for construction-related vibration impacts if any adjacent planned offsite buildings on Pier 70 Parcels H1, H2, or E3 or future onsite buildings on Block 4 are constructed prior to any shoreline pile driving activities occurring in the northern Waterfront area. With inclusion of mitigation measures M-CR-5e, and M-NO-4a, 4b, and 4c, like the proposed project, this impact would be less than significant for the project variant, with or without the PG&E subarea.

Mitigation Measure M-CR-5e: Historic Preservation Plan and Review Process for Alteration of the Boiler Stack.

Mitigation Measure M-NO-4a: Construction Vibration Monitoring.

Mitigation Measure M-NO-4b: Vibration Control Measures During Controlled Blasting and Pile Driving.

Mitigation Measure M-NO-4c: Vibration Control Measures During Use of Vibratory Equipment.

Impact NO-5: With mitigation, operation of the stationary equipment on the Project Site would not result in a substantial permanent increase in ambient noise levels in the immediate Project vicinity.

Operation of the project variant, with or without the PG&E subarea, like the proposed project, would similarly increase ambient noise levels on and near the Project Site from the onsite use of stationary equipment (i.e., heating/ventilation/air conditioning systems and emergency generators). Like the proposed project, this impact would be less than significant with mitigation.

Mitigation Measure M-NO-5: Stationary Equipment Noise Controls

Impact C-NO-1: With mitigation, vibration impacts resulting from construction of the project variant, with or without the PG&E subarea, combined with construction of other past, present, and reasonably foreseeable future projects would not be a cumulatively considerable contribution to a significant cumulative impact.

A significant cumulative impact with respect to construction vibration impacts would occur if concurrent construction activities at the Pier 70 parcels involved pile driving or other vibration-inducing activities, and the project's contribution to this cumulative impact would be considerable (i.e., significant). Implementation of Mitigation Measure M-NO-4a would reduce the Project's contribution to this cumulative impact to less than cumulatively considerable. This measure would require vibration controls sufficient to ensure that vibration levels would not exceed the 0.5 in/sec PPV vibration limit, and all potential vibration sources would need to be considered when determining the need for vibration controls. Therefore, this cumulative vibration impact from simultaneous construction of the project variant and the Pier 70 project would be less than significant with mitigation.

Mitigation Measure M-NO-4a: Vibration Control Measures During Controlled Blasting and Pile Driving

Air Quality

Impact AQ-4: With mitigation, although construction and operation of the project variant, with or without the PG&E subarea, would generate toxic air contaminants, including diesel particulate matter, which could expose sensitive receptors to substantial pollutant concentrations, this impact would be less than significant.

As with the proposed project, toxic air contaminant exposures during project variant construction and operations would be less than significant with implementation of Mitigation Measures M-AQ-2a, M-AQ-2b, and M-AQ-4. Specifically, while increased cancer risks at both on-site and offsite receptors would be significant without mitigation, implementation of Mitigation Measure M-AQ-2a alone would be sufficient to reduce the impact of the project variant, with or without the PG&E subarea, to a less-than-significant level, and the excess cancer risk impact to both onsite and offsite receptors was determined to be less than significant with mitigation. Also, the potential for future health risk impacts from laboratory emissions is less than significant with implementation of Mitigation Measure M-AQ-4.

Mitigation Measure M-AQ-2a: Construction Emissions Minimization

Mitigation Measure M-AQ-2b: Diesel Backup Generator Specifications

Mitigation Measure AQ-4: Siting of Uses that Emit Toxic Air Contaminants

Impact AQ-5: With mitigation, the project variant, with or without the PG&E subarea, would not conflict with implementation of the Bay Area 2017 Clean Air Plan.

As with the proposed project, the project variant could conflict with implementation of the Bay Area 2017 Clean Air Plan. Without certain mitigation measures incorporated into the project variant, the project variant would not include applicable control measures from the 2017 Clean Air Plan. However, as with the proposed project, with implementation of Mitigation Measure M-AQ-5, Include Spare the Air Telecommuting Information in Transportation Welcome Packets, plus the other mitigation measures identified in the EIR, the project variant, with or without the PG&E subarea, would include applicable control strategies contained in the 2017 Clean Air Plan for the basin, and the impact would be less than significant.

Mitigation Measure M-AQ-2a: Construction Emissions Minimization

Mitigation Measure M-AQ-2b: Diesel Backup Generator Specifications

Mitigation Measure M-AQ-2d: Electrification of Loading Docks

Mitigation Measure M-TR-5: Implement Measures to Reduce Transit Delay

Mitigation Measure M-AQ-4: Siting of Uses that Emit Toxic Air Contaminants

Mitigation Measure AQ-5: Include Spare the Air Telecommuting Information in Transportation Welcome Packets

Impact C-AQ-2: With mitigation, the project variant, with or without the PG&E subarea, in combination with past, present, and reasonably foreseeable future development in the project area, would not considerably contribute to a significant cumulative health risk impacts on sensitive receptors.

The project variant would result in a marginal reduction of excess cancer risk for the onsite receptor by one in one million compared to the proposed project, and would result in a marginal increase of excess cancer risk for the offsite receptor by one in one million compared to the proposed project. The resultant cumulative risks would still be well below the air pollutant exposure zone criteria of 100 in one million. Increased cancer risks of the project variant at both on-site and offset receptors would be significant without mitigation due to the contribution of construction activities, but implementation of Mitigation Measure M-AQ-2a would reduce the impact of the project variant, with or without the PG&E subarea, to a less than significant level.

Mitigation Measure M-AQ-2a: Construction Emissions Minimization

Biological Resources

Impact BI-1: With mitigation, construction of the project variant, with or without the PG&E subarea, would not have a substantial adverse effect either directly or through habitat modifications on migratory birds and/or on bird species identified as special status.

Construction activities within the Project Site, especially those that involve heavy machinery, may adversely affect nesting birds within 100 feet of the site boundaries during the nesting season (January 15–August 15). Nesting habitat for birds within the developed project site is of limited value and not expected to attract an abundance of breeding birds; however, certain construction activities such as vegetation removal, building demolition, and shoreline improvements, could adversely affect birds attempting to nest within the Project Site or nearby. Because the project variant, with or without the PG&E subarea, would require substantially the same nature and magnitude of construction activities as the proposed project, the same mitigation measure, Mitigation Measure M-BI-1, and compliance with the requirements of the California Fish and Game Code would reduce this potential impact to less than significant.

Mitigation Measure M-BI-1: Nesting Bird Protection Measures

Impact BI-3: With mitigation, construction of the project variant, with or without the PG&E subarea, would not have a substantial adverse effect either directly or through habitat modification on bats identified as special-status.

Common bats (Mexican free-tailed bat) and special-status bats (Pallid bat and Yuma myotis) have the potential to roost in existing vacant or underutilized buildings, and other human-made

structures within or near the Project Site. The proposed project would involve building demolition and/or rehabilitation of buildings or structures that could host roosting bats. Mortality of special-status bats resulting from direct or indirect actions attributable to construction would be a significant impact. Additionally, common bats may establish maternity roosts in these same locations and disturbance that results in loss of a maternity colony would be a significant impact. The project variant would require substantially the same nature and magnitude of construction activities as the proposed project and, therefore, the same mitigation measure identified for the proposed project, Mitigation Measure M-BI-3, would reduce this potential impact for the project variant, with or without the PG&E subarea, to less than significant.

Mitigation Measure M-BI-3: Avoidance and Minimization Measures for Bats

Impact BI-4: With mitigation, construction of the project variant, with or without the PG&E subarea, would not have a substantial adverse effect, either directly or through habitat modification, on marine species identified as a candidate, sensitive, or special-status species.

There is the potential for significant impacts to a range of protected marine resources to occur during project construction in and adjacent to the San Francisco Bay. Although the nature of near shore and in-water construction activities for the project variant would be substantially the same as for the proposed project, the magnitude of construction activities—specifically the pile driving activities required for construction of the larger design of the wharf and floating dock—would be greater than what was anticipated for the proposed project and could result in more severe bioacoustic effects on fish and marine mammals. However, although the increased number and larger size piles for the project variant have the potential to result in higher underwater sound levels that could travel longer distances, the construction activity will use of bubble curtains for sound attenuation. Furthermore, the project variant would incorporate standard in-water work best management practices. Nevertheless, as identified for the proposed project, there remain uncertainties regarding the exact pile configuration and installation methods to be used for proposed in-water construction and, consequently, there remains a potential that construction could have an adverse effect on protected fish or marine mammals. Implementation of the proposed in-water construction best management practices together with Mitigation Measure M-BI-4 would ensure that, as with the proposed project, any potential impacts from pile installation under the project variant, with or without the PG&E subarea, would be effectively mitigated to less-than-significant levels.

Mitigation Measure M-BI-4: Fish and Marine Mammal Protection during Pile Driving

Impact BI-7: With mitigation, construction of the project variant, with or without the PG&E subarea, would not have a substantial adverse effect on the San Francisco Bay through direct removal, filling, hydrological interruption, or other means.

Construction of physical shoreline improvements to protect against future sea level rise and/or for a new stormwater outfall for discharging stormwater, as well as construction of a floating dock could result in placement of fill within the jurisdictional waters of the San Francisco Bay. However, under the project variant, with or without the PG&E subarea, the revised design of the seawall would reduce the amount of new bay fill compared to the proposed project. In addition to

permit approval from the U.S. Army Corps of Engineers and a water quality certification from the Regional Water Quality Control Board, permanent placement of new fill may trigger a requirement for compensatory mitigation. Further, implementation of Mitigation Measure M-BI-7, like the proposed project, would reduce this impact to a less-than-significant level.

Mitigation Measure M-BI-7: Compensation for Fill of Jurisdictional Waters

Impact BI-9: With mitigation, the project variant, with or without the PG&E subarea, would not interfere substantially with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

As with the proposed project, the project variant could interfere substantially with the movement of wildlife species. Construction of the project variant, with or without the PG&E subarea, could affect nesting birds and construction of the dock could generate high levels of underwater noise that is harmful to the movement of fish and marine mammals. However, implementation of Mitigation Measure M-BI-1 and Mitigation Measure M-BI-4 would reduce this impact to less than significant with mitigation.

Mitigation Measure M-BI-1: Nesting Bird Protection Measures

Mitigation Measure M-BI-4: Fish and Marine Mammal Protection during Pile Driving

Impact C-BI-1: With mitigation, the project variant, with or without the PG&E subarea, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would not result in a cumulatively considerable contribution to significant cumulative impacts on biological resources.

While adverse effects to nesting birds and special-status bats or maternal roosts could occur under the cumulative projects, after mitigation and through compliance with state and federal regulations protecting nesting birds, special-status bats and maternal roosts, the cumulative impact on these terrestrial biological resources would be less than significant with mitigation. Through compliance with the City's Standards for Bird-Safe Buildings the cumulative impacts to birds related to collisions would be less than significant. Project-specific mitigation measures and other best management practices designed to protect special-status fish, marine mammals, and jurisdictional waters would reduce the project's contribution to cumulative impacts to such species to a less-than-significant level. Therefore, cumulative impacts resulting from in-water work, and the cumulative impact on marine resources associated with construction would be less than significant with mitigation.

Mitigation Measure M-BI-1: Nesting Bird Protection Measures

Mitigation Measure M-BI-3: Avoidance and Minimization Measures for Bats

Mitigation Measure M-BI-4: Fish and Marine Mammal Protection during Pile Driving

Mitigation Measure M-BI-7: Compensation for Fill of Jurisdictional Waters

Impact GE-6: With mitigation, the project variant, with or without the PG&E subarea, would not directly or indirectly destroy a unique paleontological resource or site.

The project variant, with or without the PG&E subarea, could directly or indirectly destroy a unique paleontological resource because some of the geologic materials underlying the site have the potential to contain significant fossils, which could be encountered during construction. However, like the proposed project, implementation of Mitigation Measure M-GE-6 would ensure that the project variant, with or without the PG&E subarea, would not cause a substantial adverse change to the scientific significance of a paleontological resource and so would reduce this impact to a less-than-significant level.

Mitigation Measure M-GE-6: Paleontological Resources Monitoring and Mitigation Program

IV. SIGNIFICANT IMPACTS THAT CANNOT BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL

Based on substantial evidence in the whole record of these proceedings, the Planning Commissions finds that, where feasible, changes or alterations have been required, or incorporated into, the project variant, including the no PG&E scenario, to reduce the significant environmental impacts as identified in the Final EIR and listed below. The Commission finds that the mitigation measures in the Final EIR and described below are appropriate, and that changes have been required in, or incorporated into, the project variant, with or without the PG&E subarea, that, pursuant to Public Resources Code Section 21002 and CEQA Guidelines Section 15091, may substantially lessen, but do not avoid (i.e., reduce to less-than-significant levels), the potentially significant environmental effects associated with implementation of the Project that are described below. The Commission adopts all of the mitigation measures and improvement measures set forth in the Mitigation Monitoring and Reporting Plan (MMRP), attached as Attachment B. The Commission further finds, however, for the impacts listed below, despite the implementation of feasible mitigation measures, the effects remain significant and unavoidable.

Based on the analysis contained within the Final EIR, other considerations in the record, and the significance criteria identified in the Final EIR, the Planning Commission finds that because some aspects of the project variant, with or without the PG&E subarea, could cause potentially significant impacts for which feasible mitigation measures are not available to reduce the impact to a less-than-significant level, those impacts are significant and unavoidable. The Planning Commission recognizes that for certain significant impacts, although mitigation measures are identified in the Final EIR that would reduce those impacts to a less-than-significant level, the measures are uncertain for reasons set forth below, and therefore those impacts remain significant and unavoidable or potentially significant and unavoidable.

The Planning Commission determines that the following significant impacts on the environment, as reflected in the Final EIR, are unavoidable, but under Public Resources Code Section 21081(a)(3) and (b), and CEQA Guidelines 15091(a)(3), 15092(b)(2)(B), and 15093, the

Commission determines that the impacts are acceptable due to the overriding considerations described in Section VII below. This finding is supported by substantial evidence in the record of this proceeding.

Historic Resources

Impact CR-4: Even with mitigation, the proposed demolition of individually significant buildings would materially alter, in an adverse manner, the physical characteristics that justify their inclusion in the California Register of Historical Resources.

Like the proposed project, the project variant, with or without the PG&E subarea, would demolish the Meter House and the Compressor House, two individually eligible resources, a significant unavoidable impact. Additionally, while the project variant would retain portions of Station A (an individually eligible historic resource), including restoring the south and east walls and portions of the north and west walls, it is still to be determined whether this would meet the Secretary of Interior's Standards, and thus the project variant's treatment of Station A would also potentially be significant and unavoidable. Similar to the proposed project, the project variant would retain the Boiler Stack, and potentially retain the Unit 3 Power Block (although Unit 3 could be demolished, as with the proposed project). In sum, therefore, the project variant's impacts on individually eligible historical resources would be significant and unavoidable with or without the PG&E subarea, although the effects would be less substantial than those of the proposed project due to the partial retention and reuse of Station A.

Implementation of Mitigation Measures M-CR-5a through M-CR-5c would reduce the severity of the impacts, but not to a less-than-significant level because only avoidance of demolition of, or substantial adverse changes to, a historical resource would reduce impacts to less-than-significant levels. Preservation of all individually significant historic resources is analyzed as full preservation alternatives in Chapter 6 of the Final EIR, rather than through development of a mitigation measure. As described in detail in the discussion of preservation alternatives in Section V below, the full preservation alternatives were determined to be infeasible per CEQA Guidelines Section 15091(a) (3). Therefore, the impact on individual historic architectural resources would be significant and unavoidable even with identified mitigation.

Mitigation Measure M-CR-5a: Documentation

Mitigation Measure M-CR-5b: Video Recordation

Mitigation Measure M-CR-5c: Public Interpretation and Salvage

Transportation

Impact TR-5: Even with mitigation, the project variant would result in a substantial increase in delays or operating costs such that significant adverse impacts to Muni would occur.

Although the project variant, with or without the PG&E subarea, would generate fewer vehicle trips than the proposed project, the project variant would still result in significant impacts on Muni

transit operations on the 22 Fillmore and 48 Quintara/24th Street bus routes due to increases in transit travel times. Therefore, Mitigation Measure M-TR-5, as modified, would be applicable to the project variant, with or without the PG&E subarea.

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

This mitigation measure identifies a performance standard of the maximum number of project-generated p.m. peak hour vehicle trips for each phase of project buildout. This measure provides for monitoring of vehicle trips generated by Project operation starting before the beginning of construction and continuing through Project buildout. The measure also states that if the additional TDM measures do not achieve the performance standard, then the City shall impose additional onsite or offsite capacity improvements intended to reduce vehicle trips from the project. However, because the project-specific effectiveness of the various additional TDM strategies is unknown at this time, the project-related impacts on travel times on the 22 Fillmore route would remain significant and unavoidable with mitigation.

Impact C-TR-5: Even with mitigation, the project variant, with or without the PG&E subarea, in combination with past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative transit impacts related to travel delay or operating costs on Muni.

Given this increase in vehicle delay and the sharing of travel lanes between vehicle trips and transit, it is anticipated that the Muni 22 Fillmore/Route XX (see “Cumulative Transportation Network Changes,” p. 4.E-53, under “Approach to Analysis,” above) and the 48 Quintara/24th Street bus routes would be delayed significantly in the study area (e.g., along 18th Street, 22nd Street, and north/south streets). Therefore, under 2040 cumulative conditions, there would be significant cumulative impacts related to transit operations on the Muni 22 Fillmore/Route XX and the 48 Quintara/24th Street bus routes. Mitigation Measure M-TR-5, as modified, would be applicable to the project variant, with or without the PG&E subarea.

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

It is uncertain that a decrease in project-generated vehicles would be attained by the measures set forth in M-TR-5 to reduce intersection delays during the peak periods as to eliminate the significant impacts on bus operations. Therefore, the project variant’s contribution to significant cumulative transit operations impacts would remain considerable. Thus, the project variant’s transit operations impact on the Muni 22 Fillmore/Route XX and the 48 Quintara/24th Street bus routes, with or without the PG&E subarea, in combination with past, present, and reasonably foreseeable development projects, would be considered significant and unavoidable with mitigation.

Noise and Vibration

Impact NO-2: Even with mitigation, Project construction would cause a substantial temporary or periodic increase in ambient noise levels at noise-sensitive receptors, above levels existing without the project variant.

With the exception of future residents on Block 13, future onsite residents, hotel occupants, and possible childcare users would be subject to significant construction-related noise levels for one to five years. Delaying Phases 1 through 6 (vertical construction phases) by one year under the project variant would not alter the potential for exposure of future onsite sensitive receptors to construction noise as compared to the proposed project. Since all construction phases would be delayed by one year (but the duration would remain the same), occupation of future onsite residences and exposure of these future residents to construction noise from later phases would be the same, but one year later. The delay in vertical construction also would not increase the number of future planned offsite sensitive receptors that could be exposed to construction. The duration of this impact would be the same, but it would occur one year later. The Draft EIR identified the potential for significant noise impacts on the closest planned offsite receptors on the adjacent Pier 70 site, and this would still occur with the proposed delay in vertical construction under the project variant, with or without the PG&E subarea.

Mitigation Measure M-NO-1: Construction Noise Control Measures

Improvement Measure I-NO-A: Nighttime Construction Noise Control Measures

Implementation of Mitigation Measure M-NO-1 would reduce the severity of noise impacts on future onsite sensitive receptors. However, even with implementation of this mitigation measure, the combined noise levels from simultaneous operation of the noisiest types of construction equipment could still exceed the “Ambient + 10 dBA” standard. Therefore, construction-related noise impacts on future onsite residential/hotel/childcare receptors would be significant and unavoidable with mitigation.

Impact NO-8: Even with mitigation, Project traffic would result in a substantial permanent increase in ambient noise levels at offsite receptors.

The project variant would generate slightly fewer daily vehicle trips than the proposed project (3.4 percent less), which would not measurably reduce project-related traffic noise increases along roadway segments that were described for the proposed project. The project variant, similar to the proposed project, would still result in significant traffic noise increases (increases would be more than 5 dBA) along three street segments (22nd Street, Humboldt Street, and 23rd Street) east of Illinois Street and on the western portion of the project site as well as the segments of 22nd Street and 23rd Street between Third and Illinois streets, west of the project site.

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

Mitigation Measure M-NO-8 (Variant): Design of Future Noise-Sensitive Uses

With traffic noise increases on four of the street segments of more than 9 dBA, these noise increases would likely continue to be significant even with additional vehicle trip reduction measures required under Mitigation Measure M-TR-5 (Variant). There are no other feasible measures that could further reduce noise generated by project-related vehicle trips. Therefore, this impact is significant and unavoidable with mitigation.

Separately, future with-project traffic noise levels along the sections of 22nd, Humboldt, and 23rd streets east of Illinois Street and along the section of Illinois Street adjacent to the project site are considered to be Conditionally Acceptable for residential, childcare, and hotel uses, a significant impact. However, with the required incorporation of noise attenuation measures, as specified in Mitigation Measure M-NO-8, this impact would be less than significant with mitigation.

Impact C-NO-1: Even with mitigation, construction of the project variant, with or without the PG&E subarea, combined with construction of other past, present, and reasonably foreseeable future projects would cause a substantial temporary or periodic increase in ambient noise levels.

As with the proposed project, concurrent construction of the project variant, the adjacent Pier 70 Mixed-Use District project, and other cumulative development in the area would result in cumulative construction-related noise and vibration impacts on certain future planned offsite and proposed onsite receptors. Even though Block 14 would not be constructed under the no PG&E scenario, the impacts associated with Blocks 1, 2, 3, and 4 would still occur, so the same impact conclusion applies. These cumulative noise increases might not be reduced to less-than-significant levels even with implementation of Mitigation Measure M-NO-1. Therefore, like the proposed project, this cumulative impact would be significant and unavoidable with mitigation under the project variant, with or without the PG&E subarea.

Mitigation Measure M-NO-1: Construction Noise Control Measures

Mitigation Measure M-NO-4a: Vibration Control Measures During Controlled Blasting and Pile Driving

Improvement Measure I-NO-A: Avoidance of Residential Streets

Improvement Measure I-TR-A: Construction Management Plan and Public Updates

Impact C-NO-2: Even with mitigation, cumulative traffic increases would cause a substantial permanent increase in ambient noise levels at offsite receptors in the project vicinity.

The project variant would generate slightly fewer daily vehicle trips than would be generated by the proposed project (3.4 percent less), which would not measurably reduce the project's contribution to cumulative traffic noise increases along some roadway segments. Traffic noise increases related to cumulative development in the area (including the project variant and Pier 70 project) would result in significant traffic noise increases (increases would be more than 5 dBA) on 26 street segments, which would be a cumulatively significant impact.

Mitigation Measure M-NO-8: Design of Future Noise-Sensitive Uses

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

Significant cumulative noise increases on 23 street segments would likely continue to be significant even with additional transportation demand management measures required in

Mitigation Measure M-TR-5 (Variant). There are no other feasible measures that could further reduce project-related vehicle trips. However, incorporation of noise attenuation measures specified in Mitigation Measure M-NO-8 would achieve acceptable interior noise levels at future onsite noise-sensitive receptors, reducing this cumulative impact of the project variant, with or without the PG&E subarea, to less than significant with mitigation.

Air Quality

Impact AQ-2: Even with mitigation, during construction (including construction phases that overlap with project operations), the project variant, with or without the PG&E subarea, would generate criteria air pollutants that would violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants.

Impacts of the no PG&E scenario would be the same as or less than those for the project variant, since this scenario would have reduced construction (both in magnitude and duration) and reduced overall development (no development on Blocks 13 and 14 and reduced development on Block 1) compared to both the variant and the proposed project. However, criteria air pollutant emissions during project construction and overlapping operations would be significant and unavoidable even with implementation of mitigation measures. Specifically, emissions of ozone precursors (reactive organic gases, ROG, and oxides of nitrogen, NO_x) would exceed significance thresholds, even with mitigation. The project variant's ROG and NO_x increases could contribute to new or exacerbated air quality violations in the basin region by contributing to more days of ozone exceedance or result in Air Quality Index values that are unhealthy for sensitive groups and other populations.

Mitigation Measure M-AQ-2a: Construction Emissions Minimization

Mitigation Measure M-AQ-2b: Diesel Backup Generator Specifications

Mitigation Measure M-AQ-2c: Promote Use of Green Consumer Products

Mitigation Measure M-AQ-2d: Electrification of Loading Docks

Mitigation Measure M-AQ-2e: Additional Mobile Source Control Measures

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

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

Implementation of Mitigation Measures M-AQ-2a through M-AQ-2e and M-TR-5 (Variant) would reduce construction-related and operational emissions associated with the project variant, with or without the PG&E subarea. However, project emissions of ROG and NO_x would still exceed significance thresholds. Therefore, the Project Sponsor would also be required to implement Mitigation Measure M-AQ-2f (Variant), which requires the Project Sponsor to implement emission offsets. However, because implementation of the emissions reduction project could be

conducted by the air district and is outside the jurisdiction and control of the City and not fully within the control of the Project Sponsor and because no specific offset project has been identified, the impact with respect to criteria air pollutants is conservatively considered significant and unavoidable with mitigation.

Impact AQ-3: Even with mitigation, during project operations, the project variant, with or without the PG&E subarea, would result in emissions of criteria air pollutants at levels that would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants.

Criteria air pollutant emissions during project operations would be significant and unavoidable even with implementation of Mitigation Measures. Specifically, emissions of ROG and NO_x would exceed significance thresholds, even with mitigation. The majority of ROG emissions are generated from area sources, including architectural coatings, consumer products, and landscaping. Of the area-source emissions, the majority of the ROG emissions (approximately 83 percent) would be from consumer products, which are the various solvents that are used in nonindustrial applications and emit volatile organic compounds (VOCs) during their use. The residual impact of project emissions during operation at buildout is conservatively considered significant and unavoidable with mitigation, acknowledging the assumption that the Project Sponsor would implement Mitigation Measures M-AQ-2a through M-AQ-2f (Variant) and M-TR-5 (Variant).

Mitigation Measure M-AQ-2b: Diesel Backup Generator Specifications

Mitigation Measure M-AQ-2c: Promote Use of Green Consumer Products

Mitigation Measure M-AQ-2d: Electrification of Loading Docks

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

Mitigation Measure M-AQ-2e: Additional Mobile Source Control Measures

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

Implementation of these measures could potentially reduce emissions to levels below the significance thresholds, but due to the uncertainties and unknowns with some of these measures, particularly, Mitigation Measure M-AQ-2f (Variant), Offset Construction and Operational Emissions, this impact is conservatively deemed significant and unavoidable with mitigation.

Impact C-AQ-1: Even with mitigation, the project variant, with or without the PG&E subarea, in combination with past, present, and reasonably foreseeable future development in the project area, would contribute to cumulative regional air quality impacts.

The contribution of a project's individual air emissions to regional air quality impacts is, by its nature, a cumulative effect. Because the project variant's emissions exceed the project-level thresholds, with or without the PG&E subarea, as explained in Impacts AQ-2 and AQ-3, above,

the Project would result in a considerable contribution to cumulative regional air quality impacts, a significant impact.

Mitigation Measure M-AQ-2a: Construction Emissions Minimization

Mitigation Measure M-AQ-2b: Diesel Backup Generator Specifications

Mitigation Measure M-AQ-2c: Promote Use of Green Consumer Products

Mitigation Measure M-AQ-2d: Electrification of Loading Docks

Mitigation Measure M-AQ-2e: Additional Mobile Source Control Measures

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

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

Implementation of Mitigation Measures M-AQ-2a through M-AQ-2f (Variant) and M-TR-5 (Variant) would reduce the severity of this impact, however, due to uncertainties in the implementation of these measures (particularly Mitigation Measure M-AQ-2f (Variant), Offset Construction and Operational Emissions), these measures would not reduce the Project's contribution to the cumulative impact to a less-than-significant level for the same reasons described in Impacts AQ-2 and AQ-3. Therefore, the Project's emissions of criteria air pollutants would be cumulatively considerable, and this cumulative impact would be significant and unavoidable with mitigation.

Wind and Shadow

Impact WS-2: Even with mitigation, the phased construction of the project variant, with or without the PG&E subarea, could alter wind in a manner that substantially affects public areas on or near the project site.

Like the proposed project, construction of the project variant, with or without the PG&E subarea, is expected to occur in phases over a period of approximately 15 to 16 years. It was determined through wind tunnel testing that at full buildout, the project variant would generally improve wind conditions, compared to existing conditions, and the project's effect on wind would be less than significant. However, during the rather lengthy construction period, a particular building configuration resulting from development of one or more individual structures could result in localized wind conditions that would be different than those reported for the Project at full buildout. It is possible that such individual building(s) could cause the wind hazard criterion to be exceeded, perhaps for one or more years. However, once surrounding buildings have been completed, and they provide effective wind shelter as reported in the project wind tunnel test, these temporary impacts would cease. Depending upon the circumstances and the actual phasing of the construction, these temporary impacts could continue at various locations until the full buildout is completed. Therefore, this EIR conservatively considers such an occurrence to be a significant, if temporary, wind impact. Furthermore, if the project variant were not to be completed in the time period anticipated, a partial

buildout situation could occur for an extended period, resulting in different wind characteristics than those tested in the wind tunnel. This, too, could result in one or more new exceedances of the wind hazard criterion and thus a significant wind impact.

Mitigation Measure M-WS-2: Identification and Mitigation of Interim Hazardous Wind Impacts

Implementation of Mitigation Measure M-WS-2: Identification and Mitigation of Interim Hazardous Wind Impacts, would reduce the project's potentially significant wind impacts. However, because it cannot be stated with certainty that no such localized wind hazard exceedances would arise during the project construction period or that feasible interim wind-reduction measures would be available, this impact is considered significant and unavoidable with mitigation.

V. EVALUATION OF PROJECT ALTERNATIVES

This section describes the EIR alternatives and the reasons for rejecting the alternatives as infeasible. The CEQA Guidelines, section 15126.6(a), state that an EIR must describe and evaluate a reasonable range of alternatives to the Project that would feasibly attain most of the Project's basic objectives, but that would avoid or substantially lessen any identified significant adverse environmental effects of the project. An EIR is not required to consider every conceivable alternative to a proposed project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation.

The Planning Department considered a range of alternatives in Chapter 6 of the Final EIR. The Final EIR analyzed the No Project/Code Compliant Alternative (Alternative A), the Full Preservation/Reduced Program Alternative (Alternative B), the Full Preservation/Similar Program Alternative (Alternative C), the Partial Preservation 1 Alternative (Alternative D), the Partial Preservation 2 Alternative (Alternative E), the Partial Preservation 3 Alternative (Alternative F), and the Partial Preservation 4 Alternative (Alternative G). Each alternative is discussed and analyzed in these findings, in addition to being analyzed in Chapter 6 of the Final EIR.

The Planning Commission certifies that it has independently reviewed and considered the information on the alternatives provided in the Final EIR and in the record. The Final EIR reflects the Planning Commission's and the City's independent judgment as to the alternatives.

The Planning Commission rejects the alternatives listed below because the Commission finds that there is substantial evidence, including evidence of economic, legal, social, technological, and other considerations described in this Section in addition, to those described below under CEQA Guidelines Section 15091(a)(3), that make these alternatives infeasible. In making these determinations, the Commission is aware that CEQA defines "feasibility" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors." The Commission is also aware that under CEQA case law the concept of "feasibility" encompasses (i) the question of whether a particular alternative promotes the underlying goals and objectives of a project; and (ii) the question of whether an alternative is "desirable" from a policy standpoint to the extent that

desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors. The Planning Commission finds that the project variant, provides the best balance between satisfaction of Project objectives and mitigation of environmental impacts to the extent feasible, as described and analyzed in the Final EIR. The Planning Commission further finds that the project variant under the no PG&E scenario would continue provide the best balance between the project objectives and environmental impacts, recognizing that in a no PG&E scenario, the alternatives would require a similarly modified land use and transportation program. Thus, the Planning Commission rejects the alternatives under a no PG&E scenario for the same reasons set forth below, and as described and analyzed in the Final EIR.

A. Alternatives Considered and Rejected

The following alternatives were considered during the EIR scoping period, but, for the reasons set forth in the Final EIR and in these findings, these alternatives were not carried forward for full analysis in the EIR.

1. Alternative Location

CEQA Guidelines section 15126.6(f)(2) states that alternative locations should be considered if they would avoid or substantially lessen any of the significant effects. While an alternative location might avoid the impacts associated with demolition of historic resources, the Planning Department has concluded that no feasible alternative locations exist. No comparable parcel of land is available along the bay shoreline to which the project sponsor could reasonably acquire, control, or otherwise have access.

For these reasons, the Commission finds that an Alternative Location is rejected as infeasible.

2. Preservation Alternatives

A preservation alternatives report was prepared in March 2018 consistent with guidance provided by San Francisco's Historic Preservation Commission. The report presents full and partial preservation alternatives that were developed, collaboratively by the project sponsor, Page & Turnbull, and Planning Department staff.

- No Project Alternative from Preservation Alternatives Report. This alternative consists of no new construction on the project site and retention of all existing buildings, including the historic buildings. This Alternative does not realistically depict reasonably foreseeable future conditions at the Project Site, given the location and value of the property.
- Full Preservation Alternative from Preservation Alternatives Report. This alternative consisted of rehabilitation of all six historic buildings on the Project Site and development of a mix of residential, office, hotel, retail, parking, and open spaces similar to the proposed project. This alternative included a reduced number of residential dwelling units (2,270 compared to 2,682 for the project). The Planning Department determined that Alternative B (Full Preservation/Reduced Program) and Alternative C (Full Preservation/ Similar

Program) included in the EIR adequately represent the range of environmental impacts that could be expected under this preservation scenario such that this alternative would be unnecessary. Therefore, this alternative was rejected from further consideration.

- Full Preservation Alternative A from Preservation Alternatives Report. Similar to the Full Preservation Alternative, this alternative consisted of rehabilitation of all six historic buildings on the project and development of a mix of residential, office, hotel, retail, parking, and open spaces similar to the proposed project. This alternative included a reduced number of residential dwelling units (2,663 compared to 2,682 for the project). The Planning Department determined that Alternative B (Full Preservation/Reduced Program) and Alternative C (Full Preservation/ Similar Program) included in the EIR adequately represent the range of environmental impacts that could be expected under this preservation scenario such that this alternative would be unnecessary. Therefore, this alternative was rejected from further consideration.
- Full Preservation Alternative B from Preservation Alternatives Report. Similar to the Full Preservation Alternative, this alternative consisted of rehabilitation of all six historic buildings on the project and development of a mix of residential, office, hotel, retail, parking, and open spaces similar to the proposed project. This alternative included a reduced number of residential dwelling units (2,140 compared to 2,682 for the project) and a reduced amount of open space (18 percent open space compared to 22 percent for the project). The Planning Department determined that Alternative B (Full Preservation/Reduced Program) and Alternative C (Full Preservation/Similar Program) included in the EIR adequately represent the range of environmental impacts that could be expected under this preservation scenario. Further, the reduction in open space component under this alternative would not reduce any significant impacts of the project variant. Therefore, this alternative was rejected from further consideration.
- Partial Preservation Alternative A from Preservation Alternatives Report. This alternative consisted of rehabilitation of Station A and the Boiler Stack, retention of the Unit 3 Power Block, and development of a mix of residential, office, hotel, retail, parking, and open spaces similar to the proposed project. This variation from the Project would not reduce any significant impacts of the project variant. The Planning Department also determined that Alternative D (Partial Preservation 1) included in the EIR would adequately represent the range of environmental impacts that could be expected under this preservation scenario, and this alternative was rejected from further consideration.
- Partial Preservation Alternative B from Preservation Alternatives Report. This alternative consisted of rehabilitation of the Meter House, the Compressor House, and the Boiler Stack, retention of the Unit 3 Power Block, and development of a mix of residential, office, hotel, retail, parking, and open spaces similar to the proposed project. The Planning Department determined that Alternative F (Partial Preservation 3) included in the EIR would adequately represent the range of environmental impacts that could be expected under this preservation scenario, and this alternative was rejected from further consideration.

- Partial Preservation Alternative C from Preservation Alternatives Report. This alternative consisted of retaining and building within the façades of the Meter House and the Compressor House, constructing a glass wall to envelope the historic façades of Station A and new construction above Station A, rehabilitation of the Boiler Stack, retention of Unit 3 Power Block, and development of a mix of residential, office, hotel, retail, parking, and open spaces similar to the project variant. While similar to Alternative G, this alternative included a glass wall of new construction to envelope the historic façades of Station A to provide more usable floor plates. This variation from the project and Alternative G would not serve to reduce any significant impacts of the project. Therefore, the Planning Department determined that Alternative G (Partial Preservation 4) included in the EIR would adequately represent the range of environmental impacts that could be expected under this preservation scenario, and this alternative was rejected from further consideration.
- Other Partial Preservation Alternatives from Preservation Alternatives Report. One partial preservation concept considered consisted of rehabilitating and/or relocating only the Gate House. This concept was rejected because it would not avoid or lessen significant impacts to historic resources on the site and because it would mitigate significant impacts to a lesser extent than partial preservation Alternatives D, E, F, and G included in the EIR. Another concept considered would retain the exterior character-defining features of the Compressor House and the Meter House, but would relocate the buildings elsewhere on the project site; this concept was rejected because the feasibility of relocating either of these masonry buildings is unknown due to site constraints and their deteriorated condition such that rehabilitating the relocated structures to Secretary of Interior's standard is questionable. Therefore, these concepts were rejected from further consideration because they would not avoid or lessen significant impacts to historic resources on the site, would mitigate significant impacts to a lesser extent than partial preservation Alternatives D, E, F, and G included in the EIR, and/or would not be feasible.

The Commission concurs with the findings in the EIR, and rejects these preservation alternatives as infeasible because they would not avoid significant impacts of the Project and/or are adequately represented by other alternatives considered in the EIR.

3. No Office, No Hotel Alternative

This concept was raised during the scoping period for the EIR and was suggested in the context of concerns with housing/jobs balance and the lack of housing in San Francisco. This concept was rejected because it would not reduce identified significant environmental impacts of the Project, including impacts to cultural resources, air quality, and construction and operations noise. This concept also would not meet Objective 1 to the same degree as the project variant because it would not provide a mix of uses, including office and hotel uses, and also would not achieve Objective 16.

The Commission concurs with the findings in the EIR, and rejects this alternative as infeasible because it (1) would not avoid significant impacts of the Project, and (2) fails to meet several of the Project's basic objectives.

4. Design Alternatives

As part of project development, the Project Sponsor considered numerous design and layout concepts for the Project Site. As none of these concepts were developed for the purpose of reducing significant environmental impacts, the Planning Department did not consider them as alternatives as part of the CEQA environmental review.

5. New Construction Adjacent to Station A Turbine Hall

A comment on the EIR suggested that adjacent new construction could be developed on the footprint of the former Boiler Hall, which could also provide an opportunity for seismic strengthening of the Turbine Hall. The footprint of the former Boiler Hall is at the location of the project's proposed Louisiana Paseo open space and also extends into the western portion of the project's Block 7 and Block 11, as well as the western portion of Power Station Park. Therefore, changes to the site plan would be necessary that would be likely to impair the achievement of basic project objectives. Furthermore, new construction adjacent to the Station A Turbine Hall would not reduce effects on Station A to a greater degree than other fully analyzed alternatives that would preserve all or some portions of the Station A Turbine Hall (Alternatives B, C, and D). Therefore, this alternative was rejected from further consideration.

The Commission concurs with the findings in the EIR, and rejects this alternative as infeasible because it would not avoid significant impacts of the Project and would impair the achievement of basic project objectives.

B. Alternatives Considered in the EIR

The following Alternatives were fully considered and compared in the Final EIR:

1. Alternative A: No Project/Code Compliant Alternative

As required by CEQA Guidelines section 15126.6(e), a no project alternative is evaluated in this EIR to allow decision-makers to compare the environmental effects of approving the proposed project with the effects of not approving the project. The no project alternative is "the circumstance in which the Project does not proceed." (CEQA Guidelines section 15126.6(e)(3)(B)). Due to the desirable location and the value of the land, the Project Sponsor (and owner of the Power Station sub-area) has indicated that if the Project does not proceed, the Project Site would not remain in its current state of limited temporary uses and vacant buildings, but instead would be developed to the extent permitted by existing land use and Planning Code designations.

Due to the limited development potential under the existing Zoning Code and land use designations, this alternative assumes that the Project Sponsor would not seek to partner with PG&E in the development of the adjacent PG&E sub-area and that the 4.8-acre PG&E sub-area would remain in its current use as storage and housing for power transmission equipment. Thus, Alternative A would consist of development of a total of 22.9 acres compared to the 29 acres under the project variant.

Under the No Project/Code Compliant Alternative, the Project Site would be developed with 87,655 gross square feet (gsf) of commercial uses (general office), 1,088,735 gsf of Production, Distribution, and Repair uses, and 20,768 gsf of retail uses. The retail uses would be comprised of 3,131 gsf of general retail, 7,054 gsf of sit-down restaurant, and 10,583 gsf of quick service restaurant. There would be no residential uses, and no commercial uses designated for R&D/life sciences uses, since these uses are either not principally permitted or allowed under the existing zoning district controls. There would be 274,400 gsf of parking, providing 784 parking spaces, but no centralized parking facility would be developed. Total building area would be 1,471,558 gsf. All buildings would be 40 feet in height, consistent with the existing height limit. This alternative would include 4.4 acres of open space, including a rooftop playing field on one of the commercial buildings. Similar to the project variant, this alternative is assumed to extend the Blue Greenway and Bay Trail through the Project Site. However, there would be no dock or associated wharf and gangway along the bay shoreline.

The No Project/Code Compliant Alternative assumes that Station A, the Compressor House, the Gate House, the Meter House, and the Unit 3 Power Block would be demolished to enable the redevelopment of the site with new, code compliant land uses. This alternative assumes that the Boiler Stack would be retained and repurposed for retail uses, though not necessarily rehabilitated in accordance with the Secretary of Interior's Standards.

Alternative A would avoid or reduce some—but not all—of the significant impacts identified for the proposed project. This alternative would substantially lessen the severity of the following impacts, reducing them from significant and unavoidable with mitigation to less than significant:

- Significant and unavoidable impacts on Muni operations and capacity, both project-specific and cumulative level, would be reduced to less than significant due to reduced number of transit trips.
- Significant and unavoidable impacts from construction-related increases in ambient noise levels to future onsite receptors would be reduced to less than significant due to the absence of residential uses on the site.
- Significant and unavoidable impacts from construction-related plus overlapping operational criteria air pollutant emissions, operations-related criteria air pollutant emissions, and cumulative regional air quality impacts would be reduced to less than significant with mitigation due to the 73 percent reduction in building square footage and associated reduction in vehicle trips.
- Significant and unavoidable impacts from interim wind hazards would be reduced to less than significant due to the reduced building heights.

However, because Alternative A would involve development on a site that is currently not in active use (other than ongoing remediation and temporary office uses), many of the same significant and unavoidable impacts and mitigation measures identified for the project variant would be applicable to Alternative A.

Alternative A also fails to meet several of the Project's basic objectives. The Alternative would not meet Objective 1. While it would provide a mix of general office, PDR, and retail uses, support a daytime population, and provide employment opportunities, the No Project/Code Compliant Alternative would not provide the full mix of diverse land uses targeted under this objective, since it would not include any residential or hotel uses or commercial uses designated for R&D/life sciences that together with office, PDR, and retail uses would constitute a "vibrant neighborhood retail district." Further, Alternative A would not meet most of the other project objectives, including Objectives 4, 5, 6, 8, 9, 12, and 13. It is assumed, however, that this alternative would meet the objectives related to resiliency to sea level rise and earthquakes and sustainable development.

The Commission concurs with these findings in the EIR, and rejects this alternative as infeasible because it (1) would fail to avoid several significant and unavoidable impacts of the project variant, and (2) fails to meet most of the basic Project Objectives. For these reasons, each of which is independently sufficient, the Commission rejects Alternative A in favor of the project variant.

2. Alternative B: Full Preservation/Reduced Program Alternative

The Full Preservation/Reduced Program Alternative would retain and rehabilitate in accordance with the Secretary of Interior's Standards all six onsite historic structures: Station A, the Meter House, the Compressor House, the Gate House, the Unit 3 Power Block, and the Boiler Stack. Building floors would be added to the open volume interior space of Station A. This alternative would incorporate these structures into a development reduced in all aspects to about two thirds the size of the project variant, thereby reducing the magnitude of both construction and operational impacts, but still retaining the diversity of land uses under the Project. Building heights under this alternative would be between 45 to 120 feet, with one building at a height of 200 feet.

Alternative B would avoid one of the significant impacts identified for the project variant – the impact to the onsite historic resources. Alternative B would not avoid any other significant impact identified for the project variant, although it would substantially lessen the severity of the following impact, reducing it from significant and unavoidable with mitigation to less than significant:

- Significant and unavoidable impacts on transit operations, both at a project-specific and cumulative level, would be reduced to less than significant due to the substantial reduction in vehicle trips.

Alternative B would partially meet Objective 1, to redevelop the former power plant site with a mix of residential, commercial, and open space uses to support a daytime population in a vibrant neighborhood district and to provide employment opportunities within walking distance of the surrounding neighborhood. However, the intensity of those uses and opportunities would be reduced by about one third. Alternative B would meet many of the project objectives, including Objectives 2, 5, 6, 13, and 16. However, it would only partially meet other objectives, including those related to increasing the city's housing supply (would provide two thirds the amount of the proposed project) (Objective 4), connecting to the Pier 70 Mixed-Use District project due to grade

changes at the Meter House and the Compressor House (Objective 8), and constructing a substantial amount of PDR uses (would provide two thirds the amount of the proposed project) (Objective 12).

The Planning Commission has reviewed and considered an analysis by EPS, titled "Potrero Power Plant Development Feasibility Analysis of Historic Preservation Alternatives," dated September 9, 2019, and included in the administrative record for these proceedings which evaluated the financial feasibility of each Project alternative. Among other financial conclusions in the memorandum, the memorandum indicated that "the typical feasibility range [for unleveraged internal rate of return (IRR)] [is] about 18 percent and above for projects of comparable development risk and complexity" as the project variant. However, due to the reduced scope of development and the greatly increased costs to preserve and rehabilitate all of the historic structures on the site, the memorandum found that the Full Preservation/Reduced Program Alternative would result in a net loss of revenue and an unleveraged IRR of negative 0.2 percent, well below the typical IRR, and below the project variant IRR of 8.3 percent. Therefore, the Alternative is not financially feasible. The City retained Century Urban to conduct an independent review of the EPS financial feasibility analysis, and Century Urban in a memorandum dated October 2, 2019, found that the analysis prepared by EPS was "generally reasonable and appropriate." This peer review is also included in the administrative record for these proceedings.

The Commission concurs with these findings in the EIR, and the conclusions in the EPS and Century Urban reports, and rejects this alternative as infeasible because it (1) would fail to avoid several significant and unavoidable impacts of the project variant, (2) fails to meet several of the basic Project Objectives to the same extent as the project variant, and (3) would be financially infeasible because it would result in a substantial net loss of revenues for the project and therefore does not provide a commercially reasonable rate of return. For these reasons, each of which is independently sufficient, the Commission rejects Alternative B in favor of the project variant.

3. Alternative C: Full Preservation/Similar Program Alternative

The Full Preservation/ Similar Program Alternative would retain and rehabilitate in accordance with the Secretary of Interior's Standards all six onsite historic structures: Station A, the Meter House, the Compressor House, the Gate House, the Unit 3 Power Block, and the Boiler Stack. Building floors would be added to the open volume interior space of Station A. This alternative would incorporate these structures into a development program similar in magnitude to the project variant, and would specifically include about the same number of residential units as the project. Building heights under this alternative would be between 65 to 240 feet, with two buildings with heights of 300 feet.

Alternative C would avoid one of the significant impacts identified for the project variant– the impact to the onsite historic resources. Alternative C would not avoid any other significant impact identified for the project variant, although it would substantially lessen the severity of the following impact, reducing it from significant and unavoidable with mitigation to less than significant with mitigation:

- Significant and unavoidable impacts on individually eligible historic resources would be avoided by retaining and rehabilitating the onsite historic resources, and implementation of vibration monitoring and vibration control mitigation measures would reduce this impact to less than significant.

In addition, there is the potential for Alternative C to have an additional significant and unavoidable impact associated with wind hazards at buildout, at both a project-specific and cumulative level because of the additional towers at 300 feet in height.

Alternative C would meet Objective 1 to the same degree as the project variant, with only a slight reduction in the amount of office uses. Alternative C would meet most of the Project objectives, including Objectives 2, 4, 5, 6, 12, 13, and 16. However, it would only partially meet the objectives related to connecting to the Pier 70 Mixed-Use District project (Objective 8) due to grade changes at the Meter House and the Compressor House.

With two buildings at 300 feet in height, as compared to the project variant with one 240-foot tower, one 220-foot tower, and one 180-foot tower, Alternative C also would be less compatible with the General Plan Urban Design Element, which provides that heights for new development should complement the City pattern, the resources to be preserved, and the neighborhood element.

Among other financial conclusions, the EPS financial feasibility analysis described above found that largely due to the greatly increased costs to preserve and rehabilitate all of the historic structures on the site, the Full Preservation/Similar Program Alternative would result in an estimated unleveraged IRR of 1.3 percent and a significant loss in net profit. Therefore, the memorandum found that the Alternative does not provide a commercially reasonable rate of return and is not financially feasible. The City retained Century Urban to conduct an independent review of the EPS financial feasibility analysis, and Century Urban found that the analysis prepared by EPS was "generally reasonable and appropriate."

The Commission concurs with these findings in the EIR, and the conclusions in the EPS and Century Urban reports, and rejects this alternative as infeasible because it (1) would fail to avoid several significant and unavoidable impacts of the project variant, (2) would have additional significant and unavoidable impacts with respect to wind, (3) fails to meet several of the basic Project Objectives to the same extent as the project variant, (4) is financially infeasible because it would result in an unleveraged IRR of 1.3 percent and a significant reduction in net profit, and therefore does not provide a commercially reasonable rate of return, and (5) the alternative's building heights are less compatible with the Urban Design Element of the General Plan than building heights proposed by the project variant. For these reasons, each of which is independently sufficient, the Commission rejects Alternative C in favor of the project variant.

4. Alternative D: Partial Preservation 1 Alternative

Similar to the project variant, Alternative D would retain Station A. However, unlike the project variant, Alternative D would rehabilitate Station A's exterior character-defining features in accordance with the Secretary of Interior's Standards. Building floors would be added to the open volume interior space of Station A. This alternative would incorporate a development program

similar in magnitude to the project variant. Three historic structures—the Meter House, the Compressor House, and the Gate House—would be demolished. Alternative D would retain the Unit 3 Power Block for hotel use. Also, as with the Project, the Boiler Stack would be retained and repurposed as a ground floor retail space (though allowable uses could also include entertainment, arts, and recreation), but unlike the Project, it would also be rehabilitated in accordance with the Secretary of the Interior’s Standards. Building heights under this alternative would be between 65 to 180 feet, with one building at 300 feet tall.

Although it would reduce the severity of some significant impacts, Alternative D would not eliminate any of the significant and unavoidable impacts of the project variant.

Alternative D would meet Objective 1 to the same degree as the project variant, with a slight reduction in residential and office uses. Alternative D would meet most of the project objectives, including Objectives 2, 5, 6, 8, 12, 13, and 16. However, it would not meet Objective 4 to the same extent as the project variant.

With heights up to 300 feet, as compared to the project variant’s maximum height of 240 feet, Alternative D also would be less compatible with the General Plan Urban Design Element, which provides that heights for new development should complement the City pattern, the resources to be preserved, and the neighborhood element.

Among other financial conclusions, as indicated in the EPS financial feasibility analysis, largely due to the increased costs of rehabilitating Station A and the Boiler Stack to the Secretary of Interior’s Standards, the Partial Preservation I Alternative would result in an estimated unleveraged IRR of 3.5 percent and a significant loss in net profit. Therefore, the memorandum found that the Alternative does not provide a commercially reasonable rate of return and is not financially feasible. The City retained Century Urban to conduct an independent review of the EPS financial feasibility analysis, and Century Urban found that the analysis prepared by EPS was “generally reasonable and appropriate.”

The Commission concurs with these findings in the EIR, and the conclusions in the EPS and Century Urban reports, and rejects this alternative as infeasible because it (1) would fail to avoid any significant and unavoidable impacts of the project variant, (2) fails to meet several of the basic Project Objectives to the same extent as the project variant, (3) is not as financially feasible because it results in an unlevered IRR of 3.5 percent and significant loss in net profit, and therefore does not provide a commercially reasonable rate of return, and (4) the alternative’s building heights are less compatible with the Urban Design Element of the General Plan than building heights proposed by the project variant. For these reasons, each of which is independently sufficient, the Commission rejects Alternative D in favor of the project variant.

5. Alternative E: Partial Preservation 2 Alternative

Alternative E would retain the southern portion of Station A and rehabilitate all or a portion of the exterior character-defining features of the remaining portion of the structure in accordance with the Secretary of Interior’s Standards to the extent feasible. Building floors would be added to the open volume interior space of the remaining portion of Station A. The southern portion of Station

A was selected because there are more character-defining features at that end, and it would replace a 125-foot-tall office building. Otherwise, this alternative generally follows the same land use mixes, heights, and configurations as the project, including demolition of the Meter House, the Compressor House, the Gate House, and northern portion of Station A. Similar to the project variant, Alternative E would retain the Unit 3 Power Block for hotel use. Also, as with the project, the Boiler Stack would be retained and repurposed as a ground floor retail space (though allowable uses could also include entertainment, arts, and recreation), but unlike the project, it would also be rehabilitated in accordance with the Secretary of the Interior's Standards. Building heights under this alternative would be between 65 to 180 feet, with one building at 300 feet tall.

Alternative E would have similar impacts as the project variant and would meet the basic Project objectives.

However, with heights up to 300 feet, as compared to the project variant's maximum height of 240 feet, Alternative E also would be less compatible with the General Plan Urban Design Element, which provides that heights for new development should complement the City pattern, the resources to be preserved, and the neighborhood element.

With respect to historic resources, Alternative E is substantially similar to the project variant and was used as a basis for development of the project variant. Alternative E was developed to avoid the significant and unavoidable impacts of the proposed project on the Third Street Industrial District resulting from demolition of Station A. Among other financial conclusions, the EPS financial feasibility analysis found that as described in the DEIR, Alternative E would result in an estimated unleveraged IRR of 5.8 percent and a significant loss in net profit. Therefore, the memorandum found that the Alternative would not result in a commercially reasonable rate of return and is not financially feasible. The City retained Century Urban to conduct an independent review of the EPS financial feasibility analysis, and Century Urban found that the analysis prepared by EPS was "generally reasonable and appropriate."

The Commission concurs with these findings in the EIR, and the conclusions in the EPS and Century Urban reports, and rejects this alternative as infeasible because it (1) would fail to avoid any significant and unavoidable impacts of the project variant, (2) is not financially feasible because it results in an unlevered IRR of 5.8 percent and a loss in net profit, and therefore does not provide a commercially reasonable rate of return, and (3) the Alternative's building heights are less compatible with the Urban Design Element of the General Plan than building heights proposed by the project variant. For these reasons, each of which is independently sufficient, the Commission rejects Alternative E in favor of the project variant

6. Alternative F: Partial Preservation 3 Alternative

Alternative F would retain the Compressor House and the Meter House and rehabilitate all or a portion of their exterior character-defining features in accordance with the Secretary of Interior's Standards. This alternative would incorporate these structures into a development program similar in magnitude to the project variant. Two historic structures—Station A and the Gate House—would be demolished. Similar to the project, Alternative F would retain the Unit 3 Power Block for a hotel use. Also, as with the project, the Boiler Stack would be retained and repurposed as a

ground floor retail space (though allowable uses could also include entertainment, arts, and recreation), but unlike the project variant, it would also be rehabilitated in accordance with the Secretary of the Interior's Standards. Building heights under this alternative would be between 65 to 180 feet, with one building at 300 feet tall.

Although it would reduce the severity of some impacts, Alternative F would not eliminate any of the significant and unavoidable impacts of the project variant. Also, there is the potential for Alternative F to have two additional significant and unavoidable impacts associated with wind hazards at buildout, at both a project-specific and cumulative level because of the massing of the 180-foot tall building at the southwest corner of the Project Site at Block 5.

Alternative F would meet Objective 1 to the same degree as the project variant, with a slight reduction in residential uses. Alternative F would meet most of the project objectives, including Objectives 2, 5, 6, 8, 12, 13, and 16. However, it would not meet Objectives 4 and 8 to the same extent as the project variant.

With heights up to 300 feet, as compared to the project variant's maximum height of 240 feet, Alternative F also would be less compatible with the General Plan Urban Design Element, which provides that heights for new development should complement the City pattern, the resources to be preserved, and the neighborhood element.

Among other financial conclusions, the EPS financial feasibility analysis found that as described in the DEIR, Alternative F would result in an estimated unleveraged IRR of 5.6 percent and a significant loss in net profit. Therefore, the memorandum found that the Alternative would not result in a reasonable rate of return and is not financially feasible. The City retained Century Urban to conduct an independent review of the EPS financial feasibility analysis, and Century Urban found that the analysis prepared by EPS was "generally reasonable and appropriate."

The Commission concurs with these findings in the EIR, and the conclusions in the EPS and Century Urban reports, and rejects this alternative as infeasible because it (1) would fail to avoid any significant and unavoidable impacts of the project variant, (2) would have two additional significant and unavoidable impacts with respect to wind, (3) fails to meet several of the basic Project Objectives to the same extent as the project variant, (4) is not financially feasible because it results in an unleveraged IRR of 5.6 a significant loss in net profit, and therefore does not provide a commercially reasonable rate of return, and (5) the alternative's building heights are less compatible with the Urban Design Element of the General Plan than building heights proposed by the project variant. For these reasons, each of which is independently sufficient, the Commission rejects Alternative F in favor of the project variant.

7. Alternative G: Partial Preservation 4 Alternative

Alternative G would retain the façades and exterior character-defining features of Station A, the Compressor House, and the Meter House, but would include new construction within and above these buildings. A 125-foot-tall office building would extend from within the façades of the southern portion of Station A, and a 300-foot-tall residential tower would rise from within the façades of the northern portion of Station A. The ground floors within the façades of the

Compressor House and Meter House would be used for retail, with new construction extending 65 feet above the Compressor House to be used for office space. The alternative would incorporate these structures into a development similar in magnitude to the project variant. One historic structure—the Gate House—would be demolished. The major changes from the proposed project would be: (1) the parking garage with rooftop playing field would be relocated from Block 5 to Block 1, with an associated reduction in the building area of the garage and residential uses that are proposed on these blocks under the project, and (2) the 65-foot and 180-foot residential buildings adjacent to the Compressor House and Meter House would be redesigned. Similar to the project, Alternative G would retain the Unit 3 Power Block for a hotel use. Also, the Boiler Stack would be retained and repurposed as a ground floor retail space (though allowable uses could also include entertainment, arts, and recreation), but unlike the project variant, it would also be rehabilitated in accordance with the Secretary of the Interior's Standards. Building heights under this alternative would be between 65 to 180 feet, with one building at 300 feet tall.

Although it would reduce the severity of some, Alternative G would not eliminate any of the significant and unavoidable impacts of the project variant. Also, there is the potential for Alternative G to have two additional significant and unavoidable impacts associated with wind hazards at buildout, at both a project-specific and cumulative level because of the massing of the 180-foot tall building at the southwest corner of the Project Site at Block 5.

Alternative G would meet Objective 1 to the same degree as the project variant, with a slight reduction in residential and office uses. Alternative G would meet most of the project objectives, including Objectives 2, 5, 6, 8, 12, 13, and 16. However, it would not meet Objectives 4 and 8 to the same extent as the project variant.

With heights up to 300 feet, as compared to the project variant's maximum height of 240 feet, Alternative G also would be less compatible with the General Plan Urban Design Element, which provides that heights for new development should complement the City pattern, the resources to be preserved, and the neighborhood element.

Among other financial conclusions, as indicated in the EPS financial feasibility analysis described above, due to the slight reduction in the scope of development and the increased costs of rehabilitating the Boiler Stack to the Secretary of Interior's Standards, the Partial Preservation 4 Alternative would result in an estimated unleveraged IRR of 4.2 percent and a significant loss in net profit. Therefore, the memorandum found that the Alternative does not result in a commercially reasonable rate of return and is not financially feasible. . The City retained Century Urban to conduct an independent review of the EPS financial feasibility analysis, and Century Urban found that the analysis prepared by EPS was "generally reasonable and appropriate."

The Commission concurs with these findings in the EIR, and the conclusions in the EPS and Century Urban reports, and rejects this alternative as infeasible because it (1) would fail to avoid any significant and unavoidable impacts of the project variant, (2) would have two additional significant and unavoidable impacts with respect to wind, (3) fails to meet several of the basic Project Objectives to the same extent as the project variant, (4) is not financially feasible because it results in an unlevered IRR of 4.2 percent and a significant loss in net profit, and therefore does not provide a commercially reasonable rate of return, and (5) the alternative's building heights are

less compatible with the Urban Design Element of the General Plan than building heights proposed by the project variant. For these reasons, each of which is independently sufficient, the Commission rejects Alternative G in favor of the project variant.

VI. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to CEQA section 21081 and CEQA Guideline 15093, the Commission hereby finds, after consideration of the Final EIR and the evidence in the record, that each of the specific overriding economic, legal, social, technological and other benefits of the Project as set forth below independently and collectively outweighs each of the significant and unavoidable impacts and is an overriding consideration warranting approval of the Project. Any one of the reasons for approval cited below is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the Commission will stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this Section, and in the documents found in the Record of Proceedings, as defined in Section I.

On the basis of the above findings and the substantial evidence in the whole record of this proceeding, the Commission specially finds that there are significant benefits of the Project in spite of the unavoidable significant impacts, and therefore makes this Statement of Overriding Considerations. The Commission further finds that, as part of the process of obtaining Project approval, all significant effects on the environment from implementation of the Project have been eliminated or substantially lessened where feasible. The Commission has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the specific overriding economic, technical, legal, social and other considerations set forth below.

The Project will have the following benefits:

- Addition of approximately 2,601 residential units to the City's housing stock, including affordable housing, which helps the City meet its regional housing needs allocation;
- Addition of approximately 2,601 residential units to the City's housing stock within an urban infill location in close proximity to transit and retail uses, which will assist in alleviating the effects of suburban sprawl;
- Development of a land use program that will generate no net new greenhouse gas emissions, and which will provide a model of environmentally sustainable design practices, to, among other things maximize walking, bicycling and use of public transportation, and minimize the impacts and use of private automobiles by implementing a land use program with increased residential density and a commercial neighborhood core located within comfortable walking distance of transit service and residences;
- Construction of an energy-efficient, low-impact development that utilizes sustainable design and clean energy technologies to achieve LEED gold certification;
- Development of waterfront parks, and construction of a floating dock extending out and above the tidal zone to provide access from the site to the bay for fishing and suitable recreational vessels;

- Development of approximately 6.9 acres of open space, including a Waterfront Park that will extend the Blue Greenway and Bay Trail to provide pedestrian and bicycle access along the waterfront between the Pier 70 Mixed-Use District project and the Project Site, and a rooftop soccer field;
- Construction of improvements that protect the Project Site against potential flooding due to future sea level rise in combination with storm and high tide conditions, including physical improvements to the shoreline, including rock slope revetments, berms and bulkheads, and grade elevation inland;
- Preservation of large portions of Station A (an individual and contributing historic resource), and retention of the Boiler Stack (a contributing historic resource) and possibly the Unit 3 Power Block (a contributing historic resource).
- Provision of new child care facility/ies on-site to serve Project residents and users;
- Provision of approximately 32,000 gross square feet of facilities for community members to gather for recreational, educational, social, or cultural activities;
- Provision of affordable housing contributions in amounts that exceed the amounts required pursuant to existing City ordinances, regulations and policies and that are intended to constitute 30 percent of the total number of housing units in the Project;
- Reconfiguration of the street grid within the Project Site to conform with San Francisco's Better Streets design guidelines, including the realignment of existing streets and the creation of new publicly-owned streets and publicly-accessible streets that accommodate bicycles, pedestrians and motor vehicles;
- Construction of transportation and circulation improvements, including a continuous street network, connections to the planned Pier 70 Mixed-Use District project directly north of the Project Site; new bus stop and shuttle service; and installation of traffic signals at the intersections of Illinois Street at 23rd and Humboldt streets;
- Integration of the Project Site within MUNI's local transit network by including a curbside bus layover onsite at the north side of 23rd Street between Maryland and Delaware Streets, in anticipation of a future MUNI bus route extension into the Project Site;
- Strengthening of transit connectivity to the Project Site by providing a bus shuttle service, with service of at least 15-minute (and potentially 7.5-minute) intervals during weekday morning and evening peak periods. The shuttle service would provide access between the project site, the 22nd Caltrain station and the 16th Street BART station;
- Provision of employment opportunities during construction of the Project with wages at least at the general prevailing rate of per diem wages for the type of work and geographic area. The Project would create high-wage, highly skilled jobs that pay prevailing wages and living wages as required by Public Resources Code section 21183(b)
- Creation and implementation of a Transportation Demand Management ("TDM") program, including but not limited to transit pass subsidies for residents and employees in the Project Site, to facilitate and encourage the use of transportation modes other than the private automobile, to minimize the amount of automobile traffic originating from the Project Site, and to improve traffic flow on adjacent roadways, as further described in the TDM Plan;

TABLE A
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.D Historic Architectural Resources				
<p>Mitigation Measure M-CR-5a: Documentation</p> <p>Before any demolition or rehabilitation activities within the project site, the project sponsor shall retain a professional who meets the Secretary of the Interior's Professional Qualification Standards for Architectural History to prepare written and photographic documentation of Station A, the Compressor House, the Meter House, the Gate House, the Boiler Stack, and Unit 3. The documentation shall be prepared based on the National Park Service's Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) Historical Report Guidelines. The HABS/HAER package shall jointly document the Third Street Industrial District contributors and individually eligible resources to be demolished or otherwise adversely affected. This type of documentation is based on a combination of both HABS/HAER standards and National Park Service's policy for photographic documentation, as outlined in the National Register and National Historic Landmarks Survey Photo Policy Expansion.</p> <p>The documentation shall be scoped and approved by Planning Department Preservation staff and will include the following:</p> <ul style="list-style-type: none"> <i>Measured Drawings:</i> A set of measured drawings that depict the existing size, scale, and dimension of Station A, the Compressor House, the Meter House, the Gate House, and the Unit 3 Power Block. Planning Department Preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc.). Planning Department Preservation staff will assist the consultant in determining the appropriate level of measured drawings; <i>HABS-Level Photography:</i> Either HABS standard large-format or digital photography shall be used. The scope of the photographs shall be reviewed by Planning Department Preservation staff for concurrence. All digital photography shall be conducted according to the latest National Park Service standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS photography. Photograph views for the dataset shall include (a) contextual views; (b) views of each side of each building and interior views; (c) oblique views of the buildings; and (d) detail views of character-defining features, including features on the interior. All views shall be referenced on a photographic key. This photographic key shall be on a map of the property and shall show the photograph number with an arrow to indicate the direction of the view. Historical photographs shall also be collected, reproduced, and included in the dataset; and <i>HABS Historical Report:</i> A written historical narrative and report, per HABS Historical Report Guidelines. <i>Print-On-Demand Book:</i> A Print On Demand softcover book will be produced that includes the content of the HABS historical report, historical photographs, HABS-level photography, measured drawings and field notes. <p>The project sponsor shall transmit such documentation to the San Francisco Planning Department, the Port of San Francisco, and to repositories including the History Room of the San Francisco</p>	<p>Project sponsor and qualified historic preservation professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61)</p>	<p>Prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection in connection with Station A, the Compressor House, the Meter House, the Gate House, the Boiler Stack, and Unit 3</p>	<p>Planning Department Preservation Technical Specialist to review and approve HABS/HAER documentation</p>	<p>Considered complete upon submittal of final HABS/HAER documentation to the Preservation Technical Specialist and determination from the Preservation Technical Specialist that documentation is complete</p>

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.D Historic Architectural Resources (cont.)				
Public Library, San Francisco Heritage, Internet Archive, the California Historical Society, the Potrero Hill Archives Project, and the Northwest Information Center of the California Historical Information Resource System. All documentation will be reviewed and approved by the San Francisco Planning Department's Preservation staff prior to granting any demolition or site permit.				
<p>Mitigation Measure M-CR-5b: Video Recordation</p> <p>Prior to any demolition or substantial alteration of an individual historical resource or contributor to a historic district on the project site, the project sponsor shall retain a qualified professional to undertake video documentation of the affected historical resource and its setting. The documentation shall be conducted by a professional videographer with experience recording architectural resources. The professional videographer shall provide a storyboard of the proposed video recordation for review and approval by Planning Department preservation staff. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations, Part 61). The documentation shall include as much information as possible—using visuals in combination with narration—about the materials, construction methods, current condition, historical use, and historic context of the historic resources.</p> <p>Archival copies of the video documentation shall be submitted to the Planning Department, and to repositories including: the San Francisco Planning Department, the Port of San Francisco, the San Francisco Public Library, San Francisco Heritage, Prelinger Archives, the California Historical Society, the Potrero Hill Archives Project, and the Northwest Information Center of the California Historical Information Resource System. This mitigation measure would supplement the traditional HABS documentation, and would enhance the collection of reference materials that would be available to the public and inform future research.</p> <p>The video documentation shall be reviewed and approved by the San Francisco Planning Department's preservation staff prior to issuance of a demolition permit or site permit or issuance of any Building Permits for the project.</p>	Project sponsor, professional videographer, and qualified narrator who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61)	Prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection in connection with Station A, the Compressor House, the Meter House, the Gate House, the Boiler Stack, and Unit 3, or other contributor to a historic district	Planning Department Preservation Technical Specialist	Considered complete upon submittal of final video documentation to the Preservation Technical Specialist and determination from the Preservation Technical Specialist that documentation is complete
<p>Mitigation Measure M-CR-5c: Public Interpretation and Salvage</p> <p>Prior to any demolition or rehabilitation activities that would remove character-defining features of an individual historical resource or contributor to a historic district on the project site, the project sponsor shall consult with planning department preservation staff as to whether any such features may be salvaged, in whole or in part, during demolition/alteration. The project sponsor shall make a good faith effort to salvage materials of historical interest to be utilized as part of the interpretative program. This could include reuse of the Greek Revival façade of the Machine Shop Office, Gate House or a portion of the Unit 3 Power Block. Following any demolition or rehabilitation activities within the project site, the project sponsor shall provide within publicly accessible areas of the project site a permanent display(s) of interpretive materials concerning the history and architectural features of the individual historical resources</p>	Project sponsor, qualified architectural historian or historian who meets the <i>Secretary of the Interior's Professional Qualification Standards</i> , and an exhibit designer or landscape architect with historical interpretation design experience.	Adequacy of collection confirmed by the Planning Department Preservation Technical Specialist prior to demolition or rehabilitation activities. Interpretative display to be installed prior to the issuance of a Certificate of Occupancy	Planning Department Preservation Technical Specialist to review and approve salvaged material and interpretive display	Considered complete upon installation of display

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.D Historic Architectural Resources (cont.)				
<p>and Third Street Industrial District. The content of the interpretive display(s) shall be coordinated and consistent with the site-wide interpretive plan prepared in coordination with planning department preservation staff, and may include the display of salvaged features recovered through the process described above. The specific location, media, and other characteristics of such interpretive display(s) shall be presented to planning department preservation staff for review prior to any demolition or removal activities. The historic interpretation plan shall be prepared in coordination with an architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards and an exhibit designer or landscape architect with historical interpretation design experience. As feasible, coordination with local artists should occur. Interpretive display(s) shall document both the Third Street Industrial District and individually eligible resources to be demolished or rehabilitated. The interpretative program should also coordinate with other interpretative displays currently proposed along the Bay, specifically at Pier 70, those along the Blue Greenway, and others in the general vicinity. The interpretative plan should also explore contributing to digital platforms that are publicly accessible. A proposal describing the general parameters of the interpretive program shall be approved by planning department preservation staff prior to issuance of a site permit. The substance, media and other elements of such interpretive display shall be approved by planning department preservation staff prior to issuance of a Temporary Certificate of Occupancy.</p>				
<p>Mitigation Measure M-CR-5d: Rehabilitation of the Boiler Stack</p> <p>Prior to the issuing of building permits associated with modifications to the exterior of the Boiler Stack, planning department preservation staff shall review the proposed design and confirm that it conforms to the Secretary of the Interior's Standards for Rehabilitation and the Design for Development standards and guidelines.</p>	<p>Project sponsor and qualified architectural historian who meets the <i>Secretary of Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations Part 61)</p>	<p>Prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection in connection with the Boiler Stack</p>	<p>Planning Department Preservation Technical Specialist to review and approve design</p>	<p>Considered complete upon design approval from the Preservation Technical Specialist</p>
<p>Mitigation Measure M-CR-5e: (Dependent on approval of Proposed Project OR Project Variant)</p> <p>Proposed Project:</p> <p>Mitigation Measure M-CR-5e: Historic Preservation Plan and Review Process for Alteration of the Boiler Stack</p> <p>Prior to the approval of the first building permit for construction of Phase 1, a historic preservation plan establishing protective measures shall be prepared and implemented to aid in preserving and protecting the Boiler Stack, which would be retained as part of the project. The historic preservation plan shall be prepared by a qualified architectural historian who meets the Secretary of Interior's Professional Qualification Standards (36 Code of Federal Regulations Part 61). The plan shall establish measures to protect the</p>	<p>Project sponsor and a qualified architectural historian who meets the <i>Secretary of Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations Part 61)</p>	<p>Construction specifications to be developed prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection in connection with the Boiler Stack</p>	<p>Planning Department Preservation Technical Specialist to review and approve preservation and protection plan, specifications, monitoring schedule, and other supporting documents</p>	<p>Considered complete upon acceptance by Planning Department of construction specifications to avoid damage to the Boiler Stack</p>

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.D Historic Architectural Resources (cont.)				
<p>retained character-defining features during construction of the project, such as avoiding construction equipment inadvertently coming in contact with the Boiler Stack, to minimize construction-related damage to the Boiler Stack, and to ensure that any such damage is documented and repaired. If deemed necessary upon further condition assessment of the resource, the plan shall include stabilization of the Boiler Stack prior to construction to prevent deterioration or damage. Where pile driving and other construction activities involving the use of heavy equipment would occur in proximity to the Boiler Stack, the project sponsor shall undertake a vibration monitoring program as described in Mitigation Measure M-NO-4a, including establishing a maximum vibration level that shall not be exceeded based on existing conditions, character-defining features, soils conditions, and anticipated construction practices in use at the time. The project sponsor shall ensure that the contractor follows these plans. The preservation and protection plan, specifications, monitoring schedule, and other supporting documents shall be incorporated into the building or site permit application plan sets. The documentation shall be reviewed and approved by Planning Department Preservation staff.</p>				
<p>Project Variant:</p> <p>Mitigation Measure M-CR-5e (Variant): Historic Preservation Plan and Review Process for Alteration of Station A and the Boiler Stack</p> <p>Prior to the approval of the first building permit for construction of Phase 1, a historic preservation plan establishing protective measures shall be prepared and implemented to aid in preserving and protecting portions of Station A and the Boiler Stack, which would be retained as part of the project. The historic preservation plan shall be prepared by a qualified architectural historian who meets the Secretary of Interior's Professional Qualification Standards (36 Code of Federal Regulations Part 61). The plan shall establish measures to protect the retained character-defining features during construction of the project, such as avoiding construction equipment inadvertently coming in contact with Station A and the Boiler Stack, to minimize construction-related damage to Station A and the Boiler Stack, and to ensure that any such damage is documented and repaired. If deemed necessary upon further condition assessment of the resource, the plan shall include stabilization of Station A and the Boiler Stack prior to construction to prevent deterioration or damage. Where pile driving and other construction activities involving the use of heavy equipment would occur in proximity to Station A and the Boiler Stack, the project sponsor shall undertake a vibration monitoring program as described in Mitigation Measure M-NO-4a, including establishing a maximum vibration level that shall not be exceeded based on existing conditions, character-defining features, soils conditions, and anticipated construction practices in use at the time. The project sponsor shall ensure that the contractor follows these plans. The preservation and protection plan, specifications, monitoring schedule, and other supporting documents shall be incorporated into the building or site permit application plan sets. The documentation shall be reviewed and approved by Planning Department Preservation staff.</p>	<p>Project sponsor and a qualified architectural historian who meets the <i>Secretary of Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations Part 61)</p>	<p>Construction specifications to be developed prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection in connection with Station A and the Boiler Stack</p>	<p>Planning Department Preservation Technical Specialist to review and approve preservation and protection plan, specifications, monitoring schedule, and other supporting documents</p>	<p>Considered complete upon acceptance by Planning Department of construction specifications to avoid damage to Station A and the Boiler Stack</p>

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT


Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.D Historic Architectural Resources (cont.)				
<p>Mitigation Measure M-CR-6: Design Controls for New Construction</p> <p>The Special Use District (SUD) and Design for Development (D for D) shall contain design standards and guidelines that ensure that new construction and site development within the SUD shall be compatible with the character of the Third Street Industrial District. Beyond the site-wide standards and guidelines developed for open space, buildings, and streetscapes in the D for D, the D for D shall contain design controls for the Third Street Industrial District, as outlined below (see site-wide design controls below).</p> <p>Additional design standards shall apply to the western façades of new buildings fronting Illinois Street, the southern façades of new buildings fronting 23rd Street, and the eastern and/or southern façades of new buildings fronting the Boiler Stack (see block and frontage-specific design controls below and Figure M-CR-6, Site Frontages Subject to Design Controls). These façades would all face contributors to the Third Street Industrial District. The additional design standards that shall apply specifically to those frontages are included below.</p>  <p align="center">Figure M-CR-6 Site Frontages Subject to Design Controls</p> <p>These design controls in the D for D shall be compatible with the Secretary of the Interior Standards for Rehabilitation, Standard 9. Standard 9 states that new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the integrity of the historic district and its environment.</p>	Project sponsor and a qualified architectural historian	Review of new construction plans prior to the issuance of building permits	Planning Department and Planning Department staff and Preservation Technical Specialist to review and approve design	Considered complete upon design approval from the Planning Department Preservation staff

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.D Historic Architectural Resources (cont.)				
<p>Review Process</p> <p>New construction in the Special Use District will be subject to administrative design review prior to the issuing of building permits. Planning staff along with Preservation staff will review new projects to ensure compatibility with the Third Street Industrial District as determined in the above standards and guidelines and identified in the D for D.</p> <p>The D for D shall contain the following Third Street Industrial District Frontage Design Controls:</p> <ul style="list-style-type: none"> • <i>Block and Frontage-Specific Design Controls Ground Floor Height for Blocks 11, 12, and 13: For Ground Floor of Blocks 11 and 12 facing 23rd Street Sugar Warehouses and Block 13 facing American Industrial Center all ground floor spaces shall have a minimum floor-to-floor height of 15 feet as measured from grade.</i> • <i>Height + Massing along 23rd and Illinois street frontages. In order for 23rd and Illinois streets to appear balanced on either side, new construction shall respect existing heights of contributors to the Third Street Industrial District by referencing their heights with an upper level 10-foot setback at approximately 65 feet.</i> • <i>Awnings on Blocks 10, 11, 12, and 13. An awning shall be provided on the southern facades of Blocks 10, 11, and 12 that face 23rd Street at a height of 15 to 25 feet above sidewalk grade to reference the industrial awning at the westernmost Sugar Refinery Warehouse. Awnings at this location may project up to 15 feet into the public realm. Should the southern façade of Station A be retained, an awning on Block 10 would not be required. For Block 13 frontages facing Illinois Street, canopies and awnings should only be located at the retail land use at the corner of Illinois and 22nd streets.</i> <p>The character, design and materials used for such awnings shall be industrial in character and design, suggestions are the following:</p> <ul style="list-style-type: none"> – They should be flat or pitched, and should not be arched. The functional supporting structure and/or tieback rods should be clearly read [i.e., remain apparent to the observer]. – Materials used for canopies and awnings should be utilitarian. Suggested materials include wood, standing seam or louvered metal panels, and corrugated metal. <ul style="list-style-type: none"> • <i>Openings along 23rd and Illinois street frontages.</i> To the extent allowed by the Department of Public Health, large doors, such as sliding or roll-up doors that facilitate the movement of people, equipment, and goods in and out of the ground floor of new construction on Blocks 10-13 shall be incorporated along 23rd Street and Illinois Street. • <i>Special Corners on Block 12.</i> To frame the view of the iconic Boiler Stack, the northeast corner of Block 12 should include the use of high quality materials, such as brick, concrete, copper, steel, glass, and wood, and in addition shall include: 				

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.D Historic Architectural Resources (cont.)				
<ul style="list-style-type: none"> – Volumetric shaping of the area of a building within 15-feet of the northeastern corner of Block 12 with architectural treatments including but not limited to chamfers, round edges, setbacks, and/or protrusions to highlight views or relate to the shape of the Boiler Stack from the public realm. • <i>Special Corners Block 9 without Unit 3.</i> To create an open and inviting entrance to Waterfront Park and Stack Plaza from Delaware Street and Power Station Park, the southwest corner of Block 9 without Unit 3 should use high-quality materials, such as brick, concrete, copper, steel, glass, and wood, and in addition shall include: <ul style="list-style-type: none"> – Volumetric shaping of any building in the area within 15-feet of the southwest corner of Block 9 with architectural treatments including but not limited to chamfers, round edges, setbacks, and/or protrusions to highlight views or relate to the shape of the Boiler Stack from the public realm. • <i>Block 9 without Unit 3.</i> For deference to the historic Stack, and to create more physical space between the Stack and new construction, the building of Block 9 without Unit 3 shall be designed such that the overall bulk is reduced by at least 10 percent from the maximum permitted floor area, with a focus along the southern façade of the new building, facing the Stack. A potential distribution of bulk reduction, for example, could result in an 8 percent reduction along the southern façade with a 2 percent reduction elsewhere. The building should interact meaningfully with the Boiler Stack, such as referencing the existing relationship between it and Unit 3 (i.e., the simple, iconic form of the Boiler Stack in contrast to the highly complex, detailed form of the Unit 3 Power Block). Retain the existing exhaust infrastructure connecting the Unit 3 Power Block with the Boiler Stack and incorporating it into the new structure as feasible. Consider preserving other elements of the Unit 3 Power Block, such as portions of the steel gridded frame structure, in new construction. • <i>Architectural Features on Blocks 10, 11, 12, and 13.</i> Regularly-spaced structural bays should be expressed on the exterior of the lower massing through the use of rectangular columns or pilasters, which reference the rhythm of loading docks on the Western Sugar Refinery Warehouses and American Industrial Center. Bay widths shall be no larger than 30 feet on center. Architectural features such as cornice lines, belt courses, architectural trim, or change in materiality or color should be incorporated into the building design to reference heights and massing of the Western Sugar Refinery Warehouses on 23rd Street and American Industrial Center on Illinois Street at areas of the façade that are not required to be set back. • <i>Third Street District Fenestration.</i> Operable windows shall be single or double hung wood sash, or awning, pivot, or other industrial style steel or aluminum fenestration. Casement windows shall be avoided at lower building massing. Divided lite windows are appropriate. Ground level glazing shall incorporate transom windows if not utilizing roll up or full height sliding doors. 				

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.D Historic Architectural Resources (cont.)				
<p>Upper level glazing shall consist of regular repeated punched openings with divided lites. Punched openings shall be rectangular in proportion; an exception is the use of segmentally arched openings if the building material is brick.</p> <ul style="list-style-type: none"> <i>Third Street District Building Rooftops.</i> Rooftops shall reflect the historic industrial character of the district and include flat, monitor, or shallow shed roofs. Gable or hipped roofs shall be avoided as primary features. <p>The D for D shall contain the following Site Wide Design Controls:</p> <ul style="list-style-type: none"> <i>Recommended Materials.</i> Recommended materials should be incorporated into building design. Recommended materials include brick, concrete, copper, steel, glass, smooth stucco and wood. Avoid using veneer masonry panels except as described in the Depth of Façade, below. Avoid using smooth, flat, or minimally detailed glass curtain walls; highly reflective glass; coarse-sand finished stucco as a primary siding material; bamboo wood siding as a primary siding material; laminated timber panels; or black and dark materials should not be used as a predominate material. Where metal is used, selection should favor metals with naturally occurring patina such as copper, steel, or zinc. Metals should be matte in finish. Where shiny materials are used, they should be accent elements rather than dominant materials, and are generally not encouraged. <i>Depth of Façade.</i> The façade should be designed to create a sense of durability and substantiality, and to avoid a thin or veneer-like appearance. Full brick or masonry is a preferred material. If thin brick or masonry or panel systems are used, these materials should read as having a volumetric legibility that is appropriate to their thickness. For example, masonry should turn the corner at a depth that is consistent with the typical depth of a brick. <p>Windows and other openings are an opportunity to reinforce the volumetric legibility of the façade, with an appropriate depth that relates to the material selected. For example, the depth of the building frame to the glazing should be sufficiently deep to convey a substantial exterior wall, and materials should turn the corner into a window reveal.</p> <ul style="list-style-type: none"> <i>Quality and Durability.</i> Exterior finishes should have the qualities of permanence and durability found in similar contextual building materials used on neighboring sites and in the Central Waterfront. Materials should be low-maintenance, well suited to the specific maritime microclimate of the neighborhood, and able to naturally weather over time without extensive maintenance and upkeep. Materials characteristic of the surrounding context, such as brick, concrete, stone, wood, and glass, and, are envisioned on site and are good candidates to meet durability needs. <p>The D for D shall contain the following Street and Open Spaces Design Controls:</p> <ul style="list-style-type: none"> <i>Stack Plaza.</i> No more than one-third of the area within 45 feet of the Boiler Stack shall be planted. Paving and hardscape elements shall incorporate industrial elements and materials into the design. Design elements should use simple geometric forms, regular or repeating paving patterns and utilitarian materials such as simple masonry pavers or salvaged masonry units if feasible and safe for public use. 				

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.D Historic Architectural Resources (cont.)				
<p>Stack Plaza design elements, such as planters and native planting, should be kept low to the ground to complement and not distract from the Boiler Stack. Surfaces should not be designed with elaborately applied patterns. Any patterning should be the pragmatic result of the use of unit pavers or concrete score joints.</p> <ul style="list-style-type: none"> • <i>23rd Street Streetscape.</i> The streetscape design of 23rd Street should balance the historic utilitarian character of the Third Street Industrial District with welcoming design gestures for this important entrance to the Potrero Power Station development. To that end, the following guidelines shall be followed: <ul style="list-style-type: none"> – Landscape elements should feel additive to the industrial streetscape. Examples include potted or otherwise designed raised beds of plants and trees that are placed onto paved surfaces; small tree wells within paved surfaces; green walls; and raised or lowered beds edged with industrial materials such as brick, low granite curbs, or steel. – Tree planting locations should be irregularly spaced or placed in small groupings along the street, in contrast with standard Better Street Plan requirements, in order to provide better compatibility with the historic district. – A tree and vegetation palette should be used that does not detract from the industrial character. Green walls, planter boxes, and vegetation should be considered rather than trees for storm water management. – Public art installations, such as murals, are encouraged. • <i>Transit Bus Shelter.</i> The bus shelter should be utilitarian in materiality and design to reflect the industrial nature of the nearby Western Sugar Refinery Warehouse buildings. The bus shelter shall be coordinated with the building design on Block 12. • <i>23rd Street and Illinois Paving.</i> Sidewalk paving at 23rd Street and Illinois Street should be more industrial in character compared to sidewalk paving at other portions of the site. Consider varying sidewalk concrete score joint patterns or pavers from block to block. Design must be reviewed and approved by San Francisco Public Works and San Francisco Municipal Transportation Agency as part of the Street Improvement Plans. • <i>23rd Street Transit Island Paving.</i> Pavement at the transit boarding island should incorporate concrete or stone pavers or enhanced cast-in-place concrete with smaller scale joint patterns for a more refined appearance. Integral color and decorative aggregates may be selected for aesthetic quality and shall meet accessible design requirements for slip-resistance. Design must be reviewed and approved by San Francisco Public Works and San Francisco Municipal Transportation Agency as part of the Street Improvement Plans. • <i>Signage.</i> Tenant signage facing contributing buildings to the Third Street Industrial District should be utilitarian in design and materiality to reflect the adjacent historic resources and strengthen the 23rd Street streetscape. Backlit signage should be avoided. 				

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance																							
EIR Section 4.E Transportation and Circulation																											
<p>Mitigation Measure M-TR-5: <i>(Dependent on approval of Proposed Project OR Project Variant)</i></p> <p>Proposed Project:</p> <p>Mitigation Measure M-TR-5: Implement Measures to Reduce Transit Delay</p> <p>Performance Standard. The project sponsor shall be responsible for implementing transportation demand management (TDM) measures to limit the number of project-generated vehicle trips during the p.m. peak hour to a maximum of 89 percent of the EIR-estimated values of each of the phases of project development (performance standard), as shown in the table below. The number of vehicle trips by phase to meet the above stated performance standard shall be included in the approved TDM Plan.</p> <table><tr><th rowspan="2">Project Development Phase</th><th colspan="2">Maximum P.M. Peak Hour Vehicle Trips</th></tr><tr><th>Phase Total</th><th>Running Total</th></tr><tr><td>Phase 1</td><td>380</td><td>380</td></tr><tr><td>Phase 2</td><td>400</td><td>780</td></tr><tr><td>Phase 3</td><td>270</td><td>1,050</td></tr><tr><td>Phase 4</td><td>640</td><td>1,690</td></tr><tr><td>Phase 5</td><td>300</td><td>1,990</td></tr><tr><td>Phase 6</td><td>270</td><td>2,260</td></tr></table> <p>Monitoring and Reporting. Within one year of issuance of the project's first certificate of occupancy, the project sponsor shall retain a qualified transportation consultant approved by the SFMTA to begin monitoring daily and p.m. peak period (4 p.m. to 7 p.m.) vehicle trips in accordance with an SFMTA and San Francisco Planning Department agreed upon monitoring and reporting plan, which shall be included as a part of the approved TDM Plan. The vehicle data collection shall include counts of the number of vehicles entering and exiting the project site on internal streets at the site boundaries on 22nd, Illinois, and 23rd streets for three weekdays. The data for the three weekdays (Tuesday, Wednesday or Thursday) shall be averaged, and surveys shall be conducted within the same month annually. A document with the results of the annual vehicle counts shall be submitted to the Environmental Review Officer and the SFMTA for review within 30 days of the data collection, or with the project's annual TDM monitoring report as required by the TDM Plan (if the latter is preferable to Environmental Review Officer in consultation with the SFMTA).</p>	Project Development Phase	Maximum P.M. Peak Hour Vehicle Trips		Phase Total	Running Total	Phase 1	380	380	Phase 2	400	780	Phase 3	270	1,050	Phase 4	640	1,690	Phase 5	300	1,990	Phase 6	270	2,260	<p>Project sponsor, a qualified transportation consultant approved by the SFMTA</p>	<p>Within one year of issuance of the project's first certificate of occupancy: the first monitoring of daily and p.m. peak period (4 p.m. to 7 p.m.) vehicle trips in accordance with an SFMTA and San Francisco Planning Department agreed upon monitoring and reporting plan.</p> <p>Ongoing: A document with the results of the annual vehicle counts shall be submitted to the Environmental Review Officer and the SFMTA for review within 30 days of the data collection, or with the project's annual TDM monitoring report as required by the TDM Plan (if the latter is preferable to ERO in consultation with the SFMTA).</p>	<p>Planning Department staff and SFMTA</p>	<p>Considered complete when eight consecutive reporting periods show that the fully built project has met the performance standard, or until expiration of the project's development agreement, whichever is earlier.</p>
Project Development Phase		Maximum P.M. Peak Hour Vehicle Trips																									
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Phase 1	380	380																									
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TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
EIR Section 4.E Transportation and Circulation (cont.)				
<p>The project sponsor shall begin submitting monitoring reports to the Planning Department 18 months following 75 percent occupancy of the first phase. Thereafter, annual monitoring reports shall be submitted (referred to as "reporting periods") until eight consecutive reporting periods show that the fully built project has met the performance standard, or until expiration of the project's development agreement, whichever is earlier.</p> <p>If the City finds that the project exceeds the stated performance standard for any development phase, the project sponsor shall select and implement additional TDM measures in order to reduce the number of project-generated vehicle trips to meet the performance standard for that development phase. These measures could include expansion of measures already included in the project's proposed TDM Plan (e.g., providing additional project shuttle routes to alternative destinations, increases in tailored transportation marketing services, etc.), other measures identified in the City's TDM Program Standards Appendix A (as such appendix may be amended by the Planning Department from time to time) that have not yet been included in the project's approved TDM Plan, or, at the project sponsor's discretion, other measures not included in the City's TDM Program Standards Appendix A that the City and the project sponsor agree are likely to reduce peak period driving trips.</p> <p>For any development phase where additional TDM measures are required, the project sponsor shall have 30 months to demonstrate a reduction in vehicle trips to meet the performance standard. If the performance standard is not met within 30 months, the project sponsor shall submit to the Environmental Review Officer and the SFMTA a memorandum documenting proposed methods of enhancing the effectiveness of the TDM measures and/or additional feasible TDM measures that would be implemented by the project sponsor, along with annual monitoring of the project-generated vehicle trips to demonstrate their effectiveness in meeting the performance standard. The comprehensive monitoring and reporting program shall be terminated upon the earlier of (i) expiration of the project's development agreement, or (ii) eight consecutive reporting periods showing that the fully built project has met the performance standard. However, compliance reporting for the City's TDM Program shall continue to be required.</p> <p>If the additional TDM measures do not achieve the performance standard, then the City shall impose additional measures to reduce vehicle trips as prescribed under the development agreement, which may include on-site or off-site capital improvements intended to reduce vehicle trips from the project. Capital measures may include, but are not limited to, peak period or all-day transit-only lanes (e.g., along 22nd Street), turn pockets, bus bulbs, queue jumps, turn restrictions, pre-paid boarding pass machines, and/or boarding islands, or other measures that support sustainable trip making.</p> <p>The monitoring and reporting plan described above may be modified by the Environmental Review Officer in coordination with the SFMTA to account for transit route or transportation network changes, or major changes to the development program. The modification of the monitoring and reporting plan, however, shall not change the performance standard set forth in this mitigation measure.</p>				

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
EIR Section 4.E Transportation and Circulation (cont.)				
Project Variant:				
Mitigation Measure M-TR-5 (Variant): Implement Measures to Reduce Transit Delay				
Performance Standard. The project sponsor shall be responsible for implementing transportation demand management (TDM) measures to limit the number of project-generated vehicle trips during the p.m. peak hour to a maximum of 89 percent of the EIR-estimated values of each of the phases of project development (performance standard), as shown in the table below. The number of vehicle trips by phase to meet the above stated performance standard shall be included in the approved TDM Plan.				
Project Development Phase	Maximum P.M. Peak Hour Vehicle Trips			
	Project Variant		No PG&E Subarea Scenario	
	Phase Total	Running Total	Phase Total	Running Total
	Phase 1	370	370	370
	Phase 2	440	810	440
	Phase 3	250	1,060	250
	Phase 4	630	1,690	670
Phase 5	240	1,930	240	
Phase 6	280	2,210	NA	NA
Monitoring and Reporting. Within one year of issuance of the project's first certificate of occupancy, the project sponsor shall retain a qualified transportation consultant approved by the SFMTA to begin monitoring daily and p.m. peak period (4 p.m. to 7 p.m.) vehicle trips in accordance with an SFMTA and San Francisco Planning Department agreed upon monitoring and reporting plan, which shall be included as a part of the approved TDM Plan. The vehicle data collection shall include counts of the number of vehicles entering and exiting the project site on internal streets at the site boundaries on 22nd, Illinois, and 23rd streets for three weekdays. The data for the three weekdays (Tuesday, Wednesday or Thursday) shall be averaged, and surveys shall be conducted within the same month annually. A document with the results of the annual vehicle counts shall be submitted to the Environmental Review Officer and the SFMTA for review within 30 days of the data collection, or with the project's annual TDM monitoring report as required by the TDM Plan (if the latter is preferable to Environmental Review Officer in consultation with the SFMTA).				
Project sponsor, a qualified transportation consultant approved by the SFMTA		Within one year of issuance of the project's first certificate of occupancy: the first monitoring of daily and p.m. peak period (4 p.m. to 7 p.m.) vehicle trips in accordance with an SFMTA and San Francisco Planning Department agreed upon monitoring and reporting plan. Ongoing: A document with the results of the annual vehicle counts shall be submitted to the Environmental Review Officer and the SFMTA for review within 30 days of the data collection, or with the project's annual TDM monitoring report as required by the TDM Plan (if the latter is preferable to ERO in consultation with the SFMTA).	Planning Department staff and SFMTA	Considered complete when eight consecutive reporting periods show that the fully built project has met the performance standard, or until expiration of the project's development agreement, whichever is earlier.

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.E Transportation and Circulation (cont.)				
<p>The project sponsor shall begin submitting monitoring reports to the Planning Department 18 months following 75 percent occupancy of the first phase. Thereafter, annual monitoring reports shall be submitted (referred to as "reporting periods") until eight consecutive reporting periods show that the fully built project has met the performance standard, or until expiration of the project's development agreement, whichever is earlier.</p> <p>If the City finds that the project exceeds the stated performance standard for any development phase, the project sponsor shall select and implement additional TDM measures in order to reduce the number of project-generated vehicle trips to meet the performance standard for that development phase. These measures could include expansion of measures already included in the project's proposed TDM Plan (e.g., providing additional project shuttle routes to alternative destinations, increases in tailored transportation marketing services, etc.), other measures identified in the City's TDM Program Standards Appendix A (as such appendix may be amended by the Planning Department from time to time) that have not yet been included in the project's approved TDM Plan, or, at the project sponsor's discretion, other measures not included in the City's TDM Program Standards Appendix A that the City and the project sponsor agree are likely to reduce peak period driving trips.</p> <p>For any development phase where additional TDM measures are required, the project sponsor shall have 30 months to demonstrate a reduction in vehicle trips to meet the performance standard. If the performance standard is not met within 30 months, the project sponsor shall submit to the Environmental Review Officer and the SFMTA a memorandum documenting proposed methods of enhancing the effectiveness of the TDM measures and/or additional feasible TDM measures that would be implemented by the project sponsor, along with annual monitoring of the project-generated vehicle trips to demonstrate their effectiveness in meeting the performance standard. The comprehensive monitoring and reporting program shall be terminated upon the earlier of (i) expiration of the project's development agreement, or (ii) eight consecutive reporting periods showing that the fully built project has met the performance standard. However, compliance reporting for the City's TDM Program shall continue to be required.</p> <p>If the additional TDM measures do not achieve the performance standard, then the City shall impose additional measures to reduce vehicle trips as prescribed under the development agreement, which may include on-site or off-site capital improvements intended to reduce vehicle trips from the project. Capital measures may include, but are not limited to, peak period or all-day transit-only lanes (e.g., along 22nd Street), turn pockets, bus bulbs, queue jumps, turn restrictions, pre-paid boarding pass machines, and/or boarding islands, or other measures that support sustainable trip making.</p> <p>The monitoring and reporting plan described above may be modified by the Environmental Review Officer in coordination with the SFMTA to account for transit route or transportation network changes, or major changes to the development program. The modification of the monitoring and reporting plan, however, shall not change the performance standard set forth in this mitigation measure.</p>				

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.E Transportation and Circulation (cont.)				
<p>Mitigation Measure M-TR-7: Improve Pedestrian Facilities at the Intersection of Illinois Street/22nd Street</p> <p>In the event that the Pier 70 Mixed-Use District project does not implement improvements at the intersection of Illinois Street/22nd Street, as part of the proposed project's sidewalk improvements on the east side of Illinois Street between 22nd and 23rd streets, the project sponsor shall work with SFMTA to implement the following improvements:</p> <ul style="list-style-type: none"> • Install a traffic signal, including pedestrian countdown signal heads at the intersection of Illinois Street/22nd Street. • Stripe marked crosswalks in the continental design. • Construct/reconstruct ADA compliant curb ramps at the four corners, as necessary. <p>In the event that the Pier 70 Mixed-Use District project does not implement these improvements, the project sponsor shall be responsible for costs associated with design and implementation of these improvements. The SFMTA shall determine whether the SFMTA or the project sponsor would implement these improvements.</p>	Project sponsor and SFMTA	Ongoing during project construction	ERO or other Planning Department staff along with SFMTA	Considered complete when intersection improvement is complete
EIR Section 4.F Noise and Vibration				
<p>Mitigation Measure M-NO-1: Construction Noise Control Measures</p> <p>The project sponsor shall implement construction noise controls as necessary to ensure compliance with the Noise Ordinance limits and to reduce construction noise levels at sensitive receptor locations to the degree feasible. Noise reduction strategies that could be implemented include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Require the general contractor to ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds). • Require the general contractor to locate stationary noise sources (such as the rock/concrete crusher, or compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and/or to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, to the maximum extent practicable. • Require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which would reduce noise levels by as much as 10 dBA. 	Project sponsor and construction contractor	During the construction period for all measures, and prior to the issuance of each building permit for submittal of a plan to track and respond to complaints pertaining to construction noise	Planning Department, Department of Building Inspection (as requested and/or on complaint basis), Police Department (on complaint basis).	Considered complete at the completion of project construction

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.F Noise and Vibration (cont.)				
<p>Include noise control requirements for construction equipment and tools, including specifically concrete saws, in specifications provided to construction contractors. Such requirements could include, but are not limited to, erecting temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses; utilizing noise control blankets on a building structure as the building is erected to reduce noise levels emanating from the construction site; performing all work in a manner that minimizes noise; using equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants; and selecting haul routes that avoid residential uses.</p> <ul style="list-style-type: none"> • Prior to the issuance of each building permit, along with the submission of construction documents, submit to the Planning Department and Department of Building Inspection or the Port, as appropriate, a plan to track and respond to complaints pertaining to construction noise. The plan shall include the following measures: (1) a procedure and phone numbers for notifying the San Francisco Department of Building Inspection or the Port, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted onsite describing permitted construction days and hours, noise complaint procedures, and a complaint hotline number that shall be answered at all times during construction; (3) designation of an onsite construction compliance and enforcement manager for the project; and (4) notification of neighboring residents and non residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (such as pile driving and blasting) about the estimated duration of the activity. • Wherever pile driving or controlled rock fragmentation/rock drilling is proposed to occur, the construction noise controls shall include as many of the following control strategies as feasible: <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 onsite and nearby. – Erect temporary plywood or similar solid noise barriers along the boundaries of each project block as necessary to shield affected sensitive receptors. – Implement other equivalent technologies that emerge over time. – If controlled rock fragmentation (including rock drills) were to occur at the same time as pile driving activities in the same area and in proximity to noise-sensitive receptors, pile drivers should be set back at least 100 feet while rock drills should be set back at least 50 feet (or vice-versa) from any given sensitive receptor. 				

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
EIR Section 4.F Noise and Vibration (cont.)				
<ul style="list-style-type: none"> If blasting is done as part of controlled rock fragmentation, use of blasting mats and reducing blast size shall be implemented to the extent feasible in order to minimize noise impacts on nearby sensitive receptors. 				
<p>Mitigation Measure M-NO-4a: Construction Vibration Monitoring</p> <p>The project sponsor shall undertake a monitoring program to ensure that construction-related vibration does not exceed 0.5 in/sec PPV at the Boiler Stack, the American Industrial Center South building, and the Western Sugar Warehouses as required pursuant to Mitigation Measures M-NO-4b (Vibration Control Measures During Controlled Blasting and Pile Driving), M-NO-4c (Vibration Control Measures During Use of Vibratory Equipment), and M-CR-5e (Historic Preservation Plan and Review Process for Alteration of the Boiler Stack). The monitoring program shall include the following components:</p> <ul style="list-style-type: none"> Prior to any controlled blasting, pile driving, or use of vibratory construction equipment (vibration-inducing construction), the project sponsor shall engage a historic architect or qualified historic preservation professional and a qualified acoustical/vibration consultant or structural engineer to undertake a pre-construction survey of the Boiler Stack, the American Industrial Center South building, and the Western Sugar Warehouses to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource, a structural engineer or other qualified entity shall establish a maximum vibration level that shall not be exceeded based on existing conditions, character-defining features, soils conditions and anticipated construction practices in use at the time. The qualified consultant shall conduct regular periodic inspections of each historical resource within 80 feet of vibration-inducing construction throughout the duration of vibration-inducing construction. The pre-construction survey and inspections shall be conducted in concert with the Historic Preservation Plan required pursuant to Mitigation Measure M-CR-5e, Historic Preservation Plan and Review Process for Alteration of the Boiler Stack. Prior to the start of any vibration-inducing construction, the qualified acoustical/vibration consultant or structural engineer shall undertake a pre-construction survey of any offsite structures or onsite structures constructed by the project within 80 feet of such vibration inducing construction. The qualified acoustical/vibration consultant or structural engineer shall conduct periodic inspections of all other non-historic structures throughout the duration of vibration inducing construction. The qualified historic and acoustical/structural consultant shall submit monitoring reports to San Francisco Planning documenting vibration levels and findings from regular inspections. Based on planned construction activities for the project and condition of the adjacent structures, an acoustical consultant shall monitor vibration levels at each structure and shall prohibit vibration inducing construction activities that generate vibration levels in excess of 0.5 in/sec PPV. Should vibration levels be observed in excess of 0.5 in/sec PPV or should damage to any structure be observed, construction shall be halted and alternative 	Project sponsor, structural engineer, and preservation architect	<p>Pre-Construction Assessment and Vibration Management and Monitoring Plan to be completed prior to issuance of site permit, demolition permit, or any other construction permit from the Department of Building Inspection in connection with the Boiler Stack, the American Industrial Center South building, and the Western Sugar Warehouses.</p> <p>Monitoring to occur during the period of major structural project construction activity, including demolition and excavation. If monitoring detects vibration levels in excess of the standard, sponsor to notify the Planning Department within 5 working days.</p> <p>Monitoring reports to be submitted at a frequency established in the monitoring plan.</p>	Planning Department Preservation Technical Specialist shall review and approve the Vibration Management and Monitoring Plan and periodic monitoring reports	Considered complete upon submittal to Planning Department of report on the Vibration Management and Monitoring Plan and effects, if any, on adjacent historical resources, after all major structural project construction activity, including demolition and excavation

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.F Noise and Vibration (cont.)				
construction techniques put in practice, to the extent feasible. For example, smaller, lighter equipment might be able to be used or pre-drilled piles could be substituted for driven piles, if soil conditions allow.				
<p>Mitigation Measure M-NO-4b: Vibration Control Measures During Controlled Blasting and Pile Driving</p> <p>Vibration controls shall be specified to ensure that the vibration limit of 0.5 in/sec PPV can be met at all nearby structures when all potential construction-related vibration sources (onsite and offsite) are considered. These controls could include smaller charge sizes if controlled blasting is used, pre-drilling pile holes, using the pulse plasma fragmentation technique, or using smaller vibratory equipment. This vibration limit shall be coordinated with vibration limits required under Mitigation Measure M-BI-4, Fish and Marine Mammal Protection during Pile Driving, to ensure that the lowest of the specified vibration limits is ultimately implemented.</p>	Project sponsor and construction contractor	During pile driving and related construction activities	Planning Department, Department of Building Inspection	Considered complete at the completion of project construction
<p>Mitigation Measure M-NO-4c: Vibration Control Measures During Use of Vibratory Equipment</p> <p>In areas with a "very high" or "high" susceptibility for vibration-induced liquefaction or differential settlement risks, as part of subsequent site-specific geotechnical investigations, the project's geotechnical engineer shall specify an appropriate vibration limit based on proposed construction activities and proximity to liquefaction susceptibility zones. At a minimum, the vibration limit shall not exceed 0.5 in/sec PPV, unless the geotechnical engineer demonstrates, to the satisfaction of the Environmental Review Officer (ERO), that a higher vibration limit would not result in building damage. The geotechnical engineer shall specify construction practices (such as using smaller equipment or pre-drilling pile holes) required to ensure that construction-related vibration does not cause liquefaction hazards at nearby structures. The project sponsor shall ensure that all construction contractors comply with these specified construction practices. This vibration limit shall be coordinated with vibration limits required under Mitigation Measure M-BI-4, Fish and Marine Mammal Protection during Pile Driving, to ensure that the lowest of the specified vibration limits is ultimately implemented.</p>	Project sponsor, geotechnical engineer, and construction contractor	Plan submitted to ERO prior to use of vibratory equipment	ERO, Planning Department, and Department of Building Inspection	Considered complete at the completion of project construction
<p>Mitigation Measure M-NO-5: Stationary Equipment Noise Controls</p> <p>For all stationary equipment on the project site, noise attenuation measures shall be incorporated into the design of fixed stationary noise sources to ensure that the noise levels meet section 2909 of the San Francisco Police Code. A qualified acoustical engineer or consultant shall verify the ambient noise level based on noise monitoring and shall design the stationary equipment to ensure that the following requirements of the noise ordinance are met:</p> <ul style="list-style-type: none"> Fixed stationary equipment shall not exceed 5 dBA above the ambient noise level at the property plane at the closest residential uses (Blocks 1, 5 - 8, 13 and possibly Blocks 4, 9, 12, and 14, depending on the use ultimately developed) and 8 dBA on blocks where commercial/industrial uses are developed (Blocks 2, 3, 10, 11, and possibly Blocks 4, 12, and 14, depending on the use ultimately developed); 	Project sponsor and qualified acoustical engineer or consultant	Prior to approval of a building permit	ERO, Planning Department, and Department of Building Inspection	Considered complete at the completion of project construction

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.F Noise and Vibration (cont.)				
<ul style="list-style-type: none"> Stationary equipment shall be designed to ensure that the interior noise levels at adjacent or nearby sensitive receptors (residential, hotel, and childcare receptors) do not exceed 45 dBA. <p>Noise attenuation measures could include installation of critical grade silencers, sound traps on radiator exhaust, provision of sound enclosures/barriers, addition of roof parapets to block noise, increasing setback distances from sensitive receptors, provision of intake louvers or louvered vent openings, location of vent openings away from adjacent residential uses, and restriction of generator testing to the daytime hours.</p> <p>The project sponsor shall demonstrate to the satisfaction of the Environmental Review Officer (ERO) that noise attenuation measures have been incorporated into the design of all fixed stationary noise sources to meet these limits prior to approval of a building permit.</p>				
<p>Mitigation Measure M-NO-8: (Dependent on approval of Proposed Project OR Project Variant)</p> <p>Proposed Project:</p> <p>Mitigation Measure M-NO-8: Design of Future Noise-Sensitive Uses</p> <p>Prior to issuance of a building permit for vertical construction of a residential building or a building with childcare or hotel uses, a qualified acoustical consultant shall conduct a noise study to determine the need to incorporate noise attenuation features into the building design in order to meet a 45-dBA interior noise limit. This evaluation shall be based on noise measurements taken at the time of the building permit application and the future cumulative traffic (year 2040) noise levels expected on roadways located on or adjacent to the project site (i.e., 67 dBA on Illinois Street, 66 dBA on 22nd Street, 60 dBA on Humboldt Street, and 64 dBA on 23rd Street at 50 feet from roadway centerlines) to identify the STC ratings required to meet the 45-dBA interior noise level. The noise study and its recommendations and attenuation measures shall be incorporated into the final design of the building and shall be submitted to the San Francisco Department of Building Inspection for review and approval. The project sponsor shall implement recommended noise attenuation measures from the approved noise study as part of final project design for buildings that would include residential, hotel, and childcare uses.</p>	Project sponsor and qualified acoustical consultant	Prior to issuance of a building permit for vertical construction of a residential building or a building with childcare or hotel uses	San Francisco Department of Building Inspection	Considered complete upon approval of final project design for buildings
<p>Project Variant:</p> <p>Mitigation Measure M-NO-8 (Variant): Design of Future Noise-Sensitive Uses</p> <p>Prior to issuance of a building permit for vertical construction of a residential building or a building with childcare or hotel uses, a qualified acoustical consultant shall conduct a noise study to determine the need to incorporate noise attenuation features into the building design in order to meet a 45-dBA interior noise limit. This evaluation shall be based on noise measurements taken at the time of the building permit application and the future cumulative traffic (year 2040) noise levels expected on roadways located on or adjacent to</p>	Project sponsor and qualified acoustical consultant	Prior to issuance of a building permit for vertical construction of a residential building or a building with childcare or hotel uses	San Francisco Department of Building Inspection	Considered complete upon approval of final project design for buildings

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.F Noise and Vibration (cont.)				
the project site (i.e., 67 dBA on Illinois Street, 66 dBA on 22nd Street, 61 dBA on Humboldt Street, and 64 dBA on 23rd Street at 50 feet from roadway centerlines) to identify the STC ratings required to meet the 45-dBA interior noise level. The noise study and its recommendations and attenuation measures shall be incorporated into the final design of the building and shall be submitted to the San Francisco Department of Building Inspection for review and approval. The project sponsor shall implement recommended noise attenuation measures from the approved noise study as part of final project design for buildings that would include residential, hotel, and childcare uses.				
EIR Section 4.G Air Quality				
<p>Mitigation Measure M-AQ-2a: Construction Emissions Minimization</p> <p>The project sponsor or the project sponsor's contractor shall comply with the following:</p> <p>A. Engine Requirements.</p> <ol style="list-style-type: none"> 1. The project sponsor shall also ensure that all on-road heavy-duty diesel trucks with a gross vehicle weight rating of 19,500 pounds or greater used at the project site (such as haul trucks, water trucks, dump trucks, and concrete trucks) be model year 2010 or newer. 2. All off-road equipment (including water construction equipment used onboard barges) greater than 25 horse power shall have engines that meet Tier 4 Final off-road emission standards. Tugs shall comply with U.S. EPA Tier 3 Marine standards for Marine Diesel Engine Emissions. 3. Since grid power will be available, portable diesel engines shall be prohibited. 4. Renewable diesel shall be used to fuel all diesel engines if it can be demonstrated to the Environmental Review Officer (ERO) that it is compatible with on-road or off-road engines and that emissions of ROG and NOx from the transport of fuel to the project site will not offset its NOx reduction potential. 5. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit. 6. The contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications. 	Project sponsor and construction contractor(s)	Prior to issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection, with ongoing compliance with the Construction Emissions Minimization Plan throughout the construction period	ERO to review and approve Construction Emissions Minimization Plan; project sponsor and construction contractor to comply with, and document compliance with, Construction Emissions Minimization Plan as required by the ERO	Construction Emissions Minimization Plan considered complete upon ERO review and acceptance of Plan; measure considered complete upon completion of project construction and submittal to ERO of required documentation

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
EIR Section 4.G Air Quality (cont.)				
<p>B. Waivers.</p> <p>The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use other off-road equipment. If the ERO grants the waiver, the contractor must use the next cleanest piece of off-road equipment, according to the table below.</p> <p>The ERO may waive the equipment requirements of Subsection (A)(2) if: a particular piece of off-road equipment with an engine meeting Tier 4 Final emission standards is not regionally available to the satisfaction of the ERO. If seeking a waiver from this requirement, the project sponsor must demonstrate to the satisfaction of the ERO that the health risks from existing sources, project construction and operation, and cumulative sources do not exceed a total of 10 µg/m3 or 100 excess cancer risks for any onsite or offsite receptor.</p> <p>The ERO may waive the equipment requirements of Subsection (A)(3) if: an application has been submitted to initiate on-site electrical power, portable diesel engines may be temporarily operated for a period of up to three weeks until on site electrical power can be initiated or, there is a compelling emergency.</p> <p>C. Construction Emissions Minimization Plan. Before starting onsite construction activities, the contractor shall submit a Construction Emissions Minimization Plan to the ERO for review and approval. The plan shall state, in reasonable detail, how the contractor will meet the requirements of Section A, Engine Requirements.</p> <ol style="list-style-type: none"> 1. The Construction Emissions Minimization Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. 2. The project sponsor shall ensure that all applicable requirements of the Construction Emissions Minimization Plan have been incorporated into the contract specifications. The plan shall include a certification statement that the contractor agrees to comply fully with the plan. 3. The contractor shall make the Construction Emissions Minimization Plan available to the public for review onsite during working hours. The contractor shall post at the construction site a legible and visible sign summarizing the plan. The sign shall also state that the public may ask to inspect the plan for the project at any time during working hours and shall explain how to request to inspect the plan. The contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way. 				

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.G Air Quality (cont.)				
<p>D. <i>Monitoring.</i> After start of construction activities, the contractor shall submit quarterly reports to the ERO documenting compliance with the Construction Emissions Minimization Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the plan.</p>	Project sponsor and construction contractor (s)	Quarterly, after start of construction activities, and within six months of completion of construction activity	Project sponsor/contractor(s) and the ERO	Considered complete upon acceptance of the final report by the ERO
<p>Mitigation Measure M-AQ-2b: Diesel Backup Generator Specifications</p> <p>To reduce NOx associated with operation of the proposed project, the project sponsor shall implement the following measures.</p> <p>A. All new diesel backup generators shall:</p> <ol style="list-style-type: none"> 1. Have engines that meet or exceed California Air Resources Board Tier 4 off-road emission standards which have the lowest NOx emissions of commercially available generators; and 2. Be fueled with renewable diesel, if commercially available², which has been demonstrated to reduce NOx emissions by approximately 10 percent. <p>B. All new diesel backup generators shall have an annual maintenance testing limit of 50 hours, subject to any further restrictions as may be imposed by the Bay Area Air Quality Management District in its permitting process.</p> <p>C. For each new diesel backup generator permit submitted to Bay Area Air Quality Management District for the project, the project sponsor shall submit the anticipated location and engine specifications to the San Francisco Planning Department environmental review officer for review and approval prior to issuance of a permit for the generator from the San Francisco Department of Building Inspection. Once operational, all diesel backup generators shall be maintained in good working order for the life of the equipment and any future replacement of the diesel backup generators shall be required to be consistent with these emissions specifications. The operator of the facility at which the generator is located shall be required to maintain records of the testing schedule for each diesel backup generator for the life of that diesel backup generator and to provide this information for review to the planning department within three months of requesting such information.</p>	Project sponsor, and each facility operator where a generator is located	Ongoing by the project sponsor, and each facility operator where a generator is located	San Francisco Planning Department ERO and BAQQMD	Ongoing for the life of each generator
<p>Mitigation Measure M-AQ-2c: Promote Use of Green Consumer Products</p> <p>The project sponsor shall provide educational programs and/or materials for residential and commercial tenants concerning green consumer products. Prior to receipt of any certificate of final occupancy and every five years thereafter, the project sponsor shall work with the San Francisco Department of Environment to develop electronic correspondence to be distributed by email annually to residential and/or commercial tenants of each building on the project site that</p>	Project sponsor	Prior to certificate of final occupancy and every five years thereafter	San Francisco Department of Environment	Ongoing

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

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.G Air Quality (cont.)				
encourages the purchase of consumer products that generate lower than typical VOC emissions. The correspondence shall encourage environmentally preferable purchasing and shall include contact information and website links to SF Approved (www.sfapproved.org). This website also may be used as an informational resource by businesses and residents.				
Mitigation Measure M-AQ-2d: Electrification of Loading Docks The project sponsor shall ensure that loading docks for retail, light industrial, or warehouse uses that will receive deliveries from refrigerated transport trucks incorporate electrification hook-ups for transportation refrigeration units to avoid emissions generated by idling refrigerated transport trucks.	Project sponsor and construction contractor	Prior to approval of a building permit	Department of Building Inspection	Considered complete at the completion of project construction
Mitigation Measure M-AQ-2e: Additional Mobile Source Control Measures The following Mobile Source Control Measures from the Bay Area Air Quality Management District's 2010 Clean Air Plan shall be implemented: <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 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. 	Project sponsor	Prior to approval of a building permit, or approval of design of district parking garage, whichever is first Ongoing during operation of car share programs	Department of Building Inspection for approval of district parking garage	Considered complete at the completion of district parking garage construction Ongoing during operations of car share programs
Mitigation Measure M-AQ-2f: (Dependent on approval of Proposed Project OR Project Variant) Proposed Project: Mitigation Measure M-AQ-2f: Offset Construction and Operational Emissions Prior to issuance of the final certificate of occupancy for the final building associated with Phase 1, the project sponsor, with the oversight of the Environmental Review Officer (ERO), shall either: <ol style="list-style-type: none"> Directly fund or implement a specific offset project within San Francisco to achieve equivalent to a one-time reduction of 13 tons per year of ozone precursors. This offset is intended to offset the combined emissions from construction and operations remaining above significance levels after implementing the other mitigation measures discussed. To qualify under this mitigation measure, the specific emissions offset project must result in emission reductions within the San Francisco Bay Area Air Basin that would not otherwise be achieved through compliance with existing regulatory requirements. A preferred offset project would be one implemented locally within the City and County of San Francisco. Prior to implementing the offset project, it must be approved by the ERO. The project sponsor shall notify the ERO within six (6) months of completion of the offset project for verification; or 	Project Sponsor	Upon completion of construction, and prior to issuance of certificate of occupancy; (within six months of completion of the offset project for verification)	ERO	Complete upon acceptance of fee by BAAQMD

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.G Air Quality (cont.)				
<p>(2) Pay mitigation offset fees to the Bay Area Air Quality Management District Bay Area Clean Air Foundation. The mitigation offset fee, currently estimated at approximately \$30,000 per weighted ton, plus an administrative fee of no more than 5 percent of the total offset, shall fund one or more emissions reduction projects within the San Francisco Bay Area Air Basin. The fee will be determined by the planning department, the project sponsor, and the air district, and be based on the type of projects available at the time of the payment. This fee is intended to fund emissions reduction projects to achieve reductions of 13 tons of ozone precursors per year, which is the amount required to reduce emissions below significance levels after implementation of other identified mitigation measures as currently calculated.</p> <p>The offset fee shall be made prior to issuance of the final certificate of occupancy for the final building associated with Phase 1 of the project (or an equivalent of approximately 360,000 square feet of residential, 176,000 square feet of office, 16,000 square feet of retail, 15,000 square feet of PDR, 240,000 square feet of hotel, and 25,000 square feet of assembly) when the combination of construction and operational emissions is predicted to first exceed 54 pounds per day. This offset payment shall total the predicted 13 tons per year of ozone precursors above the 10 ton per year threshold after implementation of Mitigation Measures M-AQ-2a through M-AQ-2e and M-TR-5.</p> <p>The total emission offset amount was calculated by summing the maximum daily construction and operational emissions of ROG and NOX (pounds/day), multiplying by 260 work days per year for construction and 365 days per year for operation, and converting to tons. The amount represents the total estimated operational and construction-related ROG and NOx emissions offsets required.</p> <p>(3) Additional mitigation offset fee. The need for an additional mitigation offset payment shall be determined as part of the performance standard assessment of Mitigation Measure M-TR-5. If at that time, it is determined that implementation of Mitigation Measure M-TR-5 has successfully achieved its targeted trip reduction at project buildout, or the project sponsor demonstrates that the project's emissions upon the earlier of: (a) full build-out or (b) termination of the Development Agreement are less than the 10-ton-per-year thresholds for ROG and NOx, then no further installment shall be required. However, if the performance standard assessment determines that the trip reduction goal has not been achieved, and the project sponsor is unable to demonstrate that the project's emissions upon the earlier of: (a) full build-out or (b) termination of the Development Agreement are less than the 10-ton-per-year thresholds for ROG and NOx, then an additional offset payment shall be made in an amount reflecting the difference in emissions, in tons per year of ROG and NOx, represented by the shortfall in trip reduction.</p>				

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
EIR Section 4.G Air Quality (cont.)				
<p>Documentation of mitigation offset payments, as applicable, shall be provided to the planning department.</p> <p>When paying a mitigation offset fee, the project sponsor shall enter into a memorandum of understanding (MOU) with the Bay Area Air Quality Management District Clean Air Foundation. The MOU shall include details regarding the funds to be paid, the administrative fee, and the timing of the emissions reductions project. Acceptance of this fee by the air district shall serve as acknowledgment and a commitment to (1) implement an emissions reduction project(s) within a time frame to be determined, based on the type of project(s) selected, after receipt of the mitigation fee to achieve the emissions reduction objectives specified above and (2) provide documentation to the planning department and the project sponsor describing the project(s) funded by the mitigation fee, including the amount of emissions of ROG and NOx reduced (tons per year) within the San Francisco Bay Area Air Basin from the emissions reduction project(s). To qualify under this mitigation measure, the specific emissions reduction project must result in emission reductions within the basin that are real, surplus, quantifiable, and enforceable and would not otherwise be achieved through compliance with existing regulatory requirements or any other legal requirement. The requirement to pay such mitigation offset fee shall terminate if the project sponsor is able to demonstrate that the project's emissions upon the earlier of: (a) full build-out or (b) termination of the Development Agreement are less than the 10-ton-per-year thresholds for ROG and NOx.</p>				
<p>Project Variant:</p> <p>Mitigation Measure M-AQ-2f (Variant): Offset Construction and Operational Emissions</p> <p>Prior to issuance of the final certificate of occupancy for the final building associated with Phase 1, the project sponsor, with the oversight of the Environmental Review Officer (ERO), shall either:</p> <p>(1) Directly fund or implement a specific offset project within San Francisco to achieve equivalent to a one-time reduction of 14 tons per year of ozone precursors. This offset is intended to offset the combined emissions from construction and operations remaining above significance levels after implementing the other mitigation measures discussed. To qualify under this mitigation measure, the specific emissions offset project must result in emission reductions within the San Francisco Bay Area Air Basin that would not otherwise be achieved through compliance with existing regulatory requirements. A preferred offset project would be one implemented locally within the City and County of San Francisco. Prior to implementing the offset project, it must be approved by the ERO. The project sponsor shall notify the ERO within six (6) months of completion of the offset project for verification; or</p>	Project Sponsor	Upon completion of construction, and prior to issuance of certificate of occupancy; (within six months of completion of the offset project for verification)	ERO	Complete upon acceptance of fee by BAAQMD

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.G Air Quality (cont.)				
<p>(2) Pay mitigation offset fees to the Bay Area Air Quality Management District Bay Area Clean Air Foundation. The mitigation offset fee, currently estimated at approximately \$30,000 per weighted ton, plus an administrative fee of no more than 5 percent of the total offset, shall fund one or more emissions reduction projects within the San Francisco Bay Area Air Basin. The fee will be determined by the planning department, the project sponsor, and the air district, and be based on the type of projects available at the time of the payment. This fee is intended to fund emissions reduction projects to achieve reductions of 14 tons of ozone precursors per year, which is the amount required to reduce emissions below significance levels after implementation of other identified mitigation measures as currently calculated.</p> <p>The offset fee shall be made prior to issuance of the final certificate of occupancy for the final building associated with Phase 1 of the project (or an equivalent of approximately 360,000 square feet of residential, 176,000 square feet of office, 16,000 square feet of retail, 15,000 square feet of PDR, 240,000 square feet of hotel, and 25,000 square feet of assembly) when the combination of construction and operational emissions is predicted to first exceed 54 pounds per day. This offset payment shall total the predicted 14 tons per year of ozone precursors above the 10 ton per year threshold after implementation of Mitigation Measures M-AQ-2a through M-AQ-2e and M-TR-5.</p> <p>The total emission offset amount was calculated by summing the maximum daily construction and operational emissions of ROG and NOX (pounds/day), multiplying by 260 work days per year for construction and 365 days per year for operation, and converting to tons. The amount represents the total estimated operational and construction-related ROG and NOx emissions offsets required.</p> <p>(3) Additional mitigation offset fee. The need for an additional mitigation offset payment shall be determined as part of the performance standard assessment of Mitigation Measure M-TR-5. If at that time, it is determined that implementation of Mitigation Measure M-TR-5 has successfully achieved its targeted trip reduction at project buildout, or the project sponsor demonstrates that the project's emissions upon the earlier of: (a) full build-out or (b) termination of the Development Agreement are less than the 10-ton-per-year thresholds for ROG and NOx, then no further installment shall be required. However, if the performance standard assessment determines that the trip reduction goal has not been achieved, and the project sponsor is unable to demonstrate that the project's emissions upon the earlier of: (a) full build-out or (b) termination of the Development Agreement are less than the 10-ton-per-year thresholds for ROG and NOx, then an additional offset payment shall be made in an amount reflecting the difference in emissions, in tons per year of ROG and NOx, represented by the shortfall in trip reduction.</p> <p>Documentation of mitigation offset payments, as applicable, shall be provided to the planning department.</p>				

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.G Air Quality (cont.)				
<p>When paying a mitigation offset fee, the project sponsor shall enter into a memorandum of understanding (MOU) with the Bay Area Air Quality Management District Clean Air Foundation. The MOU shall include details regarding the funds to be paid, the administrative fee, and the timing of the emissions reductions project. Acceptance of this fee by the air district shall serve as acknowledgment and a commitment to (1) implement an emissions reduction project(s) within a time frame to be determined, based on the type of project(s) selected, after receipt of the mitigation fee to achieve the emissions reduction objectives specified above and (2) provide documentation to the planning department and the project sponsor describing the project(s) funded by the mitigation fee, including the amount of emissions of ROG and NOx reduced (tons per year) within the San Francisco Bay Area Air Basin from the emissions reduction project(s). To qualify under this mitigation measure, the specific emissions reduction project must result in emission reductions within the basin that are real, surplus, quantifiable, and enforceable and would not otherwise be achieved through compliance with existing regulatory requirements or any other legal requirement. The requirement to pay such mitigation offset fee shall terminate if the project sponsor is able to demonstrate that the project's emissions upon the earlier of: (a) full build-out or (b) termination of the Development Agreement are less than the 10-ton-per-year thresholds for ROG and NOx.</p>				
<p>Mitigation Measure AQ-4: Siting of Uses that Emit Toxic Air Contaminants</p> <p>For new development including R&D/life science uses and PDR use or other uses that would be expected to generate toxic air contaminants (TACs) as part of everyday operations, prior to issuance of the certificate of occupancy, the project sponsor shall obtain written verification from the Bay Area Air Quality Management District either that the facility has been issued a permit from the air district, if required by law, or that permit requirements do not apply to the facility. However, since air district could potentially issue multiple separate permits to operate that could cumulatively exceed an increased cancer risk of 10 in one million, the project sponsor shall also submit written verification to the San Francisco Planning Department that increased cancer risk associated with all such uses does not cumulatively exceed 10 in one million at any onsite receptor. This measure shall be applicable, at a minimum, to the following uses and any other potential uses that may emit TACs: gas dispensing facilities; auto body shops; metal plating shops; photographic processing shops; appliance repair shops; mechanical assembly cleaning; printing shops; medical clinics; laboratories, and biotechnology research facilities.</p>	Project sponsor	Prior to issuance of the certificate of occupancy for new development would be expected to generate TACs, (such as R&D uses and PDR uses)	BAAQMD and San Francisco Planning Department	Considered complete at the completion of project construction
<p>Mitigation Measure AQ-5: Include Spare the Air Telecommuting Information in Transportation Welcome Packets</p> <p>The project sponsor shall include dissemination of information on Spare The Air Days within the San Francisco Bay Area Air Basin as part of transportation welcome packets and ongoing transportation marketing campaigns. This information shall encourage employers and employees, as allowed by their workplaces, to telecommute on Spare The Air Days.</p>	Project sponsor	Prior to and during occupancy of commercial uses	ERO	Ongoing

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.H Wind and Shadow				
<p>Mitigation Measure M-WS-2: Identification and Mitigation of Interim Hazardous Wind Impacts</p> <p>Prior to the approval of building plans for construction of any proposed building, or a building within a group of buildings to be constructed simultaneously, at a height of 85 feet or greater, the project sponsor (including any subsequent developer) shall submit to the San Francisco Planning Department for review and approval a wind impact analysis of the proposed building(s). The wind impact analysis shall be conducted by a qualified wind consultant. The wind impact analysis shall consist of a qualitative analysis of whether the building(s) under review could result in winds throughout the wind test area (as identified in the EIR) exceeding the 26-mph wind hazard criterion for more hours or at more locations than identified for full project buildout in the EIR. That is, the evaluation shall determine whether partial buildout conditions would worsen wind hazard conditions for the project as a whole. The analysis shall compare the exposure, massing, and orientation of the proposed building(s) to the same building(s) in the representative massing models for the proposed project and shall include any then-existing buildings and those under construction. The wind consultant shall review the proposed building(s) design taking into account feasible wind reduction features including, but not necessarily limited to, inclusion of podium setbacks, terraces, architectural canopies or screens, vertical or horizontal fins, chamfered corners, and other articulations to the building façade. If such building design measures are found not to be effective, landscaping (trees and shrubs), street furniture, and ground-level fences or screens may be considered. Comparable temporary wind reduction features (i.e., those that would be erected on a vacant site and removed when the site is developed) may be considered. The project sponsor shall incorporate into the design of the building(s) any wind reduction features recommended by the qualified wind consultant.</p> <p>If the wind consultant is unable to determine that the building(s) under consideration would not result in a net increase in hazardous wind hours or locations under partial buildout conditions compared to full buildout conditions, the building(s) under review shall undergo wind tunnel testing. The wind tunnel testing shall evaluate the building(s) to determine whether an adverse impact would occur. An adverse wind impact is defined as an aggregate net increase of 1 hour during which, and/or a net increase of 2 locations at which, the wind hazard criterion is exceeded, compared to full buildout conditions identified in the EIR and based on the existing conditions at the time of the subsequent wind tunnel test. As used herein, the existing conditions at the time of the subsequent testing shall include any completed or under construction buildings on the project site. As with the qualitative review above, the evaluation shall determine whether partial buildout conditions would worsen wind hazard conditions for the project as a whole. Accordingly, wind tunnel testing, if required, would include the same test area and test points as were evaluated in the EIR.</p> <p>If the building(s) would result in an adverse impact, as defined herein, additional wind tunnel testing of mitigation strategies would be undertaken until no adverse effect is identified, and the resulting mitigation strategies shall be incorporated into the design of the proposed building(s) and building site(s). All feasible means as determined by the Environmental Review Officer (such as reorienting certain buildings, sculpting buildings to include podiums and terraces or other wind reduction treatments noted above or identified by the qualified wind consultant, or installing landscaping) to eliminate hazardous winds, if predicted, shall be implemented.</p>	Project sponsor, or building developer, and qualified wind consultant	Prior to the approval of building plans for construction of any proposed building, or a building within a group of buildings to be constructed simultaneously, at a height of 85 feet or greater. San Francisco Planning Department and ERO to review and approve scope of work prior to any wind impact analysis or wind tunnel testing	San Francisco Planning Department and ERO	Considered complete at the completion of project construction

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.I Biological Resources				
<p>Mitigation Measure M-BI-1: Nesting Bird Protection Measures</p> <p>The project sponsor shall require that all construction contractors implement the following measures for each construction phase to ensure protection of nesting birds and their nests during construction:</p> <ol style="list-style-type: none"> 1. To the extent feasible, conduct initial project activities outside of the nesting season (January 15–August 15). These activities include, but are not limited to: vegetation removal, tree trimming or removal, ground disturbance, building demolition, site grading, and other construction activities that may impact nesting birds or the success of their nests (e.g., controlled rock fragmentation, blasting, or pile driving). 2. For construction activities that occur during the bird nesting season, a qualified wildlife biologist³ shall conduct pre-construction nesting surveys within 14 days prior to the start of construction or demolition at areas that have not been previously disturbed by project activities or after any construction breaks of 14 days or more. Surveys shall be performed for suitable habitat within 100 feet of the project site in order to locate any active passerine (perching bird) nests and within 100 feet of the project site to locate any active raptor (birds of prey) nests, waterbird nesting pairs, or colonies. 3. If active nests protected by federal or state law⁴ are located during the preconstruction bird nesting surveys, a qualified biologist shall evaluate if the schedule of construction activities could affect the active nests and if so, the following measures would apply: <ol style="list-style-type: none"> a. If construction is not likely to affect the active nest, construction may proceed without restriction; however, a qualified biologist shall regularly monitor the nest at a frequency determined appropriate for the surrounding construction activity to confirm there is no adverse effect. The qualified biologist would determine spot-check monitoring frequency on a nest-by-nest basis considering the particular construction activity, duration, proximity to the nest, and physical barriers that may screen activity from the nest. The qualified biologist may revise his/her determination at any time during the nesting season in coordination with the Environmental Review Officer (ERO). b. If it is determined that construction may affect the active nest, the qualified biologist shall establish a no-disturbance buffer around the nest(s) and all project work shall halt within the buffer until a qualified biologist determines the nest is no longer in use. <p>Given the developed condition of the site, initial buffer distances are 100 to 250 feet for passerines and 100 to 500 feet for raptors; however, the qualified biologist may adjust the buffers based on the nature of proposed activities or site specific conditions.</p> 	Project sponsor, construction contractors, and qualified biologist	Not more than 14 days prior to vegetation removal and grading activities that occur between January 15 and August 15	ERO	Complete upon completion of preconstruction nesting bird surveys or completion of vegetation removal and grading activities outside of the bird breeding season

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

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

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
EIR Section 4.I Biological Resources (cont.)				
<p>c. Modifying nest buffer distances, allowing certain construction activities within the buffer, and/or modifying construction methods in proximity to active nests shall be done at the discretion of the qualified biologist and in coordination with the ERO, who would notify CDFW.</p> <p>d. Any work that must occur within established no-disturbance buffers around active nests shall be monitored by a qualified biologist. If the qualified biologist observes adverse effects in response to project work within the buffer that could compromise the active nest, work within the no-disturbance buffer(s) shall halt until the nest occupants have fledged.</p> <p>e. With some exceptions, birds that begin nesting within the project area amid construction activities are assumed to be habituated to construction-related or similar noise and disturbance levels. Exclusion zones around such nests may be reduced or eliminated in these cases as determined by the qualified biologist in coordination with the ERO, who would notify CDFW. Work may proceed around these active nests as long as the nests and their occupants are not directly impacted.</p>				
<p>Mitigation Measure M-BI-3: Avoidance and Minimization Measures for Bats</p> <p>A qualified biologist⁵ who is experienced with bat surveying techniques (including auditory sampling methods), behavior, roosting habitat, and identification of local bat species shall be consulted prior to demolition or building rehabilitation activities to conduct a pre-construction habitat assessment of the project site (focusing on buildings to be demolished or rehabilitated under the project) to characterize potential bat habitat and identify potentially active roost sites. No further action is required should the pre-construction habitat assessment not identify bat habitat or signs of potentially active bat roosts within the project site (e.g., guano, urine staining, dead bats, etc.).</p> <p>The following measures shall be implemented should potential roosting habitat or potentially active bat roosts be identified during the habitat assessment in buildings to be demolished or rehabilitated under the proposed project:</p> <ol style="list-style-type: none"> 1. In areas identified as potential roosting habitat during the habitat assessment, initial building demolition or rehabilitation shall occur when bats are active, approximately between the periods of March 1 to April 15 and August 15 to October 15, to the extent feasible. These dates avoid the bat maternity roosting season and period of winter <i>torpor</i>.⁶ 2. Depending on temporal guidance as defined below, the qualified biologist shall conduct pre-construction surveys of potential bat roost sites identified during the initial habitat assessment no more than 14 days prior to building demolition or rehabilitation. 	Project sponsor, contractors, and qualified biologist	Not more than 14 days prior to building demolition or rehabilitation	ERO	Complete upon completion of preconstruction roosting bat surveys or completion of building demolition or rehabilitation

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

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

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.I Biological Resources (cont.)				
<p>3. If active bat roosts or evidence of roosting is identified during pre-construction surveys, the qualified biologist shall determine, if possible, the type of roost and species. A no-disturbance buffer shall be established around roost sites until the qualified biologist determines they are no longer active. The size of the no-disturbance buffer would be determined by the qualified biologist and would depend on the species present, roost type, existing screening around the roost site (such as dense vegetation or a building), as well as the type of construction activity that would occur around the roost site.</p> <p>4. If special-status bat species or maternity or hibernation roosts are detected during these surveys, appropriate species- and roost-specific avoidance and protection measures shall be developed by the qualified biologist in coordination with the California Department of Fish and Wildlife. Such measures may include postponing the removal of buildings or structures, establishing exclusionary work buffers while the roost is active (e.g., 100-foot no-disturbance buffer), or other avoidance measures.</p> <p>5. The qualified biologist shall be present during building demolition or rehabilitation if potential bat roosting habitat or active bat roosts are present. Buildings with active roosts shall be disturbed only under clear weather conditions when precipitation is not forecast for three days and when daytime temperatures are at least 50 degrees Fahrenheit.</p> <p>6. The demolition or rehabilitation of buildings containing or suspected to contain bat roosting habitat or active bat roosts shall be done under the supervision of the qualified biologist. When appropriate, buildings shall be partially dismantled to significantly change the roost conditions, causing bats to abandon and not return to the roost, likely in the evening and after bats have emerged from the roost to forage. Under no circumstances shall active maternity roosts be disturbed until the roost disbands at the completion of the maternity roosting season or otherwise becomes inactive, as determined by the qualified biologist.</p>				
<p>Mitigation Measure M-BI-4: Fish and Marine Mammal Protection during Pile Driving</p> <p>Prior to the start of any in-water construction that would require pile driving, the project sponsor shall prepare a National Marine Fisheries Service-approved sound attenuation monitoring plan to protect fish and marine mammals, and the approved plan shall be implemented during construction. This plan shall provide detail on the sound attenuation system, detail methods used to monitor and verify sound levels during pile driving activities (if required based on projected in-water noise levels), and describe best management practices to reduce impact pile-driving in the aquatic environment to an intensity level less than 183 dB (sound exposure level, SEL) impulse noise level for fish at a distance of 33 feet, and 160 dB (root mean square pressure level, RMS) impulse noise level or 120 dB (RMS) continuous noise level for marine mammals at a distance of 1,640 feet. The plan shall incorporate, but not be limited to, the following best management practices:</p> <ul style="list-style-type: none"> All in-water construction shall be conducted within the established environmental work window between June 1 and November 30, designed to avoid potential impacts to fish species. 	Project sponsor and construction contractors, and qualified acoustical engineer with experience in fish and marine mammal noise protection	Prior to the start of any in-water construction that would require pile driving, during the work window between June 1 and November 30	Planning Department and National Marine Fisheries Service	Complete upon completion of in-water construction that requires pile driving

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.I Biological Resources (cont.)				
<ul style="list-style-type: none"> To the extent feasible vibratory pile drivers shall be used for the installation of all support piles. Vibratory pile driving shall be conducted following the U.S. Army Corps of Engineers "Proposed Procedures for Permitting Projects that will Not Adversely Affect Selected Listed Species in California." U. S. Fish and Wildlife Service and National Marine Fisheries Service completed section 7 consultation on this document, which establishes general procedures for minimizing impacts to natural resources associated with projects in or adjacent to jurisdictional waters. A soft start technique to impact hammer pile driving shall be implemented, at the start of each work day or after a break in impact hammer driving of 30 minutes or more, to give fish and marine mammals an opportunity to vacate the area. If during the use of an impact hammer, established National Marine Fisheries Service pile driving thresholds are exceeded, a bubble curtain or other sound attenuation method as described in the National Marine Fisheries Service-approved sound attenuation monitoring plan shall be utilized to reduce sound levels below the criteria described above. If National Marine Fisheries Service sound level criteria are still exceeded with the use of attenuation methods, a National Marine Fisheries Service-approved biological monitor shall be available to conduct surveys before and during pile driving to inspect the work zone and adjacent waters for marine mammals. The monitor shall be present as specified by the National Marine Fisheries Service during impact pile driving and ensure that: <ul style="list-style-type: none"> The safety zones established in the sound monitoring plan for the protection of marine mammals are maintained. Work activities are halted when a marine mammal enters a safety zone and resumed only after the animal has been gone from the area for a minimum of 15 minutes. <p>This noise level limit shall be coordinated with vibration limits required under Mitigation Measures M-NO-4a, Construction Vibration Monitoring, M-NO-4b, Vibration Control Measures During Controlled Blasting and Pile Driving, and M-NO-4c, Vibration Control Measures During Use of Vibratory Equipment, to ensure that the lowest of the specified vibration limits is ultimately implemented.</p>				
<p>Mitigation Measure M-BI-7: Compensation for Fill of Jurisdictional Waters</p> <p>The project sponsor shall provide compensatory mitigation for placement of fill associated with maintenance or installation of new structures in the San Francisco Bay as further determined by the regulatory agencies with authority over the bay during the permitting process.</p> <p>Compensation may include onsite or offsite shoreline improvements or intertidal/subtidal habitat enhancements along San Francisco's waterfront through removal of chemically treated wood material (e.g., pilings, decking, etc.) by pulling, cutting, or breaking off piles at least 1 foot below mudline or removal of other unengineered debris (e.g., concrete-filled drums or large pieces of concrete).</p>	Project sponsor	Prior to project construction and during the permitting process	ERO and regulatory agencies with authority over the bay during the permitting process	Considered complete when bay related fill permits are issued and compensatory mitigation accepted by regulatory agencies

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
Initial Study E.3 Cultural Resources				
<p>Mitigation Measure M-CR-1: Archeological Testing</p> <p>Based on a reasonable presumption that archeological resources may be present within the project site in locations determined to have moderate or high archeological sensitivity, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the San Francisco rotational Department Qualified Archeological Consultants List maintained by the San Francisco Planning Department archeologist. The project sponsor shall contact the department archeologist to obtain the names and contact information for the next three archeological consultants on the list. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the City's appointed project Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the review officer, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines section 15064.5 (a) and (c).</p>	Project sponsor and Planning Department archeologist or a qualified archeological consultant from the Planning Department pool (archeological consultant)	Archeological consultant shall be retained prior to issuance of site permit from the Department of Building Inspection	Project sponsor to retain a qualified archeological consultant who shall report to the ERO. Qualified archeological consultant will scope archeological testing program with ERO and Planning Department staff archeologist	Considered complete when archeological consultant has approved scope from the ERO for the archeological testing program
<p>Consultation with Descendant Communities: On discovery of an <i>archeological site</i>⁷ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an <i>appropriate representative</i>⁸ of the descendant group and the review officer shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the review officer regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.</p>	Project sponsor and/or archeological consultant	Throughout the duration of ground-disturbing activities	Project sponsor and/or archeological consultant to submit record of consultation as part of Final Archeological Resources Report, if applicable	Considered complete upon submittal to ERO of Final Archeological Resources Report, if applicable

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

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

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
Initial Study E.3 Cultural Resources (cont.)				
<p>Archeological Testing Program. The archeological consultant shall prepare and submit to the review officer for review and approval an archeological testing plan. The archeological testing program shall be conducted in accordance with the approved archeological testing plan. The archeological testing plan shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p>	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to any soils-disturbing activities on the project site.	Consultant Archeologist shall prepare and submit draft ATP to the ERO. ATP to be submitted and reviewed by the ERO prior to any soils disturbing activities on the project site.	<p>Date ATP submitted to the ERO: _____</p> <p>Date ATP approved by the ERO: _____</p> <p>Date of initial soils disturbing activities: _____</p>
<p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the review officer. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the review officer in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the review officer or the planning department archeologist. If the review officer determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>B. A data recovery program shall be implemented, unless the review officer determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p>	Project sponsor/ archeological consultant at the direction of the ERO.	After completion of the Archeological Testing Program.	Archeological consultant shall submit report of the findings of the ATP to the ERO.	<p>Date archeological findings report submitted to the ERO: _____</p> <p>ERO determination of significant archeological resource present? Y N</p> <p>Would resource be adversely affected? Y N</p> <p>Additional mitigation to be undertaken by project sponsor? Y N</p>
<p>Archeological Monitoring Program. If the review officer in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> The archeological consultant, project sponsor, and review officer shall meet and consult on the scope of the archeological monitoring plan reasonably prior to any project-related soils disturbing activities commencing. The review officer in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context; 	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s), at the direction of the ERO.	ERO and archeological consultant shall meet prior to commencement of soils-disturbing activity. If the ERO determines that an Archeological Monitoring Program is necessary, monitor throughout all soils-disturbing activities.	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s) shall implement the AMP, if required by the ERO.	<p>AMP required? Y N</p> <p>Date: _____</p> <p>Date AMP submitted to the ERO: _____</p> <p>Date AMP approved by the ERO: _____</p>

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
Initial Study E.3 Cultural Resources (cont.)				
<ul style="list-style-type: none"> The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the project sponsor, archeological consultant, and the Environmental Review Officer (ERO) until the review officer has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving or deep foundation activities (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving or deep foundation activities may affect an archeological resource, the pile driving or deep foundation activities shall be terminated until an appropriate evaluation of the resource has been made in consultation with the review officer. The archeological consultant shall immediately notify the review officer of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p>				<p>Date AMP implementation complete: _____</p> <p>Date written report regarding findings of the AMP received: _____</p>
<p>Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan. The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the archeological data recovery plan prior to preparation of a draft plan. The archeological consultant shall submit a draft plan to the ERO. The archeological data recovery plan shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the archeological data recovery plan will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p>	Archeological consultant, as directed by the ERO	If there is a determination that an ADRP program is required, conduct ADRP throughout all soils-disturbing activities.	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s) shall prepare an ADRP if required by the ERO.	<p>ADRP required? Y N</p> <p>Date: _____</p> <p>Date of scoping meeting for ARDP: _____</p> <p>Date Draft ARDP submitted to the ERO: _____</p>

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
Initial Study E.3 Cultural Resources (cont.)				
<p>The scope of the archeological data recovery plan 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 onsite/offsite 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>Date ARDP approved by the ERO:</p> <p>_____</p> <p>Date ARDP implementation complete:</p> <p>_____</p>
<p>Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable state and federal laws, including immediate notification of the Office of the Chief Medical Examiner of the City and County of San Francisco and in the event of the medical examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission who shall appoint a Most Likely Descendant (Public Resource Code section 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and a most likely descendant shall have up to but not beyond six days after the discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing state regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of a most likely descendant. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached, state regulations shall be followed including the reburial of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Public Resource Code section 5097.98).</p>	Project sponsor, contractor, Planning Department's archeologist or archaeological consultant, and ERO	Throughout the duration of ground-disturbing activities	Project sponsor to notify ERO, Coroner, and, if applicable, NAHC of any discovery of human remains	Considered complete upon completion of ground-disturbing activities

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
Initial Study E.3 Cultural Resources (cont.)				
<p>Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Once approved by the ERO, copies of the Final Archeological Resources Report shall be distributed as follows: California Historical Resource Information System Northwest Information Center shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the report to the Northwest Information Center. The San Francisco Planning Department Environmental Planning Division shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the report along with copies of any formal site recordation forms (California Department of Parks and Recreation 523 form) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>	Archeological consultant	Prior to the issuance of the last certificate of occupancy for the proposed project	ERO	Considered complete upon submittal to ERO and other repositories identified in mitigation measure of Final Archeological Resources Report
<p>Mitigation Measure M-CR-3: Tribal Cultural Resources Interpretive Program</p> <p>If the ERO determines that a significant archeological resource is present, and if in consultation with the affiliated Native American tribal representatives, the review officer determines that the resource constitutes a tribal cultural resource and that the resource could be adversely affected by the proposed project, the proposed project shall be redesigned so as to avoid any adverse effect on the significant tribal cultural resource, if feasible. If the ERO, in consultation with the affiliated Native American tribal representatives, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, the project sponsor shall implement an interpretive program of the tribal cultural resource in consultation with affiliated tribal representatives. An interpretive plan produced in consultation with the ERO and affiliated tribal representatives, at a minimum, and approved by the ERO would be required to implement the interpretive program. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.</p>	Project sponsor in consultation with tribal representative(s), as directed by the ERO	If directed by the ERO to implement an interpretive program, approval of interpretive plan prior to the issuance of the certificate of occupancy for the proposed building affecting the relevant Tribal Cultural Resource	ERO	Considered complete upon implementation of any required interpretive program

TABLE A (CONTINUED)
MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT AND PROJECT VARIANT

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
Initial Study E.13 Geology and Soils				
<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 the deep fill area, where Pleistocene-aged sediments, which may include Colma Formation, bay mud, bay clay, and older beach deposits (based on the site-specific geotechnical investigation or other available information) may be present, the project sponsor shall retain the services of a qualified paleontological consultant having expertise in California paleontology to design and implement a Paleontological Resources Monitoring and Mitigation Program. The program shall specify the timing and specific locations where construction monitoring would be required; inadvertent discovery procedures; sampling and data recovery procedures; procedures for the preparation, identification, analysis, and curation of fossil specimens and data recovered; preconstruction coordination procedures; and procedures for reporting the results of the monitoring program. The program shall be consistent with the Society for Vertebrate Paleontology Standard Guidelines for the mitigation of construction-related adverse impacts to paleontological resources and the requirements of the designated repository for any fossils collected.</p> <p>During construction, earth-moving activities that have the potential to disturb previously undisturbed native sediment or sedimentary rocks shall be monitored by a qualified paleontological consultant having expertise in California paleontology. Monitoring need not be conducted when construction activities would encounter artificial fill, Young Bay Mud, or non-sedimentary rocks of the Franciscan Complex.</p> <p>If a paleontological resource is discovered, construction activities in an appropriate buffer around the discovery site shall be suspended for a maximum of 4 weeks. At the direction of the Environmental Review Officer (ERO), the suspension of construction can be extended beyond four (4) weeks if needed to implement appropriate measures in accordance with the program, but only if such a suspension is the only feasible means to prevent an adverse impact on the paleontological resource.</p> <p>The paleontological consultant's work shall be conducted at the direction of the City's environmental review officer. Plans and reports prepared by the consultant shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO.</p>	Project sponsor and a qualified paleontological consultant	Prior to issuance of a demolition or building permit	ERO	Considered complete upon completion of project construction

TABLE B
IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.E Transportation and Circulation				
<p>Improvement Measure I-TR-A: Construction Management Plan and Public Updates</p> <ul style="list-style-type: none"> Construction Management Plan—The project sponsor will develop and, upon review and approval by the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works, implement a Construction Management Plan, addressing transportation-related circulation, access, staging and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The Construction Management Plan would supplement and expand, rather than modify or supersede, the regulations, or provisions set forth by the SFMTA, Public Works, or other City departments and agencies, and the California Department of Transportation. Management practices could include: best practices for accommodating pedestrians and bicyclists, identifying routes for construction trucks to utilize, actively managing construction truck traffic, and minimizing delivery and haul truck trips during the morning (7 a.m. to 9 a.m.) and evening (4 p.m. to 6 p.m.) peak periods (or other times, as determined by the SFMTA). <p>If construction of the proposed project is determined to overlap with nearby adjacent project(s) using the same truck access routes in the project vicinity, the project sponsor or its contractor(s) will consult with various City departments, as deemed necessary by the SFMTA, Public Works, and the Planning Department, to develop a Coordinated Construction Truck Routing Plan to minimize the severity of any disruption of access to land uses and transportation facilities. The plan will identify optimal truck routes between the regional facilities and the project sites, taking into consideration truck routes of other development and infrastructure projects and any construction activities affecting the roadway network.</p> Carpool, Bicycle, Walk, and Transit Access for Construction Workers—To minimize parking demand and vehicle trips associated with construction workers, the construction contractor will include as part of the Construction Management Plan methods to encourage carpooling, bicycle, walk and transit access to the project site by construction workers. These methods could include providing secure bicycle parking spaces, participating in free-to-employee and employer ride matching program from www.511.org, participating in the emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers. Project Construction Updates for Nearby Businesses and Residents—To minimize construction impacts on access to nearby residences and businesses, the project sponsor will provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities, travel lane closures, and parking lane and sidewalk closures (e.g., via the project's website). A regular email notice will be distributed by the project sponsor that would provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns. 	Project sponsor, construction contractor, SFMTA, SF Public Works, as directed by the ERO	Prior to the issuance of a site permit, demolition permit, or any other permit from the Department of Building Inspection	SFMTA, SF Public Works, Planning Department	Considered complete upon completion of project construction

TABLE B (CONTINUED)
IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.E Transportation and Circulation (cont.)				
<p>Improvement Measure I-TR-B: Monitoring and Abatement of Queues</p> <p>As an improvement measure to reduce the potential for queuing of vehicles accessing the project garages, it will be the responsibility of the project sponsor to ensure that recurring vehicle queues or vehicle conflicts do not occur adjacent to garage entries. A vehicle queue is defined as one or more vehicles blocking any portion of adjacent sidewalks, bicycle lanes, or travel lanes for a consecutive period of three minutes or longer on a daily and/or weekly basis.</p> <p>If recurring queuing occurs, the owner/operator of the facility will employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).</p> <p>Suggested abatement methods include, but are not limited to the following: redesign of facility to improve vehicle circulation and/or onsite queue capacity; employment of parking attendants; installation of "GARAGE FULL" signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of other garages on the project site; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.</p> <p>If the planning director, or his or her designee, determines that a recurring queue or conflict may be present, the planning department will notify the project sponsor in writing. Upon request, the owner/operator will hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant will prepare a monitoring report to be submitted to the planning department for review. If the planning department determines that a recurring queue or conflict does exist, the project sponsor will have 90 days from the date of the written determination to abate the recurring queue or conflict.</p>	Project sponsor, qualified transportation consultant, as directed by the ERO	Ongoing during project operation; if/when a vehicle queue is identified as reoccurring	ERO or other Planning Department staff	Monitoring of the public right-of-way would be ongoing by the owner/operator of off-street parking operations; considered complete upon abatement of the recurring queue or conflict
EIR Section 4.F Noise and Vibration				
<p>Improvement Measure I-NO-A, Nighttime Construction Noise Control Measures</p> <p>The following shall occur to reduce potential conflicts between nighttime construction activities on the project site and residents of the Pier 70 project:</p> <ul style="list-style-type: none"> Nighttime construction noise shall be limited to 10 dBA above ambient levels at 25 feet from the edge of the Power Station project boundary. Temporary noise barriers installed in the line-of-sight between the location of construction and any occupied residential uses. Construction contractor(s) shall be required to make best efforts to complete the loudest construction activities before 8 p.m. and after 7 a.m. 	Project sponsor and construction contractor	During the construction	Planning Department, Department of Building Inspection (as requested and/or on complaint basis)	Considered complete at the completion of project construction

TABLE B (CONTINUED)
IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.F Noise and Vibration (cont.)				
<ul style="list-style-type: none"> Further, notices shall be provided to be mailed or, if possible, emailed to residents of the Pier 70 project at least 10 days prior to the date any nighttime construction activities are scheduled to occur and again within three days of commencing such work. Such notice shall include: <ol style="list-style-type: none"> a description of the work to be performed; two 24-7 emergency contact names and cell phone numbers; the exact dates and times when the night work will be performed; the name(s) of the contractor(s); and the measures that the contractor will perform to reduce or mitigate night noise. In addition to the foregoing, the Developer shall work with building managers of occupied residential buildings in the Pier 70 project to post a notification with the aforementioned information in the lobby and other public meeting areas in the building. 				
Improvement Measure I-NO-B: Avoidance of Residential Streets Trucks should be required to use routes and queuing and loading areas that avoid existing and planned residential uses to the maximum extent feasible, including existing residential development on Third Street (north of 23rd Street), existing residential development on Illinois Street (north of 20th Street), and planned Pier 70 residential development (north of 22nd Street).	Project sponsor and construction contractor	During the construction	Planning Department, Department of Building Inspection	Considered complete at the completion of project construction
Improvement Measure I-NO-C: Design of Future Noise-Generating Uses near Residential Uses: The following improvement measures will be implemented to reduce the potential for disturbance of Pier 70 residents from other traffic-related, noise-generating activities located near the northern PPS site boundary: <ol style="list-style-type: none"> <i>Design of Building Loading Docks and Trash Enclosures.</i> To minimize the potential for sleep disturbance at any potential adjacent residential uses, exterior facilities such as loading areas / docks and trash enclosures associated with any non-residential uses along Craig Lane, shall be located on sides of buildings facing away from existing or planned Residential or Child Care uses, if feasible. If infeasible, these types of facilities associated with non-residential uses along Craig Lane shall be enclosed. If residential uses exist or are planned on Craig Lane, on-street loading activities on Craig Lane shall occur between the hours of 7:00 a.m. and 8:00 p.m. on weekdays, and 9:00 a.m. to 8:00 p.m. on Saturdays, Sundays, and federal holidays. Off-street loading outside of these hours shall only be permitted only if such loading occurs entirely within enclosed buildings. <i>Design of Above-Ground Parking Structure.</i> Any parking structure shall be designed to shield existing or planned residential uses from noise and light associated with parking cars. <i>Restrict Hours of Operation of Loading Activities on Craig Lane.</i> To reduce potential conflicts between loading activities for commercial uses and potential residential uses, the project 	Project sponsor and acoustical design consultant	Prior to approval of a building permit for development along the northern site boundary (adjacent to Pier 70) (a. and b.) Ongoing (c.)	Planning Department, Department of Building Inspection, and SFMTA	Considered complete at the completion of project construction (a. and b.), and for (c), upon completion of the Covenants, Conditions, and Restrictions applicable to the project site document

TABLE B (CONTINUED)
IMPROVEMENT MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/Schedule and Verification of Compliance
EIR Section 4.F Noise and Vibration (cont.)				
sponsor will seek to restrict loading activities on Craig Lane to occur only between the hours of 7 a.m. and 8 p.m. In the event Craig Lane is a private street, such restriction may be included in the Covenants, Conditions, and Restrictions applicable to the project site. If San Francisco Public Works accepts Craig Lane, the project sponsor will seek to have SFMTA impose these restrictions.				
EIR Section 4.H Wind and Shadow				
Improvement Measure I-WS-1: Wind Reduction Features for Block 1 As part of the schematic design of building(s) on Block 1, the project sponsor and the Block 1 architect(s) should consult with a qualified wind consultant regarding design treatments to minimize pedestrian-level winds created by development on Block 1, with a focus on the southwest corner of the block. Design treatments could include, but need not be limited to, inclusion of podium setbacks, terraces, architectural canopies or screens, vertical or horizontal fins, chamfered corners, and other articulations to the building façade. If such building design measures are found not to be effective, landscaping (trees and shrubs), street furniture, and ground-level fences or screens may be considered. If recommended by the qualified wind consultant, the project sponsor should subject the building(s) proposed for this block to wind tunnel testing prior to the completion of schematic design. The goal of this measure is to improve pedestrian wind conditions resulting from the development of Block 1. The project sponsor should incorporate into the design of the Block 1 building(s) any wind reduction features recommended by the qualified wind consultant.	Project sponsor, architect and qualified wind consultant	Prior to Design Approval for Block 1	Planning Department, Department of Building Inspection, or ERO	Considered complete upon issuance of Block 1 Design Approval



Addendum to an Environmental Impact Report

Date: September 9, 2020
Case No.: **2017-011878ENV**
Project Title: **Potrero Power Station Mixed-Use Development Project**
Zoning: PPS-MU (Potrero Power Station Mixed Use)
65-PPS/240-PPS Height District
Potrero Power Station Special Use District
Block/Lot: Assessor's Block 4175/Lot 002, Block 4175/Lot 017, a portion of Block 4175/Lot 018, Block 4232/
Lot 001, Block 4232/Lot 006; and non-assessed Port and City/County of San Francisco properties
Lot Size: Approximately 29.0 acres (1,262,300 square feet)
Project Sponsor: California Barrel Company LLC
Erin Epperson - (415) 796-8945
e2@associatecapital.com
Lead Agency: San Francisco Planning Department
Staff Contact: Rachel Schuett – (415) 575-9030
rachel.schuett@sfgov.org

Introduction

The San Francisco Planning Commission certified the Final Environmental Impact Report (Final EIR) on the Potrero Power Station Mixed-Use Development Project on January 30, 2020, and the San Francisco Board of Supervisors approved the project on April 24, 2020. At this time, the project sponsor is proposing changes to the approved project's phasing plan, which involves modifications to the construction phasing schedule and minor changes to the land use program from what was analyzed in the Final EIR. The phasing plan is a component of the project's Development Agreement. Consistent with the *California Environmental Quality Act (CEQA) Guidelines* section 15164, this addendum to the EIR describes and analyzes the potential environmental effects of the proposed changes to the Potrero Power Station Mixed-Use Development Project. As presented below, this addendum concludes that the proposed changes to the approved project would not (1) result in any new significant environmental impacts, (2) result in a substantial increase in the severity of impacts previously identified in the Final EIR, or (3) require the adoption of any new or considerably different mitigation measures from those included in the Final EIR.

Project Description

The Potrero Power Station Mixed-Use Development project is located on an approximately 29.0-acre site along San Francisco's central bayshore waterfront, encompassing the site of the former Potrero Power Plant that closed in 2011. California Barrel Company LLC, the project sponsor, will redevelop the site with a multi-phased, mixed-use development, and activate a new waterfront open space with a variety of residential, commercial, parking, community facilities, and open space land uses. The residential uses will include both market-rate and affordable housing, and the commercial uses will include office, research and development/life science, retail, hotel, entertainment/assembly, and production, distribution, and repair (PDR) uses. The project will also include public access areas and open space, playing fields and other active open space uses, a dock facility and other shoreline improvements, transportation improvements and an internal grid of public streets, shared public ways, and utilities infrastructure. Overall, the project will consist of up to approximately 5.4 million gross square feet of development. The project site is located within the Central Waterfront neighborhood, generally bounded by 22nd Street, San Francisco Bay, 23rd Street, and Illinois Street.

The approvals granted for the project by the board of supervisors on April 24, 2020 included amendments to the General Plan and Planning Code, creating a new Potrero Power Station Special Use District (SUD). The SUD established land use controls for the project site and incorporated design standards in a new Potrero Power Station Design for Development document. The board of supervisors also amended the Zoning Maps to reflect the SUD zoning, changing the zoning from M-2 (heavy industrial) and PDR1-G (production, distribution and repair-general) to PPS-MU (Potrero Power Station mixed use), and to modify the existing height limits on the portions of the project site not owned by the Port of San Francisco. The rezoning modified the existing height limits of 40 and 65 feet to various heights ranging from 65 to 240 feet. The board of supervisors also approved a Development Agreement with a term of 30 years pursuant to Government Code section 65865 and chapter 56 of the San Francisco Administrative Code, to provide a vested right to construct the project in exchange for public benefits in excess of those required by the San Francisco Municipal Code.

Project construction is scheduled to start in 2020 and be completed in 2035 for a total duration of 16 years. The Final EIR indicated that the start of construction would depend on the status of the remediation being conducted by the Pacific Gas and Electric Company (PG&E), the former site owner responsible for the investigation and remediation of a large portion of the project site. However, as described below, recent information on the PG&E site investigation and remediation process and approvals by the Regional Water Quality Control Board now allows the project sponsor to revise the approach to and timing of the construction phasing within this same 16-year period.

CEQA Environmental Review Process

Final EIR

The Final EIR on the approved project, certified on January 30, 2020, consists of two documents: the Draft EIR, published in October 2018, and the Responses to Comments document, published in December 2019. The Draft EIR described and analyzed the project as proposed at that time in 2018 and included an analysis of alternatives to the proposed project. The Responses to Comments document described and analyzed the "project variant," a refined version of the previously proposed project developed by the project sponsor in 2019; the project variant retained some of the onsite historic features and modified the land use plan. Following certification of the Final EIR, the San Francisco Planning Commission approved the project variant that was described and analyzed in the

Responses to Comments document. Therefore, this EIR addendum no longer uses the term “project variant” but instead refers to the (former) project variant as the “approved project.”

EIR Addendum

CEQA Guidelines section 15164 states that the lead agency shall prepare an addendum to a previously certified EIR if the project sponsor needs to make some changes or additions to a project and if certain conditions are met. These conditions are based on *CEQA Guidelines* section 15162, which specifies the conditions that would require preparation of a subsequent EIR. If none of the conditions described in section 15162 calling for preparation of a subsequent EIR have occurred, then an EIR addendum is the appropriate document for changes to a project. Specifically, an EIR addendum is appropriate if *none* of the following three conditions occur:

1. Substantial changes are proposed in the project that will require major revision of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is being undertaken that will require major revision to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
3. New information of substantial importance, which was not known and could not have been known at the time the EIR was certified as complete, became available.

With respect to the first condition, this EIR addendum describes why the proposed changes to the approved Potrero Power Station Mixed-Use Development project are not substantial to the extent that there would be (1) new significant environmental effects from what was identified in the Final EIR, (2) a substantial increase in the severity of previously identified significant effects, or (3) the need for the adoption of any new or considerably different mitigation measures.

With respect to the second condition, as described below under *Updated Remediation Status*, environmental remediation of the project site has been ongoing, and substantial progress has occurred since certification of the Final EIR. These changes have changed the circumstances and assumptions under which the project’s construction phasing was previously developed, and with the updated site remediation information, the project sponsor is now proposing the changes to the project that are the subject of this EIR addendum. However, as described under condition one above, these changed circumstances and associated proposed changes do not require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

With respect to the third condition, no new information of substantial importance (that was not known and could not have been known at the time the EIR was certified as complete) beyond what is described under condition two above has become available since the Final EIR was certified. Therefore, pursuant to *CEQA Guidelines* section 15164, none of the three conditions requiring the preparation of a subsequent or supplemental EIR has occurred, and the San Francisco Planning Department has prepared this addendum to the certified Final EIR on the Potrero Power Station Mixed-Use Development project.

This addendum describes the proposed changes to the approved project and then analyzes the potential environmental effects of those changes, based on and using the same methodology as the analysis of the environmental impacts identified in the Final EIR. It explains why the project with the proposed changes would:

(1) not result in any new significant environmental impacts, (2) not result in a substantial increase in the severity of previously identified environmental impacts, and (3) not require the adoption of any new or considerably different mitigation measures or alternatives.

Proposed Changes to the Approved Project

The proposed changes to the approved project consist of an amendment to the project's phasing plan, which is a component of the Development Agreement. The Development Agreement contemplates and permits the amendment of the phasing plan by the Director of the San Francisco Planning Department. The proposed amendments to the phasing plan primarily alter the approach to and timing of the construction phasing of the project, reducing the number of development phases from six to three while maintaining the same overall 16-year construction duration. It also includes minor changes in the total building area, and specifically, minor changes in the gross square footage of residential, commercial, and parking uses. The approved project with the proposed changes is referred to in this EIR addendum as the "re-phase program."

In addition, under the re-phase program, the reconstruction of Station A (which includes retention of certain historical features) would occur in Phase 1, approximately six years earlier than previously planned. The proposed revisions to Phase 1 would increase the number of street segments that would be constructed in the early stages of construction. The approved phasing plan requires that 23rd Street and portions of Maryland Street, Delaware Street, and Humboldt Street to be improved or constructed by 2026. The revised phasing plan would require all of Maryland Street to be improved, a larger portion of Humboldt Street to be constructed, and construction of Georgia Lane, Louisiana Paseo and Louisiana Street, and portions of Craig Lane by 2027 (under the approved phasing plan, some of these street segments would not be constructed until 2033).

In addition to requesting approval of an amendment to the project's phasing plan, the project sponsor has also requested approval of a Development Phase Application by the Director of the San Francisco Planning Department. Approval of the requested Development Phase Application relies on this addendum, because the requested Development Phase Application reflects Phase 1 of the re-phase program, rather than Phase 1 under the approved project.

Updated Remediation Status

As described in the Final EIR, the project site has a long history of industrial land uses, and hazardous materials have been identified in the soil, groundwater, and soil vapor as a result of these previous uses; PG&E is responsible for the investigation and remediation of large portions of the site. The different parts of the project site are in various stages of investigation and remediation, under the oversight of the San Francisco Regional Water Quality Control Board. The Final EIR describes the status of site investigation and remediation as of May 2018, with an update in January 2019. Since that time, the regional board has issued a number of additional approvals for various stages of investigations of different parts of the project site, and the project sponsor and PG&E have been working with the regional board to secure further approvals necessary prior to development of the approved project. Please see Appendix L, attached to this EIR addendum, for details on the updated approvals and remediation status of various parts of the project site. The updated approvals issued by the regional board since certification of the Final EIR now allows the project sponsor to revise the approach to and timing of the construction phasing as proposed under the re-phase program.

Description of the Proposed Re-Phase Program

This description of the proposed re-phase program first presents the long-term changes to the land use program and then presents the changes to the construction phasing plan.

LAND USE PLAN

The re-phase program would retain all the same characteristics and components of the approved project, redeveloping the site with a multi-phased, mixed-use development and activating a new waterfront open space with a variety of residential, commercial, parking, community facilities, and open space land uses. The re-phase program would not require amendments to the San Francisco General Plan and Planning Code or the Zoning Maps that have been approved for the project. Overall, even with the proposed minor changes to the gross square footage of various land uses, the conceptual land use plan would be unchanged from that of the approved project (see **Figure 1**).

As described in the Final EIR, the project site includes multiple subareas, one of which is owned by PG&E. Since the project sponsor does not control the 4.8-acre PG&E subarea, development of land uses within the PG&E subarea would only occur when and if PG&E determines it is feasible to relocate its existing utility infrastructure and operations. Therefore, similar to the CEQA environmental review of the approved project, this EIR addendum also describes and analyzes a “no PG&E scenario” of the re-phase program that would exclude the PG&E subarea from the overall development.

Table 1, Comparison of Approved Project and Re-Phase Program Land Uses, compares the gross square footage (gsf) of the different land uses under the approved project with those under the re-phase program, including both the with and without PG&E subarea scenarios. As shown in the table, under the re-phase program, the total building area would decrease by 4 percent. There would be a decrease in the number of dwelling units (-5 percent) and the square footage of residential (-5 percent), PDR (-9 percent), retail (-24 percent), and community facilities (-16 percent) uses compared to the approved project, while there would be an increase in the square footage of commercial (office) land use (+2 percent). These proposed changes in square footage would occur on Blocks 1, 7, 8, 11, 12, and 15, although the types and locations of the various land uses would be unchanged. All other blocks (Blocks 2, 3, 4, 5, 9, 13, and 14) would have the exact same types and amounts of land uses as the approved project. In addition, as shown in the table, under the proposed changes, both the number of vehicle parking spaces and the number of bicycle parking spaces would decrease by about 2 percent.

In addition to the changes in gross square footage of different land uses, the re-phase program would also redistribute the potential off-street parking supply, with a reduction in the number of parking spaces from 2,686 to 2,623 compared to the approved project. The revised parking supply is shown in **Figure 2, Potential Off-Street Parking Supply, Re-Phase Program**, which updates Figure 9-7 in the Final EIR (page 9-17), and would increase the number of spaces in the district garage on Block 5, while eliminating all parking from Block 15. Other redistribution of parking would occur on Blocks 7, 8, 11, and 12, but off-street parking on all other blocks (Blocks 1, 2, 3, 4, 9, 13, and 14) would be unchanged from the approved project. Compared to the approved project, the re-phase program would include a wider curb cut to serve off-street loading facilities on Block 15. More specifically, rather than providing two, 22-foot wide curb cuts, Block 15 would be improved with a single 50-foot wide curb cut.

In all other respects, the re-phase program would be the same as the approved project. There would be no changes to the building characteristics (number of stories, building heights, towers, etc.), transportation features and improvements, dock and other shoreline features, historical features, and recreational features from what will occur under the approved project.



SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

Figure 1
Land Use Plan, Approved Project With or Without Proposed Changes

Table 1 Comparison of Approved Project and Re-Phase Program Land Uses

CHARACTERISTIC	APPROVED PROJECT		RE-PHASE PROGRAM	
	WITH PG&E SUBAREA	NO PG&E SCENARIO	WITH PG&E SUBAREA	NO PG&E SCENARIO
Land Uses				
Area of site, acres	29.0	24.2	Same as project w PGE	Same as project, no PGE
Residential, dwelling units	2,601	1,466	2,477	1,317
Residential, gsf	2,522,970	1,422,436	2,402,984	1,277,450
Hotel, rooms	250	Same as project w PGE	Same as project w PGE	Same as project w PGE
Hotel, gsf	241,574	Same as project w PGE	Same as project w PGE	Same as project w PGE
Commercial (office), gsf	814,240	Same as project w PGE	831,606	Same as re-phase w PGE
Commercial (R&D), gsf	Same as project	Same as project	Same as project	Same as project
Commercial (PDR), gsf	35,000	15,000	32,000	12,000
Commercial (retail), ^a gsf	99,464	Same as project w PGE	75,239	Same as re-phase w PGE
Community Facilities, ^b gsf	50,000	Same as project w PGE	42,000	Same as re-phase w PGE
Entertainment/Assembly, gsf	25,000	Same as project w PGE	Same as project w PGE	Same as project w PGE
Parking, no. of spaces	2,686	2,056	2,623	1,993
Parking, gsf	965,458	736,361	886,801	657,704
Total Building Area, gsf	5,399,444	4,049,813	5,182,942	3,808,311
Open Space, acres	6.9	6.6	Same as project w PGE	Same as project, no PGE
Bicycle parking, class 1, no. of spaces	1,513	1,006	1,478	966
Bicycle parking, class 2, no. of spaces	349	285	346	273
Total bicycle parking, no of spaces	1,862	1,291	1,824	1,239
Land Uses by Block				
Block 1 (gsf)	Residential (399,204) Community Fac. (0)	Residential (138,640) Community Fac. (0)	Residential (394,204) Community Fac. (5,000)	Residential (108,640) Community Fac. (30,000)
Block 2 (gsf)	R&D (327,498) Retail (2,400)	Same as project w PGE	Same as project w PGE	Same as project w PGE
Block 3 (gsf)	R&D (318,240) Retail (2,400)	Same as project w PGE	Same as project w PGE	Same as project w PGE
Block 4 (gsf)	No Flex Uses Residential (163,000) Retail (7,757)	Same as project w PGE	Same as project w PGE	Same as project w PGE
Block 5 (gsf)	Residential (292,860) Retail (38,562)	Same as project w PGE	Same as project w PGE	Same as project w PGE

Table 1 Comparison of Approved Project and Re-Phase Program Land Uses (continued)

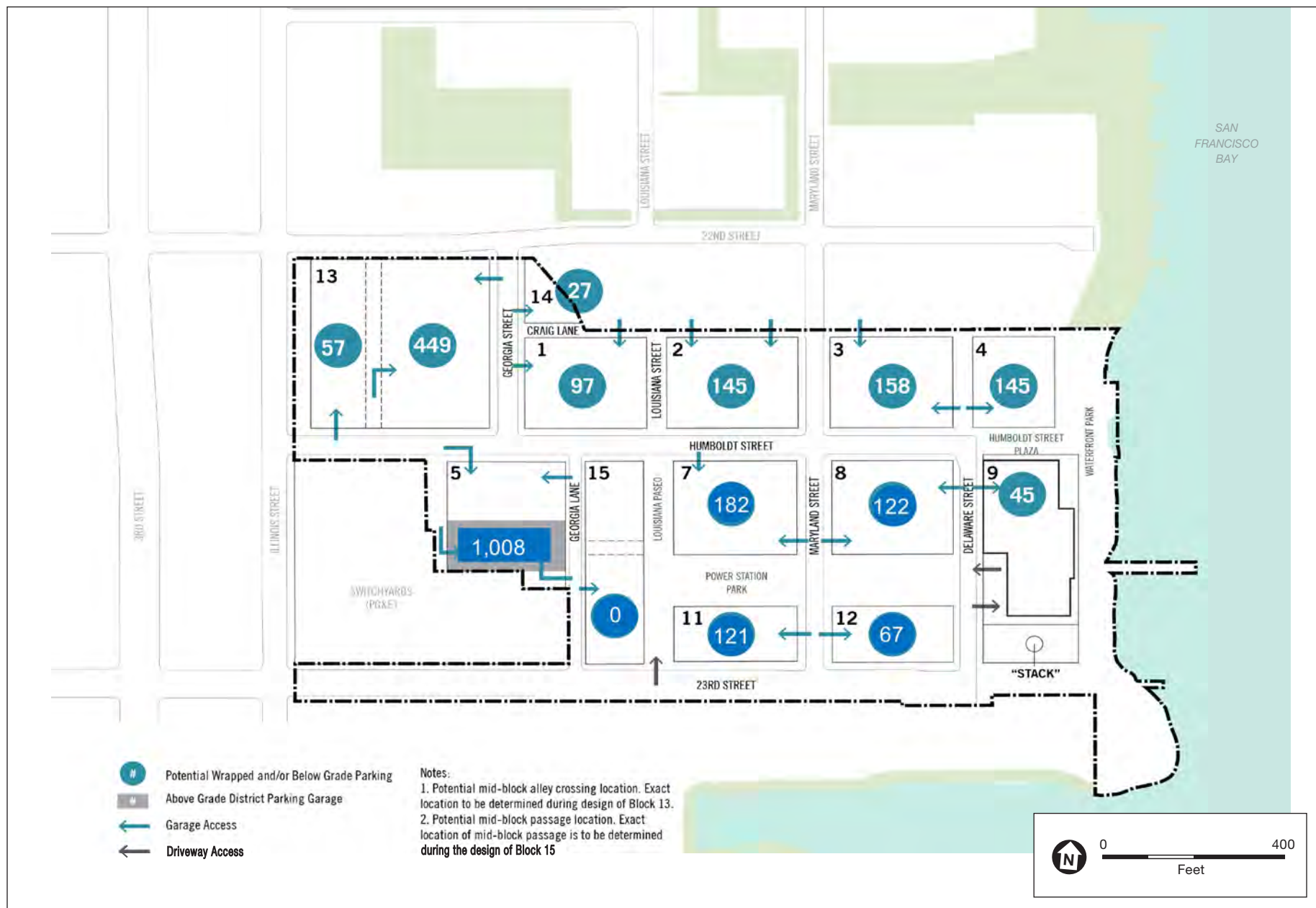
CHARACTERISTIC	APPROVED PROJECT		RE-PHASE PROGRAM	
	WITH PG&E SUBAREA	NO PG&E SCENARIO	WITH PG&E SUBAREA	NO PG&E SCENARIO
Land Uses by Block (cont.)				
Block 6 (gsf)	NA, part of Block 15	Same as project w PGE	Same as project w PGE	Same as project w PGE
Block 7 (gsf)	Residential (466,794) Retail (9,543) Community Fac. (17,500)	Same as project w PGE	Residential (407,400) Retail (5,000) Community Fac. (6,000)	Same as re-phase w PGE
Block 8 (gsf)	Residential (361,142) Retail (11,814)	Same as project w PGE	Residential (305,550) Retail (5,000)	Same as re-phase w PGE
Block 9 (gsf)	Flex Residential/Hotel Hotel (241,574) Retail (4,120)	Same as project w PGE	Same as project w PGE	Same as project w PGE
Block 10 (gsf)	NA, part of Block 15	Same as project w PGE	Same as project w PGE	Same as project w PGE
Block 11 (gsf)	Office (213,290) Retail (9,545) PDR (7,500) Community Fac. (7,500)	Same as project w PGE	Office (219,335) Retail (5,000) PDR (6,000) Community Fac. (6,000)	Same as re-phase w PGE
Block 12 (gsf)	No Flex Uses Office (175,771) PDR (7,500) Assembly (25,000)	Same as project w PGE	No Flex Uses Office (177,271) PDR (6,000) Assembly (25,000)	Same as re-phase w PGE
Block 13 (gsf)	Residential (762,210) PDR (20,000) Community Fac. (25,000)	Not developed	Same as project w PGE	Same as project, no PGE
Block 14 (gsf)	No Flex Uses Residential (77,760)	Not developed	Same as project w PGE	Same as project, no PGE
Block 15 (gsf)	Office (425,179) Retail (13,323)	Office (425,179) Retail (13,323) Community Fac. (25,000)	Office (435,000) Retail (5,000)	Same as re-phase w PGE

NOTE: The terms used in this table have a different meaning from what is used in Table 9-1 in the Final EIR (pp. 9-4 to 9-5). In this table, the term "project" refers to the approved project. In Table 9-1 in the Final EIR, the approved project is referred to as the "project variant," and the terms "proposed project" or "project" refer to an earlier version of the project that was analyzed in the Draft EIR. Bolded text for emphasis only.

^a Commercial retail is assumed to include a supermarket, sit-down restaurants, and quick service restaurants. See Appendix M for assumed breakdown of these uses.

^b Community facilities is assumed to include childcare, library, and other community facilities. See Appendix M for assumed breakdown of these uses.

SOURCE: California Barrel Company, 2019 and 2020.



SOURCE: Perkins+Will, 2020

Potrero Power Station Mixed-Use Development Project

Figure 2
Potential off-Street Parking Supply, Re-Phase Program

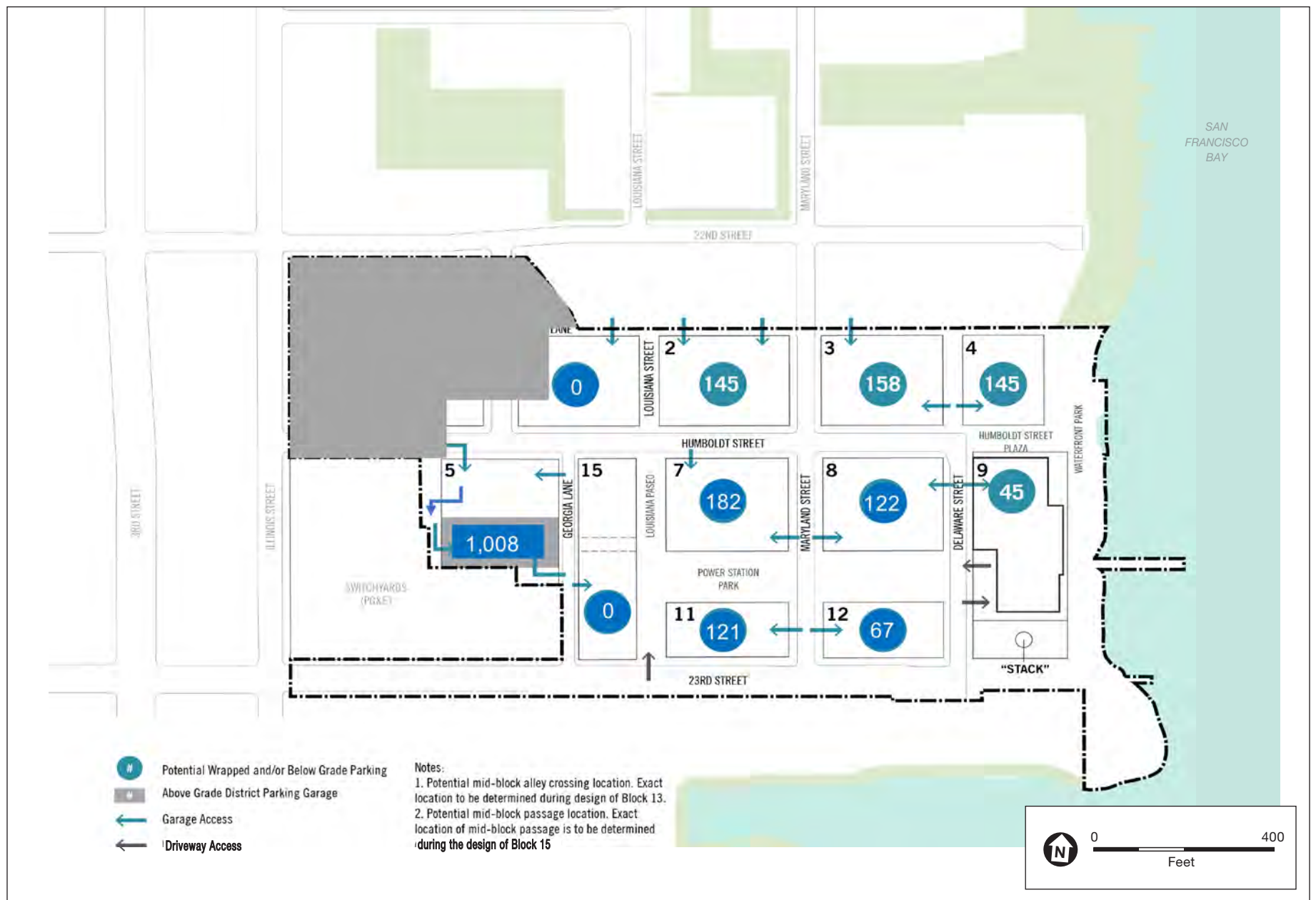
For the no PG&E scenario under the re-phase program, the proposed land use changes would be analogous to the reduced development of the no PG&E scenario under the approved project. Compared to the re-phase program with the PG&E subarea, there would be a reduction in the overall size of the site (-17 percent), number of dwelling units (-47 percent), number of parking spaces (-24 percent), number of bicycle parking spaces (-32 percent), and square footage of residential uses (-47 percent), PDR uses (-63 percent), parking (-26 percent), and overall total building area (-27 percent). As with the approved project, these differences between the re-phase program with the PG&E subarea and the no PG&E scenario would occur on Blocks 1, 13, and 14, which are located within the PG&E subarea. None of Blocks 13 and 14 and only a portion of Block 1 would be developed under the no PG&E scenario. **Figure 3, Potential Off-Street Parking Supply, Re-Phase Program, No PG&E Subarea**, shows the redistribution of off-street parking under this scenario.

CONSTRUCTION PHASING AND SCHEDULE

The re-phase program would maintain the same overall construction schedule and duration as the approved project, with construction taking place over a 16-year period starting in 2020 and ending in 2035. However, because of the desire to expedite construction of the internal street network and the reconstruction of Station A as well as the updated site remediation status, the re-phase program would revise the approach to and timing of the construction phasing. The re-phase program would consolidate the six overlapping construction phases under the approved project into three overlapping phases, and it would modify the schedule for when individual blocks would be developed. **Figure 4, Construction Phasing Plan, Re-Phase Program**, shows the proposed construction phasing for the re-phase program. **Table 2, Comparison of Estimated Construction Schedule, Approved Project and Re-Phase Program**, shows how the proposed three-phase approach to phasing compares to the six-phase approach under the approved project, and **Table 3, Comparison of Estimated Construction Schedule by Block**, depicts how the construction schedule of individual blocks (vertical construction) would change under the re-phase program. **Table 4, Re-Phase Program, Detailed Construction Schedule**, provides a breakdown of the construction phasing for land development, open space, and vertical construction.

As shown in Table 2, under the re-phase program, Phase 0 would be similar to that of the approved project, lasting from three to four years between 2020 and 2023. However, Phase 1 would be almost twice as long under the re-phase program, lasting seven years from 2022 through 2028, encompassing the durations of the first two and a half phases under the approved project. Phase 2 would last six years, from 2026 through 2031, which corresponds approximately with the timing of the approved project's Phase 3, most of Phase 4, and the beginning of Phase 5. Phase 3 would last six years, from 2030 through 2035, which would incorporate the timing of the approved project's end of Phase 4 and all of Phases 5 and 6.

Phase 0 under the re-phase program would be similar to Phase 0 under the approved project, which consists of demolition, site preparation, and rough grading work across the entire site for all development phases and include interim surface parking improvements. It would occur from 2020 to 2023 with a duration of three to four years. Previously, Phase 0 under the approved project included a sub-phase (Phase 0.1) that involved site preparation activities on Blocks 1, 2, and 3 (also known as the "Tank Farm Area"). Recent approvals for site investigation and human health risk assessment for this area in May 2020 by the Regional Water Quality Control Board (see Appendix L to this EIR addendum) have made it possible to fully incorporate Phase 0.1 of the approved project into Phase 0 of the re-phase program construction schedule, removing some of the uncertainty from the previous construction schedule. In addition, some of the earthwork that was previously planned to occur under approved project's Phases 3 and 5 would be moved to Phase 0 under the re-phase program, but the total quantity of earthwork for the project would remain the same as under the approved project. Only limited shoring would be needed for Phase 0, and shoring for construction of the parking garages would occur as part of the building construction for each individual block.



SOURCE: Perkins+Will, 2020

Potrero Power Station Mixed-Use Development Project

Figure 3
Potential Off-Street Parking Supply, Re-Phase Program, No PG&E Subarea



SOURCE: Perkins+Will, 2020

Potrero Power Station Mixed-Use Development Project

Figure 4
Construction Phasing Plan, Re-Phase Program

Table 2 Comparison of Estimated Construction Schedule, Approved Project and Re-Phase Program

YEAR	APPROVED PROJECT						RE-PHASE PROGRAM					
	BLOCK	PHASE					BLOCK	PHASE				
2020	Entire site	0					Entire site	0				
2021	Entire site						Entire site					
2022	Entire site						Entire site					
2023	Entire site, Blocks 8, 9, 12						Entire site, Block 15					
2024	Blocks 8, 9, 12		1				Blocks 2, 7, 15		1			
2025	Blocks 7, 8, 9, 11, 12			2			Blocks 2, 7, 8, 11, 15					
2026	Blocks 7, 8, 9, 11, 12				3		Blocks 2, 7, 8, 11, 12, 15			2		
2027	Blocks 3, 4, 7, 11						Blocks 1, 8, 11, 12, 14					
2028	Blocks 3, 4				4		Blocks 1, 9, 12, 14					
2029	Blocks 3, 4, 5, 15						Blocks 1, 3, 4, 9,					
2030	Blocks 5, 15					5	Blocks 1, 3, 4, 9					
2031	Blocks 1, 2, 5, 15						Blocks 3, 4, 13					
2032	Blocks 1, 2, 13, 14, 15					6	Blocks 5, 13					
2033	Blocks 1, 2, 13, 14						Blocks 5, 13					
2034	Block 13						Blocks 5, 13					
2035	Block 13						Block 13					

NOTE: See Figure 4 for phasing of open space and street segments. The blocks listed reflect years when vertical construction would occur.

Table 3 shows how following Phase 0, under the re-phase program, the order of block-by-block vertical construction would change compared to the approved project. Under the approved project, Phase 1 commences construction on Blocks 8, 9, and 12, followed by Phase 2 construction on Blocks 7 and 11, and Phase 3 construction on Blocks 3 and 4, Phase 4 construction on Blocks 5 and 15, Phase 5 construction on Blocks 1, 2, and 14, and Phase 6 construction on Block 13. Instead, under the re-phase program Phase 1 would start construction on Block 15 followed (in order) by construction on Blocks 2, 7, 8, 11, and 12. Like the approved project, Phase 1 would also include 23rd Street and the southeast shoreline portion of the site, but unlike the approved project, the re-phase program would construct the remainder of the shoreline open space, including the dock, during Phase 2. Under the re-phase program, vertical construction during Phase 2 would start with Blocks 1 and 14, followed by Block 9, and then Blocks 3 and 4. Vertical construction in Phase 3 would start and end with Block 13, with Block 5 constructed in the middle of Phase 3. Another way of looking at the changes is that under the re-phase program, construction of Blocks 1, 2, 7, 14, and 15 would be completed earlier than under the approved project, while Blocks 3, 4, 5, 8, 9, and 12 would be completed later, and Blocks 11 and 13 would be completed at approximately the same time as under the approved project.

Table 3 Comparison of Estimated Construction Schedule, By Block

YEAR	BLOCK													
	1	2	3	4	5	7	8	9	11	12	13	14	15	
Approved Project														
2020														
2021														
2022														
2023							X	X		X				
2024							X	X		X				
2025						X	X	X	X	X				
2026						X	X	X	X	X				
2027			X	X		X			X					
2028			X	X										
2029			X	X	X									X
2030					X									X
2031	X	X			X									X
2032	X	X									X	X		X
2033	X	X									X	X		
2034											X			
2035											X			
Re-Phase Program														
2020														
2021														
2022														
2023														X
2024		X				X								X
2025		X				X	X		X					X
2026		X				X	X		X	X				X
2027	X						X		X	X		X		
2028	X							X		X		X		
2029	X		X	X				X						
2030	X		X	X				X						
2031			X	X							X			
2032					X						X			
2033					X						X			
2034					X						X			
2035											X			

NOTE: Schedules for individual block construction indicate vertical development only.

	Phase 0		Phase 4
	Phase 1		Phase 5
	Phase 2		Phase 6
	Phase 3		

Table 4 Re-Phase Program, Detailed Construction Schedule

PHASE	BLOCK	LAND DEVELOPMENT		VERTICAL DEVELOPMENT		OPEN SPACE		DURATION (YEARS)
		START	FINISH	START	FINISH	START	FINISH	
0	all	2020	2023	NA	NA	NA	NA	4
1		2022	2027			2025	2029	8
	2			2026	2028			
	7			2023	2026			
	8			2026	2028			
	11			2025	2027			
	12			2027	2029			
	15			2023	2026			
2		2027	2029			2028	2031	5
	1			2029	2031			
	3			2029	2031			
	4			2028	2029			
	9			2029	2030			
	14			2029	2030			
3		2030	2031			2033	2035	6
	5			2031	2034			
	13			2031	2035			

SOURCE: California Barrel Company, 2020.

Table 5, Comparison of Construction Phasing, Approved Project and Re-Phase Program, lists the same construction phasing information for the re-phase program as shown in Tables 2 and 3, but it also includes the construction phasing details for the with and without PG&E subarea scenarios for both the approved project and the re-phase program. Under the no PG&E scenario of the re-phase program, similar to the no PG&E scenario of the approved project, overall construction duration would be reduced by two years, with all of the reduction occurring in Phase 3, as shown in Table 5.

Similar to the approved project, all start and finish dates for construction of the re-phase program would be affected by market conditions, PG&E's and the project sponsor's remediation process as required by applicable laws and regulations, and the City's permitting process, among other factors.

Other Scenarios Analyzed

As described in the Final EIR Chapter 9, (pp. 9-39 to 9-43), the impact analysis of the approved project provides for the reasonable worst-case analysis by considering the full range of uses that could be implemented under the proposed flexible land use program designated for specific development blocks. Similar to the approved project, the re-phase program would include flexible land uses on Block 9—either hotel or residential— and therefore, there would be a maximum residential scenario and a maximum office scenario to reflect the full range of potential uses. The descriptions of the approved project and re-phase program as depicted in Table 1 reflect hotel uses, which represents the maximum office scenario, and Appendix M, attached to this EIR addendum, presents the detailed assumptions for the maximum residential scenario of the re-phase program. Table 6, Comparison of Potential Residential and Employment Population, Approved Project and Re-Phase Program, shows that under the

Table 5 Comparison of Construction Phasing, Approved Project and Re-Phase Program

CHARACTERISTIC	APPROVED PROJECT		RE-PHASE PROGRAM	
	WITH PG&E SUBAREA	NO PG&E SCENARIO	WITH PG&E SUBAREA	NO PG&E SCENARIO
Construction Start Date	2020	Same as project	Same as project	Same as project
Construction End Date	2035	2033	Same as project w PGE	Same as project, no PGE
Total Construction Duration, years	16	14	Same as project w PGE	Same as project, no PGE
Construction phases, number of phases	6 phases, plus Phase 0	5 phases, plus Phase 0	3 phases, plus Phase 0	3 phases, plus Phase 0
Phase 0, years and affected portion of site	2020 – 2023 entire site	2020 – 2023 entire site minus PGE	Same as project w PGE	Same as project no PGE
Phase 1, years and affected portion of site	2023 – 2026 Blocks 8, 9, 12, 23rd St	Same as project w PGE	2022 – 2028 Blocks 2, 7, 8, 11, 12,15, 23rd St, The Point	Same as re-phase w PGE
Phase 2, years and affected portion of site	2025 – 2027 Blocks 7, 11	Same as project w PGE	2026 – 2031 Blocks 1, 3, 4, 9,14	2026 – 2031 Blocks 1, 3, 4, 9
Phase 3, years and affected portion of site	2026 – 2029 Blocks 3, 4	Same as project w PGE	2030 – 2035 Blocks 5, 13	2030 – 2033 Block 5
Phase 4, years and affected portion of site	2028 – 2032 Blocks 5, 15	Same as project w PGE	NA	NA
Phase 5, years and affected portion of site	2031 – 2033 Blocks 1, 2, 14	2031 – 2033 Blocks 1, 2	NA	NA
Phase 6, years and affected portion of site	2031 – 2035 Block 13	NA	NA	NA

NOTES:

1. The terms used in this table have a different meaning from what is used in Table 9-1 in the Final EIR. In this table, the term “project” refers to the approved project. In Table 9-1 in the Final EIR, the approved project is referred to as the “project variant,” and the terms “proposed project” or “project” refer to an earlier version of the project that was analyzed in the Draft EIR.
2. All start/finish dates are approximate and could be affected by market conditions, PG&E’s remediation process (as may be required by applicable laws and regulations), the City’s permitting process, among other factors

SOURCE: California Barrel Company, 2019 and 2020.

Table 6 Comparison of Approved Project and Re-Phase Program Maximum Residential and Employment Population

POPULATION METRIC	APPROVED PROJECT, FLEX BLOCK SCENARIO		RE-PHASE PROGRAM, FLEX BLOCK SCENARIO	
	MAXIMUM RESIDENTIAL	MAXIMUM OFFICE	MAXIMUM RESIDENTIAL	MAXIMUM OFFICE
Total residents	6,238	5,904	5,956	5,623
Total employees	5,211	5,431	5,176	5,395

re-phase program, both the maximum residential and maximum employment populations would be *less* than the population assumptions used in the Final EIR impact analysis for the approved project. Therefore, in all cases where these scenarios are used in the Final EIR to analyze the potential impacts of the approved project, the impact analysis already represents the reasonable worst-case analysis, and those impacts under the re-phase program would be similar to or less severe than those identified in the Final EIR.

Potential Environmental Effects of the Proposed Re-Phase Program

As described above, the proposed change to the approved project is an amendment of the project's phasing plan, which would primarily result in changes in the approach to, timing for and geographic extent of construction phases compared to the approved project. The order of development of the project's blocks would be amended, but there would be no changes to the overall magnitude or duration of construction activities. There would also be minor changes in gross square footage of certain land uses, but no changes to the permitted location or nature of land uses. Therefore, the discussion below provides a detailed analysis of potential impacts only on the three resources that could be potentially affected by the proposed changes — transportation and circulation; noise; and air quality. Impacts related to all other resource topics, listed below, would be the same or less severe under the proposed re-phase program. Therefore, for the reasons noted, the analysis, conclusions, and significance determination of the impacts of the approved project identified in the Final EIR for the following resource areas would also apply to the re-phase program, with or without development of the PG&E subarea, and no further analysis is required.

- **Land Use and Land Use Planning** — None of the proposed changes in the re-phase program would affect the features of the approved project that were used in the Final EIR analysis of land use impacts. The re-phase program would not result in changes to the approved project's buildings and infrastructure, land use controls, street grid, dimensions or locations of blocks, design standards and guidelines, and/or permitted building heights. Therefore, the impacts described in the Final EIR related to physically dividing an established community and to conflicts with applicable land use plans would apply to the re-phase program, with or without development of the PG&E subarea, with no changes.
- **Population and Housing** — The proposed changes in the re-phase program would have minimal effect on the assumptions, analysis, and results of the population and housing impact analysis in the Final EIR. Construction impacts on population and housing were based solely on construction of the project as a whole through buildout, and the change in approach to construction phasing does not affect any of the assumptions or analysis used in evaluating construction impacts. Operational impacts were based on worst-case buildout assumptions, and the proposed changes in the gross square footage of various land uses would not affect the analysis or conclusion of operational impacts. As shown in Table 6, these slight changes would result in less population than the maximum resident and employee growth scenarios that were analyzed in the Final EIR. Therefore, the impacts of the proposed re-phase program related to population and housing would be similar to or less severe than what is described in the Final EIR, and the impact conclusions would apply to the re-phase program, with or without development of the PG&E subarea, with no changes.
- **Cultural Resources** — None of the proposed changes in the re-phase program would affect the features of the approved project that were used in the Final EIR analysis of cultural resources impacts. The proposed changes would affect only the timing of construction at various locations within the project site, but they would not affect the type of or magnitude of construction activities. Therefore, the impacts described in the Final EIR related to archeological resources, human remains, and tribal cultural resources would apply to the

re-phase program, with or without development of the PG&E subarea. Similarly, the proposed changes would affect only the timing of construction, particularly Station A which would be constructed six years earlier than anticipated in the Final EIR, but they would not affect the treatment of historical architectural resources that will occur under the approved project. Therefore, the impacts described in the Final EIR related to historic architectural resources would apply to the re-phase program, with or without development of the PG&E subarea, with no changes.

- **Greenhouse Gas Emissions** — None of the proposed changes in the re-phase program would affect the features of the approved project that were used in the Final EIR analysis of greenhouse gas emissions impacts. The proposed changes would affect only the timing of construction at various locations within the project site, but they would not affect the nature or magnitude of construction activities, and long-term operations of the re-phase program at buildout would be substantially the same as what is expected to occur under the approved project, though with a somewhat reduced gross square footage of development. Therefore, the impacts of the proposed re-phase program related to greenhouse gas emissions would be similar to or slightly less severe than what is described in the Final EIR, and the impact conclusions would apply to the re-phase program, with or without development of the PG&E subarea, with no changes.
- **Wind and Shadow** — None of the proposed changes in the re-phase program would affect the features of the approved project that were used in the Final EIR analysis of wind and shadow impacts. None of the proposed changes would affect the project's buildings and infrastructure, design standards and guidelines, block locations, or building heights, so there would no changes in the long-term operational wind and shadow effects at buildout under the re-phase program from what was analyzed in the Final EIR. The only change would be to the construction schedule of individual buildings. While the modified schedule could result in differences in interim localized wind impacts during the 16-year construction period from what could occur under the approved project, the Final EIR addresses the potential for unforeseen and potentially significant interim wind impacts and includes a mitigation measure for such impacts; this mitigation measure also applies to the re-phase program. Therefore, the impacts described in the Final EIR related to wind and shadow would apply to the re-phase program, with or without development of the PG&E subarea, with no changes.
- **Recreation** — None of the proposed changes in the re-phase program would affect the features of the approved project that were used in the Final EIR's analysis of impacts to recreational resources. The re-phase program would not make any changes to the open space or other recreational resources included in the approved project. As described in Table 6, the proposed minor changes in land uses would result in a slightly smaller increase in population than the maximum resident growth scenario that was analyzed in the Final EIR. Therefore, the impacts of the proposed re-phase program related to recreational resources would be similar to or slightly less severe than what is described in the Final EIR, and the impact conclusions would apply to the re-phase program, with or without development of the PG&E subarea, with no changes.
- **Utilities and Service Systems** — The re-phase program would not include any changes to the infrastructure improvements included in the approved project. As described in Table 6, the proposed minor changes in land uses would result in slightly less population than the maximum resident and employee growth scenarios that were analyzed in the Final EIR. Therefore, the impacts of the proposed re-phase program related to water supply, wastewater, storm water, and solid waste would be similar to or slightly less severe than what is described in the Final EIR, and the impact conclusions would apply to the re-phase program, with or without development of the PG&E subarea, with no changes.
- **Public Services** — The proposed changes in the re-phase program would have minimal effect on the assumptions, analysis, and results of the public services impact analysis in the Final EIR. The re-phase program would include minor changes in the gross square footages for various land uses, but, as shown in

Table 6, these slight changes would result in a slightly smaller population increase than under the maximum resident and employee growth scenarios that were analyzed in the Final EIR. Therefore, the impacts of the proposed re-phase program related to police protection, fire protection, schools and other services would be similar to or slightly less severe than what is described in the Final EIR, and the impact conclusions would apply to the re-phase program, with or without development of the PG&E subarea, with no changes.

- **Biological Resources** — None of the proposed changes in the re-phase program would affect the features of the approved project that were used in the Final EIR analysis of biological resources impacts. The re-phase program would make no changes to the approved project's plans for demolition of existing structures, shoreline improvements, infrastructure and building improvements, and open space. Therefore, the impacts of the proposed re-phase program related to biological resources would be the same as what is described in the Final EIR, and the impact conclusions would apply to the re-phase program, with or without development of the PG&E subarea, with no changes.
- **Geology, Soils, and Paleontological Resources** — None of the proposed changes under the re-phase program would affect the project features with the potential to affect geological resources since there are no changes to the nature or magnitude of construction activities or in the structural design of the buildings and foundations. Therefore, the impacts described in the Final EIR related to geology, soils, and paleontological resources would apply to the re-phase program, with or without development of the PG&E subarea, with no changes.
- **Hydrology and Water Quality** — None of the proposed changes in the re-phase program would affect the features of the approved project that were used in the Final EIR analysis of hydrology and water quality impacts. The nature and magnitude of construction activities would be the same as for the approved project, with the re-phase program only modifying the schedule of the various construction activities. Similarly, building design and operation at buildout would be essentially the same, and the re-phase program would also rely on the same design guidelines and requirements for construction within a flood zone. Therefore, the impacts described in the Final EIR related to hydrology and water quality would apply to the re-phase program, with or without development of the PG&E subarea, with no changes.
- **Hazards and Hazardous Materials** — None of the proposed changes in the re-phase program would affect the features of the approved project that were used in the Final EIR analysis of hazards and hazardous materials impacts. The nature and magnitude of construction activities would be the same as for the approved project, with the re-phase program only modifying the schedule of the various construction activities. Similarly, the land uses and building design and operation at buildout would be essentially the same. The approach for addressing contamination encountered during the course of development activities set forth in the sitewide Risk Management Plan anticipated to be approved in the fall of 2020 (as described in Appendix L to this addendum) is consistent with the approach described in the Final EIR. Therefore, the impacts described in the Final EIR related to hazards and hazardous materials would apply to the re-phase program, with or without development of the PG&E subarea, with no changes.
- **Mineral and Energy Resources** — None of the proposed changes in the re-phase program would affect the features of the approved project that were used in the Final EIR analysis of mineral and energy impacts. The proposed changes would affect only the timing of construction at various locations within the project site, but they would not affect the nature or magnitude of construction activities, and long-term operations of the re-phase program at buildout would be substantially the same as what is expected to occur under the approved project, though with a somewhat reduced gross square footage of development. Therefore, the impacts of the proposed re-phase program related to energy resources would be similar to or slightly less severe than what is

described in the Final EIR, and the impact conclusions would apply to the re-phase program, with or without development of the PG&E subarea, with no changes.

- **Alternatives** — Because the re-phase program would not result in any new or more severe environmental impacts compared to what was analyzed in the Final EIR, the alternatives analysis presented in the Final EIR also applies to the re-phase program, with or without development of the PG&E subarea, and no further alternatives analysis is required.

The detailed analyses of the potential impacts of the re-phase program compared to the approved project with respect to transportation and circulation; noise and vibration; and air quality are presented below.

Transportation and Circulation

Transportation impacts of the approved project are described in EIR Chapter 9, Section 9.D.5, and as described below, transportation impacts of the re-phase program, including the no PG&E scenario, would be similar. The re-phase program would not result in any new or substantially more severe transportation effects than those identified for the approved project in the Final EIR. As described in this section, all of the transportation significance determinations identified for the approved project in the Final EIR would apply to the re-phase program, and essentially the same mitigation and improvement measures required under the approved project would also be required under the re-phase program. See Section 9.D.5 of the Final EIR (EIR pp. 9-58 to 9-68) for a more detailed description of the approved project's transportation impacts and mitigation and improvement measures.

SUMMARY OF TRANSPORTATION IMPACTS OF APPROVED PROJECT

The Final EIR did not identify any significant transportation impacts of the approved project related to construction, vehicle miles traveled (VMT), traffic hazards, regional transit operations, bicycling, and emergency access, and did not require any mitigation measures. The Final EIR identified significant impacts of the approved project related to Muni transit operations and walking/accessibility, and mitigation measures were identified. With implementation of the mitigation measures, the walking/accessibility impacts would be reduced to less than significant, however, impacts on Muni transit operations would remain significant and unavoidable.

RE-PHASE PROGRAM TRAVEL DEMAND

As described above and shown in Table 1, Comparison of Approved Project and Re-Phase Program Land Uses, the re-phase program would provide an additional 17,366 square feet of office space to the 814,240 square feet included as part of the approved project. In addition, the re-phase program would provide 124 fewer residential units than the approved project, 3,000 fewer square feet of PDR uses, 24,225 fewer square feet of retail uses, and 8,000 fewer square feet of community center uses. Based on the same methodology used for the approved project, the re-phase program travel demand was calculated to reflect the change in person and vehicle trips from that of the approved project due to the differences in re-phase program land uses. **Table 7, Approved Project and Re-phase Program Trip Generation by Mode and Time Period – External Trips Only**, presents the comparison of person and vehicle trips for the approved project as presented in Table 9-6 (EIR p. 9-59) and trip generation with those of the re-phase program. The travel demand calculations for the re-phase program are included in Appendix C.2.

As shown on Table 7, compared to the approved project, the re-phase program would result in fewer daily, a.m. peak hour, and p.m. peak hour person trips. Table 7 also shows that the number of external (trips traveling to and from the project site, not including trips internal to the site) daily person trips would decrease by 10,734 trips (a

decrease of 16.3 percent), while daily vehicle trips would decrease by 2,748 vehicle trips (a decrease of 14.4 percent) from the approved project. Peak hour person trips would decrease by 204 person trips during the a.m. peak hour and by 1,088 person trips during the p.m. peak hour, while vehicle trips would decrease by 67 vehicle trips during the a.m. peak hour and by 292 vehicle trips during the p.m. peak hour. The change from the approved project in person trips by all modes represents a decrease of 4.0 percent during the a.m. peak hour, and a decrease of 14.6 percent during the p.m. peak hour.

Table 7 Approved Project and Re-Phase Program Trip Generation by Mode and Time Period – External Trips Only^{a,b}

TIME PERIOD/APPROVED PROJECT/ RE-PHASE PROGRAM/NO PG&E SCENARIO	PERSON TRIPS BY TRAVEL MODE				VEHICLE TRIPS
	AUTO	TRANSIT	OTHER ^c	TOTAL	
Daily					
Approved Project	32,510	15,706	17,515	65,731	19,113
Re-Phase Program	27,190	13,915	13,893	54,997	16,365
% Change compared to the Approved Project	-16.4%	-11.4%	-20.7%	-16.3%	-14.4%
Re-Phase Program No PG&E Scenario	26,348	12,275	14,573	53,197	14,865
% Change compared to the Approved Project	-19.0%	-21.8%	-16.8%	-19.1%	-22.2%
a.m. Peak Hour					
Approved Project	2,498	1,822	833	5,154	1,897
Re-Phase Program	2,405	1,761	783	4,950	1,830
% Change compared to the Approved Project	-3.7%	-3.4%	-6.0%	-4.0%	-3.5%
Re-Phase Progrqm No PG&E Scenario	2,030	1,374	653	4,057	1,465
% Change compared to the Approved Project	-18.8%	-24.6%	-21.6%	-21.3%	-22.8%
p.m. Peak Hour					
Approved Project	3,681	2,165	1,628	7,474	2,483
Re-Phase Program	3,152	1,950	1,284	6,386	2,191
% Change compared to the Approved Project	-14.4%	-9.9%	-21.1%	-14.6%	-11.7%
Re-Phase Program No PG&E Scenario	2,905	1,606	1,274	5,786	1,886
% Change compared to the Approved Project	-21.1%	-25.8%	-21.7%	-22.6%	-24.0%

NOTES

^a Numbers may not sum to total due to rounding.

^b External trips are those whose origin or destination is outside the project site.

^c Other modes include walk, bicycle, motorcycle, and additional modes such as taxis.

SOURCE: Estimation of Potrero Power Station Re-Phase Program Travel Demand, July 2020. See Appendix C.2.

Under the no PG&E scenario, the overall land use plan would be similar to the re-phase program but reduced in scale with 1,160 fewer residential units and 20,000 fewer square feet of PDR space. As shown in Table 7, the number of external trips traveling to and from the project site by all travel modes would be less for the re-phase program's no PG&E scenario than for the approved project (e.g., on a daily basis there would be a decrease in the number of total person trips of about 19.1 percent from the approved project, and a decrease in the number of vehicle trips of about 22.2 percent from the approved project).

Similar to the approved project, the re-phase program would include development controls for the site that would allow for flexibility of uses on certain blocks, depending on future market conditions. The travel demand analysis for the approved project in the Final EIR developed a combined scenario which selected the maximum number of

inbound and outbound vehicle and transit trips among the approved project and flex block analysis scenarios, and the quantitative analysis for the approved project's transit, air quality, and noise impacts assumed the maximum number of trips under the approved project combined scenario. Similar to the approved project, the re-phase program would include flexible land uses for either hotel use or residential use on Block 9. Therefore, similar to the analysis for the approved project, to account for the potential differences in uses on Block 9, the travel demand analysis was conducted for an additional land use program scenario for the re-phase program to determine whether the possible changes in the flex block would generate more travel demand than used in the quantitative analysis for the approved project. As with the approved project, a re-phase program combined scenario was developed which consists of the maximum inbound and outbound vehicle and transit trips during each peak hour of analysis. This analysis is presented on **Table 8, Approved Project and Re-phase Program Vehicle and Transit Trip Generation Used in Quantitative Analysis**. As shown on Table 8, the number of vehicle and transit trips for the re-phase program's combined scenario are less than those used in the approved project's combined scenario (i.e., 66 fewer vehicle trips and 61 fewer transit trips during the a.m. peak hour, and 299 fewer vehicle trips and 219 fewer transit trips during the p.m. peak hour.) Because the re-phase program combined scenario would generate fewer vehicle and transit trips than the approved project combined scenario, the quantitative operational analyses results for the approved project presented in the Final EIR represents a more conservative scenario of the quantitative operational analyses for the re-phase program with or without development of the PG&E subarea.

Table 8 Approved Project and Re-Phase Program Vehicle and Transit Trip Generation Used in Quantitative Analysis^{a,b}

TRIP TYPE/APPROVED PROJECT/ RE-PHASE PROGRAM	A.M. PEAK HOUR			P.M. PEAK HOUR		
	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL
Vehicle Trips						
Approved Project	1,073	825	1,897	1,167	1,315	2,483
Re-Phase Program	1,047	783	1,830	1,029	1,163	2,191
Approved Project Combined Scenario	1,073	848	1,920	1,184	1,315	2,499
Re-Phase Program Combined Scenario	1,047	807	1,854	1,037	1,163	2,200
Transit Trips						
Approved Project	969	853	1,822	1,075	1,090	2,165
Re-Phase Program	947	814	1,761	970	979	1,950
Approved Project Combined Scenario	969	878	1,846	1,096	1,090	2,185
Re-Phase Program Combined Scenario	947	838	1,785	986	979	1,966

NOTE:

^a Numbers may not sum to total due to rounding. Includes only external trips with origins or destinations outside of the project site.

^b As shown on Table 7, the no PG&E scenario would also generate fewer vehicle and transit trips than the approved project (i.e., 432 fewer a.m. peak hour and 597 p.m. peak hour vehicle trips, and 448 fewer a.m. peak hour and 559 p.m. peak hour transit trips).

SOURCE: Estimation of Potrero Power Station Re-Phase Program Travel Demand, July 2020. See Appendix C.2.

CONSTRUCTION-RELATED TRANSPORTATION IMPACTS

The re-phase program would include similar construction activities as the approved project presented in **Impact TR-1** (EIR pp. 9-61 and 4.E-58 to 4.E-62) because the re-phase program would involve construction of a similar number of buildings and buildout of the internal street network as the approved project. Under the re-phase program, the total building area would decrease by 4 percent from the approved project. The construction duration of the re-phase program would be the same as the approved project (16 years), however,

the re-phase program would alter the timing of the construction phasing of the project, reducing the number of development phases from six to three. Under the no PG&E scenario, fewer buildings would be constructed and thus the construction duration would be two years shorter (14 years) than the approved project (16 years). Average construction-related haul and vendor truck traffic increases on local access streets under the re-phase program would be expected to be similar to what was assumed for the approved project, but in general, phasing changes and durations under the re-phase program would likely alter the timing of truck traffic increases but not their extent.

Therefore, similar to the approved project, the construction-related transportation impacts of the re-phase program, with or without development of the PG&E subarea, would be *less than significant* both individually (**Impact TR-1**) and cumulatively (**Impact C-TR-1**). Improvement Measure I-TR-A (Construction Management Plan and Public Updates) (EIR p. 4.E-61) identified for the approved project, would be applicable to the re-phase program.

VMT IMPACTS

As described for the approved project in **Impact TR-2** (EIR pp. 9-62 and 4.E-62 – 4.E-63), the re-phase program would be located in an area of the city where the existing vehicle miles traveled (VMT) is more than 15 percent below the existing regional average for residential and non-residential uses. In addition, the project site meets the “Proximity to Transit” screening criterion, which also indicates that the proposed uses under the re-phase program would not result in substantial additional VMT. As presented in Table 7 above, the re-phase program would generate between 14.4 and 22.2 percent fewer daily vehicle trips than the approved project and therefore would generate less daily VMT than the approved project. The re-phase program would include a transportation demand management (TDM) plan that would be essentially the same as the TDM plan for the approved project. In addition, similar to the approved project, the re-phase program’s features that would alter the transportation network would fit within the general types of projects that would not substantially induce automobile travel (e.g., buildout of the internal street network, reconstruction of the sidewalks and bicycle lanes, and new traffic signals). Therefore, similar to the approved project, the impacts of the re-phase program, with or without development of the PG&E subarea, related to VMT would be *less than significant* both individually (**Impact TR-2**) and cumulatively (**Impact C-TR-2**).

TRAFFIC HAZARD IMPACTS

Traffic hazard impacts associated with the re-phase program would be similar to the approved project, as described in **Impact TR-3** (EIR pp. 9-62 to 9-63 and 4.E-63 to 4.E-66), and like the approved project, these impacts would be less than significant. As with the approved project, street network designs and transportation features of the buildings (e.g., curb cuts and driveway widths) would be required to undergo more detailed design and review to ensure that they are designed to meet City design standards. The street designs of the re-phase program would be subject to approval by the San Francisco Municipal Transportation Agency (SFMTA), Public Works, and Fire Department, along with other City agencies, so that the streets are designed consistent with City policies and design standards and do not result in traffic hazards. Under the re-phase program, the location of curb cuts and driveway widths would remain the same as for the approved project, with the exception of Block 15. Under the re-phase program, the off-street parking facility and driveway on Block 15 would be eliminated, however, the curb cuts would be replaced by a wider curb cut for multiple at-grade loading spaces. The loading spaces and associated curb cut would be designed consistent with SFMTA design specification for wider curb cuts, and therefore would not result in traffic hazards.

The re-phase program would result in a net reduction of 63 off-street vehicle parking spaces from the approved project (a total of 339 fewer vehicle parking spaces on Blocks 7, 8, and 15, and a total of 276 more vehicle parking

spaces on Blocks 5, 11, and 12). The total number of vehicle parking spaces on Block 11 would increase from 86 for the approved project to 121 under the re-phase program, while the number of parking spaces on Block 12 would increase from 15 for the approved project to 67 under the re-phase program. However, driveway access and design specifications for the driveways on these blocks would remain the same as under the approved project, and therefore the limited increase in vehicle parking spaces on these blocks would not result in traffic hazards. Under the re-phase program, the proposed district parking garage on Block 5 would have 189 more vehicle parking spaces (i.e., 1,008 vehicle parking spaces) than the approved project. However, similar to the approved project, the district parking garage under the re-phase program with or without development of the PG&E subarea would accommodate vehicle queuing onsite without spilling back into the adjacent travel lanes on Georgia Lane or Humboldt Street or blocking sidewalks. Improvement Measure I-TR-B (Monitoring and Abatement of Queues) (EIR p. 4.E-65), identified for the approved project, would also be applicable to the re-phase program with or without development of the PG&E subarea.

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

The re-phase program would generate between 14.4 and 22.2 percent fewer daily vehicle trips than the approved project (16,365 daily vehicle trips for the re-phase program and 14,865 daily vehicle trips for the no PG&E scenario, compared to 19,113 vehicle trips for the approved project), and similar to what was described in the Final EIR for the approved project, increases in traffic volumes on the surrounding roadways would not be considered a traffic hazard. Therefore, similar to the approved project, the impacts of the re-phase program, with or without development of the PG&E subarea, related to traffic hazards would be *less than significant* both individually (**Impact TR-3**) and cumulatively (**Impact C-TR-3**).

TRANSIT IMPACTS

Transit impacts for the re-phase program would be similar to those described in the Final EIR for the approved project in **Impacts TR-4 through TR-6** (EIR pp. 9-63 to 9-65 and pp. 4.E-66 to 4.E-76). Similar to the approved project, the re-phase program would include transit shuttle service between the project site and Caltrain's 22nd Street station and BART's 16th Street station or other destinations pending route discussions between the project sponsor and the SFMTA, and a shuttle stop/bus layover facility would be provided within the project site. On a daily basis, the re-phase program would generate between 11.4 and 21.8 percent fewer transit trips than the approved project. During the weekday a.m. peak hour, the re-phase program would generate 1,761 transit trips compared to 1,822 transit trips for the approved project (i.e., 61 fewer transit trips), and during the weekday p.m. peak hour the re-phase program would generate 1,950 transit trips compared to 2,165 transit trips for the approved project (i.e., 215 fewer transit trips). The no PG&E scenario would also generate fewer transit trips than the approved project (i.e., 3,431 fewer daily transit trips, 448 fewer a.m. peak hour transit trips and 559 fewer p.m. peak hour transit trips than the approved project).

Although the re-phase program, with or without development of the PG&E subarea, would generate fewer vehicle trips than the approved project, similar to **Impact TR-5** for the approved project, the re-phase program, with or without development of the PG&E subarea, would still result in significant impacts on Muni transit operations on the 22 Fillmore and 48 Quintara/24th Street bus routes due to increases in transit travel times. Therefore, Mitigation Measure M-TR-5, Implement Measures to Reduce Transit Delay (EIR p. 4.E-72), would be applicable to the re-phase program with or without development of the PG&E subarea. Similar to the approved project, because it is not certain that implementation of this mitigation measure would reduce project-generated vehicles to mitigate significant impacts of the re-phase program to less-than-significant levels, the impact of the re-phase program, with or without development of the PG&E subarea, on Muni transit operations would be *significant and unavoidable with mitigation* both individually (**Impact TR-5**) and cumulatively (**Impact C-TR-5**).

Mitigation Measure M-TR-5 has been modified (new text shown in double underline) for the re-phase program to reflect the change in phasing and the number of weekday p.m. peak hour vehicle trips by phase, as follows:

Mitigation Measure M-TR-5 (Re-Phase Program): Implement Measures to Reduce Transit Delay

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

PROJECT DEVELOPMENT PHASE	MAXIMUM P.M. PEAK HOUR VEHICLE TRIPS			
	RE-PHASE PROGRAM		NO PG&E SUBAREA SCENARIO	
	PHASE TOTAL	RUNNING TOTAL	PHASE TOTAL	RUNNING TOTAL
Phase 1	<u>1,020</u>	<u>1,020</u>	<u>1,020</u>	<u>1,020</u>
Phase 2	<u>400</u>	<u>1,420</u>	<u>370</u>	<u>1,390</u>
Phase 3	<u>530</u>	<u>1,950</u>	<u>290</u>	<u>1,680</u>

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

The project sponsor shall begin submitting monitoring reports to the Planning Department 18 months following 75 percent occupancy of the first phase. Thereafter, annual monitoring reports shall be submitted (referred to as "reporting periods") until eight consecutive reporting periods show that the fully built project has met the performance standard, or until expiration of the project's development agreement, whichever is earlier.

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

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

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

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

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

WALKING/ACCESSIBILITY IMPACTS

Walking/accessibility impacts for the re-phase program would be similar to those described in the Final EIR for the approved project in **Impact TR-7** (EIR pp. 9-66 and 4.E-76 to 4.E-78). The re-phase program would have the same street network changes within the project site and offsite improvements as under the approved project (e.g., signalization of the intersections of Illinois Street/23rd Street and Illinois Street/Humboldt Street, sidewalk reconstruction on the east side of Illinois Street between Humboldt and 23rd streets) to accommodate pedestrian travel within and adjacent to the project site. Similar to the approved project, under the no PG&E

scenario of the re-phase program, the street network would not include a connection between the project site at Illinois Street via Humboldt Street, and would not include Georgia Street between Humboldt and 22nd streets. However, same as the approved project, the no PG&E scenario would include sidewalk reconstruction on the east side of Illinois Street between 22nd and 23rd streets, in addition to the portion between Humboldt and 22nd streets under the approved project.

As for the approved project, the re-phase program would implement daylighting at intersections (i.e., restricting parking adjacent to corners to enhance visibility for people walking, bicyclists, and drivers at intersections); and driveway access to garages and off-street loading facilities would be located to meet the minimum width and frequency necessary. Under the re-phase program, the total number of off-street vehicle parking spaces would be less than under the approved project (a net decrease of 63 spaces). Under the re-phase program, the number of parking spaces on Blocks 15, 7, and 8 would decrease by 70, 21, and 248 spaces, respectively, while on Blocks 5, 11, and 12, the number of parking spaces would increase by 189, 35, and 52 spaces, respectively. The increase in off-street parking spaces on Blocks 11 and 12 would not substantially increase vehicle activity at the garage driveways on Maryland Street, as the overall number of parking spaces on these blocks would remain relatively low, at 121 parking spaces for Block 11 and 67 parking spaces for Block 12. On Block 5, the number of parking spaces within the district parking garage would increase by 189 spaces. However, as described above, the design of the district parking garage would accommodate vehicle queuing without spilling back into the adjacent travel lanes or blocking sidewalks. Therefore, the changes to the off-street parking supply proposed as part of the re-phase program would not result in hazardous conditions to people walking.

The re-phase program with or without development of the PG&E subarea would generate fewer person trips than the approved project (see Table 7, above). Similar to the approved project, it is anticipated that the existing and proposed pedestrian-related features would accommodate people walking within the site and would not result in hazardous conditions or present barriers to people walking to and from the project site. However, similar to the approved project, the combination of existing conditions at the intersection of Illinois Street/22nd Street, project-generated increases in vehicular travel on Illinois Street, and the large number of people who may be walking between the project site and destinations to the north and west, would result in significant impacts related to pedestrian safety and accessibility. Mitigation Measure M-TR-7 (Improve Pedestrian Facilities at the Intersection of Illinois Street/22nd Street) (EIR p. 4.E-78), would be applicable to the re-phase program. With implementation of this measure, the impacts of the re-phase program, with or without development of the PG&E subarea, on people walking, similar to the approved project, would be *less than significant with mitigation*. Similar to the approved project, the re-phase program, with or without development of the PG&E subarea, would result in *less than significant* cumulative impacts related to people walking (Impact C-TR-7).

BICYCLE IMPACTS

Bicycle impacts for the re-phase program would be similar to those described in the Final EIR for the approved project in **Impact TR-8** (EIR pp. 9-66 to 9-67 and pp. 4.E-78 to 4.E-80). The re-phase program would provide the same or similar on-street and onsite bicycle facilities (e.g., class 1 and class 2 bicycle parking spaces, bicycle lanes), and the re-phase program would generate between 16.8 and 20.7 percent fewer daily bicycle trips than the approved project (13,893 daily trips by bicycle for the re-phase program and 14,573 daily trips by bicycle for the re-phase program no PG&E scenario, compared to 17,515 trips by bicycle for the approved project). Similar to the approved project, the no PG&E scenario would also not include a connection of Georgia Street between Humboldt Street within the project site and 22nd Street, however, alternate connections would be provided (e.g., Maryland Street). As for the approved project, the street network under the re-phase program would be designed consistent with the Better Streets Plan to prioritize safe bicycle and pedestrian travel within the site, limit

curb cuts into garages and loading facilities, and provide adequate turning radii and sight distances at intersections and driveways.

Compared to the approved project, the re-phase program would decrease the off-street parking supply on Blocks 7, 8, and 15 by 21, 248, and 70 spaces, respectively and would increase the off-street parking supply on Blocks 5, 11, and 12 by 189, 35, and 52 spaces, respectively. Thus, the overall number of off-street parking spaces within the project site under the re-phase program would decrease by 63 spaces from the approved project. The number of parking spaces on Blocks 7 and 8, which would have access from Maryland Street and either Humboldt or Delaware streets would decrease by 269 spaces, while the number of parking spaces on Blocks 11 and 12, which would have access from Maryland Street would increase by 87 spaces. As for the approved project, Maryland Street would contain a bicycle lane in each direction. The re-phase program would not increase the number of driveways on Maryland Street and would not substantially change the number of vehicles accessing off-street parking facilities for Blocks 7, 8, 11, and 12 on Maryland Street. However, the number of parking spaces within the district garage on Block 5, which would have access from both Georgia Lane and Humboldt Street, would increase by 189 spaces. As described above, the increase in the number of parking spaces within the district garage would be accommodated without spilling back onto Humboldt Street or Georgia Lane. Vehicles entering or exiting the district parking garage via Georgia Lane would not cross the bicycle lane located on the east side of Georgia Lane and would not conflict with bicycle travel within the bicycle lane.

Under the re-phase program, off-street parking would be eliminated on Block 15 (a reduction of 70 spaces), and therefore vehicles would not cross the northbound bicycle lane proposed for Georgia Lane¹ as would occur under the approved project. However, under the re-phase program, due to site constraints on Block 15, the on-site loading spaces proposed for this block would be located at street level on Georgia Lane. The at-grade location of the loading spaces would require a wider curb than would occur under the approved project and the wider curb cut would exceed the Design for Development standards. In designing the building and loading facilities on Block 15, the project sponsor would work with SFMTA to minimize the curb cut driveway width and to incorporate features to allow for trucks access and adequate sight distances for drivers and bicyclists on Georgia Lane. Examples of features include sight triangle of a minimum of 10 feet at the driveway, yield lines and/or “Yield to Bikes” signage to identify the potential conflict area and clarify that the bicycle lane has priority over entering or exiting vehicles, and signs at the driveway for exiting vehicles to expect bicycle traffic. Due to the intermittent use of the loading spaces throughout the day and design features of loading spaces, the removal of garage driveways and proposed placement of onsite loading spaces on Georgia Lane on Block 15 would not result in potentially hazardous conditions for bicyclists traveling northbound within the bicycle lane.

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

¹ As for the approved project, Georgia Lane would have a 6-foot wide bicycle lane on the east side of the street (northbound direction of travel) and a shared route on the west site (southbound direction of travel).

LOADING IMPACTS

Loading impacts for the re-phase program would be similar to those described in the Final EIR for the approved project in **Impact TR-9** (EIR pp. 9-67 and pp. 4.E-80 to 4.E-83). Similar to the approved project, the re-phase program would include on- and off-street commercial loading spaces and on-street passenger loading/unloading zones to accommodate the projected demand for loading spaces. Subject to SFMTA approval, the re-phase program would provide 20 onsite and 34 on-street commercial loading spaces and 22 on-street passenger loading/unloading zones throughout the project site, the same as the approved project.

The re-phase program would include less development than the approved project and would therefore generate fewer delivery/service vehicle trips (630 daily delivery/service vehicle trips for the re-phase program, compared to 710 delivery/service vehicle trips for the approved project, an 11 percent decrease). These delivery/service vehicle trips would result in a peak loading space demand of 38 spaces, which would be accommodated within the 54 onsite and on-street loading spaces.

Under the no PG&E scenario, 16 onsite and 30 on-street commercial loading spaces and 15 on-street passenger loading spaces would be provided. This scenario would generate 592 daily delivery/service vehicle trips, which would result in a peak commercial loading demand of 36 spaces. This peak loading demand would be accommodated within the 46 onsite and on-street commercial loading spaces.

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

PARKING IMPACTS

Parking impacts for the re-phase program would be similar to those described in the Final EIR for the approved project in **Impact TR-10** (EIR pp. 9-67 to 9-68 and pp. 4.E-83 to 4.E-86). The re-phase program would provide 63 fewer onsite off-street vehicle parking spaces than the approved project (2,623 vehicle parking spaces for the re-phase program, compared to 2,686 vehicle parking spaces for the approved project), and, similar to the approved project, the re-phase program would include a district parking garage. The off-street parking supply on Blocks 7, 8, and 15 would decrease by 21, 248, and 70 spaces, respectively, while the off-street parking supply on Blocks 5 (the district garage), 11, and 12 would increase by 189, 35, and 52 spaces, respectively. The vehicle parking demand generated by the re-phase program would be about 4,146 spaces during the midday period and 2,684 spaces during the evening period (269 fewer spaces than the approved project during the midday period, and 283 fewer spaces during the evening period). Under the no PG&E scenario, 1,993 off-street vehicle parking spaces would be provided, and there would be a parking demand of about 3,540 spaces during the midday period and 1,856 spaces during the evening period (875 fewer than the approved project during the midday period and 1,111 fewer during the evening period).

Similar to the approved project, the parking demand for the re-phase program, with or without development of the PG&E subarea, would not be accommodated onsite, and drivers may seek parking elsewhere or change

travel modes to transit, walking, bicycling, or other modes. However, this would not create hazardous conditions affecting transit, traffic, bicycling, or people walking, or significantly delay transit.

The number of on-street parking within the project site proposed under the re-phase program would be same as for the approved project, with 52 on-street vehicle spaces (42 standard and 10 ADA spaces). However, the final number of on-street spaces would be subject to SFMTA approval. In addition, similar to the approved project, under the no PG&E subarea scenario, 31 on-street vehicle spaces would be provided (25 standard and 6 ADA spaces). Therefore, the re-phase program's secondary parking impacts would be similar to the approved project and would be *less than significant*. Therefore, similar to the approved project, the impacts of the re-phase program, with or without development of the PG&E subarea, related to parking would be *less than significant* both individually (**Impact TR-10**) and cumulatively (**Impact C-TR-10**).

EMERGENCY ACCESS IMPACTS

Emergency access impacts for the re-phase program would be similar to those described in the Final EIR for the approved project in **Impact TR-11** (EIR pp. 9-68 and pp. 4.E-86 to 4.E-87). The internal street network for the re-phase program would be the same as for the approved project. The re-phase program would include new traffic signals at the intersections of Illinois Street/23rd Street and Illinois Street/Humboldt Street. Similar to the approved project, under the no PG&E scenario, the western end of Humboldt Street would end north of Block 5 and would not connect to Illinois Street, Georgia Street would not be developed, the western end of Craig Lane would end at Louisiana Street and only one new traffic signal would only be provided (at the intersection of Illinois Street/23rd Street). However, as under the approved project, the streets would be designed to accommodate fire department vehicles and new traffic signals would not impede emergency vehicle access.

The re-phase program with or without development of the PG&E subarea would generate fewer daily vehicle trips than the approved project (16,365 daily vehicle trips for the re-phase program and 14,865 daily vehicle trips for the no PG&E scenario, compared to 19,113 vehicle trips for the approved project). Similar to the approved project, this increase in traffic volumes on the surrounding roadways would also not impede or hinder emergency vehicles. Therefore, similar to the approved project, the impact of the re-phase program, with or without development of the PG&E subarea, on emergency access would be *less than significant* both individually (**Impact TR-11**) and cumulatively (**Impact C-TR-11**).

Noise and Vibration

Noise and vibration impacts of the approved project are described in Chapter 9, Section 9.D.6 of the Final EIR, and as described below, the noise and vibration impacts of the re-phase program would be similar. The re-phase program would not result in any new or substantially more severe noise effects than those identified for the approved project in the Final EIR. As described in this section, all of the noise impact significance determinations identified for the approved project in the Final EIR would apply to the re-phase program, and the same mitigation and improvement measures required under the approved project would also be required under the re-phase program. See Section 9.D.6 of the Final EIR (EIR pp. 9-69 to 9-78) for a more detailed description of the approved project impacts and mitigation and improvement measures.

SUMMARY OF NOISE IMPACTS OF THE APPROVED PROJECT

The Final EIR identified that even with implementation of mitigation measures, the approved project would result in the following significant and unavoidable noise impacts: construction-related increases in ambient noise levels at sensitive receptors; permanent increases in ambient noise levels at offsite receptors due to project traffic; cumulative construction noise increases; and cumulative traffic noise increases. The Final EIR

identified the following significant impacts that could be reduced to less than significant with implementation of mitigation measures: exposure to construction-related and operational noise levels in excess of standards; construction-related vibration; and permanent increases in ambient noise levels at onsite receptors due to project traffic. The Final EIR determined that noise impacts in the following areas would be less than significant: offsite construction-related truck traffic noise; and exposure to noise levels from events that include outdoor amplified sound or from rooftop bars and restaurants.

CONSTRUCTION IMPACTS

The primary changes associated with the re-phase program that could alter construction-related noise impacts are proposed changes in construction phasing. The re-phase program would consolidate six construction phases into three and modify when some of the blocks would be constructed, but these three construction phases would occur over the same 16-year duration (2020 to 2035) as the approved project. As described further below, these changes are not anticipated to result in substantially different construction noise impacts from the worst-case assumptions that were used in the impact analysis in the Final EIR.

EXPOSURE TO CONSTRUCTION-RELATED NOISE LEVELS IN EXCESS OF STANDARDS

The re-phase program would use the same types of construction equipment as the approved project, so like the approved project, project construction could expose people to or generate noise levels in excess of standards. Like the approved project, operation of some types of construction equipment under the re-phase program would also be expected to exceed the City's noise ordinance limit for equipment. Therefore, like the approved project, the impact related to construction-related noise levels in excess of the noise ordinance limit (**Impact NO-1**, EIR pp. 9-69 and 4.F-28) would be *less than significant with mitigation* for the re-phase program, with or without development of the PG&E subarea, and implementation of Mitigation Measure M-NO-1, Construction Noise Control Measures (EIR p. 4.F-30), would be required.

CONSTRUCTION-RELATED AMBIENT NOISE LEVELS AT SENSITIVE RECEPTORS

Overall construction noise impacts at sensitive receptors—both planned offsite receptors at the Pier 70 site and future onsite receptors—during the daytime and nighttime hours under the re-phase program would be similar to the approved project as described in EIR Chapter 4, Section 4.F under **Impact NO-2** (EIR pp. 9-70 and pp. 4.F-32 to 4.F-45).

With respect to planned offsite receptors, the re-phase program would alter the timing of project construction along the northern project boundary. Building construction on Blocks 1 and 2 would be completed in 2033, and construction on Block 14 would be completed in 2028, three to seven years earlier than under the approved project. Building construction on Blocks 3 and 4 would be completed in 2031, two years later than the approved project. Despite these phasing changes, construction on Blocks 1, 2, 3, 4, and 14 would still occur after the scheduled 2023 and 2029 completion of planned offsite sensitive receptors at the Pier 70 site adjacent to this boundary. Therefore, construction noise impacts at these receptors would be similar to those under the approved project.

With respect to future onsite receptors, the re-phase program could slightly reduce potential construction noise impacts on future onsite sensitive receptors compared to the approved project because construction on four residential blocks would be delayed, while three residential blocks would be constructed earlier. For example, the re-phase program would delay construction of Block 9 from Phase 1 (2023 to 2026) under the approved project to Phase 2 (2028 to 2030) under the re-phase program, which would reduce construction noise impacts on future onsite sensitive receptors occupying Block 9. Delaying completion of Block 9 to 2030 would reduce

exposure of future sensitive receptors on this block to noise from construction activities in the northern waterfront area (2027 to 2031) and the adjacent Block 4 to the north (2029 to 2031). The Final EIR determined that these receptors would be subject to significant construction-related noise impacts from construction during Phases 2 through 6 even with mitigation. Therefore, this significant and unavoidable impact under the re-phase program would be shorter in duration than under the approved project and thus a less severe impact. Assuming Block 9 would be occupied by 2030, sensitive receptors at this location could be subject to significant construction-related noise for one year (2030 to 2031) from construction activities in the open space area to the east and at Blocks 3 and 4 to the north and northwest. While still a significant impact, this would be less severe than the three years of noise from construction activities on Blocks 3 and 4 as well as construction in the northern waterfront area that would occur under the approved project.

For these reasons, the re-phase program, with or without development of the PG&E subarea, would still have the same *significant and unavoidable with mitigation* significance determination for Impact NO-2 (EIR pp. 9-73 and 4.F-42), and all of the same noise mitigation and improvement measures identified in the Final EIR (Mitigation Measure M-NO-1, Construction Noise Control Measures, and Improvement Measure I-NO-A, Nighttime Construction Noise Control Measures) would also apply to the re-phase program.

OFFSITE CONSTRUCTION-RELATED HAUL TRUCK TRAFFIC NOISE

Average construction-related haul and vendor truck traffic increases on local access streets under the re-phase program would be similar to what was anticipated to occur under the approved project. Under the re-phase program the timing of truck traffic noise increases would change along with the duration, but not their extent. Under the approved project, with or without development of the PG&E subarea, the Final EIR estimated that the highest number of construction-related truck trips (equipment and materials deliveries, and haul trips) from overlapping phases was about 112 one-way truck trips per day in 2023 and 200 one-way truck trips per day in 2025. During the remaining years, the Final EIR estimated that the number of truck trips were on average less than 100 one-way trips per day.

Similar to the approved project, Phase 0 under the re-phase program would include demolition, site preparation and rough grading work across the entire site for all development phases. Some of the earthwork that was assumed to occur under the approved project's Phases 0.1, 3, and 5 would be moved to Phase 0 under the re-phase program. With grading activities in Phase 0.1 (115 trips per day) occurring during 2020 to 2023 instead of 2025, peak overlapping truck trips could shift to Phase 0 instead of later phases, but because the average daily truck trips during the approved project's Phase 0 was less than 50 trips per day, the number of average daily truck trips under the re-phase program's Phase 0 would not be expected to exceed the maximum level of 200 one-way trips per day that was analyzed in the Final EIR.

As shown in Table 2, Comparison of Estimated Construction Schedule, the approved project would have a maximum of five blocks under concurrent vertical construction, in years 2025, 2026, and 2032. This table also shows that between 2023 and 2035, there would be eight years during which the re-phase program would have the same or reduced number of blocks under concurrent vertical construction (2023, 2024, 2025, 2029, 2031, 2032, 2033, and 2035) compared to the approved project. In the remaining five years, the re-phase program would have more blocks under concurrent vertical construction than the approved project (2026, 2027, 2028, 2030, and 2034).

In 2026, the re-phase program would have six blocks under concurrent vertical construction, compared to five blocks under the approved project. Additionally, the re-phase program would increase the number of blocks

under construction in 2027, 2028, 2030, and 2034 by one to two blocks, but the total number of blocks under concurrent vertical construction would be five or less during these four years. The overlapping construction truck trips for all five of these years were estimated in the Final EIR to average less than 100 per day under the approved project. Thus, it can be inferred that even when increasing the number of blocks under concurrent vertical construction from five to six, the average number of daily truck trips would still be below the maximum level of 200 truck trips per day estimated in the Final EIR. Therefore, the potential truck traffic noise increases for these years under the re-phase program would also be less than the worst-case noise levels estimated in the Final EIR.

For the above reasons, offsite truck traffic noise increases under the re-phase program, with or without development of the PG&E subarea, would not be expected to exceed the maximum noise increases estimated in the Final EIR (**Impact NO-3**, EIR pp. 9-73 and 4.F-45). Like the approved project, this impact would be *less than significant* for the re-phase program, with or without development of the PG&E subarea. Further, like the approved project, Improvement Measure I-NO-A, Nighttime Construction Noise Control Measures, Improvement Measure I-NO-B, Avoidance of Residential Streets, and Improvement Measure I-TR-A, Construction Management Plan and Public Updates, would be implemented under the re-phase program in order to minimize potential disturbance of residents in the Dogpatch neighborhood from the construction-related truck noise increases and the combined truck noise increases resulting from the overlapping construction schedules of the re-phase program and Pier 70 development.

CONSTRUCTION-RELATED VIBRATION

Construction of the re-phase program would require similar equipment and activities as the approved project, and therefore would result in similar construction-related vibration impacts (**Impact NO-4**, EIR pp. 9-73 and 4.F-46). Therefore, implementation of the same mitigation measures specified in the EIR for Impact NO-4 (Mitigation Measures M-NO-4a, Construction Vibration Monitoring, M-NO-4b, Vibration Control Measures During Controlled Blasting and Pile Driving, M-NO-4c, Vibration Control Measures During Use of Vibratory Equipment, and Mitigation Measure M-CR-5e, Historic Preservation Plan and Review Process for Alteration of Station A and the Boiler Stack) would also be required for the re-phase program. With implementation of these mitigation measures, like the approved project, construction-related vibration impacts would be *less than significant with mitigation* for the re-phase program, with or without development of the PG&E subarea.

OPERATIONAL IMPACTS

Operational noise impacts are related to noise from the proposed land uses and long-term vehicular traffic. Land uses on each block under the re-phase program would be the same as the approved project (see Figure 1, above), but their gross square footage would slightly change on some blocks. In general, the extent of more noise-sensitive residential uses would decrease while the extent of less noise-sensitive office uses would increase. Since land uses would remain the same on each block as the approved project, land use compatibility concerns under the re-phase program would be the same as those identified for the approved project. Additionally, there would be fewer daily and peak hour trips under the re-phase program, which would result in lower incremental traffic noise increases on local streets (see Table 7, Approved Project and Re-phase Program Trip Generation by Mode and Time Period – External Trips Only).

EXPOSURE TO OPERATIONAL NOISE LEVELS IN EXCESS OF STANDARDS

Operation of onsite use of stationary equipment (i.e., heating/ventilation/air conditioning systems and emergency generators) from the re-phase program, with or without development of the PG&E subarea, would be similar to the approved project, and therefore, the increase in ambient noise levels on and near the project site would also be

similar, as identified in **Impact NO-5** (EIR pp. 9-74 and 4.F-56). Like the approved project, this impact would be *less than significant with mitigation* under the re-phase program, with or without development of the PG&E subarea, with implementation of Mitigation Measure M-NO-5, Stationary Equipment Noise Controls.

EXPOSURE TO NOISE LEVELS FROM EVENTS THAT INCLUDE OUTDOOR AMPLIFIED SOUND

The re-phase program would have the same amount of open space area as the approved project and would result in similar increases in ambient noise levels in public open spaces on the project site as those identified in **Impact NO-6** (EIR pp. 9-74 and 4.F-60). Like the approved project, compliance with noise limits established under the police and health codes (which limits residential interior noise levels to 45 dBA or less between 10 p.m. and 7 a.m.), time restrictions (i.e., amplified sound cannot be audible at 50 feet from the property line after 10 p.m.), and other permit requirements specified in sections 49 and 1060 of the police code would ensure that periodic and temporary noise increases from amplified sound associated with events would be *less than significant* under the re-phase program, with or without development of the PG&E subarea.

EXPOSURE TO NOISE LEVELS FROM ROOFTOP BARS AND RESTAURANTS

Like the approved project, rooftops of any non-residential buildings under the re-phase program could be developed with bars and restaurants, and these uses could include playing of amplified music in outdoor areas during the evening/nighttime hours, as described in **Impact NO-7** (EIR pp. 9-75 and 4.F-62). The re-phase program would not alter the land uses proposed for each block. Like the approved project, compliance with noise limits established under the police and health codes (which limits residential interior noise levels to 45 dBA or less between 10 p.m. and 7 a.m.), time restrictions (i.e., amplified sound cannot be audible at 50 feet from the property line after 10 p.m.), and other permit requirements specified in sections 49 and 1060 of the police code would ensure that periodic and temporary noise increases from amplified sound at rooftop bars and restaurants would be *less than significant* under the re-phase program, with or without development of the PG&E subarea.

TRAFFIC NOISE IMPACTS ON OFFSITE RECEPTORS

The re-phase program would generate fewer daily vehicle trips than the approved project (14.4 percent less or 22.2 percent less, with or without development of the PG&E subarea, respectively, as shown in Table 7, Approved Project and Re-phase Program Trip Generation by Mode and Time Period – External Trips Only). This reduction in daily vehicle trips would generally reduce the project-related traffic noise increases along roadway segments that were described for the approved project in **Impact NO-8** (EIR pp. 9-75 and 4.F-63) by up to 1 dBA. The re-phase program, similar to the approved project, would still result in significant traffic noise increases (increases would be more than 5 dBA) along three offsite street segments (22nd Street east of Illinois Street and 22nd Street and 23rd Street between Third and Illinois streets). The traffic noise impacts of the re-phase program, with or without development of the PG&E subarea, on existing and planned offsite receptors under Impact NO-8 would be *significant and unavoidable with mitigation*, the same as the approved project (see EIR pp. 9-75 and 4.F-66). Like the approved project, Mitigation Measure M-TR-5, Implement Measures to Reduce Transit Delay, would also be required under the re-phase program.

TRAFFIC NOISE IMPACTS ON ONSITE RECEPTORS

As stated above, the re-phase program would generate fewer daily vehicle trips than the approved project. This reduction in daily vehicle trips would generally reduce the project-related traffic noise increases along roadway segments that were described for the approved project in **Impact NO-8** (EIR pp. 9-75 and 4.F-63) by up to 1 dBA. The re-phase program, similar to the approved project, would still result in significant traffic noise increases (increases would be more than 5 dBA) along two onsite street segments (Humboldt Street and 23rd Street east of Illinois Street) on the western portion of the project site. However, the reduction in vehicle trips would be too

small to measurably reduce onsite project-related traffic noise. Under the re-phase program, residential noise compatibility would be same as it was determined to be for the approved project, since the locations of residential uses would remain unchanged. For these reasons, traffic noise impacts on future onsite receptors due to the re-phase program's changes in land uses as discussed in **Impact NO-8** would be *less than significant with mitigation*, similar to that described for the approved project (EIR pp. 9-75 and 4.F-67). Implementation of the same Mitigation Measure M-NO-8 (Variant), Design of Future Noise-Sensitive Uses (EIR p. 9-76), would also be required under the re-phase program, with or without development of the PG&E subarea. However, this mitigation measure would now be renamed Mitigation Measure M-NO-8 (Re-phase Program), Design of Future Noise-Sensitive Uses, to avoid confusion.

CUMULATIVE NOISE AND VIBRATION IMPACTS: CONSTRUCTION

Similar to the approved project, as described in **Impact C-NO-1** (EIR pp. 9-77 and 4.F-70), concurrent construction of the re-phase program, the adjacent Pier 70 Mixed-Use District project, and other cumulative development in the area would result in cumulative, construction-related noise impacts on certain future planned offsite and proposed onsite receptors. Like the approved project, construction on Blocks 1, 2, 3, 4, 13, and 14 under the re-phase program would occur after the residential development on Pier 70's Parcels F, G, H1, H2, and HDY1/2 is completed and occupied, resulting in significant construction-related noise impacts on future Pier 70 sensitive receptors. Even though Blocks 13 and 14 would not be constructed under the no PG&E scenario, the impacts associated with construction of Blocks 1, 2, 3, and 4 would still occur, so the same impact conclusion applies to this scenario. These cumulative noise increases might not be reduced to less-than-significant levels even with implementation of Mitigation Measure M-NO-1, Construction Noise Control Measures. Therefore, like the approved project, this cumulative impact would be *significant and unavoidable with mitigation* under the re-phase program, with or without development of the PG&E subarea.

The re-phase program's changes in construction phasing (2020 to 2035) would not alter the potential for overlap with offsite haul truck traffic generated by construction of the Pier 70 Mixed-Use District project during its proposed 11-year construction duration (2018 to 2029). Under the approved project, the Final EIR estimated that two peak truck traffic increases would occur in 2023 and 2025 and could overlap with Pier 70 construction-related truck traffic. While the re-phase program could shift the time when the peak truck traffic would occur, the magnitude of the peak is not expected to exceed the maximum level that was analyzed in the Final EIR. Given that the project's peak truck trips would occur for a limited time (estimated to be four to six months in the Final EIR), as analyzed in the Final EIR, there would be a low likelihood that peak truck traffic increases from both projects would occur at the same time. Limited potential cumulative noise increases (a maximum 4.0 dBA increase on Illinois Street and 1.4 dBA increase on Third Street were estimated under the approved project on EIR p. 9-77), and similar increases would be expected under the re-phase program. Therefore, cumulative haul truck traffic noise increases from both projects is considered to be *less than significant* for the re-phase program just as it was determined to be for the approved project in the Final EIR. Since these less-than-significant cumulative noise increases would still increase ambient noise levels along truck routes as a result of these two projects' overlapping construction schedules and could result in disturbance of residents in the Dogpatch neighborhood, the same improvement measures that are included for the approved project (Improvement Measure I-NO-A, Avoidance of Residential Streets, and Improvement Measure I-TR-A, Construction Management Plan and Public Updates) are also included for the re-phase program.

Like the approved project, the re-phase program's contribution to cumulative vibration impacts could be reduced to less than significant with implementation of Mitigation Measure M-NO-4a, Vibration Control Measures during Controlled Blasting and Pile Driving, because this measure would establish a performance standard that would

ensure appropriate damage thresholds from the project are not exceeded at identified historic structures. Therefore, with mitigation, the rephrase program would not result in a considerable contribution to a cumulative vibration impact, with or without development of the PG&E subarea. This conclusion is the same as determined for the approved project in the Final EIR and is *less than significant with mitigation*.

CUMULATIVE NOISE IMPACTS: OPERATION

As noted above, the re-phase program would generate fewer daily vehicle trips than would be generated by the proposed project (14.4 percent less or 22.2 percent less, with or without development of the PG&E subarea, respectively, see Table 7, Approved Project and Re-phase Program Trip Generation by Mode and Time Period – External Trips Only, above). This decrease would reduce the project's contribution to cumulative traffic noise increases along some roadway segments that are described in the Final EIR under **Impact C-NO-2** (EIR pp. 9-78 and 4.F-73). While traffic noise increases related to cumulative development in the area (including the combined effects of the approved project and the Pier 70 project) would be somewhat less due to the reduction in daily vehicle trips, the re-phase program would still result in significant traffic noise increases (increases would be more than 5 dBA) on some local street segments, a cumulatively significant impact. The significance of this impact and requirement to implement Mitigation Measure M-NO-8 (Re-Phase Program), Design of Future Noise-Sensitive Uses and Mitigation Measure M-TR-5 (Re-Phase Program), Implement Measures to Reduce Transit Delay (EIR p. 4.E-93), under the re-phase program, with or without development of the PG&E subarea, would be the same as the approved project, and would be *significant and unavoidable with mitigation*.

Air Quality

Air quality impacts of the approved project are described in the Final EIR Chapter 9, Section 9.D.7 (EIR pp. 9-78 to 9-88), and as described below, air quality impacts of the re-phase program would be similar. The re-phase program would not result in any new or substantially more severe air quality effects than those identified for the approved project in the Final EIR. In general, impacts of the re-phase program would be the same as or less than those for the approved project, since the revised phasing would reduce the number of construction phases from six to three while maintaining the same overall 16-year construction duration and the land uses of the re-phase program would be substantially the same as those of the approved project.

SUMMARY OF AIR QUALITY IMPACTS OF THE APPROVED PROJECT

The Final EIR identified that even with implementation of mitigation measures, the approved project would result in the following significant and unavoidable air quality impacts: construction and overlapping operational emissions of criteria air pollutants; operational criteria air pollutant emissions; and cumulative impacts on regional air quality. The Final EIR identified the following significant impacts that could be reduced to less than significant with implementation of mitigation measures: exposure to toxic air contaminants during construction and operation; consistency with the Clean Air Plan; and cumulative exposure to toxic air contaminants. The Final EIR determined that air quality impacts related to fugitive dust emissions during construction and to odors would be less than significant.

CONSTRUCTION IMPACTS: FUGITIVE DUST EMISSIONS

Fugitive dust emissions during construction of the re-phase program would be substantially the same as qualitatively described for the approved project in **Impact AQ-1** (EIR pp. 9-78 to 9-79 and pp. 4.G-32 to 4.G-34). The nature and the extent of construction activities would be substantially the same, and the re-phase program would be subject to the same dust control regulations and requirements as those described for the approved project. Compliance with the regulations and procedures set forth by the Construction Dust Control Ordinance

would ensure that impacts related to fugitive dust emissions under the re-phase program, with or without development of the PG&E subarea, would be *less than significant*.

CONSTRUCTION AND OVERLAPPING OPERATIONAL IMPACTS: CRITERIA AIR POLLUTANT EMISSIONS

As described in **Impact AQ-2** (EIR pp. 9-79 to 9-82 and pp. 4.G-34 to 4.G-47), criteria air pollutant emissions during project construction and overlapping operations for the approved project would be significant and unavoidable even with implementation of Mitigation Measures M-AQ-2a (Construction Emissions Minimization), M-AQ-2b (Diesel Backup Generator Specifications), M-AQ-2c (Promote Use of Green Consumer Products), M-AQ-2d (Electrification of Loading Docks), M-TR-5 (Implement Measures to Reduce Transit Delay), M-AQ-2e (Additional Mobile Source Control Measures), and M-AQ-2f (Offset Construction and Operational Emissions). Specifically, the Final EIR determined that project construction and overlapping operations emissions of ozone precursors (reactive organic gases, ROG, and oxides of nitrogen, NOx) under the approved project would exceed significance thresholds (see Tables 9-8A and 9-8b, EIR pp. 9-80 to 9-81).

Emissions from construction activities and operations associated with the re-phase program were estimated using the same methodologies and assumptions presented in the Final EIR for the approved project, adjusting the emissions data from the approved project on a block-by-block basis to reflect the reduced construction phasing. Construction activity data (i.e., construction equipment quantities and usage data) specific to the construction activities and construction schedule that would occur under the re-phase program were used to calculate construction emissions using the California Emissions Estimator Model (CalEEMod). The methodology is explained in Appendix E.2.

Mitigated average daily construction criteria air pollutant emissions from construction and operation of the re-phase program by phase from 2020 through 2036 (the 16-year construction period plus the first year of operations only) are presented in **Table 9A, Mitigated Average Daily Emissions for the Approved Project and the Re-phase Program During Construction, Including Overlapping Construction and Operation**, and maximum annual emissions are presented in **Table 9B, Mitigated Maximum Annual Emissions for the Approved Project and the Re-phase Program During Construction, Including Overlapping Construction and Operation**. Re-phase program emissions in these tables are compared to those of the approved project. As shown in these tables, the significance determination of mass emissions impacts for the re-phase program would be the same as those presented for the approved project in the Final EIR, with exceedances of the significance thresholds projected to begin to occur in 2028 to 2029.

Construction emissions of criteria air pollutants, including emissions from operational components of the project that overlap with construction phases, would exceed significance thresholds for criteria air pollutants, a significant impact. Implementation of Mitigation Measures M-AQ-2a through M-AQ-2e and M-TR-5 identified in the Final EIR would still apply and would reduce construction-related and operational emissions associated with the proposed project, as quantified in Tables 9A and 9B, above. However, as indicated in Tables 9A and 9B, project emissions of ROG and NOx would still exceed significance thresholds. Therefore, the project sponsor would also be required to implement Mitigation Measure M-AQ-2f of the Final EIR, which requires the project sponsor to implement emission offsets. However, because implementation of the emissions reduction project could be conducted by the air district and is outside the jurisdiction and control of the City and not fully within the control of the project sponsor and because no specific offset project has been identified, the impact with respect to criteria air pollutants is conservatively considered significant and unavoidable with mitigation. Therefore, similar to the approved project, **Impact AQ-2** for the re-phase program related to criteria air pollutant emissions during construction and overlapping operations would be *significant and unavoidable with mitigation*.

Table 9A Mitigated Average Daily Emissions for the Approved Project and the Re-phase Program During Construction, including Overlapping Construction and Operation in lb/day

	AVERAGE DAILY EMISSIONS (LB/DAY)* APPROVED PROJECT/RE-PHASE PROGRAM			
	ROG	NOX	PM ₁₀	PM _{2.5}
Significance Thresholds	54	54	82	54
2020 – 2023 (Construction Only)	2.2/2	16/17	0.43/0.4	0.43/0.4
Above Threshold?	No/No	No/No	No/No	No/No
2023-2024 (Construction Only)	18/18	41/24	0.84/0.6	0.84/0.6
Above Threshold?	No/No	No/No	No/No	No/No
2024-2025 (Construction Only)	31/32	37/37	0.55/0.5	0.55/0.5
Above Threshold?	No/No	No/No	No/No	No/No
2026 (Construction Only)	32/32	48/37	0.65/0.5	0.64/0.5
Above Threshold?	No/No	No/No	No/No	No/No
2027 (Construction and Operation)	38/49	49/46	0.72/7.2	0.72/2.8
Above Threshold?	No/No	No/No	No/No	No/No
2028 (Construction and Operation)	45/55	54/49	12/11	4.4/3.9
Above Threshold?	No/Yes	Yes/No	No/No	No/No
2029-2030 (Construction and Operation)	59/68	70/72	18/18	6.6/6.3
Above Threshold?	Yes/Yes	Yes/Yes	No/No	No/No
2031 (Construction and Operation)	60/82	64/79	20/24	7.4/8.2
Above Threshold?	Yes/Yes	Yes/Yes	No/No	No/No
2032-2034 (Construction and Operation)	86/89	86/79	20/23	7.6/8.1
Above Threshold?	Yes/Yes	Yes/Yes	No/No	No/No
2035 (Construction and Operation)	93/89	86/72	27/25	10/8.8
Above Threshold?	Yes/Yes	Yes/Yes	No/No	No/No
2036 Operation Only (Construction Complete) **	102/98	83/73	36/29	14/10
Above Threshold?	Yes	Yes	No/No	No/No

NOTES: If the total exceeds a threshold, then the exceedance is identified by shading and a **bolded** "Yes" response.

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

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

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

SOURCE: Ramboll, Tables, Figures and CalEEMod Output, 2020. See Appendix E.2.

Table 9B Mitigated Maximum Annual Emissions for the Proposed Project and Project Variant During Construction, including Overlapping Construction and Operation in Ton/Year

	MAXIMUM ANNUAL EMISSIONS (TONS/YEAR) APPROVED PROJECT/RE-PHASE PROGRAM			
	ROG	NOX	PM ₁₀	PM _{2.5}
Significance Threshold	10	10	15	10
2020 – 2023 (Construction Only)	0.29/0.3	2.0/2.3	0.055/0.1	0.055/0.1
Above Threshold?	No/No	No/No	No/No	No/No
2023-2024 (Construction Only)	2.4/2.4	5.3/3.1	0.11/0.1	0.11/0.1
Above Threshold?	No/No	No/No	No/No	No/No
2024-2025 (Construction Only)	4.0/3.7	4.8/4.1	0.072/0.1	0.071/0.1
Above Threshold?	No/No	No/No	No/No	No/No
2026 (Construction Only)	4.0/4.2	5.2/4.8	0.076/0.1	0.075/0.1
Above Threshold?	No/No	No/No	No/No	No/No
2027 (Construction and Operation)	7.1/7.7	8.6/7.0	2.2/1.3	0.078/0.5
Above Threshold?	No/No	No/No	No/No	No/No
2028 (Construction and Operation)	8.6/9.2	9.4/7.8	3.2/1.9	1.2/0.7
Above Threshold?	No/No	No/No	No/No	No/No
2029-2030 (Construction and Operation)	10/11	11/12	3.7/3.2	1.3/1.1
Above Threshold?	Yes/Yes	Yes/Yes	No/No	No/No
2031 (Construction and Operation)	14/14	14/13	3.7/4.3	1.4/1.5
Above Threshold?	Yes/Yes	Yes/Yes	No/No	No/No
2032-2034 (Construction and Operation)	16/15	15/13	5.0/4.2	1.8/1.5
Above Threshold?	Yes/Yes	Yes/Yes	No/No	No/No
2035 (Construction and Operation)	17/16	15/13	5.7/4.6	2.1/1.6
Above Threshold?	Yes/Yes	Yes/Yes	No/No	No/No
2036 Operation Only (Construction Complete) *	19/18	15/13	6.7/5.4	2.5/1.9
Above Threshold?	Yes/Yes	Yes/Yes	No/No	No/No

NOTES: If the total exceeds a threshold, then the exceedance is identified by shading and a **bolded** "Yes" response.

* Detailed construction and operational emissions by Year can be found in Appendix E.2.

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

SOURCE: Ramboll, Tables, Figures and CalEEMod Output, 2020. See Appendix E.2.

This impact would continue to be significant under the re-phase program, with or without development of the PG&E subarea, and the requirements of Mitigation Measures M-AQ-2a through M-AQ-2f and M-TR-5, would be the same, except the offset payment estimated in Mitigation Measure M-AQ-2f (Offset Construction and Operational Emission) under the re-phase program would be 11 tons per year of ozone precursors above the 10 ton per year threshold, as compared to 14 tons per year that was estimated for the approved project. This payment reduction reflects the fact that rephase program would result in a 3 ton per year decrease of ozone precursor, with 11 tons per year above significance thresholds under the re-phase program instead of 14 tons per year above significance thresholds under the approved project, as reflected in Tables 9 A and 9B below.

Mitigation Measure M-AQ-2f parts (1) and (2) have been modified for the re-phase program as shown below to reflect the 3 tons per year decrease of ozone precursor emissions compared to the approved project and to simplify when the offset payment shall be made. The re-phase program would require offsets of 11 tons per year instead of the 14 tons per year required for the approved project (modified text shown in double underline).

Mitigation Measure M-AQ-2f (Re-phase Program): Offset Construction and Operational Emissions

Prior to issuance of the final certificate of occupancy that would cause the total square footage of development within Phase 1 to exceed 1,700,000 square feet, the project sponsor, with the oversight of the ERO, shall either:

- (1) ***Directly fund or implement a specific offset project within San Francisco*** to achieve the equivalent to a one-time reduction of 11 tons per year of ozone precursors. To qualify under this mitigation measure, the specific emissions offset project must result in emission reductions within the San Francisco Bay Area Air Basin that would not otherwise be achieved through compliance with existing regulatory requirements. A preferred offset project would be one implemented locally within the City and County of San Francisco. Prior to implementing the offset project, it must be approved by the ERO. The project sponsor shall notify the ERO within six months of completion of the offset project for verification; or
- (2) ***Pay mitigation offset fees*** to the Bay Area Air Quality Management District Bay Area Clean Air Foundation. The mitigation offset fee, currently estimated at approximately \$30,000 per weighted ton, plus an administrative fee of no more than 5 percent of the total offset, shall fund one or more emissions reduction projects within the San Francisco Bay Area Air Basin. The fee will be determined by the planning department, the project sponsor, and the air district, and be based on the type of projects available at the time of the payment. This fee is intended to fund emissions reduction projects to achieve reductions of 11 tons of ozone precursors per year, which is the amount required to reduce emissions below significance levels after implementation of other identified mitigation measures as currently calculated.

The offset fee shall be made prior to issuance of the final certificate of occupancy that would cause the total square footage of development within Phase 1 to exceed 1,700,000 square feet, when the combination of construction and operational emissions is predicted to first exceed 54 pounds per day. This offset payment shall total the predicted 11 tons per year of ozone precursors above the 10 ton per year threshold after implementation of Mitigation Measures M-AQ-2a through M-AQ-2e and M-TR-5.

The total emission offset amount was calculated by summing the maximum daily construction and operational emissions of ROG and NO_x (pounds/day), multiplying by 260 work days per year for

construction and 365 days per year for operation, and converting to tons. The amount represents the total estimated operational and construction-related ROG and NOx emissions offsets required.

OPERATIONAL IMPACTS: CRITERIA AIR POLLUTANT EMISSIONS

As described in **Impact AQ-3** (EIR pp. 9-81 to 9-84 and pp. 4.G-47 to 4.G-51), criteria air pollutant emissions during operation of the approved project would be significant and unavoidable even with implementation of Mitigation Measures M-AQ-2b (Diesel Backup Generator Specifications), M-AQ-2c (Promote Use of Green Consumer Products), M-AQ-2d (Electrification of Loading Docks), M-TR-5 (Implement Measures to Reduce Transit Delay), M-AQ-2e (Additional Mobile Source Control Measures), and M-AQ-2f (Offset Construction and Operational Emissions). Specifically, emissions of ROG and NOx would exceed significance thresholds, even with mitigation. As shown in Table 9-9 (EIR p. 9-84), the highest mitigated operational emissions of ROG were estimated to be 102 pounds per day and mitigated NOx emissions were estimated to be 85 pounds per day for the approved project.

Emissions from operations associated with the re-phase program were calculated using the same methodologies and assumptions presented in the Final EIR for the approved project. Land use data specific to the project re-phase program were used to calculate operational emissions using CalEEMod. A full presentation of the modeling is provided in Appendix E.2.

Mitigated operational criteria air pollutant emissions from full-buildout of the re-phase program are presented in **Table 10, Mitigated Average Daily and Maximum Annual Operational Emissions at Project Buildout**, for average daily emissions and for maximum annual emissions. Emissions from the re-phase program in these tables are compared to those from the approved project. As shown in this table, the re-phase program would result in the highest mitigated ROG emissions of 98 pounds per day and 73 pounds per day of NOx, compared to 102 and 85 pounds per day, respectively, for the approved project. However, despite this decrease in maximum criteria air pollutant emissions, the re-phase program would still exceed the ROG and NOx significance thresholds, resulting in the same significance determination as the approved project in the Final EIR. The marginal decrease in ROG emissions is likely due to decreased consumer product emissions associated with the minor land use changes under the re-phase program. The significance of this impact and requirement of Mitigation Measures M-AQ-2b through M-AQ-2f and M-TR-5 under the re-phase program, with or without development of the PG&E subarea, would be the same as the approved project except that the offset amount under Mitigation Measure M-AQ2f would be 11 tons of ozone precursors per year. Like the approved project, the impact conclusion for the re-phase program related to operational emissions of criteria air pollutants would be *significant and unavoidable with mitigation*.

TOXIC AIR CONTAMINANTS, CONSTRUCTION AND OPERATION

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

Table 10 Mitigated Average Daily and Maximum Annual Operational Emissions at Project Buildout

	AVERAGE DAILY EMISSIONS (LB/DAY) APPROVED PROJECT/RE-PHASE PROGRAM			
	ROG	NOX	PM ₁₀	PM _{2.5}
Area Source	90/87	1.8/1.7	2.3/0.56	2.3/0.56
Natural Gas Combustion	2.2/2.1	19/19	1.5/1.5	1.5/1.5
Mobile	11/9	55/44	33/27	10/8
Stationary Source (generators)	0.27/0.27	8.7/8.7	0.066/0.066	0.066/0.066
Transportation Refrigeration Units	0.050/0.050	0.38/0.37	0.0020/0.0022	0.0020/0.0022
Total	102/98	85/73	37/29	14/10
Significance Threshold	54	54	82	54
Above Threshold?	Yes	Yes	No	No
	MAXIMUM ANNUAL EMISSIONS (TON/YEAR) APPROVED PROJECT/RE-PHASE PROGRAM			
	ROG	NOX	PM ₁₀	PM _{2.5}
Area Source	17/16	0.33/0.30	0.42/0.11	0.42/0.11
Natural Gas Combustion	0.40/0.38	3.5/3	0.27/0.27	0.27/0.27
Mobile	2.0/1.7	10/8	6.0/5.0	1.8/1.5
Stationary Source (generators)	0.049/0.049	1.6/1.6	0.012/0.012	0.012/0.012
Transportation Refrigeration Units	0.0091/0.0091	0.068/0.068	0.00041/0.0004	0.00038/0.00037
Total	19/18	15/13	6.7/5.4	2.5/1.9
Significance Threshold	10	10	15	10
Above Threshold?	Yes	Yes	No	No

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

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

SOURCE: Ramboll, Tables, Figures and CalEEMod Output, 2019. (See Appendix E.2).

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

As described in the Final EIR for the approved project (EIR pp. 9-83 to 9-87), TAC exposures during construction and operations of the approved project would be less than significant with implementation of Mitigation Measures M-AQ-2a (Construction Emissions Minimization), M-AQ-2b (Diesel Back-up Generator Specifications), and M-AQ-4 (Siting of Uses that Emit Toxic Air Contaminants). Specifically, while increased cancer risks at both on-site and offsite receptors would be significant without mitigation, implementation of Mitigation Measure M-AQ-2a alone would be sufficient to reduce the impact of the approved project to a less-than-significant level, and the excess cancer risk impact to both onsite and offsite receptors for the approved project was determined to be less than significant with mitigation. The Final EIR also determined that the potential for future health risk impacts from

laboratory emissions of the approved project would be less than significant with implementation of Mitigation Measure M-AQ-4 (Siting of Uses that Emit Toxic Air Contaminants).

The health risk assessment (HRA) for the re-phase program was performed using the same methods used in the Final EIR for the approved project. The AERMOD dispersion model was used to calculate dispersion factors from the modified construction phasing. Dispersion factors for other sources that would be the same under the re-phase program and the approved project (e.g., construction staging areas, marine construction and haul routes) and operational emergency generators were taken from calculations performed in the Final EIR (see Appendix E.2).

Intake factors were re-calculated to reflect the changes in construction phasing. Default exposure parameters recommended by the Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District were used as presented in the Final EIR. On-site residents were assumed to move into each completed phase at the conclusion of construction and to be exposed to all subsequent phases of construction and operational emissions. Exposure at off-site receptors was assumed to begin in 2020 for school and off-site resident receptors, while Pier 70 receptors were assumed to begin exposure in 2024; this hypothetical scenario resulted in the most conservative risk estimate. As described above under the transportation analysis of the re-phase program, operational traffic volumes would be expected to decrease under the re-phase program relative to the approved project analyzed in the Final EIR, so the risk impacts from operational traffic was reduced accordingly. Assumptions for cumulative impacts from Pier 70 construction are the same as those presented in the Final EIR. However, the existing background cancer risk and PM_{2.5} contribution now uses data from the 2020 Citywide Health Risk Assessment database,² which is an update to the prior 2015 citywide health risk assessment. This updated data indicates higher background risks in the project area than those presented in the Final EIR, and these increased background risks are now considered in the health risk analysis.

Health risk analysis for the re-phase program determined that the mitigated increased cancer risk contributions of the re-phase program would be less than those of the approved project for three of the four sensitive receptors considered: (1) on-site residential receptors, (2) non-Pier 70 off-site residential receptors, and (3) school and day care receptors (refer to Appendix E.2 for details). These reductions in risk are attributable to the spatial relocation of construction phases under the re-phase program, as well as changes to the timing of phases.

The updated citywide health risk assessment database indicates that background cancer risks at non-Pier 70 residential receptors and off-site school and day care receptors would exceed 100 in one million, in which case the applicable project-contribution cumulative threshold would be an increased cancer risk of 7 in one million. For these three receptor types, the re-phase program's mitigated cancer risk contribution would be below 7 in one million, and therefore, the re-phase program would result in a less-than-significant cumulative impact with mitigation.

The health risk analysis for the re-phase program indicated that the mitigated increased cancer risk contributions of the re-phase program would be greater than those of the approved project for the off-site Pier 70 residential receptors, with the overall project contribution to cancer risk increasing from 39 in one million to 44 in one million. **Table 11, Cumulative Mitigated Cancer Risk at Offsite Receptors for the Approved Project and the Re-phase Program**, shows the cumulative cancer risk estimates at the off-site Pier 70 maximally exposed individual receptors for both the approved project and the re-phase program. The cancer risk estimates are compared to the cumulative cancer risk criteria of 100 per one million. The locations of the maximally exposed

² San Francisco Department of Public Health, and San Francisco Planning Department, *San Francisco Citywide Health Risk Assessment: Technical Support Documentation*, February 2020.

individual receptors changed under the re-phasing program due to the temporal and geographic changes associated with the re-phasing, and these receptor location changes result in a change in the background cancer risk. However, for all cases, the risks are presented for the maximally impacted receptor. The updated analysis also reflects changes to the background cancer risk for both the approved project and the re-phase program as a result of the updated 2020 citywide health risk assessment.

Table 11 Cumulative Mitigated Cancer Risk at Offsite Pier 70 Receptors for the Approved Project and the Re-Phase Program

SOURCE	LIFETIME EXCESS CANCER RISK (IN ONE MILLION)	
	APPROVED PROJECT	RE-PHASE PROGRAM
Residential and Daycare Receptors (Pier 70)^a		
Background 2020	30	54**
Pier 70 Construction + Operation, Maximum Office Scenario (Mitigated) ^b	4.7	4.7
Project Construction – Off-road Emissions	33	38
Project Construction – Vehicle Traffic	0.005	0.02
Project Operation – Emergency Generators	0.39	0.72
Project Operation – Vehicle Traffic	0.49	0.42
Overall Project contribution (without background)	34	39
Cumulative Total	69	98
APEZ Criteria	100	100
Significant Cumulative Impact?	No	No

NOTES:

- ^a Assumes Pier 70 resident will move in while construction of the proposed project is ongoing. The cancer risk contribution from project emissions for the Pier 70 resident assumes exposure to project emissions begins in 2024.
- ^b For the purpose of the cumulative analysis for the Pier 70 resident, the Pier 70 construction schedule was modified to represent a reasonable worst case exposure scenario for potential future Pier 70 receptors. It was assumed Phase 2-5 construction emissions from Pier 70 are mitigated using Tier 4 equipment consistent with the Pier 70 EIR mitigation requirements.
- ^c For the purpose of the cumulative analysis for non- Pier 70 populations, the original Pier 70 construction schedule and mitigation scenarios as presented in the Pier 70 Project EIR is used as this resulted in the maximum cancer risks.
- ^d This analysis assumes the school receptor MEI is exposed to the project and Pier 70 emissions concurrently.
- * Note that totals may not match sums of intermediate values presented in this table or Air Quality Appendix tables due to rounding.
- ** Note that the Re-phase program results in a different location for the maximally exposed receptor and therefore the background risk is different than under the approved project

SOURCE: Ramboll, Tables, Figures and CalEEMod Output, 2020.

As shown in Table 11, the overall project contribution to excess cancer risk for the offsite receptor at Pier 70 would be increased by five in one million under the rephase program compared to the approved project (i.e., an increase from 34 to 39 in one million). The increase in risk under the re-phase program at the Pier 70 receptors is attributable to an increased duration of over-lapping emissions of the two projects and project construction phases that would be closer in proximity to the new maximally exposed receptor. However, the resultant cumulative risk for the re-phase program would still be below the air pollutant exposure zone criteria of a cancer risk of 100 in one million.

Similar to the approved project, the health risk assessment for the re-phase program determined that impacts associated with excess cancer risk at both offsite and onsite receptors would exceed significance thresholds without mitigation, but implementation of Mitigation Measures M-AQ-2a (Construction Emissions Minimization) and M-AQ-2b (Diesel Back-up Generator Specifications) would reduce this impact to less than significant.

Also, like the approved project, future land uses under the re-phase program could include science laboratories and PDR activities, which have the potential for TAC emissions. However, under the approved project, implementation of Mitigation Measure M-AQ-4 (Siting of Uses that Emit Toxic Air Contaminants) would reduce this impact to less than significant. Under the re-phase program, this mitigation measure has been modified as shown below (modified text shown in double underline) to ensure that the re-phase program would not result in a cumulatively considerable contribution to health risk impacts in light of the updated background cancer risk from the 2020 citywide health risk assessment. Therefore, like the approved project, the impact related to exposure of sensitive receptors to substantial pollutant concentrations for the re-phase program, with or without development of the PG&E subarea, would be *less than significant with mitigation*.

Mitigation Measure AQ-4 (Re-phase Program): Siting of Uses that Emit Toxic Air Contaminants

For new development including R&D/life science uses and PDR use or other uses that would be expected to generate toxic air contaminants (TACs) as part of everyday operations (except for one generator that is expected on each block and is included in the re-phase program analysis), prior to issuance of the certificate of occupancy, the project sponsor shall obtain written verification from the Bay Area Air Quality Management District either that the facility has been issued a permit from the air district, if required by law, or that permit requirements do not apply to the facility. For stationary sources that require a permit from the Bay Area Air Quality Management District, the project sponsor shall also submit written verification to the San Francisco Planning Department that increased cancer risk associated with all such uses does not either: 1) cause the entire re-phase program plus cumulative sources to exceed a cancer risk of 100 per one million at any sensitive receptor, or 2) where the entire re-phase program plus cumulative sources do exceed a cancer risk of 100 per one million, the entire re-phase program's contribution is less than 7 per one million at sensitive receptors. This measure shall be applicable, at a minimum, to the following uses and any other potential uses that may emit TACs: gas dispensing facilities; auto body shops; metal plating shops; photographic processing shops; appliance repair shops; mechanical assembly cleaning; printing shops; medical clinics; laboratories, and biotechnology research facilities.

CONSISTENCY WITH CLEAN AIR PLAN

As described for the approved project (EIR p. 9-87), the approved project could conflict with implementation of the Bay Area 2017 Clean Air Plan. Table 4.G-12 (EIR pp. 4.G-59 to 4.G-63) lists the consistency of the approved project with applicable control measures of the 2017 Clean Air Plan, and the same information is applicable to the re-phase program, with or without development of the PG&E subarea. Without certain mitigation measures incorporated into the re-phase program, the re-phase program would not include applicable control measures from the 2017 Clean Air Plan. Because the re-phase program would result in significant and unavoidable criteria air pollutant emissions, similar to the approved project and because the re-phase program would not include all applicable control measures from the 2017 Clean Air Plan, this impact would be significant. However, as with the approved project, with implementation of Mitigation Measure M-AQ-5 (Include Spare the Air Telecommuting Information in Transportation Welcome Packets) (EIR p. 4.G-58), plus the other mitigation measures identified in the EIR, as shown in Table 4.G-12, the re-phase program would include applicable control strategies contained in the 2017 Clean Air Plan for the basin, and the impact would be *less than significant with mitigation*.

ODORS

Operation of the re-phase program at buildout would be substantially the same as under the approved project. For the same reasons described in **Impact AQ-6** (EIR pp. 9-87 and 4.G-65), the re-phase program, with or without development of the PG&E subarea, would not create objectionable odors that would affect a substantial number of people, and this impact would be *less than significant*.

CUMULATIVE IMPACTS: REGIONAL AIR QUALITY

As described in the Approach to Analysis on page 4.G-31 of the Final EIR, the project-level thresholds for criteria air pollutants are based on levels below which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the re-phase program's emissions exceed the project-level thresholds as explained above, like the approved project, the re-phase program, with or without development of the PG&E subarea, would also result in a considerable contribution to cumulative regional air quality impacts. **Impact C-AQ-1** (EIR pp. 9-88 and 4.G-66) would be a significant impact. As discussed above, implementation of Mitigation Measures M-AQ-2a through M-AQ-2f and M-TR-5 would reduce the severity of this impact. However, because implementation of the emissions reduction project could be conducted by the air district and is outside the jurisdiction and control of the City and not fully within the control of the project sponsor and because no specific offset project has been identified, like the approved project, the cumulative impact of the re-phase program with respect to criteria air pollutants, with or without development of the PG&E subarea, is conservatively considered *significant and unavoidable with mitigation*.

CUMULATIVE IMPACTS: HEALTH RISK

The above analysis regarding the health risk impacts of the re-phase program conservatively focuses on cumulative impacts to demonstrate whether the re-phase program would result in any new or more severe impacts than the approved project. As discussed above, the re-phase program would result in a marginal reduction of excess cancer risk for the onsite receptor compared to the approved project, while the re-phase program would result in a marginal increase of excess cancer risk for the Pier 70 offsite receptor (an increased risk of five in one million compared to the approved project). The resultant cumulative risks would still be below the air pollutant exposure zone criteria of 100 in one million with mitigation. Increased cancer risks of the re-phase program, with or without development of the PG&E subarea, at both on-site and offset receptors would be significant without mitigation due to the contribution of construction activities. Like the approved project, implementation of Mitigation Measure M-AQ-2a (Construction Emissions Minimization) alone would be sufficient to reduce the impact of the re-phase program to a less than significant level, and the excess cancer risk impact to both onsite and offsite receptors under **Impact C-AQ-2** (EIR pp. 9-88 and 4.G-67 to 4.G-72) would be *less than significant with mitigation*.

Conclusion

Based on the discussion and analysis presented above, the San Francisco Planning Department has determined that the information presented in the Potrero Power Station Mixed-Use Development Project Final EIR, certified by the San Francisco Planning Commission on January 30, 2020, remains valid, and all conclusions in the Final EIR are applicable to the re-phase program. Specifically, the re-phase program would not result in new significant impacts not identified in the Final EIR, nor would it result in substantially more severe impacts than what was identified in the Final EIR.

Minor modifications have been made to the mitigation measures described above, to adjust the specified performance standards to match the proposed change in construction phasing. No changes have occurred with respect to circumstances relevant to the approved project that would cause new significant environmental impacts or would cause a substantial increase in the severity of previously identified significant effects. No new information has become available that would affect the analysis or conclusions in the Final EIR. Therefore, no major revision of the EIR is required and no additional environmental review is required beyond this EIR addendum.

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Determination

I do hereby certify that the above determination has been made pursuant to the California Environmental Quality Act, CEQA Guidelines, and San Francisco Administrative Code Chapter 31.



Lisa M. Gibson, Environmental Review Officer

September 9, 2020

Date of Determination

cc: Rachel Schuett, Environmental Planning
Chris Kern, Environmental Planning
Enrique Landa, California Barrel Company, LLC
Erin Epperson, California Barrel Company, LLC
James Abrams, J. Abrams Law
Bulletin Board / Master Decision File
Distribution List

Appendices to EIR Addendum

(Appendix numbering follows the same format and sequencing used in the Final EIR.)

- C.2 Supplemental Transportation Analysis, Re-Phase Program
- E.2 Supplemental Air Quality Supporting Information, Re-Phase Program
- L Re-Phase Program, Maximum Residential Scenario
- M Hazardous Materials Remediation Status Update

Appendix C.2

Supplemental Transportation Analysis, Re-Phase Program

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APPENDIX C.2

RE-PHASE PROGRAM – TRANSPORTATION ANALYSIS SUPPORTING INFORMATION

1. Travel Demand Calculations/Parking Demand/Loading Demand

1a. Re-Phase Program	C2 - 3
1b. Re-Phase Program – Maximum Residential	C2 - 35
1c. Re-Phase Program No PG&E Site	C2 - 67

2. Phasing Analysis

2a. Re-Phase Program	C2 - 99
2b. Re-Phase Program – Maximum Residential	C2 - 101
2c. Re-Phase Program No PG&E Site	C2 - 103

1a TRAVEL DEMAND ANALYSIS – RE-PHASE PROGRAM

Aggregated Travel Demand Calculations

Potrero Power Station Mixed-Use Development Project
Re-Phase Program

	LAND USE CATEGORY														Total Development 4,286,141 gsf (w/ occup. factor)
	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	
	1,066,975 gsf 1,429 units	1,336,009 gsf 1,048 units	241,574 gsf 250 rooms	831,606 gsf	645,738 gsf	32,000 gsf	8,400 gsf	35,000 gsf	26,877 gsf (w/ occup. factor)	19,962 gsf	12,000 gsf	5,000 gsf	25,000 gsf	6.9 acres	

INTERNAL AND EXTERNAL TRIP GENERATION RATES	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Daily Trip Rate (per d.u. / per 1,000 gsf)	7.5	10.0	7.0	18.1	8.0	18.1	150.0	297.0	200.0	600.0	67.0	195.0	80.0	20.0	17.9
AM Peak Hour as % of daily	14.2%	14.2%	8.8%	8.9%	18.2%	8.9%	2.3%	2.6%	1.1%	1.1%	17.8%	2.0%	6.1%	13.0%	8.2%
AM Peak Hour Trip Rate (per unit, per room, per 1000 gsf, per acre)	1.07	1.42	0.62	1.61	1.46	1.61	3.49	7.78	2.16	6.49	11.90	3.90	4.85	2.60	1.47
PM Peak Hour as % of daily	17.3%	17.3%	10.0%	8.5%	16.0%	8.5%	9.0%	7.3%	10.0%	10.0%	18.0%	16.2%	13.4%	9.0%	12.0%
PM Peak Hour Trip Rate (per unit, per room, per 1000 gsf, per acre)	1.30	1.73	0.70	1.54	1.28	1.54	13.50	21.68	20.00	60.00	12.06	31.50	10.73	1.80	2.14
% Modal Share															
Auto	41%	41%	47%	49%	49%	49%	50%	50%	50%	50%	45%	43%	46%	46%	47%
Transit	40%	40%	24%	27%	27%	27%	15%	15%	15%	15%	27%	25%	23%	22%	26%
Walk/Other	19%	19%	29%	24%	24%	24%	35%	35%	35%	35%	28%	32%	31%	32%	27%
Average Vehicle Occupancy Rate															
Weekday Daily	1.10	1.10	2.10	1.80	1.80	1.80	2.01	2.01	2.01	2.01	2.04	2.36	2.21	2.28	1.64
Weekday AM Peak Hour	1.10	1.10	1.76	1.45	1.45	1.45	1.43	2.01	1.36	2.01	2.08	2.34	2.21	2.28	1.32
Weekday PM Peak Hour	1.10	1.10	1.60	1.45	1.45	1.45	2.01	2.01	2.01	2.01	2.08	2.34	2.21	2.28	1.45

INTERNAL AND EXTERNAL TRIPS BY MODE BEFORE ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips	4,373	4,274	823	7,406	2,542	285	631	5,209	2,694	6,002	362	418	928	64	36,010
Transit Person Trips	4,331	4,233	418	4,092	1,404	157	184	1,514	783	1,745	219	246	459	31	19,816
Walk/Other Person Trips	2,016	1,970	509	3,555	1,220	137	445	3,672	1,899	4,231	223	310	613	44	20,843
Total Person Trips	10,719	10,478	1,750	15,052	5,166	579	1,260	10,395	5,375	11,977	804	975	2,000	138	76,669
Total Vehicle Trips	3,979	3,890	393	4,111	1,411	158	314	2,586	1,337	2,980	178	177	420	28	21,963
				2,185	750	1,927	0.47	0.00							
Weekday AM Peak Hour															
Auto Person Trips	622	608	77	716	504	28	16	136	32	65	64	8	56	8	2,940
Transit Person Trips	616	602	43	450	317	17	10	40	21	19	38	5	28	4	2,210
Walk/Other Person Trips	287	280	35	173	122	7	4	96	5	46	41	6	37	6	1,145
Total Person Trips	1,525	1,491	155	1,340	942	52	29	272	58	130	143	20	121	18	6,295
Total Vehicle Trips	566	554	43	494	347	19	11	68	23	32	31	4	25	4	2,221
Weekday PM Peak Hour															
Auto Person Trips	756	739	90	684	442	26	57	380	269	600	65	68	125	6	4,307
Transit Person Trips	749	732	53	430	278	17	17	111	78	174	39	40	62	3	2,783
Walk/Other Person Trips	349	341	32	166	107	6	40	268	190	423	41	50	82	4	2,098
Total Person Trips	1,854	1,813	175	1,279	827	49	113	759	538	1,198	145	158	268	12	9,188
Total Vehicle Trips	688	673	56	472	305	18	28	189	134	298	31	29	56	3	2,980

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INTERNAL AND EXTERNAL TRIPS INBOUND/OUTBOUND SPLITS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
SF Guidelines Work															
Inbound	0%	0%	75%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
Outbound	100%	100%	25%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
SF Guidelines Non-Work															
Inbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	60%	60%	
Outbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	40%	40%	
ITE															
Inbound	20%	20%	59%	88%	83%	88%	62%	62%	N.A.	55%	53%	71%	66%	61%	
Outbound	80%	80%	41%	12%	17%	12%	38%	38%		45%	47%	29%	34%	39%	
Person Trips															
Inbound	33%	33%	60%	83%	83%	83%	84%	52%	100%	52%	57%	52%	62%	60%	56%
Outbound	67%	67%	40%	17%	17%	17%	16%	48%	0%	48%	43%	48%	39%	40%	44%
Inbound	508	497	93	1,114	784	43	25	140	58	67	81	10	75	11	3,507
Outbound	1,017	994	62	225	158	9	5	132	-	62	62	9	47	7	2,788
Total Person Trips	1,525	1,491	155	1,340	942	52	29	272	58	130	143	20	121	18	6,295
Vehicle Trips															
Inbound	33%	33%	64%	86%	86%	86%	86%	53%	100%	53%	63%	54%	63%	61%	57%
Outbound	67%	67%	36%	14%	14%	14%	14%	47%	0%	47%	37%	46%	37%	39%	43%
Inbound	189	185	28	426	300	16	10	36	23	17	19	2	16	2	1,269
Outbound	378	369	16	68	48	3	2	32	-	15	11	2	9	1	952
Total Vehicle Trips	566	554	43	494	347	19	11	68	23	32	31	4	25	4	2,221
Weekday PM Peak Hour															
SF Guidelines Work															
Inbound	100%	100%	50%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
Outbound	0%	0%	50%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
SF Guidelines Non-Work															
Inbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
Outbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
ITE															
Inbound	50%	50%	51%	17%	15%	17%	48%	51%	67%	60%	47%	48%	49%	61%	
Outbound	50%	50%	49%	83%	85%	83%	52%	49%	33%	40%	53%	52%	51%	39%	
Person Trips															
Inbound	67%	67%	50%	17%	17%	17%	48%	48%	48%	48%	43%	48%	48%	50%	48%
Outbound	33%	33%	50%	83%	83%	83%	52%	52%	52%	52%	57%	52%	52%	50%	52%
Inbound	1,236	1,208	88	215	139	8	55	367	258	575	63	76	129	6	4,423
Outbound	618	604	88	1,064	688	41	59	392	280	623	82	82	140	6	4,765
Total Person Trips	1,854	1,813	175	1,279	827	49	113	759	538	1,198	145	158	268	12	9,188
Vehicle Trips															
Inbound	67%	67%	50%	14%	14%	14%	47%	47%	47%	47%	37%	46%	46%	49%	47%
Outbound	33%	33%	50%	86%	86%	86%	53%	53%	53%	53%	63%	54%	54%	51%	53%
Inbound	459	449	28	65	42	2	13	90	63	139	12	13	26	1	1,401
Outbound	229	224	28	407	263	16	15	99	71	159	19	16	30	1	1,578
Total Vehicle Trips	688	673	56	472	305	18	28	189	134	298	31	29	56	3	2,980

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INTERNAL AND LINKED PERSON TRIP ADJUSTMENT FACTORS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Internal trip factor	36.0%	36.0%	36.0%	21.2%	21.2%	21.2%	25.0%	25.0%	20.0%	25.5%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	3,280	3,206	378	2,557	987	98	158	1,299	430	611	151	293	270	10	13,729
Total internal person trip productions															6,864
Total internal person trip attractions															6,864
Difference															0
% difference															0%
Internal and linked person trips (Walk)	3,859	3,772	630	3,197	1,097	123	315	2,599	1,075	3,057	603	731	600	14	21,671
Overall total trip reduction	36%	36%	36%	21%	21%	21%	25%	25%	20%	26%	75%	75%	30%	10%	28%
Weekday AM Peak Hour															
Internal trip factor	18.5%	18.5%	18.5%	19.5%	19.5%	19.5%	30.0%	30.0%	25.0%	30.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	240	234	17	209	165	8	4	41	6	8	27	6	16	1	983
Total internal person trip productions															491
Total internal person trip attractions															491
Difference															0
% difference															0%
Internal and linked person trips (Walk)	282	276	29	261	184	10	9	82	15	39	107	15	36	2	1,345
Overall total trip reduction	19%	19%	19%	20%	20%	20%	30%	30%	25%	30%	75%	75%	30%	10%	21%
Weekday PM Peak Hour															
Internal trip factor	28.3%	28.3%	28.3%	30.1%	30.1%	30.1%	30.0%	30.0%	25.0%	30.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	446	436	30	308	224	12	17	114	54	72	27	47	36	1	1,825
Total internal person trip productions															912
Total internal person trip attractions															912
Difference															0
% difference															0%
Internal and linked person trips (Walk)	525	513	50	386	249	15	34	228	134	359	109	118	81	1	2,801
Overall total trip reduction	28%	28%	28%	30%	30%	30%	30%	30%	25%	30%	75%	75%	30%	10%	30%
TRIP SUBTRACTION CHECK															
Weekday Daily	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday AM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday PM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
PEAK HOUR CHECK															
Auto Person Trips SD1+SD3															
Daily External Trips	1,280	1,251	51	1,074	369	41	130	1,071	683	1,204	38	97	106	17	7,412
AM+PM External Trips	553	541	18	95	66	4	9	81	57	105	16	17	21	4	1,587
Average Peak Hour Factor	22%	22%	18%	4%	9%	4%	4%	4%	4%	4%	21%	9%	10%	11%	11%
Transit Person Trips SD1+SD3															
Daily External Trips	1,467	1,434	33	749	257	29	36	298	190	335	23	57	69	11	4,988
AM+PM External Trips	634	620	13	74	51	3	3	23	17	29	10	10	13	2	1,501
Average Peak Hour Factor	22%	22%	19%	5%	10%	5%	4%	4%	4%	4%	21%	9%	10%	11%	15%
Walk/Other Person Trips SD1+SD3															
Daily External Trips	754	737	59	1,091	375	42	103	851	543	957	29	73	129	21	5,767
AM+PM External Trips	326	319	17	63	44	2	7	65	45	83	12	13	25	5	1,026
Average Peak Hour Factor	22%	22%	14%	3%	6%	3%	4%	4%	4%	4%	21%	9%	10%	11%	9%

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Superdistrict 1															
Auto Person Trips	995	973	12	246	84	9	18	147	94	165	1	0	25	4	2,772
Transit Person Trips	1,141	1,115	10	238	82	9	13	111	71	125	1	0	21	3	2,942
Walk/Other Person Trips	587	574	32	592	203	23	41	337	215	379	1	0	69	11	3,065
Total Person Trips	2,723	2,661	54	1,077	369	41	72	595	380	669	2	1	116	19	8,779
Vehicle Trips	906	885	6	138	47	5	11	88	56	99	0	0	12	2	2,257
Superdistrict 2															
Auto Person Trips	149	146	120	987	339	38	48	399	206	459	9	1	139	10	3,051
Transit Person Trips	171	167	66	666	229	26	25	208	108	240	10	1	72	5	1,994
Walk/Other Person Trips	88	86	55	373	128	14	30	244	126	281	1	0	67	5	1,498
Total Person Trips	409	400	242	2,026	695	78	103	850	440	980	20	3	279	19	6,543
Vehicle Trips	136	133	64	586	201	23	32	260	135	300	7	1	71	5	1,954
Superdistrict 3															
Auto Person Trips	284	278	39	829	284	32	112	924	590	1,039	38	96	81	13	4,640
Transit Person Trips	326	319	23	510	175	20	23	187	119	210	22	57	48	8	2,046
Walk/Other Person Trips	168	164	28	499	171	19	62	514	328	578	28	73	60	10	2,702
Total Person Trips	778	760	89	1,838	631	71	197	1,625	1,037	1,827	88	226	189	31	9,388
Vehicle Trips	259	253	18	445	153	17	56	459	293	516	16	40	35	5	2,564
Superdistrict 4															
Auto Person Trips	149	146	70	659	226	25	34	284	147	328	9	1	78	5	2,164
Transit Person Trips	171	167	35	377	129	14	11	91	47	105	6	1	36	2	1,195
Walk/Other Person Trips	88	86	23	156	54	6	8	63	33	73	1	0	28	2	619
Total Person Trips	409	400	128	1,192	409	46	53	439	227	506	15	2	143	10	3,978
Vehicle Trips	136	133	34	357	123	14	20	167	86	193	6	1	36	2	1,307
East Bay															
Auto Person Trips	351	343	107	1,053	362	41	44	360	186	415	15	2	117	8	3,403
Transit Person Trips	260	255	60	722	248	28	22	181	94	209	14	2	60	4	2,158
Walk/Other Person Trips	87	85	26	182	63	7	28	233	121	269	1	0	31	2	1,134
Total Person Trips	698	682	193	1,958	672	75	94	775	401	893	30	4	208	14	6,695
Vehicle Trips	319	312	44	455	156	18	21	171	88	197	7	1	47	3	1,839
North Bay															
Auto Person Trips	156	153	44	439	150	17	27	219	113	252	7	1	47	3	1,628
Transit Person Trips	47	46	7	114	39	4	8	63	33	73	3	0	6	0	444
Walk/Other Person Trips	-	-	8	54	18	2	11	91	47	105	0	0	9	1	346
Total Person Trips	203	199	58	606	208	23	45	374	193	430	9	1	63	4	2,418
Vehicle Trips	142	139	24	255	88	10	15	122	63	141	4	1	25	2	1,030
South Bay															
Auto Person Trips	835	816	131	1,480	508	57	91	749	387	863	26	4	137	9	6,094
Transit Person Trips	597	584	24	320	110	12	14	114	59	132	7	1	24	1	2,000
Walk/Other Person Trips	167	163	11	86	30	3	9	70	36	81	1	0	13	1	670
Total Person Trips	1,599	1,563	166	1,887	648	73	113	934	483	1,076	33	5	173	11	8,763
Vehicle Trips	760	743	71	1,015	348	39	43	358	185	412	22	3	65	4	4,069
Outside Bay Area															
Auto Person Trips	42	41	78	535	183	21	106	873	451	1,006	2	0	94	7	3,437
Transit Person Trips	-	-	46	323	111	12	25	209	108	241	1	0	55	4	1,136
Walk/Other Person Trips	-	-	66	415	143	16	136	1,122	580	1,293	0	0	81	6	3,859
Total Person Trips	42	41	189	1,273	437	49	267	2,204	1,140	2,540	3	1	230	16	8,433
Vehicle Trips	38	37	30	220	76	8	39	321	166	370	1	0	36	3	1,347
All Origins															
Auto Person Trips	2,962	2,895	601	6,227	2,137	240	479	3,955	2,175	4,527	105	107	719	59	27,190
Transit Person Trips	2,714	2,653	271	3,271	1,122	126	141	1,166	639	1,335	64	63	322	28	13,915
Walk/Other Person Trips	1,184	1,157	248	2,358	809	91	324	2,675	1,486	3,059	32	74	359	38	13,893
Total Person Trips	6,860	6,706	1,120	11,855	4,069	456	945	7,796	4,300	8,921	201	244	1,400	124	54,997
Vehicle Trips	2,696	2,635	290	3,472	1,192	134	236	1,946	1,073	2,227	65	47	328	26	16,365
Total Internal Person Trips	3,859	3,772	630	3,197	1,097	123	315	2,599	1,075	3,057	603	731	600	14	21,671
Person-trip reduction	36%	36%	36%	21%	21%	21%	25%	25%	20%	26%	75%	75%	30%	10%	28%
Average Vehicle Occupancy	1.10	1.10	2.08	1.79	1.79	1.79	2.03	2.03	2.03	2.03	1.62	2.25	2.19	2.28	1.66

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EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	73	71	2	14	10	1	0	2	0	1	0	0	1	0	173
Transit Person Trips	83	81	2	17	12	1	0	1	0	1	0	0	1	0	198
Walk/Other Person Trips	43	42	4	24	17	1	0	3	0	2	0	0	3	1	140
Total Person Trips	198	194	7	55	39	2	0	6	1	3	0	0	4	1	512
Vehicle Trips	66	64	1	10	7	0	0	1	0	0	0	0	0	0	152
Superdistrict 2															
Auto Person Trips	7	7	6	66	46	3	1	5	3	3	1	0	5	1	154
Transit Person Trips	8	8	4	63	45	2	1	3	4	1	1	0	3	0	144
Walk/Other Person Trips	4	4	2	13	9	0	0	3	0	2	0	0	3	0	41
Total Person Trips	19	19	12	142	100	5	3	11	7	6	2	0	10	2	339
Vehicle Trips	6	6	4	51	36	2	1	4	3	2	1	0	3	0	118
Superdistrict 3															
Auto Person Trips	21	20	6	50	35	2	0	10	1	5	5	1	3	1	159
Transit Person Trips	24	23	4	33	23	1	0	2	1	1	3	1	2	1	118
Walk/Other Person Trips	12	12	3	18	13	1	0	5	0	3	3	1	2	1	75
Total Person Trips	57	55	13	102	72	4	1	17	2	8	11	2	7	2	352
Vehicle Trips	19	18	3	38	26	1	0	5	1	2	2	0	1	0	119
Superdistrict 4															
Auto Person Trips	7	7	4	57	40	2	1	4	3	2	1	0	3	0	131
Transit Person Trips	8	8	2	39	28	2	1	1	2	1	1	0	1	0	94
Walk/Other Person Trips	4	4	1	6	4	0	0	1	0	0	0	0	1	0	22
Total Person Trips	19	19	7	102	71	4	2	6	6	3	1	0	5	1	247
Vehicle Trips	6	6	2	37	26	1	1	2	2	1	1	0	1	0	89
East Bay															
Auto Person Trips	17	16	7	97	68	4	2	5	5	2	1	0	4	1	230
Transit Person Trips	12	12	5	84	59	3	2	2	5	1	1	0	2	0	189
Walk/Other Person Trips	4	4	1	8	5	0	0	3	0	2	0	0	1	0	29
Total Person Trips	33	32	12	189	133	7	4	10	11	5	3	0	8	1	448
Vehicle Trips	15	15	3	46	33	2	1	2	3	1	1	0	2	0	124
North Bay															
Auto Person Trips	7	7	3	42	29	2	1	3	2	1	1	0	2	0	100
Transit Person Trips	2	2	1	16	11	1	0	1	1	0	0	0	0	0	36
Walk/Other Person Trips	-	-	0	2	1	0	0	1	0	1	0	0	0	0	6
Total Person Trips	10	9	4	60	42	2	1	5	3	2	1	0	2	0	143
Vehicle Trips	7	7	2	28	19	1	1	2	2	1	0	0	1	0	69
South Bay															
Auto Person Trips	40	39	9	160	113	6	4	10	9	5	2	0	5	1	403
Transit Person Trips	28	28	2	40	28	2	1	2	2	1	1	0	1	0	135
Walk/Other Person Trips	8	8	1	5	4	0	0	1	0	0	0	0	0	0	28
Total Person Trips	76	74	12	206	145	8	5	13	12	6	3	0	6	1	566
Vehicle Trips	36	35	7	139	98	5	3	5	8	2	2	0	2	0	344
Outside Bay Area															
Auto Person Trips	2	2	3	20	14	1	1	12	1	6	0	0	3	1	65
Transit Person Trips	-	-	2	14	10	1	0	3	1	1	0	0	2	0	33
Walk/Other Person Trips	-	-	2	9	6	0	0	15	0	7	0	0	3	0	44
Total Person Trips	2	2	7	43	30	2	1	30	1	14	0	0	9	1	142
Vehicle Trips	2	2	1	11	8	0	0	4	0	2	0	0	1	0	33
All Origins															
Auto Person Trips	173	169	40	506	356	19	10	50	26	24	10	1	27	5	1,417
Transit Person Trips	166	162	21	306	215	12	6	15	16	7	6	1	12	2	947
Walk/Other Person Trips	75	74	15	85	60	3	1	33	2	16	4	1	13	3	386
Total Person Trips	414	405	76	897	631	35	17	98	44	47	20	3	52	10	2,749
Vehicle Trips	157	154	24	360	253	14	7	25	19	12	7	1	12	2	1,047

Potrero Power Station Mixed-Use Development Project
Re-Phase Program

EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	145	142	1	3	2	0	0	1	-	1	0	0	1	0	296
Transit Person Trips	166	162	1	3	2	0	0	1	-	1	0	0	0	0	338
Walk/Other Person Trips	86	84	3	5	3	0	0	3	-	2	0	0	2	1	187
Total Person Trips	397	388	5	11	8	0	0	6	-	3	0	0	3	1	821
Vehicle Trips	132	129	1	2	1	0	0	1	-	0	0	0	0	0	266
Superdistrict 2															
Auto Person Trips	14	14	4	13	9	1	0	5	-	2	1	0	3	0	67
Transit Person Trips	16	16	3	13	9	0	0	3	-	1	1	0	2	0	64
Walk/Other Person Trips	8	8	1	3	2	0	0	3	-	1	0	0	2	0	29
Total Person Trips	39	38	8	29	20	1	1	11	-	5	1	0	6	1	160
Vehicle Trips	13	13	2	8	6	0	0	3	-	2	0	0	2	0	49
Superdistrict 3															
Auto Person Trips	41	40	4	10	7	0	0	9	-	4	3	1	2	1	124
Transit Person Trips	47	46	2	7	5	0	0	2	-	1	2	1	1	0	115
Walk/Other Person Trips	24	24	2	4	3	0	0	5	-	2	3	1	1	1	70
Total Person Trips	113	111	8	21	14	1	0	16	-	7	8	2	4	2	308
Vehicle Trips	38	37	2	6	4	0	0	4	-	2	1	0	1	0	96
Superdistrict 4															
Auto Person Trips	14	14	3	11	8	0	0	4	-	2	1	0	2	0	59
Transit Person Trips	16	16	2	8	6	0	0	1	-	1	0	0	1	0	51
Walk/Other Person Trips	8	8	1	1	1	0	0	1	-	0	0	0	1	0	21
Total Person Trips	39	38	5	21	14	1	0	6	-	3	1	0	3	0	131
Vehicle Trips	13	13	1	6	4	0	0	2	-	1	0	0	1	0	42
East Bay															
Auto Person Trips	33	33	4	20	14	1	0	5	-	2	1	0	3	0	116
Transit Person Trips	25	24	3	17	12	1	0	2	-	1	1	0	1	0	88
Walk/Other Person Trips	8	8	1	2	1	0	0	3	-	1	0	0	1	0	25
Total Person Trips	66	65	8	38	27	1	1	10	-	5	2	0	5	1	228
Vehicle Trips	30	30	2	7	5	0	0	2	-	1	0	0	1	0	79
North Bay															
Auto Person Trips	15	14	2	8	6	0	0	3	-	1	0	0	1	0	52
Transit Person Trips	4	4	1	3	2	0	0	1	-	0	0	0	0	0	17
Walk/Other Person Trips	-	-	0	0	0	0	0	1	-	1	0	0	0	0	3
Total Person Trips	19	19	3	12	8	0	0	5	-	2	1	0	1	0	71
Vehicle Trips	13	13	1	4	3	0	0	2	-	1	0	0	1	0	38
South Bay															
Auto Person Trips	79	77	6	32	23	1	1	9	-	4	2	0	3	0	239
Transit Person Trips	57	55	1	8	6	0	0	1	-	1	0	0	1	0	131
Walk/Other Person Trips	16	15	0	1	1	0	0	1	-	0	0	0	0	0	35
Total Person Trips	152	148	8	42	29	2	1	12	-	6	2	0	4	1	406
Vehicle Trips	72	70	4	22	15	1	0	4	-	2	1	0	1	0	195
Outside Bay Area															
Auto Person Trips	4	4	2	4	3	0	0	11	-	5	0	0	2	0	36
Transit Person Trips	-	-	1	3	2	0	0	3	-	1	0	0	1	0	12
Walk/Other Person Trips	-	-	2	2	1	0	0	14	-	7	0	0	2	0	28
Total Person Trips	4	4	5	9	6	0	0	28	-	13	0	0	5	1	76
Vehicle Trips	4	4	1	2	1	0	0	4	-	2	0	0	1	0	18
All Origins															
Auto Person Trips	346	338	26	102	72	4	2	47	-	22	8	1	17	3	989
Transit Person Trips	332	325	14	62	43	2	1	14	-	7	5	1	8	1	814
Walk/Other Person Trips	151	147	10	17	12	1	0	31	-	15	3	1	8	2	398
Total Person Trips	829	810	50	181	127	7	3	92	-	44	15	2	33	6	2,201
Vehicle Trips	315	308	13	57	40	2	1	23	-	11	4	0	7	1	783

Potrero Power Station Mixed-Use Development Project
Re-Phase Program

EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	142	139	1	1	0	0	1	4	4	6	0	0	2	0	298
Transit Person Trips	163	159	1	1	1	0	0	3	3	5	0	0	1	0	336
Walk/Other Person Trips	84	82	1	1	1	0	1	9	8	14	0	0	4	1	207
Total Person Trips	388	379	3	3	2	0	2	16	15	25	0	0	7	1	841
Vehicle Trips	129	126	0	0	0	0	0	2	2	4	0	0	1	0	266
Superdistrict 2															
Auto Person Trips	17	17	5	13	8	0	2	14	10	22	1	0	9	0	119
Transit Person Trips	20	19	4	12	8	0	1	7	5	12	1	0	5	0	95
Walk/Other Person Trips	10	10	2	2	2	0	1	9	6	13	0	0	4	0	60
Total Person Trips	47	46	11	27	18	1	4	30	21	47	1	0	18	1	274
Vehicle Trips	16	15	4	8	5	0	1	9	6	14	0	0	4	0	83
Superdistrict 3															
Auto Person Trips	41	40	2	2	2	0	4	25	23	39	3	7	5	1	194
Transit Person Trips	46	45	1	2	1	0	1	5	5	8	2	4	3	0	124
Walk/Other Person Trips	24	23	1	1	1	0	2	14	13	22	3	6	4	0	113
Total Person Trips	111	108	5	5	3	0	7	44	40	69	8	17	12	1	431
Vehicle Trips	37	36	1	1	1	0	2	12	11	19	1	3	2	0	127
Superdistrict 4															
Auto Person Trips	17	17	4	11	7	0	2	10	7	16	1	0	5	0	97
Transit Person Trips	20	19	3	8	5	0	0	3	2	5	0	0	2	0	68
Walk/Other Person Trips	10	10	1	1	1	0	0	2	2	3	0	0	2	0	32
Total Person Trips	47	46	7	20	13	1	2	16	11	24	1	0	9	0	198
Vehicle Trips	16	15	2	6	4	0	1	6	4	9	0	0	2	0	65
East Bay															
Auto Person Trips	40	40	7	19	12	1	2	13	9	20	1	0	8	0	171
Transit Person Trips	30	29	5	16	10	1	1	6	5	10	1	0	4	0	119
Walk/Other Person Trips	10	10	1	1	1	0	1	8	6	13	0	0	2	0	53
Total Person Trips	80	79	13	36	24	1	4	27	19	43	2	0	13	1	344
Vehicle Trips	37	36	3	7	5	0	1	6	4	9	0	0	3	0	111
North Bay															
Auto Person Trips	18	18	3	8	5	0	1	8	5	12	0	0	3	0	82
Transit Person Trips	5	5	1	3	2	0	0	2	2	4	0	0	0	0	25
Walk/Other Person Trips	-	-	0	0	0	0	0	3	2	5	0	0	1	0	13
Total Person Trips	23	23	4	12	7	0	2	13	9	21	1	0	4	0	120
Vehicle Trips	16	16	2	4	3	0	1	4	3	7	0	0	2	0	58
South Bay															
Auto Person Trips	96	94	11	31	20	1	4	26	19	41	2	0	9	0	355
Transit Person Trips	69	67	3	8	5	0	1	4	3	6	0	0	2	0	168
Walk/Other Person Trips	19	19	0	1	1	0	0	2	2	4	0	0	1	0	50
Total Person Trips	184	180	14	40	26	2	5	33	23	52	2	1	11	1	572
Vehicle Trips	88	86	8	21	14	1	2	12	9	19	1	0	4	0	265
Outside Bay Area															
Auto Person Trips	5	5	2	4	3	0	5	31	22	48	0	0	6	0	130
Transit Person Trips	-	-	1	3	2	0	1	7	5	12	0	0	4	0	35
Walk/Other Person Trips	-	-	2	2	1	0	6	40	28	62	0	0	5	0	145
Total Person Trips	5	5	5	8	5	0	12	78	55	122	0	0	15	1	311
Vehicle Trips	4	4	1	2	1	0	2	11	8	17	0	0	2	0	53
All Origins															
Auto Person Trips	376	368	35	88	57	3	20	131	98	205	8	8	46	3	1,447
Transit Person Trips	353	345	20	52	33	2	6	39	29	61	5	5	21	1	970
Walk/Other Person Trips	157	153	8	10	7	0	13	87	66	137	3	6	23	2	673
Total Person Trips	886	866	63	150	97	6	38	257	194	402	16	19	90	6	3,090
Vehicle Trips	342	335	22	49	32	2	9	63	47	98	4	4	20	1	1,029

Potrero Power Station Mixed-Use Development Project
Re-Phase Program

EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	71	69	1	3	2	0	1	4	4	7	0	0	2	0	164
Transit Person Trips	81	79	1	4	2	0	0	3	3	5	0	0	1	0	181
Walk/Other Person Trips	42	41	1	6	4	0	1	10	9	15	0	0	5	1	135
Total Person Trips	194	190	3	13	8	0	3	17	16	27	0	0	8	1	480
Vehicle Trips	65	63	0	2	2	0	0	3	2	4	0	0	1	0	143
Superdistrict 2															
Auto Person Trips	9	8	5	63	41	2	2	15	11	24	1	0	10	0	192
Transit Person Trips	10	10	4	60	39	2	1	8	6	12	1	0	5	0	159
Walk/Other Person Trips	5	5	2	12	8	0	1	9	7	15	0	0	5	0	69
Total Person Trips	24	23	11	136	88	5	5	32	23	51	2	0	19	1	420
Vehicle Trips	8	8	4	48	31	2	1	10	7	16	1	0	5	0	142
Superdistrict 3															
Auto Person Trips	20	20	2	12	8	0	4	27	25	42	5	8	6	1	179
Transit Person Trips	23	23	1	8	5	0	1	5	5	9	3	5	3	0	91
Walk/Other Person Trips	12	12	1	4	3	0	2	15	14	24	3	6	4	0	100
Total Person Trips	55	54	5	24	15	1	7	47	44	75	11	18	13	1	370
Vehicle Trips	18	18	1	9	6	0	2	13	13	22	2	3	3	0	111
Superdistrict 4															
Auto Person Trips	9	8	4	54	35	2	2	11	8	17	1	0	5	0	156
Transit Person Trips	10	10	3	38	24	1	1	3	2	5	1	0	3	0	101
Walk/Other Person Trips	5	5	1	5	4	0	0	2	2	4	0	0	2	0	30
Total Person Trips	24	23	7	97	63	4	2	17	12	26	1	0	10	0	287
Vehicle Trips	8	8	2	36	23	1	1	6	5	10	1	0	3	0	104
East Bay															
Auto Person Trips	20	20	7	93	60	4	2	14	10	22	1	0	8	0	260
Transit Person Trips	15	15	5	80	52	3	1	7	5	11	1	0	4	0	199
Walk/Other Person Trips	5	5	1	7	5	0	1	9	6	14	0	0	2	0	56
Total Person Trips	40	39	13	180	116	7	4	29	21	46	3	1	15	1	515
Vehicle Trips	18	18	3	44	29	2	1	7	5	10	1	0	3	0	141
North Bay															
Auto Person Trips	9	9	3	40	26	2	1	8	6	13	1	0	3	0	121
Transit Person Trips	3	3	1	15	10	1	0	2	2	4	0	0	0	0	41
Walk/Other Person Trips	-	-	0	2	1	0	1	3	2	5	0	0	1	0	16
Total Person Trips	12	11	4	57	37	2	2	14	10	22	1	0	4	0	178
Vehicle Trips	8	8	2	26	17	1	1	5	3	8	0	0	2	0	81
South Bay															
Auto Person Trips	48	47	11	153	99	6	4	28	20	45	2	0	10	0	474
Transit Person Trips	34	34	3	38	25	1	1	4	3	7	1	0	2	0	152
Walk/Other Person Trips	10	9	0	5	3	0	0	3	2	4	0	0	1	0	38
Total Person Trips	92	90	14	196	127	8	5	35	25	56	3	1	12	1	664
Vehicle Trips	44	43	8	133	86	5	2	14	10	22	2	0	5	0	373
Outside Bay Area															
Auto Person Trips	2	2	2	19	13	1	5	33	23	52	0	0	7	0	160
Transit Person Trips	-	-	1	13	8	1	1	8	6	13	0	0	4	0	55
Walk/Other Person Trips	-	-	2	8	5	0	6	42	30	67	0	0	6	0	167
Total Person Trips	2	2	5	41	26	2	12	83	59	132	0	0	16	1	383
Vehicle Trips	2	2	1	11	7	0	2	12	9	20	0	0	3	0	69
All Origins															
Auto Person Trips	188	184	35	437	283	17	21	140	106	222	10	9	50	3	1,705
Transit Person Trips	176	172	20	256	165	10	6	41	31	66	6	5	22	1	979
Walk/Other Person Trips	79	77	8	50	33	2	14	93	72	148	4	6	25	2	612
Total Person Trips	443	433	63	744	480	29	41	274	210	436	21	20	98	6	3,297
Vehicle Trips	171	167	22	309	200	12	10	70	54	112	7	4	24	1	1,163

Potrero Power Station Mixed-Use Development Project
Re-Phase Program

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips															
Superdistrict 1	995	973	12	246	84	9	18	147	94	165	1	0	25	4	2,772
Superdistrict 2	149	146	120	987	339	38	48	399	206	459	9	1	139	10	3,051
Superdistrict 3	284	278	39	829	284	32	112	924	590	1,039	38	96	81	13	4,640
Superdistrict 4	149	146	70	659	226	25	34	284	147	328	9	1	78	5	2,164
East Bay	351	343	107	1,053	362	41	44	360	186	415	15	2	117	8	3,403
North Bay	156	153	44	439	150	17	27	219	113	252	7	1	47	3	1,628
South Bay	835	816	131	1,480	508	57	91	749	387	863	26	4	137	9	6,094
Outside of Bay Area	42	41	78	535	183	21	106	873	451	1,006	2	0	94	7	3,437
All Origins	2,962	2,895	601	6,227	2,137	240	479	3,955	2,175	4,527	105	107	719	59	27,190
Transit Person Trips															
Superdistrict 1	1,141	1,115	10	238	82	9	13	111	71	125	1	0	21	3	2,942
Superdistrict 2	171	167	66	666	229	26	25	208	108	240	10	1	72	5	1,994
Superdistrict 3	326	319	23	510	175	20	23	187	119	210	22	57	48	8	2,046
Superdistrict 4	171	167	35	377	129	14	11	91	47	105	6	1	36	2	1,195
East Bay	260	255	60	722	248	28	22	181	94	209	14	2	60	4	2,158
North Bay	47	46	7	114	39	4	8	63	33	73	3	0	6	0	444
South Bay	597	584	24	320	110	12	14	114	59	132	7	1	24	1	2,000
Outside of Bay Area	-	-	46	323	111	12	25	209	108	241	1	0	55	4	1,136
All Origins	2,714	2,653	271	3,271	1,122	126	141	1,166	639	1,335	64	63	322	28	13,915
Walk/Other Person Trips															
Superdistrict 1	587	574	32	592	203	23	41	337	215	379	1	0	69	11	3,065
Superdistrict 2	88	86	55	373	128	14	30	244	126	281	1	0	67	5	1,498
Superdistrict 3	168	164	28	499	171	19	62	514	328	578	28	73	60	10	2,702
Superdistrict 4	88	86	23	156	54	6	8	63	33	73	1	0	28	2	619
East Bay	87	85	26	182	63	7	28	233	121	269	1	0	31	2	1,134
North Bay	-	-	8	54	18	2	11	91	47	105	0	0	9	1	346
South Bay	167	163	11	86	30	3	9	70	36	81	1	0	13	1	670
Outside of Bay Area	-	-	66	415	143	16	136	1,122	580	1,293	0	0	81	6	3,859
All Origins	1,184	1,157	248	2,358	809	91	324	2,675	1,486	3,059	32	74	359	38	13,893
Total Person Trips															
Superdistrict 1	2,723	2,661	54	1,077	369	41	72	595	380	669	2	1	116	19	8,779
Superdistrict 2	409	400	242	2,026	695	78	103	850	440	980	20	3	279	19	6,543
Superdistrict 3	778	760	89	1,838	631	71	197	1,625	1,037	1,827	88	226	189	31	9,388
Superdistrict 4	409	400	128	1,192	409	46	53	439	227	506	15	2	143	10	3,978
East Bay	698	682	193	1,958	672	75	94	775	401	893	30	4	208	14	6,695
North Bay	203	199	58	606	208	23	45	374	193	430	9	1	63	4	2,418
South Bay	1,599	1,563	166	1,887	648	73	113	934	483	1,076	33	5	173	11	8,763
Outside of Bay Area	42	41	189	1,273	437	49	267	2,204	1,140	2,540	3	1	230	16	8,433
All Origins	6,860	6,706	1,120	11,855	4,069	456	945	7,796	4,300	8,921	201	244	1,400	124	54,997
Vehicle Trips															
Superdistrict 1	906	885	6	138	47	5	11	88	56	99	0	0	12	2	2,257
Superdistrict 2	136	133	64	586	201	23	32	260	135	300	7	1	71	5	1,954
Superdistrict 3	259	253	18	445	153	17	56	459	293	516	16	40	35	5	2,564
Superdistrict 4	136	133	34	357	123	14	20	167	86	193	6	1	36	2	1,307
East Bay	319	312	44	455	156	18	21	171	88	197	7	1	47	3	1,839
North Bay	142	139	24	255	88	10	15	122	63	141	4	1	25	2	1,030
South Bay	760	743	71	1,015	348	39	43	358	185	412	22	3	65	4	4,069
Outside of Bay Area	38	37	30	220	76	8	39	321	166	370	1	0	36	3	1,347
All Origins	2,696	2,635	290	3,472	1,192	134	236	1,946	1,073	2,227	65	47	328	26	16,365

Potrero Power Station Mixed-Use Development Project
Re-Phase Program

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Auto Person Trips															
Superdistrict 1	218	213	3	17	12	1	0	3	0	1	0	0	2	1	469
Superdistrict 2	21	21	10	79	56	3	2	10	3	5	1	0	8	1	222
Superdistrict 3	62	61	10	60	43	2	0	19	1	9	8	2	5	2	283
Superdistrict 4	21	21	7	68	48	3	1	7	3	4	1	0	5	1	190
East Bay	50	49	11	117	82	4	2	9	5	4	2	0	7	1	345
North Bay	22	22	5	50	35	2	1	6	2	3	1	0	3	0	152
South Bay	119	116	16	193	136	7	4	20	9	9	4	0	8	1	643
Outside of Bay Area	6	6	5	24	17	1	1	23	1	11	0	0	6	1	102
All Origins	519	507	66	609	428	23	12	97	26	46	18	2	44	8	2,405
Transit Person Trips															
Superdistrict 1	249	244	3	20	14	1	0	2	0	1	0	0	1	0	536
Superdistrict 2	24	24	7	76	54	3	2	5	4	3	1	0	4	1	208
Superdistrict 3	71	70	6	40	28	2	0	4	1	2	5	1	3	1	232
Superdistrict 4	24	24	4	47	33	2	1	2	2	1	1	0	2	0	145
East Bay	37	36	8	101	71	4	2	5	5	2	2	0	4	0	277
North Bay	7	7	1	19	13	1	0	2	1	1	0	0	0	0	53
South Bay	85	83	3	48	34	2	1	3	2	1	1	0	1	0	265
Outside of Bay Area	-	-	3	16	12	1	0	5	1	3	0	0	3	1	45
All Origins	498	487	35	367	258	14	7	29	16	14	11	1	20	4	1,761
Walk/Other Person Trips															
Superdistrict 1	128	125	7	29	20	1	0	7	0	3	0	0	4	1	327
Superdistrict 2	13	12	4	15	11	1	0	6	0	3	0	0	4	1	70
Superdistrict 3	37	36	6	22	16	1	0	10	0	5	6	1	4	1	145
Superdistrict 4	13	12	2	7	5	0	0	2	0	1	0	0	2	0	43
East Bay	12	12	2	9	7	0	0	6	0	3	0	0	2	0	54
North Bay	-	-	1	3	2	0	0	2	0	1	0	0	1	0	9
South Bay	24	23	1	7	5	0	0	2	0	1	0	0	1	0	63
Outside of Bay Area	-	-	4	10	7	0	1	29	0	14	0	0	5	1	72
All Origins	226	221	25	102	72	4	2	65	2	31	7	1	22	5	783
Total Person Trips															
Superdistrict 1	595	582	12	66	46	3	0	12	1	6	0	0	7	2	1,333
Superdistrict 2	58	57	21	171	120	7	3	22	7	11	3	0	17	3	500
Superdistrict 3	170	166	21	122	86	5	1	33	2	16	19	4	11	4	660
Superdistrict 4	58	57	12	122	86	5	3	11	6	5	2	0	9	1	378
East Bay	99	97	21	227	160	9	5	20	11	10	4	0	13	2	676
North Bay	29	28	6	72	51	3	2	10	3	5	1	0	4	1	214
South Bay	228	222	20	247	174	10	6	24	12	12	5	0	10	1	971
Outside of Bay Area	6	6	12	51	36	2	2	58	1	27	1	0	14	2	218
All Origins	1,243	1,215	126	1,078	759	41	21	191	44	91	36	5	85	16	4,950
Vehicle Trips															
Superdistrict 1	198	193	2	12	8	0	0	2	0	1	0	0	1	0	418
Superdistrict 2	19	19	6	59	41	2	1	7	3	3	1	0	4	1	167
Superdistrict 3	57	55	5	43	31	2	0	9	1	4	3	1	2	1	215
Superdistrict 4	19	19	4	43	30	2	1	4	2	2	1	0	2	0	130
East Bay	45	44	5	54	38	2	1	4	3	2	1	0	3	0	203
North Bay	20	20	3	32	22	1	1	3	2	2	1	0	2	0	108
South Bay	108	106	11	161	113	6	4	9	8	4	3	0	4	1	538
Outside of Bay Area	5	5	2	13	9	0	0	8	0	4	0	0	2	0	51
All Origins	472	462	38	417	293	16	8	48	19	23	11	1	20	3	1,830

Potrero Power Station Mixed-Use Development Project
Re-Phase Program

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Auto Person Trips															
Superdistrict 1	213	208	1	4	3	0	1	8	8	13	0	0	3	0	462
Superdistrict 2	26	25	11	76	49	3	4	29	21	46	1	0	19	1	311
Superdistrict 3	61	59	5	14	9	1	8	52	48	82	8	15	11	1	372
Superdistrict 4	26	25	8	65	42	2	3	21	15	33	1	0	11	0	253
East Bay	61	59	14	111	72	4	4	26	19	42	2	1	16	1	431
North Bay	27	26	6	48	31	2	2	16	11	25	1	0	6	0	203
South Bay	144	141	21	184	119	7	8	55	39	86	4	1	18	1	829
Outside of Bay Area	7	7	5	23	15	1	10	64	45	101	0	0	13	1	291
All Origins	565	552	71	526	340	20	40	270	205	427	18	17	96	5	3,152
Transit Person Trips															
Superdistrict 1	244	238	1	5	3	0	1	6	6	10	0	0	3	0	517
Superdistrict 2	30	29	9	73	47	3	2	15	11	24	2	0	10	0	254
Superdistrict 3	70	68	3	9	6	0	2	10	10	16	5	9	6	1	215
Superdistrict 4	30	29	5	45	29	2	1	7	5	11	1	0	5	0	169
East Bay	45	44	11	96	62	4	2	13	9	21	2	0	8	0	318
North Bay	8	8	2	18	12	1	1	5	3	7	0	0	1	0	66
South Bay	103	101	5	46	30	2	1	8	6	13	1	0	3	0	320
Outside of Bay Area	-	-	3	16	10	1	2	15	11	24	0	0	7	0	90
All Origins	529	517	39	308	199	12	12	80	60	126	11	10	43	3	1,950
Walk/Other Person Trips															
Superdistrict 1	125	123	3	7	4	0	3	19	17	30	0	0	9	1	341
Superdistrict 2	15	15	3	15	9	1	3	18	13	28	0	0	9	0	129
Superdistrict 3	36	35	2	5	3	0	4	29	27	45	6	11	8	1	213
Superdistrict 4	15	15	1	7	4	0	1	5	3	7	0	0	4	0	62
East Bay	15	15	2	9	6	0	3	17	12	27	0	0	4	0	109
North Bay	-	-	0	2	2	0	1	7	5	10	0	0	1	0	29
South Bay	29	28	1	6	4	0	1	5	4	8	0	0	2	0	88
Outside of Bay Area	-	-	3	10	6	0	12	82	58	129	0	0	11	1	313
All Origins	236	230	16	61	39	2	27	181	138	285	7	12	48	3	1,284
Total Person Trips															
Superdistrict 1	582	569	5	15	10	1	5	33	31	53	0	0	16	2	1,321
Superdistrict 2	71	69	23	163	105	6	9	62	44	98	3	1	37	2	694
Superdistrict 3	166	162	10	28	18	1	14	91	84	143	19	35	25	3	801
Superdistrict 4	71	69	15	117	75	4	5	32	23	51	2	1	19	1	484
East Bay	121	118	26	217	140	8	8	57	40	89	5	1	28	1	859
North Bay	35	34	8	69	44	3	4	27	19	43	1	0	8	0	298
South Bay	277	270	27	236	153	9	10	68	48	108	5	1	23	1	1,237
Outside of Bay Area	7	7	11	49	32	2	24	161	114	254	1	0	31	1	693
All Origins	1,329	1,299	125	894	577	34	79	531	403	838	36	39	188	11	6,386
Vehicle Trips															
Superdistrict 1	194	189	1	3	2	0	1	5	5	8	0	0	2	0	408
Superdistrict 2	24	23	7	56	36	2	3	19	13	30	1	0	10	0	225
Superdistrict 3	55	54	3	10	7	0	4	26	24	40	3	6	5	0	238
Superdistrict 4	24	23	5	41	27	2	2	12	9	19	1	0	5	0	169
East Bay	55	54	6	51	33	2	2	12	9	20	1	0	6	0	253
North Bay	25	24	4	31	20	1	1	9	6	14	1	0	3	0	139
South Bay	131	128	17	154	99	6	4	26	18	41	3	1	9	0	638
Outside of Bay Area	7	6	2	12	8	0	4	23	17	37	0	0	5	0	122
All Origins	514	502	44	358	231	14	20	133	101	209	11	8	44	2	2,191

Individual Land Use Trip Generation Calculations

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: RESIDENTIAL Studio/1-Bedroom (WORK TRIPS)

Proposed Size: 1,429 units			
DAILY		AM PEAK HOUR	
Person-trip Generation Rate [1]:	7.5 trips/unit	Person-trip Gen Rate: 14.2% [5]	1.1
Total Person Trips:	10,719 person-trips	Total Person-trips:	1,525
Work Trips [2]:	33%	Work Person-trips:	50% [6]

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	690	628	149	135	181	165
	Transit	41.9%		791		171		207	
	Walk	9.3%		175		38		46	
	Other	12.3%		232		50		61	
	All Modes	100.0%		1,889	628	407	135	495	165
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	49	45	11	10	13	12
	Transit	41.9%		57		12		15	
	Walk	9.3%		13		3		3	
	Other	12.3%		17		4		4	
	All Modes	100.0%		135	45	29	10	35	12
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	197	180	43	39	52	47
	Transit	41.9%		226		49		59	
	Walk	9.3%		50		11		13	
	Other	12.3%		66		14		17	
	All Modes	100.0%		540	180	116	39	141	47
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	49	45	11	10	13	12
	Transit	41.9%		57		12		15	
	Walk	9.3%		13		3		3	
	Other	12.3%		17		4		4	
	All Modes	100.0%		135	45	29	10	35	12
East Bay 6.5%	Auto	50.3%	1.10	116	105	25	23	30	28
	Transit	37.3%		86		19		23	
	Walk	0.0%		0		0		0	
	Other	12.4%		29		6		7	
	All Modes	100.0%		230	105	50	23	60	28
North Bay 1.9%	Auto	76.9%	1.10	52	47	11	10	14	12
	Transit	23.1%		16		3		4	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		67	47	14	10	18	12
South Bay 14.9%	Auto	52.2%	1.10	276	251	59	54	72	66
	Transit	37.4%		197		43		52	
	Walk	0.0%		0		0		0	
	Other	10.4%		55		12		14	
	All Modes	100.0%		528	251	114	54	138	66
Out of Region 0.4%	Auto	100.0%	1.10	14	13	3	3	4	3
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		14	13	3	3	4	3
All Origins 100.0%	Auto	40.8%	1.10	1,443	1,313	311	283	378	344
	Transit	40.4%		1,429		308		375	
	Walk	7.1%		250		54		66	
	Other	11.7%		415		89		109	
	All Modes	100.0%		3,537	1,313	763	283	927	344

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

[2] SF Guidelines, Appendix C - Table C-2 (Residential)

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: RESIDENTIAL Studio/1-Bedroom (NON-WORK TRIPS)

Proposed Size: 1,429 units			
DAILY		AM PEAK HOUR	
Person-trip Generation Rate [1]:	7.5 trips/unit	Person-trip Gen Rate: 14.2% [5]	1.1
Total Person Trips:	10,719 person-trips	Total Person-trips:	1,525
Non-Work Trips [2]:	67%	Non-Work Person-trips:	50% [6]

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	1,402	1,276	149	135	181	165
	Transit	41.9%		1,607		171		207	
	Walk	9.3%		355		38		46	
	Other	12.3%		471		50		61	
	All Modes	100.0%		3,835	1,276	407	135	495	165
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	100	91	11	10	13	12
	Transit	41.9%		115		12		15	
	Walk	9.3%		25		3		3	
	Other	12.3%		34		4		4	
	All Modes	100.0%		274	91	29	10	35	12
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	401	364	43	39	52	47
	Transit	41.9%		459		49		59	
	Walk	9.3%		102		11		13	
	Other	12.3%		135		14		17	
	All Modes	100.0%		1,096	364	116	39	141	47
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	100	91	11	10	13	12
	Transit	41.9%		115		12		15	
	Walk	9.3%		25		3		3	
	Other	12.3%		34		4		4	
	All Modes	100.0%		274	91	29	10	35	12
East Bay 6.5%	Auto	50.3%	1.10	235	214	25	23	30	28
	Transit	37.3%		174		19		23	
	Walk	0.0%		0		0		0	
	Other	12.4%		58		6		7	
	All Modes	100.0%		467	214	50	23	60	28
North Bay 1.9%	Auto	76.9%	1.10	105	95	11	10	14	12
	Transit	23.1%		32		3		4	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		136	95	14	10	18	12
South Bay 14.9%	Auto	52.2%	1.10	559	509	59	54	72	66
	Transit	37.4%		400		43		52	
	Walk	0.0%		0		0		0	
	Other	10.4%		112		12		14	
	All Modes	100.0%		1,071	509	114	54	138	66
Out of Region 0.4%	Auto	100.0%	1.10	28	26	3	3	4	3
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		28	26	3	3	4	3
All Origins 100.0%	Auto	40.8%	1.10	2,930	2,666	311	283	378	344
	Transit	40.4%		2,902		308		375	
	Walk	7.1%		508		54		66	
	Other	11.7%		843		89		109	
	All Modes	100.0%		7,182	2,666	763	283	927	344

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

[2] SF Guidelines, Appendix C - Table C-2 (Residential)

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: RESIDENTIAL 2 or more bedrooms (WORK TRIPS)

Proposed Size: 1,048 units							
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		10.0 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.4	17.3% [1]	1.7
Total Person Trips:		10,478 person-trips	Total Person-trips:		1,491	1,813	
Work Trips [2]:		33% 3,458 person-trips	Work Person-trips:		50% [6]	746	50% [2] 906

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	675	614	146	132	177	161
	Transit	41.9%		774		167		203	
	Walk	9.3%		171		37		45	
	Other	12.3%		227		49		59	
	All Modes	100.0%		1,846	614	398	132	484	161
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	48	44	10	9	13	11
	Transit	41.9%		55		12		14	
	Walk	9.3%		12		3		3	
	Other	12.3%		16		3		4	
	All Modes	100.0%		132	44	28	9	35	11
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	193	175	42	38	51	46
	Transit	41.9%		221		48		58	
	Walk	9.3%		49		11		13	
	Other	12.3%		65		14		17	
	All Modes	100.0%		528	175	114	38	138	46
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	48	44	10	9	13	11
	Transit	41.9%		55		12		14	
	Walk	9.3%		12		3		3	
	Other	12.3%		16		3		4	
	All Modes	100.0%		132	44	28	9	35	11
East Bay 6.5%	Auto	50.3%	1.10	113	103	24	22	30	27
	Transit	37.3%		84		18		22	
	Walk	0.0%		0		0		0	
	Other	12.4%		28		6		7	
	All Modes	100.0%		225	103	49	22	59	27
North Bay 1.9%	Auto	76.9%	1.10	50	46	11	10	13	12
	Transit	23.1%		15		3		4	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		66	46	14	10	17	12
South Bay 14.9%	Auto	52.2%	1.10	269	245	58	53	71	64
	Transit	37.4%		193		42		51	
	Walk	0.0%		0		0		0	
	Other	10.4%		54		12		14	
	All Modes	100.0%		516	245	111	53	135	64
Out of Region 0.4%	Auto	100.0%	1.10	14	12	3	3	4	3
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		14	12	3	3	4	3
All Origins 100.0%	Auto	40.8%	1.10	1,410	1,284	304	277	370	336
	Transit	40.4%		1,397		301		366	
	Walk	7.1%		244		53		64	
	Other	11.7%		406		87		106	
	All Modes	100.0%		3,458	1,284	746	277	906	336

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

[2] SF Guidelines, Appendix C - Table C-2 (Residential)

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

PPS Trip Generation Re-Phasing 13.xlsx

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: RESIDENTIAL 2 or more bedrooms (NON-WORK TRIPS)

Proposed Size: 1,048 units							
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		10.0 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.4	17.3% [1]	1.7
Total Person Trips:		10,478 person-trips	Total Person-trips:		1,491	1,813	
Non-Work Trips [2]:		67% 7,020 person-trips	Non-Work Person-trips:		50% [6]	746	50% [2] 906

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	1,370	1,247	146	132	177	161
	Transit	41.9%		1,571		167		203	
	Walk	9.3%		347		37		45	
	Other	12.3%		460		49		59	
	All Modes	100.0%		3,749	1,247	398	132	484	161
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	98	89	10	9	13	11
	Transit	41.9%		112		12		14	
	Walk	9.3%		25		3		3	
	Other	12.3%		33		3		4	
	All Modes	100.0%		268	89	28	9	35	11
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	391	356	42	38	51	46
	Transit	41.9%		449		48		58	
	Walk	9.3%		99		11		13	
	Other	12.3%		132		14		17	
	All Modes	100.0%		1,071	356	114	38	138	46
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	98	89	10	9	13	11
	Transit	41.9%		112		12		14	
	Walk	9.3%		25		3		3	
	Other	12.3%		33		3		4	
	All Modes	100.0%		268	89	28	9	35	11
East Bay 6.5%	Auto	50.3%	1.10	230	209	24	22	30	27
	Transit	37.3%		171		18		22	
	Walk	0.0%		0		0		0	
	Other	12.4%		57		6		7	
	All Modes	100.0%		457	209	49	22	59	27
North Bay 1.9%	Auto	76.9%	1.10	102	93	11	10	13	12
	Transit	23.1%		31		3		4	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		133	93	14	10	17	12
South Bay 14.9%	Auto	52.2%	1.10	547	498	58	53	71	64
	Transit	37.4%		391		42		51	
	Walk	0.0%		0		0		0	
	Other	10.4%		109		12		14	
	All Modes	100.0%		1,047	498	111	53	135	64
Out of Region 0.4%	Auto	100.0%	1.10	28	25	3	3	4	3
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		28	25	3	3	4	3
All Origins 100.0%	Auto	40.8%	1.10	2,864	2,606	304	277	370	336
	Transit	40.4%		2,836		301		366	
	Walk	7.1%		496		53		64	
	Other	11.7%		824		87		106	
	All Modes	100.0%		7,020	2,606	746	277	906	336

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

[2] SF Guidelines, Appendix C - Table C-2 (Residential)

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

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Potrero Power Station Mixed-Use Development Project
Re-Phase Program
LAND USE: HOTEL (WORK TRIPS)

Proposed Size: 250 rooms				AM PEAK HOUR		PM PEAK HOUR	
DAILY							
Person-trip Generation Rate [1]:	7.0 trips/room	Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7	
Total Person Trips:	1,750 person-trips	Total Person-trips:		155		175	
Work Trips [2]:	12%	Work Person-trips:	40% [5]	62	60% [2]	105	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	6	5	2	1	3	2
	Transit	34.7%		8		2		4	
	Walk	35.8%		8		2		4	
	Other	2.7%		1		0		0	
	All Modes	100.0%		22	5	7	1	11	2
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	12	10	4	3	6	5
	Transit	49.1%		13		4		6	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		26	10	8	3	13	5
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	22	17	6	5	11	9
	Transit	34.6%		15		4		7	
	Walk	10.4%		4		1		2	
	Other	3.6%		2		0		1	
	All Modes	100.0%		43	17	13	5	21	9
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	11	7	3	2	6	4
	Transit	40.9%		8		2		4	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		20	7	6	2	10	4
East Bay 18.4%	Auto	50.9%	2.13	20	9	6	3	10	5
	Transit	46.4%		18		5		9	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		1	
	All Modes	100.0%		39	9	11	3	19	5
North Bay 5.9%	Auto	69.1%	1.53	8	6	3	2	4	3
	Transit	28.6%		4		1		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		12	6	4	2	6	3
South Bay 20.6%	Auto	77.9%	1.15	34	29	10	9	17	15
	Transit	19.9%		9		3		4	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		43	29	13	9	22	15
Out of Region 2.2%	Auto	55.9%	1.54	3	2	1	0	1	1
	Transit	41.5%		2		1		1	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		5	2	1	0	2	1
All Origins 100.0%	Auto	55.0%	1.36	115	85	34	25	58	42
	Transit	36.0%		76		22		38	
	Walk	6.4%		13		4		7	
	Other	2.7%		6		2		3	
	All Modes	100.0%		210	85	62	25	105	42

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
- [2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
- [3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
- [4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
- [5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project
Re-Phase Program
LAND USE: HOTEL (NON-WORK TRIPS)

Proposed Size: 250 rooms				AM PEAK HOUR		PM PEAK HOUR	
DAILY							
Person-trip Generation Rate [1]:	7.0 trips/room	Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7	
Total Person Trips:	1,750 person-trips	Total Person-trips:		155		175	
Non-Work Trips [2]:	88%	Non-Work Person-trips:	60% [5]	93	40% [2]	70	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	58	27	3	2	3	1
	Transit	17.9%		48		3		2	
	Walk	53.4%		144		9		7	
	Other	7.2%		19		1		1	
	All Modes	100.0%		270	27	16	2	12	1
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	108	54	7	3	5	2
	Transit	24.8%		53		3		2	
	Walk	14.6%		31		2		1	
	Other	10.5%		23		1		1	
	All Modes	100.0%		216	54	13	3	10	2
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	187	77	11	5	8	4
	Transit	25.0%		110		7		5	
	Walk	23.6%		103		6		5	
	Other	8.9%		39		2		2	
	All Modes	100.0%		439	77	26	5	20	4
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	59	26	4	2	3	1
	Transit	24.5%		26		2		1	
	Walk	12.4%		13		1		1	
	Other	8.2%		9		1		0	
	All Modes	100.0%		108	26	6	2	5	1
East Bay 10.0%	Auto	56.9%	2.51	88	35	5	2	4	2
	Transit	27.1%		42		3		2	
	Walk	14.8%		23		1		1	
	Other	1.3%		2		0		0	
	All Modes	100.0%		154	35	9	2	7	2
North Bay 3.0%	Auto	75.9%	1.95	35	18	2	1	2	1
	Transit	8.0%		4		0		0	
	Walk	13.2%		6		0		0	
	Other	2.9%		1		0		0	
	All Modes	100.0%		46	18	3	1	2	1
South Bay 8.0%	Auto	79.2%	2.34	98	42	6	3	4	2
	Transit	12.8%		16		1		1	
	Walk	6.9%		9		1		0	
	Other	1.1%		1		0		0	
	All Modes	100.0%		123	42	7	3	6	2
Out of Region 12.0%	Auto	40.6%	2.64	75	28	5	2	3	1
	Transit	23.7%		44		3		2	
	Walk	24.2%		45		3		2	
	Other	11.4%		21		1		1	
	All Modes	100.0%		185	28	11	2	8	1
All Origins 100.0%	Auto	46.0%	2.30	708	308	43	19	32	14
	Transit	22.3%		343		21		16	
	Walk	24.3%		374		23		17	
	Other	7.5%		115		7		5	
	All Modes	100.0%		1,540	308	93	19	70	14

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
- [2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
- [3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
- [4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
- [5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: GENERAL OFFICE (WORK TRIPS)

Proposed Size:		831,606 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4] 1.6 8.5% [1] 1.5
Total Person Trips:	15,052 person-trips	Total Person-trips:	1,340 1,279
Work Trips [2]:	36% 5,419 person-trips	Work Person-trips:	83% [5] 1,112 83% [2] 1,062

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	153	119	31	24	30	23
	Transit	34.7%		198		41		39	
	Walk	35.8%		205		42		40	
	Other	2.7%		15		3		3	
	All Modes	100.0%		572	119	117	24	112	23
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	309	247	63	51	61	48
	Transit	49.1%		333		68		65	
	Walk	3.7%		25		5		5	
	Other	1.6%		11		2		2	
	All Modes	100.0%		677	247	139	51	133	48
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	569	450	117	92	111	88
	Transit	34.6%		384		79		75	
	Walk	10.4%		115		24		23	
	Other	3.6%		40		8		8	
	All Modes	100.0%		1,108	450	227	92	217	88
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	289	192	59	39	57	38
	Transit	40.9%		211		43		41	
	Walk	0.0%		0		0		0	
	Other	3.4%		18		4		3	
	All Modes	100.0%		517	192	106	39	101	38
East Bay 18.4%	Auto	50.9%	2.13	506	237	104	49	99	47
	Transit	46.4%		461		95		90	
	Walk	0.0%		0		0		0	
	Other	2.8%		28		6		5	
	All Modes	100.0%		994	237	204	49	195	47
North Bay 5.9%	Auto	69.1%	1.53	219	143	45	29	43	28
	Transit	28.6%		91		19		18	
	Walk	0.0%		0		0		0	
	Other	2.2%		7		1		1	
	All Modes	100.0%		317	143	65	29	62	28
South Bay 20.6%	Auto	77.9%	1.15	870	753	178	155	170	148
	Transit	19.9%		222		46		43	
	Walk	0.0%		0		0		0	
	Other	2.2%		25		5		5	
	All Modes	100.0%		1,116	753	229	155	219	148
Out of Region 2.2%	Auto	55.9%	1.54	65	42	13	9	13	8
	Transit	41.5%		48		10		9	
	Walk	0.0%		0		0		0	
	Other	2.6%		3		1		1	
	All Modes	100.0%		117	42	24	9	23	8
All Origins 100.0%	Auto	55.0%	1.36	2,979	2,185	611	448	584	428
	Transit	36.0%		1,948		400		382	
	Walk	6.4%		345		71		68	
	Other	2.7%		147		30		29	
	All Modes	100.0%		5,419	2,185	1,112	448	1,062	428

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (General Office)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: GENERAL OFFICE (NON-WORK TRIPS)

Proposed Size:		831,606 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4] 1.6 8.5% [1] 1.5
Total Person Trips:	15,052 person-trips	Total Person-trips:	1,340 1,279
Non-Work Trips [2]:	64% 9,633 person-trips	Non-Work Person-trips:	17% [5] 228 17% [2] 218

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	362	171	9	4	8	4
	Transit	17.9%		301		7		7	
	Walk	53.4%		900		21		20	
	Other	7.2%		122		3		3	
	All Modes	100.0%		1,686	171	40	4	38	4
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	678	339	16	8	15	8
	Transit	24.8%		334		8		8	
	Walk	14.6%		196		5		4	
	Other	10.5%		141		3		3	
	All Modes	100.0%		1,349	339	32	8	30	8
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	1,169	483	28	11	26	11
	Transit	25.0%		686		16		15	
	Walk	23.6%		647		15		15	
	Other	8.9%		243		6		5	
	All Modes	100.0%		2,745	483	65	11	62	11
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	371	165	9	4	8	4
	Transit	24.5%		165		4		4	
	Walk	12.4%		83		2		2	
	Other	8.2%		55		1		1	
	All Modes	100.0%		674	165	16	4	15	4
East Bay 10.0%	Auto	56.9%	2.51	548	218	13	5	12	5
	Transit	27.1%		261		6		6	
	Walk	14.8%		142		3		3	
	Other	1.3%		12		0		0	
	All Modes	100.0%		963	218	23	5	22	5
North Bay 3.0%	Auto	75.9%	1.95	219	112	5	3	5	3
	Transit	8.0%		23		1		1	
	Walk	13.2%		38		1		1	
	Other	2.9%		8		0		0	
	All Modes	100.0%		289	112	7	3	7	3
South Bay 8.0%	Auto	79.2%	2.34	611	261	14	6	14	6
	Transit	12.8%		99		2		2	
	Walk	6.9%		53		1		1	
	Other	1.1%		8		0		0	
	All Modes	100.0%		771	261	18	6	17	6
Out of Region 12.0%	Auto	40.6%	2.64	469	178	11	4	11	4
	Transit	23.7%		274		6		6	
	Walk	24.2%		280		7		6	
	Other	11.4%		132		3		3	
	All Modes	100.0%		1,156	178	27	4	26	4
All Origins 100.0%	Auto	46.0%	2.30	4,427	1,927	105	46	100	43
	Transit	22.3%		2,144		51		48	
	Walk	24.3%		2,341		55		53	
	Other	7.5%		722		17		16	
	All Modes	100.0%		9,633	1,927	228	46	218	43

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (General Office)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: RESEARCH & DEVELOPMENT (WORK TRIPS)

Proposed Size:		645,738 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4] 1.5 16.0% [1] 1.3
Total Person Trips:	5,166 person-trips	Total Person-trips:	942 827
Work Trips [2]:	36% 1,860 person-trips	Work Person-trips:	83% [5] 782 83% [2] 686

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	53	41	22	17	19	15
	Transit	34.7%		68		29		25	
	Walk	35.8%		70		30		26	
	Other	2.7%		5		2		2	
	All Modes	100.0%		196	41	83	17	72	15
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	106	85	45	36	39	31
	Transit	49.1%		114		48		42	
	Walk	3.7%		9		4		3	
	Other	1.6%		4		2		1	
	All Modes	100.0%		232	85	98	36	86	31
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	195	155	82	65	72	57
	Transit	34.6%		132		55		49	
	Walk	10.4%		40		17		15	
	Other	3.6%		14		6		5	
	All Modes	100.0%		380	155	160	65	140	57
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	99	66	42	28	37	24
	Transit	40.9%		73		31		27	
	Walk	0.0%		0		0		0	
	Other	3.4%		6		3		2	
	All Modes	100.0%		178	66	75	28	66	24
East Bay 18.4%	Auto	50.9%	2.13	174	81	73	34	64	30
	Transit	46.4%		158		67		58	
	Walk	0.0%		0		0		0	
	Other	2.8%		9		4		4	
	All Modes	100.0%		341	81	144	34	126	30
North Bay 5.9%	Auto	69.1%	1.53	75	49	32	21	28	18
	Transit	28.6%		31		13		11	
	Walk	0.0%		0		0		0	
	Other	2.2%		2		1		1	
	All Modes	100.0%		109	49	46	21	40	18
South Bay 20.6%	Auto	77.9%	1.15	298	259	126	109	110	95
	Transit	19.9%		76		32		28	
	Walk	0.0%		0		0		0	
	Other	2.2%		8		4		3	
	All Modes	100.0%		383	259	161	109	141	95
Out of Region 2.2%	Auto	55.9%	1.54	22	15	9	6	8	5
	Transit	41.5%		17		7		6	
	Walk	0.0%		0		0		0	
	Other	2.6%		1		0		0	
	All Modes	100.0%		40	15	17	6	15	5
All Origins 100.0%	Auto	55.0%	1.36	1,022	750	430	315	377	277
	Transit	36.0%		669		281		247	
	Walk	6.4%		118		50		44	
	Other	2.7%		50		21		19	
	All Modes	100.0%		1,860	750	782	315	686	277

Notes:

[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: RESEARCH & DEVELOPMENT (NON-WORK TRIPS)

Proposed Size:		645,738 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4] 1.5 16.0% [1] 1.3
Total Person Trips:	5,166 person-trips	Total Person-trips:	942 827
Non-Work Trips [2]:	64% 3,306 person-trips	Non-Work Person-trips:	17% [5] 160 17% [2] 141

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	124	59	6	3	5	2
	Transit	17.9%		103		5		4	
	Walk	53.4%		309		15		13	
	Other	7.2%		42		2		2	
	All Modes	100.0%		579	59	28	3	25	2
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	233	116	11	6	10	5
	Transit	24.8%		115		6		5	
	Walk	14.6%		67		3		3	
	Other	10.5%		48		2		2	
	All Modes	100.0%		463	116	22	6	20	5
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	401	166	19	8	17	7
	Transit	25.0%		235		11		10	
	Walk	23.6%		222		11		9	
	Other	8.9%		83		4		4	
	All Modes	100.0%		942	166	46	8	40	7
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	127	57	6	3	5	2
	Transit	24.5%		57		3		2	
	Walk	12.4%		29		1		1	
	Other	8.2%		19		1		1	
	All Modes	100.0%		231	57	11	3	10	2
East Bay 10.0%	Auto	56.9%	2.51	188	75	9	4	8	3
	Transit	27.1%		90		4		4	
	Walk	14.8%		49		2		2	
	Other	1.3%		4		0		0	
	All Modes	100.0%		331	75	16	4	14	3
North Bay 3.0%	Auto	75.9%	1.95	75	39	4	2	3	2
	Transit	8.0%		8		0		0	
	Walk	13.2%		13		1		1	
	Other	2.9%		3		0		0	
	All Modes	100.0%		99	39	5	2	4	2
South Bay 8.0%	Auto	79.2%	2.34	210	90	10	4	9	4
	Transit	12.8%		34		2		1	
	Walk	6.9%		18		1		1	
	Other	1.1%		3		0		0	
	All Modes	100.0%		264	90	13	4	11	4
Out of Region 12.0%	Auto	40.6%	2.64	161	61	8	3	7	3
	Transit	23.7%		94		5		4	
	Walk	24.2%		96		5		4	
	Other	11.4%		45		2		2	
	All Modes	100.0%		397	61	19	3	17	3
All Origins 100.0%	Auto	46.0%	2.30	1,519	661	74	32	65	28
	Transit	22.3%		736		36		31	
	Walk	24.3%		804		39		34	
	Other	7.5%		248		12		11	
	All Modes	100.0%		3,306	661	160	32	141	28

Notes:

[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (WORK TRIPS)

Proposed Size:		32,000 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5	
Total Person Trips:	579 person-trips	Total Person-trips:		52		49	
Work Trips [2]:	36%	209 person-trips	Work Person-trips:	83% [5]	43	83% [2]	41

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	6	5	1	1	1	1
	Transit	34.7%		8		2		1	
	Walk	35.8%		8		2		2	
	Other	2.7%		1		0		0	
	All Modes	100.0%		22	5	5	1	4	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	12	10	2	2	2	2
	Transit	49.1%		13		3		3	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		26	10	5	2	5	2
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	22	17	4	4	4	3
	Transit	34.6%		15		3		3	
	Walk	10.4%		4		1		1	
	Other	3.6%		2		0		0	
	All Modes	100.0%		43	17	9	4	8	3
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	11	7	2	2	2	1
	Transit	40.9%		8		2		2	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		20	7	4	2	4	1
East Bay 18.4%	Auto	50.9%	2.13	19	9	4	2	4	2
	Transit	46.4%		18		4		3	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		38	9	8	2	7	2
North Bay 5.9%	Auto	69.1%	1.53	8	5	2	1	2	1
	Transit	28.6%		3		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		12	5	3	1	2	1
South Bay 20.6%	Auto	77.9%	1.15	33	29	7	6	7	6
	Transit	19.9%		9		2		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		43	29	9	6	8	6
Out of Region 2.2%	Auto	55.9%	1.54	3	2	1	0	0	0
	Transit	41.5%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		4	2	1	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	115	84	24	17	22	16
	Transit	36.0%		75		15		15	
	Walk	6.4%		13		3		3	
	Other	2.7%		6		1		1	
	All Modes	100.0%		209	84	43	17	41	16

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (NON-WORK TRIPS)

Proposed Size:		32,000 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5	
Total Person Trips:	579 person-trips	Total Person-trips:		52		49	
Non-Work Trips [2]:	64%	371 person-trips	Non-Work Person-trips:	17% [5]	9	17% [2]	8

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	14	7	0	0	0	0
	Transit	17.9%		12		0		0	
	Walk	53.4%		35		1		1	
	Other	7.2%		5		0		0	
	All Modes	100.0%		65	7	2	0	1	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	26	13	1	0	1	0
	Transit	24.8%		13		0		0	
	Walk	14.6%		8		0		0	
	Other	10.5%		5		0		0	
	All Modes	100.0%		52	13	1	0	1	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	45	19	1	0	1	0
	Transit	25.0%		26		1		1	
	Walk	23.6%		25		1		1	
	Other	8.9%		9		0		0	
	All Modes	100.0%		106	19	2	0	2	0
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	14	6	0	0	0	0
	Transit	24.5%		6		0		0	
	Walk	12.4%		3		0		0	
	Other	8.2%		2		0		0	
	All Modes	100.0%		26	6	1	0	1	0
East Bay 10.0%	Auto	56.9%	2.51	21	8	0	0	0	0
	Transit	27.1%		10		0		0	
	Walk	14.8%		5		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		37	8	1	0	1	0
North Bay 3.0%	Auto	75.9%	1.95	8	4	0	0	0	0
	Transit	8.0%		1		0		0	
	Walk	13.2%		1		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		11	4	0	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	23	10	1	0	1	0
	Transit	12.8%		4		0		0	
	Walk	6.9%		2		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		30	10	1	0	1	0
Out of Region 12.0%	Auto	40.6%	2.64	18	7	0	0	0	0
	Transit	23.7%		11		0		0	
	Walk	24.2%		11		0		0	
	Other	11.4%		5		0		0	
	All Modes	100.0%		44	7	1	0	1	0
All Origins 100.0%	Auto	46.0%	2.30	170	74	4	2	4	2
	Transit	22.3%		82		2		2	
	Walk	24.3%		90		2		2	
	Other	7.5%		28		1		1	
	All Modes	100.0%		371	74	9	2	8	2

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: GENERAL RETAIL (WORK TRIPS)

Proposed Size:		8,400 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.3% [4] 3.5 9.0% [1] 13.5
Total Person Trips:	1,260 person-trips	Total Person-trips:	29 113
Work Trips [2]:	4% 50 person-trips	Work Person-trips:	85% [5] 25 4% [2] 5

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	1	1	1	1	0	0
	Transit	34.7%		2		1		0	
	Walk	35.8%		2		1		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		5	1	3	1	0	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	3	2	1	1	0	0
	Transit	49.1%		3		2		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		6	2	3	1	1	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	5	4	3	2	0	0
	Transit	34.6%		4		2		0	
	Walk	10.4%		1		1		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		10	4	5	2	1	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	3	2	1	1	0	0
	Transit	40.9%		2		1		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		5	2	2	1	0	0
East Bay 18.4%	Auto	50.9%	2.13	5	2	2	1	0	0
	Transit	46.4%		4		2		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		9	2	5	1	1	0
North Bay 5.9%	Auto	69.1%	1.53	2	1	1	1	0	0
	Transit	28.6%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		3	1	1	1	0	0
South Bay 20.6%	Auto	77.9%	1.15	8	7	4	3	1	1
	Transit	19.9%		2		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		10	7	5	3	1	1
Out of Region 2.2%	Auto	55.9%	1.54	1	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	0	1	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	28	20	14	10	2	2
	Transit	36.0%		18		9		2	
	Walk	6.4%		3		2		0	
	Other	2.7%		1		1		0	
	All Modes	100.0%		50	20	25	10	5	2

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (General Retail)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 85% of all retail trips occurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: GENERAL RETAIL (NON-WORK TRIPS)

Proposed Size:		8,400 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.3% [4] 3.5 9.0% [1] 13.5
Total Person Trips:	1,260 person-trips	Total Person-trips:	29 113
Non-Work Trips [2]:	96% 1,210 person-trips	Non-Work Person-trips:	15% [5] 4 96% [2] 109

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	37	22	0	0	3	2
	Transit	18.1%		27		0		2	
	Walk	53.2%		80		0		7	
	Other	4.2%		6		0		1	
	All Modes	100.0%		151	22	1	0	14	2
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	45	29	0	0	4	3
	Transit	22.9%		22		0		2	
	Walk	26.1%		25		0		2	
	Other	4.1%		4		0		0	
	All Modes	100.0%		97	29	0	0	9	3
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	238	116	1	0	21	10
	Transit	10.9%		46		0		4	
	Walk	30.2%		126		0		11	
	Other	1.9%		8		0		1	
	All Modes	100.0%		417	116	2	0	38	10
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	32	18	0	0	3	2
	Transit	18.8%		9		0		1	
	Walk	12.3%		6		0		1	
	Other	3.3%		2		0		0	
	All Modes	100.0%		48	18	0	0	4	2
East Bay 7.0%	Auto	46.0%	2.11	39	18	0	0	4	2
	Transit	20.9%		18		0		2	
	Walk	31.4%		27		0		2	
	Other	1.7%		1		0		0	
	All Modes	100.0%		85	18	0	0	8	2
North Bay 3.5%	Auto	57.9%	1.82	25	13	0	0	2	1
	Transit	16.1%		7		0		1	
	Walk	24.4%		10		0		1	
	Other	1.6%		1		0		0	
	All Modes	100.0%		42	13	0	0	4	1
South Bay 8.5%	Auto	80.5%	2.28	83	36	0	0	7	3
	Transit	11.5%		12		0		1	
	Walk	6.4%		7		0		1	
	Other	1.6%		2		0		0	
	All Modes	100.0%		103	36	0	0	9	3
Out of Region 22.0%	Auto	39.5%	2.73	105	39	0	0	9	3
	Transit	9.4%		25		0		2	
	Walk	27.3%		73		0		7	
	Other	23.8%		63		0		6	
	All Modes	100.0%		266	39	1	0	24	3
All Origins 100.0%	Auto	49.9%	2.06	604	293	2	1	54	26
	Transit	13.7%		165		1		15	
	Walk	29.2%		354		1		32	
	Other	7.2%		87		0		8	
	All Modes	100.0%		1,210	293	4	1	109	26

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (General Retail)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 85% of all retail trips occurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: SUPERMARKET (WORK TRIPS)

Proposed Size:		35,000 sq.ft.					
DAILY				AM PEAK HOUR	PM PEAK HOUR		
Person-trip Generation Rate [1]:	297.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4]	7.8	7.3% [1]	21.7	
Total Person Trips:	10,395 person-trips	Total Person-trips:		272		759	
Work Trips [2]:	4%	416 person-trips	Work Person-trips:	4% [5]	11	4% [2]	30

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	12	9	0	0	1	1
	Transit	34.7%		15		0		1	
	Walk	35.8%		16		0		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		44	9	1	0	3	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	24	19	1	0	2	1
	Transit	49.1%		26		1		2	
	Walk	3.7%		2		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		52	19	1	0	4	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	44	35	1	1	3	3
	Transit	34.6%		29		1		2	
	Walk	10.4%		9		0		1	
	Other	3.6%		3		0		0	
	All Modes	100.0%		85	35	2	1	6	3
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	22	15	1	0	2	1
	Transit	40.9%		16		0		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		40	15	1	0	3	1
East Bay 18.4%	Auto	50.9%	2.13	39	18	1	0	3	1
	Transit	46.4%		35		1		3	
	Walk	0.0%		0		0		0	
	Other	2.8%		2		0		0	
	All Modes	100.0%		76	18	2	0	6	1
North Bay 5.9%	Auto	69.1%	1.53	17	11	0	0	1	1
	Transit	28.6%		7		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		24	11	1	0	2	1
South Bay 20.6%	Auto	77.9%	1.15	67	58	2	2	5	4
	Transit	19.9%		17		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		2		0		0	
	All Modes	100.0%		86	58	2	2	6	4
Out of Region 2.2%	Auto	55.9%	1.54	5	3	0	0	0	0
	Transit	41.5%		4		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		9	3	0	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	229	168	6	4	17	12
	Transit	36.0%		149		4		11	
	Walk	6.4%		26		1		2	
	Other	2.7%		11		0		1	
	All Modes	100.0%		416	168	11	4	30	12

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: SUPERMARKET (NON-WORK TRIPS)

Proposed Size:		35,000 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	297.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4]	7.8	7.3% [1]	21.7	
Total Person Trips:	10,395 person-trips	Total Person-trips:		272		759	
Non-Work Trips [2]:	96%	9,979 person-trips	Non-Work Person-trips:	96% [5]	261	96% [2]	728

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	306	182	8	5	22	13
	Transit	18.1%		226		6		17	
	Walk	53.2%		663		17		48	
	Other	4.2%		52		1		4	
	All Modes	100.0%		1,247	182	33	5	91	13
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	375	241	10	6	27	18
	Transit	22.9%		183		5		13	
	Walk	26.1%		208		5		15	
	Other	4.1%		33		1		2	
	All Modes	100.0%		798	241	21	6	58	18
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	1,963	961	51	25	143	70
	Transit	10.9%		376		10		27	
	Walk	30.2%		1,038		27		76	
	Other	1.9%		66		2		5	
	All Modes	100.0%		3,443	961	90	25	251	70
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	262	152	7	4	19	11
	Transit	18.8%		75		2		5	
	Walk	12.3%		49		1		4	
	Other	3.3%		13		0		1	
	All Modes	100.0%		399	152	10	4	29	11
East Bay 7.0%	Auto	46.0%	2.11	321	152	8	4	23	11
	Transit	20.9%		146		4		11	
	Walk	31.4%		220		6		16	
	Other	1.7%		12		0		1	
	All Modes	100.0%		699	152	18	4	51	11
North Bay 3.5%	Auto	57.9%	1.82	202	111	5	3	15	8
	Transit	16.1%		56		1		4	
	Walk	24.4%		85		2		6	
	Other	1.6%		5		0		0	
	All Modes	100.0%		349	111	9	3	25	8
South Bay 8.5%	Auto	80.5%	2.28	683	300	18	8	50	22
	Transit	11.5%		97		3		7	
	Walk	6.4%		55		1		4	
	Other	1.6%		14		0		1	
	All Modes	100.0%		848	300	22	8	62	22
Out of Region 22.0%	Auto	39.5%	2.73	868	318	23	8	63	23
	Transit	9.4%		206		5		15	
	Walk	27.3%		600		16		44	
	Other	23.8%		522		14		38	
	All Modes	100.0%		2,195	318	57	8	160	23
All Origins 100.0%	Auto	49.9%	2.06	4,980	2,419	130	63	364	177
	Transit	13.7%		1,365		36		100	
	Walk	29.2%		2,918		76		213	
	Other	7.2%		716		19		52	
	All Modes	100.0%		9,979	2,419	261	63	728	177

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project
Re-Phase Program
LAND USE: SIT-DOWN RESTAURANT (WORK TRIPS)

Proposed Size:		26,877 sq.ft. (includes 60% occupancy factor for Assembly Use)					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6]	20.0	
Total Person Trips:	5,375 person-trips	Total Person-trips:		58		538	
Work Trips [2]:	4%	215 person-trips	Work Person-trips:	100% [5]	58	4% [2]	22

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	6	5	2	1	1	0
	Transit	34.7%		8		2		1	
	Walk	35.8%		8		2		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		23	5	6	1	2	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	12	10	3	3	1	1
	Transit	49.1%		13		4		1	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		27	10	7	3	3	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	23	18	6	5	2	2
	Transit	34.6%		15		4		2	
	Walk	10.4%		5		1		0	
	Other	3.6%		2		0		0	
	All Modes	100.0%		44	18	12	5	4	2
SF Superdistrict 4 9.8%	Auto	55.8%	1.50	11	8	3	2	1	1
	Transit	40.9%		8		2		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		21	8	6	2	2	1
East Bay 18.4%	Auto	50.9%	2.13	20	9	5	3	2	1
	Transit	46.4%		18		5		2	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		39	9	11	3	4	1
North Bay 5.9%	Auto	69.1%	1.53	9	6	2	2	1	1
	Transit	28.6%		4		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		13	6	3	2	1	1
South Bay 20.6%	Auto	77.9%	1.15	35	30	9	8	3	3
	Transit	19.9%		9		2		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		44	30	12	8	4	3
Out of Region 2.2%	Auto	55.9%	1.54	3	2	1	0	0	0
	Transit	41.5%		2		1		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		5	2	1	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	118	87	32	23	12	9
	Transit	36.0%		77		21		8	
	Walk	6.4%		14		4		1	
	Other	2.7%		6		2		1	
	All Modes	100.0%		215	87	58	23	22	9

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 100% of all restaurant trips occurring before 9 AM are assumed to be work trips
[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project
Re-Phase Program
LAND USE: SIT-DOWN RESTAURANT (NON-WORK TRIPS)

Proposed Size:		26,877 sq.ft. (includes 60% occupancy factor for Assembly Use)					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6]	20.0	
Total Person Trips:	5,375 person-trips	Total Person-trips:		58		538	
Non-Work Trips [2]:	96%	5,160 person-trips	Non-Work Person-trips:	0% [5]	0	96% [2]	516

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	158	94	0	0	16	9
	Transit	18.1%		117		0		12	
	Walk	53.2%		343		0		34	
	Other	4.2%		27		0		3	
	All Modes	100.0%		645	94	0	0	65	9
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	194	125	0	0	19	12
	Transit	22.9%		94		0		9	
	Walk	26.1%		108		0		11	
	Other	4.1%		17		0		2	
	All Modes	100.0%		413	125	0	0	41	12
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	1,015	497	0	0	102	50
	Transit	10.9%		194		0		19	
	Walk	30.2%		537		0		54	
	Other	1.9%		34		0		3	
	All Modes	100.0%		1,780	497	0	0	178	50
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	136	79	0	0	14	8
	Transit	18.8%		39		0		4	
	Walk	12.3%		25		0		3	
	Other	3.3%		7		0		1	
	All Modes	100.0%		206	79	0	0	21	8
East Bay 7.0%	Auto	46.0%	2.11	166	79	0	0	17	8
	Transit	20.9%		76		0		8	
	Walk	31.4%		114		0		11	
	Other	1.7%		6		0		1	
	All Modes	100.0%		361	79	0	0	36	8
North Bay 3.5%	Auto	57.9%	1.82	105	58	0	0	10	6
	Transit	16.1%		29		0		3	
	Walk	24.4%		44		0		4	
	Other	1.6%		3		0		0	
	All Modes	100.0%		181	58	0	0	18	6
South Bay 8.5%	Auto	80.5%	2.28	353	155	0	0	35	15
	Transit	11.5%		50		0		5	
	Walk	6.4%		28		0		3	
	Other	1.6%		7		0		1	
	All Modes	100.0%		439	155	0	0	44	15
Out of Region 22.0%	Auto	39.5%	2.73	449	165	0	0	45	16
	Transit	9.4%		106		0		11	
	Walk	27.3%		310		0		31	
	Other	23.8%		270		0		27	
	All Modes	100.0%		1,135	165	0	0	114	16
All Origins 100.0%	Auto	49.9%	2.06	2,575	1,251	0	0	258	125
	Transit	13.7%		706		0		71	
	Walk	29.2%		1,509		0		151	
	Other	7.2%		370		0		37	
	All Modes	100.0%		5,160	1,251	0	0	516	125

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 100% of all restaurant trips occurring before 9 AM are assumed to be work trips
[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project
Re-Phase Program
LAND USE: QUICK SERVICE RESTAURANT (WORK TRIPS)

Proposed Size:		19,962 sq.ft.			
DAILY		AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4] 6.5	10.0% [6] 60.0	
Total Person Trips:	11,977 person-trips	Total Person-trips:	130	1,198	
Work Trips [2]:	4% 479 person-trips	Work Person-trips:	4% [5] 5	4% [2] 48	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	14	10	0	0	1	1
	Transit	34.7%		18		0		2	
	Walk	35.8%		18		0		2	
	Other	2.7%		1		0		0	
	All Modes	100.0%		51	10	1	0	5	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	27	22	0	0	3	2
	Transit	49.1%		29		0		3	
	Walk	3.7%		2		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		60	22	1	0	6	2
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	50	40	1	0	5	4
	Transit	34.6%		34		0		3	
	Walk	10.4%		10		0		1	
	Other	3.6%		4		0		0	
	All Modes	100.0%		98	40	1	0	10	4
SF Superdistrict 4 9.8%	Auto	55.8%	1.50	26	17	0	0	3	2
	Transit	40.9%		19		0		2	
	Walk	0.0%		0		0		0	
	Other	3.4%		2		0		0	
	All Modes	100.0%		46	17	0	0	5	2
East Bay 18.4%	Auto	50.9%	2.13	45	21	0	0	4	2
	Transit	46.4%		41		0		4	
	Walk	0.0%		0		0		0	
	Other	2.8%		2		0		0	
	All Modes	100.0%		88	21	1	0	9	2
North Bay 5.9%	Auto	69.1%	1.53	19	13	0	0	2	1
	Transit	28.6%		8		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		28	13	0	0	3	1
South Bay 20.6%	Auto	77.9%	1.15	77	67	1	1	8	7
	Transit	19.9%		20		0		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		2		0		0	
	All Modes	100.0%		99	67	1	1	10	7
Out of Region 2.2%	Auto	55.9%	1.54	6	4	0	0	1	0
	Transit	41.5%		4		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		10	4	0	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	263	193	3	2	26	19
	Transit	36.0%		172		2		17	
	Walk	6.4%		30		0		3	
	Other	2.7%		13		0		1	
	All Modes	100.0%		479	193	5	2	48	19

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project
Re-Phase Program
LAND USE: QUICK SERVICE RESTAURANT (NON-WORK TRIPS)

Proposed Size:		19,962 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	6.5	10.0% [6]	60.0	
Total Person Trips:	11,977 person-trips	Total Person-trips:		130		1,198	
Non-Work Trips [2]:	96%	11,498 person-trips	Non-Work Person-trips:	96% [5]	124	96% [2]	1,150

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	353	210	4	2	35	21
	Transit	18.1%		261		3		26	
	Walk	53.2%		764		8		76	
	Other	4.2%		60		1		6	
	All Modes	100.0%		1,437	210	16	2	144	21
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	432	278	5	3	43	28
	Transit	22.9%		210		2		21	
	Walk	26.1%		240		3		24	
	Other	4.1%		38		0		4	
	All Modes	100.0%		920	278	10	3	92	28
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	2,262	1,107	24	12	226	111
	Transit	10.9%		433		5		43	
	Walk	30.2%		1,196		13		120	
	Other	1.9%		76		1		8	
	All Modes	100.0%		3,967	1,107	43	12	397	111
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	302	176	3	2	30	18
	Transit	18.8%		87		1		9	
	Walk	12.3%		56		1		6	
	Other	3.3%		15		0		1	
	All Modes	100.0%		460	176	5	2	46	18
East Bay 7.0%	Auto	46.0%	2.11	370	176	4	2	37	18
	Transit	20.9%		168		2		17	
	Walk	31.4%		253		3		25	
	Other	1.7%		13		0		1	
	All Modes	100.0%		805	176	9	2	80	18
North Bay 3.5%	Auto	57.9%	1.82	233	128	3	1	23	13
	Transit	16.1%		65		1		6	
	Walk	24.4%		98		1		10	
	Other	1.6%		6		0		1	
	All Modes	100.0%		402	128	4	1	40	13
South Bay 8.5%	Auto	80.5%	2.28	786	345	9	4	79	35
	Transit	11.5%		112		1		11	
	Walk	6.4%		63		1		6	
	Other	1.6%		16		0		2	
	All Modes	100.0%		977	345	11	4	98	35
Out of Region 22.0%	Auto	39.5%	2.73	1,000	367	11	4	100	37
	Transit	9.4%		237		3		24	
	Walk	27.3%		691		7		69	
	Other	23.8%		602		7		60	
	All Modes	100.0%		2,530	367	27	4	253	37
All Origins 100.0%	Auto	49.9%	2.06	5,738	2,787	62	30	574	279
	Transit	13.7%		1,573		17		157	
	Walk	29.2%		3,362		36		336	
	Other	7.2%		825		9		83	
	All Modes	100.0%		11,498	2,787	124	30	1,150	279

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project
Re-Phase Program
LAND USE: CHILD CARE (WORK TRIPS)

Proposed Size:		12,000 sq.ft.			
DAILY				AM PEAK HOUR	
Person-trip Generation Rate [1]:	67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]
Total Person Trips:	804 person-trips	Total Person-trips:		143	145
Work Trips [2]:	20%	161 person-trips	Work Person-trips:	17% [5]	24
				17% [6]	25

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	5	4	1	1	1	1
	Transit	34.7%		6		1		1	
	Walk	35.8%		6		1		1	
	Other	2.7%		0		0		0	
	All Modes	100.0%		17	4	3	1	3	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	9	7	1	1	1	1
	Transit	49.1%		10		1		2	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		20	7	3	1	3	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	17	13	3	2	3	2
	Transit	34.6%		11		2		2	
	Walk	10.4%		3		1		1	
	Other	3.6%		1		0		0	
	All Modes	100.0%		33	13	5	2	5	2
SF Superdistrict 4 9.8%	Auto	55.8%	1.50	9	6	1	1	1	1
	Transit	40.9%		6		1		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		15	6	2	1	2	1
East Bay 18.4%	Auto	50.9%	2.13	15	7	2	1	2	1
	Transit	46.4%		14		2		2	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		30	7	4	1	5	1
North Bay 5.9%	Auto	69.1%	1.53	7	4	1	1	1	1
	Transit	28.6%		3		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		9	4	1	1	1	1
South Bay 20.6%	Auto	77.9%	1.15	26	22	4	3	4	3
	Transit	19.9%		7		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		33	22	5	3	5	3
Out of Region 2.2%	Auto	55.9%	1.54	2	1	0	0	0	0
	Transit	41.5%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		3	1	1	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	88	65	13	10	14	10
	Transit	36.0%		58		9		9	
	Walk	6.4%		10		2		2	
	Other	2.7%		4		1		1	
	All Modes	100.0%		161	65	24	10	25	10

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
 [2] SF Guidelines, Appendix C - Table C-2 (Government Office)
 [3] SF Guidelines, Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
 [4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
 [5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
 [6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)
 [7] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)

Potrero Power Station Mixed-Use Development Project
Re-Phase Program
LAND USE: CHILD CARE (NON-WORK TRIPS)

Proposed Size:		12,000 sq.ft.			
DAILY				AM PEAK HOUR	
Person-trip Generation Rate [1]:	67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]
Total Person Trips:	804 person-trips	Total Person-trips:		143	145
Non-Work Trips [2]:	80%	643 person-trips	Non-Work Person-trips:	83% [5]	119
				83% [6]	120

Percent of Origin Distribution [7]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 0.0%	Auto	21.5%	2.12	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	2.00	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.42	274	113	50	21	51	21
	Transit	25.0%		161		30		30	
	Walk	23.6%		152		28		28	
	Other	8.9%		57		10		11	
	All Modes	100.0%		643	113	119	21	120	21
SF Superdistrict 4 0.0%	Auto	55.0%	2.25	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.51	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.95	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Peninsula/South Bay 0.0%	Auto	79.2%	2.34	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.64	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	42.6%	2.42	274	113	50	21	51	21
	Transit	25.0%		161		30		30	
	Walk	23.6%		152		28		28	
	Other	8.9%		57		10		11	
	All Modes	100.0%		643	113	119	21	120	21

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
 [2] SF Guidelines, Appendix C - Table C-2 (Government Office)
 [3] SF Guidelines, Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
 [4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
 [5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
 [6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)
 [7] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: LIBRARY (WORK TRIPS)

Proposed Size:		5,000 sq.ft.					
DAILY				AM PEAK HOUR	PM PEAK HOUR		
Person-trip Generation Rate [1]:	195.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.0% [4]	3.9	16.2% [1]	31.5	
Total Person Trips:	975 person-trips	Total Person-trips:		20		158	
Work Trips [1]:	3%	24 person-trips	Work Person-trips:	4% [2]	1	4% [1]	6

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	1	1	0	0	0	0
	Transit	34.7%		1		0		0	
	Walk	35.8%		1		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		3	1	0	0	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	1	1	0	0	0	0
	Transit	49.1%		1		0		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		3	1	0	0	1	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	3	2	0	0	1	0
	Transit	34.6%		2		0		0	
	Walk	10.4%		1		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		5	2	0	0	1	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	1	1	0	0	0	0
	Transit	40.9%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		2	1	0	0	1	0
East Bay 18.4%	Auto	50.9%	2.13	2	1	0	0	1	0
	Transit	46.4%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		4	1	0	0	1	0
North Bay 5.9%	Auto	69.1%	1.53	1	1	0	0	0	0
	Transit	28.6%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		1	1	0	0	0	0
South Bay 20.6%	Auto	77.9%	1.15	4	3	0	0	1	1
	Transit	19.9%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		5	3	0	0	1	1
Out of Region 2.2%	Auto	55.9%	1.54	0	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	0	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	13	10	0	0	3	2
	Transit	36.0%		9		0		2	
	Walk	6.4%		2		0		0	
	Other	2.7%		1		0		0	
	All Modes	100.0%		24	10	1	0	6	2

Notes:

[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968I, ESA August 2009.

[2] Assumes same percentage as the PM Peak Hour.

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Based on ITE land use #590 (Library) and SANDAG.

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: LIBRARY (NON-WORK TRIPS)

Proposed Size:		5,000 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	195.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.0% [4]	3.9	16.2% [1]	31.5	
Total Person Trips:	975 person-trips	Total Person-trips:		20		158	
Non-Work Trips [1]:	98%	951 person-trips	Non-Work Person-trips:	97% [2]	19	97% [1]	152

Percent of Origin Distribution [6]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 0.0%	Auto	21.5%	2.12	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	2.00	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.42	405	167	8	3	65	27
	Transit	25.0%		238		5		38	
	Walk	23.6%		224		4		36	
	Other	8.9%		84		2		13	
	All Modes	100.0%		951	167	19	3	152	27
SF Superdistrict 4 0.0%	Auto	55.0%	2.25	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.51	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.95	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Peninsula/South Bay 0.0%	Auto	79.2%	2.34	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.64	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	42.6%	2.42	405	167	8	3	65	27
	Transit	25.0%		238		5		38	
	Walk	23.6%		224		4		36	
	Other	8.9%		84		2		13	
	All Modes	100.0%		951	167	19	3	152	27

Notes:

[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968I, ESA August 2009.

[2] Assumes same percentage as the PM Peak Hour.

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Based on ITE land use #590 (Library) and SANDAG.

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

[6] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: COMMUNITY CENTER (WORK TRIPS)

Proposed Size:		25,000 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	80.0 trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4]	4.8	13.4% [1]	10.7	
Total Person Trips:	2,000 person-trips	Total Person-trips:		121	268		
Work Trips [2]:	5%	100 person-trips	Work Person-trips:	5% [5]	6	5% [5]	13

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	3	2	0	0	0	0
	Transit	34.7%		4		0		0	
	Walk	35.8%		4		0		1	
	Other	2.7%		0		0		0	
	All Modes	100.0%		11	2	1	0	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	6	5	0	0	1	1
	Transit	49.1%		6		0		1	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		13	5	1	0	2	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	10	8	1	1	1	1
	Transit	34.6%		7		0		1	
	Walk	10.4%		2		0		0	
	Other	3.6%		1		0		0	
	All Modes	100.0%		20	8	1	1	3	1
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	5	4	0	0	1	0
	Transit	40.9%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		10	4	1	0	1	0
East Bay 18.4%	Auto	50.9%	2.13	9	4	1	0	1	1
	Transit	46.4%		9		1		1	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		18	4	1	0	2	1
North Bay 5.9%	Auto	69.1%	1.53	4	3	0	0	1	0
	Transit	28.6%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		6	3	0	0	1	0
South Bay 20.6%	Auto	77.9%	1.15	16	14	1	1	2	2
	Transit	19.9%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		21	14	1	1	3	2
Out of Region 2.2%	Auto	55.9%	1.54	1	1	0	0	0	0
	Transit	41.5%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		2	1	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	55	40	3	2	7	5
	Transit	36.0%		36		2		5	
	Walk	6.4%		6		0		1	
	Other	2.7%		3		0		0	
	All Modes	100.0%		100	40	6	2	13	5

Notes:

[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Advant Consulting/LCW Consulting, November 2017.

[2] Estimated based on an average of 3 daily trips per employee

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Based on ITE land use #495 (Community Center)

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: COMMUNITY CENTER (NON-WORK TRIPS)

Proposed Size:		25,000 sq.ft.			
DAILY				AM PEAK HOUR	PM PEAK HOUR
Person-trip Generation Rate [1]:	80.0 trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4]	4.8	13.4% [1]
Total Person Trips:	2,000 person-trips	Total Person-trips:		121	268
Non-Work Trips [2]:	95%	1,900 person-trips	Non-Work Person-trips:	95% [5]	115
				95% [5]	255

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	71	34	4	2	10	5
	Transit	17.9%		59		4		8	
	Walk	53.4%		178		11		24	
	Other	7.2%		24		1		3	
	All Modes	100.0%		333	34	20	2	45	5
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	134	67	8	4	18	9
	Transit	24.8%		66		4		9	
	Walk	14.6%		39		2		5	
	Other	10.5%		28		2		4	
	All Modes	100.0%		266	67	16	4	36	9
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	231	95	14	6	31	13
	Transit	25.0%		135		8		18	
	Walk	23.6%		128		8		17	
	Other	8.9%		48		3		6	
	All Modes	100.0%		542	95	33	6	73	13
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	73	33	4	2	10	4
	Transit	24.5%		33		2		4	
	Walk	12.4%		16		1		2	
	Other	8.2%		11		1		1	
	All Modes	100.0%		133	33	8	2	18	4
East Bay 10.0%	Auto	56.9%	2.51	108	43	7	3	14	6
	Transit	27.1%		51		3		7	
	Walk	14.8%		28		2		4	
	Other	1.3%		2		0		0	
	All Modes	100.0%		190	43	12	3	25	6
North Bay 3.0%	Auto	75.9%	1.95	43	22	3	1	6	3
	Transit	8.0%		5		0		1	
	Walk	13.2%		8		0		1	
	Other	2.9%		2		0		0	
	All Modes	100.0%		57	22	3	1	8	3
South Bay 8.0%	Auto	79.2%	2.34	120	52	7	3	16	7
	Transit	12.8%		19		1		3	
	Walk	6.9%		11		1		1	
	Other	1.1%		2		0		0	
	All Modes	100.0%		152	52	9	3	20	7
Out of Region 12.0%	Auto	40.6%	2.64	93	35	6	2	12	5
	Transit	23.7%		54		3		7	
	Walk	24.2%		55		3		7	
	Other	11.4%		26		2		3	
	All Modes	100.0%		228	35	14	2	31	5
All Origins 100.0%	Auto	46.0%	2.30	873	380	53	23	117	51
	Transit	22.3%		423		26		57	
	Walk	24.3%		462		28		62	
	Other	7.5%		142		9		19	
	All Modes	100.0%		1,900	380	115	23	255	51

Notes:

[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Advant Consulting/LCW Consulting, November 2017.

[2] Estimated based on an average of 3 daily trips per employee

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Based on ITE land use #495 (Community Center)

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project
Re-Phase Program
LAND USE: OPEN SPACE (WORK TRIPS)

Proposed Size:		6.9 Acres					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	20.0 trips/acre	Person-trip Gen Rate:	13.0% [1]	2.6	9.0% [1]	1.8	
Total Person Trips:	138 person-trips	Total Person-trips:		18		12	
Work Trips [2]:	1%	1 person-trips	Work Person-trips:	1% [4]	0	1% [4]	0

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	0	0	0	0	0	0
	Transit	34.7%		0		0		0	
	Walk	35.8%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	0	0	0	0	0	0
	Transit	49.1%		0		0		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	0	0	0	0	0	0
	Transit	34.6%		0		0		0	
	Walk	10.4%		0		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	0	0	0	0	0	0
	Transit	40.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 18.4%	Auto	50.9%	2.13	0	0	0	0	0	0
	Transit	46.4%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 5.9%	Auto	69.1%	1.53	0	0	0	0	0	0
	Transit	28.6%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 20.6%	Auto	77.9%	1.15	0	0	0	0	0	0
	Transit	19.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 2.2%	Auto	55.9%	1.54	0	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	1	1	0	0	0	0
	Transit	36.0%		0		0		0	
	Walk	6.4%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		1	1	0	0	0	0

Notes:

- [1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)
[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project
Re-Phase Program
LAND USE: OPEN SPACE (NON-WORK TRIPS)

Proposed Size:		6.9 Acres					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	20.0 trips/acre	Person-trip Gen Rate:	13.0% [5]	2.6	9.0% [1]	1.8	
Total Person Trips:	138 person-trips	Total Person-trips:		18		12	
Non-Work Trips [2]:	99%	137 person-trips	Non-Work Person-trips:	99% [6]	18	99% [2]	12

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	5	2	1	0	0	0
	Transit	17.9%		4		1		0	
	Walk	53.4%		13		2		1	
	Other	7.2%		2		0		0	
	All Modes	100.0%		24	2	3	0	2	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	10	5	1	1	1	0
	Transit	24.8%		5		1		0	
	Walk	14.6%		3		0		0	
	Other	10.5%		2		0		0	
	All Modes	100.0%		19	5	2	1	2	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	17	7	2	1	1	1
	Transit	25.0%		10		1		1	
	Walk	23.6%		9		1		1	
	Other	8.9%		3		0		0	
	All Modes	100.0%		39	7	5	1	4	1
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	5	2	1	0	0	0
	Transit	24.5%		2		0		0	
	Walk	12.4%		1		0		0	
	Other	8.2%		1		0		0	
	All Modes	100.0%		10	2	1	0	1	0
East Bay 10.0%	Auto	56.9%	2.51	8	3	1	0	1	0
	Transit	27.1%		4		0		0	
	Walk	14.8%		2		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		14	3	2	0	1	0
North Bay 3.0%	Auto	75.9%	1.95	3	2	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		1		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		4	2	1	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	9	4	1	0	1	0
	Transit	12.8%		1		0		0	
	Walk	6.9%		1		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		11	4	1	0	1	0
Out of Region 12.0%	Auto	40.6%	2.64	7	3	1	0	1	0
	Transit	23.7%		4		1		0	
	Walk	24.2%		4		1		0	
	Other	11.4%		2		0		0	
	All Modes	100.0%		16	3	2	0	1	0
All Origins 100.0%	Auto	46.0%	2.30	63	27	8	4	6	2
	Transit	22.3%		30		4		3	
	Walk	24.3%		33		4		3	
	Other	7.5%		10		1		1	
	All Modes	100.0%		137	27	18	4	12	2

Notes:

- [1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)
[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Parking Demand

Potrero Power Station Mixed-Use Development Project
Re-Phase Program

PARKING DEMAND	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Midday Period (Noon to 2 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				1,591	546	61	218	1,802	995	2,061	0	38	295	25	7,632
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.2
Peak short-term demand (spaces)				145	50	6	20	82	91	188	1	4	27	3	617
% of peak demand during period (ULI)				100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	96%
Total short-term demand (spaces)				145	50	6	20	82	69	188	1	4	27	3	595
LONG-TERM DEMAND															
Residential/Hotel Demand															
Percentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	890	943	200												2,033
% of peak demand during period (ULI)	70%	70%	60%												69%
Subtotal long-term demand (spaces)	623	661	120												1,404
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			110	3,013	1,594	116	24	100	77	57	35	6	32	1	5,165
% of employees who drive			59%	57%	57%	57%	58%	58%	57%	58%	55%	55%	58%	56%	57%
Number of employees who drive			65	1,723	912	66	14	58	44	33	19	3	19	0	2,955
Average employee vehicle occupancy			1.39	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.36	1.36	1.38	1.37	1.37
Peak parking demand (spaces)			47	1,250	662	49	11	42	32	24	15	3	14	1	2,150
% of peak demand during period (ULI)			100%	100%	100%	100%	100%	100%	90%	100%	100%	100%	100%	100%	100%
Subtotal long-term demand (spaces)			47	1,250	662	49	11	42	29	24	15	3	14	1	2,147
Total long-term demand (spaces)	623	661	167	1,250	662	49	11	42	29	24	15	3	14	1	3,551
TOTAL PARKING DEMAND (spaces)	623	661	167	1,395	712	55	31	124	98	212	16	7	41	4	4,146
Evening Period (7 PM to 9 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				1,591	546	61	218	1,802	995	2,061	0	38	295	25	7,632
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.2
Peak short-term demand (spaces)				145	50	6	20	82	91	188	1	4	27	3	617
% of peak demand during period (ULI)				5%	5%	5%	90%	90%	100%	80%	0%	5%	10%	50%	57%
Total short-term demand (spaces)				8	3	1	18	74	91	151	-	1	3	2	352
LONG-TERM DEMAND															
Residential/Hotel Demand															
Percentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	890	943	200												2,033
% of peak demand during period (ULI)	100%	100%	90%												99%
Subtotal long-term demand (spaces)	890	943	180												2,013
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			110	3,013	1,594	116	24	100	77	57	35	6	32	1	5,165
% of employees who drive			59%	57%	57%	57%	58%	58%	57%	58%	55%	55%	58%	56%	57%
Number of employees who drive			65	1,723	912	66	14	58	44	33	19	3	19	0	2,955
Average employee vehicle occupancy			1.39	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.36	1.36	1.38	1.37	1.37
Peak parking demand (spaces)			47	1,250	662	49	11	42	32	24	15	3	14	1	2,150
% of peak demand during period (ULI)			20%	10%	10%	10%	100%	100%	100%	90%	5%	5%	10%	50%	15%
Subtotal long-term demand (spaces)			10	125	67	5	11	42	32	22	1	1	2	1	319
Total long-term demand (spaces)	890	943	190	125	67	5	11	42	32	22	1	1	2	1	2,332
TOTAL PARKING DEMAND (spaces)	890	943	190	133	70	6	29	116	123	173	1	2	5	3	2,684

Commercial Vehicle and Service Loading Demand

Potrero Power Station Mixed-Use Development Project
TRUCK AND SERVICE VEHICLE LOADING DEMAND [a]

Land Use	Gross Square Feet	Daily Vehicle Generation Ratio (R)	Turnover (minutes)	Daily Trucks/ Service Vehicles	Loading Space Demand	
					Average Hour	Peak Hour [b]
Re-Phase Program						
Residential	2,402,984 gsf	0.03	25	72	3	4
Hotel	241,574 gsf	0.09	25	22	1	1
Office/R&D/PDR [c]	1,509,344 gsf	0.21	25	317	15	18
General Retail	8,400 gsf	0.22	25	2	0	0
Supermarket [d]	35,000 gsf	1.26	40	44	3	4
Restaurant [e]	46,839 gsf	3.60	25	169	8	10
Community Facilities	42,000 gsf	0.10	25	4	0	0
Total	4,286,141 gsf	0.15		630	30	38

General Loading Demand Equations (SF Guidelines)

$$\begin{aligned} \text{Daily Trips} &= (\text{GSF} / 1,000) * R \\ \text{Average Hour} &= (\text{GSF} / 1,000) * R / 9 / 2.4 \\ \text{Peak Hour} &= (\text{GSF} / 1,000) * (R * 1.25) / 9 / 2.4 \\ R &= \text{Daily truck trip generation per 1,000 gsf of use from Table H-1 in SF Guidelines} \end{aligned}$$

Notes:

- [a] Daily truck trip generation rate and average and peak hour loading space demand based on SF Guidelines for all land uses except Supermarket. Numbers may not sum to total due to rounding.
- [b] Peak hour of the commercial loading demand, which generally occurs between 10 AM and 1 PM.
- [c] Includes light industrial and arts uses.
- [d] Supermarket rate based on data in the 2001 Market Street TIS, Final Report, November 2010, Case File No. 2008.0550E
- [e] Includes assembly space, with a 60 percent occupancy efficiency factor.

1b TRAVEL DEMAND ANALYSIS – RE-PHASE PROGRAM – MAX. RESID.

Aggregated Travel Demand Calculations

Potrero Power Station Mixed-Use Development Project
Re-Phase Program - Maximum Residential

	LAND USE CATEGORY														Total Development 4,191,375 gsf (w/ occup. factor)
	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	
	1,133,844 gsf 1,514 units	1,415,948 gsf 1,110 units	0 gsf 0 rooms	831,606 gsf	645,738 gsf	32,000 gsf	8,400 gsf	35,000 gsf	26,877 gsf (w/ occup. factor)	19,962 gsf	12,000 gsf	5,000 gsf	25,000 gsf	6.9 acres	

INTERNAL AND EXTERNAL TRIP GENERATION RATES	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Daily Trip Rate (per d.u. / per 1,000 gsf)	7.5	10.0	7.0	18.1	8.0	18.1	150.0	297.0	200.0	600.0	67.0	195.0	80.0	20.0	18.2
AM Peak Hour as % of daily	14.2%	14.2%	8.8%	8.9%	18.2%	8.9%	2.3%	2.6%	1.1%	1.1%	17.8%	2.0%	6.1%	13.0%	8.3%
AM Peak Hour Trip Rate (per unit, per room, per 1000 gsf, per acre)	1.07	1.42	0.62	1.61	1.46	1.61	3.49	7.78	2.16	6.49	11.90	3.90	4.85	2.60	1.51
PM Peak Hour as % of daily	17.3%	17.3%	10.0%	8.5%	16.0%	8.5%	9.0%	7.3%	10.0%	10.0%	18.0%	16.2%	13.4%	9.0%	12.1%
PM Peak Hour Trip Rate (per unit, per room, per 1000 gsf, per acre)	1.30	1.73	0.70	1.54	1.28	1.54	13.50	21.68	20.00	60.00	12.06	31.50	10.73	1.80	2.20
% Modal Share															
Auto	41%	41%	0%	49%	49%	49%	50%	50%	50%	50%	45%	43%	46%	46%	47%
Transit	40%	40%	0%	27%	27%	27%	15%	15%	15%	15%	27%	25%	23%	22%	26%
Walk/Other	19%	19%	0%	24%	24%	24%	35%	35%	35%	35%	28%	32%	31%	32%	27%
Average Vehicle Occupancy Rate															
Weekday Daily	1.10	1.10	0.00	1.80	1.80	1.80	2.01	2.01	2.01	2.01	1.82	2.36	2.21	2.28	1.62
Weekday AM Peak Hour	1.10	1.10	0.00	1.45	1.45	1.45	1.43	2.01	1.36	2.01	1.85	2.34	2.21	2.28	1.31
Weekday PM Peak Hour	1.10	1.10	0.00	1.45	1.45	1.45	2.01	2.01	2.01	2.01	1.85	2.34	2.21	2.28	1.43

INTERNAL AND EXTERNAL TRIPS BY MODE BEFORE ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips	4,632	4,528	-	7,406	2,542	285	631	5,209	2,694	6,002	362	418	928	64	35,700
Transit Person Trips	4,588	4,485	-	4,092	1,404	157	184	1,514	783	1,745	219	246	459	31	19,906
Walk/Other Person Trips	2,135	2,087	-	3,555	1,220	137	445	3,672	1,899	4,231	223	310	613	44	20,570
Total Person Trips	11,355	11,100	-	15,052	5,166	579	1,260	10,395	5,375	11,977	804	975	2,000	138	76,177
Total Vehicle Trips	4,215	4,121	-	4,111	1,411	158	314	2,586	1,337	2,980	199	177	420	28	22,058
				2,185	750	1,927	0.47	0.00							
Weekday AM Peak Hour															
Auto Person Trips	659	644	-	716	504	28	16	136	32	65	64	8	56	8	2,936
Transit Person Trips	653	638	-	450	317	17	10	40	21	19	38	5	28	4	2,240
Walk/Other Person Trips	304	297	-	173	122	7	4	96	5	46	41	6	37	6	1,143
Total Person Trips	1,616	1,580	-	1,340	942	52	29	272	58	130	143	20	121	18	6,320
Total Vehicle Trips	600	586	-	494	347	19	11	68	23	32	35	4	25	4	2,248
Weekday PM Peak Hour															
Auto Person Trips	801	783	-	684	442	26	57	380	269	600	65	68	125	6	4,306
Transit Person Trips	794	776	-	430	278	17	17	111	78	174	39	40	62	3	2,817
Walk/Other Person Trips	369	361	-	166	107	6	40	268	190	423	41	50	82	4	2,107
Total Person Trips	1,964	1,920	-	1,279	827	49	113	759	538	1,198	145	158	268	12	9,230
Total Vehicle Trips	729	713	-	472	305	18	28	189	134	298	35	29	56	3	3,008

Potrero Power Station Mixed-Use Development Project
Re-Phase Program - Maximum Residential

INTERNAL AND EXTERNAL TRIPS INBOUND/OUTBOUND SPLITS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
SF Guidelines Work															
Inbound	0%	0%	75%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
Outbound	100%	100%	25%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
SF Guidelines Non-Work															
Inbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	60%	60%	
Outbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	40%	40%	
ITE															
Inbound	20%	20%	59%	88%	83%	88%	62%	62%	N.A.	55%	53%	71%	66%	61%	
Outbound	80%	80%	41%	12%	17%	12%	38%	38%		45%	47%	29%	34%	39%	
Person Trips															
Inbound	33%	33%	0%	83%	83%	83%	84%	52%	100%	52%	57%	52%	62%	60%	55%
Outbound	67%	67%	0%	17%	17%	17%	16%	48%	0%	48%	43%	48%	39%	40%	45%
Inbound	539	527	-	1,114	784	43	25	140	58	67	81	10	75	11	3,474
Outbound	1,077	1,053	-	225	158	9	5	132	-	62	62	9	47	7	2,846
Total Person Trips	1,616	1,580	-	1,340	942	52	29	272	58	130	143	20	121	18	6,320
Vehicle Trips															
Inbound	33%	33%	0%	86%	86%	86%	86%	53%	100%	53%	61%	54%	63%	61%	56%
Outbound	67%	67%	0%	14%	14%	14%	14%	47%	0%	47%	39%	46%	37%	39%	44%
Inbound	200	195	-	426	300	16	10	36	23	17	21	2	16	2	1,265
Outbound	400	391	-	68	48	3	2	32	-	15	13	2	9	1	983
Total Vehicle Trips	600	586	-	494	347	19	11	68	23	32	35	4	25	4	2,248
Weekday PM Peak Hour															
SF Guidelines Work															
Inbound	100%	100%	50%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
Outbound	0%	0%	50%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
SF Guidelines Non-Work															
Inbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
Outbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
ITE															
Inbound	50%	50%	51%	17%	15%	17%	48%	51%	67%	60%	47%	48%	49%	61%	
Outbound	50%	50%	49%	83%	85%	83%	52%	49%	33%	40%	53%	52%	51%	39%	
Person Trips															
Inbound	67%	67%	0%	17%	17%	17%	48%	48%	48%	48%	43%	48%	48%	50%	49%
Outbound	33%	33%	0%	83%	83%	83%	52%	52%	52%	52%	57%	52%	52%	50%	51%
Inbound	1,310	1,280	-	215	139	8	55	367	258	575	63	76	129	6	4,480
Outbound	655	640	-	1,064	688	41	59	392	280	623	82	82	140	6	4,750
Total Person Trips	1,964	1,920	-	1,279	827	49	113	759	538	1,198	145	158	268	12	9,230
Vehicle Trips															
Inbound	67%	67%	0%	14%	14%	14%	47%	47%	47%	47%	39%	46%	46%	49%	48%
Outbound	33%	33%	0%	86%	86%	86%	53%	53%	53%	53%	61%	54%	54%	51%	52%
Inbound	486	475	-	65	42	2	13	90	63	139	14	13	26	1	1,429
Outbound	243	238	-	407	263	16	15	99	71	159	21	16	30	1	1,579
Total Vehicle Trips	729	713	-	472	305	18	28	189	134	298	35	29	56	3	3,008

Potrero Power Station Mixed-Use Development Project
Re-Phase Program - Maximum Residential

INTERNAL AND LINKED PERSON TRIP ADJUSTMENT FACTORS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Internal trip factor	36.0%	36.0%	36.0%	21.3%	21.3%	21.3%	25.0%	25.0%	20.0%	25.5%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	3,475	3,396	-	2,562	989	99	158	1,299	430	611	151	293	270	10	13,743
Total internal person trip productions															6,871
Total internal person trip attractions															6,871
Difference															0
% difference															0%
Internal and linked person trips (Walk)	4,088	3,996	-	3,203	1,099	123	315	2,599	1,075	3,057	603	731	600	14	21,503
Overall total trip reduction	36%	36%	0%	21%	21%	21%	25%	25%	20%	26%	75%	75%	30%	10%	28%
Weekday AM Peak Hour															
Internal trip factor	18.5%	18.5%	18.5%	20.1%	20.1%	20.1%	30.0%	30.0%	25.0%	30.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	254	248	-	215	170	8	4	41	6	8	27	6	16	1	1,005
Total internal person trip productions															502
Total internal person trip attractions															502
Difference															0
% difference															0%
Internal and linked person trips (Walk)	299	292	-	269	189	10	9	82	15	39	107	15	36	2	1,363
Overall total trip reduction	19%	19%	0%	20%	20%	20%	30%	30%	25%	30%	75%	75%	30%	10%	22%
Weekday PM Peak Hour															
Internal trip factor	28.3%	28.3%	28.3%	30.1%	30.1%	30.1%	30.0%	30.0%	30.0%	35.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	473	462	-	308	224	12	17	114	65	84	27	47	36	1	1,870
Total internal person trip productions															935
Total internal person trip attractions															935
Difference															0
% difference															0%
Internal and linked person trips (Walk)	556	544	-	386	249	15	34	228	161	419	109	118	81	1	2,900
Overall total trip reduction	28%	28%	0%	30%	30%	30%	30%	30%	30%	35%	75%	75%	30%	10%	31%
TRIP SUBTRACTION CHECK															
Weekday Daily	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday AM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday PM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
PEAK HOUR CHECK															
Auto Person Trips SD1+SD3															
Daily External Trips	1,355	1,325	-	1,072	368	41	130	1,071	683	1,204	38	97	106	17	7,509
AM+PM External Trips	586	573	-	92	64	4	9	81	44	76	16	17	21	4	1,586
Average Peak Hour Factor	22%	22%	0%	4%	9%	4%	4%	4%	3%	3%	21%	9%	10%	11%	11%
Transit Person Trips SD1+SD3															
Daily External Trips	1,554	1,519	-	747	256	29	36	298	190	335	23	57	69	11	5,124
AM+PM External Trips	672	656	-	71	49	3	3	23	13	21	10	10	13	2	1,547
Average Peak Hour Factor	22%	22%	0%	5%	10%	5%	4%	4%	3%	3%	21%	9%	10%	11%	15%
Walk/Other Person Trips SD1+SD3															
Daily External Trips	799	781	-	1,089	374	42	103	851	543	957	29	73	129	21	5,793
AM+PM External Trips	345	338	-	61	42	2	7	65	35	60	12	13	25	5	1,011
Average Peak Hour Factor	22%	22%	0%	3%	6%	3%	4%	4%	3%	3%	21%	9%	10%	11%	9%

Potrero Power Station Mixed-Use Development Project
Re-Phase Program - Maximum Residential

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Superdistrict 1															
Auto Person Trips	1,054	1,030	-	245	84	9	18	147	94	165	1	0	25	4	2,876
Transit Person Trips	1,208	1,181	-	238	82	9	13	111	71	125	1	0	21	3	3,065
Walk/Other Person Trips	622	608	-	591	203	23	41	337	215	379	1	0	69	11	3,100
Total Person Trips	2,884	2,819	-	1,074	369	41	72	595	380	669	2	1	116	19	9,041
Vehicle Trips	959	938	-	138	47	5	11	88	56	99	0	0	12	2	2,356
Superdistrict 2															
Auto Person Trips	158	155	-	987	339	38	48	399	206	459	9	1	139	10	2,948
Transit Person Trips	181	177	-	666	229	26	25	208	108	240	10	1	72	5	1,948
Walk/Other Person Trips	93	91	-	373	128	14	30	244	126	281	1	0	67	5	1,453
Total Person Trips	433	423	-	2,026	695	78	103	850	440	980	20	3	279	19	6,350
Vehicle Trips	144	141	-	586	201	23	32	260	135	300	7	1	71	5	1,906
Superdistrict 3															
Auto Person Trips	301	294	-	827	284	32	112	924	590	1,039	38	96	81	13	4,633
Transit Person Trips	345	338	-	509	175	20	23	187	119	210	22	57	48	8	2,059
Walk/Other Person Trips	178	174	-	498	171	19	62	514	328	578	28	73	60	10	2,693
Total Person Trips	824	806	-	1,834	629	71	197	1,625	1,037	1,827	88	226	189	31	9,385
Vehicle Trips	274	268	-	444	152	17	56	459	293	516	19	40	35	5	2,578
Superdistrict 4															
Auto Person Trips	158	155	-	659	226	25	34	284	147	328	9	1	78	5	2,111
Transit Person Trips	181	177	-	377	129	14	11	91	47	105	6	1	36	2	1,180
Walk/Other Person Trips	93	91	-	156	54	6	8	63	33	73	1	0	28	2	607
Total Person Trips	433	423	-	1,192	409	46	53	439	227	506	15	2	143	10	3,898
Vehicle Trips	144	141	-	357	123	14	20	167	86	193	6	1	36	2	1,290
East Bay															
Auto Person Trips	371	363	-	1,053	362	41	44	360	186	415	15	2	117	8	3,337
Transit Person Trips	276	270	-	722	248	28	22	181	94	209	14	2	60	4	2,129
Walk/Other Person Trips	92	90	-	182	63	7	28	233	121	269	1	0	31	2	1,118
Total Person Trips	739	722	-	1,958	672	75	94	775	401	893	30	4	208	14	6,585
Vehicle Trips	338	330	-	455	156	18	21	171	88	197	7	1	47	3	1,832
North Bay															
Auto Person Trips	166	162	-	439	150	17	27	219	113	252	7	1	47	3	1,603
Transit Person Trips	50	49	-	114	39	4	8	63	33	73	3	0	6	0	442
Walk/Other Person Trips	-	-	-	54	18	2	11	91	47	105	0	0	9	1	338
Total Person Trips	215	211	-	606	208	23	45	374	193	430	9	1	63	4	2,384
Vehicle Trips	151	147	-	255	88	10	15	122	63	141	4	1	25	2	1,023
South Bay															
Auto Person Trips	884	865	-	1,480	508	57	91	749	387	863	26	4	137	9	6,061
Transit Person Trips	633	619	-	320	110	12	14	114	59	132	7	1	24	1	2,045
Walk/Other Person Trips	176	172	-	86	30	3	9	70	36	81	1	0	13	1	679
Total Person Trips	1,694	1,656	-	1,887	648	73	113	934	483	1,076	33	5	173	11	8,785
Vehicle Trips	805	787	-	1,015	348	39	43	358	185	412	22	3	65	4	4,087
Outside Bay Area															
Auto Person Trips	45	44	-	535	183	21	106	873	451	1,006	2	0	94	7	3,365
Transit Person Trips	-	-	-	323	111	12	25	209	108	241	1	0	55	4	1,090
Walk/Other Person Trips	-	-	-	415	143	16	136	1,122	580	1,293	0	0	81	6	3,793
Total Person Trips	45	44	-	1,273	437	49	267	2,204	1,140	2,540	3	1	230	16	8,248
Vehicle Trips	41	40	-	220	76	8	39	321	166	370	1	0	36	3	1,321
All Origins															
Auto Person Trips	3,138	3,067	-	6,225	2,136	240	479	3,955	2,175	4,527	105	107	719	59	26,933
Transit Person Trips	2,875	2,810	-	3,269	1,122	126	141	1,166	639	1,335	64	63	322	28	13,960
Walk/Other Person Trips	1,254	1,226	-	2,355	808	91	324	2,675	1,486	3,059	32	74	359	38	13,781
Total Person Trips	7,267	7,104	-	11,849	4,067	456	945	7,796	4,300	8,921	201	244	1,400	124	54,674
Vehicle Trips	2,856	2,791	-	3,471	1,191	134	236	1,946	1,073	2,227	68	47	328	26	16,393
Total Internal Person Trips	4,088	3,996	-	3,203	1,099	123	315	2,599	1,075	3,057	603	731	600	14	21,503
Person-trip reduction	36%	36%	0%	21%	21%	21%	25%	25%	20%	26%	75%	75%	30%	10%	28%
Average Vehicle Occupancy	1.10	1.10	-	1.79	1.79	1.79	2.03	2.03	2.03	2.03	1.56	2.25	2.19	2.28	1.64

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	77	75	-	13	9	1	0	2	0	1	0	0	1	0	179
Transit Person Trips	88	86	-	16	11	1	0	1	0	1	0	0	1	0	205
Walk/Other Person Trips	45	44	-	23	16	1	0	3	0	2	0	0	3	1	139
Total Person Trips	210	205	-	53	37	2	0	6	1	3	0	0	4	1	524
Vehicle Trips	70	68	-	10	7	0	0	1	0	0	0	0	0	0	158
Superdistrict 2															
Auto Person Trips	8	7	-	66	46	3	1	5	3	3	1	0	5	1	149
Transit Person Trips	9	8	-	63	45	2	1	3	4	1	1	0	3	0	140
Walk/Other Person Trips	4	4	-	13	9	0	0	3	0	2	0	0	3	0	39
Total Person Trips	21	20	-	142	100	5	3	11	7	6	2	0	10	2	329
Vehicle Trips	7	7	-	51	36	2	1	4	3	2	1	0	3	0	115
Superdistrict 3															
Auto Person Trips	22	21	-	48	34	2	0	10	1	5	5	1	3	1	153
Transit Person Trips	25	25	-	32	22	1	0	2	1	1	3	1	2	1	115
Walk/Other Person Trips	13	13	-	18	12	1	0	5	0	3	3	1	2	1	72
Total Person Trips	60	59	-	98	69	4	1	17	2	8	11	2	7	2	339
Vehicle Trips	20	20	-	36	25	1	0	5	1	2	2	0	1	0	115
Superdistrict 4															
Auto Person Trips	8	7	-	57	40	2	1	4	3	2	1	0	3	0	127
Transit Person Trips	9	8	-	39	28	2	1	1	2	1	1	0	1	0	93
Walk/Other Person Trips	4	4	-	6	4	0	0	1	0	0	0	0	1	0	21
Total Person Trips	21	20	-	102	71	4	2	6	6	3	1	0	5	1	242
Vehicle Trips	7	7	-	37	26	1	1	2	2	1	1	0	1	0	87
East Bay															
Auto Person Trips	18	17	-	97	68	4	2	5	5	2	1	0	4	1	225
Transit Person Trips	13	13	-	84	59	3	2	2	5	1	1	0	2	0	186
Walk/Other Person Trips	4	4	-	8	5	0	0	3	0	2	0	0	1	0	29
Total Person Trips	35	34	-	189	133	7	4	10	11	5	3	0	8	1	440
Vehicle Trips	16	16	-	46	33	2	1	2	3	1	1	0	2	0	122
North Bay															
Auto Person Trips	8	8	-	42	29	2	1	3	2	1	1	0	2	0	98
Transit Person Trips	2	2	-	16	11	1	0	1	1	0	0	0	0	0	36
Walk/Other Person Trips	-	-	-	2	1	0	0	1	0	1	0	0	0	0	6
Total Person Trips	10	10	-	60	42	2	1	5	3	2	1	0	2	0	140
Vehicle Trips	7	7	-	28	19	1	1	2	2	1	0	0	1	0	68
South Bay															
Auto Person Trips	42	41	-	160	113	6	4	10	9	5	2	0	5	1	399
Transit Person Trips	30	29	-	40	28	2	1	2	2	1	1	0	1	0	136
Walk/Other Person Trips	8	8	-	5	4	0	0	1	0	0	0	0	0	0	28
Total Person Trips	80	79	-	206	145	8	5	13	12	6	3	0	6	1	563
Vehicle Trips	38	37	-	139	98	5	3	5	8	2	2	0	2	0	341
Outside Bay Area															
Auto Person Trips	2	2	-	20	14	1	1	12	1	6	0	0	3	1	63
Transit Person Trips	-	-	-	14	10	1	0	3	1	1	0	0	2	0	31
Walk/Other Person Trips	-	-	-	9	6	0	0	15	0	7	0	0	3	0	41
Total Person Trips	2	2	-	43	30	2	1	30	1	14	0	0	9	1	135
Vehicle Trips	2	2	-	11	8	0	0	4	0	2	0	0	1	0	32
All Origins															
Auto Person Trips	183	179	-	504	355	19	10	50	26	24	10	1	27	5	1,393
Transit Person Trips	176	172	-	304	214	12	6	15	16	7	6	1	12	2	941
Walk/Other Person Trips	80	78	-	83	59	3	1	33	2	16	4	1	13	3	377
Total Person Trips	439	429	-	891	627	34	17	98	44	47	20	3	52	10	2,711
Vehicle Trips	167	163	-	358	252	14	7	25	19	12	7	1	12	2	1,038

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	154	150	-	3	2	0	0	1	-	1	0	0	1	0	311
Transit Person Trips	176	172	-	3	2	0	0	1	-	1	0	0	0	0	356
Walk/Other Person Trips	91	89	-	5	3	0	0	3	-	2	0	0	2	1	194
Total Person Trips	420	411	-	11	7	0	0	6	-	3	0	0	3	1	862
Vehicle Trips	140	137	-	2	1	0	0	1	-	0	0	0	0	0	281
Superdistrict 2															
Auto Person Trips	15	15	-	13	9	1	0	5	-	2	1	0	3	0	65
Transit Person Trips	17	17	-	13	9	0	0	3	-	1	1	0	2	0	63
Walk/Other Person Trips	9	9	-	3	2	0	0	3	-	1	0	0	2	0	28
Total Person Trips	41	40	-	29	20	1	1	11	-	5	1	0	6	1	157
Vehicle Trips	14	13	-	8	6	0	0	3	-	2	0	0	2	0	48
Superdistrict 3															
Auto Person Trips	44	43	-	10	7	0	0	9	-	4	3	1	2	1	124
Transit Person Trips	50	49	-	6	5	0	0	2	-	1	2	1	1	0	117
Walk/Other Person Trips	26	25	-	4	3	0	0	5	-	2	3	1	1	1	70
Total Person Trips	120	117	-	20	14	1	0	16	-	7	8	2	4	2	311
Vehicle Trips	40	39	-	6	4	0	0	4	-	2	2	0	1	0	98
Superdistrict 4															
Auto Person Trips	15	15	-	11	8	0	0	4	-	2	1	0	2	0	58
Transit Person Trips	17	17	-	8	6	0	0	1	-	1	0	0	1	0	51
Walk/Other Person Trips	9	9	-	1	1	0	0	1	-	0	0	0	1	0	22
Total Person Trips	41	40	-	21	14	1	0	6	-	3	1	0	3	0	130
Vehicle Trips	14	13	-	6	4	0	0	2	-	1	0	0	1	0	42
East Bay															
Auto Person Trips	35	34	-	20	14	1	0	5	-	2	1	0	3	0	115
Transit Person Trips	26	26	-	17	12	1	0	2	-	1	1	0	1	0	87
Walk/Other Person Trips	9	9	-	2	1	0	0	3	-	1	0	0	1	0	25
Total Person Trips	70	69	-	38	27	1	1	10	-	5	2	0	5	1	228
Vehicle Trips	32	31	-	7	5	0	0	2	-	1	0	0	1	0	81
North Bay															
Auto Person Trips	16	15	-	8	6	0	0	3	-	1	0	0	1	0	52
Transit Person Trips	5	5	-	3	2	0	0	1	-	0	0	0	0	0	17
Walk/Other Person Trips	-	-	-	0	0	0	0	1	-	1	0	0	0	0	3
Total Person Trips	20	20	-	12	8	0	0	5	-	2	1	0	1	0	71
Vehicle Trips	14	14	-	4	3	0	0	2	-	1	0	0	1	0	39
South Bay															
Auto Person Trips	84	82	-	32	23	1	1	9	-	4	2	0	3	0	242
Transit Person Trips	60	59	-	8	6	0	0	1	-	1	0	0	1	0	136
Walk/Other Person Trips	17	16	-	1	1	0	0	1	-	0	0	0	0	0	37
Total Person Trips	161	157	-	42	29	2	1	12	-	6	2	0	4	1	415
Vehicle Trips	76	75	-	22	15	1	0	4	-	2	1	0	1	0	199
Outside Bay Area															
Auto Person Trips	4	4	-	4	3	0	0	11	-	5	0	0	2	0	35
Transit Person Trips	-	-	-	3	2	0	0	3	-	1	0	0	1	0	10
Walk/Other Person Trips	-	-	-	2	1	0	0	14	-	7	0	0	2	0	26
Total Person Trips	4	4	-	9	6	0	0	28	-	13	0	0	5	1	71
Vehicle Trips	4	4	-	2	1	0	0	4	-	2	0	0	1	0	18
All Origins															
Auto Person Trips	367	358	-	102	72	4	2	47	-	22	8	1	17	3	1,002
Transit Person Trips	352	344	-	61	43	2	1	14	-	7	5	1	8	1	838
Walk/Other Person Trips	160	156	-	17	12	1	0	31	-	15	3	1	8	2	405
Total Person Trips	878	858	-	180	127	7	3	92	-	44	15	2	33	6	2,245
Vehicle Trips	334	326	-	57	40	2	1	23	-	11	4	0	7	1	807

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	150	147	-	1	0	0	1	4	3	4	0	0	2	0	312
Transit Person Trips	172	168	-	1	1	0	0	3	2	3	0	0	1	0	352
Walk/Other Person Trips	89	87	-	1	1	0	1	9	6	10	0	0	4	1	209
Total Person Trips	411	402	-	3	2	0	2	16	11	17	0	0	7	1	873
Vehicle Trips	137	134	-	0	0	0	0	2	2	3	0	0	1	0	279
Superdistrict 2															
Auto Person Trips	18	18	-	13	8	0	2	14	10	22	1	0	9	0	116
Transit Person Trips	21	20	-	12	8	0	1	7	5	12	1	0	5	0	93
Walk/Other Person Trips	11	11	-	2	2	0	1	9	6	13	0	0	4	0	59
Total Person Trips	50	49	-	27	18	1	4	30	21	47	1	0	18	1	268
Vehicle Trips	17	16	-	8	5	0	1	9	6	14	0	0	4	0	82
Superdistrict 3															
Auto Person Trips	43	42	-	2	2	0	4	25	18	27	3	7	5	1	179
Transit Person Trips	49	48	-	2	1	0	1	5	4	5	2	4	3	0	125
Walk/Other Person Trips	25	25	-	1	1	0	2	14	10	15	3	6	4	0	105
Total Person Trips	117	115	-	5	3	0	7	44	31	48	8	17	12	1	408
Vehicle Trips	39	38	-	1	1	0	2	12	8	13	2	3	2	0	122
Superdistrict 4															
Auto Person Trips	18	18	-	11	7	0	2	10	7	16	1	0	5	0	95
Transit Person Trips	21	20	-	8	5	0	0	3	2	5	0	0	2	0	68
Walk/Other Person Trips	11	11	-	1	1	0	0	2	2	3	0	0	2	0	33
Total Person Trips	50	49	-	20	13	1	2	16	11	24	1	0	9	0	196
Vehicle Trips	17	16	-	6	4	0	1	6	4	9	0	0	2	0	65
East Bay															
Auto Person Trips	43	42	-	19	12	1	2	13	9	20	1	0	8	0	169
Transit Person Trips	32	31	-	16	10	1	1	6	5	10	1	0	4	0	117
Walk/Other Person Trips	11	10	-	1	1	0	1	8	6	13	0	0	2	0	54
Total Person Trips	85	83	-	36	24	1	4	27	19	43	2	0	13	1	340
Vehicle Trips	39	38	-	7	5	0	1	6	4	9	0	0	3	0	113
North Bay															
Auto Person Trips	19	19	-	8	5	0	1	8	5	12	0	0	3	0	81
Transit Person Trips	6	6	-	3	2	0	0	2	2	4	0	0	0	0	25
Walk/Other Person Trips	-	-	-	0	0	0	0	3	2	5	0	0	1	0	12
Total Person Trips	25	24	-	12	7	0	2	13	9	21	1	0	4	0	119
Vehicle Trips	17	17	-	4	3	0	1	4	3	7	0	0	2	0	58
South Bay															
Auto Person Trips	102	100	-	31	20	1	4	26	19	41	2	0	9	0	356
Transit Person Trips	73	71	-	8	5	0	1	4	3	6	0	0	2	0	173
Walk/Other Person Trips	20	20	-	1	1	0	0	2	2	4	0	0	1	0	51
Total Person Trips	195	191	-	40	26	2	5	33	23	52	2	1	11	1	580
Vehicle Trips	93	91	-	21	14	1	2	12	9	19	1	0	4	0	267
Outside Bay Area															
Auto Person Trips	5	5	-	4	3	0	5	31	22	48	0	0	6	0	129
Transit Person Trips	-	-	-	3	2	0	1	7	5	12	0	0	4	0	34
Walk/Other Person Trips	-	-	-	2	1	0	6	40	28	62	0	0	5	0	144
Total Person Trips	5	5	-	8	5	0	12	78	55	122	0	0	15	1	306
Vehicle Trips	5	5	-	2	1	0	2	11	8	17	0	0	2	0	52
All Origins															
Auto Person Trips	399	390	-	88	57	3	20	131	92	191	8	8	46	3	1,436
Transit Person Trips	374	365	-	52	33	2	6	39	27	57	5	5	21	1	986
Walk/Other Person Trips	166	163	-	10	7	0	13	87	61	126	3	6	23	2	667
Total Person Trips	939	918	-	150	97	6	38	257	181	374	16	19	90	6	3,089
Vehicle Trips	363	355	-	49	32	2	9	63	44	91	4	4	20	1	1,037

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	75	73	-	3	2	0	1	4	3	5	0	0	2	0	168
Transit Person Trips	86	84	-	4	2	0	0	3	2	4	0	0	1	0	188
Walk/Other Person Trips	44	43	-	6	4	0	1	10	7	11	0	0	5	1	131
Total Person Trips	205	201	-	13	8	0	3	17	12	19	0	0	8	1	488
Vehicle Trips	68	67	-	2	2	0	0	3	2	3	0	0	1	0	148
Superdistrict 2															
Auto Person Trips	9	9	-	63	41	2	2	15	11	24	1	0	10	0	187
Transit Person Trips	10	10	-	60	39	2	1	8	6	12	1	0	5	0	156
Walk/Other Person Trips	5	5	-	12	8	0	1	9	7	15	0	0	5	0	68
Total Person Trips	25	24	-	136	88	5	5	32	23	51	2	0	19	1	411
Vehicle Trips	8	8	-	48	31	2	1	10	7	16	1	0	5	0	139
Superdistrict 3															
Auto Person Trips	21	21	-	12	8	0	4	27	19	29	5	8	6	1	160
Transit Person Trips	25	24	-	8	5	0	1	5	4	6	3	5	3	0	89
Walk/Other Person Trips	13	12	-	4	3	0	2	15	11	16	3	6	4	0	90
Total Person Trips	59	57	-	24	15	1	7	47	33	52	11	18	13	1	339
Vehicle Trips	20	19	-	9	6	0	2	13	10	15	2	3	3	0	102
Superdistrict 4															
Auto Person Trips	9	9	-	54	35	2	2	11	8	17	1	0	5	0	153
Transit Person Trips	10	10	-	38	24	1	1	3	2	5	1	0	3	0	99
Walk/Other Person Trips	5	5	-	5	4	0	0	2	2	4	0	0	2	0	30
Total Person Trips	25	24	-	97	63	4	2	17	12	26	1	0	10	0	282
Vehicle Trips	8	8	-	36	23	1	1	6	5	10	1	0	3	0	102
East Bay															
Auto Person Trips	21	21	-	93	60	4	2	14	10	22	1	0	8	0	256
Transit Person Trips	16	16	-	80	52	3	1	7	5	11	1	0	4	0	196
Walk/Other Person Trips	5	5	-	7	5	0	1	9	6	14	0	0	2	0	56
Total Person Trips	43	42	-	180	116	7	4	29	21	46	3	1	15	1	507
Vehicle Trips	19	19	-	44	29	2	1	7	5	10	1	0	3	0	140
North Bay															
Auto Person Trips	10	9	-	40	26	2	1	8	6	13	1	0	3	0	119
Transit Person Trips	3	3	-	15	10	1	0	2	2	4	0	0	0	0	40
Walk/Other Person Trips	-	-	-	2	1	0	1	3	2	5	0	0	1	0	16
Total Person Trips	12	12	-	57	37	2	2	14	10	22	1	0	4	0	175
Vehicle Trips	9	8	-	26	17	1	1	5	3	8	0	0	2	0	80
South Bay															
Auto Person Trips	51	50	-	153	99	6	4	28	20	45	2	0	10	0	469
Transit Person Trips	36	36	-	38	25	1	1	4	3	7	1	0	2	0	153
Walk/Other Person Trips	10	10	-	5	3	0	0	3	2	4	0	0	1	0	39
Total Person Trips	98	95	-	196	127	8	5	35	25	56	3	1	12	1	662
Vehicle Trips	46	45	-	133	86	5	2	14	10	22	2	0	5	0	370
Outside Bay Area															
Auto Person Trips	3	3	-	19	13	1	5	33	23	52	0	0	7	0	158
Transit Person Trips	-	-	-	13	8	1	1	8	6	13	0	0	4	0	53
Walk/Other Person Trips	-	-	-	8	5	0	6	42	30	67	0	0	6	0	166
Total Person Trips	3	3	-	41	26	2	12	83	59	132	0	0	16	1	378
Vehicle Trips	2	2	-	11	7	0	2	12	9	20	0	0	3	0	68
All Origins															
Auto Person Trips	199	195	-	437	283	17	21	140	100	207	10	9	50	3	1,670
Transit Person Trips	187	183	-	256	165	10	6	41	29	61	6	5	22	1	975
Walk/Other Person Trips	83	81	-	50	33	2	14	93	67	136	4	6	25	2	596
Total Person Trips	469	459	-	744	480	29	41	274	196	405	21	20	98	6	3,241
Vehicle Trips	181	177	-	309	200	12	10	70	50	104	7	4	24	1	1,150

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips															
Superdistrict 1	1,054	1,030	-	245	84	9	18	147	94	165	1	0	25	4	2,876
Superdistrict 2	158	155	-	987	339	38	48	399	206	459	9	1	139	10	2,948
Superdistrict 3	301	294	-	827	284	32	112	924	590	1,039	38	96	81	13	4,633
Superdistrict 4	158	155	-	659	226	25	34	284	147	328	9	1	78	5	2,111
East Bay	371	363	-	1,053	362	41	44	360	186	415	15	2	117	8	3,337
North Bay	166	162	-	439	150	17	27	219	113	252	7	1	47	3	1,603
South Bay	884	865	-	1,480	508	57	91	749	387	863	26	4	137	9	6,061
Outside of Bay Area	45	44	-	535	183	21	106	873	451	1,006	2	0	94	7	3,365
All Origins	3,138	3,067	-	6,225	2,136	240	479	3,955	2,175	4,527	105	107	719	59	26,933
Transit Person Trips															
Superdistrict 1	1,208	1,181	-	238	82	9	13	111	71	125	1	0	21	3	3,065
Superdistrict 2	181	177	-	666	229	26	25	208	108	240	10	1	72	5	1,948
Superdistrict 3	345	338	-	509	175	20	23	187	119	210	22	57	48	8	2,059
Superdistrict 4	181	177	-	377	129	14	11	91	47	105	6	1	36	2	1,180
East Bay	276	270	-	722	248	28	22	181	94	209	14	2	60	4	2,129
North Bay	50	49	-	114	39	4	8	63	33	73	3	0	6	0	442
South Bay	633	619	-	320	110	12	14	114	59	132	7	1	24	1	2,045
Outside of Bay Area	-	-	-	323	111	12	25	209	108	241	1	0	55	4	1,090
All Origins	2,875	2,810	-	3,269	1,122	126	141	1,166	639	1,335	64	63	322	28	13,960
Walk/Other Person Trips															
Superdistrict 1	622	608	-	591	203	23	41	337	215	379	1	0	69	11	3,100
Superdistrict 2	93	91	-	373	128	14	30	244	126	281	1	0	67	5	1,453
Superdistrict 3	178	174	-	498	171	19	62	514	328	578	28	73	60	10	2,693
Superdistrict 4	93	91	-	156	54	6	8	63	33	73	1	0	28	2	607
East Bay	92	90	-	182	63	7	28	233	121	269	1	0	31	2	1,118
North Bay	-	-	-	54	18	2	11	91	47	105	0	0	9	1	338
South Bay	176	172	-	86	30	3	9	70	36	81	1	0	13	1	679
Outside of Bay Area	-	-	-	415	143	16	136	1,122	580	1,293	0	0	81	6	3,793
All Origins	1,254	1,226	-	2,355	808	91	324	2,675	1,486	3,059	32	74	359	38	13,781
Total Person Trips															
Superdistrict 1	2,884	2,819	-	1,074	369	41	72	595	380	669	2	1	116	19	9,041
Superdistrict 2	433	423	-	2,026	695	78	103	850	440	980	20	3	279	19	6,350
Superdistrict 3	824	806	-	1,834	629	71	197	1,625	1,037	1,827	88	226	189	31	9,385
Superdistrict 4	433	423	-	1,192	409	46	53	439	227	506	15	2	143	10	3,898
East Bay	739	722	-	1,958	672	75	94	775	401	893	30	4	208	14	6,585
North Bay	215	211	-	606	208	23	45	374	193	430	9	1	63	4	2,384
South Bay	1,694	1,656	-	1,887	648	73	113	934	483	1,076	33	5	173	11	8,785
Outside of Bay Area	45	44	-	1,273	437	49	267	2,204	1,140	2,540	3	1	230	16	8,248
All Origins	7,267	7,104	-	11,849	4,067	456	945	7,796	4,300	8,921	201	244	1,400	124	54,674
Vehicle Trips															
Superdistrict 1	959	938	-	138	47	5	11	88	56	99	0	0	12	2	2,356
Superdistrict 2	144	141	-	586	201	23	32	260	135	300	7	1	71	5	1,906
Superdistrict 3	274	268	-	444	152	17	56	459	293	516	19	40	35	5	2,578
Superdistrict 4	144	141	-	357	123	14	20	167	86	193	6	1	36	2	1,290
East Bay	338	330	-	455	156	18	21	171	88	197	7	1	47	3	1,832
North Bay	151	147	-	255	88	10	15	122	63	141	4	1	25	2	1,023
South Bay	805	787	-	1,015	348	39	43	358	185	412	22	3	65	4	4,087
Outside of Bay Area	41	40	-	220	76	8	39	321	166	370	1	0	36	3	1,321
All Origins	2,856	2,791	-	3,471	1,191	134	236	1,946	1,073	2,227	68	47	328	26	16,393

Potrero Power Station Mixed-Use Development Project
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Weekday AM Peak Hour															
Auto Person Trips															
Superdistrict 1	230	225	-	16	11	1	0	3	0	1	0	0	2	1	491
Superdistrict 2	23	22	-	79	56	3	2	10	3	5	1	0	8	1	214
Superdistrict 3	66	64	-	58	41	2	0	19	1	9	8	2	5	2	277
Superdistrict 4	23	22	-	68	48	3	1	7	3	4	1	0	5	1	185
East Bay	53	52	-	117	82	4	2	9	5	4	2	0	7	1	340
North Bay	24	23	-	50	35	2	1	6	2	3	1	0	3	0	150
South Bay	126	123	-	193	136	7	4	20	9	9	4	0	8	1	641
Outside of Bay Area	6	6	-	24	17	1	1	23	1	11	0	0	6	1	97
All Origins	550	538	-	606	426	23	12	97	26	46	18	2	44	8	2,395
Transit Person Trips															
Superdistrict 1	264	258	-	19	14	1	0	2	0	1	0	0	1	0	561
Superdistrict 2	26	25	-	76	54	3	2	5	4	3	1	0	4	1	203
Superdistrict 3	75	74	-	38	27	1	0	4	1	2	5	1	3	1	232
Superdistrict 4	26	25	-	47	33	2	1	2	2	1	1	0	2	0	144
East Bay	39	38	-	101	71	4	2	5	5	2	2	0	4	0	274
North Bay	7	7	-	19	13	1	0	2	1	1	0	0	0	0	52
South Bay	90	88	-	48	34	2	1	3	2	1	1	0	1	0	272
Outside of Bay Area	-	-	-	16	12	1	0	5	1	3	0	0	3	1	42
All Origins	528	516	-	365	257	14	7	29	16	14	11	1	20	4	1,780
Walk/Other Person Trips															
Superdistrict 1	136	133	-	28	20	1	0	7	0	3	0	0	4	1	334
Superdistrict 2	13	13	-	15	11	1	0	6	0	3	0	0	4	1	68
Superdistrict 3	39	38	-	21	15	1	0	10	0	5	6	1	4	1	142
Superdistrict 4	13	13	-	7	5	0	0	2	0	1	0	0	2	0	43
East Bay	13	13	-	9	7	0	0	6	0	3	0	0	2	0	54
North Bay	-	-	-	3	2	0	0	2	0	1	0	0	1	0	9
South Bay	25	25	-	7	5	0	0	2	0	1	0	0	1	0	65
Outside of Bay Area	-	-	-	10	7	0	1	29	0	14	0	0	5	1	68
All Origins	239	234	-	100	70	4	2	65	2	31	7	1	22	5	782
Total Person Trips															
Superdistrict 1	630	616	-	63	44	2	0	12	1	6	0	0	7	2	1,386
Superdistrict 2	62	60	-	171	120	7	3	22	7	11	3	0	17	3	486
Superdistrict 3	180	176	-	117	83	5	1	33	2	16	19	4	11	4	650
Superdistrict 4	62	60	-	122	86	5	3	11	6	5	2	0	9	1	372
East Bay	105	103	-	227	160	9	5	20	11	10	4	0	13	2	668
North Bay	31	30	-	72	51	3	2	10	3	5	1	0	4	1	211
South Bay	241	236	-	247	174	10	6	24	12	12	5	0	10	1	978
Outside of Bay Area	6	6	-	51	36	2	2	58	1	27	1	0	14	2	206
All Origins	1,317	1,287	-	1,071	753	41	21	191	44	91	36	5	85	16	4,957
Vehicle Trips															
Superdistrict 1	210	205	-	11	8	0	0	2	0	1	0	0	1	0	438
Superdistrict 2	21	20	-	59	41	2	1	7	3	3	1	0	4	1	163
Superdistrict 3	60	59	-	42	29	2	0	9	1	4	4	1	2	1	214
Superdistrict 4	21	20	-	43	30	2	1	4	2	2	1	0	2	0	129
East Bay	48	47	-	54	38	2	1	4	3	2	1	0	3	0	204
North Bay	21	21	-	32	22	1	1	3	2	2	1	0	2	0	107
South Bay	115	112	-	161	113	6	4	9	8	4	3	0	4	1	540
Outside of Bay Area	6	6	-	13	9	0	0	8	0	4	0	0	2	0	50
All Origins	500	489	-	415	292	16	8	48	19	23	11	1	20	3	1,845

Potrero Power Station Mixed-Use Development Project
Re-Phase Program - Maximum Residential

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Auto Person Trips															
Superdistrict 1	225	220	-	4	3	0	1	8	6	9	0	0	3	0	480
Superdistrict 2	27	27	-	76	49	3	4	29	21	46	1	0	19	1	303
Superdistrict 3	64	63	-	14	9	1	8	52	37	57	8	15	11	1	339
Superdistrict 4	27	27	-	65	42	2	3	21	15	33	1	0	11	0	247
East Bay	64	63	-	111	72	4	4	26	19	42	2	1	16	1	424
North Bay	29	28	-	48	31	2	2	16	11	25	1	0	6	0	200
South Bay	153	150	-	184	119	7	8	55	39	86	4	1	18	1	825
Outside of Bay Area	8	8	-	23	15	1	10	64	45	101	0	0	13	1	287
All Origins	598	585	-	526	340	20	40	270	192	398	18	17	96	5	3,106
Transit Person Trips															
Superdistrict 1	258	252	-	5	3	0	1	6	4	7	0	0	3	0	540
Superdistrict 2	31	31	-	73	47	3	2	15	11	24	2	0	10	0	249
Superdistrict 3	74	72	-	9	6	0	2	10	7	11	5	9	6	1	213
Superdistrict 4	31	31	-	45	29	2	1	7	5	11	1	0	5	0	167
East Bay	48	47	-	96	62	4	2	13	9	21	2	0	8	0	313
North Bay	9	8	-	18	12	1	1	5	3	7	0	0	1	0	65
South Bay	109	107	-	46	30	2	1	8	6	13	1	0	3	0	327
Outside of Bay Area	-	-	-	16	10	1	2	15	11	24	0	0	7	0	87
All Origins	561	548	-	308	199	12	12	80	57	118	11	10	43	3	1,961
Walk/Other Person Trips															
Superdistrict 1	133	130	-	7	4	0	3	19	13	21	0	0	9	1	340
Superdistrict 2	16	16	-	15	9	1	3	18	13	28	0	0	9	0	127
Superdistrict 3	38	37	-	5	3	0	4	29	20	32	6	11	8	1	195
Superdistrict 4	16	16	-	7	4	0	1	5	3	7	0	0	4	0	63
East Bay	16	16	-	9	6	0	3	17	12	27	0	0	4	0	109
North Bay	-	-	-	2	2	0	1	7	5	10	0	0	1	0	28
South Bay	31	30	-	6	4	0	1	5	4	8	0	0	2	0	90
Outside of Bay Area	-	-	-	10	6	0	12	82	58	129	0	0	11	1	310
All Origins	249	244	-	61	39	2	27	181	128	262	7	12	48	3	1,263
Total Person Trips															
Superdistrict 1	616	602	-	15	10	1	5	33	24	36	0	0	16	2	1,360
Superdistrict 2	75	73	-	163	105	6	9	62	44	98	3	1	37	2	679
Superdistrict 3	176	172	-	28	18	1	14	91	64	100	19	35	25	3	747
Superdistrict 4	75	73	-	117	75	4	5	32	23	51	2	1	19	1	478
East Bay	128	125	-	217	140	8	8	57	40	89	5	1	28	1	847
North Bay	37	36	-	69	44	3	4	27	19	43	1	0	8	0	294
South Bay	293	286	-	236	153	9	10	68	48	108	5	1	23	1	1,242
Outside of Bay Area	8	8	-	49	32	2	24	161	114	254	1	0	31	1	684
All Origins	1,408	1,376	-	894	577	34	79	531	376	779	36	39	188	11	6,330
Vehicle Trips															
Superdistrict 1	205	200	-	3	2	0	1	5	3	5	0	0	2	0	427
Superdistrict 2	25	24	-	56	36	2	3	19	13	30	1	0	10	0	221
Superdistrict 3	59	57	-	10	7	0	4	26	18	28	4	6	5	0	224
Superdistrict 4	25	24	-	41	27	2	2	12	9	19	1	0	5	0	167
East Bay	58	57	-	51	33	2	2	12	9	20	1	0	6	0	253
North Bay	26	25	-	31	20	1	1	9	6	14	1	0	3	0	138
South Bay	139	136	-	154	99	6	4	26	18	41	3	1	9	0	637
Outside of Bay Area	7	7	-	12	8	0	4	23	17	37	0	0	5	0	121
All Origins	544	532	-	358	231	14	20	133	94	195	11	8	44	2	2,187

Individual Land Use Trip Generation Calculations

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: RESIDENTIAL Studio/1-Bedroom (WORK TRIPS)

Proposed Size: 1,514 units							
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		7.5 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.1	17.3% [1]	1.3
Total Person Trips:		11,355 person-trips	Total Person-trips:		1,616	1,964	
Work Trips [2]:		33% 3,747 person-trips	Work Person-trips:		50% [6]	808	50% [2] 982

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	731	666	158	144	192	174
	Transit	41.9%		838		181		220	
	Walk	9.3%		185		40		49	
	Other	12.3%		246		53		64	
	All Modes	100.0%		2,001	666	431	144	525	174
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	52	48	11	10	14	12
	Transit	41.9%		60		13		16	
	Walk	9.3%		13		3		3	
	Other	12.3%		18		4		5	
	All Modes	100.0%		143	48	31	10	37	12
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	209	190	45	41	55	50
	Transit	41.9%		240		52		63	
	Walk	9.3%		53		11		14	
	Other	12.3%		70		15		18	
	All Modes	100.0%		572	190	123	41	150	50
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	52	48	11	10	14	12
	Transit	41.9%		60		13		16	
	Walk	9.3%		13		3		3	
	Other	12.3%		18		4		5	
	All Modes	100.0%		143	48	31	10	37	12
East Bay 6.5%	Auto	50.3%	1.10	123	112	26	24	32	29
	Transit	37.3%		91		20		24	
	Walk	0.0%		0		0		0	
	Other	12.4%		30		7		8	
	All Modes	100.0%		244	112	53	24	64	29
North Bay 1.9%	Auto	76.9%	1.10	55	50	12	11	14	13
	Transit	23.1%		16		4		4	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		71	50	15	11	19	13
South Bay 14.9%	Auto	52.2%	1.10	292	266	63	57	77	70
	Transit	37.4%		209		45		55	
	Walk	0.0%		0		0		0	
	Other	10.4%		58		13		15	
	All Modes	100.0%		559	266	121	57	147	70
Out of Region 0.4%	Auto	100.0%	1.10	15	13	3	3	4	4
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		15	13	3	3	4	4
All Origins 100.0%	Auto	40.8%	1.10	1,529	1,391	330	300	401	365
	Transit	40.4%		1,514		326		397	
	Walk	7.1%		265		57		69	
	Other	11.7%		440		95		115	
	All Modes	100.0%		3,747	1,391	808	300	982	365

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

[2] SF Guidelines, Appendix C - Table C-2 (Residential)

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

PPS Trip Generation Re-Phasing 13.xlsx

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: RESIDENTIAL Studio/1-Bedroom (NON-WORK TRIPS)

Proposed Size: 1,514 units							
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		7.5 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.1	17.3% [1]	1.3
Total Person Trips:		11,355 person-trips	Total Person-trips:		1,616	1,964	
Non-Work Trips [2]:		67% 7,608 person-trips	Non-Work Person-trips:		50% [6]	808	50% [2] 982

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	1,485	1,351	158	144	192	174
	Transit	41.9%		1,702		181		220	
	Walk	9.3%		377		40		49	
	Other	12.3%		499		53		64	
	All Modes	100.0%		4,063	1,351	431	144	525	174
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	106	97	11	10	14	12
	Transit	41.9%		122		13		16	
	Walk	9.3%		27		3		3	
	Other	12.3%		36		4		5	
	All Modes	100.0%		290	97	31	10	37	12
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	424	386	45	41	55	50
	Transit	41.9%		486		52		63	
	Walk	9.3%		108		11		14	
	Other	12.3%		143		15		18	
	All Modes	100.0%		1,161	386	123	41	150	50
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	106	97	11	10	14	12
	Transit	41.9%		122		13		16	
	Walk	9.3%		27		3		3	
	Other	12.3%		36		4		5	
	All Modes	100.0%		290	97	31	10	37	12
East Bay 6.5%	Auto	50.3%	1.10	249	226	26	24	32	29
	Transit	37.3%		185		20		24	
	Walk	0.0%		0		0		0	
	Other	12.4%		61		7		8	
	All Modes	100.0%		495	226	53	24	64	29
North Bay 1.9%	Auto	76.9%	1.10	111	101	12	11	14	13
	Transit	23.1%		33		4		4	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		144	101	15	11	19	13
South Bay 14.9%	Auto	52.2%	1.10	593	539	63	57	77	70
	Transit	37.4%		424		45		55	
	Walk	0.0%		0		0		0	
	Other	10.4%		118		13		15	
	All Modes	100.0%		1,135	539	121	57	147	70
Out of Region 0.4%	Auto	100.0%	1.10	30	27	3	3	4	4
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		30	27	3	3	4	4
All Origins 100.0%	Auto	40.8%	1.10	3,104	2,824	330	300	401	365
	Transit	40.4%		3,074		326		397	
	Walk	7.1%		538		57		69	
	Other	11.7%		893		95		115	
	All Modes	100.0%		7,608	2,824	808	300	982	365

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

[2] SF Guidelines, Appendix C - Table C-2 (Residential)

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

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Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: RESIDENTIAL 2 or more bedrooms (WORK TRIPS)

Proposed Size: 1,110 units							
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		10.0 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.4	17.3% [1]	1.7
Total Person Trips:		11,100 person-trips	Total Person-trips:		1,580	1,920	
Work Trips [2]:		33% 3,663 person-trips	Work Person-trips:		50% [6] 790	50% [2] 960	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	715	651	154	140	187	171
	Transit	41.9%		820		177		215	
	Walk	9.3%		181		39		48	
	Other	12.3%		240		52		63	
	All Modes	100.0%		1,956	651	422	140	513	171
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	51	46	11	10	13	12
	Transit	41.9%		59		13		15	
	Walk	9.3%		13		3		3	
	Other	12.3%		17		4		4	
	All Modes	100.0%		140	46	30	10	37	12
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	204	186	44	40	54	49
	Transit	41.9%		234		50		61	
	Walk	9.3%		52		11		14	
	Other	12.3%		69		15		18	
	All Modes	100.0%		559	186	120	40	146	49
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	51	46	11	10	13	12
	Transit	41.9%		59		13		15	
	Walk	9.3%		13		3		3	
	Other	12.3%		17		4		4	
	All Modes	100.0%		140	46	30	10	37	12
East Bay 6.5%	Auto	50.3%	1.10	120	109	26	24	31	29
	Transit	37.3%		89		19		23	
	Walk	0.0%		0		0		0	
	Other	12.4%		30		6		8	
	All Modes	100.0%		238	109	51	24	62	29
North Bay 1.9%	Auto	76.9%	1.10	53	49	12	10	14	13
	Transit	23.1%		16		3		4	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		69	49	15	10	18	13
South Bay 14.9%	Auto	52.2%	1.10	285	260	62	56	75	68
	Transit	37.4%		204		44		54	
	Walk	0.0%		0		0		0	
	Other	10.4%		57		12		15	
	All Modes	100.0%		546	260	118	56	143	68
Out of Region 0.4%	Auto	100.0%	1.10	14	13	3	3	4	3
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		14	13	3	3	4	3
All Origins 100.0%	Auto	40.8%	1.10	1,494	1,360	322	293	392	356
	Transit	40.4%		1,480		319		388	
	Walk	7.1%		259		56		68	
	Other	11.7%		430		93		113	
	All Modes	100.0%		3,663	1,360	790	293	960	356

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

[2] SF Guidelines, Appendix C - Table C-2 (Residential)

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: RESIDENTIAL 2 or more bedrooms (NON-WORK TRIPS)

Proposed Size: 1,110 units							
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		10.0 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.4	17.3% [1]	1.7
Total Person Trips:		11,100 person-trips	Total Person-trips:		1,580	1,920	
Non-Work Trips [2]:		67% 7,437 person-trips	Non-Work Person-trips:		50% [6] 790	50% [2] 960	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	1,451	1,321	154	140	187	171
	Transit	41.9%		1,664		177		215	
	Walk	9.3%		368		39		48	
	Other	12.3%		488		52		63	
	All Modes	100.0%		3,971	1,321	422	140	513	171
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	104	94	11	10	13	12
	Transit	41.9%		119		13		15	
	Walk	9.3%		26		3		3	
	Other	12.3%		35		4		4	
	All Modes	100.0%		284	94	30	10	37	12
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	415	377	44	40	54	49
	Transit	41.9%		475		50		61	
	Walk	9.3%		105		11		14	
	Other	12.3%		139		15		18	
	All Modes	100.0%		1,135	377	120	40	146	49
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	104	94	11	10	13	12
	Transit	41.9%		119		13		15	
	Walk	9.3%		26		3		3	
	Other	12.3%		35		4		4	
	All Modes	100.0%		284	94	30	10	37	12
East Bay 6.5%	Auto	50.3%	1.10	243	221	26	24	31	29
	Transit	37.3%		181		19		23	
	Walk	0.0%		0		0		0	
	Other	12.4%		60		6		8	
	All Modes	100.0%		484	221	51	24	62	29
North Bay 1.9%	Auto	76.9%	1.10	108	99	12	10	14	13
	Transit	23.1%		33		3		4	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		141	99	15	10	18	13
South Bay 14.9%	Auto	52.2%	1.10	579	527	62	56	75	68
	Transit	37.4%		415		44		54	
	Walk	0.0%		0		0		0	
	Other	10.4%		116		12		15	
	All Modes	100.0%		1,109	527	118	56	143	68
Out of Region 0.4%	Auto	100.0%	1.10	29	27	3	3	4	3
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		29	27	3	3	4	3
All Origins 100.0%	Auto	40.8%	1.10	3,034	2,761	322	293	392	356
	Transit	40.4%		3,005		319		388	
	Walk	7.1%		526		56		68	
	Other	11.7%		873		93		113	
	All Modes	100.0%		7,437	2,761	790	293	960	356

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

[2] SF Guidelines, Appendix C - Table C-2 (Residential)

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project
Re-Phase Program - Maximum Residential
LAND USE: HOTEL (WORK TRIPS)

Proposed Size:		- rooms					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	7.0 trips/room	Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7	
Total Person Trips:	0 person-trips	Total Person-trips:		0		0	
Work Trips [2]:	12%	Work Person-trips:	40% [5]	0	60% [2]	0	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	0	0	0	0	0	0
	Transit	34.7%		0		0		0	
	Walk	35.8%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	0	0	0	0	0	0
	Transit	49.1%		0		0		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	0	0	0	0	0	0
	Transit	34.6%		0		0		0	
	Walk	10.4%		0		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	0	0	0	0	0	0
	Transit	40.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 18.4%	Auto	50.9%	2.13	0	0	0	0	0	0
	Transit	46.4%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 5.9%	Auto	69.1%	1.53	0	0	0	0	0	0
	Transit	28.6%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 20.6%	Auto	77.9%	1.15	0	0	0	0	0	0
	Transit	19.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 2.2%	Auto	55.9%	1.54	0	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	0	0	0	0	0	0
	Transit	36.0%		0		0		0	
	Walk	6.4%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
- [2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
- [3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
- [4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
- [5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project
Re-Phase Program - Maximum Residential
LAND USE: HOTEL (NON-WORK TRIPS)

Proposed Size:		- rooms					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	7.0 trips/room	Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7	
Total Person Trips:	0 person-trips	Total Person-trips:		0		0	
Non-Work Trips [2]:	88%	Non-Work Person-trips:	60% [5]	0	40% [2]	0	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	0	0	0	0	0	0
	Transit	25.0%		0		0		0	
	Walk	23.6%		0		0		0	
	Other	8.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 10.0%	Auto	56.9%	2.51	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 3.0%	Auto	75.9%	1.95	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 12.0%	Auto	40.6%	2.64	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	46.0%	2.30	0	0	0	0	0	0
	Transit	22.3%		0		0		0	
	Walk	24.3%		0		0		0	
	Other	7.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
- [2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
- [3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
- [4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
- [5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: GENERAL OFFICE (WORK TRIPS)

Proposed Size:		831,606 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4] 1.6 8.5% [1] 1.5
Total Person Trips:	15,052 person-trips	Total Person-trips:	1,340 1,279
Work Trips [2]:	36% 5,419 person-trips	Work Person-trips:	83% [5] 1,112 83% [2] 1,062

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	153	119	31	24	30	23
	Transit	34.7%		198		41		39	
	Walk	35.8%		205		42		40	
	Other	2.7%		15		3		3	
	All Modes	100.0%		572	119	117	24	112	23
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	309	247	63	51	61	48
	Transit	49.1%		333		68		65	
	Walk	3.7%		25		5		5	
	Other	1.6%		11		2		2	
	All Modes	100.0%		677	247	139	51	133	48
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	569	450	117	92	111	88
	Transit	34.6%		384		79		75	
	Walk	10.4%		115		24		23	
	Other	3.6%		40		8		8	
	All Modes	100.0%		1,108	450	227	92	217	88
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	289	192	59	39	57	38
	Transit	40.9%		211		43		41	
	Walk	0.0%		0		0		0	
	Other	3.4%		18		4		3	
	All Modes	100.0%		517	192	106	39	101	38
East Bay 18.4%	Auto	50.9%	2.13	506	237	104	49	99	47
	Transit	46.4%		461		95		90	
	Walk	0.0%		0		0		0	
	Other	2.8%		28		6		5	
	All Modes	100.0%		994	237	204	49	195	47
North Bay 5.9%	Auto	69.1%	1.53	219	143	45	29	43	28
	Transit	28.6%		91		19		18	
	Walk	0.0%		0		0		0	
	Other	2.2%		7		1		1	
	All Modes	100.0%		317	143	65	29	62	28
South Bay 20.6%	Auto	77.9%	1.15	870	753	178	155	170	148
	Transit	19.9%		222		46		43	
	Walk	0.0%		0		0		0	
	Other	2.2%		25		5		5	
	All Modes	100.0%		1,116	753	229	155	219	148
Out of Region 2.2%	Auto	55.9%	1.54	65	42	13	9	13	8
	Transit	41.5%		48		10		9	
	Walk	0.0%		0		0		0	
	Other	2.6%		3		1		1	
	All Modes	100.0%		117	42	24	9	23	8
All Origins 100.0%	Auto	55.0%	1.36	2,979	2,185	611	448	584	428
	Transit	36.0%		1,948		400		382	
	Walk	6.4%		345		71		68	
	Other	2.7%		147		30		29	
	All Modes	100.0%		5,419	2,185	1,112	448	1,062	428

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (General Office)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: GENERAL OFFICE (NON-WORK TRIPS)

Proposed Size:		831,606 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4] 1.6 8.5% [1] 1.5
Total Person Trips:	15,052 person-trips	Total Person-trips:	1,340 1,279
Non-Work Trips [2]:	64% 9,633 person-trips	Non-Work Person-trips:	17% [5] 228 17% [2] 218

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	362	171	9	4	8	4
	Transit	17.9%		301		7		7	
	Walk	53.4%		900		21		20	
	Other	7.2%		122		3		3	
	All Modes	100.0%		1,686	171	40	4	38	4
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	678	339	16	8	15	8
	Transit	24.8%		334		8		8	
	Walk	14.6%		196		5		4	
	Other	10.5%		141		3		3	
	All Modes	100.0%		1,349	339	32	8	30	8
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	1,169	483	28	11	26	11
	Transit	25.0%		686		16		15	
	Walk	23.6%		647		15		15	
	Other	8.9%		243		6		5	
	All Modes	100.0%		2,745	483	65	11	62	11
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	371	165	9	4	8	4
	Transit	24.5%		165		4		4	
	Walk	12.4%		83		2		2	
	Other	8.2%		55		1		1	
	All Modes	100.0%		674	165	16	4	15	4
East Bay 10.0%	Auto	56.9%	2.51	548	218	13	5	12	5
	Transit	27.1%		261		6		6	
	Walk	14.8%		142		3		3	
	Other	1.3%		12		0		0	
	All Modes	100.0%		963	218	23	5	22	5
North Bay 3.0%	Auto	75.9%	1.95	219	112	5	3	5	3
	Transit	8.0%		23		1		1	
	Walk	13.2%		38		1		1	
	Other	2.9%		8		0		0	
	All Modes	100.0%		289	112	7	3	7	3
South Bay 8.0%	Auto	79.2%	2.34	611	261	14	6	14	6
	Transit	12.8%		99		2		2	
	Walk	6.9%		53		1		1	
	Other	1.1%		8		0		0	
	All Modes	100.0%		771	261	18	6	17	6
Out of Region 12.0%	Auto	40.6%	2.64	469	178	11	4	11	4
	Transit	23.7%		274		6		6	
	Walk	24.2%		280		7		6	
	Other	11.4%		132		3		3	
	All Modes	100.0%		1,156	178	27	4	26	4
All Origins 100.0%	Auto	46.0%	2.30	4,427	1,927	105	46	100	43
	Transit	22.3%		2,144		51		48	
	Walk	24.3%		2,341		55		53	
	Other	7.5%		722		17		16	
	All Modes	100.0%		9,633	1,927	228	46	218	43

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (General Office)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: RESEARCH & DEVELOPMENT (WORK TRIPS)

Proposed Size:		645,738 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4] 1.5 16.0% [1] 1.3
Total Person Trips:	5,166 person-trips	Total Person-trips:	942 827
Work Trips [2]:	36% 1,860 person-trips	Work Person-trips:	83% [5] 782 83% [2] 686

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	53	41	22	17	19	15
	Transit	34.7%		68		29		25	
	Walk	35.8%		70		30		26	
	Other	2.7%		5		2		2	
	All Modes	100.0%		196	41	83	17	72	15
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	106	85	45	36	39	31
	Transit	49.1%		114		48		42	
	Walk	3.7%		9		4		3	
	Other	1.6%		4		2		1	
	All Modes	100.0%		232	85	98	36	86	31
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	195	155	82	65	72	57
	Transit	34.6%		132		55		49	
	Walk	10.4%		40		17		15	
	Other	3.6%		14		6		5	
	All Modes	100.0%		380	155	160	65	140	57
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	99	66	42	28	37	24
	Transit	40.9%		73		31		27	
	Walk	0.0%		0		0		0	
	Other	3.4%		6		3		2	
	All Modes	100.0%		178	66	75	28	66	24
East Bay 18.4%	Auto	50.9%	2.13	174	81	73	34	64	30
	Transit	46.4%		158		67		58	
	Walk	0.0%		0		0		0	
	Other	2.8%		9		4		4	
	All Modes	100.0%		341	81	144	34	126	30
North Bay 5.9%	Auto	69.1%	1.53	75	49	32	21	28	18
	Transit	28.6%		31		13		11	
	Walk	0.0%		0		0		0	
	Other	2.2%		2		1		1	
	All Modes	100.0%		109	49	46	21	40	18
South Bay 20.6%	Auto	77.9%	1.15	298	259	126	109	110	95
	Transit	19.9%		76		32		28	
	Walk	0.0%		0		0		0	
	Other	2.2%		8		4		3	
	All Modes	100.0%		383	259	161	109	141	95
Out of Region 2.2%	Auto	55.9%	1.54	22	15	9	6	8	5
	Transit	41.5%		17		7		6	
	Walk	0.0%		0		0		0	
	Other	2.6%		1		0		0	
	All Modes	100.0%		40	15	17	6	15	5
All Origins 100.0%	Auto	55.0%	1.36	1,022	750	430	315	377	277
	Transit	36.0%		669		281		247	
	Walk	6.4%		118		50		44	
	Other	2.7%		50		21		19	
	All Modes	100.0%		1,860	750	782	315	686	277

Notes:

[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: RESEARCH & DEVELOPMENT (NON-WORK TRIPS)

Proposed Size:		645,738 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4] 1.5 16.0% [1] 1.3
Total Person Trips:	5,166 person-trips	Total Person-trips:	942 827
Non-Work Trips [2]:	64% 3,306 person-trips	Non-Work Person-trips:	17% [5] 160 17% [2] 141

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	124	59	6	3	5	2
	Transit	17.9%		103		5		4	
	Walk	53.4%		309		15		13	
	Other	7.2%		42		2		2	
	All Modes	100.0%		579	59	28	3	25	2
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	233	116	11	6	10	5
	Transit	24.8%		115		6		5	
	Walk	14.6%		67		3		3	
	Other	10.5%		48		2		2	
	All Modes	100.0%		463	116	22	6	20	5
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	401	166	19	8	17	7
	Transit	25.0%		235		11		10	
	Walk	23.6%		222		11		9	
	Other	8.9%		83		4		4	
	All Modes	100.0%		942	166	46	8	40	7
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	127	57	6	3	5	2
	Transit	24.5%		57		3		2	
	Walk	12.4%		29		1		1	
	Other	8.2%		19		1		1	
	All Modes	100.0%		231	57	11	3	10	2
East Bay 10.0%	Auto	56.9%	2.51	188	75	9	4	8	3
	Transit	27.1%		90		4		4	
	Walk	14.8%		49		2		2	
	Other	1.3%		4		0		0	
	All Modes	100.0%		331	75	16	4	14	3
North Bay 3.0%	Auto	75.9%	1.95	75	39	4	2	3	2
	Transit	8.0%		8		0		0	
	Walk	13.2%		13		1		1	
	Other	2.9%		3		0		0	
	All Modes	100.0%		99	39	5	2	4	2
South Bay 8.0%	Auto	79.2%	2.34	210	90	10	4	9	4
	Transit	12.8%		34		2		1	
	Walk	6.9%		18		1		1	
	Other	1.1%		3		0		0	
	All Modes	100.0%		264	90	13	4	11	4
Out of Region 12.0%	Auto	40.6%	2.64	161	61	8	3	7	3
	Transit	23.7%		94		5		4	
	Walk	24.2%		96		5		4	
	Other	11.4%		45		2		2	
	All Modes	100.0%		397	61	19	3	17	3
All Origins 100.0%	Auto	46.0%	2.30	1,519	661	74	32	65	28
	Transit	22.3%		736		36		31	
	Walk	24.3%		804		39		34	
	Other	7.5%		248		12		11	
	All Modes	100.0%		3,306	661	160	32	141	28

Notes:

[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (WORK TRIPS)

Proposed Size:		32,000 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5	
Total Person Trips:	579 person-trips	Total Person-trips:		52		49	
Work Trips [2]:	36%	209 person-trips	Work Person-trips:	83% [5]	43	83% [2]	41

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	6	5	1	1	1	1
	Transit	34.7%		8		2		1	
	Walk	35.8%		8		2		2	
	Other	2.7%		1		0		0	
	All Modes	100.0%		22	5	5	1	4	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	12	10	2	2	2	2
	Transit	49.1%		13		3		3	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		26	10	5	2	5	2
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	22	17	4	4	4	3
	Transit	34.6%		15		3		3	
	Walk	10.4%		4		1		1	
	Other	3.6%		2		0		0	
	All Modes	100.0%		43	17	9	4	8	3
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	11	7	2	2	2	1
	Transit	40.9%		8		2		2	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		20	7	4	2	4	1
East Bay 18.4%	Auto	50.9%	2.13	19	9	4	2	4	2
	Transit	46.4%		18		4		3	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		38	9	8	2	7	2
North Bay 5.9%	Auto	69.1%	1.53	8	5	2	1	2	1
	Transit	28.6%		3		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		12	5	3	1	2	1
South Bay 20.6%	Auto	77.9%	1.15	33	29	7	6	7	6
	Transit	19.9%		9		2		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		43	29	9	6	8	6
Out of Region 2.2%	Auto	55.9%	1.54	3	2	1	0	0	0
	Transit	41.5%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		4	2	1	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	115	84	24	17	22	16
	Transit	36.0%		75		15		15	
	Walk	6.4%		13		3		3	
	Other	2.7%		6		1		1	
	All Modes	100.0%		209	84	43	17	41	16

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (NON-WORK TRIPS)

Proposed Size:		32,000 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5	
Total Person Trips:	579 person-trips	Total Person-trips:		52		49	
Non-Work Trips [2]:	64%	371 person-trips	Non-Work Person-trips:	17% [5]	9	17% [2]	8

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	14	7	0	0	0	0
	Transit	17.9%		12		0		0	
	Walk	53.4%		35		1		1	
	Other	7.2%		5		0		0	
	All Modes	100.0%		65	7	2	0	1	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	26	13	1	0	1	0
	Transit	24.8%		13		0		0	
	Walk	14.6%		8		0		0	
	Other	10.5%		5		0		0	
	All Modes	100.0%		52	13	1	0	1	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	45	19	1	0	1	0
	Transit	25.0%		26		1		1	
	Walk	23.6%		25		1		1	
	Other	8.9%		9		0		0	
	All Modes	100.0%		106	19	2	0	2	0
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	14	6	0	0	0	0
	Transit	24.5%		6		0		0	
	Walk	12.4%		3		0		0	
	Other	8.2%		2		0		0	
	All Modes	100.0%		26	6	1	0	1	0
East Bay 10.0%	Auto	56.9%	2.51	21	8	0	0	0	0
	Transit	27.1%		10		0		0	
	Walk	14.8%		5		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		37	8	1	0	1	0
North Bay 3.0%	Auto	75.9%	1.95	8	4	0	0	0	0
	Transit	8.0%		1		0		0	
	Walk	13.2%		1		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		11	4	0	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	23	10	1	0	1	0
	Transit	12.8%		4		0		0	
	Walk	6.9%		2		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		30	10	1	0	1	0
Out of Region 12.0%	Auto	40.6%	2.64	18	7	0	0	0	0
	Transit	23.7%		11		0		0	
	Walk	24.2%		11		0		0	
	Other	11.4%		5		0		0	
	All Modes	100.0%		44	7	1	0	1	0
All Origins 100.0%	Auto	46.0%	2.30	170	74	4	2	4	2
	Transit	22.3%		82		2		2	
	Walk	24.3%		90		2		2	
	Other	7.5%		28		1		1	
	All Modes	100.0%		371	74	9	2	8	2

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: GENERAL RETAIL (WORK TRIPS)

Proposed Size:		8,400 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.3% [4] 3.5 9.0% [1] 13.5
Total Person Trips:	1,260 person-trips	Total Person-trips:	29 113
Work Trips [2]:	4% 50 person-trips	Work Person-trips:	85% [5] 25 4% [2] 5

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	1	1	1	1	0	0
	Transit	34.7%		2		1		0	
	Walk	35.8%		2		1		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		5	1	3	1	0	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	3	2	1	1	0	0
	Transit	49.1%		3		2		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		6	2	3	1	1	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	5	4	3	2	0	0
	Transit	34.6%		4		2		0	
	Walk	10.4%		1		1		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		10	4	5	2	1	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	3	2	1	1	0	0
	Transit	40.9%		2		1		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		5	2	2	1	0	0
East Bay 18.4%	Auto	50.9%	2.13	5	2	2	1	0	0
	Transit	46.4%		4		2		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		9	2	5	1	1	0
North Bay 5.9%	Auto	69.1%	1.53	2	1	1	1	0	0
	Transit	28.6%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		3	1	1	1	0	0
South Bay 20.6%	Auto	77.9%	1.15	8	7	4	3	1	1
	Transit	19.9%		2		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		10	7	5	3	1	1
Out of Region 2.2%	Auto	55.9%	1.54	1	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	0	1	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	28	20	14	10	2	2
	Transit	36.0%		18		9		2	
	Walk	6.4%		3		2		0	
	Other	2.7%		1		1		0	
	All Modes	100.0%		50	20	25	10	5	2

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (General Retail)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 85% of all retail trips occurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: GENERAL RETAIL (NON-WORK TRIPS)

Proposed Size:		8,400 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.3% [4] 3.5 9.0% [1] 13.5
Total Person Trips:	1,260 person-trips	Total Person-trips:	29 113
Non-Work Trips [2]:	96% 1,210 person-trips	Non-Work Person-trips:	15% [5] 4 96% [2] 109

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	37	22	0	0	3	2
	Transit	18.1%		27		0		2	
	Walk	53.2%		80		0		7	
	Other	4.2%		6		0		1	
	All Modes	100.0%		151	22	1	0	14	2
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	45	29	0	0	4	3
	Transit	22.9%		22		0		2	
	Walk	26.1%		25		0		2	
	Other	4.1%		4		0		0	
	All Modes	100.0%		97	29	0	0	9	3
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	238	116	1	0	21	10
	Transit	10.9%		46		0		4	
	Walk	30.2%		126		0		11	
	Other	1.9%		8		0		1	
	All Modes	100.0%		417	116	2	0	38	10
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	32	18	0	0	3	2
	Transit	18.8%		9		0		1	
	Walk	12.3%		6		0		1	
	Other	3.3%		2		0		0	
	All Modes	100.0%		48	18	0	0	4	2
East Bay 7.0%	Auto	46.0%	2.11	39	18	0	0	4	2
	Transit	20.9%		18		0		2	
	Walk	31.4%		27		0		2	
	Other	1.7%		1		0		0	
	All Modes	100.0%		85	18	0	0	8	2
North Bay 3.5%	Auto	57.9%	1.82	25	13	0	0	2	1
	Transit	16.1%		7		0		1	
	Walk	24.4%		10		0		1	
	Other	1.6%		1		0		0	
	All Modes	100.0%		42	13	0	0	4	1
South Bay 8.5%	Auto	80.5%	2.28	83	36	0	0	7	3
	Transit	11.5%		12		0		1	
	Walk	6.4%		7		0		1	
	Other	1.6%		2		0		0	
	All Modes	100.0%		103	36	0	0	9	3
Out of Region 22.0%	Auto	39.5%	2.73	105	39	0	0	9	3
	Transit	9.4%		25		0		2	
	Walk	27.3%		73		0		7	
	Other	23.8%		63		0		6	
	All Modes	100.0%		266	39	1	0	24	3
All Origins 100.0%	Auto	49.9%	2.06	604	293	2	1	54	26
	Transit	13.7%		165		1		15	
	Walk	29.2%		354		1		32	
	Other	7.2%		87		0		8	
	All Modes	100.0%		1,210	293	4	1	109	26

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (General Retail)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 85% of all retail trips occurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: SUPERMARKET (WORK TRIPS)

Proposed Size:		35,000 sq.ft.			
DAILY				AM PEAK HOUR	PM PEAK HOUR
Person-trip Generation Rate [1]:	297.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4]	7.8	7.3% [1] 21.7
Total Person Trips:	10,395 person-trips	Total Person-trips:		272	759
Work Trips [2]:	4% 416 person-trips	Work Person-trips:	4% [5]	11	4% [2] 30

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	12	9	0	0	1	1
	Transit	34.7%		15		0		1	
	Walk	35.8%		16		0		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		44	9	1	0	3	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	24	19	1	0	2	1
	Transit	49.1%		26		1		2	
	Walk	3.7%		2		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		52	19	1	0	4	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	44	35	1	1	3	3
	Transit	34.6%		29		1		2	
	Walk	10.4%		9		0		1	
	Other	3.6%		3		0		0	
	All Modes	100.0%		85	35	2	1	6	3
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	22	15	1	0	2	1
	Transit	40.9%		16		0		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		40	15	1	0	3	1
East Bay 18.4%	Auto	50.9%	2.13	39	18	1	0	3	1
	Transit	46.4%		35		1		3	
	Walk	0.0%		0		0		0	
	Other	2.8%		2		0		0	
	All Modes	100.0%		76	18	2	0	6	1
North Bay 5.9%	Auto	69.1%	1.53	17	11	0	0	1	1
	Transit	28.6%		7		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		24	11	1	0	2	1
South Bay 20.6%	Auto	77.9%	1.15	67	58	2	2	5	4
	Transit	19.9%		17		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		2		0		0	
	All Modes	100.0%		86	58	2	2	6	4
Out of Region 2.2%	Auto	55.9%	1.54	5	3	0	0	0	0
	Transit	41.5%		4		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		9	3	0	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	229	168	6	4	17	12
	Transit	36.0%		149		4		11	
	Walk	6.4%		26		1		2	
	Other	2.7%		11		0		1	
	All Modes	100.0%		416	168	11	4	30	12

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: SUPERMARKET (NON-WORK TRIPS)

Proposed Size:		35,000 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	297.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4]	7.8	7.3% [1]	21.7	
Total Person Trips:	10,395 person-trips	Total Person-trips:		272		759	
Non-Work Trips [2]:	96%	9,979 person-trips	Non-Work Person-trips:	96% [5]	261	96% [2]	728

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	306	182	8	5	22	13
	Transit	18.1%		226		6		17	
	Walk	53.2%		663		17		48	
	Other	4.2%		52		1		4	
	All Modes	100.0%		1,247	182	33	5	91	13
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	375	241	10	6	27	18
	Transit	22.9%		183		5		13	
	Walk	26.1%		208		5		15	
	Other	4.1%		33		1		2	
	All Modes	100.0%		798	241	21	6	58	18
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	1,963	961	51	25	143	70
	Transit	10.9%		376		10		27	
	Walk	30.2%		1,038		27		76	
	Other	1.9%		66		2		5	
	All Modes	100.0%		3,443	961	90	25	251	70
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	262	152	7	4	19	11
	Transit	18.8%		75		2		5	
	Walk	12.3%		49		1		4	
	Other	3.3%		13		0		1	
	All Modes	100.0%		399	152	10	4	29	11
East Bay 7.0%	Auto	46.0%	2.11	321	152	8	4	23	11
	Transit	20.9%		146		4		11	
	Walk	31.4%		220		6		16	
	Other	1.7%		12		0		1	
	All Modes	100.0%		699	152	18	4	51	11
North Bay 3.5%	Auto	57.9%	1.82	202	111	5	3	15	8
	Transit	16.1%		56		1		4	
	Walk	24.4%		85		2		6	
	Other	1.6%		5		0		0	
	All Modes	100.0%		349	111	9	3	25	8
South Bay 8.5%	Auto	80.5%	2.28	683	300	18	8	50	22
	Transit	11.5%		97		3		7	
	Walk	6.4%		55		1		4	
	Other	1.6%		14		0		1	
	All Modes	100.0%		848	300	22	8	62	22
Out of Region 22.0%	Auto	39.5%	2.73	868	318	23	8	63	23
	Transit	9.4%		206		5		15	
	Walk	27.3%		600		16		44	
	Other	23.8%		522		14		38	
	All Modes	100.0%		2,195	318	57	8	160	23
All Origins 100.0%	Auto	49.9%	2.06	4,980	2,419	130	63	364	177
	Transit	13.7%		1,365		36		100	
	Walk	29.2%		2,918		76		213	
	Other	7.2%		716		19		52	
	All Modes	100.0%		9,979	2,419	261	63	728	177

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project
Re-Phase Program - Maximum Residential
LAND USE: SIT-DOWN RESTAURANT (WORK TRIPS)

Proposed Size:		26,877 sq.ft. (includes 60% occupancy factor for Assembly Use)					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6]	20.0	
Total Person Trips:	5,375 person-trips	Total Person-trips:		58		538	
Work Trips [2]:	4%	215 person-trips	Work Person-trips:	100% [5]	58	4% [2]	22

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	6	5	2	1	1	0
	Transit	34.7%		8		2		1	
	Walk	35.8%		8		2		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		23	5	6	1	2	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	12	10	3	3	1	1
	Transit	49.1%		13		4		1	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		27	10	7	3	3	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	23	18	6	5	2	2
	Transit	34.6%		15		4		2	
	Walk	10.4%		5		1		0	
	Other	3.6%		2		0		0	
	All Modes	100.0%		44	18	12	5	4	2
SF Superdistrict 4 9.8%	Auto	55.8%	1.50	11	8	3	2	1	1
	Transit	40.9%		8		2		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		21	8	6	2	2	1
East Bay 18.4%	Auto	50.9%	2.13	20	9	5	3	2	1
	Transit	46.4%		18		5		2	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		39	9	11	3	4	1
North Bay 5.9%	Auto	69.1%	1.53	9	6	2	2	1	1
	Transit	28.6%		4		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		13	6	3	2	1	1
South Bay 20.6%	Auto	77.9%	1.15	35	30	9	8	3	3
	Transit	19.9%		9		2		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		44	30	12	8	4	3
Out of Region 2.2%	Auto	55.9%	1.54	3	2	1	0	0	0
	Transit	41.5%		2		1		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		5	2	1	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	118	87	32	23	12	9
	Transit	36.0%		77		21		8	
	Walk	6.4%		14		4		1	
	Other	2.7%		6		2		1	
	All Modes	100.0%		215	87	58	23	22	9

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 100% of all restaurant trips occurring before 9 AM are assumed to be work trips
[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project
Re-Phase Program - Maximum Residential
LAND USE: SIT-DOWN RESTAURANT (NON-WORK TRIPS)

Proposed Size:		26,877 sq.ft. (includes 60% occupancy factor for Assembly Use)					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6]	20.0	
Total Person Trips:	5,375 person-trips	Total Person-trips:		58		538	
Non-Work Trips [2]:	96%	5,160 person-trips	Non-Work Person-trips:	0% [5]	0	96% [2]	516

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	158	94	0	0	16	9
	Transit	18.1%		117		0		12	
	Walk	53.2%		343		0		34	
	Other	4.2%		27		0		3	
	All Modes	100.0%		645	94	0	0	65	9
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	194	125	0	0	19	12
	Transit	22.9%		94		0		9	
	Walk	26.1%		108		0		11	
	Other	4.1%		17		0		2	
	All Modes	100.0%		413	125	0	0	41	12
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	1,015	497	0	0	102	50
	Transit	10.9%		194		0		19	
	Walk	30.2%		537		0		54	
	Other	1.9%		34		0		3	
	All Modes	100.0%		1,780	497	0	0	178	50
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	136	79	0	0	14	8
	Transit	18.8%		39		0		4	
	Walk	12.3%		25		0		3	
	Other	3.3%		7		0		1	
	All Modes	100.0%		206	79	0	0	21	8
East Bay 7.0%	Auto	46.0%	2.11	166	79	0	0	17	8
	Transit	20.9%		76		0		8	
	Walk	31.4%		114		0		11	
	Other	1.7%		6		0		1	
	All Modes	100.0%		361	79	0	0	36	8
North Bay 3.5%	Auto	57.9%	1.82	105	58	0	0	10	6
	Transit	16.1%		29		0		3	
	Walk	24.4%		44		0		4	
	Other	1.6%		3		0		0	
	All Modes	100.0%		181	58	0	0	18	6
South Bay 8.5%	Auto	80.5%	2.28	353	155	0	0	35	15
	Transit	11.5%		50		0		5	
	Walk	6.4%		28		0		3	
	Other	1.6%		7		0		1	
	All Modes	100.0%		439	155	0	0	44	15
Out of Region 22.0%	Auto	39.5%	2.73	449	165	0	0	45	16
	Transit	9.4%		106		0		11	
	Walk	27.3%		310		0		31	
	Other	23.8%		270		0		27	
	All Modes	100.0%		1,135	165	0	0	114	16
All Origins 100.0%	Auto	49.9%	2.06	2,575	1,251	0	0	258	125
	Transit	13.7%		706		0		71	
	Walk	29.2%		1,509		0		151	
	Other	7.2%		370		0		37	
	All Modes	100.0%		5,160	1,251	0	0	516	125

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 100% of all restaurant trips occurring before 9 AM are assumed to be work trips
[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project
Re-Phase Program - Maximum Residential
LAND USE: QUICK SERVICE RESTAURANT (WORK TRIPS)

Proposed Size:		19,962 sq.ft.			
DAILY		AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4] 6.5	10.0% [6] 60.0	
Total Person Trips:	11,977 person-trips	Total Person-trips:	130	1,198	
Work Trips [2]:	4%	479 person-trips	4% [5] 5	4% [2] 48	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	14	10	0	0	1	1
	Transit	34.7%		18		0		2	
	Walk	35.8%		18		0		2	
	Other	2.7%		1		0		0	
	All Modes	100.0%		51	10	1	0	5	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	27	22	0	0	3	2
	Transit	49.1%		29		0		3	
	Walk	3.7%		2		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		60	22	1	0	6	2
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	50	40	1	0	5	4
	Transit	34.6%		34		0		3	
	Walk	10.4%		10		0		1	
	Other	3.6%		4		0		0	
	All Modes	100.0%		98	40	1	0	10	4
SF Superdistrict 4 9.8%	Auto	55.8%	1.50	26	17	0	0	3	2
	Transit	40.9%		19		0		2	
	Walk	0.0%		0		0		0	
	Other	3.4%		2		0		0	
	All Modes	100.0%		46	17	0	0	5	2
East Bay 18.4%	Auto	50.9%	2.13	45	21	0	0	4	2
	Transit	46.4%		41		0		4	
	Walk	0.0%		0		0		0	
	Other	2.8%		2		0		0	
	All Modes	100.0%		88	21	1	0	9	2
North Bay 5.9%	Auto	69.1%	1.53	19	13	0	0	2	1
	Transit	28.6%		8		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		28	13	0	0	3	1
South Bay 20.6%	Auto	77.9%	1.15	77	67	1	1	8	7
	Transit	19.9%		20		0		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		2		0		0	
	All Modes	100.0%		99	67	1	1	10	7
Out of Region 2.2%	Auto	55.9%	1.54	6	4	0	0	1	0
	Transit	41.5%		4		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		10	4	0	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	263	193	3	2	26	19
	Transit	36.0%		172		2		17	
	Walk	6.4%		30		0		3	
	Other	2.7%		13		0		1	
	All Modes	100.0%		479	193	5	2	48	19

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project
Re-Phase Program - Maximum Residential
LAND USE: QUICK SERVICE RESTAURANT (NON-WORK TRIPS)

Proposed Size:		19,962 sq.ft.			
DAILY		AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4] 6.5	10.0% [6] 60.0	
Total Person Trips:	11,977 person-trips	Total Person-trips:	130	1,198	
Non-Work Trips [2]:	96%	11,498 person-trips	96% [5] 124	96% [2] 1,150	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	353	210	4	2	35	21
	Transit	18.1%		261		3		26	
	Walk	53.2%		764		8		76	
	Other	4.2%		60		1		6	
	All Modes	100.0%		1,437	210	16	2	144	21
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	432	278	5	3	43	28
	Transit	22.9%		210		2		21	
	Walk	26.1%		240		3		24	
	Other	4.1%		38		0		4	
	All Modes	100.0%		920	278	10	3	92	28
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	2,262	1,107	24	12	226	111
	Transit	10.9%		433		5		43	
	Walk	30.2%		1,196		13		120	
	Other	1.9%		76		1		8	
	All Modes	100.0%		3,967	1,107	43	12	397	111
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	302	176	3	2	30	18
	Transit	18.8%		87		1		9	
	Walk	12.3%		56		1		6	
	Other	3.3%		15		0		1	
	All Modes	100.0%		460	176	5	2	46	18
East Bay 7.0%	Auto	46.0%	2.11	370	176	4	2	37	18
	Transit	20.9%		168		2		17	
	Walk	31.4%		253		3		25	
	Other	1.7%		13		0		1	
	All Modes	100.0%		805	176	9	2	80	18
North Bay 3.5%	Auto	57.9%	1.82	233	128	3	1	23	13
	Transit	16.1%		65		1		6	
	Walk	24.4%		98		1		10	
	Other	1.6%		6		0		1	
	All Modes	100.0%		402	128	4	1	40	13
South Bay 8.5%	Auto	80.5%	2.28	786	345	9	4	79	35
	Transit	11.5%		112		1		11	
	Walk	6.4%		63		1		6	
	Other	1.6%		16		0		2	
	All Modes	100.0%		977	345	11	4	98	35
Out of Region 22.0%	Auto	39.5%	2.73	1,000	367	11	4	100	37
	Transit	9.4%		237		3		24	
	Walk	27.3%		691		7		69	
	Other	23.8%		602		7		60	
	All Modes	100.0%		2,530	367	27	4	253	37
All Origins 100.0%	Auto	49.9%	2.06	5,738	2,787	62	30	574	279
	Transit	13.7%		1,573		17		157	
	Walk	29.2%		3,362		36		336	
	Other	7.2%		825		9		83	
	All Modes	100.0%		11,498	2,787	124	30	1,150	279

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project
Re-Phase Program - Maximum Residential
LAND USE: CHILD CARE (WORK TRIPS)

Proposed Size:		12,000 sq.ft.			
DAILY				AM PEAK HOUR	
Person-trip Generation Rate [1]:	67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]
Total Person Trips:	804 person-trips	Total Person-trips:		143	145
Work Trips [2]:	20%	161 person-trips	Work Person-trips:	17% [5]	24
				17% [6]	25

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	5	4	1	1	1	1
	Transit	34.7%		6		1		1	
	Walk	35.8%		6		1		1	
	Other	2.7%		0		0		0	
	All Modes	100.0%		17	4	3	1	3	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	9	7	1	1	1	1
	Transit	49.1%		10		1		2	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		20	7	3	1	3	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	17	13	3	2	3	2
	Transit	34.6%		11		2		2	
	Walk	10.4%		3		1		1	
	Other	3.6%		1		0		0	
	All Modes	100.0%		33	13	5	2	5	2
SF Superdistrict 4 9.8%	Auto	55.8%	1.50	9	6	1	1	1	1
	Transit	40.9%		6		1		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		15	6	2	1	2	1
East Bay 18.4%	Auto	50.9%	2.13	15	7	2	1	2	1
	Transit	46.4%		14		2		2	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		30	7	4	1	5	1
North Bay 5.9%	Auto	69.1%	1.53	7	4	1	1	1	1
	Transit	28.6%		3		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		9	4	1	1	1	1
South Bay 20.6%	Auto	77.9%	1.15	26	22	4	3	4	3
	Transit	19.9%		7		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		33	22	5	3	5	3
Out of Region 2.2%	Auto	55.9%	1.54	2	1	0	0	0	0
	Transit	41.5%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		3	1	1	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	88	65	13	10	14	10
	Transit	36.0%		58		9		9	
	Walk	6.4%		10		2		2	
	Other	2.7%		4		1		1	
	All Modes	100.0%		161	65	24	10	25	10

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
[2] SF Guidelines, Appendix C - Table C-2 (Government Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)
[7] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)

Potrero Power Station Mixed-Use Development Project
Re-Phase Program - Maximum Residential
LAND USE: CHILD CARE (NON-WORK TRIPS)

Proposed Size:		12,000 sq.ft.			
DAILY				AM PEAK HOUR	
Person-trip Generation Rate [1]:	67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]
Total Person Trips:	804 person-trips	Total Person-trips:		143	145
Non-Work Trips [2]:	80%	643 person-trips	Non-Work Person-trips:	83% [5]	119
				83% [6]	120

Percent of Origin Distribution [7]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 0.0%	Auto	21.5%	2.12	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	2.00	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.04	274	134	50	25	51	25
	Transit	25.0%		161		30		30	
	Walk	23.6%		152		28		28	
	Other	8.9%		57		10		11	
	All Modes	100.0%		643	134	119	25	120	25
SF Superdistrict 4 0.0%	Auto	55.0%	2.25	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.51	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.95	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 0.0%	Auto	79.2%	2.34	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.64	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	42.6%	2.04	274	134	50	25	51	25
	Transit	25.0%		161		30		30	
	Walk	23.6%		152		28		28	
	Other	8.9%		57		10		11	
	All Modes	100.0%		643	134	119	25	120	25

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
[2] SF Guidelines, Appendix C - Table C-2 (Government Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)
[7] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: LIBRARY (WORK TRIPS)

Proposed Size:		5,000 sq.ft.													
DAILY						AM PEAK HOUR		PM PEAK HOUR							
Person-trip Generation Rate [1]:		195.0 trips/1000 sq.ft.		Person-trip Gen Rate:		2.0% [4]		3.9		16.2% [1]		31.5			
Total Person Trips:		975 person-trips		Total Person-trips:				20				158			
Work Trips [1]:		3%		24 person-trips		Work Person-trips:		4% [2]		1		4% [1]		6	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	1	1	0	0	0	0
	Transit	34.7%		1		0		0	
	Walk	35.8%		1		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		3	1	0	0	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	1	1	0	0	0	0
	Transit	49.1%		1		0		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		3	1	0	0	1	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	3	2	0	0	1	0
	Transit	34.6%		2		0		0	
	Walk	10.4%		1		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		5	2	0	0	1	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	1	1	0	0	0	0
	Transit	40.9%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		2	1	0	0	1	0
East Bay 18.4%	Auto	50.9%	2.13	2	1	0	0	1	0
	Transit	46.4%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		4	1	0	0	1	0
North Bay 5.9%	Auto	69.1%	1.53	1	1	0	0	0	0
	Transit	28.6%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		1	1	0	0	0	0
South Bay 20.6%	Auto	77.9%	1.15	4	3	0	0	1	1
	Transit	19.9%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		5	3	0	0	1	1
Out of Region 2.2%	Auto	55.9%	1.54	0	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	0	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	13	10	0	0	3	2
	Transit	36.0%		9		0		2	
	Walk	6.4%		2		0		0	
	Other	2.7%		1		0		0	
	All Modes	100.0%		24	10	1	0	6	2

Notes:

[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968I, ESA August 2009.

[2] Assumes same percentage as the PM Peak Hour.

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Based on ITE land use #590 (Library) and SANDAG.

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: LIBRARY (NON-WORK TRIPS)

Proposed Size:		5,000 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	195.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.0% [4]	3.9	16.2% [1]	31.5	
Total Person Trips:	975 person-trips	Total Person-trips:		20		158	
Non-Work Trips [1]:	98%	951 person-trips	Non-Work Person-trips:	97% [2]	19	97% [1]	152

Percent of Origin Distribution [6]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 0.0%	Auto	21.5%	2.12	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	2.00	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.42	405	167	8	3	65	27
	Transit	25.0%		238		5		38	
	Walk	23.6%		224		4		36	
	Other	8.9%		84		2		13	
	All Modes	100.0%		951	167	19	3	152	27
SF Superdistrict 4 0.0%	Auto	55.0%	2.25	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.51	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.95	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 0.0%	Auto	79.2%	2.34	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.64	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	42.6%	2.42	405	167	8	3	65	27
	Transit	25.0%		238		5		38	
	Walk	23.6%		224		4		36	
	Other	8.9%		84		2		13	
	All Modes	100.0%		951	167	19	3	152	27

Notes:

[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968I, ESA August 2009.

[2] Assumes same percentage as the PM Peak Hour.

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Based on ITE land use #590 (Library) and SANDAG.

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

[6] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: COMMUNITY CENTER (WORK TRIPS)

Proposed Size:		25,000 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	80.0 trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4]	4.8	13.4% [1]	10.7	
Total Person Trips:	2,000 person-trips	Total Person-trips:		121		268	
Work Trips [2]:	5%	100 person-trips	Work Person-trips:	5% [5]	6	5% [5]	13

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	3	2	0	0	0	0
	Transit	34.7%		4		0		0	
	Walk	35.8%		4		0		1	
	Other	2.7%		0		0		0	
	All Modes	100.0%		11	2	1	0	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	6	5	0	0	1	1
	Transit	49.1%		6		0		1	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		13	5	1	0	2	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	10	8	1	1	1	1
	Transit	34.6%		7		0		1	
	Walk	10.4%		2		0		0	
	Other	3.6%		1		0		0	
	All Modes	100.0%		20	8	1	1	3	1
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	5	4	0	0	1	0
	Transit	40.9%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		10	4	1	0	1	0
East Bay 18.4%	Auto	50.9%	2.13	9	4	1	0	1	1
	Transit	46.4%		9		1		1	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		18	4	1	0	2	1
North Bay 5.9%	Auto	69.1%	1.53	4	3	0	0	1	0
	Transit	28.6%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		6	3	0	0	1	0
South Bay 20.6%	Auto	77.9%	1.15	16	14	1	1	2	2
	Transit	19.9%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		21	14	1	1	3	2
Out of Region 2.2%	Auto	55.9%	1.54	1	1	0	0	0	0
	Transit	41.5%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		2	1	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	55	40	3	2	7	5
	Transit	36.0%		36		2		5	
	Walk	6.4%		6		0		1	
	Other	2.7%		3		0		0	
	All Modes	100.0%		100	40	6	2	13	5

Notes:

[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Advant Consulting/LCW Consulting, November 2017.

[2] Estimated based on an average of 3 daily trips per employee

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Based on ITE land use #495 (Community Center)

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: COMMUNITY CENTER (NON-WORK TRIPS)

Proposed Size:		25,000 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	80.0 trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4]	4.8	13.4% [1]	10.7	
Total Person Trips:	2,000 person-trips	Total Person-trips:		121		268	
Non-Work Trips [2]:	95%	1,900 person-trips	Non-Work Person-trips:	95% [5]	115	95% [5]	255

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	71	34	4	2	10	5
	Transit	17.9%		59		4		8	
	Walk	53.4%		178		11		24	
	Other	7.2%		24		1		3	
	All Modes	100.0%		333	34	20	2	45	5
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	134	67	8	4	18	9
	Transit	24.8%		66		4		9	
	Walk	14.6%		39		2		5	
	Other	10.5%		28		2		4	
	All Modes	100.0%		266	67	16	4	36	9
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	231	95	14	6	31	13
	Transit	25.0%		135		8		18	
	Walk	23.6%		128		8		17	
	Other	8.9%		48		3		6	
	All Modes	100.0%		542	95	33	6	73	13
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	73	33	4	2	10	4
	Transit	24.5%		33		2		4	
	Walk	12.4%		16		1		2	
	Other	8.2%		11		1		1	
	All Modes	100.0%		133	33	8	2	18	4
East Bay 10.0%	Auto	56.9%	2.51	108	43	7	3	14	6
	Transit	27.1%		51		3		7	
	Walk	14.8%		28		2		4	
	Other	1.3%		2		0		0	
	All Modes	100.0%		190	43	12	3	25	6
North Bay 3.0%	Auto	75.9%	1.95	43	22	3	1	6	3
	Transit	8.0%		5		0		1	
	Walk	13.2%		8		0		1	
	Other	2.9%		2		0		0	
	All Modes	100.0%		57	22	3	1	8	3
South Bay 8.0%	Auto	79.2%	2.34	120	52	7	3	16	7
	Transit	12.8%		19		1		3	
	Walk	6.9%		11		1		1	
	Other	1.1%		2		0		0	
	All Modes	100.0%		152	52	9	3	20	7
Out of Region 12.0%	Auto	40.6%	2.64	93	35	6	2	12	5
	Transit	23.7%		54		3		7	
	Walk	24.2%		55		3		7	
	Other	11.4%		26		2		3	
	All Modes	100.0%		228	35	14	2	31	5
All Origins 100.0%	Auto	46.0%	2.30	873	380	53	23	117	51
	Transit	22.3%		423		26		57	
	Walk	24.3%		462		28		62	
	Other	7.5%		142		9		19	
	All Modes	100.0%		1,900	380	115	23	255	51

Notes:

[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Advant Consulting/LCW Consulting, November 2017.

[2] Estimated based on an average of 3 daily trips per employee

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Based on ITE land use #495 (Community Center)

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: OPEN SPACE (WORK TRIPS)

Proposed Size:		6.9 Acres					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	20.0 trips/acre	Person-trip Gen Rate:	13.0% [1]	2.6	9.0% [1]	1.8	
Total Person Trips:	138 person-trips	Total Person-trips:		18		12	
Work Trips [2]:	1%	1 person-trips	Work Person-trips:	1% [4]	0	1% [4]	0

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	0	0	0	0	0	0
	Transit	34.7%		0		0		0	
	Walk	35.8%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	0	0	0	0	0	0
	Transit	49.1%		0		0		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	0	0	0	0	0	0
	Transit	34.6%		0		0		0	
	Walk	10.4%		0		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	0	0	0	0	0	0
	Transit	40.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 18.4%	Auto	50.9%	2.13	0	0	0	0	0	0
	Transit	46.4%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 5.9%	Auto	69.1%	1.53	0	0	0	0	0	0
	Transit	28.6%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 20.6%	Auto	77.9%	1.15	0	0	0	0	0	0
	Transit	19.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 2.2%	Auto	55.9%	1.54	0	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	1	1	0	0	0	0
	Transit	36.0%		0		0		0	
	Walk	6.4%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		1	1	0	0	0	0

Notes:

[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)

[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: OPEN SPACE (NON-WORK TRIPS)

Proposed Size:		6.9 Acres					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	20.0 trips/acre	Person-trip Gen Rate:	13.0% [5]	2.6	9.0% [1]	1.8	
Total Person Trips:	138 person-trips	Total Person-trips:		18		12	
Non-Work Trips [2]:	99%	137 person-trips	Non-Work Person-trips:	99% [6]	18	99% [2]	12

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	5	2	1	0	0	0
	Transit	17.9%		4		1		0	
	Walk	53.4%		13		2		1	
	Other	7.2%		2		0		0	
	All Modes	100.0%		24	2	3	0	2	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	10	5	1	1	1	0
	Transit	24.8%		5		1		0	
	Walk	14.6%		3		0		0	
	Other	10.5%		2		0		0	
	All Modes	100.0%		19	5	2	1	2	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	17	7	2	1	1	1
	Transit	25.0%		10		1		1	
	Walk	23.6%		9		1		1	
	Other	8.9%		3		0		0	
	All Modes	100.0%		39	7	5	1	4	1
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	5	2	1	0	0	0
	Transit	24.5%		2		0		0	
	Walk	12.4%		1		0		0	
	Other	8.2%		1		0		0	
	All Modes	100.0%		10	2	1	0	1	0
East Bay 10.0%	Auto	56.9%	2.51	8	3	1	0	1	0
	Transit	27.1%		4		0		0	
	Walk	14.8%		2		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		14	3	2	0	1	0
North Bay 3.0%	Auto	75.9%	1.95	3	2	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		1		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		4	2	1	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	9	4	1	0	1	0
	Transit	12.8%		1		0		0	
	Walk	6.9%		1		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		11	4	1	0	1	0
Out of Region 12.0%	Auto	40.6%	2.64	7	3	1	0	1	0
	Transit	23.7%		4		1		0	
	Walk	24.2%		4		1		0	
	Other	11.4%		2		0		0	
	All Modes	100.0%		16	3	2	0	1	0
All Origins 100.0%	Auto	46.0%	2.30	63	27	8	4	6	2
	Transit	22.3%		30		4		3	
	Walk	24.3%		33		4		3	
	Other	7.5%		10		1		1	
	All Modes	100.0%		137	27	18	4	12	2

Notes:

[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)

[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Parking Demand

Potrero Power Station Mixed-Use Development Project
Re-Phase Program - Maximum Residential

PARKING DEMAND	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Midday Period (Noon to 2 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				1,590	546	61	218	1,802	995	2,061	3	38	295	25	7,634
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.2
Peak short-term demand (spaces)				145	50	6	20	82	91	188	1	4	27	3	617
% of peak demand during period (ULI)				100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	96%
Total short-term demand (spaces)				145	50	6	20	82	69	188	1	4	27	3	595
LONG-TERM DEMAND															
Residential/Hotel Demand															
Percentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	943	999	-												1,942
% of peak demand during period (ULI)	70%	70%	60%												70%
Subtotal long-term demand (spaces)	661	700	-												1,361
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			-	3,013	1,594	116	24	100	77	57	35	6	32	1	5,055
% of employees who drive			0%	57%	57%	57%	58%	58%	57%	58%	55%	55%	58%	56%	57%
Number of employees who drive			-	1,723	912	66	14	58	44	33	19	3	19	0	2,891
Average employee vehicle occupancy			-	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.36	1.36	1.38	1.37	1.37
Peak parking demand (spaces)			-	1,250	662	49	11	42	32	24	15	3	14	1	2,103
% of peak demand during period (ULI)			100%	100%	100%	100%	100%	100%	90%	100%	100%	100%	100%	100%	100%
Subtotal long-term demand (spaces)			-	1,250	662	49	11	42	29	24	15	3	14	1	2,100
Total long-term demand (spaces)	661	700	-	1,250	662	49	11	42	29	24	15	3	14	1	3,461
TOTAL PARKING DEMAND (spaces)	661	700	-	1,395	712	55	31	124	98	212	16	7	41	4	4,056
Evening Period (7 PM to 9 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				1,590	546	61	218	1,802	995	2,061	3	38	295	25	7,634
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.2
Peak short-term demand (spaces)				145	50	6	20	82	91	188	1	4	27	3	617
% of peak demand during period (ULI)				5%	5%	5%	90%	90%	100%	80%	0%	5%	10%	50%	57%
Total short-term demand (spaces)				8	3	1	18	74	91	151	-	1	3	2	352
LONG-TERM DEMAND															
Residential/Hotel Demand															
Percentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	943	999	-												1,942
% of peak demand during period (ULI)	100%	100%	90%												100%
Subtotal long-term demand (spaces)	943	999	-												1,942
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			-	3,013	1,594	116	24	100	77	57	35	6	32	1	5,055
% of employees who drive			0%	57%	57%	57%	58%	58%	57%	58%	55%	55%	58%	56%	57%
Number of employees who drive			-	1,723	912	66	14	58	44	33	19	3	19	0	2,891
Average employee vehicle occupancy			-	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.36	1.36	1.38	1.37	1.37
Peak parking demand (spaces)			-	1,250	662	49	11	42	32	24	15	3	14	1	2,103
% of peak demand during period (ULI)			20%	10%	10%	10%	100%	100%	100%	90%	5%	5%	10%	50%	15%
Subtotal long-term demand (spaces)			-	125	67	5	11	42	32	22	1	1	2	1	309
Total long-term demand (spaces)	943	999	-	125	67	5	11	42	32	22	1	1	2	1	2,251
TOTAL PARKING DEMAND (spaces)	943	999	-	133	70	6	29	116	123	173	1	2	5	3	2,603

Commercial Vehicle and Service Loading Demand

Potrero Power Station Mixed-Use Development Project
TRUCK AND SERVICE VEHICLE LOADING DEMAND [a]

Land Use	Gross Square Feet	Daily Vehicle Generation Ratio (R)	Turnover (minutes)	Daily Trucks/ Service Vehicles	Loading Space Demand	
					Average Hour	Peak Hour [b]
Re-Phase Program - Maximum Residential						
Residential	2,549,792 gsf	0.03	25	76	4	4
Hotel	- gsf	0.09	25	0	0	0
Office/R&D/PDR [c]	1,509,344 gsf	0.21	25	317	15	18
General Retail	8,400 gsf	0.22	25	2	0	0
Supermarket [d]	35,000 gsf	1.26	40	44	3	4
Restaurant [e]	46,839 gsf	3.60	25	169	8	10
Community Facilities	42,000 gsf	0.10	25	4	0	0
Total	4,191,375 gsf	0.15		612	30	37

General Loading Demand Equations (SF Guidelines)

$$\begin{aligned} \text{Daily Trips} &= (\text{GSF} / 1,000) * R \\ \text{Average Hour} &= (\text{GSF} / 1,000) * R / 9 / 2.4 \\ \text{Peak Hour} &= (\text{GSF} / 1,000) * (R * 1.25) / 9 / 2.4 \\ R &= \text{Daily truck trip generation per 1,000 gsf of use from Table H-1 in SF Guidelines} \end{aligned}$$

Notes:

- [a] Daily truck trip generation rate and average and peak hour loading space demand based on SF Guidelines for all land uses except Supermarket. Numbers may not sum to total due to rounding.
- [b] Peak hour of the commercial loading demand, which generally occurs between 10 AM and 1 PM.
- [c] Includes light industrial and arts uses.
- [d] Supermarket rate based on data in the 2001 Market Street TIS, Final Report, November 2010, Case File No. 2008.0550E
- [e] Includes assembly space, with a 60 percent occupancy efficiency factor.

1c TRAVEL DEMAND ANALYSIS – RE-PHASE PROGRAM NO PG&E SITE

Aggregated Travel Demand Calculations

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site

	LAND USE CATEGORY														Total Development (w/ occup. factor)
	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	
	567,154 gsf 760 units	710,296 gsf 557 units	241,574 gsf 250 rooms	831,606 gsf	645,738 gsf	12,000 gsf	8,400 gsf	35,000 gsf	26,877 gsf (w/ occup. factor)	19,962 gsf	12,000 gsf	5,000 gsf	25,000 gsf	6.6 acres	3,140,607 gsf (w/ occup. factor)

INTERNAL AND EXTERNAL TRIP GENERATION RATES	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Daily Trip Rate (per d.u. / per 1,000 gsf)	7.5	10.0	7.0	18.1	8.0	18.1	150.0	297.0	200.0	600.0	67.0	195.0	80.0	20.0	21.1
AM Peak Hour as % of daily	14.2%	14.2%	8.8%	8.9%	18.2%	8.9%	2.3%	2.6%	1.1%	1.1%	17.8%	2.0%	6.1%	13.0%	7.3%
AM Peak Hour Trip Rate (per unit, per room, per 1000 gsf, per acre)	1.07	1.42	0.62	1.61	1.46	1.61	3.49	7.78	2.16	6.49	11.90	3.90	4.85	2.60	1.54
PM Peak Hour as % of daily	17.3%	17.3%	10.0%	8.5%	16.0%	8.5%	9.0%	7.3%	10.0%	10.0%	18.0%	16.2%	13.4%	9.0%	11.2%
PM Peak Hour Trip Rate (per unit, per room, per 1000 gsf, per acre)	1.30	1.73	0.70	1.54	1.28	1.54	13.50	21.68	20.00	60.00	12.06	31.50	10.73	1.80	2.37
% Modal Share															
Auto	41%	41%	47%	49%	49%	49%	50%	50%	50%	50%	45%	43%	46%	46%	48%
Transit	40%	40%	24%	27%	27%	27%	15%	15%	15%	15%	27%	25%	23%	22%	24%
Walk/Other	19%	19%	29%	24%	24%	24%	35%	35%	35%	35%	28%	32%	31%	32%	28%
Average Vehicle Occupancy Rate															
Weekday Daily	1.10	1.10	2.10	1.80	1.80	1.80	2.01	2.01	2.01	2.01	1.82	2.36	2.21	2.28	1.75
Weekday AM Peak Hour	1.10	1.10	1.76	1.45	1.45	1.45	1.43	2.01	1.36	2.01	1.85	2.34	2.21	2.28	1.39
Weekday PM Peak Hour	1.10	1.10	1.60	1.45	1.45	1.45	2.01	2.01	2.01	2.01	1.85	2.34	2.21	2.28	1.54

INTERNAL AND EXTERNAL TRIPS BY MODE BEFORE ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips	2,325	2,273	823	7,406	2,542	107	631	5,209	2,694	6,002	362	418	928	61	31,780
Transit Person Trips	2,303	2,251	418	4,092	1,404	59	184	1,514	783	1,745	219	246	459	30	15,706
Walk/Other Person Trips	1,072	1,048	509	3,555	1,220	51	445	3,672	1,899	4,231	223	310	613	42	18,889
Total Person Trips	5,699	5,571	1,750	15,052	5,166	217	1,260	10,395	5,375	11,977	804	975	2,000	132	66,374
Total Vehicle Trips	2,116	2,068	393	4,111	1,411	59	314	2,586	1,337	2,980	199	177	420	27	18,198
				2,185	750	1,927	0.47	0.00							
Weekday AM Peak Hour															
Auto Person Trips	331	323	77	716	504	10	16	136	32	65	64	8	56	8	2,346
Transit Person Trips	328	320	43	450	317	6	10	40	21	19	38	5	28	4	1,629
Walk/Other Person Trips	153	149	35	173	122	3	4	96	5	46	41	6	37	5	875
Total Person Trips	811	793	155	1,340	942	19	29	272	58	130	143	20	121	17	4,850
Total Vehicle Trips	301	294	43	494	347	7	11	68	23	32	35	4	25	3	1,689
Weekday PM Peak Hour															
Auto Person Trips	402	393	90	684	442	10	57	380	269	600	65	68	125	5	3,590
Transit Person Trips	398	389	53	430	278	6	17	111	78	174	39	40	62	3	2,078
Walk/Other Person Trips	185	181	32	166	107	2	40	268	190	423	41	50	82	4	1,771
Total Person Trips	986	964	175	1,279	827	18	113	759	538	1,198	145	158	268	12	7,439
Total Vehicle Trips	366	358	56	472	305	7	28	189	134	298	35	29	56	2	2,335

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site

INTERNAL AND EXTERNAL TRIPS INBOUND/OUTBOUND SPLITS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
SF Guidelines Work															
Inbound	0%	0%	75%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
Outbound	100%	100%	25%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
SF Guidelines Non-Work															
Inbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	60%	60%	
Outbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	40%	40%	
ITE															
Inbound	20%	20%	59%	88%	83%	88%	62%	62%	N.A.	55%	53%	71%	66%	61%	
Outbound	80%	80%	41%	12%	17%	12%	38%	38%		45%	47%	29%	34%	39%	
Person Trips															
Inbound	33%	33%	60%	83%	83%	83%	84%	52%	100%	52%	57%	52%	62%	60%	62%
Outbound	67%	67%	40%	17%	17%	17%	16%	48%	0%	48%	43%	48%	39%	40%	38%
Inbound	270	264	93	1,114	784	16	25	140	58	67	81	10	75	10	3,009
Outbound	541	529	62	225	158	3	5	132	-	62	62	9	47	7	1,841
Total Person Trips	811	793	155	1,340	942	19	29	272	58	130	143	20	121	17	4,850
Vehicle Trips															
Inbound	33%	33%	64%	86%	86%	86%	86%	53%	100%	53%	61%	54%	63%	61%	64%
Outbound	67%	67%	36%	14%	14%	14%	14%	47%	0%	47%	39%	46%	37%	39%	36%
Inbound	100	98	28	426	300	6	10	36	23	17	21	2	16	2	1,086
Outbound	201	196	16	68	48	1	2	32	-	15	13	2	9	1	603
Total Vehicle Trips	301	294	43	494	347	7	11	68	23	32	35	4	25	3	1,689
Weekday PM Peak Hour															
SF Guidelines Work															
Inbound	100%	100%	50%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
Outbound	0%	0%	50%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
SF Guidelines Non-Work															
Inbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
Outbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
ITE															
Inbound	50%	50%	51%	17%	15%	17%	48%	51%	67%	60%	47%	48%	49%	61%	
Outbound	50%	50%	49%	83%	85%	83%	52%	49%	33%	40%	53%	52%	51%	39%	
Person Trips															
Inbound	67%	67%	50%	17%	17%	17%	48%	48%	48%	48%	43%	48%	48%	50%	44%
Outbound	33%	33%	50%	83%	83%	83%	52%	52%	52%	52%	57%	52%	52%	50%	56%
Inbound	657	643	88	215	139	3	55	367	258	575	63	76	129	6	3,273
Outbound	329	321	88	1,064	688	15	59	392	280	623	82	82	140	6	4,167
Total Person Trips	986	964	175	1,279	827	18	113	759	538	1,198	145	158	268	12	7,439
Vehicle Trips															
Inbound	67%	67%	50%	14%	14%	14%	47%	47%	47%	47%	39%	46%	46%	49%	42%
Outbound	33%	33%	50%	86%	86%	86%	53%	53%	53%	53%	61%	54%	54%	51%	58%
Inbound	244	239	28	65	42	1	13	90	63	139	14	13	26	1	977
Outbound	122	119	28	407	263	6	15	99	71	159	21	16	30	1	1,358
Total Vehicle Trips	366	358	56	472	305	7	28	189	134	298	35	29	56	2	2,335

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site

INTERNAL AND LINKED PERSON TRIP ADJUSTMENT FACTORS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Internal trip factor	36.0%	36.0%	36.0%	9.1%	9.1%	9.1%	15.0%	15.0%	10.0%	20.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	1,744	1,705	378	1,097	424	16	95	780	215	479	151	293	270	9	7,654
Total internal person trip productions															3,827
Total internal person trip attractions															3,827
Difference															0
% difference															0%
Internal and linked person trips (Walk)	2,052	2,006	630	1,371	471	20	189	1,559	538	2,395	603	731	600	13	13,178
Overall total trip reduction	36%	36%	36%	9%	9%	9%	15%	15%	10%	20%	75%	75%	30%	10%	20%
Weekday AM Peak Hour															
Internal trip factor	18.5%	18.5%	18.5%	9.4%	9.4%	9.4%	20.0%	20.0%	10.0%	20.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	128	125	17	101	80	1	3	27	2	5	27	6	16	1	539
Total internal person trip productions															269
Total internal person trip attractions															269
Difference															0
% difference															0%
Internal and linked person trips (Walk)	150	147	29	126	88	2	6	54	6	26	107	15	36	2	793
Overall total trip reduction	19%	19%	19%	9%	9%	9%	20%	20%	10%	20%	75%	75%	30%	10%	16%
Weekday PM Peak Hour															
Internal trip factor	28.3%	28.3%	28.3%	13.0%	13.0%	13.0%	20.0%	20.0%	10.0%	20.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	237	232	30	133	97	2	11	76	22	48	27	47	36	1	998
Total internal person trip productions															499
Total internal person trip attractions															499
Difference															0
% difference															0%
Internal and linked person trips (Walk)	279	273	50	166	107	2	23	152	54	240	109	118	81	1	1,654
Overall total trip reduction	28%	28%	28%	13%	13%	13%	20%	20%	10%	20%	75%	75%	30%	10%	22%
TRIP SUBTRACTION CHECK															
Weekday Daily	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday AM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday PM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
PEAK HOUR CHECK															
Auto Person Trips SD1+SD3															
Daily External Trips	680	665	51	1,748	600	25	191	1,572	943	1,523	38	97	106	16	8,255
AM+PM External Trips	294	287	18	241	163	3	16	131	100	169	16	17	21	4	1,480
Average Peak Hour Factor	22%	22%	18%	7%	14%	7%	4%	4%	5%	6%	21%	9%	10%	11%	9%
Transit Person Trips SD1+SD3															
Daily External Trips	780	762	33	1,218	418	18	53	437	262	424	23	57	69	11	4,565
AM+PM External Trips	337	329	13	187	126	3	5	36	30	47	10	10	13	2	1,150
Average Peak Hour Factor	22%	22%	19%	8%	15%	8%	5%	4%	6%	6%	21%	9%	10%	11%	13%
Walk/Other Person Trips SD1+SD3															
Daily External Trips	401	392	59	1,775	609	26	152	1,250	749	1,211	29	73	129	20	6,876
AM+PM External Trips	173	169	17	160	108	2	12	104	78	134	12	13	25	4	1,014
Average Peak Hour Factor	22%	22%	14%	4%	9%	4%	4%	4%	5%	6%	21%	9%	10%	11%	7%

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Superdistrict 1															
Auto Person Trips	529	517	12	400	137	6	26	215	129	208	1	0	25	4	2,209
Transit Person Trips	607	593	10	388	133	6	20	163	98	158	1	0	21	3	2,201
Walk/Other Person Trips	312	305	32	964	331	14	60	495	297	479	1	0	69	11	3,370
Total Person Trips	1,448	1,415	54	1,751	601	25	106	873	524	846	2	1	116	18	7,779
Vehicle Trips	482	471	6	224	77	3	16	130	78	125	0	0	12	2	1,626
Superdistrict 2															
Auto Person Trips	79	78	120	987	339	14	48	399	206	459	9	1	139	9	2,888
Transit Person Trips	91	89	66	666	229	10	25	208	108	240	10	1	72	5	1,820
Walk/Other Person Trips	47	46	55	373	128	5	30	244	126	281	1	0	67	5	1,407
Total Person Trips	217	212	242	2,026	695	29	103	850	440	980	20	3	279	19	6,115
Vehicle Trips	72	71	64	586	201	8	32	260	135	300	7	1	71	5	1,813
Superdistrict 3															
Auto Person Trips	151	148	39	1,348	463	19	165	1,357	814	1,315	38	96	81	13	6,046
Transit Person Trips	173	169	23	830	285	12	33	274	164	265	22	57	48	7	2,364
Walk/Other Person Trips	89	87	28	811	278	12	92	755	453	731	28	73	60	10	3,506
Total Person Trips	414	404	89	2,989	1,026	43	289	2,386	1,431	2,311	88	226	189	29	11,916
Vehicle Trips	138	134	18	724	248	10	82	673	404	652	19	40	35	5	3,183
Superdistrict 4															
Auto Person Trips	79	78	70	659	226	10	34	284	147	328	9	1	78	5	2,009
Transit Person Trips	91	89	35	377	129	5	11	91	47	105	6	1	36	2	1,027
Walk/Other Person Trips	47	46	23	156	54	2	8	63	33	73	1	0	28	2	534
Total Person Trips	217	212	128	1,192	409	17	53	439	227	506	15	2	143	9	3,570
Vehicle Trips	72	71	34	357	123	5	20	167	86	193	6	1	36	2	1,173
East Bay															
Auto Person Trips	186	182	107	1,053	362	15	44	360	186	415	15	2	117	8	3,053
Transit Person Trips	138	135	60	722	248	10	22	181	94	209	14	2	60	4	1,899
Walk/Other Person Trips	46	45	26	182	63	3	28	233	121	269	1	0	31	2	1,049
Total Person Trips	371	363	193	1,958	672	28	94	775	401	893	30	4	208	13	6,002
Vehicle Trips	170	166	44	455	156	7	21	171	88	197	7	1	47	3	1,532
North Bay															
Auto Person Trips	83	81	44	439	150	6	27	219	113	252	7	1	47	3	1,473
Transit Person Trips	25	24	7	114	39	2	8	63	33	73	3	0	6	0	398
Walk/Other Person Trips	-	-	8	54	18	1	11	91	47	105	0	0	9	1	345
Total Person Trips	108	106	58	606	208	9	45	374	193	430	9	1	63	4	2,215
Vehicle Trips	76	74	24	255	88	4	15	122	63	141	4	1	25	2	892
South Bay															
Auto Person Trips	444	434	131	1,480	508	21	91	749	387	863	26	4	137	9	5,285
Transit Person Trips	318	311	24	320	110	5	14	114	59	132	7	1	24	1	1,439
Walk/Other Person Trips	89	87	11	86	30	1	9	70	36	81	1	0	13	1	514
Total Person Trips	850	831	166	1,887	648	27	113	934	483	1,076	33	5	173	11	7,237
Vehicle Trips	404	395	71	1,015	348	15	43	358	185	412	22	3	65	4	3,340
Outside Bay Area															
Auto Person Trips	22	22	78	535	183	8	106	873	451	1,006	2	0	94	6	3,385
Transit Person Trips	-	-	46	323	111	5	25	209	108	241	1	0	55	4	1,128
Walk/Other Person Trips	-	-	66	415	143	6	136	1,122	580	1,293	0	0	81	6	3,849
Total Person Trips	22	22	189	1,273	437	18	267	2,204	1,140	2,540	3	1	230	16	8,362
Vehicle Trips	20	20	30	220	76	3	39	321	166	370	1	0	36	2	1,306
All Origins															
Auto Person Trips	1,575	1,539	601	6,900	2,368	100	540	4,457	2,434	4,846	105	107	719	56	26,348
Transit Person Trips	1,443	1,411	271	3,740	1,283	54	158	1,305	711	1,423	64	63	322	27	12,275
Walk/Other Person Trips	629	615	248	3,041	1,044	44	373	3,074	1,693	3,312	32	74	359	36	14,573
Total Person Trips	3,648	3,565	1,120	13,681	4,695	197	1,071	8,836	4,838	9,582	201	244	1,400	119	53,197
Vehicle Trips	1,433	1,401	290	3,837	1,317	55	267	2,202	1,205	2,390	68	47	328	25	14,865
Total Internal Person Trips	2,052	2,006	630	1,371	471	20	189	1,559	538	2,395	603	731	600	13	13,178
Person-trip reduction	36%	36%	36%	9%	9%	9%	15%	15%	10%	20%	75%	75%	30%	10%	20%
Average Vehicle Occupancy	1.10	1.10	2.08	1.80	1.80	1.80	2.02	2.02	2.02	2.03	1.56	2.25	2.19	2.28	1.77

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site

EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	39	38	2	24	17	0	0	2	1	1	0	0	1	0	125
Transit Person Trips	44	43	2	29	20	0	0	2	1	1	0	0	1	0	144
Walk/Other Person Trips	23	22	4	42	29	1	0	6	2	3	0	0	3	1	134
Total Person Trips	105	103	7	94	66	1	1	10	4	5	0	0	4	1	404
Vehicle Trips	35	34	1	18	12	0	0	1	1	1	0	0	0	0	105
Superdistrict 2															
Auto Person Trips	4	4	6	66	46	1	1	5	3	3	1	0	5	1	146
Transit Person Trips	4	4	4	63	45	1	1	3	4	1	1	0	3	0	135
Walk/Other Person Trips	2	2	2	13	9	0	0	3	0	2	0	0	3	0	37
Total Person Trips	10	10	12	142	100	2	3	11	7	6	2	0	10	1	318
Vehicle Trips	3	3	4	51	36	1	1	4	3	2	1	0	3	0	111
Superdistrict 3															
Auto Person Trips	11	11	6	86	61	1	1	15	4	7	5	1	3	1	214
Transit Person Trips	13	12	4	57	40	1	1	3	3	1	3	1	2	1	140
Walk/Other Person Trips	6	6	3	32	22	0	0	9	1	4	3	1	2	1	92
Total Person Trips	30	29	13	175	123	3	2	27	8	13	11	2	7	2	446
Vehicle Trips	10	10	3	65	45	1	1	8	3	4	2	0	1	0	154
Superdistrict 4															
Auto Person Trips	4	4	4	57	40	1	1	4	3	2	1	0	3	0	123
Transit Person Trips	4	4	2	39	28	1	1	1	2	1	1	0	1	0	86
Walk/Other Person Trips	2	2	1	6	4	0	0	1	0	0	0	0	1	0	18
Total Person Trips	10	10	7	102	71	1	2	6	6	3	1	0	5	1	226
Vehicle Trips	3	3	2	37	26	1	1	2	2	1	1	0	1	0	82
East Bay															
Auto Person Trips	9	9	7	97	68	1	2	5	5	2	1	0	4	1	212
Transit Person Trips	7	6	5	84	59	1	2	2	5	1	1	0	2	0	176
Walk/Other Person Trips	2	2	1	8	5	0	0	3	0	2	0	0	1	0	25
Total Person Trips	18	17	12	189	133	3	4	10	11	5	3	0	8	1	413
Vehicle Trips	8	8	3	46	33	1	1	2	3	1	1	0	2	0	109
North Bay															
Auto Person Trips	4	4	3	42	29	1	1	3	2	1	1	0	2	0	92
Transit Person Trips	1	1	1	16	11	0	0	1	1	0	0	0	0	0	34
Walk/Other Person Trips	-	-	0	2	1	0	0	1	0	1	0	0	0	0	6
Total Person Trips	5	5	4	60	42	1	1	5	3	2	1	0	2	0	132
Vehicle Trips	4	4	2	28	19	0	1	2	2	1	0	0	1	0	62
South Bay															
Auto Person Trips	21	21	9	160	113	2	4	10	9	5	2	0	5	1	363
Transit Person Trips	15	15	2	40	28	1	1	2	2	1	1	0	1	0	107
Walk/Other Person Trips	4	4	1	5	4	0	0	1	0	0	0	0	0	0	21
Total Person Trips	40	39	12	206	145	3	5	13	12	6	3	0	6	1	491
Vehicle Trips	19	19	7	139	98	2	3	5	8	2	2	0	2	0	307
Outside Bay Area															
Auto Person Trips	1	1	3	20	14	0	1	12	1	6	0	0	3	1	63
Transit Person Trips	-	-	2	14	10	0	0	3	1	1	0	0	2	0	33
Walk/Other Person Trips	-	-	2	9	6	0	0	15	0	7	0	0	3	0	44
Total Person Trips	1	1	7	43	30	1	1	30	1	14	0	0	9	1	139
Vehicle Trips	1	1	1	11	8	0	0	4	0	2	0	0	1	0	31
All Origins															
Auto Person Trips	92	90	40	553	389	8	11	57	29	27	10	1	27	4	1,338
Transit Person Trips	88	86	21	342	240	5	7	17	19	8	6	1	12	2	854
Walk/Other Person Trips	40	39	15	116	81	2	2	39	4	19	4	1	13	3	377
Total Person Trips	220	215	76	1,010	711	15	20	112	52	54	20	3	52	9	2,569
Vehicle Trips	84	82	24	394	277	6	8	29	21	14	7	1	12	2	961

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	77	75	1	5	3	0	0	2	-	1	0	0	1	0	166
Transit Person Trips	88	86	1	6	4	0	0	2	-	1	0	0	0	0	189
Walk/Other Person Trips	45	44	3	8	6	0	0	5	-	2	0	0	2	1	117
Total Person Trips	211	206	5	19	13	0	0	9	-	4	0	0	3	1	472
Vehicle Trips	70	69	1	3	2	0	0	1	-	1	0	0	0	0	147
Superdistrict 2															
Auto Person Trips	8	7	4	13	9	0	0	5	-	2	1	0	3	0	54
Transit Person Trips	9	8	3	13	9	0	0	3	-	1	1	0	2	0	49
Walk/Other Person Trips	4	4	1	3	2	0	0	3	-	1	0	0	2	0	21
Total Person Trips	21	20	8	29	20	0	1	11	-	5	1	0	6	1	124
Vehicle Trips	7	7	2	8	6	0	0	3	-	2	0	0	2	0	37
Superdistrict 3															
Auto Person Trips	22	22	4	17	12	0	0	14	-	7	3	1	2	1	106
Transit Person Trips	25	25	2	11	8	0	0	3	-	1	2	1	1	0	81
Walk/Other Person Trips	13	13	2	6	5	0	0	8	-	4	3	1	1	0	56
Total Person Trips	60	59	8	35	25	1	0	25	-	12	8	2	4	2	242
Vehicle Trips	20	20	2	10	7	0	0	7	-	3	2	0	1	0	73
Superdistrict 4															
Auto Person Trips	8	7	3	11	8	0	0	4	-	2	1	0	2	0	45
Transit Person Trips	9	8	2	8	6	0	0	1	-	1	0	0	1	0	36
Walk/Other Person Trips	4	4	1	1	1	0	0	1	-	0	0	0	1	0	13
Total Person Trips	21	20	5	21	14	0	0	6	-	3	1	0	3	0	94
Vehicle Trips	7	7	1	6	4	0	0	2	-	1	0	0	1	0	30
East Bay															
Auto Person Trips	18	17	4	20	14	0	0	5	-	2	1	0	3	0	84
Transit Person Trips	13	13	3	17	12	0	0	2	-	1	1	0	1	0	64
Walk/Other Person Trips	4	4	1	2	1	0	0	3	-	1	0	0	1	0	17
Total Person Trips	35	34	8	38	27	1	1	10	-	5	2	0	5	1	166
Vehicle Trips	16	16	2	7	5	0	0	2	-	1	0	0	1	0	51
North Bay															
Auto Person Trips	8	8	2	8	6	0	0	3	-	1	0	0	1	0	38
Transit Person Trips	2	2	1	3	2	0	0	1	-	0	0	0	0	0	12
Walk/Other Person Trips	-	-	0	0	0	0	0	1	-	1	0	0	0	0	3
Total Person Trips	10	10	3	12	8	0	0	5	-	2	1	0	1	0	53
Vehicle Trips	7	7	1	4	3	0	0	2	-	1	0	0	1	0	26
South Bay															
Auto Person Trips	42	41	6	32	23	0	1	9	-	4	2	0	3	0	165
Transit Person Trips	30	29	1	8	6	0	0	1	-	1	0	0	1	0	78
Walk/Other Person Trips	8	8	0	1	1	0	0	1	-	0	0	0	0	0	21
Total Person Trips	81	79	8	42	29	1	1	12	-	6	2	0	4	1	264
Vehicle Trips	38	37	4	22	15	0	0	4	-	2	1	0	1	0	128
Outside Bay Area															
Auto Person Trips	2	2	2	4	3	0	0	11	-	5	0	0	2	0	32
Transit Person Trips	-	-	1	3	2	0	0	3	-	1	0	0	1	0	12
Walk/Other Person Trips	-	-	2	2	1	0	0	14	-	7	0	0	2	0	28
Total Person Trips	2	2	5	9	6	0	0	28	-	13	0	0	5	1	72
Vehicle Trips	2	2	1	2	1	0	0	4	-	2	0	0	1	0	15
All Origins															
Auto Person Trips	184	180	26	112	79	2	2	53	-	25	8	1	17	3	691
Transit Person Trips	177	173	14	69	49	1	1	16	-	7	5	1	8	1	520
Walk/Other Person Trips	80	78	10	23	16	0	0	36	-	17	3	1	8	2	276
Total Person Trips	441	431	50	204	143	3	4	105	-	50	15	2	33	6	1,488
Vehicle Trips	167	164	13	63	44	1	1	26	-	12	4	0	7	1	505

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site

EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	75	74	1	4	3	0	1	6	6	10	0	0	2	0	182
Transit Person Trips	86	84	1	5	3	0	1	5	5	8	0	0	1	0	199
Walk/Other Person Trips	44	43	1	7	4	0	2	15	14	23	0	0	4	0	160
Total Person Trips	206	202	3	15	10	0	4	26	25	41	0	0	7	1	540
Vehicle Trips	69	67	0	2	1	0	1	4	4	6	0	0	1	0	155
Superdistrict 2															
Auto Person Trips	9	9	5	13	8	0	2	14	10	22	1	0	9	0	103
Transit Person Trips	11	10	4	12	8	0	1	7	5	12	1	0	5	0	76
Walk/Other Person Trips	5	5	2	2	2	0	1	9	6	13	0	0	4	0	50
Total Person Trips	25	25	11	27	18	0	4	30	21	47	1	0	18	1	230
Vehicle Trips	8	8	4	8	5	0	1	9	6	14	0	0	4	0	69
Superdistrict 3															
Auto Person Trips	22	21	2	14	9	0	6	40	39	63	3	7	5	1	234
Transit Person Trips	25	24	1	9	6	0	1	8	8	13	2	4	3	0	106
Walk/Other Person Trips	13	12	1	5	3	0	3	22	22	35	3	6	4	0	130
Total Person Trips	59	58	5	29	19	0	11	71	69	111	8	17	12	1	469
Vehicle Trips	20	19	1	8	5	0	3	20	19	30	2	3	2	0	133
Superdistrict 4															
Auto Person Trips	9	9	4	11	7	0	2	10	7	16	1	0	5	0	81
Transit Person Trips	11	10	3	8	5	0	0	3	2	5	0	0	2	0	50
Walk/Other Person Trips	5	5	1	1	1	0	0	2	2	3	0	0	2	0	23
Total Person Trips	25	25	7	20	13	0	2	16	11	24	1	0	9	0	153
Vehicle Trips	8	8	2	6	4	0	1	6	4	9	0	0	2	0	51
East Bay															
Auto Person Trips	21	21	7	19	12	0	2	13	9	20	1	0	8	0	133
Transit Person Trips	16	16	5	16	10	0	1	6	5	10	1	0	4	0	91
Walk/Other Person Trips	5	5	1	1	1	0	1	8	6	13	0	0	2	0	44
Total Person Trips	43	42	13	36	24	1	4	27	19	43	2	0	13	1	268
Vehicle Trips	20	19	3	7	5	0	1	6	4	9	0	0	3	0	77
North Bay															
Auto Person Trips	10	9	3	8	5	0	1	8	5	12	0	0	3	0	65
Transit Person Trips	3	3	1	3	2	0	0	2	2	4	0	0	0	0	20
Walk/Other Person Trips	-	-	0	0	0	0	0	3	2	5	0	0	1	0	13
Total Person Trips	12	12	4	12	7	0	2	13	9	21	1	0	4	0	98
Vehicle Trips	9	9	2	4	3	0	1	4	3	7	0	0	2	0	42
South Bay															
Auto Person Trips	51	50	11	31	20	0	4	26	19	41	2	0	9	0	265
Transit Person Trips	37	36	3	8	5	0	1	4	3	6	0	0	2	0	104
Walk/Other Person Trips	10	10	0	1	1	0	0	2	2	4	0	0	1	0	32
Total Person Trips	98	96	14	40	26	1	5	33	23	52	2	1	11	0	400
Vehicle Trips	47	46	8	21	14	0	2	12	9	19	1	0	4	0	183
Outside Bay Area															
Auto Person Trips	3	3	2	4	3	0	5	31	22	48	0	0	6	0	126
Transit Person Trips	-	-	1	3	2	0	1	7	5	12	0	0	4	0	35
Walk/Other Person Trips	-	-	2	2	1	0	6	40	28	62	0	0	5	0	145
Total Person Trips	3	3	5	8	5	0	12	78	55	122	0	0	15	1	306
Vehicle Trips	2	2	1	2	1	0	2	11	8	17	0	0	2	0	49
All Origins															
Auto Person Trips	200	196	35	103	67	1	22	149	117	233	8	8	46	3	1,188
Transit Person Trips	188	183	20	63	41	1	7	44	34	68	5	5	21	1	680
Walk/Other Person Trips	83	82	8	20	13	0	15	102	81	159	3	6	23	2	597
Total Person Trips	471	461	63	187	121	3	44	294	232	460	16	19	90	5	2,465
Vehicle Trips	182	178	22	58	37	1	11	72	56	112	4	4	20	1	758

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips															
Superdistrict 1	529	517	12	400	137	6	26	215	129	208	1	0	25	4	2,209
Superdistrict 2	79	78	120	987	339	14	48	399	206	459	9	1	139	9	2,888
Superdistrict 3	151	148	39	1,348	463	19	165	1,357	814	1,315	38	96	81	13	6,046
Superdistrict 4	79	78	70	659	226	10	34	284	147	328	9	1	78	5	2,009
East Bay	186	182	107	1,053	362	15	44	360	186	415	15	2	117	8	3,053
North Bay	83	81	44	439	150	6	27	219	113	252	7	1	47	3	1,473
South Bay	444	434	131	1,480	508	21	91	749	387	863	26	4	137	9	5,285
Outside of Bay Area	22	22	78	535	183	8	106	873	451	1,006	2	0	94	6	3,385
All Origins	1,575	1,539	601	6,900	2,368	100	540	4,457	2,434	4,846	105	107	719	56	26,348
Transit Person Trips															
Superdistrict 1	607	593	10	388	133	6	20	163	98	158	1	0	21	3	2,201
Superdistrict 2	91	89	66	666	229	10	25	208	108	240	10	1	72	5	1,820
Superdistrict 3	173	169	23	830	285	12	33	274	164	265	22	57	48	7	2,364
Superdistrict 4	91	89	35	377	129	5	11	91	47	105	6	1	36	2	1,027
East Bay	138	135	60	722	248	10	22	181	94	209	14	2	60	4	1,899
North Bay	25	24	7	114	39	2	8	63	33	73	3	0	6	0	398
South Bay	318	311	24	320	110	5	14	114	59	132	7	1	24	1	1,439
Outside of Bay Area	-	-	46	323	111	5	25	209	108	241	1	0	55	4	1,128
All Origins	1,443	1,411	271	3,740	1,283	54	158	1,305	711	1,423	64	63	322	27	12,275
Walk/Other Person Trips															
Superdistrict 1	312	305	32	964	331	14	60	495	297	479	1	0	69	11	3,370
Superdistrict 2	47	46	55	373	128	5	30	244	126	281	1	0	67	5	1,407
Superdistrict 3	89	87	28	811	278	12	92	755	453	731	28	73	60	10	3,506
Superdistrict 4	47	46	23	156	54	2	8	63	33	73	1	0	28	2	534
East Bay	46	45	26	182	63	3	28	233	121	269	1	0	31	2	1,049
North Bay	-	-	8	54	18	1	11	91	47	105	0	0	9	1	345
South Bay	89	87	11	86	30	1	9	70	36	81	1	0	13	1	514
Outside of Bay Area	-	-	66	415	143	6	136	1,122	580	1,293	0	0	81	6	3,849
All Origins	629	615	248	3,041	1,044	44	373	3,074	1,693	3,312	32	74	359	36	14,573
Total Person Trips															
Superdistrict 1	1,448	1,415	54	1,751	601	25	106	873	524	846	2	1	116	18	7,779
Superdistrict 2	217	212	242	2,026	695	29	103	850	440	980	20	3	279	19	6,115
Superdistrict 3	414	404	89	2,989	1,026	43	289	2,386	1,431	2,311	88	226	189	29	11,916
Superdistrict 4	217	212	128	1,192	409	17	53	439	227	506	15	2	143	9	3,570
East Bay	371	363	193	1,958	672	28	94	775	401	893	30	4	208	13	6,002
North Bay	108	106	58	606	208	9	45	374	193	430	9	1	63	4	2,215
South Bay	850	831	166	1,887	648	27	113	934	483	1,076	33	5	173	11	7,237
Outside of Bay Area	22	22	189	1,273	437	18	267	2,204	1,140	2,540	3	1	230	16	8,362
All Origins	3,648	3,565	1,120	13,681	4,695	197	1,071	8,836	4,838	9,582	201	244	1,400	119	53,197
Vehicle Trips															
Superdistrict 1	482	471	6	224	77	3	16	130	78	125	0	0	12	2	1,626
Superdistrict 2	72	71	64	586	201	8	32	260	135	300	7	1	71	5	1,813
Superdistrict 3	138	134	18	724	248	10	82	673	404	652	19	40	35	5	3,183
Superdistrict 4	72	71	34	357	123	5	20	167	86	193	6	1	36	2	1,173
East Bay	170	166	44	455	156	7	21	171	88	197	7	1	47	3	1,532
North Bay	76	74	24	255	88	4	15	122	63	141	4	1	25	2	892
South Bay	404	395	71	1,015	348	15	43	358	185	412	22	3	65	4	3,340
Outside of Bay Area	20	20	30	220	76	3	39	321	166	370	1	0	36	2	1,306
All Origins	1,433	1,401	290	3,837	1,317	55	267	2,202	1,205	2,390	68	47	328	25	14,865

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site

EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	38	37	1	19	13	0	1	7	7	11	0	0	2	0	135
Transit Person Trips	43	42	1	23	15	0	1	5	5	8	0	0	1	0	146
Walk/Other Person Trips	22	22	1	34	22	0	2	16	15	25	0	0	5	0	165
Total Person Trips	103	101	3	77	49	1	4	28	27	44	0	0	8	1	446
Vehicle Trips	34	34	0	14	9	0	1	4	4	7	0	0	1	0	109
Superdistrict 2															
Auto Person Trips	5	4	5	63	41	1	2	15	11	24	1	0	10	0	182
Transit Person Trips	5	5	4	60	39	1	1	8	6	12	1	0	5	0	149
Walk/Other Person Trips	3	3	2	12	8	0	1	9	7	15	0	0	5	0	64
Total Person Trips	13	12	11	136	88	2	5	32	23	51	2	0	19	1	395
Vehicle Trips	4	4	4	48	31	1	1	10	7	16	1	0	5	0	133
Superdistrict 3															
Auto Person Trips	11	11	2	70	45	1	6	43	42	68	5	8	6	1	319
Transit Person Trips	12	12	1	46	30	1	1	9	9	14	3	5	3	0	146
Walk/Other Person Trips	6	6	1	26	17	0	4	24	24	38	3	6	4	0	160
Total Person Trips	29	29	5	142	92	2	11	76	74	120	11	18	13	1	625
Vehicle Trips	10	10	1	52	34	1	3	22	21	35	2	3	3	0	198
Superdistrict 4															
Auto Person Trips	5	4	4	54	35	1	2	11	8	17	1	0	5	0	146
Transit Person Trips	5	5	3	38	24	1	1	3	2	5	1	0	3	0	91
Walk/Other Person Trips	3	3	1	5	4	0	0	2	2	4	0	0	2	0	25
Total Person Trips	13	12	7	97	63	1	2	17	12	26	1	0	10	0	262
Vehicle Trips	4	4	2	36	23	1	1	6	5	10	1	0	3	0	96
East Bay															
Auto Person Trips	11	11	7	93	60	1	2	14	10	22	1	0	8	0	239
Transit Person Trips	8	8	5	80	52	1	1	7	5	11	1	0	4	0	184
Walk/Other Person Trips	3	3	1	7	5	0	1	9	6	14	0	0	2	0	51
Total Person Trips	21	21	13	180	116	3	4	29	21	46	3	1	15	1	474
Vehicle Trips	10	10	3	44	29	1	1	7	5	10	1	0	3	0	123
North Bay															
Auto Person Trips	5	5	3	40	26	1	1	8	6	13	1	0	3	0	111
Transit Person Trips	1	1	1	15	10	0	0	2	2	4	0	0	0	0	38
Walk/Other Person Trips	-	-	0	2	1	0	1	3	2	5	0	0	1	0	16
Total Person Trips	6	6	4	57	37	1	2	14	10	22	1	0	4	0	165
Vehicle Trips	4	4	2	26	17	0	1	5	3	8	0	0	2	0	73
South Bay															
Auto Person Trips	26	25	11	153	99	2	4	28	20	45	2	0	10	0	426
Transit Person Trips	18	18	3	38	25	1	1	4	3	7	1	0	2	0	119
Walk/Other Person Trips	5	5	0	5	3	0	0	3	2	4	0	0	1	0	29
Total Person Trips	49	48	14	196	127	3	5	35	25	56	3	1	12	0	574
Vehicle Trips	23	23	8	133	86	2	2	14	10	22	2	0	5	0	329
Outside Bay Area															
Auto Person Trips	1	1	2	19	13	0	5	33	23	52	0	0	7	0	158
Transit Person Trips	-	-	1	13	8	0	1	8	6	13	0	0	4	0	54
Walk/Other Person Trips	-	-	2	8	5	0	6	42	30	67	0	0	6	0	167
Total Person Trips	1	1	5	41	26	1	12	83	59	132	0	0	16	1	379
Vehicle Trips	1	1	1	11	7	0	2	12	9	20	0	0	3	0	67
All Origins															
Auto Person Trips	100	98	35	512	331	7	24	158	127	252	10	9	50	3	1,717
Transit Person Trips	94	92	20	314	203	5	7	47	37	74	6	5	22	1	926
Walk/Other Person Trips	42	41	8	100	65	1	16	108	88	172	4	6	25	2	678
Total Person Trips	236	230	63	926	598	13	47	313	252	498	21	20	98	5	3,321
Vehicle Trips	91	89	22	365	236	5	12	80	64	127	7	4	24	1	1,127

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Auto Person Trips															
Superdistrict 1	116	113	3	29	20	0	0	5	1	2	0	0	2	1	292
Superdistrict 2	11	11	10	79	56	1	2	10	3	5	1	0	8	1	200
Superdistrict 3	33	32	10	104	73	1	1	30	4	14	8	2	5	2	319
Superdistrict 4	11	11	7	68	48	1	1	7	3	4	1	0	5	1	168
East Bay	27	26	11	117	82	2	2	9	5	4	2	0	7	1	296
North Bay	12	12	5	50	35	1	1	6	2	3	1	0	3	0	130
South Bay	63	62	16	193	136	3	4	20	9	9	4	0	8	1	528
Outside of Bay Area	3	3	5	24	17	0	1	23	1	11	0	0	6	1	96
All Origins	276	270	66	664	467	10	13	110	29	52	18	2	44	7	2,030
Transit Person Trips															
Superdistrict 1	133	130	3	34	24	0	0	4	1	2	0	0	1	0	333
Superdistrict 2	13	13	7	76	54	1	2	5	4	3	1	0	4	1	183
Superdistrict 3	38	37	6	68	48	1	1	6	3	3	5	1	3	1	221
Superdistrict 4	13	13	4	47	33	1	1	2	2	1	1	0	2	0	121
East Bay	20	19	8	101	71	1	2	5	5	2	2	0	4	0	240
North Bay	4	3	1	19	13	0	0	2	1	1	0	0	0	0	46
South Bay	45	44	3	48	34	1	1	3	2	1	1	0	1	0	186
Outside of Bay Area	-	-	3	16	12	0	0	5	1	3	0	0	3	0	44
All Origins	265	259	35	410	289	6	8	32	19	15	11	1	20	3	1,374
Walk/Other Person Trips															
Superdistrict 1	68	67	7	50	35	1	1	11	2	5	0	0	4	1	251
Superdistrict 2	7	7	4	15	11	0	0	6	0	3	0	0	4	1	58
Superdistrict 3	19	19	6	38	27	1	0	17	1	8	6	1	4	1	148
Superdistrict 4	7	7	2	7	5	0	0	2	0	1	0	0	2	0	31
East Bay	7	6	2	9	7	0	0	6	0	3	0	0	2	0	43
North Bay	-	-	1	3	2	0	0	2	0	1	0	0	1	0	9
South Bay	13	12	1	7	5	0	0	2	0	1	0	0	1	0	41
Outside of Bay Area	-	-	4	10	7	0	1	29	0	14	0	0	5	1	71
All Origins	120	117	25	139	98	2	2	75	4	36	7	1	22	5	653
Total Person Trips															
Superdistrict 1	316	309	12	113	80	2	1	19	4	9	0	0	7	2	876
Superdistrict 2	31	30	21	171	120	2	3	22	7	11	3	0	17	2	441
Superdistrict 3	90	88	21	211	148	3	3	53	8	25	19	4	11	4	688
Superdistrict 4	31	30	12	122	86	2	3	11	6	5	2	0	9	1	321
East Bay	53	52	21	227	160	3	5	20	11	10	4	0	13	2	579
North Bay	15	15	6	72	51	1	2	10	3	5	1	0	4	1	186
South Bay	121	118	20	247	174	4	6	24	12	12	5	0	10	1	755
Outside of Bay Area	3	3	12	51	36	1	2	58	1	27	1	0	14	2	211
All Origins	661	646	126	1,214	854	18	23	218	52	104	36	5	85	15	4,057
Vehicle Trips															
Superdistrict 1	105	103	2	20	14	0	0	3	1	1	0	0	1	0	251
Superdistrict 2	10	10	6	59	41	1	1	7	3	3	1	0	4	1	147
Superdistrict 3	30	29	5	75	53	1	1	15	3	7	4	1	2	1	227
Superdistrict 4	10	10	4	43	30	1	1	4	2	2	1	0	2	0	111
East Bay	24	24	5	54	38	1	1	4	3	2	1	0	3	0	160
North Bay	11	11	3	32	22	0	1	3	2	2	1	0	2	0	88
South Bay	57	56	11	161	113	2	4	9	8	4	3	0	4	0	434
Outside of Bay Area	3	3	2	13	9	0	0	8	0	4	0	0	2	0	46
All Origins	251	246	38	457	321	7	9	54	21	26	11	1	20	3	1,465

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Auto Person Trips															
Superdistrict 1	113	111	1	23	15	0	2	13	13	21	0	0	3	0	317
Superdistrict 2	14	13	11	76	49	1	4	29	21	46	1	0	19	1	285
Superdistrict 3	32	32	5	84	55	1	12	83	81	131	8	15	11	1	553
Superdistrict 4	14	13	8	65	42	1	3	21	15	33	1	0	11	0	227
East Bay	32	32	14	111	72	2	4	26	19	42	2	1	16	1	372
North Bay	14	14	6	48	31	1	2	16	11	25	1	0	6	0	177
South Bay	77	75	21	184	119	3	8	55	39	86	4	1	18	1	691
Outside of Bay Area	4	4	5	23	15	0	10	64	45	101	0	0	13	1	284
All Origins	300	293	71	616	398	9	46	307	243	485	18	17	96	5	2,905
Transit Person Trips															
Superdistrict 1	130	127	1	28	18	0	1	10	10	16	0	0	3	0	345
Superdistrict 2	16	15	9	73	47	1	2	15	11	24	2	0	10	0	225
Superdistrict 3	37	36	3	56	36	1	3	17	16	27	5	9	6	1	252
Superdistrict 4	16	15	5	45	29	1	1	7	5	11	1	0	5	0	141
East Bay	24	23	11	96	62	1	2	13	9	21	2	0	8	0	274
North Bay	4	4	2	18	12	0	1	5	3	7	0	0	1	0	58
South Bay	55	54	5	46	30	1	1	8	6	13	1	0	3	0	223
Outside of Bay Area	-	-	3	16	10	0	2	15	11	24	0	0	7	0	89
All Origins	281	275	39	377	244	5	13	90	71	142	11	10	43	2	1,606
Walk/Other Person Trips															
Superdistrict 1	67	65	3	41	26	1	5	30	30	48	0	0	9	1	325
Superdistrict 2	8	8	3	15	9	0	3	18	13	28	0	0	9	0	114
Superdistrict 3	19	19	2	31	20	0	7	46	45	73	6	11	8	1	289
Superdistrict 4	8	8	1	7	4	0	1	5	3	7	0	0	4	0	48
East Bay	8	8	2	9	6	0	3	17	12	27	0	0	4	0	95
North Bay	-	-	0	2	2	0	1	7	5	10	0	0	1	0	29
South Bay	15	15	1	6	4	0	1	5	4	8	0	0	2	0	61
Outside of Bay Area	-	-	3	10	6	0	12	82	58	129	0	0	11	1	312
All Origins	125	122	16	120	78	2	31	210	169	331	7	12	48	3	1,274
Total Person Trips															
Superdistrict 1	309	302	5	92	59	1	8	54	52	85	0	0	16	2	986
Superdistrict 2	38	37	23	163	105	2	9	62	44	98	3	1	37	2	624
Superdistrict 3	88	86	10	171	111	2	22	146	143	231	19	35	25	3	1,094
Superdistrict 4	38	37	15	117	75	2	5	32	23	51	2	1	19	1	416
East Bay	64	63	26	217	140	3	8	57	40	89	5	1	28	1	742
North Bay	19	18	8	69	44	1	4	27	19	43	1	0	8	0	263
South Bay	147	144	27	236	153	3	10	68	48	108	5	1	23	1	975
Outside of Bay Area	4	4	11	49	32	1	24	161	114	254	1	0	31	1	685
All Origins	707	691	125	1,113	719	16	91	607	484	958	36	39	188	11	5,786
Vehicle Trips															
Superdistrict 1	103	101	1	17	11	0	1	8	8	13	0	0	2	0	263
Superdistrict 2	13	12	7	56	36	1	3	19	13	30	1	0	10	0	202
Superdistrict 3	29	29	3	61	39	1	6	41	40	65	4	6	5	0	331
Superdistrict 4	13	12	5	41	27	1	2	12	9	19	1	0	5	0	146
East Bay	29	29	6	51	33	1	2	12	9	20	1	0	6	0	200
North Bay	13	13	4	31	20	0	1	9	6	14	1	0	3	0	115
South Bay	70	68	17	154	99	2	4	26	18	41	3	1	9	0	513
Outside of Bay Area	4	3	2	12	8	0	4	23	17	37	0	0	5	0	115
All Origins	273	267	44	423	273	6	23	151	121	239	11	8	44	2	1,886

Individual Land Use Trip Generation Calculations

Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: RESIDENTIAL Studio/1-Bedroom (WORK TRIPS)

Proposed Size:		760 units			
DAILY		AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	7.5 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.1	17.3% [1]
Total Person Trips:	5,699 person-trips	Total Person-trips:	811		986
Work Trips [2]:	33%	1,881 person-trips	Work Person-trips:	50% [6]	406
				50% [2]	493

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	367	334	79	72	96	88
	Transit	41.9%		421		91		110	
	Walk	9.3%		93		20		24	
	Other	12.3%		123		27		32	
	All Modes	100.0%		1,004	334	217	72	263	88
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	26	24	6	5	7	6
	Transit	41.9%		30		6		8	
	Walk	9.3%		7		1		2	
	Other	12.3%		9		2		2	
	All Modes	100.0%		72	24	15	5	19	6
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	105	95	23	21	27	25
	Transit	41.9%		120		26		32	
	Walk	9.3%		27		6		9	
	Other	12.3%		35		8		9	
	All Modes	100.0%		287	95	62	21	75	25
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	26	24	6	5	7	6
	Transit	41.9%		30		6		8	
	Walk	9.3%		7		1		2	
	Other	12.3%		9		2		2	
	All Modes	100.0%		72	24	15	5	19	6
East Bay 6.5%	Auto	50.3%	1.10	62	56	13	12	16	15
	Transit	37.3%		46		10		12	
	Walk	0.0%		0		0		0	
	Other	12.4%		15		3		4	
	All Modes	100.0%		122	56	26	12	32	15
North Bay 1.9%	Auto	76.9%	1.10	27	25	6	5	7	7
	Transit	23.1%		8		2		2	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		36	25	8	5	9	7
South Bay 14.9%	Auto	52.2%	1.10	146	133	32	29	38	35
	Transit	37.4%		105		23		27	
	Walk	0.0%		0		0		0	
	Other	10.4%		29		6		8	
	All Modes	100.0%		281	133	60	29	74	35
Out of Region 0.4%	Auto	100.0%	1.10	7	7	2	1	2	2
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		7	7	2	1	2	2
All Origins 100.0%	Auto	40.8%	1.10	767	698	165	151	201	183
	Transit	40.4%		760		164		199	
	Walk	7.1%		133		29		35	
	Other	11.7%		221		48		58	
	All Modes	100.0%		1,881	698	406	151	493	183

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

[2] SF Guidelines, Appendix C - Table C-2 (Residential)

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

PPS Trip Generation Re-Phasing 13.xlsx

Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: RESIDENTIAL Studio/1-Bedroom (NON-WORK TRIPS)

Proposed Size:		760 units			
DAILY		AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	7.5 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.1	17.3% [1]
Total Person Trips:	5,699 person-trips	Total Person-trips:	811		986
Non-Work Trips [2]:	67%	3,819 person-trips	Non-Work Person-trips:	50% [6]	406
				50% [2]	493

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	745	678	79	72	96	88
	Transit	41.9%		854		91		110	
	Walk	9.3%		189		20		24	
	Other	12.3%		250		27		32	
	All Modes	100.0%		2,039	678	217	72	263	88
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	53	48	6	5	7	6
	Transit	41.9%		61		6		8	
	Walk	9.3%		13		1		2	
	Other	12.3%		18		2		2	
	All Modes	100.0%		146	48	15	5	19	6
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	213	194	23	21	27	25
	Transit	41.9%		244		26		32	
	Walk	9.3%		54		6		7	
	Other	12.3%		72		8		9	
	All Modes	100.0%		583	194	62	21	75	25
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	53	48	6	5	7	6
	Transit	41.9%		61		6		8	
	Walk	9.3%		13		1		2	
	Other	12.3%		18		2		2	
	All Modes	100.0%		146	48	15	5	19	6
East Bay 6.5%	Auto	50.3%	1.10	125	114	13	12	16	15
	Transit	37.3%		93		10		12	
	Walk	0.0%		0		0		0	
	Other	12.4%		31		3		4	
	All Modes	100.0%		248	114	26	12	32	15
North Bay 1.9%	Auto	76.9%	1.10	56	51	6	5	7	7
	Transit	23.1%		17		2		2	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		72	51	8	5	9	7
South Bay 14.9%	Auto	52.2%	1.10	297	271	32	29	38	35
	Transit	37.4%		213		23		27	
	Walk	0.0%		0		0		0	
	Other	10.4%		59		6		8	
	All Modes	100.0%		570	271	60	29	74	35
Out of Region 0.4%	Auto	100.0%	1.10	15	14	2	1	2	2
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		15	14	2	1	2	2
All Origins 100.0%	Auto	40.8%	1.10	1,558	1,418	165	151	201	183
	Transit	40.4%		1,543		164		199	
	Walk	7.1%		270		29		35	
	Other	11.7%		448		48		58	
	All Modes	100.0%		3,819	1,418	406	151	493	183

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

[2] SF Guidelines, Appendix C - Table C-2 (Residential)

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Printed on 8/7/2020

Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: RESIDENTIAL 2 or more bedrooms (WORK TRIPS)

Proposed Size: 557 units				AM PEAK HOUR		PM PEAK HOUR	
DAILY							
Person-trip Generation Rate [1]:	10.0 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.4	17.3% [1]	1.7	
Total Person Trips:	5,571 person-trips	Total Person-trips:		793		964	
Work Trips [2]:	33%	Work Person-trips:	50% [6]	396	50% [2]	482	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	359	327	77	70	94	86
	Transit	41.9%		411		89		108	
	Walk	9.3%		91		20		24	
	Other	12.3%		121		26		32	
	All Modes	100.0%		982	327	212	70	257	86
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	26	23	6	5	7	6
	Transit	41.9%		29		6		8	
	Walk	9.3%		6		1		2	
	Other	12.3%		9		2		2	
	All Modes	100.0%		70	23	15	5	18	6
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	103	93	22	20	27	24
	Transit	41.9%		118		25		31	
	Walk	9.3%		26		6		7	
	Other	12.3%		34		7		9	
	All Modes	100.0%		280	93	60	20	74	24
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	26	23	6	5	7	6
	Transit	41.9%		29		6		8	
	Walk	9.3%		6		1		2	
	Other	12.3%		9		2		2	
	All Modes	100.0%		70	23	15	5	18	6
East Bay 6.5%	Auto	50.3%	1.10	60	55	13	12	16	14
	Transit	37.3%		45		10		12	
	Walk	0.0%		0		0		0	
	Other	12.4%		15		3		4	
	All Modes	100.0%		120	55	26	12	31	14
North Bay 1.9%	Auto	76.9%	1.10	27	24	6	5	7	6
	Transit	23.1%		8		2		2	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		35	24	8	5	9	6
South Bay 14.9%	Auto	52.2%	1.10	143	130	31	28	38	34
	Transit	37.4%		102		22		27	
	Walk	0.0%		0		0		0	
	Other	10.4%		29		6		7	
	All Modes	100.0%		274	130	59	28	72	34
Out of Region 0.4%	Auto	100.0%	1.10	7	7	2	1	2	2
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		7	7	2	1	2	2
All Origins 100.0%	Auto	40.8%	1.10	750	682	162	147	197	179
	Transit	40.4%		743		160		195	
	Walk	7.1%		130		28		34	
	Other	11.7%		216		47		57	
	All Modes	100.0%		1,838	682	396	147	482	179

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Residential)
 [2] SF Guidelines, Appendix C - Table C-2 (Residential)
 [3] 1990 and 2000 U.S. census (Tracts 226 and 227)
 [4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
 [5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
 [6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

PPS Trip Generation Re-Phasing 13.xlsx

Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: RESIDENTIAL 2 or more bedrooms (NON-WORK TRIPS)

Proposed Size: 557 units				AM PEAK HOUR		PM PEAK HOUR	
DAILY							
Person-trip Generation Rate [1]:	10.0 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.4	17.3% [1]	1.7	
Total Person Trips:	5,571 person-trips	Total Person-trips:		793		964	
Non-Work Trips [2]:	67%	Non-Work Person-trips:	50% [6]	396	50% [2]	482	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	729	663	77	70	94	86
	Transit	41.9%		835		89		108	
	Walk	9.3%		185		20		24	
	Other	12.3%		245		26		32	
	All Modes	100.0%		1,993	663	212	70	257	86
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	52	47	6	5	7	6
	Transit	41.9%		60		6		8	
	Walk	9.3%		13		1		2	
	Other	12.3%		17		2		2	
	All Modes	100.0%		142	47	15	5	18	6
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	208	189	22	20	27	24
	Transit	41.9%		239		25		31	
	Walk	9.3%		53		6		7	
	Other	12.3%		70		7		9	
	All Modes	100.0%		569	189	60	20	74	24
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	52	47	6	5	7	6
	Transit	41.9%		60		6		8	
	Walk	9.3%		13		1		2	
	Other	12.3%		17		2		2	
	All Modes	100.0%		142	47	15	5	18	6
East Bay 6.5%	Auto	50.3%	1.10	122	111	13	12	16	14
	Transit	37.3%		91		10		12	
	Walk	0.0%		0		0		0	
	Other	12.4%		30		3		4	
	All Modes	100.0%		243	111	26	12	31	14
North Bay 1.9%	Auto	76.9%	1.10	54	50	6	5	7	6
	Transit	23.1%		16		2		2	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		71	50	8	5	9	6
South Bay 14.9%	Auto	52.2%	1.10	291	265	31	28	38	34
	Transit	37.4%		208		22		27	
	Walk	0.0%		0		0		0	
	Other	10.4%		58		6		7	
	All Modes	100.0%		557	265	59	28	72	34
Out of Region 0.4%	Auto	100.0%	1.10	15	13	2	1	2	2
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		15	13	2	1	2	2
All Origins 100.0%	Auto	40.8%	1.10	1,523	1,386	162	147	197	179
	Transit	40.4%		1,508		160		195	
	Walk	7.1%		264		28		34	
	Other	11.7%		438		47		57	
	All Modes	100.0%		3,733	1,386	396	147	482	179

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Residential)
 [2] SF Guidelines, Appendix C - Table C-2 (Residential)
 [3] 1990 and 2000 U.S. census (Tracts 226 and 227)
 [4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
 [5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
 [6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Printed on 8/7/2020

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site
LAND USE: HOTEL (WORK TRIPS)

Proposed Size: 250 rooms				AM PEAK HOUR		PM PEAK HOUR	
DAILY							
Person-trip Generation Rate [1]:	7.0 trips/room	Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7	
Total Person Trips:	1,750 person-trips	Total Person-trips:		155		175	
Work Trips [2]:	12%	Work Person-trips:	40% [5]	62	60% [2]	105	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	6	5	2	1	3	2
	Transit	34.7%		8		2		4	
	Walk	35.8%		8		2		4	
	Other	2.7%		1		0		0	
	All Modes	100.0%		22	5	7	1	11	2
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	12	10	4	3	6	5
	Transit	49.1%		13		4		6	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		26	10	8	3	13	5
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	22	17	6	5	11	9
	Transit	34.6%		15		4		7	
	Walk	10.4%		4		1		2	
	Other	3.6%		2		0		1	
	All Modes	100.0%		43	17	13	5	21	9
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	11	7	3	2	6	4
	Transit	40.9%		8		2		4	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		20	7	6	2	10	4
East Bay 18.4%	Auto	50.9%	2.13	20	9	6	3	10	5
	Transit	46.4%		18		5		9	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		1	
	All Modes	100.0%		39	9	11	3	19	5
North Bay 5.9%	Auto	69.1%	1.53	8	6	3	2	4	3
	Transit	28.6%		4		1		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		12	6	4	2	6	3
South Bay 20.6%	Auto	77.9%	1.15	34	29	10	9	17	15
	Transit	19.9%		9		3		4	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		43	29	13	9	22	15
Out of Region 2.2%	Auto	55.9%	1.54	3	2	1	0	1	1
	Transit	41.5%		2		1		1	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		5	2	1	0	2	1
All Origins 100.0%	Auto	55.0%	1.36	115	85	34	25	58	42
	Transit	36.0%		76		22		38	
	Walk	6.4%		13		4		7	
	Other	2.7%		6		2		3	
	All Modes	100.0%		210	85	62	25	105	42

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
- [2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
- [3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
- [4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
- [5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site
LAND USE: HOTEL (NON-WORK TRIPS)

Proposed Size: 250 rooms				AM PEAK HOUR		PM PEAK HOUR	
DAILY							
Person-trip Generation Rate [1]:	7.0 trips/room	Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7	
Total Person Trips:	1,750 person-trips	Total Person-trips:		155		175	
Non-Work Trips [2]:	88%	Non-Work Person-trips:	60% [5]	93	40% [2]	70	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	58	27	3	2	3	1
	Transit	17.9%		48		3		2	
	Walk	53.4%		144		9		7	
	Other	7.2%		19		1		1	
	All Modes	100.0%		270	27	16	2	12	1
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	108	54	7	3	5	2
	Transit	24.8%		53		3		2	
	Walk	14.6%		31		2		1	
	Other	10.5%		23		1		1	
	All Modes	100.0%		216	54	13	3	10	2
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	187	77	11	5	8	4
	Transit	25.0%		110		7		5	
	Walk	23.6%		103		6		5	
	Other	8.9%		39		2		2	
	All Modes	100.0%		439	77	26	5	20	4
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	59	26	4	2	3	1
	Transit	24.5%		26		2		1	
	Walk	12.4%		13		1		1	
	Other	8.2%		9		1		0	
	All Modes	100.0%		108	26	6	2	5	1
East Bay 10.0%	Auto	56.9%	2.51	88	35	5	2	4	2
	Transit	27.1%		42		3		2	
	Walk	14.8%		23		1		1	
	Other	1.3%		2		0		0	
	All Modes	100.0%		154	35	9	2	7	2
North Bay 3.0%	Auto	75.9%	1.95	35	18	2	1	2	1
	Transit	8.0%		4		0		0	
	Walk	13.2%		6		0		0	
	Other	2.9%		1		0		0	
	All Modes	100.0%		46	18	3	1	2	1
South Bay 8.0%	Auto	79.2%	2.34	98	42	6	3	4	2
	Transit	12.8%		16		1		1	
	Walk	6.9%		9		1		0	
	Other	1.1%		1		0		0	
	All Modes	100.0%		123	42	7	3	6	2
Out of Region 12.0%	Auto	40.6%	2.64	75	28	5	2	3	1
	Transit	23.7%		44		3		2	
	Walk	24.2%		45		3		2	
	Other	11.4%		21		1		1	
	All Modes	100.0%		185	28	11	2	8	1
All Origins 100.0%	Auto	46.0%	2.30	708	308	43	19	32	14
	Transit	22.3%		343		21		16	
	Walk	24.3%		374		23		17	
	Other	7.5%		115		7		5	
	All Modes	100.0%		1,540	308	93	19	70	14

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
- [2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
- [3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
- [4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
- [5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: GENERAL OFFICE (WORK TRIPS)

Proposed Size:		831,606 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4] 1.6 8.5% [1] 1.5
Total Person Trips:	15,052 person-trips	Total Person-trips:	1,340 1,279
Work Trips [2]:	36% 5,419 person-trips	Work Person-trips:	83% [5] 1,112 83% [2] 1,062

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	153	119	31	24	30	23
	Transit	34.7%		198		41		39	
	Walk	35.8%		205		42		40	
	Other	2.7%		15		3		3	
	All Modes	100.0%		572	119	117	24	112	23
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	309	247	63	51	61	48
	Transit	49.1%		333		68		65	
	Walk	3.7%		25		5		5	
	Other	1.6%		11		2		2	
	All Modes	100.0%		677	247	139	51	133	48
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	569	450	117	92	111	88
	Transit	34.6%		384		79		75	
	Walk	10.4%		115		24		23	
	Other	3.6%		40		8		8	
	All Modes	100.0%		1,108	450	227	92	217	88
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	289	192	59	39	57	38
	Transit	40.9%		211		43		41	
	Walk	0.0%		0		0		0	
	Other	3.4%		18		4		3	
	All Modes	100.0%		517	192	106	39	101	38
East Bay 18.4%	Auto	50.9%	2.13	506	237	104	49	99	47
	Transit	46.4%		461		95		90	
	Walk	0.0%		0		0		0	
	Other	2.8%		28		6		5	
	All Modes	100.0%		994	237	204	49	195	47
North Bay 5.9%	Auto	69.1%	1.53	219	143	45	29	43	28
	Transit	28.6%		91		19		18	
	Walk	0.0%		0		0		0	
	Other	2.2%		7		1		1	
	All Modes	100.0%		317	143	65	29	62	28
South Bay 20.6%	Auto	77.9%	1.15	870	753	178	155	170	148
	Transit	19.9%		222		46		43	
	Walk	0.0%		0		0		0	
	Other	2.2%		25		5		5	
	All Modes	100.0%		1,116	753	229	155	219	148
Out of Region 2.2%	Auto	55.9%	1.54	65	42	13	9	13	8
	Transit	41.5%		48		10		9	
	Walk	0.0%		0		0		0	
	Other	2.6%		3		1		1	
	All Modes	100.0%		117	42	24	9	23	8
All Origins 100.0%	Auto	55.0%	1.36	2,979	2,185	611	448	584	428
	Transit	36.0%		1,948		400		382	
	Walk	6.4%		345		71		68	
	Other	2.7%		147		30		29	
	All Modes	100.0%		5,419	2,185	1,112	448	1,062	428

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (General Office)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: GENERAL OFFICE (NON-WORK TRIPS)

Proposed Size:		831,606 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4] 1.6 8.5% [1] 1.5
Total Person Trips:	15,052 person-trips	Total Person-trips:	1,340 1,279
Non-Work Trips [2]:	64% 9,633 person-trips	Non-Work Person-trips:	17% [5] 228 17% [2] 218

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	362	171	9	4	8	4
	Transit	17.9%		301		7		7	
	Walk	53.4%		900		21		20	
	Other	7.2%		122		3		3	
	All Modes	100.0%		1,686	171	40	4	38	4
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	678	339	16	8	15	8
	Transit	24.8%		334		8		8	
	Walk	14.6%		196		5		4	
	Other	10.5%		141		3		3	
	All Modes	100.0%		1,349	339	32	8	30	8
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	1,169	483	28	11	26	11
	Transit	25.0%		686		16		15	
	Walk	23.6%		647		15		15	
	Other	8.9%		243		6		5	
	All Modes	100.0%		2,745	483	65	11	62	11
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	371	165	9	4	8	4
	Transit	24.5%		165		4		4	
	Walk	12.4%		83		2		2	
	Other	8.2%		55		1		1	
	All Modes	100.0%		674	165	16	4	15	4
East Bay 10.0%	Auto	56.9%	2.51	548	218	13	5	12	5
	Transit	27.1%		261		6		6	
	Walk	14.8%		142		3		3	
	Other	1.3%		12		0		0	
	All Modes	100.0%		963	218	23	5	22	5
North Bay 3.0%	Auto	75.9%	1.95	219	112	5	3	5	3
	Transit	8.0%		23		1		1	
	Walk	13.2%		38		1		1	
	Other	2.9%		8		0		0	
	All Modes	100.0%		289	112	7	3	7	3
South Bay 8.0%	Auto	79.2%	2.34	611	261	14	6	14	6
	Transit	12.8%		99		2		2	
	Walk	6.9%		53		1		1	
	Other	1.1%		8		0		0	
	All Modes	100.0%		771	261	18	6	17	6
Out of Region 12.0%	Auto	40.6%	2.64	469	178	11	4	11	4
	Transit	23.7%		274		6		6	
	Walk	24.2%		280		7		6	
	Other	11.4%		132		3		3	
	All Modes	100.0%		1,156	178	27	4	26	4
All Origins 100.0%	Auto	46.0%	2.30	4,427	1,927	105	46	100	43
	Transit	22.3%		2,144		51		48	
	Walk	24.3%		2,341		55		53	
	Other	7.5%		722		17		16	
	All Modes	100.0%		9,633	1,927	228	46	218	43

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (General Office)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site
LAND USE: RESEARCH & DEVELOPMENT (WORK TRIPS)

Proposed Size:		645,738 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4] 1.5 16.0% [1] 1.3
Total Person Trips:	5,166 person-trips	Total Person-trips:	942 827
Work Trips [2]:	36% 1,860 person-trips	Work Person-trips:	83% [5] 782 83% [2] 686

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	53	41	22	17	19	15
	Transit	34.7%		68		29		25	
	Walk	35.8%		70		30		26	
	Other	2.7%		5		2		2	
	All Modes	100.0%		196	41	83	17	72	15
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	106	85	45	36	39	31
	Transit	49.1%		114		48		42	
	Walk	3.7%		9		4		3	
	Other	1.6%		4		2		1	
	All Modes	100.0%		232	85	98	36	86	31
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	195	155	82	65	72	57
	Transit	34.6%		132		55		49	
	Walk	10.4%		40		17		15	
	Other	3.6%		14		6		5	
	All Modes	100.0%		380	155	160	65	140	57
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	99	66	42	28	37	24
	Transit	40.9%		73		31		27	
	Walk	0.0%		0		0		0	
	Other	3.4%		6		3		2	
	All Modes	100.0%		178	66	75	28	66	24
East Bay 18.4%	Auto	50.9%	2.13	174	81	73	34	64	30
	Transit	46.4%		158		67		58	
	Walk	0.0%		0		0		0	
	Other	2.8%		9		4		4	
	All Modes	100.0%		341	81	144	34	126	30
North Bay 5.9%	Auto	69.1%	1.53	75	49	32	21	28	18
	Transit	28.6%		31		13		11	
	Walk	0.0%		0		0		0	
	Other	2.2%		2		1		1	
	All Modes	100.0%		109	49	46	21	40	18
South Bay 20.6%	Auto	77.9%	1.15	298	259	126	109	110	95
	Transit	19.9%		76		32		28	
	Walk	0.0%		0		0		0	
	Other	2.2%		8		4		3	
	All Modes	100.0%		383	259	161	109	141	95
Out of Region 2.2%	Auto	55.9%	1.54	22	15	9	6	8	5
	Transit	41.5%		17		7		6	
	Walk	0.0%		0		0		0	
	Other	2.6%		1		0		0	
	All Modes	100.0%		40	15	17	6	15	5
All Origins 100.0%	Auto	55.0%	1.36	1,022	750	430	315	377	277
	Transit	36.0%		669		281		247	
	Walk	6.4%		118		50		44	
	Other	2.7%		50		21		19	
	All Modes	100.0%		1,860	750	782	315	686	277

Notes:

- [1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site
LAND USE: RESEARCH & DEVELOPMENT (NON-WORK TRIPS)

Proposed Size:		645,738 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4] 1.5 16.0% [1] 1.3
Total Person Trips:	5,166 person-trips	Total Person-trips:	942 827
Non-Work Trips [2]:	64% 3,306 person-trips	Non-Work Person-trips:	17% [5] 160 17% [2] 141

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	124	59	6	3	5	2
	Transit	17.9%		103		5		4	
	Walk	53.4%		309		15		13	
	Other	7.2%		42		2		2	
	All Modes	100.0%		579	59	28	3	25	2
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	233	116	11	6	10	5
	Transit	24.8%		115		6		5	
	Walk	14.6%		67		3		3	
	Other	10.5%		48		2		2	
	All Modes	100.0%		463	116	22	6	20	5
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	401	166	19	8	17	7
	Transit	25.0%		235		11		10	
	Walk	23.6%		222		11		9	
	Other	8.9%		83		4		4	
	All Modes	100.0%		942	166	46	8	40	7
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	127	57	6	3	5	2
	Transit	24.5%		57		3		2	
	Walk	12.4%		29		1		1	
	Other	8.2%		19		1		1	
	All Modes	100.0%		231	57	11	3	10	2
East Bay 10.0%	Auto	56.9%	2.51	188	75	9	4	8	3
	Transit	27.1%		90		4		4	
	Walk	14.8%		49		2		2	
	Other	1.3%		4		0		0	
	All Modes	100.0%		331	75	16	4	14	3
North Bay 3.0%	Auto	75.9%	1.95	75	39	4	2	3	2
	Transit	8.0%		8		0		0	
	Walk	13.2%		13		1		1	
	Other	2.9%		3		0		0	
	All Modes	100.0%		99	39	5	2	4	2
South Bay 8.0%	Auto	79.2%	2.34	210	90	10	4	9	4
	Transit	12.8%		34		2		1	
	Walk	6.9%		18		1		1	
	Other	1.1%		3		0		0	
	All Modes	100.0%		264	90	13	4	11	4
Out of Region 12.0%	Auto	40.6%	2.64	161	61	8	3	7	3
	Transit	23.7%		94		5		4	
	Walk	24.2%		96		5		4	
	Other	11.4%		45		2		2	
	All Modes	100.0%		397	61	19	3	17	3
All Origins 100.0%	Auto	46.0%	2.30	1,519	661	74	32	65	28
	Transit	22.3%		736		36		31	
	Walk	24.3%		804		39		34	
	Other	7.5%		248		12		11	
	All Modes	100.0%		3,306	661	160	32	141	28

Notes:

- [1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (WORK TRIPS)

Proposed Size:		12,000 sq.ft.				
DAILY			AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5
Total Person Trips:	217 person-trips	Total Person-trips:		19		18
Work Trips [2]:	36% 78 person-trips	Work Person-trips:	83% [5]	16	83% [2]	15

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	2	2	0	0	0	0
	Transit	34.7%		3		1		1	
	Walk	35.8%		3		1		1	
	Other	2.7%		0		0		0	
	All Modes	100.0%		8	2	2	0	2	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	4	4	1	1	1	1
	Transit	49.1%		5		1		1	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		10	4	2	1	2	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	8	6	2	1	2	1
	Transit	34.6%		6		1		1	
	Walk	10.4%		2		0		0	
	Other	3.6%		1		0		0	
	All Modes	100.0%		16	6	3	1	3	1
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	4	3	1	1	1	1
	Transit	40.9%		3		1		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		7	3	2	1	1	1
East Bay 18.4%	Auto	50.9%	2.13	7	3	1	1	1	1
	Transit	46.4%		7		1		1	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		14	3	3	1	3	1
North Bay 5.9%	Auto	69.1%	1.53	3	2	1	0	1	0
	Transit	28.6%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		5	2	1	0	1	0
South Bay 20.6%	Auto	77.9%	1.15	13	11	3	2	2	2
	Transit	19.9%		3		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		16	11	3	2	3	2
Out of Region 2.2%	Auto	55.9%	1.54	1	1	0	0	0	0
	Transit	41.5%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		2	1	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	43	32	9	6	8	6
	Transit	36.0%		28		6		6	
	Walk	6.4%		5		1		1	
	Other	2.7%		2		0		0	
	All Modes	100.0%		78	32	16	6	15	6

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (NON-WORK TRIPS)

Proposed Size:		12,000 sq.ft.				
DAILY			AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5
Total Person Trips:	217 person-trips	Total Person-trips:		19		18
Non-Work Trips [2]:	64% 139 person-trips	Non-Work Person-trips:	17% [5]	3	17% [2]	3

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	5	2	0	0	0	0
	Transit	17.9%		4		0		0	
	Walk	53.4%		13		0		0	
	Other	7.2%		2		0		0	
	All Modes	100.0%		24	2	1	0	1	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	10	5	0	0	0	0
	Transit	24.8%		5		0		0	
	Walk	14.6%		3		0		0	
	Other	10.5%		2		0		0	
	All Modes	100.0%		19	5	0	0	0	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	17	7	0	0	0	0
	Transit	25.0%		10		0		0	
	Walk	23.6%		9		0		0	
	Other	8.9%		4		0		0	
	All Modes	100.0%		40	7	1	0	1	0
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	5	2	0	0	0	0
	Transit	24.5%		2		0		0	
	Walk	12.4%		1		0		0	
	Other	8.2%		1		0		0	
	All Modes	100.0%		10	2	0	0	0	0
East Bay 10.0%	Auto	56.9%	2.51	8	3	0	0	0	0
	Transit	27.1%		4		0		0	
	Walk	14.8%		2		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		14	3	0	0	0	0
North Bay 3.0%	Auto	75.9%	1.95	3	2	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		1		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		4	2	0	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	9	4	0	0	0	0
	Transit	12.8%		1		0		0	
	Walk	6.9%		1		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		11	4	0	0	0	0
Out of Region 12.0%	Auto	40.6%	2.64	7	3	0	0	0	0
	Transit	23.7%		4		0		0	
	Walk	24.2%		4		0		0	
	Other	11.4%		2		0		0	
	All Modes	100.0%		17	3	0	0	0	0
All Origins 100.0%	Auto	46.0%	2.30	64	28	2	1	1	1
	Transit	22.3%		31		1		1	
	Walk	24.3%		34		1		1	
	Other	7.5%		10		0		0	
	All Modes	100.0%		139	28	3	1	3	1

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site
LAND USE: GENERAL RETAIL (WORK TRIPS)

Proposed Size:		8,400 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.3% [4] 3.5 9.0% [1] 13.5
Total Person Trips:	1,260 person-trips	Total Person-trips:	29 113
Work Trips [2]:	4% 50 person-trips	Work Person-trips:	85% [5] 25 4% [2] 5

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	1	1	1	1	0	0
	Transit	34.7%		2		1		0	
	Walk	35.8%		2		1		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		5	1	3	1	0	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	3	2	1	1	0	0
	Transit	49.1%		3		2		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		6	2	3	1	1	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	5	4	3	2	0	0
	Transit	34.6%		4		2		0	
	Walk	10.4%		1		1		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		10	4	5	2	1	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	3	2	1	1	0	0
	Transit	40.9%		2		1		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		5	2	2	1	0	0
East Bay 18.4%	Auto	50.9%	2.13	5	2	2	1	0	0
	Transit	46.4%		4		2		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		9	2	5	1	1	0
North Bay 5.9%	Auto	69.1%	1.53	2	1	1	1	0	0
	Transit	28.6%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		3	1	1	1	0	0
South Bay 20.6%	Auto	77.9%	1.15	8	7	4	3	1	1
	Transit	19.9%		2		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		10	7	5	3	1	1
Out of Region 2.2%	Auto	55.9%	1.54	1	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	0	1	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	28	20	14	10	2	2
	Transit	36.0%		18		9		2	
	Walk	6.4%		3		2		0	
	Other	2.7%		1		1		0	
	All Modes	100.0%		50	20	25	10	5	2

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (General Retail)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 85% of all retail trips occurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site
LAND USE: GENERAL RETAIL (NON-WORK TRIPS)

Proposed Size:		8,400 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.3% [4] 3.5 9.0% [1] 13.5
Total Person Trips:	1,260 person-trips	Total Person-trips:	29 113
Non-Work Trips [2]:	96% 1,210 person-trips	Non-Work Person-trips:	15% [5] 4 96% [2] 109

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	37	22	0	0	3	2
	Transit	18.1%		27		0		2	
	Walk	53.2%		80		0		7	
	Other	4.2%		6		0		1	
	All Modes	100.0%		151	22	1	0	14	2
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	45	29	0	0	4	3
	Transit	22.9%		22		0		2	
	Walk	26.1%		25		0		2	
	Other	4.1%		4		0		0	
	All Modes	100.0%		97	29	0	0	9	3
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	238	116	1	0	21	10
	Transit	10.9%		46		0		4	
	Walk	30.2%		126		0		11	
	Other	1.9%		8		0		1	
	All Modes	100.0%		417	116	2	0	38	10
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	32	18	0	0	3	2
	Transit	18.8%		9		0		1	
	Walk	12.3%		6		0		1	
	Other	3.3%		2		0		0	
	All Modes	100.0%		48	18	0	0	4	2
East Bay 7.0%	Auto	46.0%	2.11	39	18	0	0	4	2
	Transit	20.9%		18		0		2	
	Walk	31.4%		27		0		2	
	Other	1.7%		1		0		0	
	All Modes	100.0%		85	18	0	0	8	2
North Bay 3.5%	Auto	57.9%	1.82	25	13	0	0	2	1
	Transit	16.1%		7		0		1	
	Walk	24.4%		10		0		1	
	Other	1.6%		1		0		0	
	All Modes	100.0%		42	13	0	0	4	1
South Bay 8.5%	Auto	80.5%	2.28	83	36	0	0	7	3
	Transit	11.5%		12		0		1	
	Walk	6.4%		7		0		1	
	Other	1.6%		2		0		0	
	All Modes	100.0%		103	36	0	0	9	3
Out of Region 22.0%	Auto	39.5%	2.73	105	39	0	0	9	3
	Transit	9.4%		25		0		2	
	Walk	27.3%		73		0		7	
	Other	23.8%		63		0		6	
	All Modes	100.0%		266	39	1	0	24	3
All Origins 100.0%	Auto	49.9%	2.06	604	293	2	1	54	26
	Transit	13.7%		165		1		15	
	Walk	29.2%		354		1		32	
	Other	7.2%		87		0		8	
	All Modes	100.0%		1,210	293	4	1	109	26

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (General Retail)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 85% of all retail trips occurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: SUPERMARKET (WORK TRIPS)

Proposed Size:		35,000 sq.ft.			
DAILY				AM PEAK HOUR	PM PEAK HOUR
Person-trip Generation Rate [1]:	297.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4]	7.8	7.3% [1] 21.7
Total Person Trips:	10,395 person-trips	Total Person-trips:		272	759
Work Trips [2]:	4% 416 person-trips	Work Person-trips:	4% [5]	11	4% [2] 30

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	12	9	0	0	1	1
	Transit	34.7%		15		0		1	
	Walk	35.8%		16		0		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		44	9	1	0	3	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	24	19	1	0	2	1
	Transit	49.1%		26		1		2	
	Walk	3.7%		2		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		52	19	1	0	4	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	44	35	1	1	3	3
	Transit	34.6%		29		1		2	
	Walk	10.4%		9		0		1	
	Other	3.6%		3		0		0	
	All Modes	100.0%		85	35	2	1	6	3
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	22	15	1	0	2	1
	Transit	40.9%		16		0		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		40	15	1	0	3	1
East Bay 18.4%	Auto	50.9%	2.13	39	18	1	0	3	1
	Transit	46.4%		35		1		3	
	Walk	0.0%		0		0		0	
	Other	2.8%		2		0		0	
	All Modes	100.0%		76	18	2	0	6	1
North Bay 5.9%	Auto	69.1%	1.53	17	11	0	0	1	1
	Transit	28.6%		7		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		24	11	1	0	2	1
South Bay 20.6%	Auto	77.9%	1.15	67	58	2	2	5	4
	Transit	19.9%		17		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		2		0		0	
	All Modes	100.0%		86	58	2	2	6	4
Out of Region 2.2%	Auto	55.9%	1.54	5	3	0	0	0	0
	Transit	41.5%		4		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		9	3	0	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	229	168	6	4	17	12
	Transit	36.0%		149		4		11	
	Walk	6.4%		26		1		2	
	Other	2.7%		11		0		1	
	All Modes	100.0%		416	168	11	4	30	12

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: SUPERMARKET (NON-WORK TRIPS)

Proposed Size:		35,000 sq.ft.			
DAILY				AM PEAK HOUR	PM PEAK HOUR
Person-trip Generation Rate [1]:	297.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4]	7.8	7.3% [1] 21.7
Total Person Trips:	10,395 person-trips	Total Person-trips:		272	759
Non-Work Trips [2]:	96%	9,979 person-trips	Non-Work Person-trips:	96% [5] 261	96% [2] 728

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	306	182	8	5	22	13
	Transit	18.1%		226		6		17	
	Walk	53.2%		663		17		48	
	Other	4.2%		52		1		4	
	All Modes	100.0%		1,247	182	33	5	91	13
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	375	241	10	6	27	18
	Transit	22.9%		183		5		13	
	Walk	26.1%		208		5		15	
	Other	4.1%		33		1		2	
	All Modes	100.0%		798	241	21	6	58	18
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	1,963	961	51	25	143	70
	Transit	10.9%		376		10		27	
	Walk	30.2%		1,038		27		76	
	Other	1.9%		66		2		5	
	All Modes	100.0%		3,443	961	90	25	251	70
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	262	152	7	4	19	11
	Transit	18.8%		75		2		5	
	Walk	12.3%		49		1		4	
	Other	3.3%		13		0		1	
	All Modes	100.0%		399	152	10	4	29	11
East Bay 7.0%	Auto	46.0%	2.11	321	152	8	4	23	11
	Transit	20.9%		146		4		11	
	Walk	31.4%		220		6		16	
	Other	1.7%		12		0		1	
	All Modes	100.0%		699	152	18	4	51	11
North Bay 3.5%	Auto	57.9%	1.82	202	111	5	3	15	8
	Transit	16.1%		56		1		4	
	Walk	24.4%		85		2		6	
	Other	1.6%		5		0		0	
	All Modes	100.0%		349	111	9	3	25	8
South Bay 8.5%	Auto	80.5%	2.28	683	300	18	8	50	22
	Transit	11.5%		97		3		7	
	Walk	6.4%		55		1		4	
	Other	1.6%		14		0		1	
	All Modes	100.0%		848	300	22	8	62	22
Out of Region 22.0%	Auto	39.5%	2.73	868	318	23	8	63	23
	Transit	9.4%		206		5		15	
	Walk	27.3%		600		16		44	
	Other	23.8%		522		14		38	
	All Modes	100.0%		2,195	318	57	8	160	23
All Origins 100.0%	Auto	49.9%	2.06	4,980	2,419	130	63	364	177
	Transit	13.7%		1,365		36		100	
	Walk	29.2%		2,918		76		213	
	Other	7.2%		716		19		52	
	All Modes	100.0%		9,979	2,419	261	63	728	177

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site
LAND USE: SIT-DOWN RESTAURANT (WORK TRIPS)

Proposed Size:		26,877 sq.ft. (includes 60% occupancy factor for Assembly Use)					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6]	20.0	
Total Person Trips:	5,375 person-trips	Total Person-trips:		58		538	
Work Trips [2]:	4%	215 person-trips	Work Person-trips:	100% [5]	58	4% [2]	22

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	6	5	2	1	1	0
	Transit	34.7%		8		2		1	
	Walk	35.8%		8		2		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		23	5	6	1	2	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	12	10	3	3	1	1
	Transit	49.1%		13		4		1	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		27	10	7	3	3	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	23	18	6	5	2	2
	Transit	34.6%		15		4		2	
	Walk	10.4%		5		1		0	
	Other	3.6%		2		0		0	
	All Modes	100.0%		44	18	12	5	4	2
SF Superdistrict 4 9.8%	Auto	55.8%	1.50	11	8	3	2	1	1
	Transit	40.9%		8		2		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		21	8	6	2	2	1
East Bay 18.4%	Auto	50.9%	2.13	20	9	5	3	2	1
	Transit	46.4%		18		5		2	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		39	9	11	3	4	1
North Bay 5.9%	Auto	69.1%	1.53	9	6	2	2	1	1
	Transit	28.6%		4		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		13	6	3	2	1	1
South Bay 20.6%	Auto	77.9%	1.15	35	30	9	8	3	3
	Transit	19.9%		9		2		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		44	30	12	8	4	3
Out of Region 2.2%	Auto	55.9%	1.54	3	2	1	0	0	0
	Transit	41.5%		2		1		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		5	2	1	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	118	87	32	23	12	9
	Transit	36.0%		77		21		8	
	Walk	6.4%		14		4		1	
	Other	2.7%		6		2		1	
	All Modes	100.0%		215	87	58	23	22	9

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 100% of all restaurant trips occurring before 9 AM are assumed to be work trips
[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site
LAND USE: SIT-DOWN RESTAURANT (NON-WORK TRIPS)

Proposed Size:		26,877 sq.ft. (includes 60% occupancy factor for Assembly Use)					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6]	20.0	
Total Person Trips:	5,375 person-trips	Total Person-trips:		58		538	
Non-Work Trips [2]:	96%	5,160 person-trips	Non-Work Person-trips:	0% [5]	0	96% [2]	516

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	158	94	0	0	16	9
	Transit	18.1%		117		0		12	
	Walk	53.2%		343		0		34	
	Other	4.2%		27		0		3	
	All Modes	100.0%		645	94	0	0	65	9
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	194	125	0	0	19	12
	Transit	22.9%		94		0		9	
	Walk	26.1%		108		0		11	
	Other	4.1%		17		0		2	
	All Modes	100.0%		413	125	0	0	41	12
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	1,015	497	0	0	102	50
	Transit	10.9%		194		0		19	
	Walk	30.2%		537		0		54	
	Other	1.9%		34		0		3	
	All Modes	100.0%		1,780	497	0	0	178	50
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	136	79	0	0	14	8
	Transit	18.8%		39		0		4	
	Walk	12.3%		25		0		3	
	Other	3.3%		7		0		1	
	All Modes	100.0%		206	79	0	0	21	8
East Bay 7.0%	Auto	46.0%	2.11	166	79	0	0	17	8
	Transit	20.9%		76		0		8	
	Walk	31.4%		114		0		11	
	Other	1.7%		6		0		1	
	All Modes	100.0%		361	79	0	0	36	8
North Bay 3.5%	Auto	57.9%	1.82	105	58	0	0	10	6
	Transit	16.1%		29		0		3	
	Walk	24.4%		44		0		4	
	Other	1.6%		3		0		0	
	All Modes	100.0%		181	58	0	0	18	6
South Bay 8.5%	Auto	80.5%	2.28	353	155	0	0	35	15
	Transit	11.5%		50		0		5	
	Walk	6.4%		28		0		3	
	Other	1.6%		7		0		1	
	All Modes	100.0%		439	155	0	0	44	15
Out of Region 22.0%	Auto	39.5%	2.73	449	165	0	0	45	16
	Transit	9.4%		106		0		11	
	Walk	27.3%		310		0		31	
	Other	23.8%		270		0		27	
	All Modes	100.0%		1,135	165	0	0	114	16
All Origins 100.0%	Auto	49.9%	2.06	2,575	1,251	0	0	258	125
	Transit	13.7%		706		0		71	
	Walk	29.2%		1,509		0		151	
	Other	7.2%		370		0		37	
	All Modes	100.0%		5,160	1,251	0	0	516	125

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 100% of all restaurant trips occurring before 9 AM are assumed to be work trips
[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site
LAND USE: QUICK SERVICE RESTAURANT (WORK TRIPS)

Proposed Size:		19,962 sq.ft.			
DAILY		AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4] 6.5	10.0% [6] 60.0	
Total Person Trips:	11,977 person-trips	Total Person-trips:	130	1,198	
Work Trips [2]:	4%	479 person-trips	4% [5] 5	4% [2] 48	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	14	10	0	0	1	1
	Transit	34.7%		18		0		2	
	Walk	35.8%		18		0		2	
	Other	2.7%		1		0		0	
	All Modes	100.0%		51	10	1	0	5	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	27	22	0	0	3	2
	Transit	49.1%		29		0		3	
	Walk	3.7%		2		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		60	22	1	0	6	2
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	50	40	1	0	5	4
	Transit	34.6%		34		0		3	
	Walk	10.4%		10		0		1	
	Other	3.6%		4		0		0	
	All Modes	100.0%		98	40	1	0	10	4
SF Superdistrict 4 9.8%	Auto	55.8%	1.50	26	17	0	0	3	2
	Transit	40.9%		19		0		2	
	Walk	0.0%		0		0		0	
	Other	3.4%		2		0		0	
	All Modes	100.0%		46	17	0	0	5	2
East Bay 18.4%	Auto	50.9%	2.13	45	21	0	0	4	2
	Transit	46.4%		41		0		4	
	Walk	0.0%		0		0		0	
	Other	2.8%		2		0		0	
	All Modes	100.0%		88	21	1	0	9	2
North Bay 5.9%	Auto	69.1%	1.53	19	13	0	0	2	1
	Transit	28.6%		8		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		28	13	0	0	3	1
South Bay 20.6%	Auto	77.9%	1.15	77	67	1	1	8	7
	Transit	19.9%		20		0		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		2		0		0	
	All Modes	100.0%		99	67	1	1	10	7
Out of Region 2.2%	Auto	55.9%	1.54	6	4	0	0	1	0
	Transit	41.5%		4		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		10	4	0	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	263	193	3	2	26	19
	Transit	36.0%		172		2		17	
	Walk	6.4%		30		0		3	
	Other	2.7%		13		0		1	
	All Modes	100.0%		479	193	5	2	48	19

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site
LAND USE: QUICK SERVICE RESTAURANT (NON-WORK TRIPS)

Proposed Size:		19,962 sq.ft.			
DAILY		AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4] 6.5	10.0% [6] 60.0	
Total Person Trips:	11,977 person-trips	Total Person-trips:	130	1,198	
Non-Work Trips [2]:	96%	11,498 person-trips	96% [5] 124	96% [2] 1,150	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	353	210	4	2	35	21
	Transit	18.1%		261		3		26	
	Walk	53.2%		764		8		76	
	Other	4.2%		60		1		6	
	All Modes	100.0%		1,437	210	16	2	144	21
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	432	278	5	3	43	28
	Transit	22.9%		210		2		21	
	Walk	26.1%		240		3		24	
	Other	4.1%		38		0		4	
	All Modes	100.0%		920	278	10	3	92	28
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	2,262	1,107	24	12	226	111
	Transit	10.9%		433		5		43	
	Walk	30.2%		1,196		13		120	
	Other	1.9%		76		1		8	
	All Modes	100.0%		3,967	1,107	43	12	397	111
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	302	176	3	2	30	18
	Transit	18.8%		87		1		9	
	Walk	12.3%		56		1		6	
	Other	3.3%		15		0		1	
	All Modes	100.0%		460	176	5	2	46	18
East Bay 7.0%	Auto	46.0%	2.11	370	176	4	2	37	18
	Transit	20.9%		168		2		17	
	Walk	31.4%		253		3		25	
	Other	1.7%		13		0		1	
	All Modes	100.0%		805	176	9	2	80	18
North Bay 3.5%	Auto	57.9%	1.82	233	128	3	1	23	13
	Transit	16.1%		65		1		6	
	Walk	24.4%		98		1		10	
	Other	1.6%		6		0		1	
	All Modes	100.0%		402	128	4	1	40	13
South Bay 8.5%	Auto	80.5%	2.28	786	345	9	4	79	35
	Transit	11.5%		112		1		11	
	Walk	6.4%		63		1		6	
	Other	1.6%		16		0		2	
	All Modes	100.0%		977	345	11	4	98	35
Out of Region 22.0%	Auto	39.5%	2.73	1,000	367	11	4	100	37
	Transit	9.4%		237		3		24	
	Walk	27.3%		691		7		69	
	Other	23.8%		602		7		60	
	All Modes	100.0%		2,530	367	27	4	253	37
All Origins 100.0%	Auto	49.9%	2.06	5,738	2,787	62	30	574	279
	Transit	13.7%		1,573		17		157	
	Walk	29.2%		3,362		36		336	
	Other	7.2%		825		9		83	
	All Modes	100.0%		11,498	2,787	124	30	1,150	279

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site
LAND USE: CHILD CARE (WORK TRIPS)

Proposed Size:		12,000 sq.ft.			
DAILY					
Person-trip Generation Rate [1]:	67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]
Total Person Trips:	804 person-trips	Total Person-trips:		143	145
Work Trips [2]:	20%	Work Person-trips:	17% [5]	24	17% [6]
				25	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	5	4	1	1	1	1
	Transit	34.7%		6		1		1	
	Walk	35.8%		6		1		1	
	Other	2.7%		0		0		0	
	All Modes	100.0%		17	4	3	1	3	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	9	7	1	1	1	1
	Transit	49.1%		10		1		2	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		20	7	3	1	3	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	17	13	3	2	3	2
	Transit	34.6%		11		2		2	
	Walk	10.4%		3		1		1	
	Other	3.6%		1		0		0	
	All Modes	100.0%		33	13	5	2	5	2
SF Superdistrict 4 9.8%	Auto	55.8%	1.50	9	6	1	1	1	1
	Transit	40.9%		6		1		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		15	6	2	1	2	1
East Bay 18.4%	Auto	50.9%	2.13	15	7	2	1	2	1
	Transit	46.4%		14		2		2	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		30	7	4	1	5	1
North Bay 5.9%	Auto	69.1%	1.53	7	4	1	1	1	1
	Transit	28.6%		3		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		9	4	1	1	1	1
South Bay 20.6%	Auto	77.9%	1.15	26	22	4	3	4	3
	Transit	19.9%		7		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		33	22	5	3	5	3
Out of Region 2.2%	Auto	55.9%	1.54	2	1	0	0	0	0
	Transit	41.5%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		3	1	1	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	88	65	13	10	14	10
	Transit	36.0%		58		9		9	
	Walk	6.4%		10		2		2	
	Other	2.7%		4		1		1	
	All Modes	100.0%		161	65	24	10	25	10

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
[2] SF Guidelines, Appendix C - Table C-2 (Government Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)
[7] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site
LAND USE: CHILD CARE (NON-WORK TRIPS)

Proposed Size:		12,000 sq.ft.			
DAILY					
Person-trip Generation Rate [1]:	67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]
Total Person Trips:	804 person-trips	Total Person-trips:		143	145
Non-Work Trips [2]:	80%	Non-Work Person-trips:	83% [5]	119	83% [6]
				120	

Percent of Origin Distribution [7]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 0.0%	Auto	21.5%	2.12	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	2.00	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.04	274	134	50	25	51	25
	Transit	25.0%		161		30		30	
	Walk	23.6%		152		28		28	
	Other	8.9%		57		10		11	
	All Modes	100.0%		643	134	119	25	120	25
SF Superdistrict 4 0.0%	Auto	55.0%	2.25	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.51	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.95	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 0.0%	Auto	79.2%	2.34	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.64	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	42.6%	2.04	274	134	50	25	51	25
	Transit	25.0%		161		30		30	
	Walk	23.6%		152		28		28	
	Other	8.9%		57		10		11	
	All Modes	100.0%		643	134	119	25	120	25

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
[2] SF Guidelines, Appendix C - Table C-2 (Government Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)
[7] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: LIBRARY (WORK TRIPS)

Proposed Size:		5,000 sq.ft.					
DAILY				AM PEAK HOUR	PM PEAK HOUR		
Person-trip Generation Rate [1]:	195.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.0% [4]	3.9	16.2% [1]	31.5	
Total Person Trips:	975 person-trips	Total Person-trips:		20		158	
Work Trips [1]:	3%	24 person-trips	Work Person-trips:	4% [2]	1	4% [1]	6

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	1	1	0	0	0	0
	Transit	34.7%		1		0		0	
	Walk	35.8%		1		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		3	1	0	0	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	1	1	0	0	0	0
	Transit	49.1%		1		0		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		3	1	0	0	1	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	3	2	0	0	1	0
	Transit	34.6%		2		0		0	
	Walk	10.4%		1		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		5	2	0	0	1	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	1	1	0	0	0	0
	Transit	40.9%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		2	1	0	0	1	0
East Bay 18.4%	Auto	50.9%	2.13	2	1	0	0	1	0
	Transit	46.4%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		4	1	0	0	1	0
North Bay 5.9%	Auto	69.1%	1.53	1	1	0	0	0	0
	Transit	28.6%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		1	1	0	0	0	0
South Bay 20.6%	Auto	77.9%	1.15	4	3	0	0	1	1
	Transit	19.9%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		5	3	0	0	1	1
Out of Region 2.2%	Auto	55.9%	1.54	0	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	0	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	13	10	0	0	3	2
	Transit	36.0%		9		0		2	
	Walk	6.4%		2		0		0	
	Other	2.7%		1		0		0	
	All Modes	100.0%		24	10	1	0	6	2

Notes:

[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968I, ESA August 2009.

[2] Assumes same percentage as the PM Peak Hour.

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Based on ITE land use #590 (Library) and SANDAG.

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: LIBRARY (NON-WORK TRIPS)

Proposed Size:		5,000 sq.ft.			
DAILY				AM PEAK HOUR	
Person-trip Generation Rate [1]:		195.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.0% [4]	3.9
Total Person Trips:		975 person-trips	Total Person-trips:	20	158
Non-Work Trips [1]:		98%	951 person-trips	Non-Work Person-trips:	97% [2]
				19	97% [1]
					152

Percent of Origin Distribution [6]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 0.0%	Auto	21.5%	2.12	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	2.00	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.42	405	167	8	3	65	27
	Transit	25.0%		238		5		38	
	Walk	23.6%		224		4		36	
	Other	8.9%		84		2		13	
	All Modes	100.0%		951	167	19	3	152	27
SF Superdistrict 4 0.0%	Auto	55.0%	2.25	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.51	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.95	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 0.0%	Auto	79.2%	2.34	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.64	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	42.6%	2.42	405	167	8	3	65	27
	Transit	25.0%		238		5		38	
	Walk	23.6%		224		4		36	
	Other	8.9%		84		2		13	
	All Modes	100.0%		951	167	19	3	152	27

Notes:

[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968I, ESA August 2009.

[2] Assumes same percentage as the PM Peak Hour.

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Based on ITE land use #590 (Library) and SANDAG.

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

[6] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: COMMUNITY CENTER (WORK TRIPS)

Proposed Size:		25,000 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	80.0 trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4]	4.8	13.4% [1]	10.7	
Total Person Trips:	2,000 person-trips	Total Person-trips:		121		268	
Work Trips [2]:	5%	100 person-trips	Work Person-trips:	5% [5]	6	5% [5]	13

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	3	2	0	0	0	0
	Transit	34.7%		4		0		0	
	Walk	35.8%		4		0		1	
	Other	2.7%		0		0		0	
	All Modes	100.0%		11	2	1	0	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	6	5	0	0	1	1
	Transit	49.1%		6		0		1	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		13	5	1	0	2	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	10	8	1	1	1	1
	Transit	34.6%		7		0		1	
	Walk	10.4%		2		0		0	
	Other	3.6%		1		0		0	
	All Modes	100.0%		20	8	1	1	3	1
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	5	4	0	0	1	0
	Transit	40.9%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		10	4	1	0	1	0
East Bay 18.4%	Auto	50.9%	2.13	9	4	1	0	1	1
	Transit	46.4%		9		1		1	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		18	4	1	0	2	1
North Bay 5.9%	Auto	69.1%	1.53	4	3	0	0	1	0
	Transit	28.6%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		6	3	0	0	1	0
South Bay 20.6%	Auto	77.9%	1.15	16	14	1	1	2	2
	Transit	19.9%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		21	14	1	1	3	2
Out of Region 2.2%	Auto	55.9%	1.54	1	1	0	0	0	0
	Transit	41.5%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		2	1	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	55	40	3	2	7	5
	Transit	36.0%		36		2		5	
	Walk	6.4%		6		0		1	
	Other	2.7%		3		0		0	
	All Modes	100.0%		100	40	6	2	13	5

Notes:

[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Advant Consulting/LCW Consulting, November 2017.

[2] Estimated based on an average of 3 daily trips per employee

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Based on ITE land use #495 (Community Center)

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: COMMUNITY CENTER (NON-WORK TRIPS)

Proposed Size:		25,000 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	80.0 trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4]	4.8	13.4% [1]	10.7	
Total Person Trips:	2,000 person-trips	Total Person-trips:		121		268	
Non-Work Trips [2]:	95%	1,900 person-trips	Non-Work Person-trips:	95% [5]	115	95% [5]	255

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	71	34	4	2	10	5
	Transit	17.9%		59		4		8	
	Walk	53.4%		178		11		24	
	Other	7.2%		24		1		3	
	All Modes	100.0%		333	34	20	2	45	5
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	134	67	8	4	18	9
	Transit	24.8%		66		4		9	
	Walk	14.6%		39		2		5	
	Other	10.5%		28		2		4	
	All Modes	100.0%		266	67	16	4	36	9
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	231	95	14	6	31	13
	Transit	25.0%		135		8		18	
	Walk	23.6%		128		8		17	
	Other	8.9%		48		3		6	
	All Modes	100.0%		542	95	33	6	73	13
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	73	33	4	2	10	4
	Transit	24.5%		33		2		4	
	Walk	12.4%		16		1		2	
	Other	8.2%		11		1		1	
	All Modes	100.0%		133	33	8	2	18	4
East Bay 10.0%	Auto	56.9%	2.51	108	43	7	3	14	6
	Transit	27.1%		51		3		7	
	Walk	14.8%		28		2		4	
	Other	1.3%		2		0		0	
	All Modes	100.0%		190	43	12	3	25	6
North Bay 3.0%	Auto	75.9%	1.95	43	22	3	1	6	3
	Transit	8.0%		5		0		1	
	Walk	13.2%		8		0		1	
	Other	2.9%		2		0		0	
	All Modes	100.0%		57	22	3	1	8	3
South Bay 8.0%	Auto	79.2%	2.34	120	52	7	3	16	7
	Transit	12.8%		19		1		3	
	Walk	6.9%		11		1		1	
	Other	1.1%		2		0		0	
	All Modes	100.0%		152	52	9	3	20	7
Out of Region 12.0%	Auto	40.6%	2.64	93	35	6	2	12	5
	Transit	23.7%		54		3		7	
	Walk	24.2%		55		3		7	
	Other	11.4%		26		2		3	
	All Modes	100.0%		228	35	14	2	31	5
All Origins 100.0%	Auto	46.0%	2.30	873	380	53	23	117	51
	Transit	22.3%		423		26		57	
	Walk	24.3%		462		28		62	
	Other	7.5%		142		9		19	
	All Modes	100.0%		1,900	380	115	23	255	51

Notes:

[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Advant Consulting/LCW Consulting, November 2017.

[2] Estimated based on an average of 3 daily trips per employee

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Based on ITE land use #495 (Community Center)

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: OPEN SPACE (WORK TRIPS)

Proposed Size:		6.6 Acres			
DAILY		AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	20.0 trips/acre	Person-trip Gen Rate:	13.0% [1]	2.6	9.0% [1]
Total Person Trips:	132 person-trips	Total Person-trips:		17	12
Work Trips [2]:	1% 1 person-trips	Work Person-trips:	1% [4]	0	1% [4] 0

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	0	0	0	0	0	0
	Transit	34.7%		0		0		0	
	Walk	35.8%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	0	0	0	0	0	0
	Transit	49.1%		0		0		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	0	0	0	0	0	0
	Transit	34.6%		0		0		0	
	Walk	10.4%		0		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	0	0	0	0	0	0
	Transit	40.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 18.4%	Auto	50.9%	2.13	0	0	0	0	0	0
	Transit	46.4%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 5.9%	Auto	69.1%	1.53	0	0	0	0	0	0
	Transit	28.6%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 20.6%	Auto	77.9%	1.15	0	0	0	0	0	0
	Transit	19.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 2.2%	Auto	55.9%	1.54	0	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	1	1	0	0	0	0
	Transit	36.0%		0		0		0	
	Walk	6.4%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		1	1	0	0	0	0

Notes:

[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)

[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: OPEN SPACE (NON-WORK TRIPS)

Proposed Size:		6.6 Acres			
DAILY		AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	20.0 trips/acre	Person-trip Gen Rate:	13.0% [5]	2.6	9.0% [1]
Total Person Trips:	132 person-trips	Total Person-trips:		17	12
Non-Work Trips [2]:	99%	131 person-trips	Non-Work Person-trips:	99% [6]	17
				99% [2]	12

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	5	2	1	0	0	0
	Transit	17.9%		4		1		0	
	Walk	53.4%		12		2		1	
	Other	7.2%		2		0		0	
	All Modes	100.0%		23	2	3	0	2	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	9	5	1	1	1	0
	Transit	24.8%		5		1		0	
	Walk	14.6%		3		0		0	
	Other	10.5%		2		0		0	
	All Modes	100.0%		18	5	2	1	2	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	16	7	2	1	1	1
	Transit	25.0%		9		1		1	
	Walk	23.6%		9		1		1	
	Other	8.9%		3		0		0	
	All Modes	100.0%		37	7	5	1	3	1
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	5	2	1	0	0	0
	Transit	24.5%		2		0		0	
	Walk	12.4%		1		0		0	
	Other	8.2%		1		0		0	
	All Modes	100.0%		9	2	1	0	1	0
East Bay 10.0%	Auto	56.9%	2.51	7	3	1	0	1	0
	Transit	27.1%		4		0		0	
	Walk	14.8%		2		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		13	3	2	0	1	0
North Bay 3.0%	Auto	75.9%	1.95	3	2	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		1		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		4	2	1	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	8	4	1	0	1	0
	Transit	12.8%		1		0		0	
	Walk	6.9%		1		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		10	4	1	0	1	0
Out of Region 12.0%	Auto	40.6%	2.64	6	2	1	0	1	0
	Transit	23.7%		4		0		0	
	Walk	24.2%		4		0		0	
	Other	11.4%		2		0		0	
	All Modes	100.0%		16	2	2	0	1	0
All Origins 100.0%	Auto	46.0%	2.30	60	26	8	3	5	2
	Transit	22.3%		29		4		3	
	Walk	24.3%		32		4		3	
	Other	7.5%		10		1		1	
	All Modes	100.0%		131	26	17	3	12	2

Notes:

[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)

[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Parking Demand

Potrero Power Station Mixed-Use Development Project
Re-Phase Program without PG&E Site

PARKING DEMAND	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Midday Period (Noon to 2 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				1,783	612	26	248	2,048	1,123	2,218	3	38	295	24	8,417
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.2
Peak short-term demand (spaces)				163	56	3	23	94	103	202	1	4	27	3	679
% of peak demand during period (ULI)				100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	96%
Total short-term demand (spaces)				163	56	3	23	94	78	202	1	4	27	3	654
LONG-TERM DEMAND															
Residential/Hotel Demand															
Percentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	473	502	200												1,175
% of peak demand during period (ULI)	70%	70%	60%												68%
Subtotal long-term demand (spaces)	332	352	120												804
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			110	3,013	1,594	43	24	100	77	57	35	6	32	1	5,092
% of employees who drive			59%	56%	56%	56%	57%	57%	56%	57%	55%	55%	58%	56%	56%
Number of employees who drive			65	1,682	890	24	14	57	43	33	19	3	19	0	2,848
Average employee vehicle occupancy			1.39	1.37	1.37	1.37	1.37	1.37	1.37	1.38	1.36	1.36	1.38	1.37	1.37
Peak parking demand (spaces)			47	1,229	650	18	10	42	32	24	15	3	14	1	2,085
% of peak demand during period (ULI)			100%	100%	100%	100%	100%	100%	90%	100%	100%	100%	100%	100%	100%
Subtotal long-term demand (spaces)			47	1,229	650	18	10	42	29	24	15	3	14	1	2,082
Total long-term demand (spaces)	332	352	167	1,229	650	18	10	42	29	24	15	3	14	1	2,886
TOTAL PARKING DEMAND (spaces)	332	352	167	1,392	706	21	33	136	107	226	16	7	41	4	3,540
Evening Period (7 PM to 9 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				1,783	612	26	248	2,048	1,123	2,218	3	38	295	24	8,417
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.2
Peak short-term demand (spaces)				163	56	3	23	94	103	202	1	4	27	3	679
% of peak demand during period (ULI)				5%	5%	5%	90%	90%	100%	80%	0%	5%	10%	50%	57%
Total short-term demand (spaces)				9	3	1	21	85	103	162	-	1	3	2	390
LONG-TERM DEMAND															
Residential/Hotel Demand															
Percentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	473	502	200												1,175
% of peak demand during period (ULI)	100%	100%	90%												98%
Subtotal long-term demand (spaces)	473	502	180												1,155
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			110	3,013	1,594	43	24	100	77	57	35	6	32	1	5,092
% of employees who drive			59%	56%	56%	56%	57%	57%	56%	57%	55%	55%	58%	56%	56%
Number of employees who drive			65	1,682	890	24	14	57	43	33	19	3	19	0	2,848
Average employee vehicle occupancy			1.39	1.37	1.37	1.37	1.37	1.37	1.37	1.38	1.36	1.36	1.38	1.37	1.37
Peak parking demand (spaces)			47	1,229	650	18	10	42	32	24	15	3	14	1	2,085
% of peak demand during period (ULI)			20%	10%	10%	10%	100%	100%	100%	90%	5%	5%	10%	50%	15%
Subtotal long-term demand (spaces)			10	123	65	2	10	42	32	22	1	1	2	1	311
Total long-term demand (spaces)	473	502	190	123	65	2	10	42	32	22	1	1	2	1	1,466
TOTAL PARKING DEMAND (spaces)	473	502	190	132	68	3	31	127	135	184	1	2	5	3	1,856

Commercial Vehicle and Service Loading Demand

Potrero Power Station Mixed-Use Development Project
TRUCK AND SERVICE VEHICLE LOADING DEMAND [a]

Land Use	Gross Square Feet	Daily Vehicle Generation Ratio (R)	Turnover (minutes)	Daily Trucks/ Service Vehicles	Loading Space Demand	
					Average Hour	Peak Hour [b]
Re-Phase Program without PG&E Site						
Residential	1,277,450 gsf	0.03	25	38	2	2
Hotel	241,574 gsf	0.09	25	22	1	1
Office/R&D/PDR [c]	1,489,344 gsf	0.21	25	313	14	18
General Retail	8,400 gsf	0.22	25	2	0	0
Supermarket [d]	35,000 gsf	1.26	40	44	3	4
Restaurant [e]	46,839 gsf	3.60	25	169	8	10
Community Facilities	42,000 gsf	0.10	25	4	0	0
Total	3,140,607 gsf	0.19		592	29	36

General Loading Demand Equations (SF Guidelines)

$$\begin{aligned} \text{Daily Trips} &= (\text{GSF} / 1,000) * R \\ \text{Average Hour} &= (\text{GSF} / 1,000) * R / 9 / 2.4 \\ \text{Peak Hour} &= (\text{GSF} / 1,000) * (R * 1.25) / 9 / 2.4 \\ R &= \text{Daily truck trip generation per 1,000 gsf of use from Table H-1 in SF Guidelines} \end{aligned}$$

Notes:

- [a] Daily truck trip generation rate and average and peak hour loading space demand based on SF Guidelines for all land uses except Supermarkets. Numbers may not sum to total due to rounding.
- [b] Peak hour of the commercial loading demand, which generally occurs between 10 AM and 1 PM.
- [c] Includes light industrial and arts uses.
- [d] Supermarket rate based on data in the 2001 Market Street TIS, Final Report, November 2010, Case File No. 2008.0550E
- [e] Includes assembly space, with a 60 percent occupancy efficiency factor.

2a PHASING ANALYSIS – RE-PHASE PROGRAM

Potrero Power Station Mixed-Use Development Project
Daily, AM Peak Hour, and PM Peak Hour Trip Generation by Project Phase

	POTRERO POWER STATION RE-PHASE PROGRAM								
	Phase 3 (Buildout)				Phase 1			Phase 2	
Area (gsf)									
Residential/Hotel	2,644,558	gsf	62%		712,950	gsf	37%	1,589,488	gsf 50%
Commercial	1,509,344	gsf	35%		1,171,104	gsf	60%	1,509,344	gsf 48%
Retail	100,239	gsf	2%		47,400	gsf	2%	61,677	gsf 2%
Community Facilities	42,000	gsf	1%		12,000	gsf	1%	17,000	gsf 1%
Total	4,296,141	gsf	100%		1,943,454	gsf	100%	3,177,509	gsf 100%
<i>% of buildout</i>					<i>45%</i>			<i>74%</i>	
Internal Person Trips									
Daily	21,671				6,622			13,131	
<i>% of buildout</i>					<i>31%</i>			<i>61%</i>	
AM Peak Hour	1,345				446			810	
<i>% of buildout</i>					<i>33%</i>			<i>60%</i>	
PM Peak Hour	2,801				962			1,727	
<i>% of buildout</i>					<i>34%</i>			<i>62%</i>	
Internal Person Trips as a % of Total									
Daily	28%				17%			25%	
AM Peak Hour	21%				15%			18%	
PM Peak Hour	30%				22%			27%	
External Vehicle Trips									
Daily	16,368				9,109			11,653	
AM Peak Hour	1,831				965			1,397	
- Inbound	1,047				678			914	
- Outbound	783				286			484	
<i>% of daily</i>	<i>11.2%</i>				<i>10.6%</i>			<i>12.0%</i>	
PM Peak Hour	2,192				1,141			1,599	
- Inbound	1,029				402			640	
- Outbound	1,163				739			959	
<i>% of daily</i>	<i>13.4%</i>				<i>12.5%</i>			<i>13.7%</i>	

2b PHASING ANALYSIS – RE-PHASE PROGRAM – MAX. RESIDENTIAL

Potrero Power Station Mixed-Use Development Project
Daily, AM Peak Hour, and PM Peak Hour Trip Generation by Project Phase

POTRERO POWER STATION RE-PHASE PROGRAM - MAXIMUM RESIDENTIAL												
		Phase 3 (Buildout)				Phase 1			Phase 2			
Area (gsf)												
Residential/Hotel		2,549,792	gsf	61%		712,950	gsf	37%		1,494,722	gsf	48%
Commercial		1,509,344	gsf	36%		1,171,104	gsf	60%		1,509,344	gsf	49%
Retail		100,239	gsf	2%		47,400	gsf	2%		61,677	gsf	2%
Community Facilities		42,000	gsf	1%		12,000	gsf	1%		17,000	gsf	1%
Total		4,201,375	gsf	100%		1,943,454	gsf	100%		3,082,743	gsf	100%
% of buildout						46%				73%		
Internal Person Trips												
Daily		21,503				6,622				13,006		
% of buildout						31%				60%		
AM Peak Hour		1,363				446				816		
% of buildout						33%				60%		
PM Peak Hour		2,900				962				1,746		
% of buildout						33%				60%		
Internal Person Trips as a % of Total												
Daily		28%				17%				25%		
AM Peak Hour		22%				15%				18%		
PM Peak Hour		31%				22%				27%		
External Vehicle Trips												
Daily		16,393				9,109				11,664		
AM Peak Hour		1,845				965				1,416		
- Inbound		1,038				678				907		
- Outbound		807				286				509		
% of daily		11.3%				10.6%				12.1%		
PM Peak Hour		2,187				1,141				1,619		
- Inbound		1,037				402				659		
- Outbound		1,150				739				960		
% of daily		13.3%				12.5%				13.9%		

2c PHASING ANALYSIS – RE-PHASE PROGRAM NO PG&E SITE

Potrero Power Station Mixed-Use Development Project
Daily, AM Peak Hour, and PM Peak Hour Trip Generation by Project Phase

	POTRERO POWER STATION RE-PHASE PROGRAM - NO PG&E SITE								
	Phase 3 (Buildout)			Phase 1			Phase 2		
Area (gsf)									
Residential/Hotel	1,519,024	gsf	48%	712,950	gsf	37%	1,226,164	gsf	43%
Commercial	1,489,344	gsf	47%	1,171,104	gsf	60%	1,489,344	gsf	53%
Retail	100,239	gsf	3%	47,400	gsf	2%	61,677	gsf	2%
Community Facilities	42,000	gsf	1%	12,000	gsf	1%	42,000	gsf	1%
Total	3,150,607	gsf	100%	1,943,454	gsf	100%	2,819,185	gsf	100%
<i>% of buildout</i>				<i>62%</i>			<i>89%</i>		
Internal Person Trips									
Daily	13,178			6,622			10,489		
<i>% of buildout</i>				<i>50%</i>			<i>80%</i>		
AM Peak Hour	793			446			631		
<i>% of buildout</i>				<i>56%</i>			<i>80%</i>		
PM Peak Hour	1,654			962			1,372		
<i>% of buildout</i>				<i>58%</i>			<i>83%</i>		
Internal Person Trips as a % of Total									
Daily	20%			17%			20%		
AM Peak Hour	16%			15%			15%		
PM Peak Hour	22%			22%			23%		
External Vehicle Trips									
Daily	14,865			9,109			11,528		
AM Peak Hour	1,465			965			1,303		
- Inbound	961			678			901		
- Outbound	505			286			402		
<i>% of daily</i>	<i>9.9%</i>			<i>10.6%</i>			<i>11.3%</i>		
PM Peak Hour	1,886			1,141			1,561		
- Inbound	758			402			574		
- Outbound	1,127			739			987		
<i>% of daily</i>	<i>12.7%</i>			<i>12.5%</i>			<i>13.5%</i>		

Appendix E.2

Supplemental Air Quality Supporting Information, Re-Phase Program

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MEMORANDUM

To: **Paul Mitchell, ESA**

From: **Akshay Ashok, PhD**
Shannon Lee
Michael Keinath, PE

Subject: **Analysis of Project Rephase for the Potrero Power Station
Mixed-Use Development**

Date August 24, 2020

Ramboll understands that the Project Sponsor for the Potrero Power Station Mixed-Use Development ("PPS" or the "Project") proposes a Project rephasing ("PPS Rephase" or the "Project Rephase") to the Project Variant evaluated in the Final Environmental Impact Report ("FEIR"). Ramboll analysed the air quality and human health impacts of the changes in phasing for the Potrero Power Station Mixed-Use Development. The Project Rephase includes the following changes to proposed construction phasing, schedule and building construction relative to the Project Variant which was approved in 2019:

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- Consolidating vertical and open space development into three phases instead of six phases
- Lowering operational traffic volumes by 14%

Table 1 and **Figure 1** show the Project Rephase construction schedule and phasing diagram. **Figure 2** shows the Project Rephase operational land use areas to be developed.

This memorandum describes a quantitative analysis of mass emissions and health risk from the construction and operation of the Project Rephase.

METHODS

Emissions from construction activities are calculated based on a detailed construction inventory previously calculated for the Project Variant. This was done because detailed construction activity data (i.e., construction equipment quantities and usage data) specific to the construction activities in the Project Rephase was not available.¹

¹ The Project Sponsor's construction contractor, TRC Companies, prepared a memo dated July 7, 2020 describing changes to the Construction Worker and Equipment Resource Table that are necessary due to the proposed earthwork phasing shift associated with the Project Rephase. Because Ramboll's approach to estimating construction emissions relied on scaling emissions based on developed areas/blocks and did not use detailed construction equipment information, these changes were not incorporated into this analysis. However, a screening-level analysis indicates that changes to off-site resident and school impacts resulting from changes described in the TRC memo would be minimal, and impacts to Pier 70 and on-site MEIRs would likely be lower than those presented in this analysis.

Construction emissions were scaled from the Project Variant inventory on a block-by-block basis using total developed area, and were similarly developed for grading and open space paving according to the areas being graded or paved in the Project Rephase. Emissions were then summed over all the blocks and areas being developed within a particular phase in the Project Rephase. Construction emissions are controlled using Tier 4 equipment.

Emissions from operational activities are calculated using the California Emissions Estimator Model (CalEEMod) with land use areas specific to the Project Rephase (as shown in **Figure 2**). Controlled emissions are estimated implementing the construction and operational mitigation measures identified in the FEIR. Per the Project Sponsor, there are no changes to the number of emergency generators in the Project Variant relative to the Proposed Project evaluated in the FEIR.

The health risk assessment follows the approach used in the FEIR. Ramboll evaluated excess cancer risks from the emissions of respirable particulate matter with diameter less than 10 micrometers (PM₁₀) from construction and operational sources. The analysis assumes all PM₁₀ from construction equipment and operational sources is diesel particulate matter, or DPM.

MASS EMISSIONS OF CRITERIA AIR POLLUTANTS

Controlled construction criteria air pollutant (CAP) emissions by Phase is shown in **Table 2a**. While the total mass of construction CAP emissions is within 4% of the Project Variant, emissions are distributed over Phases 1-3 instead of six phases. Per the Project Sponsor, Phase 0 construction will continue as part of the Project Rephase in the same manner as the Project Variant, with Phase 0.1 activities over the tank farms occurring as part of Phase 0. Therefore, Phase 0 construction emissions are very similar to those in the Project Rephase. Construction activities related to shoreline improvements and construction of the dock are assumed to occur as previously established in Phase 0 and Phase 1, respectively.

Controlled annual operational CAP emissions for full buildout of the Project Variant are shown in **Table 3a** (annual) and **Table 3b** (daily). Operational emissions from the Project Rephase are similar to those from the Project Variant, with minor variations resulting from changes in land use and reduced traffic volumes. **Table 3c** and **Table 3d** provide emissions for interim years of operation when individual blocks begin operation. Blocks are assumed to begin operation as soon as vertical development is completed. Since a detailed construction schedule was not available (only the year of completion of each block was provided), CalEEMod was conservatively run assuming each block begins operation in the year during which vertical development is completed (i.e., CalEEMod was run for calendar year 2026 to conservatively model operational emissions from Blocks 2, 7 and 15 given that they are scheduled to complete vertical development in 2026).

Controlled construction and operational emissions are compared against the Bay Area Air Quality Management District (BAAQMD) mass emission thresholds in **Table 4a** (annual emissions) and **Table 4b** (daily average emissions). The emissions are analysed on an annual basis, noting that the year of impacts is representative based on the current construction schedule and any delays to construction will likely result in changes to the year of impacts. Significance of mass emissions remains unchanged relative to the Project Variant, with operational ROG and NO_x emissions at full buildout exceeding BAAQMD daily and annual CAP emissions thresholds (albeit by a lower amount, due to changes in overall block development). Annual ROG and NO_x emission thresholds are exceeded when Blocks 12 and 14 begin operation and remain elevated in the subsequent years.

HEALTH RISK

The health risk assessment (HRA) for the Project Rephase was performed using the same methods used in the FEIR. Ramboll used AERMOD to calculate dispersion factors for construction of each block

and graded/paved areas. Dispersion factors for other sources that remain unchanged (e.g., construction Phase 0, marine construction and haul routes) and operational emergency generators were taken from calculations performed for the FEIR.

Intake factors were re-calculated to reflect the changes in construction phase start dates and durations. Default exposure parameters recommended by the Office of Environmental Health Hazard Assessment (OEHHA) and BAAQMD were used (presented in the FEIR). On-Site residents were assumed to move into each completed phase at the conclusion of construction and be exposed to all subsequent phases of construction and operational emissions. Exposure at off-site receptors was assumed to begin in 2020 for school and off-site resident receptors, while Pier 70 receptors were assumed to begin exposure in 2029 as this hypothetical scenario resulted in the most conservative risk estimate. Cancer risks and $PM_{2.5}$ impacts related to operational traffic were scaled down by 14.4% as daily traffic volumes are expected to decrease in the Project Rephase relative to the Project Variant.² Background risks were taken from the San Francisco Citywide Health Risk Assessment (CHRA) published in February 2020. Assumptions for cumulative impacts from Pier 70 construction remain the same as those presented in the FEIR.

While onsite cancer risks were evaluated at potential daycare sites as well as residential units assuming a 30-year residential exposure scenario, the maximum onsite risk impacts were found to be located at a potential daycare site where the assumption of a residential exposure scenario would not apply. Thus, the onsite MEIR was selected to be the next highest impact location, which was located in Block 8 (a residential unit).³

Table 5 shows the cumulative cancer risk estimates at the on-site and off-site maximally exposed individual receptors (MEIRs), while **Table 6** shows $PM_{2.5}$ concentration estimates at the on-site and off-site MEIRs. On-site and Pier 70 residential risks were below the cumulative cancer risk criteria of 100 per one million, and therefore less than significant. While cumulative risks at the non-Pier 70 residential and school MEIRs were above the 100 per one million risk, these MEIRs fall within the City of San Francisco's Air Pollution Exposure Zone (APEZ) since the background risks are themselves above the 100 per one million threshold. In this case, significance is assessed by comparing Project-related impacts against a threshold of 7 per one million, and Project Rephase cancer risk impacts are less than that threshold. Cumulative $PM_{2.5}$ concentrations at all receptors are below $10 \mu g/m^3$, and therefore less than significant. Thus, all cancer risk and $PM_{2.5}$ impacts are below their respective cancer risk thresholds indicating that the impacts of the Project Rephase are less-than-significant.

The locations of the MEIRs are shown in **Figure 3** (cancer risk MEIRs) and **Figure 4** ($PM_{2.5}$ MEIRs). As seen in the figures, MEIRs occurred at a different location for the Project Rephase compared to the Project Variant, except for the off-site non-Pier 70 resident.

² The reduction in trip generation was based on information provided by the traffic consultant on July 10, 2020, titled "Estimation of Potrero Power Station Re-Phase Program Travel Demand, July 2020".

³ The Project-related cancer risk at the Block 8 residential MEIR was within 2% of the risk at the daycare site.

TABLES

Table 1
Project Rephase Construction Phasing
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Phase ^{1,2}	Description	Start Year	End Year	# of Work Days
0	Demolition, Site preparation, Rough Grading for the entire Project, and Interim Surface Parking Improvements	Jan-20	Dec-23	1043
1	Grading, Building Construction (Blocks 2, 7, 8, 11, 12, 15), Paving, Architectural Coating	Jan-22	Dec-28	1826
2	Building Construction (Blocks 1, 3, 4, 9, 14), Paving, Architectural Coating	Jan-26	Dec-31	1564
3	Grading, Building Construction (Blocks 5, 13), Paving, Architectural Coating	Jan-30	Dec-35	1564

Notes:

¹: Project construction schedule provided by the Project Sponsor. Construction was assumed to start January 1 of the provided starting year and end on December 31 of the provided ending year.

Table 2a
Construction CAP Emissions from Project Rephase - Controlled
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Total CAP Emissions					
Phase	Source	Emissions ¹			
		ROG	NO _x	PM ₁₀	PM _{2.5}
		lbs			
0	Off-road Equipment ²	2,084	14,000	435	435
1		3,167	28,853	419	419
2		2,428	21,192	285	285
3		1,622	15,605	185	185
0	On-road Trucks and Vehicles ³	345	3,314	17	16
1		500	2,593	22	20
2		360	1,902	16	15
3		164	1,397	8	8
0	Architectural Coating ⁴ Off-Gassing	0	--	--	--
1		22,957	--	--	--
2		15,037	--	--	--
3		15,912	--	--	--
0	Paving ⁵ Off-Gassing	0	--	--	--
1		15	--	--	--
2		10	--	--	--
3		28.5	--	--	--
Total Emissions (lbs)		64,628	88,856	1,388	1,384

Table 2a
Construction CAP Emissions from Project Rephase - Controlled
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Average Daily Emissions					
Phase	Days of Construction per Phase ⁶	Emissions ²			
		ROG	NO _x	PM ₁₀	PM _{2.5}
		lbs/day			
0	1043	2.3	17	0.43	0.43
1	1826	15	17	0.24	0.24
2	1564	11	15	0.19	0.19
3	1564	11	11	0.12	0.12

Maximum Yearly Emissions					
Phase	Maximum Annual Construction days per Phase ⁷	Emissions ²			
		ROG	NO _x	PM ₁₀	PM _{2.5}
		tons/yr			
0	260	0.30	2.2	0.056	0.056
1	260	1.9	2.2	0.031	0.031
2	260	1.5	1.9	0.025	0.025
3	260	1.5	1.4	0.016	0.016

Notes:

- ¹. Emissions were estimated based on construction emissions previously calculated for the Project Variant. The Project Variant construction inventory was scaled by block or open space grading/paving according to the area being developed in the Project Rephase. The inventory for the Project Variant was calculated using methodologies consistent with CalEEMod® and the Project DEIR.
- ². Controlled emissions are calculated based on Tier 4 emission factors for off-road construction equipment and Tier 3 for in-water equipment.
- ³. Onroad emissions from worker, vendor and hauling trips was calculated by scaling the inventory previously calculated from the Project Variant by area of land being developed. Mitigated emissions are calculated assuming 2010 or newer haul trucks are used.
- ⁴. Architectural Coating emissions are calculated in Table 2b.
- ⁵. Paving emissions are calculated in Table 2c.
- ⁶. Days of construction per phase shown are the number of work days for each phase and were provided by the Project Sponsor. Total length of construction for the Project does not equal the sum of the total of days in each phase since there are overlapping phases.
- ⁷. Maximum Annual Construction Days per Phase shown represent the maximum number of work days expected over a 365-day timeframe for each Phase. This analysis is assuming 260 maximum work days.

Table 2a
Construction CAP Emissions from Project Rephase - Controlled
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Abbreviations:

CAP - criteria air pollutant	NO _x - nitrogen oxide compounds (NO + NO ₂)
CalEEMod® - California Emissions Estimator Model	PM ₁₀ - particulate matter less than 10 micrometers
CAPCOA - California Air Pollution Control Officers Association	PM _{2.5} - particulate matter less than 2.5 micrometers
CEQA - California Environmental Quality Act	ROG - reactive organic gas
lb - pound	

References:

California Air Pollution Control Officers Association (CAPCOA). 2016. CalEEMod.
Available at: <http://www.caleemod.com>.

Table 2b
Architectural Coating Emissions
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Coating Category	Interior	Exterior	
VOC Content (g/L) ¹	100	150	
Emission Factor (lb/ft ²) ²	0.0046	0.0069	
Land Use	Fraction of Surface Area Painted ² (%)		Painted Area Multiplier ²
Residential	75%	25%	2.7
Non-Residential	75%	25%	2
Parking	0%	6%	--

SCENARIO³: Project Rephase

Construction Phase	Block	Building Square Footage ⁴			Painted Areas		ROG Emissions
		Residential Area	Non-residential Area	Parking Area	Interior	Exterior	
		ft ²	ft ²	ft ²	ft ²	ft ²	tons
1	2	0	329,898	51,003	494,847	168,009	1.7
	7	407,400	11,000	72,675	841,485	284,856	2.9
	8	305,550	5,000	48,600	626,239	211,662	2.2
	11	0	236,335	48,450	354,502.5	121,075	1.2
	12	0	208,271	26,730	312,407	105,739	1.1
	15	0	440,000	0	660,000	220,000	2.3
2	1	394,204	5,000	33,937	805,763	270,624	2.8
	3	0	320,640	55,436	480,960	163,646	1.7
	4	163,000	7,757	50,917	341,711	116,959	1.2
	9	0	245,694	15,960	368,541	123,805	1.3
	14	77,760	0	9,720	157,464	53,071	0.5
3	5	292,860	38,562	287,933	650,885	234,237	2.3
	13	762,210	45,000	185,440	1,610,975	548,118	5.6
Total							27.0

Notes:

- VOC content of paint is assumed to be consistent with BAAQMD Regulation 8, Rule 3. ROG and VOC can be used interchangeably for CEQA analysis.
- CalEEMod default architectural coating emissions parameters.
- VOC emissions are calculated for the Project Rephase program.
- Building footprint provided by the Project Sponsor.

Abbreviations:

BAAQMD - Bay Area Air Quality Management Plan - liters
CalEEMod® - California Emissions Estimator - pounds
CEQA - California Environmental Quality Act
g - gram
gal - gallons
ft² - square feet
VOC - volatile organic compound

References:

BAAQMD. 2009. Regulation 8 Rule 3 Architectural Coatings. July.
California Air Pollution Control Officers Association (CAPCOA). 2016. Appendix A. Available at:
<http://www.caleemod.com>

Table 2c
Asphalt Paving Off-Gassing Emissions
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Construction Phase	Building	Parking Area ¹		ROG Emission Factor ²	ROG Emissions ²
		ft ²	acres	lb/acre	lb
1	2	51,003	1.2	2.6	3.1
	7	72,675	1.7		4.4
	8	48,600	1.1		2.9
	11	48,450	1.1		2.9
	12	26,730	0.6		1.6
	15	0,000	0.0		0
2	1	33,937	0.8		2.0
	3	55,436	1.3		3.3
	4	50,917	1.2		3.1
	9	15,960	0.4		1.0
	14	9,720	0.2		0.6
	5	287,933	6.6		17.3
3	13	185,440	4.3		11
Total		886,801	20		53

Notes:

¹. Parking areas based on total garage square footage provided by the Project Sponsor.

². ROG emissions from paving the parking areas were calculated consistent with CalEEMod® methodology.

Abbreviations:

CalEEMod® - California Emissions Estimator MODel

CAPCOA - California Air Pollution Control Officers Association

CEQA - California Environmental Quality Act

lb - pound

ft² - square feet

ROG - Reactive Organic Gases

References:

California Air Pollution Control Officers Association (CAPCOA). 2016. Appendix A. Available at: <http://www.caleemod.com>

Table 3a
Project Re-Phase Program Operational CAP Annual Emissions (Controlled) for the Full Build Out Year
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Emissions Source	CAP Emissions ^{1,2} [ton/year]			
	ROG	NO _x	PM ₁₀ Total	PM _{2.5} Total ³
Net Generator Emissions	0.049	1.6	0.012	0.012
Architectural Coating	2.7	--	--	--
Consumer Products ⁴	13	--	--	--
Hearths	0.01	0.09	0.01	0.01
Landscaping	0.55	0.21	0.10	0.10
Building Energy Use	0.38	3	0.27	0.27
On-Road Fugitive Dust ⁵	--	--	4.9	1.4
On-Road Exhaust ⁵	1.7	8	0.050	0.046
TRUs ⁶	0.0091	0.068	0.00040	0.00037
Total Project Emissions	18	13	5.4	1.9

Notes:

- ¹ Emissions estimated using CalEEMod version 2016.3.2. Emissions controls include Tier 4 emergency generators and TRUs plugged in during unloading.
- ² Operational CAP emissions were estimated for the full Project build-out in 2036. Operations during all other years (while construction is still taking place) will have less emissions than the full build-out year presented above.
- ³ PM_{2.5} are assumed to be equivalent to PM₁₀ emissions for the emergency generators.
- ⁴ San Francisco's ROG emissions from consumer products were 5.30 tons and San Francisco's assumed square footage was 703,541,231 square feet. Therefore, the emission factor would be (5.30 tons/day * 2,000 lbs/ton)/703,541,231 sq.ft = 1.51e-5 lbs/(sq.ft-day). This was used as the emission factor for ROG for the Project.
- ⁵ Mitigated on-road emissions included the Transportation Demand Management (TDM) program outlined in Mitigation Measure TR-5. The TDM program is expected to reduce trip generation (or vehicle miles traveled) by 11%, which is expected to result in a proportional amount of on-road emissions.
- ⁶ TRU emissions were calculated using the engine operating hours multiplied by the engine size, load factor, and CAP emission factors from California Air Resources Board OFFROAD2017 model. Operating hours were estimated based on the truck travel time plus unloading time; truck travel time is calculated as distance based on CalEEMod default value of 7.3 miles per one way trip for a Commercial-NonWork Trip, divided by the travel speed of 10 miles per hour, assuming 5 trucks per day. Loading time is based on average delivery time of 27 minutes from McCormack et al. (2010) "Truck Trip Generation by Grocery Stores", prepared by University of Washington. In the controlled case, TRUs are assumed to be plugged in while unloading.

Abbreviations:

BAAQMD: Bay Area Air Quality Management District
 CalEEMod: California Emissions Estimator Model
 CAP: criteria air pollutant
 lb: pounds
 TRU: Transport Refrigeration Unit

NO_x: nitrogen oxide compounds (NO + NO₂)
 ROG: reactive organic gases
 PM_{2.5} - particulate matter < 2.5 µm
 PM₁₀ - particulate matter < 10 µm

References:

CalEEMod® 2016.3.2. Available Online at: <http://www.caleemod.com>
 McCormack et al. (2010). "Truck Trip Generation by Grocery Stores", prepared by University of Washington for Transportation Northwest (TransNow) and Washington State Department of Transportation. Available online at:
<http://www.wsdot.wa.gov/NR/rdonlyres/E7164661-25E6-421B-B828-C2EF5F909180/0/TruckTripGenerationGroceryStoresreportAugust2010.pdf>

Table 3b
Project Operational CAP Average Daily Emissions (Controlled) for the Full Build Out Year
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Emissions Source	CAP Emissions ^{1,2,3} [lb/day]			
	ROG	NO _x	PM ₁₀	PM _{2.5} ⁴
Net Generator Emissions	0.27	8.7	0.066	0.066
Architectural Coating	15	--	--	--
Consumer Products ⁵	69	--	--	--
Hearths	0.1	0.47	0.0	0.0
Landscaping	3.0	1.2	0.56	0.56
Building Energy Use	2.1	18.8	1.5	1.5
On-Road Fugitive Dust ⁶	--	--	27	8
On-Road Exhaust ⁶	9	44	0.27	0.25
TRUs ⁷	0.050	0.37	0.0022	0.0020
Total Project Operational Emissions	98	73	29	10

Notes:

1. Emissions estimated using CalEEMod version 2016.3.2. Emissions controls include Tier 4 emergency generators and TRUs plugged in during unloading.
2. Operational CAP emissions were estimated for the full Project build-out in 2036. Operations during all other years (while construction is still taking place) will have less emissions than the full build-out year presented above.
3. Average daily emissions were calculated assuming 365 days of operation per year.
4. PM_{2.5} are assumed to be equivalent to PM₁₀ emissions for the emergency generators.
5. San Francisco's ROG emissions from consumer products was 5.30 tons and San Francisco's assumed square footage was 703,541,231 square feet. Therefore, the emission factor would be (5.30 tons/day * 2000 lbs/ton)/703,541,231 = 1.51e-5 lbs/(sq.ft-day). This was used as the emission factor for ROG for the Project.
6. Mitigated on-road emissions included the Transportation Demand Management (TDM) program outlined in Mitigation Measure TR-5. The TDM program is expected to reduce trip generation (or vehicle miles traveled) by 11%, which is expected to result in a proportional amount of on-road emissions.
7. TRU emissions were calculated using the engine operating hours multiplied by the engine size, load factor, and CAP emission factors from California Air Resources Board OFFROAD2017 model. Operating hours were estimated based on the truck travel time plus unloading time; truck travel time is calculated as distance based on CalEEMod default value of 7.3 miles per one way trip for a Commercial-NonWork Trip, divided by the travel speed of 10 miles per hour, assuming 5 trucks per day. Loading time is based on average delivery time of 27 minutes from McCormack et al. (2010) "Truck Trip Generation by Grocery Stores", prepared by University of Washington. In the mitigated case, TRUs are assumed to be plugged in while unloading.

Abbreviations:

BAAQMD: Bay Area Air Quality Management District
 CalEEMod: California Emissions Estimator Model
 CAP: criteria air pollutant
 lb: pounds
 TRU: Transport Refrigeration Unit

NO_x: nitrogen oxide compounds (NO + NO₂)
 ROG: reactive organic gases
 PM_{2.5} - particulate matter < 2.5 µm
 PM₁₀ - particulate matter < 10 µm

References:

CalEEMod® 2016.3.2. Available Online at: <http://www.caleemod.com>
 McCormack et al. (2010). "Truck Trip Generation by Grocery Stores", prepared by University of Washington for Transportation Northwest (TransNow) and Washington State Department of Transportation. Available online at:
<http://www.wsdot.wa.gov/NR/rdonlyres/E7164661-25E6-421B-B828-C2EF5F909180/0/TruckTripGenerationGroceryStoresreportAugust2010.pdf>

Table 3c
Project Operational CAP Annual Emissions (Controlled) for Interim Years
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Emissions Source	CAP Emissions ^{1,2} [ton/year]			
	ROG	NO _x	PM ₁₀	PM _{2.5} ³
Operation of Blocks 2, 7, 15 (2027)				
Net Generator Emissions	0.020	0.686	0.005	0.005
Architectural Coating	0.70	--	--	--
Consumer Products ⁴	3.5	--	--	--
Hearths	0.002	0.015	0.001	0.001
Landscaping	0.095	0.036	0.017	0.017
Building Energy Use	0.11	1.0	0.078	0.078
On-Road Fugitive Dust ⁵	--	--	1.1	0.3
On-Road Exhaust ⁵	0.5	2.0	0.022	0.021
Total Emissions	4.9	3.7	1.3	0.5
Operation of Blocks 2, 7, 15, 8, 11 (2028)				
Net Generator Emissions	0.025	0.784	0.006	0.006
Architectural Coating	1.0	--	--	--
Consumer Products ⁴	5.0	--	--	--
Hearths	0.003	0.025	0.002	0.002
Landscaping	0.17	0.063	0.030	0.030
Building Energy Use	0.15	1.4	0.11	0.11
On-Road Fugitive Dust ⁵	--	--	1.7	0.5
On-Road Exhaust ⁵	0.7	3.0	0.032	0.030
Total Emissions	7.2	5.2	1.9	0.7
Operation of Blocks 2, 7, 15, 8, 11, 12, 14 (2029)				
Net Generator Emissions	0.028	0.876	0.007	0.007
Architectural Coating	1.2	--	--	--
Consumer Products ⁴	5.9	--	--	--
Hearths	0.003	0.025	0.002	0.002
Landscaping	0.17	0.06	0.030	0.030
Building Energy Use	0.20	1.8	0.14	0.14
On-Road Fugitive Dust ⁵	--	--	3.0	0.9
On-Road Exhaust ⁵	1.4	5.7	0.053	0.049
Total Emissions	8.9	8.4	3.2	1.1
Operation of Blocks 2, 7, 15, 8, 11, 12, 14, 1, 9 (2031)				
Net Generator Emissions	0.032	0.966	0.008	0.008
Architectural Coating	1.6	--	--	--
Consumer Products ⁴	7.8	--	--	--
Hearths	0.00	0.04	0.00	0.00
Landscaping	0.27	0.10	0.05	0.050
Building Energy Use	0.27	2.40	0.18	0.18
On-Road Fugitive Dust ⁵	--	--	3.9	1.1
On-Road Exhaust ⁵	1.6	7.0	0.1	0.054
Total Emissions	12	10	4.2	1.4

Table 3c
Project Operational CAP Annual Emissions (Controlled) for Interim Years
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Operation of Blocks 2, 7, 15, 8, 11, 12, 14, 1, 9, 3, 4 (2032)				
Net Generator Emissions	0.046	1.462	0.011	0.011
Architectural Coating	1.9	--	--	--
Consumer Products ⁴	9	--	--	--
Hearths	0.01	0.048	0.00	0.00
Landscaping	0.31	0.12	0.057	0.057
Building Energy Use	0.32	2.9	0.22	0.22
On-Road Fugitive Dust ⁵	--	--	3.8	1.1
On-Road Exhaust ⁵	1.5	6.6	0.052	0.049
Total Emissions	13.28	11.12	4.16	1.45
Operation of Blocks 2, 7, 15, 8, 11, 12, 14, 1, 9, 3, 4, 5 (2035)				
Net Generator Emissions	0.049	1.593	0.012	0.012
Architectural Coating	2.1	--	--	--
Consumer Products ⁴	10.2	--	--	--
Hearths	0.0	0.058	0.00	0.00
Landscaping	0.4	0.145	0.070	0.070
Building Energy Use	0.34	3.1	0.24	0.24
On-Road Fugitive Dust ⁵	--	--	4.2	1.232
On-Road Exhaust ⁵	1.5	7.1	0.046	0.043
TRUs ⁶	0.012	0.089	0.00052	0.00048
Total Emissions	14.60	12.04	4.62	1.60

Notes:

- ¹ Emissions estimated using CalEEMod version 2016.3.2. Emissions controls include Tier 4 emergency generators and TRUs plugged in during unloading.
- ² PPS Project will be built in several phases. Operation emissions were estimated for each interim year of operation, which is representative given the current construction and build-out schedule. This is conservative because emissions are likely to be lowered in subsequent years of operation due to cleaner vehicles.
- ³ PM_{2.5} are assumed to be equivalent to PM₁₀ emissions for the emergency generators.
- ⁴ San Francisco's ROG emissions from consumer products was 5.30 tons and San Francisco's assumed square footage was 703,541,231 square feet. Therefore, the emission factor would be (5.30 tons/day * 2,000 lbs/ton)/703,541,231 sq.ft = 1.51e-5 lbs/(sq.ft-day). This was used as the emission factor for ROG for the Project.
- ⁵ Mitigated on-road emissions included the Transportation Demand Management (TDM) program outlined in Mitigation Measure TR-5. The TDM program is expected to reduce trip generation (or vehicle miles traveled) by 11%, which is expected to result in a proportional amount of on-road emissions.
- ⁶ Based on the project description, Block 5 (Phase 3) is identified as a potential location for a grocery store. Therefore, TRU emissions associated with grocery operation will occur starting phase 3. TRU emissions were calculated using the engine operating hours multiplied by the engine size, load factor, and CAP emission factors from California Air Resources Board OFFROAD2017 model. Operating hours were estimated based on the truck travel time plus unloading time; truck travel time is calculated as distance based on CalEEMod default value of 7.3 miles per one way trip for a Commercial-NonWork Trip, divided by the travel speed of 10 miles per hour, assuming 5 trucks per day. Loading time is based on average delivery time of 27 minutes from McCormack et al. (2010) "Truck Trip Generation by Grocery Stores", prepared by University of Washington.

Abbreviations:

BAAQMD: Bay Area Air Quality Management District	NO _x : nitrogen oxide compounds (NO + NO ₂)
CalEEMod: California Emissions Estimator Model	ROG: reactive organic gases
CAP: criteria air pollutant	PM _{2.5} - particulate matter < 2.5 µm
lb: pounds	PM ₁₀ - particulate matter < 10 µm
TRU: Transport Refrigeration Unit	

References:

CalEEMod® 2016.3.2. Available Online at: <http://www.caleemod.com>

Table 3c
Project Operational CAP Annual Emissions (Controlled) for Interim Years
Potrero Power Station Mixed-Use Development Project
San Francisco, California

McCormack et al. (2010). "Truck Trip Generation by Grocery Stores", prepared by University of Washington for Transportation Northwest (TransNow) and Washington State Department of Transportation. Available online at: <http://www.wsdot.wa.gov/NR/rdonlyres/E7164661-25E6-421B-B828-C2EF5F909180/0/TruckTripGenerationGroceryStoresreportAugust2010.pdf>

Table 3d
Project Operational CAP Average Daily Emissions (Controlled) for Interim Years
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Emissions Source	CAP Emissions ^{1,2} [lbs/day]			
	ROG	NO _x	PM ₁₀	PM _{2.5} ³
Operation of Blocks 2, 7, 15 (2027)				
Net Generator Emissions ⁴	0.110	3.76	0.0280	0.0280
Architectural Coating	3.8	--	--	--
Consumer Products ⁵	19	--	--	--
Hearths	0.01	0.079	0.01	0.01
Landscaping	0.52	0.20	0.095	0.095
Building Energy Use	0.61	5.5	0.42	0.42
On-Road Fugitive Dust ⁶	--	--	6	1.8
On-Road Exhaust ⁶	2.7	11	0.12	0.11
Total Emissions	27	20	7	2.5
Operation of Blocks 2, 7, 15, 8, 11 (2028)				
Net Generator Emissions ⁴	0.13	4.3	0.033	0.033
Architectural Coating	5.7	--	--	--
Consumer Products ⁵	27.7	--	--	--
Hearths	0.02	0.14	0.01	0.01
Landscaping	0.90	0.34	0.17	0.17
Building Energy Use	0.84	7.5	0.58	0.58
On-Road Fugitive Dust ⁶	--	--	9	2.7
On-Road Exhaust ⁶	4.0	16	0.18	0.16
Total Emissions	39	29	10	3.7
Operation of Blocks 2, 7, 15, 8, 11, 12, 14 (2029)				
Net Generator Emissions ⁴	0.15	4.8	0.037	0.037
Architectural Coating	6.6	--	--	--
Consumer Products ⁵	32	--	--	--
Hearths	0.02	0.14	0.01	0.01
Landscaping	0.91	0.35	0.17	0.17
Building Energy Use	1.1	10	0.74	0.74
On-Road Fugitive Dust ⁶	--	--	16	4.7
On-Road Exhaust ⁶	7.7	31	0.29	0.27
Total Emissions	49	46	18	6.0
Operation of Blocks 2, 7, 15, 8, 11, 12, 14, 1, 9 (2031)				
Net Generator Emissions ⁴	0.18	5.3	0.042	0.042
Architectural Coating	8.8	--	--	--
Consumer Products ⁵	42	--	--	--
Hearths	0.03	0.23	0.02	0.02
Landscaping	1.49	0.57	0.28	0.28
Building Energy Use	1.5	13	1.0	1.0
On-Road Fugitive Dust ⁶	--	--	22	6.3
On-Road Exhaust ⁶	9	38	0.32	0.29
Total Emissions	64	58	23	8

Table 3d
Project Operational CAP Average Daily Emissions (Controlled) for Interim Years
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Operation of Blocks 2, 7, 15, 8, 11, 12, 14, 1, 9, 3, 4 (2032)				
Net Generator Emissions ⁴	0.25	8.0	0.061	0.061
Architectural Coating	10	--	--	--
Consumer Products ⁵	50	--	--	--
Hearths	0.03	0.3	0.0	0.0
Landscaping	1.7	0.65	0.31	0.31
Building Energy Use	1.8	16	1.2	1.2
On-Road Fugitive Dust ⁶	--	--	21	6.1
On-Road Exhaust ⁶	8	36	0.29	0.27
Total Emissions	73	61	23	8
Operation of Blocks 2, 7, 15, 8, 11, 12, 14, 1, 9, 3, 4, 5 (2035)				
Net Generator Emissions	0.27	8.7	0.066	0.066
Architectural Coating	12	--	--	--
Consumer Products ⁴	56	--	--	--
Hearths	0.04	0.3	0.0	0.0
Landscaping	2.1	0.79	0.38	0.38
Building Energy Use	1.9	17	1.3	1.3
On-Road Fugitive Dust ⁵	--	--	23	6.8
On-Road Exhaust ⁵	8	39	0.25	0.24
TRUs ⁶	0.050	0.37	0.0022	0.0020
Total Emissions	80	66	25	9

Notes:

- Emissions estimated using CalEEMod version 2016.3.2. Emissions controls include Tier 4 emergency generators and TRUs plugged in during unloading.
- PPS Project will be built in several phases. Operation emissions were estimated for each interim year of operation, which is representative given the current construction and build-out schedule. This is conservative because emissions are likely to be lowered in subsequent years of operation due to cleaner vehicles.
- Average daily emissions were calculated assuming 365 days of operation per year.
- PM_{2.5} are assumed to be equivalent to PM₁₀ emissions for the emergency generators.
- San Francisco's ROG emissions from consumer products was 5.30 tons and San Francisco's assumed square footage was 703,541,231 square feet. Therefore, the emission factor would be (5.30 tons/day * 2,000 lbs/ton)/703,541,231 sq.ft = 1.51e-5 lbs/(sq.ft-day). This was used as the emission factor for ROG for the Project.
- Based on the project description, Block 5 (Phase 3) is identified as a potential location for a grocery store. Therefore, TRU emissions associated with grocery operation will occur starting phase 3. TRU emissions were calculated using the engine operating hours multiplied by the engine size, load factor, and CAP emission factors from California Air Resources Board OFFROAD2017 model. Operating hours were estimated based on the truck travel time plus unloading time; truck travel time is calculated as distance based on CalEEMod default value of 7.3 miles per one way trip for a Commercial-NonWork Trip, divided by the travel speed of 10 miles per hour, assuming 5 trucks per day. Loading time is based on average delivery time of 27 minutes from McCormack et al. (2010) "Truck Trip Generation by Grocery Stores", prepared by University of Washington.

Abbreviations:

BAAQMD: Bay Area Air Quality Management District
 CalEEMod: California Emissions Estimator Model
 CAP: Criteria Air Pollutant
 lb: pounds
 TRU: Transport Refrigeration Unit

NO_x: nitrogen oxide compounds (NO + NO₂)
 ROG: reactive organic gases
 PM_{2.5} - particulate matter < 2.5 µm
 PM₁₀ - particulate matter < 10 µm

References:

CalEEMod® 2016.3.2. Available Online at: <http://www.caleemod.com>

Table 3d
Project Operational CAP Average Daily Emissions (Controlled) for Interim Years
Potrero Power Station Mixed-Use Development Project
San Francisco, California

McCormack et al. (2010). "Truck Trip Generation by Grocery Stores", prepared by University of Washington for Transportation Northwest (TransNow) and Washington State Department of Transportation. Available online at: <http://www.wsdot.wa.gov/NR/rdonlyres/E7164661-25E6-421B-B828-C2EF5F909180/0/TruckTripGenerationGroceryStoresreportAugust2010.pdf>

Table 4a
Controlled Maximum Annual Emissions for PPS Project Re-Phase
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Year ¹	Maximum Annual Emissions (ton/yr) ^{2,3,4}				Project Activity
	ROG	NOx	PM ₁₀	PM _{2.5}	
2020	0.3	2.2	0.1	0.1	Construction: Land Dev (Phase 0) Operation: None
2021	0.3	2.2	0.1	0.1	Construction: Land Dev (Phase 0) Operation: None
2022	0.3	2.3	0.1	0.1	Construction: Land Dev (Phase 0/1) Operation: None
2023	1.0	3.1	0.1	0.1	Construction: Land Dev (Phase 0/1) + Const (Blk 15) Operation: None
2024	2.4	2.4	0.0	0.0	Construction: Land Dev (Phase 1) + Const (Blk 2/7/15) Operation: None
2025	3.7	4.1	0.1	0.1	Construction: Land Dev (Phase 1) + Open Space (Phase 1) + Const (Blk 2/7/8/11/15) Operation: None
2026	4.2	4.8	0.1	0.1	Construction: Land Dev (Phase 1/2) + Open Space (Phase 1) + Const (Blk 2/7/8/11/12/15) Operation: None
2027	7.7	7.0	1.3	0.5	Construction: Land Dev (Phase 2) + Open Space (Phase 1/2) + Const (Blk 8/11/12/1/14) Operation: Blk 2/7/15
2028	9.2	7.8	1.9	0.7	Construction: Land Dev (Phase 2) + Open Space (Phase 1/2) + Const (Blk 12/1/9/14) Operation: Blk 2/7/8/11/15
2029	11	12	3.2	1.1	Construction: Land Dev (Phase 2) + Open Space (Phase 2) + Const (Blk 1/3/4/9) Operation: Blk 2/7/8/11/12/14/15
2030	11	12	3.2	1.1	Construction: Land Dev (Phase 3) + Open Space (Phase 2) + Const (Blk 1/3/4/9) Operation: Blk 2/7/8/11/12/14/15
2031	14	13	4.3	1.5	Construction: Land Dev (Phase 3) + Open Space (Phase 2) + Const (Blk 3/4/13) Operation: Blk 1/2/7/8/9/11/12/14/15
2032	15	13	4.2	1.5	Construction: Land Dev (Phase 3) + Const (Blk 5/13) Operation: Blk 1/2/3/4/7/8/9/11/12/14/15
2033	15	13	4.2	1.5	Construction: Open Space (Phase 3) + Const (Blk 5/13) Operation: Blk 1/2/3/4/7/8/9/11/12/14/15
2034	15	13	4.2	1.5	Construction: Open Space (Phase 3) + Const (Blk 5/13) Operation: Blk 1/2/3/4/7/8/9/11/12/14/15
2035	16	13	4.6	1.6	Construction: Open Space (Phase 3) + Const (Blk 13) Operation: Blk 1/2/3/4/5/7/8/9/11/12/14/15
2036	18	13	5.4	1.9	Construction: None Operation: All Blocks
Significance Threshold⁵	10	10	15	10	

Notes:

¹ The year of impacts shown in this table is representative based on the current construction schedule. Delays to construction will likely result in changes to the year of impacts.

² Construction emissions include emissions from both off-road construction equipment, marine construction, and on-road construction vehicles, including haul trucks, workers trips, and vendor trips.

³ Area source emissions were calculated for full Project build-out for all Phases as well the first years of overlapping phases using CalEEMod. Residents will move into each phase of the project site as they are completed. Operational phases shown represent the emissions from the occupants that occupy the areas constructed in that Phase number. Operational traffic, generator and area source emissions will occur for each Block as soon as they are built.

⁴ Each construction phase overlaps for a time with the phase before or after it. Overlap emissions were calculated by summing the maximum annual emissions from each phase that is overlapping. Since operations at the project location begin as each phase is finished being constructed, construction emissions must be added with concurrent operational emissions for comparison to significance thresholds.

⁵ Bold font for yearly emissions indicates values in excess of the significance thresholds.

Table 4b
Controlled Average Daily Emissions for PPS Project Re-Phase
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Year ¹	Maximum Annual Emissions (lb/day) ^{2,3,4}				Project Activity
	ROG	NOx	PM ₁₀	PM _{2.5}	
2020	2	17	0	0	Construction: Land Dev (Phase 0) Operation: None
2021	2	17	0.4	0.4	Construction: Land Dev (Phase 0) Operation: None
2022	2	18	0.5	0.5	Construction: Land Dev (Phase 0/1) Operation: None
2023	8	24	0.6	0.6	Construction: Land Dev (Phase 0/1) + Const (Blk 15) Operation: None
2024	18	19	0.3	0.3	Construction: Land Dev (Phase 1) + Const (Blk 2/7/15) Operation: None
2025	29	32	0.4	0.4	Construction: Land Dev (Phase 1) + Open Space (Phase 1) + Const (Blk 2/7/8/11/15) Operation: None
2026	32	37	0.5	0.5	Construction: Land Dev (Phase 1/2) + Open Space (Phase 1) + Const (Blk 2/7/8/11/12/15) Operation: None
2027	49	46	7.2	2.8	Construction: Land Dev (Phase 2) + Open Space (Phase 1/2) + Const (Blk 8/11/12/1/14) Operation: Blk 2/7/15
2028	55	49	11	3.9	Construction: Land Dev (Phase 2) + Open Space (Phase 1/2) + Const (Blk 12/1/9/14) Operation: Blk 2/7/8/11/15
2029	68	72	18	6.3	Construction: Land Dev (Phase 2) + Open Space (Phase 2) + Const (Blk 1/3/4/9) Operation: Blk 2/7/8/11/12/14/15
2030	68	72	18	6.3	Construction: Land Dev (Phase 3) + Open Space (Phase 2) + Const (Blk 1/3/4/9) Operation: Blk 2/7/8/11/12/14/15
2031	82	79	24	8.2	Construction: Land Dev (Phase 3) + Open Space (Phase 2) + Const (Blk 3/4/13) Operation: Blk 1/2/7/8/9/11/12/14/15
2032	89	79	23	8.1	Construction: Land Dev (Phase 3) + Const (Blk 5/13) Operation: Blk 1/2/3/4/7/8/9/11/12/14/15
2033	89	79	23	8	Construction: Open Space (Phase 3) + Const (Blk 5/13) Operation: Blk 1/2/3/4/7/8/9/11/12/14/15
2034	89	79	23	8.1	Construction: Open Space (Phase 3) + Const (Blk 5/13) Operation: Blk 1/2/3/4/7/8/9/11/12/14/15
2035	89	72	25	8.8	Construction: Open Space (Phase 3) + Const (Blk 13) Operation: Blk 1/2/3/4/5/7/8/9/11/12/14/15
2036	98	73	29	10	Construction: None Operation: All Blocks
Significance Threshold⁵	54	54	82	54	

Notes:

¹ The year of impacts shown in this table is representative based on the current construction schedule. Delays to construction will likely result in changes to the year of impacts.

² Construction emissions include emissions from both off-road construction equipment, marine construction, and on-road construction vehicles, including haul trucks, workers trips, and vendor trips.

³ Area source emissions were calculated for full Project build-out for all Phases as well the first years of overlapping phases using CalEEMod. Residents will move into each phase of the project site as they are completed. Operational phases shown represent the emissions from the occupants that occupy the areas constructed in that Phase number. Operational traffic, generator and area source emissions will occur for each Block as soon as they are built.

⁴ Each construction phase overlaps for a time with the phase before or after it. Overlap emissions were calculated by summing the maximum annual emissions from each phase that is overlapping. Since operations at the project location begin as each phase is finished being constructed, construction emissions must be added with concurrent operational emissions for comparison to significance thresholds.

⁵ Bold font for yearly emissions indicates values in excess of the significance thresholds.

Table 5
Cumulative Cancer Risks from Project Rephase Emissions at
Maximally Exposed Individuals (MEIs)
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Receptor	Lifetime Excess Cancer Risk (in one million)
	Re-phase Program (with CRRP update)
Onsite Residential Receptor¹	
Background ²	52
Pier 70 Construction + Operation ^{3,4}	12
PPS Construction + Operation	22
Construction – Off-road Emissions	19
Construction – Vehicle Traffic	0.04
Operation – Emergency Generators	0.8
Operation – Vehicle Traffic ⁵	2.7
Total	86
Cumulative Significance Threshold	100
Above threshold?	No
Residential Receptor (Pier 70)⁶	
Background ²	54
Pier 70 Construction + Operation ⁷	4.7
PPS Construction + Operation	39
Construction – Off-road Emissions	38
Construction – Vehicle Traffic	0.02
Operation – Emergency Generators	0.72
Operation – Vehicle Traffic ⁵	0.42
Cumulative Total	98
Cumulative Significance Threshold	100
Above threshold?	No
Residential Receptor (Non-Pier 70)⁸	
Background ²	103
Pier 70 Construction + Operation ⁴	6.9
PPS Construction + Operation	6.1
Construction – Off-road Emissions	2.2
Construction – Vehicle Traffic	0.07
Operation – Emergency Generators	0.06
Operation – Vehicle Traffic ⁵	3.8
Cumulative Total	116
Cumulative Significance Threshold	100
Above threshold?	Yes
Project Level Significant Threshold	7
Above threshold?	No
School Receptor^{8,9}	
Background ²	101
Pier 70 Construction + Operation ⁴	2.3
PPS Construction + Operation	2.1
Construction – Off-road Emissions	0.8
Construction – Vehicle Traffic	0.02
Operation – Emergency Generators	0.03
Operation – Vehicle Traffic ⁵	1.3
Cumulative Total	105
Cumulative Significance Threshold	100
Above Threshold?	Yes
Project Level Significant Threshold	7
Above threshold?	No

Table 5
Cumulative Cancer Risks from Project Rephase Emissions at
Maximally Exposed Individuals (MEIs)
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Notes:

¹ While onsite cancer risks were evaluated at potential daycare sites as well as residential units assuming a 30-year residential exposure scenario, the maximum onsite risk impacts were found to be located at a potential daycare site where the assumption of a residential exposure scenario would not apply. Thus, the onsite MEIR was selected to be the next highest impact location, which was located in Block 8 (a residential unit).

² The original CRRP background used in the Project Variant corresponded to risks calculated for year 2040. The updated CRRP value corresponds to background risks for year 2020 published in February 2020.

³ Assumes PPS resident will move in before the construction of the Pier 70 Project is started.

⁴ For the purpose of the cumulative analysis for non- Pier 70 populations and onsite residential receptors, the original Pier 70 construction schedule and control scenarios as presented in the EIR is used as this resulted in the maximum cancer risks.

⁵ Vehicle traffic cancer risk impacts from operation of the Project Re-phase were scaled down by 14.4% relative to the Project Variant based on updated average daily traffic volumes.

⁶ Assumes Pier 70 resident will move in while construction of the PPP Project is ongoing. The cancer risk from PPP emissions for the P70 resident assumes exposure to PPP emissions begins in 2029 as this resulted in the maximum cancer risk impact at the Pier 70 receptors.

⁷ For the purpose of the cumulative analysis for the Pier 70 resident, the Pier 70 construction schedule was modified to represent a reasonable worst case exposure scenario and Phase 2-5 construction emissions is assumed to be controlled using Tier IV equipment.

⁸ The cancer risk from PPP emissions for non-Pier 70 populations assumes exposure to PPP emissions begins in 2020.

⁹ This analysis assumes the school receptor MEI is exposed to PPP Project and Pier 70 emissions concurrently.

Table 6
Cumulative PM_{2.5} concentrations from Project Rephase Emissions
at Maximally Exposed Individual Receptors (MEIs)
Potrero Power Station Mixed-Use Development Project
San Francisco, California

Receptor	PM _{2.5} Concentration (µg/m ³)
	Re-phase Program
Onsite Residential Receptor¹	
Background ²	8.7
Pier 70 Construction + Operation ^{3,4}	0.003
PPS Construction + Operation	0.28
<i>Construction – Off-road Emissions</i>	<i>0.22</i>
<i>Construction – Vehicle Traffic</i>	<i>0.0025</i>
<i>Operation – Emergency Generators</i>	<i>0.00076</i>
<i>Operation – Vehicle Traffic⁵</i>	<i>0.05</i>
Total	9.0
Significance Threshold	10
Above Threshold?	No
Residential Receptor (Pier 70)⁶	
Background ²	8.6
Pier 70 Construction + Operation ⁷	0.02
PPS Construction + Operation	0.2
<i>Construction – Off-road Emissions</i>	<i>0.1</i>
<i>Construction – Vehicle Traffic</i>	<i>0.0015</i>
<i>Operation – Emergency Generators</i>	<i>0.00072</i>
<i>Operation – Vehicle Traffic⁵</i>	<i>0.14</i>
Cumulative Total	8.9
Significance Threshold	10
Above Threshold?	No
Residential Receptor (Non-Pier 70)⁸	
Background ²	9.4
Pier 70 Construction + Operation ⁴	0.02
PPS Construction + Operation	0.19
<i>Construction – Off-road Emissions</i>	<i>0.0039</i>
<i>Construction – Vehicle Traffic</i>	<i>0.0097</i>
<i>Operation – Emergency Generators</i>	<i>0</i>
<i>Operation – Vehicle Traffic⁵</i>	<i>0.2</i>
Cumulative Total	9.6
Significance Threshold	10
Above Threshold?	No

Table 6
Cumulative PM_{2.5} concentrations from Project Rephase Emissions
at Maximally Exposed Individual Receptors (MEIs)
Potrero Power Station Mixed-Use Development Project
San Francisco, California

School Receptor⁹	
Background ²	9.3
Pier 70 Construction + Operation ⁴	0.04
PPS Construction + Operation	0.05
<i>Construction – Off-road Emissions</i>	<i>0.0014</i>
<i>Construction – Vehicle Traffic</i>	<i>0.00091</i>
<i>Operation – Emergency Generators</i>	<i>0</i>
<i>Operation – Vehicle Traffic⁵</i>	<i>0.05</i>
Cumulative Total	9.4
Significance Threshold	10
Above Threshold?	No

Notes:

¹ Onsite sensitive receptors include residents and potential daycare centers. The maximum PM_{2.5} concentration at onsite receptors occurs in 2030.

² The updated CRRP value corresponds to background PM_{2.5} concentrations for year 2020 published in February 2020.

³ Assumes PPS resident will move in before the construction of the Pier 70 Project is started.

⁴ For the purpose of the cumulative analysis for non- Pier 70 populations and onsite residential receptors, the original Pier 70 construction schedule and control scenarios as presented in the EIR is used as this resulted in the maximum cancer risks.

⁵ Vehicle traffic PM_{2.5} impacts from operation of the Project Re-phase were scaled down by 14.4% relative to the Project Variant based on updated average daily traffic volumes.

⁶ Assumes Pier 70 resident will move in while construction of the PPP Project is ongoing. The maximum PM_{2.5} concentration at Pier 70 receptors occurs in 2030.

⁷ For the purpose of the cumulative analysis for the Pier 70 resident, the Pier 70 construction schedule was modified to represent a reasonable worst case exposure scenario and Phase 2-5 construction emissions is assumed to be controlled using Tier IV equipment.

⁸ The maximum PM_{2.5} concentration at offsite residential receptors occurs in 2026.

⁹ The maximum PM_{2.5} concentration at offsite school receptors occurs in 2023.

FIGURES

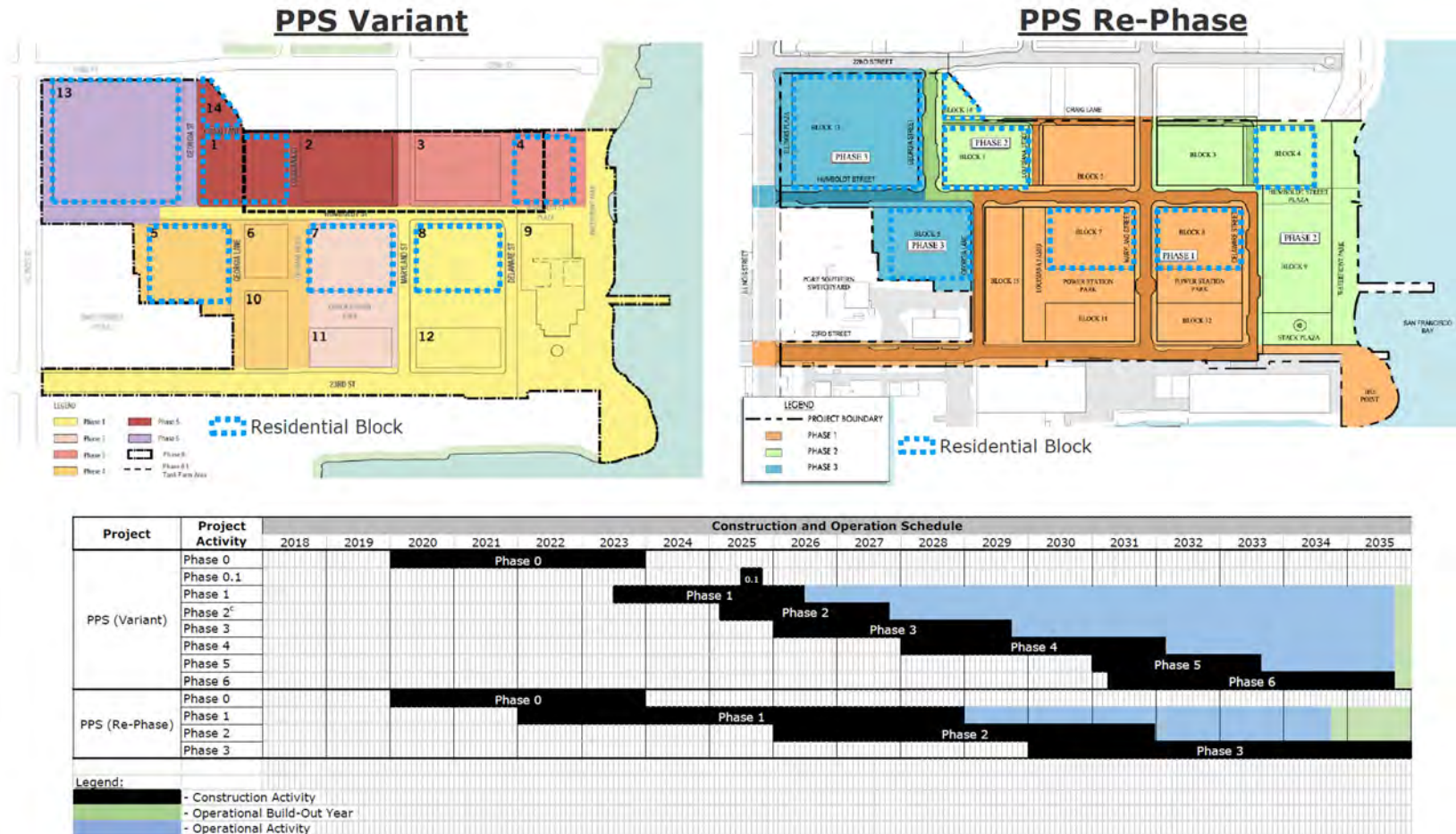
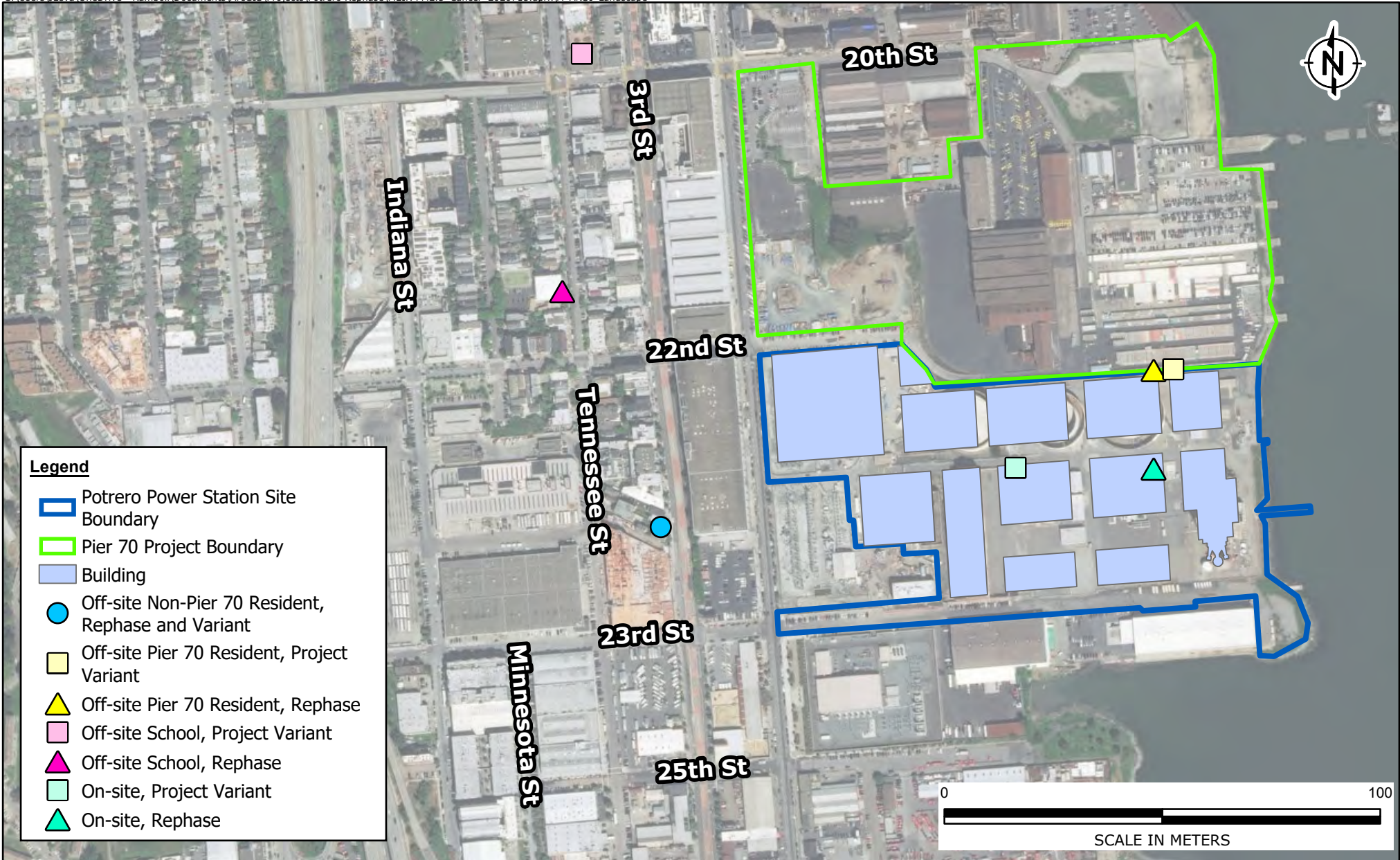


Figure 1: Project Variant and Rephase construction areas and schedule, provided by Project Sponsor on March 7, 2019 (Project Variant) and May 22, 2020 (Project Rephase).

Potrero Power Station - SF Allocation by Block														
RE-PHASE PROGRAM														
Block	Residential SF	Office SF	R&D SF	Retail SF	PDR SF	Hotel SF	Community Facilities SF	Assembly	Parking SF	Total SF	Residential Units	Parking Stalls	Class 1 Bike Parking	Class 2 Bike Parking
1	394,204	0	0	0	0	0	5,000	0	33,937	433,141	406	97	178	21
2	0	0	327,498	2,400	0	0	0	0	51,003	380,901	0	145	29	6
3	0	0	318,240	2,400	0	0	0	0	55,436	376,076	0	158	28	6
4	163,000	0	0	7,757	0	0	0	0	50,917	221,674	168	145	120	22
5	292,860	0	0	38,562	0	0	0	0	287,933	619,355	302	979	157	80
7	407,400	0	0	5,000	0	0	6,000	0	72,675	491,075	420	182	183	39
8	305,550	0	0	5,000	0	0	0	0	48,600	359,150	315	122	155	21
9	0	0	0	4,120	0	241,574	0	0	15,960	261,654	0	45	10	21
11	0	219,335	0	5,000	6,000	0	6,000	0	48,450	284,785	0	121	48	24
12	0	177,271	0	0	6,000	0	0	25,000	26,730	235,001	0	67	37	23
13A	256,160	0	0	0	20,000	0	0	0	22,191	298,351	264	57	154	19
13B	506,050	0	0	0	0	0	25,000	0	163,249	694,299	522	408	211	37
14	77,760	0	0	0	0	0	0	0	9,720	87,480	80	28	80	5
15	0	435,000	0	5,000	0	0	0	0	0	440,000	0	70	88	22
Total	2,402,984	831,606	645,738	75,239	32,000	241,574	42,000	25,000	886,801	5,182,942	2,477	2,622	1,478	346
970 GSF per unit														

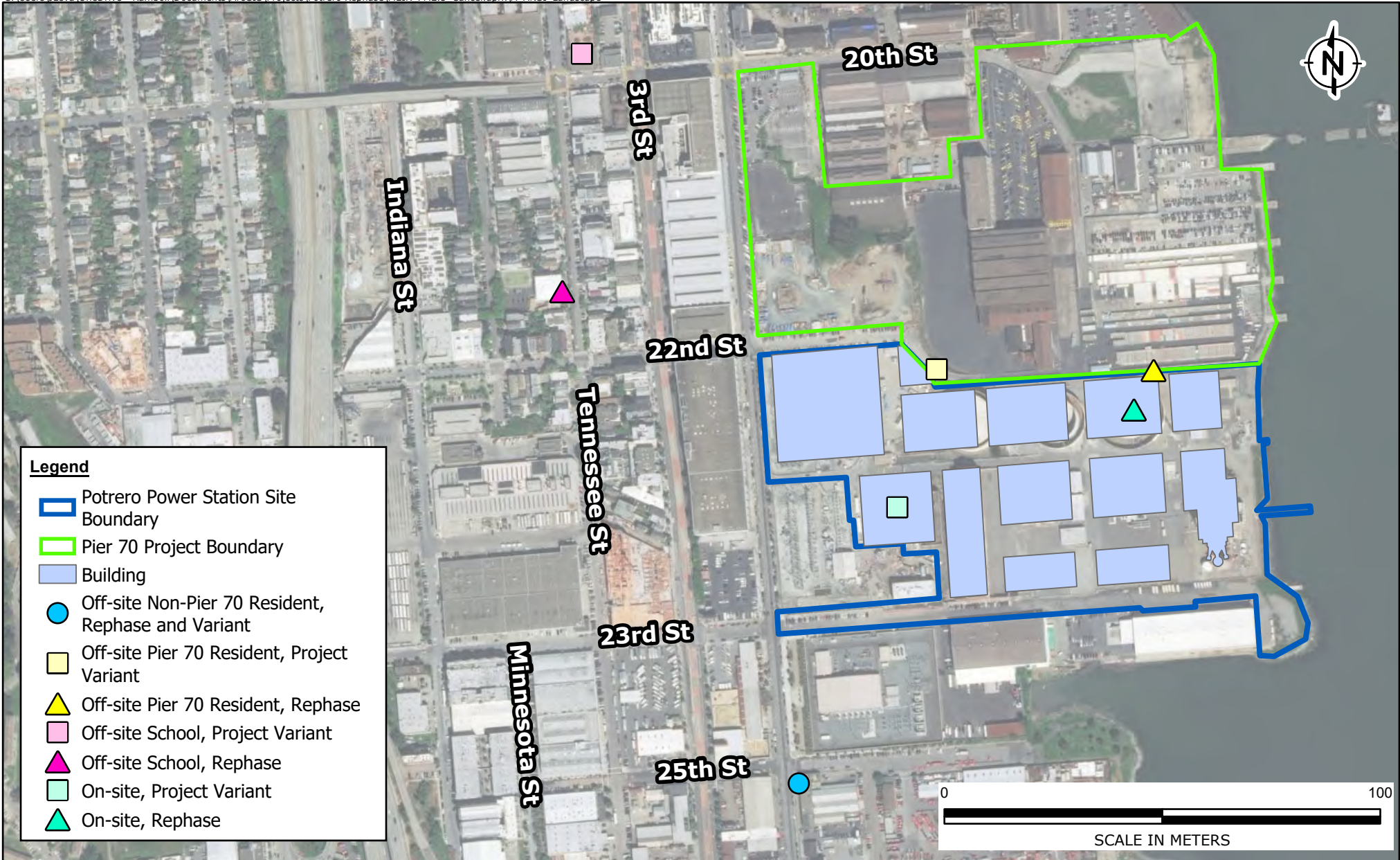
Figure 2: Updated Land Use Areas for Project Rephase (provided by Project Sponsor on May 22, 2020).



Maximally Exposed Individual Sensitive Receptors (MEISRs), Highest Cancer Risks

Potrero Power Station Mixed-Use Development Project
San Francisco, California

FIGURE
3



Maximally Exposed Individual Sensitive Receptors (MEISRs), Highest PM_{2.5} Concentrations

Potrero Power Station Mixed-Use Development Project
San Francisco, California

FIGURE
4

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Appendix L

Hazardous Materials Remediation Status Update

Table L-1 Hazardous Materials Remediation Summary, Power Station Sub-Area of the Project Site

REMEDATION AREA ¹	SIZE	OWNERSHIP	REMEDATION ACTIVITIES	
			PARTY RESPONSIBLE/ OVERSIGHT ²	STATUS AS OF JULY 2020
Station A (includes approx. Blocks 5, 7, 8, 11, 12, and 15)	12 acres	Project Sponsor	PG&E and Project Sponsor / Regional board	Remediation complete for commercial and industrial land uses, including installation of durable cover. Risk management plan and operations and maintenance plan approved; land use covenant executed. Project sponsor has submitted a Residential Use Health Risk Evaluation and the Regional Water Quality Control Board has approved residential land uses in this area with conditions (Geosyntec, 2020). PG&E and the project sponsor are jointly preparing a Sitewide Risk Management Plan for submittal to the Regional board. The plan would apply to the Station A area and would replace the existing Station A Risk Management Plan. Regional board approval is anticipated in Fall 2020.
Unit 3 (includes part of Block 9)	1.5 acres	Project Sponsor	PG&E and Project Sponsor / Regional board	Subsurface investigation and human health risk assessment complete and approved. Station A risk management plan and land use covenant have been modified to include Unit 3. Regional Board approved the final remedy on January 2, 2019 (Regional Board, 2019). Project sponsor has submitted a Residential Use Health Risk Evaluation and the Regional Water Quality Control Board has approved residential land uses in this area with conditions (Geosyntec, 2020). PG&E and the project sponsor are jointly preparing a Sitewide Risk Management Plan for submittal to the Regional board. The plan will apply to Unit 3 and replace the existing Station A Risk Management Plan. Regional board approval is anticipated in Fall 2020.
Northeast (includes approx. Block 4 and part of Block 9)	3.5 acres	Project Sponsor	PG&E and Project Sponsor / Regional board	Remediation and post-remediation monitoring activities complete and approved (Regional Board, 2020). PG&E and the project sponsor are jointly preparing a Sitewide Risk Management Plan for submittal to the regional board. Regional board approval is anticipated in Fall 2020. Project sponsor has submitted a Residential Use Health Risk Evaluation and the Regional Water Quality Control Board has approved residential land uses in this area with conditions (Geosyntec, 2020).
Tank Farm (includes approx. Blocks 1, 2, and 3)	4 acres	Project Sponsor	PG&E and Project Sponsor / Regional board	The Subsurface investigation and human health risk assessment are complete and approved (Regional Board, 2019, 2020). The Regional Board approved the final remedy on May 27, 2020 (Regional Board, 2020). PG&E and the project sponsor are jointly preparing a Sitewide Risk Management Plan for submittal to the regional board. Regional board approval is anticipated in Fall 2020. Project sponsor has submitted a Residential Use Health Risk Evaluation and the Regional Water Quality Control Board has approved residential land uses in this area with conditions (Geosyntec, 2020).

Table L-1 Hazardous Materials Remediation Summary, Power Station Sub-Area of the Project Site (continued)

REMEDATION AREA ¹	SIZE	OWNERSHIP	REMEDATION ACTIVITIES	
			PARTY RESPONSIBLE/ OVERSIGHT ²	STATUS AS OF JULY 2020
Offshore Sediment Area ³	16 acres	CCSF/Port of SF	PG&E/Regional board	The Remedial action plan was approved (Regional Board, 2019), and the active remediation is complete. PG&E has submitted a Remedial Action Completion Report and a Sediments Area Risk Management and Monitoring Plan (RMMP) for the offshore and portions of Port sub area along the shoreline. Regional board approval of the RMMP is anticipated in September 2020.

NOTES: PG&E = Pacific Gas and Electric Company; Regional board = San Francisco Bay Regional Water Quality Control Board; CCSF = City and County of San Francisco; Health department = San Francisco Department of Public Health; Port of SF = Port of San Francisco

¹ See Final EIR Figure 4.K-1, page 4.K-5, for location and boundaries of remediation areas. Approximate correlation of remediation area and proposed block plan shown in parenthesis.

² PG&E is only required to remediate soil, soil vapor, and groundwater to a commercial and industrial land use standard. The project sponsor is required to undertake additional remediation to accommodate other land uses.

³ The Offshore Sediment area is not part of the project site, per se, but in-water construction activities under the proposed project could occur in this area.

REFERENCES:

1. Geosyntec Consultants, Inc., 2020. Residential Use Human Health Risk Evaluation. Station A, Unit 3, Tank Farm, and Northeast Areas, Former Potrero Power Plant, San Francisco, California.
2. Regional Board, 2019. Letter dated January 30, 2019 regarding Approval of August 24, 2018, Final Design Documentation Report and December 20, 2018, 100% Design Drawings for Offshore Sediment Area – Potrero Power Plant Site, 1201 Illinois Street, City and County of San Francisco.
3. Regional Board, 2019. Letter dated January 2, 2019 regarding Approval of June 18, 2018 Second Addendum to the Final Remedy of Station A PG&E and CBC (formerly NRG) Areas – Incorporating Unit 3 Area – Potrero Power Plant Site, 1201 Illinois Street, City and County of San Francisco.
4. Regional Board, 2019. Letter dated October 30, 2019 regarding Approval of July 13, 2019, Tank Farm Area Investigation Report – Potrero Power Plant Site, 1201 Illinois Street, City and County of San Francisco.
5. Regional Board, 2020. Letter dated January 13, 2020 regarding Approval of October 4, 2019, Remedial Action Completion Report, Upland Remediation Northeast Area of the Potrero Power Plant Site and Southeast Area of Pier 70 – Potrero Power Plant Site, 1201 Illinois Street, City and County of San Francisco.
6. Regional Board, 2020. Letter dated January 14, 2020 regarding Approval of May 1, 2019, Post-Remediation Performance Monitoring and Soil Vapor Monitoring Plan - Northeast Area of the Potrero Power Plant Site, 1201 Illinois Street, City and County of San Francisco.
7. Regional Board, 2020. Letter dated May 21, 2020 regarding Approval of March 31, 2020, Post-Remediation Performance Monitoring and Conditions Report, Northeast Area, Potrero Power Plant Site 1201 Illinois Street, City and County of San Francisco.
8. Regional Board, 2020. Letter dated May 21, 2020 regarding Approval of May 2019, Human Health Risk Assessment, Tank Farm Area, Potrero Power Plant Site 1201 Illinois Street, City and County of San Francisco.
9. Regional Board, 2020. Letter dated May 27, 2020 regarding Approval of March 20, 2020, Proposed Remedial Plan Framework, Tank Farm Area, Potrero Power Plant Site, 1201 Illinois Street, City and County of San Francisco.

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Appendix M

Re-Phase Program, Maximum Residential Scenario

Table M-1 Comparison of Potential Residential and Employment Population, Approved Project and Re-Phase Program

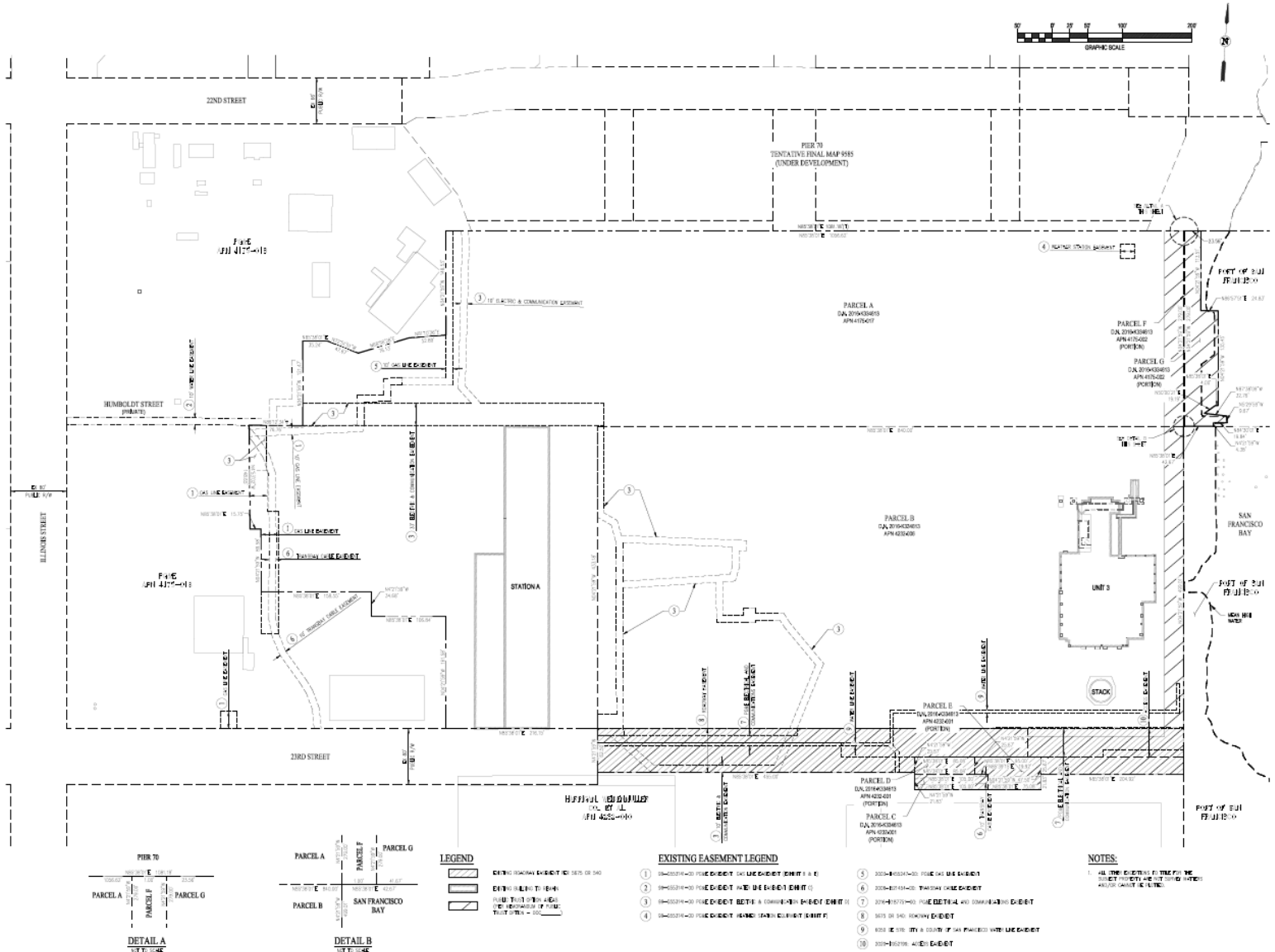
LAND USE TYPE	POPULATION GENERATION RATE	APPROVED PROJECT MAX OFFICE		APPROVED PROJECT MAX. RESIDENTIAL		PRE-PHASE PROGRAM MAX. OFFICE		PRE-PHASE PROGRAM MAX. RESIDENTIAL	
		METRIC	POPULATION	METRIC	POPULATION	METRIC	POPULATION	METRIC	POPULATION
Residential Population									
Residential (units)	2.27 resident/unit	2,601	5,904	2,748	6,238	2,477	5,623	2,624	5,956
Total Residents		5,904		6,238		5,623		5,956	
Employee Population									
Residential (units)	1 employee/32 units	2,601	81	2,748	86	2,477	77	2,624	82
Hotel (rooms)	0.9 employee/ room	250	225	0	0	250	225	0	0
General Office (sf)	276 sf/employee	814,240	2,950	814,240	2,950	831,606	3,013	831,606	3,013
Research & Development (sf)	405 sf/employee	645,738	1,594	645,738	1,594	645,738	1,594	645,738	1,594
PDR (sf)	276 sf/employee	35,000	127	35,000	127	32,000	116	32,000	116
General Retail (sf)	350 sf/employee	10,744	31	10,744	31	8,400	24	8,400	24
Supermarket (sf)	350 sf/employee	35,000	100	35,000	100	35,000	100	35,000	100
Sit-down Restaurant (sf)	350 sf/employee	16,116	46	16,116	46	11,877	34	11,877	34
Quick Service Restaurant (sf)	350 sf/employee	37,604	107	37,604	107	19,962	57	19,962	57
Childcare (sf)	345 sf/employee	15,000	43	15,000	43	12,000	35	12,000	35
Library (sf)	850 sf/employee	10,000	12	10,000	12	5,000	6	5,000	6
Other Community Facilities (sf)	780 sf/employee	25,000	32	25,000	32	25,000	32	25,000	32
Entertainment (sf)	350 sf/employee	25,000	71	25,000	71	25,000	71	25,000	71
Public Open Space (acres)	3.9 acre/employee	6.9	2	7.15	2	6.9	2	7.15	2
Parking (space)	270 spaces/employee	2,686	10	2,759	10	2,552	9	2,577	10
Total Employees		5,431		5,211		5,395		5,176	

NOTES:

1. See Final EIR, Table 9-4, page 9-44, for source information on population generation rates.

SOURCE: California Barrel Company, June 2020.

Parcel Map



Planning Commission Hearing
Case Number 2017-011878OFA-02
 Potrero Power Station
 420 23rd Street



Development Agreement Land Use Plan



Aerial Photo – North

(Date Captured: 2/17/2014)



Aerial Photo – West

(Date Captured: 2/17/2014)

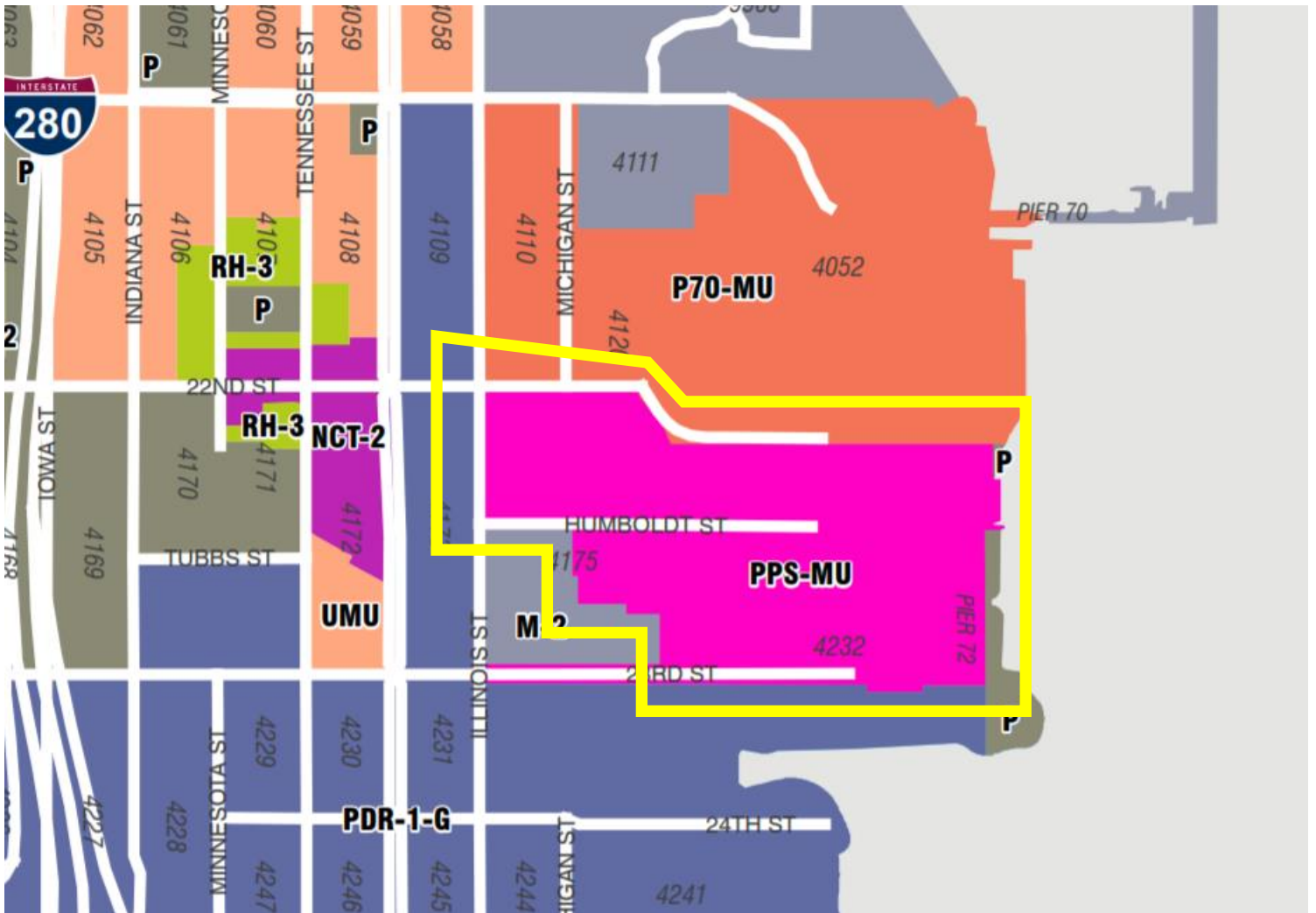


Aerial Photo – East

(Date Captured: 2/17/2014)



Zoning Map



Planning Commission Hearing
Case Number 2017-011878OFA-02
Potrero Power Station
420 23rd Street