SAN FRANCISCO
PLANNING DEPARTMENT

Case Report

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Treasure Island / Yerba Buena Island Development Project

HEARING DATE: APRIL 21, 2011

Date:	April, 15, 2011
Case No.:	2007.0903BEMRTUWZ
Project Location:	Treasure Island and Yerba Buena Island
Current Zoning:	P (Public) District/40-X Height and Bulk District
Project Sponsor:	Treasure Island Development Authority / Office of Economic and Workforce Development / Treasure Island Community Development, LLC
Staff Contact:	Joshua Switzky – (415) 575-6815 joshua.switzky@sfgov.org
Recommendation:	**Approval**

SUMMARY

On April 7, 2011 the Planning Commission was provided with a comprehensive package of documents pertaining to the April 21, 2011 joint meeting with the Treasure Island Development Authority Board of Directors on the Treasure Island / Yerba Buena Island Development Project ("Project"). That package included the following attachments:

1. **Motion to Certify Environmental Impact Report**

2. **CEQA Findings Draft Motion**
   - Attachment A: CEQA Findings
   - Attachment B: Mitigation Monitoring Reporting Program (MMRP)

3. **General Plan Amendment Draft Resolution**
   - Attachment A: Draft Ordinance and Legislative Digest
   - Attachment B: General Plan Element Map Amendments
   - Attachment C: Proposed Draft Treasure Island/Yerba Buena Island Area Plan

4. **General Plan, Planning Code Sec 101.1 Consistency Findings, Draft Motion**
   - Attachment A: General Plan and Planning Code Section 101.1 Findings

5. **Planning Code Text Amendments Draft Resolution**
   - Attachment A: Draft Ordinance and Legislative Digest

6. **Design for Development document Approval Draft Motion**

Attachment A: Treasure Island/Yerba Buena Island Design for Development document

7. **Zoning Map Amendments Draft Resolution**
   Attachment A: Draft Ordinance and Legislative Digest
   Attachment B: Maps ZN14, HT14, and SU14

8. **Planning Code Section 320-325 Findings Draft Resolution**

9. **Development Agreement Draft Approval Resolution**
   Attachment A: Draft Development Agreement Document and all Exhibits and Attachments

Since the distribution of this package, Planning and TIDA staff has made a few technical corrections to the draft resolutions and motions and the Development Agreement and Design for Development Documents. These corrections are described below. Furthermore, in order to facilitate your review of these additional changes, please find attached sections of these respective resolutions and motions showing the changes in strikethrough and underline and inserts showing the below changes to the Treasure Island/Yerba Buena Island Design for Development and Development Agreement.

Document Inserts

- Planning staff have made minor clerical changes and clarifications to the Planning Code Text Amendments Draft Ordinance (see **Attachment A**). These changes can be found on pages 3, 5, 7, 8, 29, 30, 40, 42, 43, 45, 46, 48, 49, and 50. In addition, the Ordinance has been edited to revise timelines for pre-submission conferences. This change is on page 41.
- The Commission was previously provided a draft of the Treasure Island/Yerba Buena Island Design for Development document. Attached to this memorandum are two updated pages of the Design for Development documents (see **Attachment B**), page 175 which has been revised to clarify the process for Vessel Traffic Service review and page 177 which has been edited to specify the review of supplemental allowances as a Major Modification.
- Since transmitting the draft Development Agreement to the Commission, Planning and TIDA staff has made conforming changes to the document, including (see **Attachment C**):
  - Language clarifying the Project description was added to pages 1 - 3
  - Language describing "Transaction Documents" was deleted on page 4, and was added to pages 9 – 10
  - Consent forms for SFPUC General Manager and SFMTA Executive Director were added
  - Clerical edit made on page 19.
  - Corrected map for Attachment A: Project Site has been included
- Since transmitting the draft Development Agreement to the Commission, TIDA staff has made conforming changes to Attachment D of the document, the Financing Plan, including (see

Attachment D):

- Language amending the table of contents added on page ii
- Language clarifying purpose of the Plan added to page 2
- Language correcting references to "Qualified Project Costs" on pages 3, 25, 33, 34, 36, 39 and 52
- Language clarifying use of first tranche of CFD bond proceeds on page 18
- On pages 26-28, 43, 47, and 49, language defining and describing the use of "Conditional City Increment" has been added
- Language clarifying "Island Wide Costs" added to page 32, 48 and 49
- Language referring to the Developer's review of Authority budget has been removed from page 39
- Language expanding on "Net Available Increment" on page 49
- Edits for clarity on pages 31, 50 and 51
- The inclusion of Attachment A: Form of Acquisition and Reimbursement Agreement, Attachment B: Expected Categories of Island Wide Costs.

All of these resolutions and motions will be considered by the Planning Commission at the April 21, 2011 joint meeting with the Treasure Island Development Authority on the Project.

Attachments:

A. **Planning Code Text Amendments Draft Resolution Attachment A**: Draft Ordinance

B. **Design for Development document Approval Draft Motion Attachment A**: Treasure Island/Yerba Buena Island Design for Development document

C. **Development Agreement Draft Approval Resolution Attachment A**: Draft Development Agreement

D. **Development Agreement Draft Approval Resolution Attachment A:** Draft Financing Plan

Attachment A: Draft Planning Code Text Amendment Ordinance

term "RC District" shall mean any RC-1, RC-2, RC-3, or RC-4 District. The term "C-3 District" shall mean any C-3-O, C-3-R, C-3-G, or C-3-S District. For the purposes of Section 128 and Article 11 of this Code, the term "C-3 District" shall also include the Extended Preservation District designated on Section Map 3SU of the Zoning Map. The term "NC District" shall mean any NC-1, NC-2, NC-3, NC-T, NC-S, and any Neighborhood Commercial District and Neighborhood Commercial Transit District identified by street or area name in Section 702.1. The term "NCT" shall mean any district listed in Section 702.1(b), including any NCT-1, NCT-2, NCT-3 and any Neighborhood Commercial Transit District identified by street or area name. The term "Mixed Use" District shall mean all Chinatown Mixed Use, South of Market Mixed Use, Eastern Neighborhoods Mixed Use, and Downtown Residential Districts. The term "Chinatown Mixed Use District" shall mean any Chinatown CB, Chinatown VR, or Chinatown R/NC District named in Section 802.1. The term "South of Market Mixed Use Districts" shall refer to all RED, RSD, SLR, SLI, or SSO Districts named in Section 802.1. The term "Eastern Neighborhoods Mixed Use Districts" shall refer to all SPD, MUG, MUO, MUR, and UMU named in Section 802.1. The term "DTR District" or "Downtown Residential District" shall refer to any Downtown Residential District identified by street or area name in Section 825, 827, 828, and 829. *The terms "TI District" and "YBI District" shall refer to any TI-R, TI-MU-, TI-OS, TI-PCI, YBI-R, YBI-MU, YBI-OS, YBI-PCI, as ~~set forth named~~ in Section 249.52.*

Section 3: The San Francisco Planning Code is hereby amended by amending Section 201, to add the following Classes of Use Districts at the end of the included Table, as follows:

Treasure Island and Yerba Buena Island Districts ***(Also see Section 249.52)***	
TI-R	*Treasure Island-Residential*

boundary giving due consideration to the apparent indicated location thereof and the scale of the Zoning Map and the express purposes of this Code;

(e) Wherever any property is not under these rules specifically included in any use district shown on the Zoning Map, such property is hereby declared to be in an RH-1(D) District, except that all property owned on the effective date of this amendment by the United States of America, State of California, City and County of San Francisco, or other governmental agency and within the City and County of San Francisco but not within the area covered by Sectional Maps Nos. 1 through ~~13~~ 14 of the Zoning Map is hereby declared to be in a P (Public Use) District unless reclassified in accordance with the provisions of this Code;

(f) Wherever any property is not under these rules specifically included in any height and bulk district shown on the Zoning Map, such property is hereby declared to be in a 40-X height and bulk district, except that all property owned on the effective date of this amendment by the United States of America, State of California, City and County of San Francisco, or other governmental agency and within the City and County of San Francisco but not within the area cover by Sectional Maps Nos. 1H through ~~*13H*~~ *14H* of the Zoning Map is hereby declared to be an OS (Open Space) District unless reclassified in accordance with the provisions of this Code ~~*with the exception of Yerba Buena Island and Treasure Island which are hereby declared to be in a 40-X height and bulk district*~~.

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Section 5. The San Francisco Planning Code is hereby amended by adding Section 249.52, to read as follows:

SEC. 249.52. TREASURE ISLAND/YERBA BUENA ISLAND SPECIAL USE DISTRICT.

(a) Purpose and Boundaries. In order to give effect to the Treasure Island / Yerba Buena Island Project as approved by the Board of Supervisors (File No. [ ]), there shall be a Treasure Island / Yerba Buena Island Special Use District as designated on Sectional Map SU14 of the Zoning

(d) Relationship to Design for Development. The Treasure Island + Yerba Buena Island Design for Development ("Design for Development"), adopted by the Planning Commission (Resolution No. ___) and approved by the Board of Supervisors as an attachment to the Development Agreement by and between the City and County of San Francisco and Treasure Island Community Development, LLC relative to the development of Naval Station Treasure Island (File No. ___) (the "Development Agreement"), and as may be amended from time to time as provided herein, sets forth development and use Standards and Guidelines applicable within this Special Use District, and is hereby incorporated by reference. Any term used in this Special Use District and not otherwise defined shall have the meaning ascribed to it in the Design for Development. The Planning Commission may initiate and adopt amendments to the Design for Development, or may approve amendments to the Design for Development upon application by TIDA or an owner or lessee of property (or his or her authorized agent) within this Special Use District, provided, however, that prior to taking any action to amend the Design for Development, the Planning Commission shall refer the matter to the TIDA Board for review and the TIDA Board shall have 30 days to submit its recommendation to the Planning Commission ~~within 30 days~~. The Planning Commission shall approve, conditionally approve or disapprove the proposed amendment within 30 days of receipt of the TIDA Board's recommendation or, if the TIDA Board fails to submit a recommendation, within 30 days of the expiration of the TIDA Board's 30 day review period. The Planning Commission may not approve an amendment to the Design for Development if it finds that the amendment is inconsistent with this Special Use District, the General Plan and the approved Development Agreement.

(e) Development Controls. Development and uses of property within this Special Use District shall be regulated by the controls contained herein and in the Design for Development, provided, however, that if there is any inconsistency between this Special Use District and the Design for Development, this Special Use District shall control.

(3) Temporary Uses. A temporary use may be authorized by the Executive Director of TIDA ("Executive Director") (for uses located within the Tidelands Trust Overlay Zone) or the Planning Director (for uses located outside the Tidelands Trust Overlay Zone) without a public hearing for a period not to exceed 90 days for any of the following uses: booths for charitable, patriotic, or welfare purposes; exhibitions, festivals, circuses, concerts or neighborhood carnivals; open-air sales of agriculturally produced seasonal decorations such as Christmas trees and Halloween pumpkins; meeting rooms and event staging; and automobile and truck parking and loading associated with an authorized temporary use. An authorization granted pursuant to this section shall not exempt the applicant from obtaining any other permit required by law. Additional ~~Further~~ time for such uses may be authorized only by action upon a new application.

(4) Interim Uses. An interim use listed in this section may be authorized by the Executive Director (for uses located within the Tidelands Trust Overlay Zone) or Planning Director (for uses located outside the Tidelands Trust Overlay Zone) without a public hearing for a period not to exceed 5 years if the applicable Director finds that such use will not impede orderly development within this Special Use District consistent with the Design for Development and Development Agreement; provided, however, that any interim use listed in this section that is integral to development contemplated by the Development Agreement or any other disposition and development agreement with TIDA, as determined by the applicable Director, shall be permitted without requiring such authorization. Interim uses within the Tidelands Trust Overlay Zone are subject to review by the Executive Director for compliance with the Tidelands Trust and TIDA policies. Such interim uses include: rental or sales offices incidental to new development; structures and uses incidental to environmental clean-up, demolition and construction pursuant to an approved Major Phase of Development; storage; automobile and

truck parking and loading related to the construction activities related to Horizontal Development and Vertical Development. An authorization granted pursuant to this section shall not exempt the applicant from obtaining any other permit required by law. Additional ~~Further~~ time for such uses may be authorized only by action upon a new application.

(5) Non-Conforming Uses. TIDA shall provide for the reasonable continuance, modification and/or termination of uses and structures existing as of the date of adoption of the Special Use District and Design for Development that do not comply with the Special Use District or the Design for Development, provided that such use or structure is generally compatible with the development and uses authorized under the Special Use District and Design for Development. The Executive Director (for property located within the Tidelands Trust Overlay Zone), or the Planning Director (for property not located within the Tidelands Trust Overlay Zone) may authorize additions, alterations, reconstruction, rehabilitation, reuse of vacant buildings or changes in use of land or buildings for uses that do not conform to the Special Use District, subject to a determination that such authorization would not impede the orderly development of the area subject to this Special Use District.

(6) Building Standards.

(A) Building Height. The applicable height limits for this Special Use District shall be as set forth on Sectional Map HT14 of the Zoning Maps of the City and County of San Francisco. As more particularly described on Section Map HT14, underlying height zones range from 25 feet to 125 feet on Treasure Island and 35 feet to 75 feet on Yerba Buena Island. "Flex Height Zones" have been established on Treasure Island to allow for the flexibility in locating tall buildings within the overall built form of the island, and range from 240 feet to 450 feet. The Flex Height Zones allow for a variety of building

(2) Applicability. Vertical Development within the Tidelands Trust Overlay Zone, or on other tidelands and submerged lands within its jurisdiction pursuant to its authority under the Conversion Act, is within TIDA jurisdiction and shall be subject to the procedures set forth in subsection (g)(5). Vertical Development outside of the Tidelands Trust Overlay Zone is within Planning Department jurisdiction and shall be subject to the procedures set forth in subsection (g)(4).

(3) Applications.

(A) Required Applications. The construction, expansion or major alterations or additions to Vertical Development within this Special Use District shall require approval of Schematic Design Documents and building permits. If the proposed project is located within the Tidelands Trust Overlay Zone, the application shall be submitted to and reviewed by TIDA. If the proposed project is located outside the Tidelands Trust Overlay Zone, the application shall be submitted to and reviewed by the Planning Department. For purposes of this section, "Schematic Design Documents" shall mean documents containing a schematic design level of detail for a specific Vertical Development improvement. Each such application for approval may be filed by the owner, lessee or authorized agent of the owner or lessee of the property for which the Vertical Development approval is sought.

(BC) Contents. Each application shall contain the documents and materials described in Appendix A2 to the Design for Development. If a Major Modification (as defined in subsection (g)(4)(D) below) is sought in accordance with the allowances of this Section, the application also shall contain a written description for each modification sought that

describes how the proposed project meets the full intent of this Special Use District and the Design for Development.

(~~C~~D) Completeness. TIDA or Planning Department staff, as applicable, shall review the application for completeness and advise the applicant in writing of any deficiencies within 30 days after receipt of the application or, if applicable, within 15 days after receipt of any supplemental information requested pursuant to this Section. If staff does not so advise the applicant, the application shall be deemed complete.

(~~D~~E) Pre-Submission Conference. Not less than 30 days prior to submitting a Schematic Design Document application, the applicant shall submit to TIDA and may submit to the Planning Department, preliminary maps, plans and design sketches for the proposed Vertical Development and a statement describing compliance with the applicable land use restrictions and limitations set forth in the applicable Vertical Disposition and Development Agreement. Within 20 days, staff shall review submitted materials and advise the applicant whether the materials would be considered a complete application. TIDA's review of the pre-submittal materials shall also include a review for compliance with the applicable Vertical Disposition and Development Agreement as required for TIDA's submittal of its letter of authorization required as part of the application submittal materials. If requested by the applicant and not less than 15 days prior to submitting a Schematic Design Document application, the applicant and TIDA or Planning Department staff, as applicable, shall hold at least one pre-submission meeting regarding the project at a mutually agreeable time. ~~If the applicant elects not to submit such preliminary documents to Planning, as permitted by this subsection, Planning staff time to review the application for completeness pursuant to subsection (b)(5)(D) above shall be extended by 20 days.~~

(4) Schematic Design Document Applications under Planning Commission Jurisdiction.

(A) Staff Review. Each application for Schematic Design Document approval under Planning Commission jurisdiction shall be subject to an administrative review process by the Planning Department. Prior to consideration for project approval, and not more than 60 days (for applications pertaining to structures 70 feet or fewer in height) or 80 days (for applications pertaining to structures over 70 feet in height) after such application is complete or deemed complete, staff shall review the application to determine whether it complies with this Special Use District and the Design for Development. Staff shall issue a staff report to the Planning Director or Planning Commission, as appropriate, including a recommendation regarding any modifications sought. Such staff report shall be delivered to the applicant not less than 10 days prior to Planning Director or Planning Commission action on the application, and shall be kept on file for public review.

(B) TIDA Consultation. Upon receipt of a complete application, a copy of such application shall be submitted to TIDA. Should TIDA wish to provide further comments beyond those provided at the pre-submittal stage, it shall submit its comments to the Planning Department no later than 30 days following receipt of the application. Planning Department staff shall consider TIDA comments in drafting ~~its~~ their staff report.

(C) Planning Director Approval. Except for projects seeking one or more Major Modifications, the Planning Director shall approve, conditionally approve or disapprove a project's Schematic Design Documents, including any Minor Modifications sought, without a hearing based on its compliance with this Special Use District and the

Standards set forth in the Design for Development. If the project is consistent with the quantitative Standards set forth in this Special Use District and the Design for Development, the Planning Director's discretion to approve, conditionally approve, or disapprove the project shall be limited to the project's consistency with the qualitative Standards and Guidelines of the Design for Development and the General Plan. The Planning Director may not impose any condition of approval that conflicts with the Development Requirements (as such term is defined in the Development Agreement). Upon approval, the Planning Director shall assign to each approved assessor's block and/or lot the applicable zoning designation and height and bulk classification. The Planning Director shall, ~~promptly within 1 business day~~, mail notice of his or her determination to the applicant, owners of real property within 300 feet of all exterior boundaries of the project area, using for this purpose the names and addresses as shown on the citywide assessment roll in the Office of the Tax Collector, and any other person who has requested notice.

(D) Modifications to Standards. Modification of the Standards set forth in this Special Use District and contained in the Design for Development may be approved on a project-by-project basis as follows:

(i) No Modifications. No modifications or variances are permitted for the following Standards in this Special Use District: district-wide maximum off-street auto parking ratios, and height limits.

(ii) Major Modifications. A Major Modification shall be (i) any deviation of more than 10 percent from any quantitative Standard in this Special Use District or the Design for Development or (ii) any modification of the maximum building

(ii) The project involves a net addition or new construction of more than 25,000 gross square feet of commercial space.

If a public hearing is required under subsection (g)(4)(D) and this subsection, the Planning Commission shall jointly calendar both items hear the project once, to taking action on the Major Modification and to providing comment only on the project design.

(F) Notice of Hearings. Notice of hearings required by subsections (D) and (E) shall be provided as follows: (i) by mail not less than 10 days prior to the date of the hearing to the project applicant, owners of real property within 300 feet of all exterior boundaries of the project that is the subject of the application, using for this purpose the names and addresses as shown on the citywide assessment roll in the Office of the Tax Collector, and any person who has requested such notice; and (ii) by posting on the subject property at least 10 days prior to the date of the hearing.

(5) Schematic Design Document Applications under TIDA Jurisdiction.

(A) TIDA Design Review. Each application for Schematic Design Document approval under TIDA jurisdiction shall be subject to an administrative review process by TIDA staff. Not more than 60 days (for applications pertaining to structures 70 feet or fewer in height) or 80 days (for applications pertaining to structures over 70 feet in height) after such application is complete or deemed complete, staff shall review the application to determine that it complies with this Special Use District and the Design for Development and shall issue a staff report to the TIDA Board, including a recommendation for any modifications sought. If the application would be subject to Planning Commission action as a Major Modification under subsection (g)(4)(D) or Planning Commission review as a large project under subsection (g)(4)(E) if the project

Planning Commission takes action on the application at its public hearing. If the project is consistent with the quantitative Standards set forth in this Special Use District and the Design for Development, the TIDA Board's discretion to approve, conditionally approve or disapprove the project shall be limited to the project's consistency with the qualitative Standards and Guidelines set forth in the Design for Development. The TIDA Board may not impose any condition of approval that conflicts with the Development Requirements (as such term is defined in the Development Agreement). If the TIDA Board objects to or seeks to substantially modify design recommendations that have been approved by the Planning Commission as set forth in Section (g)(5)(B), TIDA shall provide notice of such decision to the Planning Commission, and the ~~TIDA Planning Commission~~ shall have the right to appeal the design recommendations to the Board of Supervisors pursuant to the procedures for appeal set forth in subsection (i) below.

(D) Review of Historic Resources. Any review under this section of Schematic Design Documents for a historic resource identified in the Design for Development shall be subject to the additional review requirements set forth therein.

(6) Building Permit Approval. Each building permit application submitted to the Department of Building Inspection shall be forwarded to the Planning Department if the application pertains to property located outside of the Tidelands Trust Overlay Zone or TIDA if the application pertains to property located within the Tidelands Trust Overlay Zone. Staff of the applicable agency shall review the building permit application for consistency with the authorizations granted pursuant to this Section. No building permit may be issued for work within this Special Use District unless Planning Department or TIDA staff, as applicable, determines such permit is consistent with the approved Schematic Design Documents and the Standards set forth in the Design for Development.

notice of appeal with that body. Such notice must set forth how the Planning Director or the Planning Commission, as applicable, erred in granting conditioning, or denying an application under this Section. Upon the hearing of an appeal, the Board of Appeals may, subject to the same limitations as are placed on the Planning Commission or Planning Director by Charter or by this Special Use District, approve, disapprove or modify the appealed decision. If the determination of the Board of Appeals differs from that of the Planning Director or Planning Commission, the Board of Appeals shall state its reasons in writing. A decision of the Planning Commission with respect to an Island Conditional Use may be appealed to the Board of Supervisors in the same manner as set forth in Section 308.1, except that, in addition to the parties identified in Section 308.1(b), the decision may be appealed by the applicant ~~and/or~~ TIDA.

(B) TIDA. If the TIDA Board objects to or seeks to substantially modify a design recommendation or determination taken by the Planning Commission under subsection (g)(5)(B) above, it shall take action to file an appeal of the Planning Commission recommendation or determination to the Board of Supervisors, which shall be evidenced by filing a written notice of appeal with the clerk of the Board of Supervisors. The Board of Supervisors shall hear the appeal within 30 days of TIDA's determination to appeal. The Board of Supervisors' review of the Planning Commission decision shall be limited to the design issues that are the subject of the appeal. The Board of Supervisors may disapprove the decision of the Planning Commission by a majority vote, and may not impose any condition of project approval that conflicts with the Development Requirements (as such term is defined in the Development Agreement) or is inconsistent with TIDA's authority as trustee under the Conversion Act.

(j) Fees. Each of the Planning Director and the Executive Director shall require an applicant or permittee to pay a fee in an amount sufficient to recover actual time and materials costs that the

Attachment B: Draft Design for Development Document

STANDARDS

T4.6.1
All buildings, except as permitted under T4.6.5 below, shall comply with the bulk and massing maximums for their height category indicated in Table T4.1.

T4.6.2
The maximum plan dimension as described in Table T4.1 is defined as the maximum linear horizontal dimension of a building or structure, at a given level, between the outside surfaces of its exterior walls. The maximum plan dimension of a building or structure is the greatest plan dimension parallel to the long axis of the building (Figure T4.bb).

T4.6.3
To help reduce the overall bulk of building massing and produce buildings that are visually well proportioned the apparent face width for specific building types is limited as indicated in Table T4.1 and generally varies by building height.

T4.6.4
Tall towers on Treasure Island are defined as those buildings that are taller than 300 feet.

T4.6.5
Due to the potential need for additional service core area within towers taller than 300 feet, supplemental allowances may be permitted for increased maximum: floor plates; plan lengths; apparent face widths; and diagonal dimensions, provided the proposed buildings comply with all other Standards and Guidelines. ~~(See Section 4.1.4 Exception Process for procedures to obtain supplemental allowances)~~ Such modifications shall be considered Major Modifications as defined in the Treasure Island/Yerba Buena Island Special Use District, Planning Code Section 249.52.

T4.6.6
In order to respond to their high degree of visibility from around the Bay Area, towers taller than 300 feet shall be well proportioned, producing slender forms as viewed from 360 degrees. To accentuate the vertical nature of tall towers, at least some portion of the tower shall be expressed for the entire height of the tower.

GUIDELINES

T4.6.7
All buildings taller than 85 feet should have a minimum of 25% of their perimeter extend directly to the ground.

T4.6.8
Buildings taller than 85 feet should incorporate a minimum ten-foot (10') height difference between separately articulated volumes or wall planes.

T4.6.9
Towers taller than 300 feet should utilize a minimum of one of the three tower form strategies indicated in Figure T4.dd. The three tower form strategies encourage building designs that are slender, accentuate smaller volumes and result in distinctive forms that reinforce the notion of Treasure Island as a unique destination.

T4.6.10
Towers taller than 300 feet should be visually attractive landmarks constructed of high quality materials and architectural detailing. Façade elements should be related to the pedestrian realm in scale and where feasible they should be integrated into the building's overall sustainability strategy and/or provide private outdoor space for residents.

T4.6.11
Recognizing the visible nature of towers taller than 300 feet on Treasure Island, tower tops are intended to be visually engaging and accentuate smaller volumes as they rise towards the sky. A variety of strategies may be employed to achieve this objective including, but not limited to: stepped forms, wall plane extensions and sculpted tops (Figure T4.cc).

T4.6.12
The main tower on Treasure Island, located on development block C1, is intended to read as a campanile, marking the island center. In order to achieve this desired skyline, objective towers located within the 315' Flex Zone height limit should not be taller than 70% of the height of the main tower on development block C1.

Example of a sculpted top with vertical fins on facade

Example of a stepped top with horizontal slab edges

Example of wall plane extensions with balconies

Figure T4.cc: Stepped Forms, Wall Plane Extensions and Sculpted Tops

T4.7 SUNLIGHT

The shape and location of buildings, and their relationship to public open spaces as allowed by the Design for Development standards, has been strongly influenced by previously conducted studies of sun and shadow. Tests of sun and shadow conditions allowed by the Building Envelope specified in Chapter T4 have confirmed advantageous urban district shadow conditions with reasonable limits on shadow on public open spaces during the active months of the year and most active times of day.

STANDARDS

T4.7.1
No shadow studies are required for buildings conforming to the standards outlined in this document.

GUIDELINES

T4.7.2
Individual projects should seek to minimize shadowing of internal courtyards.

T4.8 WIND

Although varying seasonally and by time of day, winds affecting Treasure Island come predominantly from the west and are frequent and strong enough to be an important consideration in their potential effects on the public realm. A number of strategies intended to help reduce wind speeds within the public realm have been incorporated into the overall land use plan. These strategies, along with specific neighborhood and building design strategies, are intended to reduce wind speeds throughout the Island and are as follows:

- The street grid is oriented with east-west streets rotated southward, to baffle against prevailing westerly winds along those streets.
- The Eastside Commons and Cityside neighborhood parks have been specifically located within the development blocks for protection from wind coming off of the Bay.
- The key commercial areas of the project, including the Marina Plaza and Promenade, are located on the leeward side of the Island Core.

STANDARDS

T4.8.1
All projects must comply with Mitigation Measure M-WS-4. (Please see Appendix A6 to this Design for Development which restates the mitigation measure from the Final Environmental Impact Report for the Treasure Island / Yerba Buena Island Redevelopment Project.)

GUIDELINES

T4.8.2
Buildings greater than 100 feet in height should incorporate additional design measures, where practicable, to further reduce wind speeds in pedestrian and public areas, while balancing other design objectives as stated in this document.

T4.8.3
Some design measures may help to decrease wind speeds in some locations. When considering measures to reduce wind speeds at the pedestrian level, designers should prioritize wind improvements in locations in the following order:

- Neighborhood Parks / Eastside Commons
- Retail street on Block M1 / Shared Public Ways
- Cultural Park / Marina Plaza / Marina Promenade
- Neighborhood Streets
- Entrances to adjacent buildings
- Private open space on adjacent buildings

T4.8.4
Design measures for wind protection may include:

- Buildings greater than 100 feet in height can attach a low-rise building / podium or wind canopy to the windward side of the building to limit downdrafts washing off the tower face into the public realm.
- Dense hedgerows, tree groves, wind screens, and earth berms, where appropriate, can provide local wind protection to public rights-of-way and public open spaces.
- Buildings greater than 100 feet in height should be generally oriented and profiles shaped to reduce downdraft from the prevailing winds onto the public realm.

T4.9 VESSEL TRAFFIC SERVICE

The primary mission of Vessel Traffic Service (VTS) San Francisco is to coordinate the safe, secure and efficient transit of vessels in San Francisco Bay. So as to ensure its operation the following standards shall apply:

STANDARDS

T4.9.1
Buildings whose height does not exceed the applicable maximum height on the Maximum Height Plan, subject to projections permitted under Standard T4.4.5, but do exceed the applicable height on the Heights Requiring Consultation Plan (see Figure T4.ee) inclusive of any projections, are permitted but require consultation with TIDA, Planning Department Staff or the Planning Commission, subject to the provisions of Planning Code Section 249.52 (g)(4)(E)(i), and the US Coast Guard to determine whether the building may interrupt direct contact between the U.S. Coast Guard's Vessel Traffic Service (VTS) and vessels in the Bay's shipping channels.

T4.9.2
In the event that the consultation determines that the building would interrupt the VTS's direct contact, the applicant must alter the building so it does not do so, or make other arrangements to avoid doing so. Such arrangements include, but are not limited to: upgrading the VTS equipment, locating VTS equipment on the roof the of the building, or relocating VTS equipment to a new location.

Attachment C: Development Agreement Document

DEVELOPMENT AGREEMENT
BETWEEN THE CITY AND COUNTY OF SAN FRANCISCO

AND

TREASURE ISLAND COMMUNITY DEVELOPMENT, LLC
RELATIVE TO NAVAL STATION TREASURE ISLAND

THIS DEVELOPMENT AGREEMENT ("**Agreement**") dated as of _____, 2011, is by and between the **CITY AND COUNTY OF SAN FRANCISCO**, a political subdivision and municipal corporation of the State of California (the "**City**"), and **Treasure Island Community Development, LLC**, a California limited liability company (the "**Developer**") pursuant to the authority of Sections 65864 *et seq.* of the California Government Code and Chapter 56 of the San Francisco Administrative Code. City and Developer are also sometimes referred to individually as a "**Party**" and together as the "**Parties**."

RECITALS

This Agreement is made with reference to the following facts, intentions and understandings of the Parties:

A. Determination of Public Benefits. The City has determined that as a result of the development of the Project Site in accordance with this Agreement, clear benefits to the public will accrue that could not be obtained through application of existing City ordinances, regulations, and policies. The public benefits are as provided in the Disposition and Development Agreement between the Treasure Island Development Authority (the "**Authority**"), a California non-profit public benefit corporation, and Developer, dated as of _____ approved by the Board of Supervisors by Resolution No. _____ (the "**DDA**"), the applicable portions of which DDA referenced herein are incorporated herein by this reference.

B. The "**Project**" is more particularly described in the Treasure Island / Yerba Buena Island Special Use District (Planning Code Section 249.52) and the Design for Development, the following attachments to the DDA: the Land Use Plan, the Infrastructure Plan, the Parks and Open Space Plan, , the Housing Plan, the Schedule of Performance, and the Phasing Plan; and the following Project Plans adopted by the Authority Board concurrently with its approval of the DDA: the Transportation Plan, the Community Facilities Plan and the Sustainability Plan, of which Developer is obligated under the DDA to comply with the Transportation Plan Obligations, Community Facilities Obligations and Sustainability Obligations, all as defined in the DDA. Without limitation, the Project includes the following components:

i. Geotechnical stabilization of certain portions of Treasure Island and the causeway connecting it to Yerba Buena Island, and addition of fill to raise the surface elevation on those portions of Treasure Island that are to be developed to address flood protection and potential future sea level rise as more particularly described in the Infrastructure Plan;

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ii. Up to 6,316 residential units, of which 5% percent will be Inclusionary Units as more specifically defined in the Housing Plan attached to the DDA, with up to an additional 1,684 below market rate residential units to be designed, constructed and completed by other qualified housing developers on behalf of the Authority and the Treasure Island Homeless TIHDI in accordance with the Housing Plan, provided however, that the total percentage of below-market rate Residential Units, including Inclusionary Units, may be adjusted upwards from 25% to 30% in accordance with Section 9.1 of the Housing Plan;

iii. Up to approximately 140,000 square feet of new commercial and retail space with accessory parking;

iv. Up to approximately 100,000 square feet of new office space with accessory parking;

v. Adaptive reuse of Buildings 1, 2, and 3 on Treasure Island with up to 311,000 square feet of commercial/flex space (the adaptive reuse would include approximately 67,000 square feet of additional retail, which, when combined with the 140,000 square feet of new retail yields a total of 207,000 square feet of retail space proposed on the Islands) with accessory parking;

vi. Adaptive reuse of certain of the historic buildings on Yerba Buena Island;

vii. Up to approximately 500 hotel rooms or Fractional Interest Units;

viii. New and/or upgraded public and community facilities, including a new joint police/fire station and funding for upgraded school facilities on Treasure Island, and Developable Lots for the development by Authority or third parties of the Treasure Island Sailing Center, an Environmental Education Center and other community facilities, as more particularly described in the Community Facilities Obligations attached to the DDA as Exhibit F;

ix. New and/or upgraded public utilities, including the water distribution system, wastewater collection system, recycled water storage and distribution system, storm water collection and treatment system, Developable Lots to accommodate the Wastewater Treatment Facility and other SFPUC improvements, as more particularly described in the Infrastructure Plan;

x. Up to approximately 300 acres of parks and public open space, as more particularly described in the Parks and Open Space Plan;

xi. New and/or upgraded streets and public ways as more particularly described in the Infrastructure Plan;

xii. Bicycle, transit, and pedestrian facilities as more particularly described in the Infrastructure Plan;

xiii. Landside services for the Marina as more particularly described in the Infrastructure Plan and the DDA.

xiv. A ferry quay/bus intermodal transit center as more particularly described in the Infrastructure Plan; and

xv. Such additional environmental remediation work more particularly described in the Infrastructure Plan after issuance of one or more FOST(s) for the Project Site.

The Project facilitates the City's long-term goal of implementing the creation of a new City neighborhood on Treasure Island and Yerba Buena Island that seismically strengthens the development areas of Treasure Island and provide extensive public benefits to the City such as significant amounts of new affordable housing, increased public access and open space, transportation improvements, extensive infrastructure improvements, and recreational and entertainment opportunities, while creating jobs and a vibrant, sustainable community. In particular, the Project provides an innovative transportation program designed to maximize transit usage and opportunities for walking and biking, with a dense mixed-use urban core in close proximity to transit, and provides a model for sustainable development. The Project provides for the creation of approximately 300-acres of public open spaces, including neighborhood parks, sports fields, shoreline parks, wetlands, and urban farm and large areas for passive recreation and native habitat. Among the many public benefits provided, the Project provides more than $700 Million in infrastructure costs, including Island stabilization and geotechnical improvements, parks and open space, utilities, community facilities, street improvements; including capital improvements and operating subsidies for the transportation program; and an estimated $345 Million for the affordable and transition housing program to allow the production of up to 2,000 new affordable units. In addition, the Project undertakes significant environmental remediation costs to undertake remediation to the necessary level above that required to be performed by the Navy; and includes the rehabilitation and adaptive reuse of historic buildings.

B. Code Authorization. In order to strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic risk of development, the Legislature of the State of California adopted Government Code Section 65864 *et. seq.* (the "**Development Agreement Statute**"), which authorizes the City to enter into a development agreement with any person having legal or equitable interest in real property regarding the development of such property. Pursuant to Government Code Section 65865, the City has adopted Chapter 56 of the San Francisco Administrative Code establishing procedures and requirements for entering into a development agreement with a private developer pursuant to the Development Agreement Statute.

C. Property Subject to this Agreement. The property that is the subject of this Agreement consists of the real property located on former Naval Station Treasure Island ("**NSTI**") shown on Exhibit A and more particularly described on Exhibit B attached hereto and incorporated herein by this reference (the "**Project Site**").

D. Development Proposal; Intent of the Parties.

i. In 1993, Congress and the President selected NSTI for closure and disposition by the Base Realignment and Closure Commission acting under Public Law 101-510, 10 U.S.C. §2687 and its subsequent amendments. The Department of Defense initially

designated the City as the Local Reuse Authority ("**LRA**") responsible for the conversion of NSTI under the federal disposition process.

ii. In 1997, the Board of Supervisors by Resolution No. 380-97 approved and authorized the incorporation of the Authority as a nonprofit public benefit corporation to promote the planning, redevelopment, reconstruction, rehabilitation, reuse and conversion of NSTI for the public interest, convenience, welfare and common benefit of the inhabitants of the City and County of San Francisco. Subsequently, the Department of Defense designated the Authority as the LRA for NSTI.

iii. Pursuant to the Treasure Island Conversion Act of 1997, which amended Section 33492.5 of the California Health and Safety Code and added Section 2.1 to Chapter 1333 of the Statutes of 1968 (the "**Conversion Act**"), the State legislature granted to the Authority the complete power, among other things, to administer and control that portion of NSTI consisting of the "**Trust Property**," as described in the Conversion Act, in conformance with the public trust for commerce, navigation and fisheries (the "**Tidelands Trust**") and subject to certain restrictions.

iv. The State Legislature authorized an exchange of the Tidelands Trust pursuant to Chapter 543, Statutes of 2004, as amended by Chapter 660, Statutes of 2007 and Chapter 208, Statutes of 2009 (the "**Exchange Act**") in a manner to facilitate the productive reuse of the Islands as well as further the Tidelands Trust and the statutory trust created under the Conversion Act. In furtherance of the Exchange Act, the Authority and the State Lands Commission have negotiated that certain Trust Exchange Agreement for Treasure Island and Yerba Buena Island, ("**Exchange Agreement**"), setting forth the terms and conditions under which the public trust would be removed from portions of Treasure Island in exchange for portions of Yerba Buena Island not currently subject to the public trust.

v. The United States of America, acting by and through the Department of the Navy ("**Navy**"), and the Authority have entered into an Economic Conveyance Memorandum of Agreement that governs the terms and conditions for the transfer of NSTI from the Navy to the Authority (the "**Conveyance Agreement**"). Under the Conveyance Agreement, the Navy will convey NSTI to the Authority in phases after the Navy has completed environmental remediation and issued a Finding of Suitability to Transfer ("**FOST**") for specified parcels of NSTI or portions thereof.

vi. On or about June 1, 2003, the Authority and Developer entered into an Exclusive Negotiating Agreement, as subsequently amended, setting forth the terms and conditions under which the Authority and Developer would negotiate (1) the DDA and related conveyance agreements governing the redevelopment of the Project Site, (2) one or more Lease Disposition and Development Agreements (collectively, the "**LDDA**") and one or more 66-year ground leases (collectively, the "**Ground Lease**") for certain portions of the Project Site that will remain subject to the Tidelands Trust, and (3) other necessary transaction documents for the conveyance, interim management and redevelopment of the Property, subject to completion of necessary environmental review under the California Environmental Quality Act (Public Resources Code Section 21000 *et. seq.* ("**CEQA**") and, if applicable, the National Environmental Policy Act of 1969.

Deleted: (the other documents, including Vertical DDAs, the LDDA, the Lease and the DDA are collectively referred to as the "**Transaction Documents**")

transportation and transit facilities, public services and community facilities, traffic signal systems, dry utilities and other improvements, any of which are to be constructed in or for the benefit of the Project Site or any other matters described in the Infrastructure Plan, including without limitation, all such work as is necessary to create Developable Lots as defined in the DDA.

1.2.23. "**LDDA**" as defined in Recital D.vi above.

1.2.24. "**Lot**" means a parcel of land within the Project Site that is a legal lot shown on a Subdivision Map.

1.2.25. "**Mitigation Measures**" means the mitigation measures applicable to the Project as set forth in the Mitigation Monitoring and Reporting Program adopted by the Board of Supervisors on _____, 2011 by Resolution No. _____.

1.2.26. "**Parties**" shall mean Developer and City, and their respective successors under this Agreement.

1.2.27. "**Planning Code**" shall mean the San Francisco Planning Code.

1.2.28. "**Planning Commission**" or "**Commission**" shall mean the Planning Commission of the City and County of San Francisco.

1.2.29. "**Project**" shall mean the development project at the Project Site as described in the DDA, which includes development of all Horizontal and Vertical Improvements.

1.2.30. "**Project Approvals**" shall mean the project approvals listed in Exhibit C.

1.2.31. "**Project Site**" shall have the meaning set forth in Recital C.

1.2.32. "**School Facilities** Impact Fee shall mean the sum payable to the San Francisco Unified School District pursuant to Government Code Section 65995.

1.2.33. "**Subsequent Project Approvals**" shall mean any additional project approvals required to implement the Project after the initial Project Approvals, including, without limitation, all approvals required under the Treasure Island / Yerba Buena Island SUD, DRDAP, site permits and building permits and all approvals required by the Treasure Island and Yerba Buena Island Subdivision Code, including all Tentative and Final Transfer Maps, Tentative and Final Vesting Transfer Maps, Tentative and Final Vesting Subdivision Maps, Tentative and Final Subdivision Maps, and Parcel Maps

1.2.34. "**Term**" shall have the meaning set forth in Section 1.4.

1.2.35. "**Transaction Documents**" means the (1) DDA, Vertical Disposition and Development Agreements, Lease Disposition and Development Agreements and Ground Leases, and related conveyance agreements governing the development of the Project Site in accordance with the DDA, (2) the Land Acquisition Agreements, (4) the Interagency Cooperation

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Agreement, and (4) other necessary transaction documents for the conveyance, management and redevelopment of the Property.

1.2.36. "**Transportation Management Act**" means that certain state legislative act known as the Treasure Island Transportation Management Act (Stats. 2008, Ch. 317).

1.2.37. "**Transportation Program**" means the comprehensive transportation program for the Project Site, including all capital improvements, transit operations and financing mechanisms as more particularly described in the Transportation Plan adopted by TIDA concurrently with the Project Approvals.

1.2.38. "**Transferee**" as defined in the DDA.

1.2.39. "**Vertical DDA**" means a Disposition and Development Agreement between Developer or Authority and a Vertical Developer that governs the development of Vertical Improvements.

1.2.40. "**Vertical Developer**" means for a particular Lot or Vertical Improvement, the Person that is a party to the applicable Vertical DDA related thereto.

1.2.41. "**Vertical Improvement**" means an Improvement to be developed under the DDA or any Vertical DDA or Ground Lease that is not Infrastructure.

1.3. **Effective Date**. Pursuant to Section 56.14(f) of the Administrative Code, this Agreement shall take effect upon its execution by all Parties following the effective date of the Enacting Ordinance (the "**Effective Date**").

1.4. **Term**. The term of this Agreement shall commence upon the Effective Date and shall continue in full force and effect thereafter for the same length of time as the term of the DDA so as to accommodate the phased development of the Project, unless earlier terminated as provided herein (the "**Term**"). Following expiration of the Term, this Agreement shall be deemed terminated and of no further force and effect.

2. APPLICABLE LAW

2.1. **Applicable Regulations**. Except as expressly provided in this Section 2, during the Term, the Project Approvals and any and all Subsequent Project Approvals (but only to the extent that the City would otherwise retain jurisdiction over issuing the applicable Project Approvals or Subsequent Project Approvals) shall be processed, considered, reviewed and acted upon in accordance with (i) the Applicable Regulations and any permitted Future Changes to Regulations, (ii) applicable laws, including CEQA, and (iii) this Agreement.

2.2. **[Reserved]**.

2.3. **Future Changes to Regulations**.

2.3.1. Future changes to Applicable Regulations, City Regulations and any other ordinances, laws, rules, regulations, plans or policies adopted by the City or adopted by voter

initiative after the Effective Date ("**Future Changes to Regulations**") shall not apply to the Project and the Project Site to the extent that they would conflict with this Agreement or the Development Requirements or would otherwise be pre-empted by the Tidelands Trust as applied to the Project. In the event of such a conflict, the terms of this Agreement and the Development Requirements shall prevail. Nothing in this Agreement, however, shall preclude the City from applying Future Changes to Regulations to the Project Site for a development project that is not within the definition of the "**Project**" under this Agreement. City retains the right to impose Future Changes to Regulations that are not in conflict with this Agreement and the Development Requirements.

2.3.2. Without limitation, Future Changes to Regulations shall be deemed to be "in conflict with this Agreement and the Development Requirements" if they:

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(a) alter or change any land use, including permitted or conditional uses, of the Project Site from that permitted under this Agreement and the Applicable Regulations;

(b) limit or reduce the height or bulk of the Project, or any portion thereof, or otherwise require any reduction in the height or bulk of individual proposed buildings or other improvements from that permitted under this Agreement and the Applicable Regulations;

(c) limit or reduce the density or intensity of the Project, or any portion thereof, or otherwise require any reduction in the square footage or number of proposed buildings, residential dwelling units, parking or loading spaces, or other improvements from that permitted under this Agreement and the Applicable Regulations;

(d) materially change the Project site plan as shown in the DDA Land Use Plan and Design for Development;

(e) limit or control the availability of public utilities, services or facilities or any privileges or right to public utilities, services, facilities or Infrastructure for the Project, including but not limited to water rights, water connection, sewage capacity rights, and sewer connections;

(f) except as otherwise provided herein, in any manner control, delay or limit the rate, timing, phasing or sequencing of the approval, development or construction of all or part of the Project as provided in the DDA;

(g) increase any Development Fees or Exactions, except as permitted by this Section 2;

(h) preclude or materially increase the cost of performance of or compliance with any provisions of the applicable Development Requirements;

(i) except as specifically provided in the Treasure Island Transportation Management Act (Stats. 2008, Ch. 317) (the "**Transportation Management Act**") for setting of initial congestion pricing fees by the Board of Supervisors and Transportation

Authority, impose any transportation-related revenue measures applicable to the Project Site, including, without limitation, congestion pricing, on-street or off-street parking fees, other parking-related revenue measures, and transit pass fees;

(j) Conflict with or materially increase the obligations of Developer, any Vertical Developer or their contractors under the Jobs and Equal Opportunity Policy attached to the DDA addressing construction or operations hiring adopted in connection with the DDA or any Vertical DDA; or

(k) adversely affect in any material respect (i) the continuing rights and obligations of Developer under this Agreement and the DDA (including, but not limited to, the Financing Plan and any Acquisition and Reimbursement Agreement), (ii) the Authority's ability to satisfy its obligations to Developer under the DDA (including, but not limited to, the Financing Plan and any Acquisition and Reimbursement Agreement) or (iii) the amount or timing of any payments due to Developer from the Funding Sources under the Financing Plan (including, but not limited to, any Acquisition and Reimbursement Agreement).

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2.3.3. The Developer may, in the exercise of its sole discretion, elect to have a Future Change to Regulation that conflicts with this Agreement applied to the Project or the Project Site by giving the City written notice of its election to have a Future Change to Regulation applied, in which case such Future Change to Regulation shall be deemed to be an Applicable Regulation. The foregoing notwithstanding, should the Authority subsequently approve any Future Change to Regulations (with or without Developer's consent to the extent permitted under Section 12 of the DDA) which becomes an Applicable Regulation hereunder, such Future Change to Regulation shall not be binding on City as an Applicable Regulation without the City's prior written approval.

2.4. Development Fees and Exactions.

2.4.1. Existing Development Fees or Exactions. Except as provided in the following provisions of this Section 2.4, for the Term of this Agreement, the following Development Fees or Exactions that are in effect as of the Effective Date, and only the following, are applicable to the Project: (a) the School Facilities Impact Fee; and (b) the Wastewater Capacity Charge imposed by the San Francisco Public Utilities Commission under the authority of Cal. Health & Safety Code §5471 applicable to all new residential and commercial use on a City-Wide basis; and (c) the Water Capacity Charge imposed by the San Francisco Public Utilities Commission under SFPUC Resolution No. 07-0099 under the authority of Section 8B.125 of the City's Charter, applicable to all new residential and commercial use on a City-Wide basis. The DDA requires Vertical Developers to pay to the Authority a public art fee and a Jobs-Housing Linkage fee, to comply with certain inclusionary housing requirements and if applicable, to pay a transient occupancy in-lieu fee on fractional interest development, all on the further terms and conditions set forth in the DDA and Vertical DDA.

2.4.2. New or Increased Development Fees or Exactions. Except as otherwise set forth herein, no increase in any Development Fees or Exactions and no new Development Fee or Exaction enacted by the City during the term of this Agreement shall be applicable to any

4.4. Hold Harmless and Indemnification of City. Developer shall indemnify, reimburse and save and hold harmless the City and its officers, agents and employees from and, if requested, shall defend them against any and all loss, cost, damage, injury, liability, and claims ("**Losses**") resulting directly or indirectly from this Agreement and Developer's performance of this Agreement, except to the extent that such indemnity is void or otherwise unenforceable under applicable law in effect on or validly retroactive to the Effective Date, and except to the extent such Losses are the result of the gross negligence or willful misconduct of City. The foregoing indemnity shall include, without limitation, reasonable attorneys' fees and related costs, and the City's cost of investigating any claims against the City.

4.5. Equal Opportunity and Employment and Training Program. In accordance with Administrative Code Section 56.7, this Agreement must include a detailed equal opportunity program and employment training program containing goals and a program for implementation. In compliance therewith, the DDA obligates Developer to comply with the Jobs and Equal Opportunity Program (the "**EOP**"), which sets forth the employment and contracting benefits that are proposed for the Project, including: (i) creating new construction and permanent employment opportunities, (ii) setting goals for the hiring of San Francisco residents and formerly homeless and economically disadvantaged individuals; (iii) setting goals for participation by small business enterprises (SBEs) under a program that is specific to the Project and that shall be administered by the Authority; and (iv) creating economic development opportunities and related support for TIHDI residents and member organizations. In addition, the EOP requires Developer to enter into a First Source Hiring Agreement in compliance with the City's First Source Hiring Ordinance. In recognition of the specific requirements set forth in the EOP, the City hereby exempts the provisions of San Francisco Administrative Code Chapter 6 (other than the payment of prevailing wages, which is required) and Chapter 14B to the extent applicable to the Project.

5. OBLIGATIONS OF CITY

5.1. No Action to Impede Project Approvals. City shall take no action nor impose any condition that would conflict with this Agreement or the Project Approvals. An action taken or condition imposed shall be deemed to be "in conflict with" this Agreement or the Project Approvals if such actions or conditions result in one or more of the circumstances identified in Section 2.3.2 of this Agreement.

5.2. Expeditious Processing. To the extent that a Subsequent Project Approval requires an action to be taken by the City, the City shall process such Subsequent Project Approvals in accordance with the procedures set forth in the Interagency Cooperation Agreement and Section 5 hereof.

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5.3. Processing During Third Party Litigation. The filing of any third party lawsuit(s) against the City or Developer relating to this Agreement, the Project Approvals, the Subsequent Project Approvals, or other development issues affecting the Project or the Project Site, shall not delay or stop the development, processing or construction of the Project or the issuance of Subsequent Project Approvals unless the third party obtains a court order preventing the activity.

CONSENT TO DEVELOPMENT AGREEMENT
San Francisco Municipal Transportation Agency

The Municipal Transportation Agency of the City and County of San Francisco ("SFMTA") has reviewed the Development Agreement between the City and Treasure Island Community Development, LLC, a California limited liability company (the "**Development Agreement**"), relating to the proposed Treasure Island / Yerba Buena Island development project to which this Consent to Development Agreement (this "**SFMTA Consent**") is attached and incorporated. Except as otherwise defined in this SFMTA Consent, initially capitalized terms have the meanings given in the Development Agreement.

By executing this SFMTA Consent, the undersigned confirms that the SFMTA Board of Directors, after considering at a duly noticed public hearing the Development Agreement, and the CEQA Findings, including the Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Program contained or referenced therein, consented to the Development Agreement as it relates to matters under SFMTA jurisdiction.

By executing this SFMTA Consent, the SFMTA does not intend to in any way limit, waive or delegate the exclusive authority of the SFMTA as set forth in Article VIIIA of the City's Charter.

CITY AND COUNTY OF SAN FRANCISCO,
a municipal corporation, acting by and through the SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

By: _____
NATHANIEL P. FORD,
Executive Director

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

By: _____
Deputy City Attorney

San Francisco Municipal Transportation Agency Resolution No. _____
Approved _____

CONSENT TO DEVELOPMENT AGREEMENT
San Francisco Public Utilities Commission

The Public Utilities Commission of the City and County of San Francisco (the "**SFPUC**") has reviewed the Development Agreement to which this Consent to Development Agreement (this "**SFPUC Consent**") is attached and incorporated. Except as otherwise defined in this SFPUC Consent, initially capitalized terms have the meanings given in the Development Agreement.

By executing this SFPUC Consent, the undersigned confirms that the SFPUC, after considering the Development Agreement and utility-related Mitigation Measures at a duly noticed public hearing, consented to the Development Agreement as it relates to matters under SFPUC jurisdiction, and delegates to the SFPUC General Manager or his or her designee any future approvals of the SFPUC under the Development Agreement, subject to applicable law including the City's Charter.

By authorizing this SFPUC Consent, the SFPUC does not intend to in any way limit the exclusive authority of the SFPUC as set forth in Article XIIIB of the City's Charter.

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

By: _____
EDWARD HARRINGTON,
General Manager

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

By: _____
Deputy City Attorney

San Francisco Public Utility Commission Resolution No. _____
Approved _____

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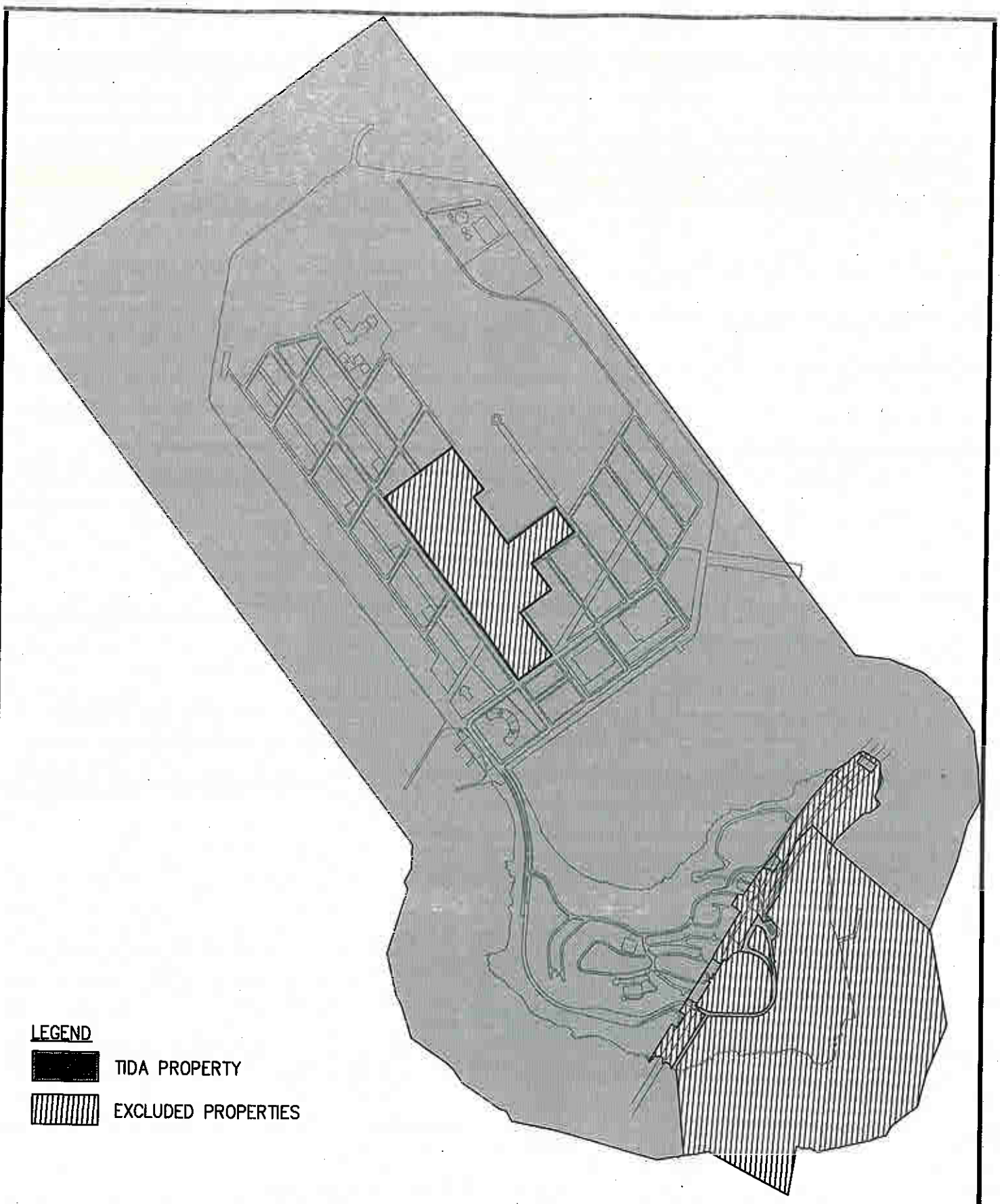
Exhibit A

Property Diagram (Included and Excluded Land)



PROJECT SITE / EXCLUDED PROPERTIES

4/14/11

Attachment D: Development Agreement Attachment – Financing Plan

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LIST OF ATTACHMENTS

Attachment A. Form of Acquisition and Reimbursement Agreement

Attachment B. Expected Categories of Island Wide Costs

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Project Costs, by, among other things, to the extent reasonably feasible and consistent with this Financing Plan, using tax-exempt debt.

Deleted: The expected Qualified Project Costs are described in Attachment A hereto.

(viii) Minimize the costs to Developer (such as costs of credit enhancement) associated with the Funding Sources to the extent reasonably feasible and to use debt requiring credit enhancement only with Developer's written consent.

(ix) Provide financing of the Housing Costs in the manner set forth in Section 3.6.

(x) Implement sound and prudent public fiscal policies that protect the City's General Fund, Authority's general funds, and the City's and Authority's respective financial standings and fiduciary obligations, while operating within the constraints of this Financing Plan and, as applicable, the IFD Act, the CFD Act, the CFD Goals, and Tax Laws.

(b) Purpose of Financing Plan. The purpose of this Financing Plan is to establish the contractual framework for mutual cooperation between Authority, City, and Developer in achieving the Funding Goals necessary to implement the Project. Accordingly, Authority and City shall take all actions reasonably necessary, and Developer shall cooperate reasonably with the efforts of:

(i) City to form requested CFDs, adopt RMAs, and levy Project Special Taxes within CFDs and incur CFD Bonds to pay as applicable Qualified Project Costs, Ongoing Park Maintenance, and, when authorized pursuant to Section 2.8, Additional Community Facilities.

(ii) City to form requested IFDs, approve IFPs for each IFD, and issue IFD Debt that is consistent with the Funding Goals to pay Qualified Project Costs.

(iii) City to allocate and apply Net Available Increment to pay Qualified Project Costs as provided in this Financing Plan, and to allocate Conditional City Increment to pay debt service on IFD Debt as provided in this Financing Plan.

(iv) City and Authority to finance Ongoing Park Maintenance in the manner described in this Financing Plan.

(c) Project Accounts.

(i) Developer shall, and shall require all Transferees to, establish and maintain one or more accounts (each, a "**Project Account**") with the San Francisco branches of financial institutions Approved by Authority to which all Gross Revenues shall be deposited. Financial institutions holding Project Accounts may be changed from time to time with Approval of Authority and Developer.

(ii) Developer shall, and shall require all Transferees: (A) not to commingle funds held in a Project Account with funds not related to the Project, including Affiliate accounts; and (B) to retain and make statements and all other records

related to Project Accounts available for Authority's review and audit in accordance with Section 1.6.

(d) Security Interest in Project Accounts. Provided (A) Developer has completed all Developer Construction Obligations and (B) Authority has received an IRR Statement showing that Developer has achieved a cumulative IRR of more than 22.5% at the end of the last Quarter of the Reporting Period covered by such IRR Statement, Developer and Authority shall cooperate reasonably with one another to provide Authority and the Navy with security for Developer's obligation to make payments in accordance with Section 1.3. Security will be in the form of perfected security interests in the Project Accounts superior to any other security interests, evidenced by a UCC-1 financing statement and a control agreement with each financial institution holding a Project Account, or by other arrangements Approved by both Developer and Authority.

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1.2 Funding Sources for Project Costs

(a) Funding Sources. Sources of public funding that will be used to pay or reimburse Developer for Qualified Project Costs include, but are not limited to: (A) Public Financing; (B) proceeds of Project Grants that Authority procures to the extent applied to Project Costs under Section 4.3; (C) Project Special Taxes and Remainder Taxes; (D) Net Available Increment; and (E) Net Interim Lease Revenues described in Section 6.1(a)(iv). The sources identified in clauses (A)-(E) are collectively referred to in this Financing Plan as "**Funding Sources**."

(b) Limited Public Obligation. Developer acknowledges that in no event may the City's General Fund or any of Authority's general funds be obligated to finance the Qualified Project Costs other than as set forth in this Financing Plan without City's or Authority's express written consent, as applicable.

(c) Developer Sources.

(i) Developer Contributions for Project Costs. Developer's sources for Project Costs include: (A) Developer equity; (B) Gross Revenues; (C) Developer construction and development financing; and (D) proceeds of Project Grants that the Developer procures.

(ii) Developer Construction Obligations. Developer acknowledges that the Developer Construction Obligations will not be affected if Project Costs exceed the actual Funding Sources.

1.3 Distribution of Net Cash Flow

(a) Implementation of Conveyance Agreement.

(i) Under the Conveyance Agreement, Authority and the Navy agreed that the Net Cash Flow from the Project will be shared by the Navy after certain thresholds are met. Authority shall also share in the Net Cash Flow after certain

(e) Term. Subject to Section 2.8, First Tranche CFD Bonds will have a term of not less than thirty (30) years and not more than forty (40) years unless Developer and City agree otherwise.

(f) Second Tranche CFD Bonds. After the CFD Conversion Date for a CFD, City has the right in its sole discretion to issue Second Tranche CFD Bonds in such CFD as set forth in this Financing Plan.

2.5 Use of Proceeds

(a) First Tranche CFD Bond Proceeds. Subject to Tax Laws, the CFD Act, and the CFD Goals, First Tranche CFD Bond proceeds will be used in the following order of priority: (i) to fund required reserves and pay costs of issuance; (ii) to fund capitalized interest amounts, if any; (iii) to pay Qualified Pre-Development Costs (which do not include any return on such Pre-Development Costs); and (iv) to pay outstanding Qualified Project Costs and, when authorized pursuant to Section 2.8, Additional Community Facilities. The remainder will be deposited into the CFD Bonds Project Account as designated in the Indenture and must be used only to pay for Qualified Project Costs and, when authorized pursuant to Section 2.8, Additional Community Facilities.

(b) Qualified Project Costs; Additional Community Facilities. By this Financing Plan, City pledges the proceeds of First Tranche CFD Bonds on deposit in CFD Bonds Project Accounts or as otherwise provided in the applicable Indenture and, subject to Sections 2.3(j) and 2.7, all Remainder Taxes on deposit in each Remainder Taxes Project Account to finance Qualified Project Costs and, when authorized pursuant to Section 2.8, Additional Community Facilities. In furtherance of this pledge, City shall levy Project Special Taxes in each Fiscal Year in strict accordance with the applicable RMA and this Financing Plan.

2.6 Miscellaneous CFD Provisions

(a) Change Proceedings. Subject to the limitations in this Financing Plan, including the Funding Goals, and so long as the proposed changes do not adversely affect the issuance or amount of Second Tranche CFD Bonds or the application, timing of receipt, or overall amount of Remainder Taxes to pay Ongoing Park Maintenance and Additional Community Facilities pursuant to Section 2.8, City will not reject unreasonably Developer's request to conduct Change Proceedings under the CFD Act to: (i) make any changes to an RMA, including amending the rates and method of apportionment of Project Special Taxes; (ii) increase or decrease the authorized bonded indebtedness limit within a CFD; (iii) annex property into a CFD; (iv) add additional public capital facilities for the Project; or (v) take other actions reasonably requested by Developer. For purposes of this Section 2.6(a), Developer acknowledges that any reduction in the Project Special Tax rates set forth in an RMA through Change Proceedings shall require the consent of City, which may be granted in its discretion. Except as set forth in the previous sentence, for purposes of this Section 2.6(a), City agrees that none of the following changes will be deemed to

result being that the CFD Conversion Date shall be calculated separately for each Improvement Area).

3. INFRASTRUCTURE FINANCING DISTRICT FINANCING

3.1 Formation of IFDs

(a) Formation. At any time, and from time to time, after Authority acquires all or part of the Project Site from the Navy, Developer may request in writing that City establish one or more IFDs under the IFD Act over all or any part of the property so acquired. In its written request, Developer may include proposed specifications for the IFD, including IFD boundaries. Developer's proposed specifications will be based on Developer's development plans, market analysis, and required preferences, but in all cases will be subject to this Financing Plan, the Funding Goals, and compliance with the IFD Act. To ensure compliance with the replacement housing provisions of the IFD Act in the formation of an IFD, City shall consider any input provided by Authority as to the specifics of the IFD formation.

(b) Boundaries. As soon as reasonably practical after receipt of a written request from Developer, City will establish each IFD over all of the Property identified in the written request. If allowed by the IFD Act, the IFD shall include separate Project Areas, as requested by Developer in writing.

(c) Authorized Facilities. Each IFD shall be authorized to finance all of the Qualified Project Costs, irrespective of the geographic location of the improvements financed.

(d) Cooperation. Developer and City shall cooperate reasonably in developing the IFP for each IFD that is consistent with this Financing Plan. Developer and City will each use good-faith reasonable efforts at all times to furnish timely to the other, or to obtain and then furnish to the other, any information necessary to develop the IFP for each IFD.

3.2 Scope of IFD-Financed Costs

(a) Authorization. An IFD may finance only Qualified Project Costs that are financeable under the IFD Act.

(b) Communitywide Significance. On the Reference Date, City found and determined that the Qualified Project Costs to be financed by the IFDs are of communitywide significance that provide significant benefits to an area larger than the area of the Project Site (which will be the cumulative boundaries of all IFDs). The Board of Supervisors may be required under the IFD Act to make additional specific findings with respect to financing Qualified Project Costs under the IFD Act. City shall assist in making such findings as and when requested by Developer, subject to applicable law.

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3.3 Issuance of IFD Debt

(a) Issuance. Subject to Board of Supervisors Approval and Sections 4.4 and 4.5, City, on behalf of the IFD, intends to issue IFD Debt for purposes of this Financing Plan following Developer's submission of a written request to issue IFD Debt. Developer may, at any time and from time to time in its discretion, submit written requests that City issue IFD Debt, specifying requested issuance dates, amounts, and main financing terms. Following each of the Developer's request, Developer and City will meet with City's public financing consultants to determine reasonable and appropriate issuance dates, amounts, and main financing terms that are consistent with the Developer's request and the Funding Goals. City may not issue IFD Debt without first receiving a written request from Developer.

(b) Coverage Ratio. Each issue of IFD Debt will be structured with a debt service coverage-ratio that maximizes the proceeds of IFD Debt but is consistent with sound municipal financing practices and assures, to City's reasonable satisfaction, based on calculations, explanations, and other substantial evidence provided by Developer, that the IFD is unlikely to need the Conditional City Increment to pay debt service on the IFD Debt.

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(c) Term. Unless Developer and City agree otherwise, and subject to Section 2.8, IFD Debt will have a term that maximizes the proceeds of IFD Debt but is consistent with sound municipal financing practices and any limitations on the amount of Net Available Increment.

(d) IFD Debt Proceeds. Subject to Tax Laws and the IFD Act, Net IFD Proceeds will be used in the following order of priority: (i) to fund required reserves and pay costs of issuance; (ii) to pay Qualified Pre-Development Costs (which do not include any return on such Pre-Development Costs); and (iii) to pay outstanding Qualified Project Costs. The remainder will be deposited into the IFD Debt Project Account as designated in the Indenture and must be used only to pay for Qualified Project Costs.

(e) Conditional City Increment. Developer and City agree that, if permitted under existing law, City would have subordinated its right to receive its share of Increment other than Net Available Increment to the payment of debt service on IFD Debt. However, under existing law (including the IFD Act), the City cannot do so. Accordingly, City and Developer agree that, for each IFD, City will allocate in the IFP Conditional City Increment to such IFD for the limited purpose of paying debt service on IFD Debt in the event that Net Available Increment is insufficient for that purpose. In the event that Conditional City Increment is used to pay debt service on the IFD Debt, City will be entitled, in the manner set forth in Section 3.5(d), to retain in its General Fund, without any limitation as to use under this Financing Plan, Net Available Increment in an amount equal to the Conditional City Increment used to pay debt service on the IFD Debt plus interest through the date of repayment of the amount of Conditional City Increment used to pay debt service on the IFD Debt at the Default Interest Rate.

(f) Subordination. At the request of Developer, the City will submit a Subordination Request to each of the Other Taxing Agencies at least ninety (90) days prior to the date proposed for delivery of a preliminary official statement for any IFD Debt. Developer acknowledges that, under existing law (including the IFD Act), the Subordination Request must be undertaken in connection with the formation of an IFD and would take the form of a conditional allocation of Increment by the Other Taxing Agencies.

3.4 Pledge of Net Available Increment

(a) Pledge of Net Available Increment. City agrees that each IFD, when formed, will irrevocably pledge the Net Available Increment to the financing of the Qualified Project Costs, to the repayment of any Conditional City Increment used to pay debt service on IFD Debt in the manner set forth in Section 3.5(d) and to the extent set forth in Section 3.3(e), and to any IFD Debt issued. City will take all actions necessary under the IFD Act and the policies of the County Assessor to ensure that Net Available Increment will be available for purposes of this Financing Plan, including filing any required annual Statement of Indebtedness. Except for the subordinate pledge of Net Available Increment pursuant to the Navy Promissory Note (the "**Subordinate Pledge**"), City represents and warrants that there are no other pledges of Net Available Increment to any other projects or persons, and that City will not pledge, encumber, assign, allocate, or otherwise promise the Net Available Increment to any other projects or persons other than as set forth in this Financing Plan.

3.5 Budget Procedures

(a) Estimate of Net Available Increment. No later than April 1 of each year, City staff will meet and confer with Developer with respect to the projected amount of Net Available Increment for the next Fiscal Year for each Major Phase. City will provide Developer with: good faith estimates, for the next Fiscal Year, of: (A) Net Available Increment (based, in part, upon information provided by Developer as to any new development and Transfers of property); and (B) the amount of any debt service on Public Financings secured by a pledge of and expected to be paid from Net Available Increment. The April 1 date referred to in this Section 3.5(a) is based on the current budget process of the City. Developer and City will adjust the dates as appropriate if the City alters its budget process in the future.

(b) City Budget. Subject to the IFD Act and the Funding Goals, and based upon the information provided by Developer, City shall:

(i) budget the expenditure of the expected Net Available Increment only to: (A) pay debt service due in the next Fiscal Year on any applicable Public Financing incurred or to be incurred to pay Qualified Project Costs; (B) repay the City for any Conditional City Increment used to pay debt service on IFD Debt in the manner set forth in Section 3.5(d) and to the extent set forth in Section 3.3(e); and (C) finance Qualified Project Costs; and

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(ii) apply any Net Available Increment it receives to the budgeted purposes, subject to the covenants of the applicable Indentures for IFD Debt and the Funding Goals.

(c) Purpose of Pledge. Developer and City shall use all Net Available Increment in each Fiscal Year as provided in this Financing Plan, and City shall prepare its annual budget to reflect its obligations under this Financing Plan. Qualified Project Costs that Developer incurs will be eligible for financing from the Funding Sources in each Fiscal Year until such Qualified Project Costs are financed in full.

(d) Use of Net Available Increment. After first paying or setting aside amounts needed for debt service due on IFD Debt secured by or payable from Net Available Increment during Fiscal Year, and then after repaying the City for any Conditional City Increment used to pay debt service on IFD Debt as set forth in Section 3.3(e), City will use all Net Available Increment to finance Developer's Qualified Project Costs pursuant to this Financing Plan. In addition, upon and as allocated in Developer's written request, Authority will use all or any part of Net Available Increment to:

(i) pay debt service on other Public Financing to the extent it financed Qualified Project Costs; and

(ii) refund or defease before maturity a Public Financing that financed Qualified Project Costs.

3.6 Housing Costs.

(a) Housing Proceeds. For each IFD, City and Developer agree that a portion of the IFD Proceeds for such IFD in any Fiscal Year shall be applied to finance the Housing Costs in the following manner:

(i) If, in the written opinion of bond counsel to the City, all Housing Costs are or become authorized to be financed by the IFD Law, then an amount calculated by multiplying the Net Available Increment in any Fiscal Year by the Housing Percentage shall be used by the IFD to pay for Housing Costs. Amounts reserved for Housing Costs may, at the written direction of Authority, (A) be transferred to Authority to be held in the Housing Fund and applied to pay Housing Costs, or (B) secure on a first lien basis the issuance of IFD Debt, the proceeds of which will be used to pay for Housing Costs; or

(ii) If, in the written opinion of bond counsel to the City, all Housing Costs are not authorized to be financed by the IFD Law, then, in paying any Payment Request authorized pursuant to the Acquisition and Reimbursement Agreement, City shall pay (A) to Authority on behalf of Developer from amounts that would otherwise be paid to Developer pursuant to the Payment Request for deposit in the Housing Fund an amount calculated by multiplying the amount being paid pursuant to the Payment Request by the Housing Percentage and (B) to Developer the balance of the amount being paid pursuant to the Payment Request. Amounts paid to Authority

(ii) Fifty percent (50%) of the IFD Proceeds generated from Non-Developer Property ("**Termination Proceeds**") shall be reserved for, and paid upon request by, Developer to finance Developer's Island Wide Costs until all Island Wide Costs incurred by Developer are financed by such Termination Proceeds; provided, that such Termination Proceeds may not be applied to pay Pre-Development Costs except for Pre-Development Costs incurred prior to the Reference Date ("**Liquidated Pre-Agreement Costs**") and then only in the amount not to exceed five percent (5%) of such Termination Proceeds. Developer and City shall agree in writing on the amount of the Liquidated Pre-Agreement Costs within ninety (90) days following the Reference Date, and the amount of Liquidated Pre-Agreement Costs shall not include any return on such costs. If City and Developer do not agree in writing on the amount of the Liquidated Pre-Agreement Costs within such 90-day time period, City and Developer shall work in good faith to agree in writing on the amount of the Liquidated Pre-Agreement Costs as soon as practical thereafter; provided, however, that City shall have no obligation to initiate formation of an IFD until City and Developer have agreed in writing to the amount of the Liquidated Pre-Agreement Costs.

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(iii) Upon the occurrence and during the continuance of a High IRR Period, Authority may provide a written notice to City indicating that there is a High IRR Period. Notwithstanding anything in clause (ii), upon receipt of the written notice about the High IRR Period, the City shall suspend distribution of IFD Proceeds to Developer pursuant to clause (ii). Immediately upon the conclusion of a High IRR Period, Authority shall provide a written notice to City indicating that the High IRR Period has ended, and immediately upon receipt of such written notice, the suspension shall end and City shall resume making payments to Developer of IFD Proceeds pursuant to clause (ii).

(iv) Once all of Island Wide Costs incurred by Developer are financed with IFD Proceeds, or during any period of suspension, IFD Proceeds generated from Non-Developer Property shall be distributed as agreed to by City and Authority.

(d) Selected Defaults. In the event the Termination Notice indicates that the termination was due to a Selected Default, then from and after the date that such Termination Notice is received by City, City shall distribute the IFD Proceeds as follows:

(i) The IFD Proceeds generated from the property in the Project Site that Developer has previously acquired from Authority (regardless of current ownership of such property) shall be paid to Developer to finance Developer's Island Wide Costs until all Island Wide Costs incurred by Developer are financed by IFD Proceeds.

(ii) All of the IFD Proceeds generated from Non-Developer Property shall be paid to each Other Developer of such other property to use exclusively to pay its respective Island Wide Costs.

(e) Definition of Categories of Island Wide Costs. As a condition of Approval for the Initial Major Phase Application, Authority, City and Developer shall have agreed in writing upon the categories of Island Wide Costs.

3.9 Net Available Increment Under Certain Situations

(a) Application During Higher IRR Period. Upon the occurrence and during the continuance of a Higher IRR Period, Authority may provide a written notice to City indicating that there is a Higher IRR Period. Upon receipt of the written notice about the Higher IRR Period, the City shall suspend distribution of Net Available Increment remaining after payment of debt service due on IFD Debt and any other Public Financing. Immediately upon the conclusion of a Higher IRR Period, Authority shall provide a written notice to City indicating that the Higher IRR Period has ended, and immediately upon receipt of such written notice, the suspension shall end and City shall resume making payments to Developer of Net Available Increment in the manner set forth in this Financing Plan.

(b) Application in Event of Default. Upon the occurrence of and only for the duration of and to the extent of any default in Authority's payment of Initial Navy Consideration under the Conveyance Agreement which is caused by an Event of Default by the Developer under the DDA, Authority may provide a written notice to City indicating that an Event of Default has occurred, and City shall suspend distribution of Net Available Increment remaining after payment of debt service due on IFD Debt and any other Public Financing until the Event of Default is cured. City shall hold any Net Available Increment withheld from Developer for the account of the Navy until the Event of Default is cured. Immediately upon the curing of the Event of Default, Authority shall provide a written notice to City indicating that the Event of Default has been cured, and immediately upon receipt of such written notice, the suspension shall end and City shall resume making payments to Developer of Net Available Increment in the manner set forth in this Financing Plan.

(c) Use of Net Available Increment During Suspension Periods. During any period that the application of Net Available Increment under this Financing Plan is suspended pursuant to Sections 3.8(c)(iii), 3.9(a), and 3.9(b), City may, unless otherwise permitted by this Financing Plan, use such Net Available Increment on a pay-as-you-go basis only (i.e., such amounts may not be pledged to any indebtedness) to finance the following costs to the extent allowed by the IFD Act and so long as such uses does not adversely affect the tax-exemption of the interest on any IFD Debt:

(i) Installment Payments then due and unpaid; then

(ii) Future Installment Payments by a deposit to the Navy Payment Escrow until such time as the amount in the Navy Payment Escrow is sufficient to pay all remaining unpaid Installment Payments; then

(iii) Payment of any Financial Obligations that would have been the obligation of Developer; then

(iv) In any combination: (A) facilities benefitting the Project or the Project Site; or (B) payment of the Housing Costs (including any affordable housing subsidy).

4. ALTERNATIVE FINANCING AND PUBLIC FINANCING GENERALLY

4.1 Alternative Financing

(a) Request for Alternative Financing. Authority acknowledges and agrees that other methods of Public Financing for Qualified Project Costs may be viable, become available, or become necessary due to a Change in Law that affects the Funding Sources: (i) before Developer's completion of the Infrastructure; or (ii) before Developer's full reimbursement for Project Costs. These other methods may include any municipal debt financing vehicle then available under applicable law, including tax-exempt bonds, taxable bonds, tax-credit bonds, federal or State loans incurred by Authority, the City, or a joint powers authority for application towards Qualified Project Costs and secured by Net Available Increment or Project Special Taxes, or special assessments or fees on Taxable Parcels of commercial property in the Project Site through a community taxing district formed by City ordinance (collectively, "**Alternative Financing**"). Therefore, from time to time, so long as Developer's Project Costs have not been fully paid or reimbursed, Developer may submit a written request for Alternative Financing, describing:

(i) the Qualified Project Costs to be financed with the proceeds of the Alternative Financing;

(ii) if the Qualified Project Costs relate to construction, the Completion date or estimated Completion date for the related Infrastructure;

(iii) if the Qualified Project Costs relate to construction, the then current construction schedule for any other improvements to be made by Developer; and

(iv) the Alternative Financing.

(b) Implementation. Following Developer's request for Alternative Financing, Developer and Authority will meet with appropriate Authority or City consultants as to the necessity, feasibility, amount, and timing of the proposed Alternative Financing. Neither the City nor Authority will be required to implement Alternative Financing that: (i) is not consistent with the Funding Goals or (ii) proposes to tax or assess Exempt Parcels.

(c) Financing.

(i) If an Alternative Financing contemplates the formation of a CFD and the pledge of Project Special Taxes, Developer may petition City, as applicable, to form one or more CFDs over the Project Site in the manner and subject to parameters and limitations that differ from CFDs formed pursuant to Section 2 so long

as Developer agrees to such terms in writing. Any such Alternative Financing CFDs may overlap all or any of the CFDs formed pursuant to Section 2.

(ii) If an Alternative Financing contemplates the pledge of Net Available Increment, Developer and Authority may mutually agree to adjust the application of Net Available Increment to accomplish the Alternative Financing.

4.2 Formation and Issuance Alternatives

(a) Alternative Formation Entity. Developer and City may agree in writing that the Governmental Entity forming a CFD or an IFD may be other than City, so long as the formation of the CFD or IFD by the Governmental Entity is consistent with this Financing Plan and is allowed by the CFD Act or IFD Act, as applicable.

(b) Alternative Financing Mechanisms to Further Funding Goals. One of the Funding Goals of this Financing Plan is to maximize Funding Sources available to finance Qualified Project Costs. To achieve this Funding Goal, City and Developer acknowledge that it may be necessary or desirable to aggregate revenue sources from two or more IFDs or CFDs to support Public Financing through a financing mechanism other than the issuance of Public Financing by City, including, but not limited to the issuance of revenue bonds or other indebtedness by another Governmental Entity (such as a local joint powers authority or a multiple-entity joint powers authority like CSCDA or ABAG) secured by CFD Bonds, IFD Debt, Project Special Taxes, and/or Net Available Increment. Developer and City will cooperate to evaluate and implement opportunities for such alternative financing mechanisms provided that such mechanisms further the Funding Goals and are consistent with this Financing Plan.

4.3 Grants

(a) Cooperation. Authority and Developer will work together to seek appropriate Project Grants for the Project.

(b) Authority Project Grants. Subject to the conditions in Project Grant documents and applicable law, Authority will use Project Grants it procures in the following order of priority: (i) first, to finance Project Costs that are not Qualified Project Costs under clauses (a), (b), (c), and (e) of the definition of "Qualified" (but in no circumstances would it be used to pay for a return on Pre-Development Costs); (ii) second, to finance the Qualified Project Costs incurred in connection with the Parks and Open Space Plan; (iii) third, to finance the costs of purchasing ferry boats for use on the Project Site; and (iv) fourth, to finance any other Qualified Project Costs. At the election of Authority, up to 50% of the Project Grant funds may be used for costs that benefit the Project (but that are not Project Costs).

(c) Developer Project Grants. Subject to the conditions in Project Grant documents and applicable law, Developer will use Project Grants it procures to finance Project Costs.

(c) Developer Financing Costs. Developer will not be entitled to reimbursements from any Public Financing for its financing costs (consisting of interest carry and lender fees) for any Infrastructure construction financing:

(i) to the extent that the costs are commercially unreasonable as of the date that the payment obligation was incurred;

(ii) while Developer is in default in the payment of any ad valorem taxes or Project Special Taxes levied on any of the Taxable Parcels it then owns or while Developer is in Material Breach under the DDA; or

(iii) if the costs arise more than ninety (90) days after the later to occur of: (A) the date on which City has found the related Infrastructure to be Complete under the Acquisition and Reimbursement Agreement; and (B) Developer has been reimbursed fully for the related Qualified Project Costs from Funding Sources.

(d) Continuing Disclosure. Developer must comply with all of its obligations under any continuing disclosure agreement it executes in connection with the offering and sale of any Public Financing. Developer acknowledges that a condition to the issuance of any Public Financing may be Developer's execution of a continuing disclosure agreement.

(e) Qualified Pre-Development Costs. To the extent required, (i) each CFD and IFD will be authorized at formation to finance the Qualified Pre-Development Costs and (ii) the payment of the Qualified Pre-Development Costs (which do not include any return on such Pre-Development Costs) will be budgeted in the same manner as Qualified Project Costs in Section 3.5.

4.5 Terms of the Public Financings

(a) Meet and Confer. City staff and consultants will meet and confer with Developer before the sale of any Public Financing to discuss the terms of any proposed debt issue, but City will determine the final terms in its reasonable discretion in light of the Funding Goals and subject to this Financing Plan. City will not enter into any Indenture for any form of Public Financing that is not bonded indebtedness, if the indebtedness must be secured by or repaid with Net Available Increment or Project Special Taxes without Developer's express written consent, which may be granted or withheld based on all relevant factors, including the timing and availability of funds, credit enhancement requirements, applicable interest rate and other repayment terms, and other conditions to the proposed indebtedness.

(b) Credit Enhancement. Any Developer credit enhancements for Public Financing must be without recourse to the City's General Fund or Authority's general funds or other assets (other than Net Available Increment to the extent pledged to the payment of Public Financing obligations). Any financial institution issuing a credit enhancement must have a rating of at least "A" from Moody's Investor's Service Inc. or Standard & Poor's Rating Service, or the equivalent rating from any successor rating agency mutually acceptable to Developer and City, on the

remaining Interim Lease Revenues to any Installment Payment then due and unpaid; then

(iii) On June 30 of each Fiscal Year, Authority will apply any remaining Interim Lease Revenues to the Navy Payment Escrow until such time as the amount in the Navy Payment Escrow is sufficient to pay all remaining unpaid Installment Payments; then

(iv) On June 30 of each Fiscal Year, Authority will either (i) transfer to Developer any remaining Interim Lease Revenues (the "**Net Interim Lease Revenues**"), if authorized; provided, however, that Developer shall only use the Net Interim Lease Revenues for Qualified Project Costs, or (ii) expend the Net Interim Lease Revenues on Qualified Project Costs at the direction of Developer. In either case, Developer will treat such Net Interim Lease Revenues as Gross Revenues.

(b) Material Default. Subject to the previous paragraph, all distributions of Net Interim Lease Revenues to Developer under Section 6.1(a)(iv) shall be withheld for the benefit of the Authority upon the occurrence of and for the duration of any Material Default under the DDA and may be applied by the Authority to any of its payment obligations with respect to the Project, including, but not limited to, payment of Initial Navy Consideration and Additional Consideration, construction of Infrastructure if the security provided by Developer is not sufficient for that purpose, payment of the affordable housing subsidy, payment of Authority Costs, and any other Financial Obligations that otherwise would have been the obligation of Developer.

6.2 Marina Revenues

(a) Use of Marina Revenues. Marina Revenues shall be used by Authority to pay Authority Costs.

(b) Interim Lease Revenues. To the extent that any Marina Revenues are considered Interim Lease Revenues, those Marina Revenues shall be used to pay Authority Costs under Section 6.1(a)(i).

6.3 Key Money

(a) Sale of Project Site Property. In the event that (i) Authority terminates all or any portion of the DDA before the issuance of the last Certificate of Completion for the Project for any reason other than a Selected Default and (ii) Authority sells all or any part of the Project Site included in the termination that Authority did not otherwise convey to Developer (the "**Unconveyed Property**") or enters into an agreement with respect to the Unconveyed Property for which compensation is paid to Authority, then, through the escrow for the sale of such Unconveyed Property or upon receipt of any other compensation relating to such Unconveyed Property, Authority shall pay to Developer the Net Sale Proceeds associated with such Unconveyed Property until the Deficit is paid in full.

Deleted: <#>Review of Budget. . Authority shall prepare an annual budget of its expected revenues and expenses, including the collection and use of Interim Lease Revenues. Not less than thirty (30) days prior to the approval by the Authority Board of the budget, Authority shall deliver a copy to Developer for its review and comment. The Authority shall consider all of Developer's comments and shall, as reasonable and appropriate in Authority's opinion, revise the budget, if necessary, in response to those comments. ¶

"**City DA**" means the Development Agreement by and between City and Developer relative to Naval Station Treasure Island.

"**City's General Fund**" means the City's general operating fund, into which taxes are deposited, excluding dedicated revenue sources for certain municipal services, capital projects, and debt service.

"**Commence**" is defined in the DDA.

"**Complete**" (or its variant "Completion") is defined in the DDA.

"**Conditional City Increment**" means, for each IFD, the amount allocated by the City on a conditional basis to such IFD for the purposes described in Section 3.3(e), which shall be equal to $0.077 of every dollar of Increment (which amount will come from Increment that would have otherwise been allocated to City).

"**Conditional Maintenance Tax**" shall mean a special tax that may be levied under an RMA only upon the occurrence of a Maintenance Default and only in the manner and in the amount set forth in Section 2.7(f).

"**Conveyance Agreement**" is defined in the DDA.

"**CPA**" means an independent certified public accounting firm Approved by Authority and Developer.

"**DDA**" means that certain Disposition and Development Agreement (Treasure Island/Yerba Buena Island) to which this Financing Plan is attached.

"**Default Interest Rate**" means an interest rate of three hundred (300) basis points above the Interest Rate.

"**Deficit**" is defined in Section 6.3(b).

"**Department of Public Works**" is defined in the DDA.

"**Developed Property**" means, in any Fiscal Year, an assessor's parcel of taxable property included in a recorded final subdivision map before January 1 of the preceding Fiscal Year, and for which a building permit has been issued before May 1 of the preceding Fiscal Year.

"**Developer**" is defined in the DDA.

"**Developer Construction Obligations**" means, to the extent required under the DDA in connection with the Project, Developer's obligation to construct or cause the construction of the Project in accordance with the Schedule of Performance, including:

district formed over all or any part of the Project Site, which Project Area has been designated under the IFD Act to finance Qualified Project Costs.

"**IFD Act**" means the Infrastructure Financing District Act (Gov't Code § 53395 et seq.), as amended from time to time.

"**IFD Debt**" means any bonded indebtedness that the IFD or other Governmental Entity incurs to finance Qualified Project Costs that is secured by a pledge of Net Available Increment, but not including CFD Bonds.

"**IFD Debt Project Account**" means the funds or accounts, however denominated, held by the Fiscal Agent under an Indenture containing the Net IFD Proceeds to be used to finance Qualified Project Costs.

"**IFD Proceeds**" means, in any Fiscal Year, the cumulative amount of (i) the proceeds of IFD Debt and (ii) the Net Available Increment generated in such Fiscal Year that is not used to (A) pay debt service on any IFD Debt and (B) repay the City for any Conditional City Increment used to pay IFD Debt in the manner set forth in Section 3.5(d) and to the extent set forth in Section 3.3(e).

"**IFP**" means an infrastructure financing plan required for each IFD under the IFD Act.

"**Improvement Area**" means an improvement area within a community facilities district designated pursuant to section 53350 of the CFD Act.

"**Improvements**" is defined in the DDA.

"**Inclusionary Unit**" is defined in the Housing Plan.

"**Increment**" means, within an IFD, the tax increment revenues generated from the property within such IFD from and after the base year established for such IFD.

"**Indenture**" means one or more indentures, trust agreements, fiscal agent agreements, financing agreements, or other documents containing the terms of any indebtedness that is secured by a pledge of and to be paid from Net Available Increment or Project Special Taxes.

"**Index**" is defined in the DDA.

"**Infrastructure**" is defined in the DDA.

"**Infrastructure Plan**" is defined in the DDA.

"**Initial Closing**" means the date on which the first conveyance of the FOST Parcel by Quitclaim Deed from the Navy to Authority occurs in accordance with Article 3 of the Conveyance Agreement.

"**Initial Consideration Term**" means a term of ten (10) years (as such term may be extended pursuant to Section 4.2.2 of the Conveyance Agreement).

"**Initial Major Phase**" is defined in the DDA.

"Initial Major Phase Application" is defined in the DDA.

"**Initial Navy Consideration**" means the initial consideration to the Navy for acquisition of the Project Site, including the principal amount of $55 million and all interest payable to the Navy on the unpaid principal amount.

"**Installment Payment**" is defined in the Conveyance Agreement.

"**Interagency Cooperation Agreement**" means that certain Interagency Cooperation Agreement, by and between the City and Authority, as amended from time to time.

"**Interest Rate**" means an annual interest rate of _____%, which equals the interest rate payable on ten year (10) Treasury Notes in effect as of the month that the Conveyance Agreement is entered into plus one hundred fifty basis points (150 bps), which Interest Rate will be locked for the duration of the Conveyance Agreement

"**Interim Lease Revenues**" means all cash, notes, or other monetary consideration of any kind paid to the Authority under the Interim Leases.

"**Interim Leases**" means leases under which Authority is the lessor encumbering land in the Project Site during the time such land is leased to or owned by Authority.

"**IRR**" means the internal rate of return, annualized, calculated on the Project's Net Cash Flow by the Excel 2007 "IRR" function using quarterly Net Cash Flows. The Project's Net Cash Flow shall be adjusted to show all costs incurred in the quarter paid and all revenues in the quarter received, provided that Pre-Development Costs are applied as of the Initial Closing. An example of the IRR calculation is attached to the Conveyance Agreement as Exhibit DD.

"**IRR Statement**" is defined in Section 1.3(b).

"**Island Wide Costs**" shall mean the Qualified Project Costs that benefit the Project Site as a whole; for illustration purposes, the categories of Qualified Project Costs that the parties anticipate will constitute Island Wide Costs (further due diligence is required before it will be possible to precisely define Qualified Project Costs; the

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parties have agreed in Section 3.8(e) to define the categories of Qualified Project Costs that constitute Island Wide Costs) are listed in Attachment B hereto.

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"**Liquidated Pre-Agreement Costs**" is defined in Section 3.8(c)(ii).

"**Lot**" is defined in the DDA.

"**Maintenance Account Balance**" is defined in Section 2.7(e).

"**Maintenance Budget**" is defined in Section 2.7(b).

"**Maintenance Commencement Date**" means the date that the first park owned by the Authority is completed and open to the public.

"**Maintenance Default**" is defined in Section 2.7(f).

"**Maintenance Period**" means, in each year, the one-year period commencing July 1 and ending on June 30.

"**Major Phase**" is defined in the DDA.

"**Major Phase Approval**" is defined in the DDA.

"**Marina Revenues**" is defined in the DDA.

"**Market Rate Lots**" is defined in the Conveyance Agreement.

"**Market Rate Unit**" is defined in the Housing Plan.

"**Material Breach**" is defined in the DDA.

"**Maximum Annual Developer Contribution**" is defined in Section 2.7(d).

"**Maximum Project Special Tax Rate**" is defined in Section 2.3(g).

"**Navy**" is defined in the DDA.

"**Navy Payment Escrow**" means an escrow created by Authority to hold Interim Lease Revenues to be used solely to pay Installment Payments (principal plus interest at the Interest Rate).

"**Navy Promissory Note**" is described in Section 4.2.6 of the Conveyance Agreement.

"**Net Available Increment**" means, for each IFD, the amount allocated on an unconditional basis to such IFD, which shall be the greater of (i) $0.57 of every dollar of Increment (which amount will come from Increment that would have otherwise been

allocated to City), and (ii) $0.57 of every dollar of Increment (which amount will come from Increment that would have otherwise been allocated to City) plus any additional amounts of Increment allocated to such IFD in the applicable IFP. Net Available Increment does not include Conditional City Increment.

"**Net Cash Flow**" means Gross Revenues received by the Developer from the Project less Development Costs paid by the Developer.

"**Net CFD Proceeds**" means the proceeds of CFD Bonds that are available or used to pay for Qualified Project Costs directly or by reimbursements to Developer and, when authorized pursuant to Section 2.8, to pay for the costs of Additional Community Facilities.

"**Net IFD Proceeds**" means the proceeds of IFD Debt that are available or used to pay for Qualified Project Costs directly or by reimbursements to Developer.

"**Net Interim Lease Revenues**" is defined in Section 6.1(a)(iv).

"**Net Sale Proceeds**" means the proceeds from the sale of Unconveyed Property by Authority, less the costs of the Authority associated with the marketing and sale of such Unconveyed Property.

"**Non-Developer Property**" means, collectively, the property in the Project Site (i) that was never acquired by the Developer from Authority or (ii) that was reacquired by Authority through reverter.

"**Official Records**" is defined in the DDA.

"**Ongoing Maintenance Account**" means a separate account created by Authority and maintained by Authority to hold all Remainder Taxes transferred from the Remainder Taxes Holding Account pursuant to Section 2.7 to be used for financing Ongoing Park Maintenance during the applicable Maintenance Period.

"**Ongoing Park Maintenance**" means the costs of operating and maintaining Improvements constructed pursuant to the Parks and Open Space Plan within the Project Site, including installing landscaping, all personnel or third-party maintenance costs, costs of maintaining irrigation systems and other equipment directly related to maintenance, maintenance or replacement as needed of landscape areas, water features, bathrooms, trash receptacles, park benches, planting containers, picnic tables, and other equipment or fixtures installed in areas to be maintained, insurance costs, and any other related overhead costs, along with Authority personnel, administrative, and overhead costs related to maintenance or to contracting for and managing third-party maintenance.

"**Other Developer**" is defined in Section 1.4(a)(i).

"**Other Taxing Agencies**" means governmental taxing agencies or other entities that receive Increment and are authorized by the IFD Act or such other law to allocate or subordinate increment to an IFD.

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"**Parks and Open Space Plan**" is defined in the DDA.

"**Payment Request**" is defined in the Acquisition and Reimbursement Agreement.

"**Permissible Financing Cost**" is defined in the Conveyance Agreement.

"**Person**" is defined in the DDA.

"**Pre-Development Costs**" is defined in the Conveyance Agreement.

"**Principal Payment Date**" means, (i) if CFD Bonds have not yet been issued for a CFD, September 1 of each year, and (ii) if CFD Bonds have been issued for a CFD, the calendar date on which principal or sinking fund payments on such CFD Bonds are, in any year, payable (for example, if the principal amount of CFD Bonds are payable on September 1, the Principal Payment Date shall be September 1, regardless of whether principal payments are actually due in any particular year).

"**Project**" is defined in the DDA.

"**Project Account**" is defined in Section 1.1(c)(i).

"**Project Area**" means a separately designated project area within the boundaries of an IFD, as permitted by the IFD Act.

"**Project Costs**" means, without duplication: (a) Development Costs; (b) Initial Navy Consideration; (c) Pre-Development Costs; and (d) any other amounts specifically identified in the DDA as a Project Cost.

"**Project Grants**" means State and federal funding.

"**Project Site**" is defined in the DDA.

"**Project Special Taxes**" means special taxes authorized to be levied in a CFD under the CFD Act, including all delinquent Project Special Taxes collected at any time by payment or through foreclosure proceeds.

"**Promissory Note**" is defined in the Conveyance Agreement.

"**Public Financing**" means, individually or collectively as the context requires, CFD Bonds, IFD Debt, and Alternative Financing.

"**Public Property**" is defined in the DDA.

"**Qualified**" when used in reference to Project Costs, Pre-Development Costs, and other capital public facility costs, means: (a) with respect to a CFD, the Project Costs, the Pre-Development Costs (excluding any return on such Pre-Development Costs), and other authorized capital public facility costs, each to the extent authorized to be financed under the CFD Act, Tax Laws (if applicable), and this Financing Plan; (b) with respect to financing from Net Available Increment or IFD Debt, the Project Costs and the Pre-Development Costs (excluding any return on such Pre-Development Costs), each to the extent authorized to be financed under the IFD Act, Tax Laws (if applicable), and this Financing Plan; (c) with respect to an Alternative Financing, the Project Costs and the Pre-Development Costs (excluding any return on such Pre-Development Costs), each to the extent authorized to be financed under the laws governing the Alternative Financing, Tax Laws (if applicable), and this Financing Plan; (d) with respect to Project Grants, the Project Costs, the Pre-Development Costs (excluding any return on such Pre-Development Costs), and other authorized capital public facility costs, each to the extent authorized to be financed under the terms of the Project Grant and this Financing Plan; and (e) with respect to Net Interim Lease Revenues, the Project Costs not including any Pre-Development Costs.

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"**Quarter**" means a three-month period commencing on the first day of the Initial Closing and continuing until the Termination Date of the Conveyance Agreement.

"**Reasonableness Determination**" is defined in the DDA.

"**Reassessment**" is defined in Section 3.7(a)(i).

"**Records**" is defined in Section 1.6(b).

"**Redesign Costs**" means the anticipated costs necessary to prepare, entitle and implement the Redesign Plan.

"**Redesign Plan**" means an Authority plan to re-entitle, redesign and rebuild portions of the Project.

"**Reference Date**" is defined in the DDA.

"**Remainder Taxes**" means, in each year, as of the day following the Principal Payment Date for a CFD, all Project Special Taxes collected prior to such date in such CFD in excess of the total of: (a) debt service on the outstanding CFD Bonds for the applicable CFD due in the current calendar year, if any; (b) priority and any other reasonable administrative costs for the applicable CFD payable in that Fiscal Year; and (c) amounts levied to replenish the applicable reserve fund as of the Principal Payment Date, including amounts reserved for reasonable anticipated delinquencies, if any.

"**Remainder Taxes Holding Account**" is a separate single account created by Authority to hold and apply all transfers of Remainder Taxes pursuant to Section 2.7.

Attachment A

Form of Acquisition and Reimbursement Agreement

[ATTACHED]

ACQUISITION AND REIMBURSEMENT AGREEMENT
(TREASURE ISLAND/YERBA BUENA ISLAND)

by and among

CITY AND COUNTY OF SAN FRANCISCO,
a public body, corporate and politic, of the State of California,

TREASURE ISLAND DEVELOPMENT AUTHORITY,

a California non-profit public benefit corporation,

and

TREASURE ISLAND COMMUNITY DEVELOPMENT, LLC,
a California limited liability company

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LIST OF EXHIBITS

Exhibit A	Description of Acquisition Facilities and Authorized Payments to Be Financed for the Project
Exhibit B	Description of Acquisition Facilities and Components with Cost Estimates, and Authorized Payments and Components
Exhibit C	Form of Payment Request – Acquisition Facilities and Components
Exhibit C-1	Acquisition Facilities and Components to Which Payment Request Applies
Exhibit C-2	Calculation of Actual Cost
Exhibit D	Form of Payment Request – Authorized Payments

ACQUISITION AND REIMBURSEMENT AGREEMENT
(TREASURE ISLAND/YERBA BUENA ISLAND)

This ACQUISITION AND REIMBURSEMENT AGREEMENT (including any Supplement, this "**Agreement**"), dated for reference purposes only as of _____, is by and among City, Authority, and Developer. As used in this Agreement, capitalized terms used herein have the meanings given to them in Article 9. Capitalized terms used but not otherwise defined in this Agreement have the definitions given to them in the DDA.

RECITALS

A. Financing Plan; Interagency Cooperation Agreement. The Authority and Developer have entered into the DDA, and City and Developer have entered into the City DA, both of which includes the Financing Plan as attachments thereto, to establish the contractual framework for mutual cooperation in achieving the Funding Goals necessary to implement the Project. With Developer's consent, the City and the Authority have entered into the Interagency Cooperation Agreement, under which, among other things, the Authority delegates to the City, and the City accepts, lead responsibility for certain actions necessary for the development of the Project.

B. Purpose of this Agreement. This Agreement describes the procedures by which, at Developer's request, the City will: (1) inspect and accept Infrastructure and other Improvements that Developer constructs under the DDA and the City DA; (2) subject to Section 4.4(a), pay Developer for Actual Costs of the Acquisition Facilities and Components from available Funding Sources; and (3) pay Developer for Authorized Payments from available Funding Sources.

AGREEMENT

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Developer, City, and Authority hereby agree as follows:

ARTICLE 1
FUNDING

1.1 Use of Funding Sources. This Agreement: (a) implements and is subject to all limitations of the DDA, the City DA, and the Financing Plan; (b) will become effective on the later to occur of: (i) the date the DDA and City DA become effective; or (ii) the full execution and delivery of this Agreement (the "**Effective Date**"); and (c) describes the procedures by which, at Developer's request, the City will use available Funding Sources to make payments to Developer for the Actual Costs (or such lesser amount required by Section 4.4(a)) of the Acquisition Facilities and Components and for Authorized Payments, each as contemplated in the Financing Plan. To the extent set forth in an Assignment and Assumption Agreement, Developer will mean a Transferee.

1.2 Supplements to Exhibit A. The Parties intend Exhibit A to be a complete list of all items eligible and intended to be financed by Funding Sources under the Financing Plan. Exhibit A sets forth: (a) reasonably detailed descriptions of all of the Acquisition

Facilities; and (b) all Authorized Payments. At any time, Developer may submit proposed Supplements to Exhibit A for review in accordance with Section 1.4 that describe in reasonable detail any proposed revisions or additions to the Acquisition Facilities or Authorized Payments.

1.3 Supplements to Exhibit B. The Parties intend Exhibit B to be a refinement of Exhibit A as the Parties obtain more information about the Acquisition Facilities and Authorized Payments, and the Actual Costs that are to be reimbursed under this Agreement. At any time, Developer may submit proposed Supplements to Exhibit B for review in accordance with Section 1.4 that: (a) describe and provide detail on any portion of the Acquisition Facilities set forth on Exhibit A, including the identification and detail of any Components thereof; (b) provide estimates of the Actual Costs of any portion of the Acquisition Facilities set forth on Exhibit A, including of any Components thereof; (c) update the amounts of any Authorized Payments; and (d) otherwise update or modify any other information in Exhibit B. The Parties agree that the City will not be obligated to pay Developer for the Actual Costs (or such lesser amount required by Section 4.4(a)) of an Acquisition Facility or a Component or for an Authorized Payment under this Agreement unless such Acquisition Facility or Component and its estimated Actual Cost or Authorized Payment is set forth on Exhibit B.

1.4 Review and Approval of Supplements. Under the Interagency Cooperation Agreement, the Department of Public Works will be the lead City agency to facilitate coordinated review of Project Applications and will assist the City as provided under this Agreement. Except as specifically provided otherwise in this Agreement or the Interagency Cooperation Agreement: (a) the Department of Public Works will be the lead City agency responsible for review of Developer's estimated Actual Costs and of any changes to its estimates of Actual Costs of Acquisition Facilities and Components contained in any Supplements submitted under this Agreement, and the Authority will be the lead agency responsible for review and approval of Supplements relating to Authorized Payments under this Agreement (as applicable, the "**Reviewing Party**"), subject to the following:

(a) Upon Developer's written request, the Reviewing Party will meet with representatives of Developer to establish acceptable contents of any Supplements to Exhibit A or Exhibit B. The Reviewing Party will have thirty (30) days after receipt of a proposed Supplement submitted with Developer's written request for review and approval to accept or object in writing to all or any portion of the proposed Supplement. Developer may resubmit any proposed Supplement to which the Reviewing Party has timely objected, and the Reviewing Party will have thirty (30) days to review any resubmitted proposed Supplement. The term "**Supplement Review Period**" as used later in this Agreement will mean the applicable period specified above in this Section 1.4(a). If the Reviewing Party fails to notify Developer that a Supplement is disapproved within the Supplement Review Period, then the Supplement will be Deemed Approved.

(b) The Reviewing Party will only be required to review a proposed Supplement after it is complete and contains all of the information set forth in Section 1.2 or Section 1.3, as applicable, and any supporting materials reasonably requested in writing by the Reviewing Party in connection with the proposed Supplement. The Supplement Review Period will be tolled: (i) as to a Supplement for which the Reviewing Party has requested additional information or materials, until such requested information or materials have been provided to the

Reviewing Party; and (ii) as to any additional Supplement proposed by Developer during any Supplement Review Period, until any previously-submitted Supplement has been reviewed and approved, timely objected to or Deemed Approved, unless the Parties agree to a different order of priority for the Reviewing Party's review. Within the Supplement Review Period, as it may be tolled under this Section 1.4(b), the Reviewing Party will send a notice of Approval or disapproval to Developer. Any notice of disapproval must state with specificity the Reviewing Party's grounds for disapproval, which must be made in good faith and will be limited to the following:

(i) For disapproval of a proposed Supplement to Exhibit A: (A) a proposed Acquisition Facility or Authorized Payment is not contemplated to be financed by the DDA or City DA; or (B) a proposed Acquisition Facility or Authorized Payment may not be financed under the Governing Acts, the DDA, or the City DA.

(ii) For disapproval of a proposed Supplement to Exhibit B: (A) the specified Acquisition Facilities or Authorized Payments are not listed on Exhibit A; (B) specified Components are not components of the Acquisition Facilities listed on Exhibit A; or (C) for an Acquisition Facility with an estimated Actual Cost of one million dollars ($1,000,000) or less, a proposed Component is not a complete, functional portion of an Acquisition Facility.

(c) Any proposed Supplement Approved or Deemed Approved in accordance with this Section 1.4 will be made a part of Exhibit A or Exhibit B, as applicable, without further approval of the City or the Authority.

1.5 Funding Sources.

(a) The City will not be obligated to pay all or any part of the Actual Cost of an Acquisition Facility or Component, or all or any part of any Authorized Payment, under this Agreement except from Funding Sources. The City will have no liability to pay all or any part of the Actual Cost of an Acquisition Facility or Component, or all or any part of any Authorized Payment, if the Acquisition Facility, Component, or Authorized Payment is determined to be ineligible to be financed under the Governing Acts, even if the City or the Department of Public Works did not object to the Exhibit or Supplement listing it on the grounds of ineligibility.

(b) Developer acknowledges that if the City and Developer agree to issue escrow bonds as part of a Public Financing and funds are deposited in an escrow fund, escrowed amounts will become Funding Sources: (i) only after release from the escrow fund and satisfaction of all escrow requirements; and (ii) in the amounts specified in the applicable Indenture. The City agrees to take all reasonable actions necessary to cause the release of funds from an escrow fund after all conditions for their release have been satisfied.

(c) The City makes no warranty, express or implied, that Funding Sources will be sufficient to pay for all of the Acquisition Facilities, Components, and Authorized Payments.

1.6 Deposits of Funding Sources.

(a) The proceeds of any Public Financing will be deposited, held, invested, reinvested, and disbursed as provided in the respective Indenture, all in a manner consistent with the Financing Plan and this Agreement. The portion of the proceeds of each Public Financing that is used to fund reserves for debt service, to capitalize interest on the Public Financing, and to pay costs of issuance and administration will not constitute Funding Sources.

(b) Pursuant to the Financing Plan, under certain circumstances, a portion of Remainder Taxes generated from a CFD may be deposited and held in, and invested, reinvested, and disbursed from the applicable Remainder Taxes Project Account. Developer acknowledges that without the consent of the City, any Remainder Taxes for a CFD deposited in the CFD's Remainder Taxes Project Account will not be available to pay the Actual Costs of Acquisition Facilities or Components or Authorized Payments under this Agreement after the CFD Conversion Date for such CFD.

(c) All Net Available Increment will be held by the City in one or more accounts created by the City and disbursed as set forth in the Financing Plan.

(d) Developer agrees that the City alone will direct the investment of Funding Sources in accordance with the City's investment policy and all applicable laws and the applicable Indenture. The City will have no responsibility to Developer with respect to any investment of Funding Sources before their use under this Agreement, including any loss of all or a portion of the principal invested or any penalty for liquidation of an investment so long as the investments were made in accordance with all applicable laws and the applicable Indenture, even if a loss diminishes the amount of available Funding Sources.

1.7 Payment of Certain Costs.

(a) Subject to any limitations imposed by the Financing Plan, the City and Authority agree that the City shall reimburse Developer for the Authorized Payments constituting Qualified Pre-Development Costs from the first available Funding Sources until paid in full.

(b) The City and Developer agree that certain professional and consulting costs that Developer incurs in connection with the issuance of Public Financings will be financed with proceeds of the Public Financing to the extent permitted by the applicable Governing Act.

ARTICLE 2
CONSTRUCTION OF ACQUISITION FACILITIES

2.1 Plans. Developer will prepare and obtain approval by each applicable Governmental Entity of all Plans for the Acquisition Facilities in accordance with, and at the times necessary to comply with the provisions of, the DDA and the City DA.

2.2 Obligation to Construct Acquisition Facilities. Developer's obligation to construct the Acquisition Facilities is governed by the DDA and the City DA. This Agreement does not create an obligation to construct any Acquisition Facility or Component. This Article 2

applies only to those Acquisition Facilities and Components for which Developer seeks the payment of the Actual Costs under this Agreement.

2.3 Relationship to Public Works Contracting Requirements.

(a) This Agreement provides for the acquisition of the Acquisition Facilities and payment for Components from time to time from Funding Sources. The Parties acknowledge and agree that the Acquisition Facilities and Components are of local, and not state-wide, concern, and that the provisions of the California Public Contract Code do not apply to the construction of the Acquisition Facilities and Components. However, Developer agrees to award all contracts for construction of the Acquisition Facilities and Components in a manner consistent with the DDA and the City DA, including as required under the City Policies.

(b) From time to time at the request of the City, representatives of Developer must meet and confer with the City and Department of Public Works staff, consultants, and contractors regarding matters arising under this Agreement with respect to the Acquisition Facilities and any Components, compliance with City bidding requirements, and the progress in constructing and acquiring the same, and as to any other matter related to the Acquisition Facilities or this Agreement. The City and Department of Public Works staff will have the right: (i) to attend (and at the request of Developer will attend) meetings between Developer and its contractors relating to the Acquisition Facilities and Components; and (ii) to meet and confer with individual contractors and Developer if deemed advisable by the City to resolve disputes or ensure the proper completion of the Acquisition Facilities and Components.

2.4 Independent Contractor.

(a) In performing under this Agreement, Developer is an independent contractor and not the agent or employee of the City, the Authority, any CFD, or any IFD. Except as otherwise provided in this Agreement, none of the City, the Authority, any CFD, or any IFD will be responsible for making any payments to any contractor, subcontractor, agent, consultant, employee, or supplier of Developer.

(b) The City has determined that it would obtain no advantage by directly undertaking the construction of the Acquisition Facilities, and that the DDA and City DA require that the Acquisition Facilities be constructed by Developer as if they had been constructed under the direction and supervision, or under the authority, of the City, the Authority, and any Governmental Entity that will own or operate the Acquisition Facilities.

ARTICLE 3
ACQUISITION AND PAYMENT OF ACQUISITION FACILITIES

3.1 Inspection.

(a) This Article 3 applies only to those Acquisition Facilities and Components for which Developer seeks the payment of Actual Costs under this Agreement. Components may only be financed to the extent allowed under the applicable Governing Act.

(b) Except as set forth in Section 3.3, the City will not be obligated to pay the Actual Costs (or such lesser amount required by Section 4.4(a)) of Acquisition Facilities or Components under this Agreement to Developer until the applicable Acquisition Facility or Component has been inspected as required by the Interagency Cooperation Agreement and found by the Director of Public Works to be completed substantially in conformance with the Plans and otherwise consistent with the DDA and any Applicable City Regulations and ready for its intended use.

(c) For Acquisition Facilities and Components to be acquired by the City or the Authority, the Director of Public Works will arrange for the inspection to commence within five (5) days following receipt of Developer's written request to inspect Acquisition Facilities or Components that Developer believes in good faith are ready for inspection (the "**Inspection Request**"). The inspection of the Acquisition Facilities and Components to be acquired by the City or the Authority will be governed by the procedures developed by the City and Authority that are consistent with the Applicable City Regulations and are Approved by Developer. The inspection will be conducted with due diligence and in a reasonable time given the scope of the inspection but not to exceed twenty-one (21) days. Within five (5) days following the completion of the inspection, the Director of Public Works shall notify Developer of the results of the inspection by providing a written notice that the Acquisition Facility or Component has been Approved as inspected or by providing a punch list of items to be corrected.

3.2 Agreement to Sell and Purchase Acquisition Facilities. Developer agrees to sell Acquisition Facilities and Components to the City, the Authority, or other Governmental Entity(ies), and the City agrees to use Funding Sources to pay the Actual Cost of the Acquisition Facilities and Components to Developer, subject to this Agreement (including, but not limited to, Section 4.4(a)) and the Financing Plan.

3.3 Component Financing.

(a) Section 53313.51 of the CFD Act authorizes the purchase of a Component of an Acquisition Facility with an estimated cost of up to one million dollars ($1,000,000), but only if the Component is capable of serviceable use as determined by the City, Authority, or other Governmental Entity, as applicable. Subject to the availability of Funding Sources, the City agrees to pay to Developer the Actual Costs (or such lesser amount required by Section 4.4(a)) of such Components under this Section 3.3(a) before: (i) completion of the Acquisition Facility of which the Component is a part (unless it is the final Component of an Acquisition Facility); or (ii) the transfer to the City, the Authority, or other Governmental Entity of title to the Acquisition Facility and the property underlying applicable Component. A reasonably detailed description and estimated Actual Cost of each Component to be financed under this Section 3.3(a) must be listed on Exhibit B through an Approved or Deemed Approved Supplement.

(b) If the estimated cost of an Acquisition Facility exceeds one million dollars ($1,000,000), section 53313.51 of the CFD Act authorizes the purchase of Components whether or not the Components are capable of serviceable use. Subject to the availability of Funding Sources, the City agrees to pay to Developer the Actual Costs (or such lesser amount

required by Section 4.4(a)) of such Components under this Section 3.3(b) before: (i) completion of the Acquisition Facility of which the Component is a part (unless it is the final Component of an Acquisition Facility); or (ii) the transfer to the City, the Authority, or other Governmental Entity of title to the Acquisition Facility and the property underlying the Component. A reasonably detailed description and estimated Actual Cost of each Component to be financed under this Section 3.3(b) must be listed on Exhibit B through an Approved or Deemed Approved Supplement.

(c) Developer acknowledges that the City, the Authority, or other Governmental Entity, as applicable, will not be obligated to accept an Acquisition Facility of which a Component is a part until the entire Acquisition Facility has been constructed and determined to be Complete as required under the DDA and the City DA. The City acknowledges that a Component does not have to be accepted by the City, the Authority, or other Governmental Entity as a condition precedent to the payment of the Actual Costs (or such lesser amount required by Section 4.4(a)) of the Component.

(d) The procedures for payment of the Actual Cost of a Component described in this Section 3.3 will be governed by Article 4.

3.4 Defective or Nonconforming Work. If the Director of Public Works finds any of the work done or materials furnished for an Acquisition Facility or Component to be defective or not in conformance with the applicable Plans and the Applicable City Regulations and such finding is made: (a) prior to payment of the Actual Costs (or such lesser amount required by Section 4.4(a)) of such Acquisition Facility or Component, the City may withhold the applicable payment until such defect or nonconformance is corrected to the satisfaction of the Director of Public Works; or (b) after payment of the Actual Costs (or such lesser amount required by Section 4.4(a)) of such Acquisition Facility or Component, then the DDA and City DA will govern cure rights and obligations.

3.5 Conveyance of Land, Title. The transfer of, maintenance of, and right of entry with respect to all land on, in, or over which any of the Acquisition Facilities will be located will be governed by the DDA, the City DA, the Applicable City Regulations, and, as applicable, any Permit to Enter or other access agreement for the land, and the Interagency Cooperation Agreement.

ARTICLE 4
PAYMENT REQUESTS FOR ACQUISITION FACILITIES AND COMPONENTS

4.1 Payment Requests.

(a) To initiate the process for payment of the Actual Cost of an Acquisition Facility or Component, Developer must deliver to the Director of Public Works a Payment Request in the form of Exhibit C that contains all relevant information, including the identity of all Funding Sources that are eligible to be used to pay it (the "**Identified Funding Sources**"), together with all required attachments and exhibits, all in an organized manner. Required attachments include:

(i) a copy of the Director of Public Works' notice that the Acquisition Facility or Component has been inspected and Approved for payment or, if applicable, written evidence that the applicable Governmental Entity has found the Acquisition Facility or Component acceptable; and

(ii) Proof of Payment evidencing that the Actual Costs were previously incurred and, if applicable, paid, for the Acquisition Facility or Component, except for any Actual Costs to be paid directly to a Third Party at Developer's request.

(b) Any Payment Request for a Component must be supported by the following documentation:

(i) a statement specifying each contractor, subcontractor, materialman, and other Person with whom Developer or its contractor has entered into contracts with respect to any Component included in the Payment Request and, for each of them: (A) the amount of each such contract; and (B) the amount of the requested Actual Cost attributable to each specific contractor, subcontractor, materialman, and other Person; and

(ii) duly executed unconditional or conditional lien releases and waivers (in the applicable form provided in Calif. Civil Code § 3262) from all contractors, subcontractors, materialmen, consultants, and other Persons retained by Developer in connection with the Component, under which each such Person unconditionally or conditionally waives all lien and stop notice rights with respect to the pending payment.

(c) A Payment Request for a Completed Acquisition Facility will be complete only after Developer has submitted all of the following documents, to the extent applicable:

(i) if the real property on which the Acquisition Facility is located is not owned by the City, the Authority, or other Governmental Entity at the time of the request, a copy of the recorded document(s) conveying Acceptable Title to the real property to the City, the Authority, or other Governmental Entity, as applicable;

(ii) a copy of the determination of completeness issued by the Director of Public Works under Section 3.1(c) for the Acquisition Facility or, if applicable, similar evidence that the Governmental Entity has found the Acquisition Facility to be Complete;

(iii) an executed assignment of any warranties and guaranties for the Acquisition Facility, in a form acceptable to the City, the Authority, or other Governmental Entity, as applicable; and

(iv) as-built drawings and an executed assignment of the Plans, to the extent reasonably obtainable.

(d) Developer will specify the "**Developer Allocation**" that is included in the calculation of the Actual Cost in Exhibit C-2 to each Payment Request under this Article 4, showing how Developer has allocated the following costs paid or incurred by Developer (as applicable):

(i) costs that apply to more than one Acquisition Facility or Component (e.g., Soft Costs), as allocated between the Acquisition Facilities or Components;

(ii) costs that apply to both Acquisition Facilities or Components and other improvements (e.g., grading), as allocated between the Acquisition Facilities or Components and the other improvements; and

(iii) amounts paid to the City and the Authority that apply to more than one Acquisition Facility or Component (e.g., inspection fees, Authority Costs, plan review fees, etc.), as allocated between the Acquisition Facilities or Components.

4.2 Processing Payment Requests for Acquisition Facilities and Components.

(a) Within ten (10) days after receipt of any Payment Request, the Director of Public Works will review the Payment Request to: (i) determine that it is complete; or (ii) determine that the Payment Request is incomplete and to request additional information and documentation reasonably necessary for the Director to complete the review. If the Director fails to notify Developer within the 10-day review period that a Payment Request is incomplete, the Payment Request will be deemed complete. Developer agrees to cooperate with the Director of Public Works in conducting each such review and to provide the Director of Public Works with such additional information and documentation as is reasonably necessary for the Director of Public Works to conclude each such review.

(b) Within thirty (30) days after the date a Payment Request is determined or deemed to be complete under Section 4.2(a), the Director of Public Works will review the Payment Request to confirm that all conditions in Article 3 and Section 4.1 have been satisfied, to the extent applicable, and provide notice to Developer either that: (i) the Payment Request is Approved (which will be confirmed by counter-signing the Payment Request); or (ii) the Payment Request is disapproved in whole or in part, specifying in the notice the portion of the Payment Request that is disapproved and the reason(s) for disapproval. If the Payment Request is disapproved in part, the Director of Public Works will forward the Payment Request to the City for partial payment under Section 4.3, together with a copy of the Director's notice of disapproval to Developer. Developer may resubmit any Payment Request disapproved in whole or in part with additional supporting documentation, and the Director of Public Works will review it within the amount of time that is reasonable in light of the materiality of the reasons for the disapproval, not to exceed fourteen (14) days. If the Director of Public Works fails to notify Developer within the review period that a Payment Request is Approved or disapproved, then the Payment Request will be Deemed Approved.

(c) The period within which the Director of Public Works must review a Payment Request under Section 4.2(a) or Section 4.2(b) will be tolled: (i) as to any Payment Request, until Developer has provided any additional information or documentation that the Director of Public Works has requested under Section 4.2(a) or Section 4.2(b); and (ii) as to any additional Payment Request submitted by Developer during the review period under Section 4.2(a) or Section 4.2(b), until all previously-submitted Payment Requests have been reviewed and approved, disapproved or Deemed Approved, unless the Parties agree to a different order of priority for review by the Director of Public Works.

(d) The process for review of the Payment Requests is subject to Article 6.

4.3 Payment.

(a) Within five (5) days after Approving a Payment Request or after the Deemed Approval of a Payment Request, the Director of Public Works will forward the counter-signed Approved Payment Request to the City. If the Director of Public Works has not forwarded a counter-signed Approved Payment Request within that period, Developer will have the right to deliver the unsigned Payment Request, together with proof of its delivery to the Director of Public Works, directly to the City, with a copy to the Director of Public Works.

(b) The Developer Allocations will be presumed to be reasonable and will be accepted for all purposes of this Agreement unless the City notifies Developer of the City's good-faith objection to the Developer Allocation shown in the Payment Request within five (5) days after the City receives the counter-signed Payment Request from the Director of Public Works or unsigned Payment Request and proof of delivery from Developer. If the City has timely objected to the Developer Allocation, then the City and Developer will promptly meet and confer in an attempt to agree on how to allocate such costs on a reasonable basis (the "**Agreed-Upon Allocation**").

(c) The City must pay the Actual Costs (or such lesser amount required by Section 4.4(a)) to the extent of available Identified Funding Sources within fifteen (15) business days after the City's receipt of a counter-signed Approved Payment Request (or an unsigned Payment Request and proof of delivery). If the City objected to the Developer Allocation under Section 4.3(b), then the City may withhold payment of the Developer Allocation until the City and Developer agree on the Agreed-Upon Allocation, in which case the withheld allocations will be paid by the City to Developer within fifteen (15) business days thereafter. At the written request of Developer, the City will make payments under any Approved or Deemed Approved Payment Requests directly to a Third Party, such as a contractor or supplier of materials.

(d) The City and Developer acknowledge sections 4.4(c), 4.6(a), and 4.6(b) of the Financing Plan as they apply to the relative timing of acceptance of Acquisition Facilities and Components and the payment of the Actual Costs (or such lesser amount required by Section 4.4(a)) of such Acquisition Facilities and Components.

4.4 Restrictions on Payments for Acquisition Facilities and Components. The following restrictions will apply to any payments made to Developer under Section 4.3:

(a) The total amount paid for any Acquisition Facility or Component must not exceed the lesser of the Actual Cost or value. Any Acquisition Facility or Component constructed in accordance with the Plans will be presumed to have a value equal to its Actual Cost unless either Developer or the City provides evidence that extraordinary costs have been incurred. Promptly following the notice, the City and Developer will meet and confer to review the Actual Costs and make a reasonable determination of value. The Parties acknowledge and agree that all payments to Developer for the Actual Costs are intended to be payments to

Developer for monies already expended or for immediate payment by Developer (or directly by the City) to Third Parties. Costs will not constitute extraordinary costs unless the City can demonstrate that the costs are commercially unreasonable under the circumstances.

(b) The City will withhold final payment for any Completed Acquisition Facility (but not for any Component that is not the final Component of an Acquisition Facility) constructed in, on, or over land, until Acceptable Title to such land has been conveyed to the City, the Authority, or other Governmental Entity, if required under Section 4.1(c).

(c) The City may withhold final payment for any Completed Acquisition Facility (if it has no Components) or the final Component of any Completed Acquisition Facility until: (i) the Completed Acquisition Facility has been finally inspected as provided in Section 3.1; (ii) the Acceptance Date for the Acquisition Facility has occurred and the requirements of Section 4.1 have been satisfied to the extent applicable, or Developer has provided the Director of Public Works with evidence that the Governmental Entity has accepted dedication of and title to the Acquisition Facility; and (iii) general lien releases for the Acquisition Facility (conditioned solely upon payment from Funding Sources to be used to acquire such Acquisition Facility or final Component) have been submitted to the Director of Public Works.

(d) Nothing in this Agreement prohibits Developer from contesting in good faith the validity or amount of any mechanics' or materialman's lien or limits the remedies available to Developer with respect to such liens so long as any resulting delays do not subject the Acquisition Facilities or any Component to foreclosure, forfeiture, or sale. If Developer contests any such lien, Developer will only be required to post or cause the delivery of a bond in an amount equal to the amount in dispute with respect to any such contested lien, so long as such bond is drawn on an obligor and is otherwise in a form acceptable to the Director of Public Works. In addition, the City agrees that Developer will have the right to post or cause the appropriate contractor or subcontractor to post a bond with the City to indemnify the City and the City for any losses sustained by the City or the City because of any liens that may exist at the time of acceptance of such an Acquisition Facility, so long as such bond is drawn on an obligor and is otherwise in a form acceptable to the Director of Public Works.

(e) The City will be entitled to withhold from the amounts payable under each Payment Request a portion for retention as authorized by City policies and procedures that constitute Applicable City Regulations, but in any case not to exceed ten percent (10%) of the amount of the Actual Cost of an Acquisition Facility or Component. The City will be obligated to release any retention it withholds in accordance with applicable City policies and procedures.

ARTICLE 5
PAYMENT REQUESTS FOR AUTHORIZED PAYMENTS

5.1 Authorized Payments. In order to receive reimbursement of an Authorized Payment, Developer must deliver to the City a Payment Request in the form of Exhibit D that contains all required information and attachments, as applicable, such as:

(a) Identified Funding Sources; (b) Proof of Payment; and (c) for interest-bearing Authorized Payments, a calculation showing the amounts accrued and the outstanding and unpaid balance after the application of any Funding Sources as of the date the Payment Request is submitted ("**Authorized Payment Calculation**").

5.2 Processing Payment Requests for Authorized Payments.

(a) Within ten (10) days after receipt of a Payment Request for an Authorized Payment, the Authority Director will review the Payment Request to confirm that it is complete and the calculations are accurate and notify Developer whether the Payment Request is complete and Approved (which will be confirmed by counter-signing the Payment Request), and, if not, specify the reason(s) for any disapproval. Developer agrees to cooperate with the Authority Director in conducting each such review and to provide the Authority Director with such additional information and documentation as is reasonably necessary for the Authority Director to conclude each such review. If the Payment Request is disapproved, Developer may resubmit it for approval, and the Authority Director will review it within the amount of time that is reasonable in light of the materiality of the reasons for disapproval, not to exceed ten (10) days. If the Authority Director fails to notify Developer that a Payment Request is Approved or disapproved within the review period, then the Payment Request will be Deemed Approved.

(b) The period within which the Authority Director must review a Payment Request under Section 5.2(a) will be tolled: (i) as to any Payment Request, until Developer has provided any additional information or documentation that the Authority Director has requested under Section 5.2(a); and (ii) as to any additional Payment Request submitted by Developer during the review period under Section 5.2(a), until all previously-submitted Payment Requests have been reviewed and approved, disapproved or Deemed Approved, unless the Parties agree to a different order of priority for review by the Authority Director.

(c) The process for review of the Payment Requests for Authorized Payments is subject to Article 6.

5.3 Payment.

(a) Within five (5) days after the Approval or Deemed Approval of a Payment Request, the Authority Director will forward the counter-signed Approved Payment Request to the City Finance Deputy. If the Authority Director has not forwarded the counter-signed Approved Payment Request within five (5) days after Approving the Payment Request, or it is Deemed Approved pursuant to Section 5.2(a), Developer will have the right to forward the unsigned Payment Request, together with proof of its delivery to the Authority Director, directly to the City Finance Deputy, with a copy to the Authority Director. The City Finance Deputy must pay the Approved or Deemed Approved Payment Request from available Identified Funding Sources within fifteen (15) business days after receipt of a counter-signed Approved Payment Request (or an unsigned Payment Request and proof of delivery).

ARTICLE 6
PAYMENT REQUESTS GENERALLY; VESTING; COVENANTS

6.1 Application of Payment Requests.

(a) Each Payment Request will be numbered consecutively. Each Payment Request will be assigned the next available number when submitted to the Director of Public Works or the Authority Director, as applicable, pursuant to Section 4.2 or Section 5.2.

(b) Each Payment Request will identify the Major Phase and Sub-Phase in which the work is being conducted or to which the Authorized Payment is allocated and all the Identified Funding Sources that are eligible to be used to pay it.

(c) The City will satisfy a Payment Request only from the Identified Funding Sources.

(d) The City shall not satisfy a Payment Request out of Net Available Increment if application of Net Available Increment has been suspended in the manner described in section 3.8 and section 3.9 of the Financing Plan, and shall not satisfy a Payment Request out of any Funding Sources during the time under which the circumstances described in Section 4.4(c)(ii) of the Financing Plan are applicable.

(e) The City and Developer acknowledge that proceeds of Funding Sources may be applied to the payment of a Payment Request only to the extent that the costs of the Acquisition Facility, Component, or Authorized Payment are Qualified.

(f) Payment Requests may be paid: (i) in any number of installments as Identified Funding Sources become available; and (ii) irrespective of the length of time of such deferral of payment.

(g) Each Payment Request shall be consistent with section 3.6 of the Financing Plan.

6.2 Partial Payments; Vested Payment Requests. If Identified Funding Sources are not sufficient to pay the full amount of a Payment Request, then the City will pay the Payment Request to the extent of available Identified Funding Sources and notify Developer of the amount of the remaining portion. The right to the payment of the remaining portion of the Payment Request from the Identified Funding Sources will vest in the payee of such Payment Request (the "**Vested Payment Request**"). Promptly following the availability of Identified Funding Sources, the City will, from time to time and in as many installments as necessary, pay any Vested Payment Request. The Vested Payment Request will be paid from such Identified Funding Sources to the payee of such Vested Payment Request in the order in which the Payment Request is numbered, with a Payment Request of a lower number to be satisfied before the Payment Request of a higher number, except during a suspension of the application of Net Available Increment in the manner described in section 3.8 and section 3.9 of the Financing Plan, and except during the time under which the circumstances described in Section 4.4(c)(ii) of the Financing Plan are applicable, which will prevail over this Agreement in determining priorities for payments from Funding Sources. Subject to suspension of the application of Net Available Increment in the manner described in sections 3.8 and 3.9 of the Financing Plan, and except during the time under which the circumstances described in Section 4.4(c)(ii) of the Financing Plan are applicable, outstanding and unpaid Vested Payment Requests will be paid from the

Identified Funding Sources in their relative order of priority under this Section 6.2 before Identified Funding Sources may be used for any other purposes under this Agreement regardless of: (a) the identity of the owner of any property in the Project Site at the time of the payment of the Vested Payment Request; (b) whether the payee under the Vested Payment Request is, at the time of payment, a Party or a party to the DDA or City DA; and (c) whether the DDA or City DA has been terminated or assigned to or assumed by another Person. This Section 6.2 will survive termination of this Agreement, the DDA, and the City DA.

6.3 Deposit of Payment Requests. Except for payments made to Third Parties at Developer's request, all payments made under any Payment Request or Vested Payment Request will be deposited into one or more Project Accounts specified by Developer.

6.4 Alternative Financing. If an Alternative Financing is approved pursuant to the Financing Plan, then the Parties will work together in good faith if necessary to amend this Agreement to allow the proceeds of the Alternative Financing to be used to acquire Acquisition Facilities and Components and to pay Actual Costs and Authorized Payments.

6.5 Miscellaneous.

(a) Communications requesting additional information about and notices of Approval or disapproval of a Supplement or a Payment Request or the insufficiency of Identified Funding Sources to pay an Approved or Deemed Approved Payment Request in full may be made in any written form for which receipt may be confirmed, including facsimile, electronic mail, and certified first class mail, return receipt requested. Such communications will be effective upon receipt, or, if delivered after 5 p.m. or on a weekend or holiday, the next business day.

(b) All proposed Supplements and Payment Requests submitted to the City must be sent by certified first class mail - return receipt requested, personal delivery, or receipted overnight delivery. Payment Requests must be clearly marked: "Payment Request No. _____; Treasure Island/Yerba Buena Island; Attn: Executive Director " Delivery of a Supplement or Payment Request to the City will be effective on the actual date of delivery, or, if delivered after 5 p.m. or on a weekend or holiday, the next business day. Copies of Payment Requests must be delivered in the same manner as the original.

(c) Except as provided in this Agreement, the City agrees that it will not withhold payment on any undisputed portion of a Payment Request, and that the City will be entitled to withhold payment only on a disputed portion of a Payment Request.

(d) In connection with processing any request under this Agreement (including Payment Requests and Supplements), the City and the Director of Public Works agree that any additional information request by the City or the Director of Public Works to Developer must be submitted as soon as practicable following the submission of the original materials, but in any event prior to applicable deadlines required by this Agreement. The City and the Director of Public Works will use their respective good faith efforts to make each additional information request comprehensive and thorough to minimize the number of requests delivered, and Developer will use its good faith efforts to provide a thorough, organized, and complete response

to each request. Developer is authorized to communicate directly with the City, the Director of Public Works, and their designees, agents, and contractors to facilitate any additional information request, to facilitate the prompt resolution of any technical issues, and to minimize the amount of time it takes to resolve outstanding issues.

ARTICLE 7
REPRESENTATIONS AND WARRANTIES

7.1 Representations and Warranties of Developer. Developer represents and warrants to and for the benefit of the City that:

(a) Developer is a limited liability company duly organized and validly existing under the laws of the State of California, is in compliance with the laws of such state, and has the power and authority to own its properties and assets and to carry on its business as now being conducted.

(b) Developer has the power and authority to enter into this Agreement, and has taken all action necessary to cause this Agreement to be executed and delivered, and this Agreement has been duly and validly executed and delivered by Developer.

7.2 Representations and Warranties of the City. The City represents and warrants to and for the benefit of Developer that:

(a) The City is a duly formed corporate body under the Constitution and the laws of the State of California, is in compliance with the Constitution and the laws of the State of California, and has the power and authority to own its properties and assets and to carry on its business as now being conducted.

(b) The City has the power and authority to enter into this Agreement, and has taken all action necessary to cause this Agreement to be executed and delivered, and this Agreement has been duly and validly executed and delivered by the City.

7.3 Representations and Warranties of the Authority. The Authority represents and warrants to and for the benefit of Developer that:

(a) The Authority is a California non-profit public benefit corporation, is in compliance with the laws of the State of California, and has the power and authority to own its properties and assets and to carry on its business as now being conducted.

(b) The Authority has the power and authority to enter into this Agreement, and has taken all action necessary to cause this Agreement to be executed and delivered, and this Agreement has been duly and validly executed and delivered by the Authority.

ARTICLE 8
MISCELLANEOUS

8.1 Limited Liability of the City and the City. Except as otherwise provided in the DDA and the City DA, Developer agrees that any and all obligations of the City or the Authority arising out of or related to this Agreement are special and limited obligations of the City and the Authority, as applicable, and the City's and Authority's obligations to make any payments under this Agreement to implement the Financing Plan are restricted entirely to available Funding Sources as provided in the Financing Plan and from no other source. No member of the Board of Supervisors, the Authority Board, or City or Authority staff member or employee will incur any liability under this Agreement to Developer in their individual capacities by reason of their actions under this Agreement or execution of this Agreement. It is understood and agreed that no commissioners, members, officers, or employees of the City or the Authority (or of either of its successors or assigns) will be personally liable to Developer, nor will any officers, directors, shareholders, agents, or employees of Developer (or of its successors or assigns) be personally liable to the City or the Authority in the event of any default or breach of this Agreement by the City or Developer or for any amount that may become due to Developer or the City or the Authority, as the case may be, under this Agreement or for any obligations of the Parties under this Agreement.

8.2 Attorneys' Fees.

(a) Should any Party institute any action or proceeding in court or other dispute resolution mechanism permitted or required under this Agreement, the prevailing party shall be entitled to receive from the losing party the prevailing party's reasonable costs and expenses incurred including, without limitation, expert witness fees, document copying expenses, exhibit preparation costs, carrier expenses and postage and communication expenses, and such amount as may be awarded to be reasonable attorneys' fees and costs for the services rendered the prevailing party in such action or proceeding. Attorneys' fees under this Section 8.2 shall include attorneys' fees on any appeal.

(b) For purposes of this Agreement, reasonable fees of a Party's in-house attorneys shall be no more than the average fees regularly charged by private attorneys with an equivalent number of years of professional experience in the subject matter area of the law for which such attorneys services were rendered who practice in the City in law firms with approximately the same number of attorneys as employed by the applicable Party.

8.3 Notices. Except as provided in Sections 6.5(a) and (b), any notices to be provided under this Agreement must be delivered to the addresses and in the manner set forth in the DDA (if to the Authority or Developer) and the City DA (if to the City or Developer).

8.4 Successors and Assigns. This Agreement will be binding upon and inure to the benefit of the successors and assigns of the Parties, as governed by the DDA and City DA. This Agreement may be assigned only in connection with an assignment of the DDA and City DA that is permitted in accordance with their terms.

8.5 Other Agreements. The obligations of Developer under this Agreement will be those of a Party and not as an owner of property in the Project Site. Nothing in this Agreement may be construed as affecting the City's or Developer's rights, or duties to perform their respective obligations under the DDA, the City DA, the Interagency Cooperation

Agreement and other Development Requirements, and any Applicable Regulation. If this Agreement creates ambiguity in relation to or conflicts with any provision of the Financing Plan, the Financing Plan will prevail.

8.6 Waiver. Failure by a Party to insist upon the strict performance of any of the provisions of this Agreement by the other Party, or the failure by a Party to exercise its rights upon the default of the other Party, will not constitute a waiver of such Party's right to later insist upon and demand strict compliance by the other Party with the terms of this Agreement. Deemed Approval of a Supplement or Payment Request will not constitute a waiver of the right of the City or the Director of Public Works, as applicable, to obtain information and documents that would have been required for a proposed Supplement or Payment Request to be complete.

8.7 Parties in Interest. Nothing in this Agreement, expressed or implied, is intended to or will be construed to confer upon or to give to any person or entity other than the City, the Authority, and Developer any rights, remedies or claims under or by reason of this Agreement or any covenants, conditions, or stipulations of this Agreement; and all covenants, conditions, promises, and agreements in this Agreement contained by or on behalf of the City or Developer will be for the sole and exclusive benefit of the City, the Authority, and Developer, subject to Section 8.4.

8.8 Amendment. This Agreement may be amended from time to time by the written agreement of the City and Developer, including a Supplement, executed by the City and Developer or otherwise Approved or Deemed Approved under Section 1.4. The Parties agree that changes to the forms of the Payment Requests as needed to reflect an Alternative Financing, to reflect formation and issuance alternatives as discussed in section 4.2 of the Financing Plan, or to make other adjustments to clarify and expedite the payment process under this Agreement are ministerial in nature and do not require an amendment to this Agreement.

8.9 Counterparts. This Agreement may be executed and delivered in any number of counterparts (including by fax, pdf, or other electronic means), each of which will be deemed an original, but all of which will constitute one and the same instrument.

8.10 Interpretation of Agreement. Unless otherwise specified, whenever in this Agreement reference is made to any capitalized Article, Section, Exhibit, Attachment, Supplement or any defined term, the reference will mean the Article, Section, Exhibit, Attachment, Supplement or defined term in this Agreement. Any reference to an Article or a Section includes all subsections, clauses, and subparagraphs of that Article or Section. The use in this Agreement of the words "including", "such as", or words of similar import when following any general term, statement or matter will not be construed to limit the statement, term or matter to the specific statements, terms or matters, whether or not language of non-limitation, such as "without limitation" or "but not limited to", or words of similar import, is used. In the event of a conflict between the Recitals and the remaining provisions of this Agreement, the remaining provisions will prevail.

ARTICLE 9
DEFINITIONS

9.1 Definitions.

"**Acceptable Title**" means title to real property or interest in real property free and clear of all liens, taxes, assessments, leases, easements, and encumbrances, whether or not recorded, except for: (a) those determined not to interfere materially with the intended use of such real property; (b) those required to satisfy the terms of the DDA or the City DA; and (c) if the lien is for any existing CFD, then the lien of the special taxes shall be a permitted exception to title so long as the real property, while owned by any Governmental Entity, is exempt from the special tax to be levied by the CFD.

"**Acceptance Date**" means the date that an action by the City or other Governmental Entity, as applicable, to accept dedication of or transfer of title to an Acquisition Facility becomes final.

"**Acquisition Facilities**" means the Infrastructure and other Improvements shown in Exhibit A, as such exhibit may be amended or supplemented from time to time in accordance with the provisions of this Agreement.

"**Actual Cost**" means Qualified Project Costs of an Acquisition Facility or Component (which includes any applicable Developer Allocation or Agreed-Upon Allocation).

"**Agreed-Upon Allocation**" is defined in Section 4.3(b).

"**Agreement**" is defined in the introductory paragraph.

"**Alternative Financing**" is defined in the Financing Plan.

"**Applicable City Regulations**" is defined in the DDA.

"**Approve**", "**Approval**" and "**Approved**" are defined in the DDA.

"**Assignment and Assumption Agreement**" is defined in the DDA.

"**Authority**" means the Treasure Island Development Authority, a California non-profit public benefit corporation.

"**Authority Board**" is defined in the DDA.

"**Authority Costs**" is defined in the DDA

"**Authority Director**" is defined in the DDA.

"**Authorization**" is defined in the DDA.

"**Authorized Payment Calculation**" is defined in Section 5.1.

"**Authorized Payments**" means: (a) the Qualified Project Costs shown in Exhibit A that are not for Acquisition Facilities or Components constructed by Developer; and (b) other amounts for which Developer is entitled to receive payment or reimbursement under the

Financing Plan, such as Pre-Development Costs (not including any return on such Pre-Development Costs).

"**Board of Supervisors**" is defined in the DDA.

"**CFD**" is defined in the Financing Plan.

"**CFD Act**" is defined in the Financing Plan.

"**CFD Bonds**" is defined in the Financing Plan.

"**CFD Conversion Date**" is defined in the Financing Plan.

"**City**" means the City and County of San Francisco, a public body, corporate and politic, of the State of California.

"**City DA**" is defined in the Financing Plan.

"**City Finance Deputy**" means the _____ of the City or any Person acting as such through a proper delegation of City under City policy (or any successor officer designated by or under law).

"**Complete**" (or its variant "**Completion**") is defined in the DDA.

"**Component**" means a component or phase of an Acquisition Facility shown in Exhibit B, as amended from time to time by an Approved or Deemed Approved Supplement.

"**Construction Documents**" has the meaning described in the DRDAP.

"**DDA**" is defined in the Financing Plan.

"**Deemed Approved**" or "**Deemed Approval**" means a Supplement or Payment Request that will be treated as Approved in the form submitted for all purposes under this Agreement due to the expiration of any applicable review and approval periods provided in this Agreement.

"**Developer**" is defined in the DDA.

"**Developer Allocation**" is defined in Section 4.1(d).

"**Development Requirements**" is defined in the DDA.

"**Director of Public Works**" means the Director of Public Works of the City (or any successor officer designated by or under law) or the Director's authorized designee, acting in that capacity under this Agreement and the Interagency Cooperation Agreement.

"**DRDAP**" is defined in the DDA.

"**Effective Date**" is defined in Section 1.1.

"**Financing Plan**" is defined in the DDA.

"**Funding Goals**" is defined in the Financing Plan.

"**Funding Sources**" is defined in the Financing Plan, and is subject to the limitations on the use of those funds set forth in the Financing Plan.

"**Governing Acts**" means, as applicable, the CFD Act, the IFD Act, or the laws governing the issuance of CFD Bonds, IFD Debt, or Alternative Financing.

"**Governmental Entity**" is defined in the DDA.

"**Identified Funding Sources**" is defined in Section 4.1(a).

"**IFD**" is defined in the Financing Plan.

"**IFD Act**" is defined in the Financing Plan.

"**IFD Debt**" is defined in the Financing Plan.

"**Improvements**" is defined in the DDA.

"**Indenture**" is defined in the Financing Plan.

"**Infrastructure**" is defined in the DDA.

"**Inspection Request**" is defined in Section 3.1(c).

"**Interagency Cooperation Agreement**" is defined in the DDA.

"**Major Phase**" is defined in the DDA.

"**Net Available Increment**" is defined in the Financing Plan.

"**Party**" or "**Parties**" means, individually or collectively as the context requires, Developer and the City.

"**Payment Request**" means a document to be used by Developer in requesting payment for: (a) the Actual Costs an Acquisition Facility or Component, substantially in the form of Exhibit C; or (b) an Authorized Payment to Developer, substantially in the form of Exhibit D.

"**Permit to Enter**" is defined in the DDA.

"**Person**" is defined in the DDA.

"**Plans**" means the applicable Construction Documents and Authorizations for the Acquisition Facilities or any Components as Approved under the DDA, the City DA, Applicable City Regulations, or, if applicable, standards of the other Governmental Entity.

"**Pre-Development Costs**" is defined in the Financing Plan.

"**Project**" is defined in the DDA.

"**Project Accounts**" is defined in the Financing Plan.

"**Project Applications**" is defined in the Interagency Cooperation Agreement.

"**Project Costs**" is defined in the Financing Plan.

"**Project Site**" is defined in the DDA.

"**Proof of Payment**" means a cancelled check, a wire confirmation demonstrating delivery of a direct transfer of funds, an executed and acknowledged unconditional lien release, or other evidence Approved by the City demonstrating payment of the applicable Actual Cost.

"**Public Financing**" is defined in the Financing Plan.

"**Qualified**" is defined in the Financing Plan.

"**Remainder Taxes**" is defined in the Financing Plan.

"**Remainder Taxes Project Account**" is defined in the Financing Plan.

"**Reviewing Party**" is defined in Section 1.4.

"**Soft Costs**" is defined in the Financing Plan.

"**Sub-Phase**" is defined in the DDA.

"**Supplement**" means a written amendment to Exhibit A or Exhibit B.

"**Supplement Review Period**" is defined in Section 1.4(a).

"**Third Party**" means a Person that is not a Party.

"**Third Party Reimbursements**" means payments, if any, from Third Parties that are received by Developer as a reimbursement of Qualified Project Costs incurred with respect to the Acquisition Facilities, such as utility or other reimbursements.

"**Transferee**" is defined in the DDA.

"**Vested Payment Request**" is defined in Section 6.2.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the City, Authority, and Developer have each caused this Agreement to be duly executed on its behalf as of the Effective Date.

CITY:

CITY AND COUNTY OF SAN FRANCISCO, a municipal corporation

By: _____

Name: _____

Title: _____

Approved as to form:

DENNIS J. HERRERA,
City Attorney

By: _____

Name: _____

Deputy City Attorney

Approved on _____

AUTHORITY:

Authorized by City Resolution No. _____ adopted_____.

Approved as to Form:

DENNIS J. HERRERA
City Attorney

By_____
Deputy City Attorney

TREASURE ISLAND DEVELOPMENT AUTHORITY,
a California non-profit public benefit corporation

By: _____
Name: _____
Title: Executive Director

DEVELOPER:

TREASURE ISLANDCOMMUNITY DEVELOPMENT, LLC,
a California limited liability company

By: UST Lennar HW Scala SF Joint Venture,
a Delaware general partnership
its co-Managing Member

By: _____
Name: Kofi Bonner
Its: Authorized Representative

By: KSWM Treasure Island, LLC,
a California limited liability company
its co-Managing Member

By: WMS Treasure Island
Development I, LLC,
a Delaware limited liability company
its Member

By: Wilson Meany Sullivan LLC,
a California limited liability company
its Sole Member and Manager

By: _____
Name: Chris Meany
Title: Co-Managing Member

EXHIBIT A

Description of Acquisition Facilities
and Authorized Payments to be Financed for the Project

[To be completed and attached before execution of Acquisition and Reimbursement Agreement]

EXHIBIT B

Description of Acquisition Facilities and Components, with Cost Estimates, and Authorized Payments and Components

[To be completed from time to time]

EXHIBIT C

Form of Payment Request – Acquisition Facilities and Components

PAYMENT REQUEST NO. _____
MADE ON BEHALF OF: _____("Developer")
MAJOR PHASE: _____ SUB-PHASE: _____

The undersigned hereby requests payment in the total amount of $_____ for the Acquisition Facilities or Components (as described in Exhibit B to that certain Acquisition and Reimbursement Agreement among the City and County of San Francisco, Treasure Island Development Authority, and Treasure Island Community Development, LLC, dated for reference purposes only as of _____), all as more fully described in Exhibit C-1. In connection with this Payment Request, the undersigned hereby represents and warrants to the Director of Public Works and the City as follows:

1. He (she) is a duly authorized officer of Developer, qualified to execute this Payment Request for payment on behalf of Developer and is knowledgeable as to the matters set forth in this Payment Request.

2. The Acquisition Facilities or Components for which payment is requested were constructed in accordance with the DDA and City DA, and have been inspected and Approved for payment as indicated in the attached notice from the Director of Public Works.

3. All costs of the Acquisition Facilities or Components for which payment is requested hereby are Actual Costs, and have not been inflated in any respect, as indicated in the attached Proof of Payment. The items for which payment is requested have not been the subject of any prior payment request submitted to the City.

4. The costs for which payment is requested are not the subject of dispute with any contractor, subcontractor, materialman, or other Person who supplied goods or labor, as evidenced by the attached conditional or unconditional lien releases.

5. Developer is in compliance with the terms and provisions of the Acquisition and Reimbursement Agreement and no portion of the amount being requested to be paid was previously paid.

6. The Actual Cost of each Acquisition Facility or Component (a detailed calculation of which is shown in Exhibit C-2 for each such Acquisition Facility or Component), has been calculated in conformance with the terms of the Acquisition and Reimbursement Agreement.

7. To the knowledge of the undersigned, Developer is not delinquent in the payment of ad valorem real property taxes, possessory interest taxes or special taxes or special assessments levied on the regular County tax rolls against property owned by Developer in the Project Site.

8. The Payment Request must be paid solely from the following sources of Funding Sources:

Funding Sources from which Actual Costs may be Paid (check one or more boxes)	Identified Funding Sources
	CFD No. 1 Bonds
	Remainder Taxes for CFD No. 1
	CFD No. 2 Bonds
	Remainder Taxes for CFD No. 2
	IFD Debt for IFD No. 1
	Net Available Increment in IFD No. 1
	IFD Debt for IFD No. 2
	Net Available Increment in IFD No. 2
	Other Source (specify):
Total Actual Cost	

9. Payments under this Payment Request, when Approved or Deemed Approved, to be made as follows:

[ ] The amount of $ _____ to the Project Account(s) held by Developer at the following financial institution(s) by wire, according to the following instructions:

_____

_____

[ ] The following amount(s) the following Third Party(ies) at the following address(es):

_____

_____

_____

10. Other relevant information about Payment Request: _____

_____

_____

I hereby declare that the above representations and warranties and all information provided in this Payment Request, including attachments and exhibits, are true and correct to the best of my knowledge.

DEVELOPER:

[insert name of Developer]

By: _____
Authorized Representative
of Developer

Date: _____

Attachments:

[ ] Notice of Approval following inspection by Director of Public Works
[ ] Unconditional lien releases from the following: _____
_____
[ ] Conditional lien releases from the following: _____
_____
[ ] **For Completed Acquisition Facility**: Copy of recorded conveyance of land
[ ] **For Completed Acquisition Facility**: Copy of determination of completeness
[ ] **For Completed Acquisition Facility**: Original assignment of warranties and guaranties
[ ] **For Completed Acquisition Facility**: Original assignment of Plans
[ ] **For Completed Acquisition Facility**: Original assignment of reimbursements from Third Parties payable with respect to the Acquisition Agreement
[ ] **For Completed Acquisition Facility**: As-built drawings of the Acquisition Facility
[ ] Exhibit C-1
[ ] Exhibit C-2

DEEMED APPROVAL NOTICE

Under Section 4.2(b) of the Acquisition and Reimbursement Agreement,

if you fail to notify Developer that

this Payment Request is Approved or disapproved

within thirty (30) days after your receipt of this Payment Request,

it will be Deemed Approved.

Payment Request Approved on _____.

By: _____
Director of Public Works

EXHIBIT C-1

Acquisition Facilities and Components to Which Payment Request Applies

PAYMENT REQUEST NO. _____
MADE ON BEHALF OF: _____

MAJOR PHASE: _____
SUB-PHASE: _____

1. The Acquisition Facilities and Components for which payment is requested under this Payment Request are: _____
_____
_____
_____

2. Contract information for each contractor, subcontractor, materialman, and other contract for which payment is requested under this Payment Request is shown below.

Name	Amt. of Contract	Amt. Requested	Amt. Previously Pd.
Total			

Attachments:
[ ] Approved Supplement(s) (*include proof of delivery if Deemed Approved)*
[ ] Proof of Payment for each amount and included in the Actual Costs

EXHIBIT C-2

Calculation of Actual Cost

PAYMENT REQUEST NO. _____
MADE ON BEHALF OF: _____

MAJOR PHASE: _____
SUB-PHASE: _____

1. Description (by reference to Exhibit B to the Acquisition and Reimbursement Agreement) of the Acquisition Facility or Component _____

2. Actual Cost (list here total of supporting invoices and/or other documentation supporting determination of Actual Cost, including any Developer Allocation): $ _____

3. Subtractions:

   A. Holdback for lien releases (see Section 4.4(c) of the Acquisition and Reimbursement Agreement): ($ _____)

   B. Retention (see Section 4.4(e) of the Acquisition and Reimbursement Agreement): ($ _____)

   C. Third Party Reimbursements: ($ _____)

4. Total disbursement requested (Amount listed in 2, less amounts, if any, listed in 3) $ _____

Attachments – Complete Acquisition Facilities Only:
[ ] Copies of Payment Requests for which release of retention is requested.

EXHIBIT D

Form of Payment Request – Authorized Payments

PAYMENT REQUEST NO. _____
MADE ON BEHALF OF: _____ ("Developer")
MAJOR PHASE: _____ SUB-PHASE: _____

The undersigned hereby requests payment in the total amount of $_____ for the reimbursement of Authorized Payments (as described in Exhibit B to that Acquisition and Reimbursement Agreement), to be paid solely from following Funding Sources:

Funding Sources from which Authorized Payments may be Paid (check one or more boxes)	Identified Funding Sources
	CFD No. 1 Bonds
	Remainder Taxes for CFD No. 1
	CFD No. 2 Bonds
	Remainder Taxes for CFD No. 2
	IFD Debt for IFD No. 1
	Net Available Increment in IFD No. 1
	IFD Debt for IFD No. 2
	Net Available Increment in IFD No. 2
Total Authorized Payment	

In connection with this Payment Request, the undersigned hereby represents and warrants to the City as follows:

1. He (she) is a duly authorized officer of Developer, qualified to execute this Payment Request for payment on behalf of Developer and is knowledgeable as to the matters set forth in this Payment Request.

2. The items for which payment is requested have not been the subject of any prior payment request submitted to the City.

3. Developer is in compliance with the terms and provisions of the Acquisition and Reimbursement Agreement and no portion of the amount being requested to be paid was previously paid.

4. To the knowledge of the undersigned, Developer is not delinquent in the payment of ad valorem real property taxes, possessory interest taxes or special taxes or special assessments levied on the regular County tax rolls against property owned by Developer in the Project Site.

I hereby declare that the above representations and warranties and all information provided in this Payment Request, including attachments and exhibits, are true and correct to the best of my knowledge.

DEVELOPER:

[insert name of Developer]

By: _____
Authorized Representative

Date: _____

Attachments:

[ ] Proof of Payment

[ ] Authorized Payment Calculation

DEEMED APPROVAL NOTICE

Under Section 5.2 of the Acquisition and Reimbursement Agreement, if you fail to notify Developer that this Payment Request is Approved or disapproved within ten (10) days after your receipt of this Payment Request, it will be Deemed Approved.

Payment Request Approved and counter-signed on _____:

By: _____
Executive Director
Treasure Island Development Authority

Attachment B

Expected Categories of Island Wide Costs

[ATTACHED]

Deleted: Qualified Project Costs¶

Deleted: Section Break (Next Page)¶
¶
Attachment C¶
¶
¶
Island Wide Costs

Deleted: C

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

DATE: **April 7, 2011**
TO: **Planning Commission President Christina Olague**
Members of the Planning Commission
FROM: **Rick Cooper, Senior Planner, Major Environmental Analysis**
RE: **Case No. 2007.0903E**
Treasure Island/Yerba Buena Island Project
April 21, 2011 EIR Certification

A joint Planning Commission-Treasure Island Development Authority Board of Directors meeting is scheduled for April 21, 2011, at which meeting both Commissions will consider certification of the Final Environmental Impact Report for the proposed Treasure Island / Yerba Buena Island Development Project. A draft EIR certification motion for the Planning Commission is attached.

Please contact me at (415) 575-9027 if you have questions regarding this matter or if I can be of assistance.

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Planning Commission Draft Motion
ENVIRONMENTAL IMPACT REPORT CERTIFICATION

HEARING DATE: April 21, 2011

Hearing Date:	April 21, 2011
Case No.:	2007.0903E
Project Address:	Treasure Island and Yerba Buena Island
Zoning:	P (Public) 40-X Height and Bulk District
Block/Lot:	1939/001 and 002
Project Sponsors:	Treasure Island Development Authority Rich Hillis, Director of Development City Hall, Room 448 1 Dr. Carlton B. Goodlett Place San Francisco, CA 94111 and Treasure Island Community Development, LLC Alexandra Galovich Wilson Meany Sullivan Four Embarcadero Center, Suite 3300 San Francisco, CA 94102
Staff Contact:	Rick Cooper – (415) 575-9027 Rick.cooper@sfgov.org

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED TREASURE ISLAND/YERBA BUENA ISLAND PROJECT.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2007.0903E (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 January 26, 2008.

B. On July 12, 2010, 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.

C. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by Department staff on July 12, 2010.

D. On July 12, 2010, 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 latter both directly and through the State Clearinghouse.

E. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on July 12, 2010.

2. The Commission held a duly advertised public hearing on said DEIR on August 12, 2010, 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 September 10, 2010.

3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 59-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 Comments and Responses document, published on March 10, 2011, 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 has been prepared by the Department, consisting of the Draft Environmental Impact Report, any consultations and comments received during the review process, any additional information that became available, and the Comments and Responses document all as required by law.

5. Following publication of the Environmental Impact Report, the Project's structure and financing were changed from a Redevelopment Plan and financing mechanism to an Area Plan to be included within the San Francisco General Plan and partial financing through an Infrastructure Financing District. These changes in turn result in the amount of affordable housing units to be reduced from approximately 2,400 units to 2,000 units. A memorandum describing these changes and other minor Project changes since publication of the EIR has been prepared and distributed by the Department which describes and evaluates these changes and presents minor amendments to the text of the EIR to reflect the changes. The memorandum demonstrates and concludes that the revisions to the Project would not substantially change the analysis and conclusions of the EIR. No new significant impacts or substantial increase in the severity of already identified significant impacts, no new

mitigation measures, and no new alternatives result from these changes. Thus recirculation of the EIR for public review and comment is not required.

6. Project Environmental Impact Report 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, and are part of the record before the Commission.

7. On April 21, 2011, the Commission reviewed and considered the Final Environmental Impact Report and hereby does find that the contents of said report and the procedures through which the Final Environmental Impact Report was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.

8. The Planning Commission hereby does find that the Final Environmental Impact Report concerning File No. 2007.0903E reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said Final Environmental Impact Report in compliance with CEQA and the CEQA Guidelines.

9. The Commission, in certifying the completion of said Final Environmental Impact Report, hereby does find that the project described in the Environmental Impact Report:

   A. Will result in the following significant and unavoidable project-specific environmental impacts:

   1) Alteration of scenic vistas of San Francisco and San Francisco Bay from public vantage points along the eastern shoreline of San Francisco, Telegraph Hill, the East Bay shoreline, and from the Bay Bridge east span.

   2) Impairment of the significance of an historical resource by demolition of the Damage Control Trainer.

   3) Construction impacts on the transportation and circulation network, including increased delay and congestion on the Bay Bridge near the ramps during the peak periods, and disruption to transit, pedestrian, bicycle, and vehicular traffic on the Islands due to roadway closures.

   4) Significant contribution to existing LOS E operating conditions during the weekday PM peak hour and during the Saturday peak hour at the eastbound off-ramp on the west side of Yerba Buena Island.

   5) Under conditions without the TI/YBI Ramps Project, traffic impacts at the two westbound on-ramps.

6) Under conditions with the Ramps Project, traffic impacts during the AM and PM peak hours at the ramp meter at the westbound on-ramp on the east side of Yerba Buena Island.

7) Queuing at the Bay Bridge toll plaza during the weekday AM peak hour, with and without the TI/YBI Ramps Project.

8) Queuing on San Francisco streets approaching Bay Bridge during the weekday PM peak hour with and without the TI/YBI Ramps Project.

9) Traffic impact at the following nine intersections:

   - Intersection of First/Market;
   - Intersection of First/Mission;
   - Intersection of First/Folsom;
   - Intersection of First/Harrison/I-80 Eastbound On-Ramp;
   - Intersection of Bryant/Fifth/I-80 Eastbound On-Ramp; and
   - Intersection of Fifth/Harrison/I-80 Westbound Off-Ramp
   - Intersection of Folsom/Essex;
   - Intersection of Bryant/Sterling; and
   - Intersection of Second/Folsom.

10) Exceedance of the available transit capacity of Muni's 108-Treasure Island bus line serving the Islands during the AM, PM and Saturday peak hours.

11) AC Transit operations on Hillcrest Road between Treasure Island and the eastbound on-ramp to the Bay Bridge without the Ramps Project.

12) AC Transit operations on Treasure Island Road and Hillcrest Road between Treasure Island and the eastbound on-ramp to the Bay Bridge with the Ramps Project.

13) Traffic congestion in downtown San Francisco, which would increase travel time and would impact operations of the following three bus lines:

   - Muni 27-Bryant;
   - Muni 30X-Marina Express; and
   - Muni 47-Van Ness bus line.

14) Exceedance of the capacity utilization standard on Muni's 108-Treasure Island bus line serving the Islands from a shift from auto to transit modes, resulting from parking shortfall on the Islands and leading to an increase in transit travel demand during the peak hours.

15) Construction noise levels above existing ambient conditions.

16) Exposure of persons and structures to excessive ground-borne vibration or ground-borne noise levels during construction from on-shore pile "impact activities," such as pile driving and deep dynamic compaction, and vibro-compaction.

17) Increase in ambient noise levels in the project vicinity above existing ambient noise levels from project-related traffic and ferry noise.

18) Violation of air quality standards.

19) Exposure of sensitive receptors to substantial levels of toxic air contaminants.

20) Exposure of sensitive receptors to substantial levels of PM2.5.

21) Violation of air quality standards during project operations.

22) Exposure of sensitive receptors to substantial pollutant concentrations.

23) Potential conflict with adopted plans related to air quality.

24) Temporary wind hazard impacts during phased construction.

25) Potential exposure of publicly accessible locations within the Project Site to wind hazards

26) Potential adverse impacts on movement of rafting waterfowl from ferry operations.

B. Will contribute considerably to the following cumulative environmental impacts:

1) Potential cumulative construction-related traffic impacts in the project vicinity.

2) Cumulative traffic impacts at the eastbound off-ramp on the west side of Yerba Buena Island.

3) Under conditions without the Ramps Project, cumulative traffic impacts at the two westbound on-ramps.

4) Under conditions with the Ramps Project, cumulative traffic impacts during the AM and PM peak hours at the ramp meter at the westbound on-ramp on the east side of Yerba Buena Island.

5) Cumulative queuing impacts at the Bay Bridge toll plaza during the AM and PM peak hours.

6) Cumulative queuing impacts on San Francisco streets approaching the Bay Bridge during the weekday AM and PM and Saturday peak hours.

7) Traffic impact at the following nine intersections:

- Intersection of First/Market;
- Intersection of First/Mission;
- Intersection of First/Folsom;
- Intersection of First/Harrison/I-80 Eastbound On-Ramp;
- Intersection of Bryant/Fifth/I-80 Eastbound On-Ramp; and
- Intersection of Fifth/Harrison/I-80 Westbound Off-Ramp
- Intersection of Folsom/Essex;
- Intersection of Bryant/Sterling; and
- Intersection of Second/Folsom.

8) Cumulative traffic congestion in downtown San Francisco, which would increase travel time and would impact operations of the following four bus lines:

- Muni 27-Bryant bus line;
- Muni 30X-Marina Express bus line;
- Muni 47-Van Ness bus line; and
- Muni 10-Townsend bus line.

9) Cumulative construction noise impacts from other cumulative development in the area, including the Clipper Cove Marina and the Yerba Buena Island Ramps Improvement Project, which could have construction activities that occur simultaneously with those of the Project.

10) Increases in traffic from the project in combination with other development would result in cumulative traffic noise impacts.

11) Cumulative air quality impacts.

11) The Project, when combined with other cumulative projects, could result in exposure of publicly accessible locations within the Project Site to wind hazards.

12) Potential cumulative impacts on rafting waterfowl.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of [DATE].

Linda Avery
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED: [Date]

SAN FRANCISCO
PLANNING DEPARTMENT

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Executive Summary

Treasure Island / Yerba Buena Island Development Project

HEARING DATE: APRIL 21, 2011

Date:	April 7, 2011
Case No.:	2007.0903BEMRTUWZ
Project Location:	Treasure Island / Yerba Buena Island
Current Zoning:	P (Public) District/40-X Height and Bulk District
Project Sponsor:	Treasure Island Development Authority / Treasure Island Community Development, LLC. / Office of Economic and Workforce Development
Staff Contact:	Joshua Switzky – (415) 575 - 6815 joshua.switzky@sfgov.org
Recommendation:	**Approval**

SUMMARY

On April 21, 2011 the Planning Commission in a joint meeting with the Treasure Island Development Authority Board of Directors ("TIDA Board") will consider a series of approval actions related to the Treasure Island / Yerba Buena Island Development Project (the "Project"). Over the past few years, and more recently over the past two months the Planning Commission has been provided informational presentations on a number of components of the Project including: the Design for Development Document, General Plan, Zoning Map and Planning Code Amendments, Development Agreement, Project phasing, Disposition and Development Agreement, Sustainability Plan, Financing Plan, Infrastructure Plan, Open Space Plan, Transportation Plan, Community Benefits Plan, Housing Plan, Jobs and Equal Opportunity Policy, as well as the Transition Rules and Regulations for residents who are currently living on the islands. The following is a summary of actions that the Planning Commission will consider at the hearing, which are required to implement the Project:

1. **Certification of the Final Environmental Impact Report for the Project (See accompanying MEA Case Report)**
2. **Adoption of CEQA findings** (as described below)
3. **Approval of Amendments to the General Plan** (as described below)
4. **Approval of Amendments to the Planning Code** (as described below)
5. **Approval of Amendments to the Zoning Map** (as described below)
6. **Adoption of General Plan and Planning Code Section 101.1 Consistency Findings**
7. **Adoption of findings under Planning Code Section 320-325** (as described below)
8. **Approval of Development Agreement** (as described below)

9. **Approval of the Design for Development Document** (as described below)

PROJECT BACKGROUND

Originally constructed in 1937 as a possible site for the San Francisco Airport, Treasure Island was first used to host the Golden Gate International Exposition from 1939-1940. Shortly thereafter during World War II, the United States Department of Defense converted the island into a naval station, which operated for more than five decades. Naval Station Treasure Island was subsequently closed in 1993 and ceased operations in 1997. Since its closure, the City and the community have been planning for the reuse of former Naval Station Treasure Island and adjacent Yerba Buena Island.

Today, the Project site consists of approximately 400 acres, including both Treasure Island and Yerba Buena Island, and is characterized by aging infrastructure, environmental contamination from former naval operations, deteriorated and unoccupied buildings and asphalt and other impervious surfaces which cover approximately 65% of the site. The site has few public amenities for the approximately 2,000 residents who currently reside on the Project site. The Project site excludes 37 acres of Treasure Island, which are owned by the US Department of Labor and occupied by a Job Corps campus, a vocational training program for young people between the ages of 16 and 24. The Project site also excludes the eastern half of Yerba Buena Island, which houses a U.S. Coast Guard Facility.

In furtherance of the community-based planning process that began with the closure of Naval Station Treasure Island, in 2003, the Treasure Island Development Authority ("TIDA") selected through a three year long competitive selection process, Treasure Island Community Development, LLC ("TICD") to serve as the prospective master developer for the Project site. Since that time TIDA and TICD have worked in partnership with the Treasure Island / Yerba Buena Island Citizens Advisory Board ("CAB"), the Treasure Island Homeless Development Initiative ("TIHDI") and other community based organizations to advance the planning and entitlement for development of the Project site.

In 2006, the CAB, TIDA and the Board of Supervisors endorsed a Development Plan and Term Sheet for the development of Naval Station Treasure Island, which set forth the general transactional and land use terms of the Project site including a provision for a Transition Plan for existing households. In order to reflect advancements in the project planning, due diligence and changes in economic conditions, TIDA and the Board of Supervisors both unanimously endorsed an update to the Development Plan and Term Sheet in 2010, that incorporated both the terms of an Economic Development Conveyance Memorandum of Agreement for the conveyance of former Naval Station Treasure Island from the Navy to the City, and a Term Sheet between TIDA and TIHDI for the replacement and construction of new affordable housing units as part of development of the Project site.

There has been much discussion and uncertainty about the future of redevelopment agencies, and the associated use of tax increment financing for redevelopment activity, across the State of California. Due to this uncertainty, the Treasure Island / Yerba Buena Island Project has proposed to forego the establishment of a redevelopment plan and redevelopment project area in favor of the creation of infrastructure financing districts as an alternate funding mechanism for the project. The Commission will be presented information about this transition at the April 7, 2011 Commission meeting. The bulk of project materials and documents remain unchanged in this transition.

PLANNING DEPARTMENT AND COMMISSION ROLE IN IMPLEMENTATION

While the bulk of project materials and documents remain unchanged in the transition out of a Redevelopment project, the absence of a Redevelopment Plan and a Redevelopment Agency does require a modification in roles for the Planning Department and the Commission.

While there was always a necessity to amend the General Plan for consistency with the Project, as no Redevelopment Plan will be adopted for the Project, the General Plan will also be amended to incorporate the Treasure Island/Yerba Buena Island Area Plan. This Area Plan will further assure consistency between the Project and the General Plan. This new plan establishes the proposed mix of uses previously established by the Redevelopment Plan.

Likewise, the Project has always required an amendment of the Planning Code Text to establish the Treasure Island/Yerba Buena Island Special Use District ("TI/YBI SUD"). While under the previous structure the TI/YBI SUD simply referred to the Treasure Island/Yerba Buena Island Redevelopment Plan and Treasure Island/Yerba Buena Island Design for Development for Major Phase, Sub-Phase and Schematic Design Document approvals. This approval procedure was as follows:

Redevelopment Scenario Approvals Structure

Document/Approval	**TIDA / Planning Department and Commission Role**
Streetscape Master Plan; Conceptual Parks and Open Space Master Plan; Signage Master Plan	• Preliminary review and recommendation to the Treasure Island Development Authority Board of Directors ("TIDA Board") by the Treasure Island/Yerba Buena Island Citizens Advisory Board ("TICAB") • Approval by TIDA Board
Major Phase Application	• 30 Days for Review by Planning Staff • Approval by TIDA Board
Sub-Phase Application	• 30 Days for Review by Planning Staff • Approval by TIDA Executive Director
Vertical Application	• 30 Days for Review by Planning Staff • Approval by TIDA Board of Schematic Design Documents • Approval by TIDA Executive Director of Design Development Documents • Approval by DBI of Construction Documents, after review and approval by the TIDA Executive Director for consistency with the Redevelopment Plan **OR**

	• Approval by TIDA Board of Schematic Design Documents • DBI issues Site Permit • Approval of a Design Development Document Addendum and Construction Document Addenda following DBI's standard Site Permit process, subject to TIDA Executive Director's approval.

Without the Redevelopment Plan and an adopted Redevelopment Project Area, land use controls and approval processes will now instead be governed by the TI/YBI SUD (supplemented by the Design for Development document, referenced in the SUD). This approval procedure will be as follows:

TI/YBI SUD Approval Structure

Document/Approval	**TIDA / Planning Department and Commission Role**
Streetscape Master Plan; Conceptual Parks and Open Space Master Plan; Signage Master Plan	• Preliminary review and recommendation to the Treasure Island Development Authority Board of Directors ("TIDA Board") by the Treasure Island/Yerba Buena Island Citizens Advisory Board ("TICAB") • Approval by TIDA Board
Major Phase Application	• 30 Days for Review by Planning Staff • Approval by TIDA Board
Sub-Phase Application	• 30 Days for Review by Planning Staff • Approval by TIDA Executive Director
Vertical Development (Lands which are not subject to the Tidelands Trust)	• Applicant submits Schematic Design Document application to TIDA and Planning Department • 60 Days for Review by Planning Staff of buildings under 70 feet; 80 Days for Review by Planning Staff of buildings over 70 feet. • If no Major Modification sought, Planning Director approves, conditionally approves or disapproves Schematic Design Documents. Planning Director may refer a proposed modification to the Commission if it is found inconsistent with the Design for Development. • If Major Modification sought, Schematic Design Documents must be approved by Planning Commission at a public hearing.

	• If project includes the construction of a new building greater than 70 feet in height, or if it involves a net addition or new construction of more than 25,000 square feet of gross commercial space, a public hearing at the Commission is required for the Commission and the public to provide comment. Project is subsequently approved by the Director, considering the comments by the Commission and public.
Vertical Development (Lands which are subject to the Tidelands Trust)	• Applicant submits Schematic Design Document application to TIDA and Planning Department • 60 Days for Review by TIDA Staff of buildings under 70 feet; 80 Days for Review by TIDA Staff of buildings over 70 feet. • TIDA Staff issue staff report to TIDA Board. If project would be subject to Planning Commission action as a Major Modification or as a large project if the project were located outside of the Trust Overlay, the TIDA staff report shall also be delivered to the Commission. • Planning Commission may elect within 30 days of receipt of TIDA staff report to hold a hearing on a Schematic Design Documents application. • TIDA Board shall approve, conditionally approve or disapprove.

The Development Agreement for the Project details the procedure by which the Developer shall timely pay to the City all Administrative Fees applicable to the processing or review of applications for the Project Approvals or the Subsequent Approvals under the Municipal Code.

PROJECT DESCRIPTION

The Treasure Island/Yerba Buena Island Development Project ("Project") land use and development program includes the following elements:

- 8,000 new residential units
- 140,000 square feet of new retail uses
- 100,000 square feet of commercial office space
- 311,000 square feet of adaptive reuse of historic structures (Buildings 1, 2, and 3)
- 500 hotel rooms
- 30,000 square foot police / fire station

- 75,000 square feet of cultural / museum space
- 48,500 square feet of community facilities
- 105,000 square foot school
- 15,000 square foot sailing center
- 300 acres of public open space
- New and reconfigured streets and paths, including bicycle, transit, and pedestrian facilities
- Landside services for the Marina
- A ferry quay/bus intermodal transit center (Transit Hub)

PLANNING COMMMISSION REQUIRED ACTIONS FOR THE PROJECT

As summarized above, the Planning Commission will be required to take several actions to approve the Project. Because this Project includes land subject to the Public Trust, and TIDA is the State-designated trustee, the TIDA Board will also be acting on a number of specific entitlement documents. Below is a more description of the required Planning Commission approvals.

Certification of the Final Environmental Impact Report
(See Case Report from Rick Cooper, MEA Planner, under separate cover.)

CEQA Findings

As required by CEQA, the Planning Department and TIDA have prepared proposed Findings, regarding the alternatives and variants, mitigation measures and significant environmental impacts analyzed in the FEIR, overriding considerations for approving the Project, denoted as Attachment A to the draft Motion, and a proposed mitigation monitoring and reporting program, denoted as Attachment B. (See draft Motion under Case No. 2007.0903B**E**MRTUWZ.)

General Plan Amendments
On March 3, 2011 the Planning Commission approved Resolution No. 18291 to initiate the preparation of amendments to the General Plan. Amendments to the General Plan are primarily updates in nature, as well as proposing the adoption of a Treasure Island/Yerba Buena Island Area Plan. In reviewing the Project against the General Plan, staff conducted a review of the General Plan, and all of its elements and figures. While staff did not find any significant inconsistencies with the objectives, policies, and figures throughout the General Plan, there were minor figure and map amendments needed in the Recreation and Open Space Element, the Transportation Element, Housing Element, Urban Design Element, Land Use Index, Commerce and Industry Element and other maps and figures. To further assure consistency between the General Plan and the Project, Planning staff has prepared a draft Treasure Island/Yerba Buena Island Area Plan. This Area Plan provides General Plan policy frameworks for the Project drawing from themes and policy language found throughout the General Plan; this new Plan clearly establishes that the proposed mix of uses are contemplated by the General Plan. The proposed General Plan Amendments also amend several maps throughout the General Plan. (See draft Resolution under Case No. 2007.0903BE**M**RTUWZ.)

Planning Code Text Amendments

On March 3, 2011 the Planning Commission approved Resolution No. 18292 to initiate the preparation of amendments to the Planning Code. The proposed text amendments to the Planning Code establish the Treasure Island/Yerba Buena Island Special Use District and the TI Height and Bulk District. The new SUD works in conjunction with the Treasure Island/Yerba Buena Island Design for Development document to regulate development of the Project and includes regulations on land use controls, building bulk and setbacks, parking, interim and temporary uses, permitted and conditional uses, building height, bulk and setback. The SUD establishes the review and entitlement process for Vertical Development in the SUD, including design review by the Commission of all large buildings and discretionary powers by the Commission for granting any Major Modifications to established standards in the SUD or Design for Development and for granting Conditional Uses for specified land uses. The SUD also sets forth the process by which the Planning Department will work with TIDA to review applications for development of the Project subject to the Tidelands Trust, over which TIDA has jurisdiction. The Planning Code amendments also include the establishment of the new "TI" special height and bulk district which refers to the rules of the SUD and the Design for Development, and other minor amendments to recognize the new zoning and height/bulk districts in relevant sections of the Code. (See draft Resolution under Case No. 2007.0903BEMR**T**UWZ)

Zoning Map Amendments

On March 3, 2011 the Planning Commission approved Resolution No.18293 to initiate the preparation of amendments to the Zoning Maps of the Planning Code. Consistent with the Planning Code text changes, the proposed map amendments designate parcels within the project site and specific to the Treasure island/Yerba Buena Island Development Project. These Map Amendments establish designated zoning districts and height zones for Treasure Island, which range between 25 ft to 450 ft, consistent with the SUD and Design for Development Document, and establish the Special Use District (See draft Resolution under Case No. 2007.0903BEMRTUW**Z**).

General Plan and Planning Code Section 101.1 Consistency Findings

Many of the required Planning Commission actions require consistency findings pursuant to the General Plan and Planning Code Section 101.1 (General Plan Consistency Findings). As noted above, staff performed a review of the General Plan to assure that the Project, and all of the required actions thereto, are, on balance, consistent with the General Plan. (See draft Motion under Case No. 2007.0903BEM**R**TUWZ).

Section 320-325 Findings

The Project's Development Program calls for 100,000 square feet of total office space on Treasure Island. Staff performed a review of Planning Code Sections 320 – 325 to assure that the office-related portion of the Project, and all of the actions thereto, are, on balance, consistent with the relevant findings in the Planning Code. While providing basic approval of this office allocation, the Planning Commission would still have subsequent design approval purview over office projects once applications for specific buildings are filed. (See draft Motion under Case No. 2007.0903**B**EMRTUWZ).

Development Agreement Document

The Development Agreement ("DA") is a contract between the City and County of San Francisco and TICD governing the obligations of both parties related to the development of the Project. The DA includes provisions with regard to fees, exactions, review, remedies and dispute resolution, as well as provides the vested right for TICD to develop the Project in accordance with the Treasure Island/Yerba Buena Island Area Plan, the Treasure Island/Yerba Buena Island Special Use District, and any other applicable transaction Documents and Project approvals. As part of Project approvals the Planning Commission will need to approve the Development Agreement. (See draft Resolution under Case No. 2007.0903BEMRTU**W**Z).

Design for Development Document

The primary documents that regulate the physical development of the Project site are the Design for Development document and the SUD. The Planning Commission was provided with copies of the Draft Design for Development Document (D4D) in the Commission packet for the February 17, 2011 meeting. An updated D4D is attached to this case report. Changes in the D4D since the February draft primarily reflect the Implementation sections related to the changed jurisdiction of Vertical Entitlements from TIDA to Planning. The Design for Development Document and the SUD will be the key source for development controls. The Design for Development Document for the Project sets forth specific standards and guidelines for the same breadth of controls usually addressed in the Planning Code, including but not limited to, site coverage, building height and bulk, setbacks, building modulation and frontage, open space, parking and loading. Unlike the Planning Code, which largely assumes an established block, lot and street pattern, the D4D also address street layout, open space and blocks, and establish overarching strategies for placement of certain uses and building types relative to street and open space types.

As part of Project approvals the Planning Commission will need to approve the Design for Development Document for the Project. Provisions in the proposed Planning Code text amendments and SUD require that any future amendments to the D4D be approved by the Planning Commission and reviewed by TIDA. (See draft Motion under Case No. 2007.0903BEMRT**U**WZ).

ENVIRONMENTAL REVIEW

On July 12, 2010, the project-level Draft Environmental Impact Report for the Redevelopment of Treasure Island / Yerba Buena Island was released. A joint public hearing was held before the Commission and TIDA Board on the Draft EIR on August 12, 2010. The comment period for the Draft EIR was extended two weeks and remained open through September 12, 2010. The responses to comments document and was published on March 9, 2011. Certification of the EIR is scheduled to occur on April 21, 2011 prior to the Commission taking action on the other items described above.

HEARING NOTIFICATION AND PUBLIC COMMENT

Below is a summary of the completed notifications of this hearing required under the Planning Code.

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	04/01/11	04/01/11	20 days

Posted Notice	20 days	04/01/11	04/01/11	20 days
Mailed Notice	10 days	04/11/11	04/05/11	16 days

As noted above, the Office of Economic and Workforce Development has acted as the Project Managers for the Project and have taken it through a extensive public review process, which has included over 250 public hearings, meetings, and workshops on the Project over the last ten years. Moreover, the Project is within the jurisdiction of the CAB, a community based advisory committee who has been deeply involved with reviewing and participating in the development of the Project. The Project has had many informational hearing at City Commissions including four before the Planning Commission in the past two months.

BASIS FOR RECOMMENDATION

Department staff is recommending that the Planning Commission adopt all of the subject Resolutions and Motions in furtherance of the Project:

1. The Project and all Planning Commission actions thereto would enable development that would eliminate blight at former Naval Station Treasure Island by facilitating a mixed-use development.
2. The Project and all Planning Commission actions thereto enable high-density, mixed-use, transit-oriented development as a means to fully realize its shoreline location and to help revitalize the Project site.
3. The Project and all Planning Commission actions thereto support development that could provide a wide range of employment opportunities in wide range of fields and employment levels. Development enabled by the amendments could support approximately 2,500 to 3,000 new permanent jobs at full build out and thousands of ongoing construction job opportunities throughout the build out of the Project.
4. The Project and all Planning Commission actions thereto would strengthen the economic base of the Project site and the City as a whole by strengthening retail and other commercial functions in the local community through the addition of thousands of square feet of retail and community-facility uses.
5. Development enabled by the subject Planning Commission actions includes the opportunity for substantial new and restored publicly accessible open space which appeals to both future residents as well as serves as a regional destination.
6. The Project and all Planning Commission actions thereto would enable development that would include substantial new housing opportunities, including a substantial amount of below market rate housing including an agreement with the Treasure Island Homeless Development Initiative.
7. The Project and all Planning Commission actions thereto include objectives and policies that promote multi-modal transportation including ferry service, enhanced Muni lines as well as public transportation options to reach the East Bay. Objectives and policies also emphasize the need to accommodate travel by bicycle and by foot.
8. The Project and all Planning Commission actions thereto include objectives and policies that will utilize sustainable design strategies, including strategies to address sea level rise and construct sustainable green infrastructure.

RECOMMENDATION: **Approval of All Actions**

Attachments:

1. **CEQA Findings Draft Motion**
   - Attachment A: CEQA Findings
   - Attachment B: Mitigation Monitoring Reporting Program (MMRP)

2. **General Plan Amendment Draft Resolution**
   - Attachment A: Draft Ordinance and Legislative Digest
   - Attachment B: General Plan Element Map Amendments
   - Attachment C: Proposed Draft Treasure Island/Yerba Buena Island Area Plan

3. **Planning Code Text Amendments Draft Resolution**
   - Attachment A: Draft Ordinance and Legislative Digest

4. **Zoning Map Amendments Draft Resolution**
   - Attachment A: Draft Ordinance and Legislative Digest
   - Attachment B: Maps ZN14, HT14, and SU14

5. **General Plan, Planning Code Sec 101.1 Consistency Findings, Draft Motion**
   - Attachment A: General Plan and Planning Code Section 101.1 Findings

6. **Planning Code Section 320-325 Findings Draft Resolution**

7. **Development Agreement Draft Approval Resolution**
   - Attachment A: Draft Development Agreement Document and all Exhibits and Attachments

8. **Design for Development document Approval Draft Motion**
   - Attachment A: Treasure Island/Yerba Buena Island Design for Development document

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Planning Commission Motion No.

HEARING DATE: APRIL 21, 2011

Date:	April 7, 2011
Case No.:	2007.0903BEMRTUWZ
Project:	**Treasure Island/Yerba Buena Island Project**
	E Case: CEQA Findings
Location:	Treasure Island and Yerba Buena Island
Staff Contacts:	Rick Cooper – (415) 575-9027
	rick.cooper@sfgov.org
	Joshua Switzky – (415) 575-6815
	joshua.switzky@sfgov.org
Recommendation:	**Adopt the Findings**

RESOLUTION ADOPTING ENVIRONMENTAL FINDINGS (AND A STATEMENT OF OVERRIDING CONSIDERATIONS) UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND STATE GUIDELINES IN CONNECTION WITH THE ADOPTION OF THE TREASURE ISLAND/YERBA BUENA ISLAND PROJECT AND RELATED ACTIONS NECESSARY TO IMPLEMENT SUCH PLANS.

1. **WHEREAS**, the San Francisco Planning Department, together with the Treasure Island Development Authority are the Lead Agencies responsible for the implementation of the California Environmental Quality Act ("CEQA") for this area and have undertaken a planning and environmental review process for the proposed Treasure Island/Yerba Buena Island Project ("Project") and provided for appropriate public hearings before the respective Commissions.

2. **WHEREAS,** A primary objective of the Project and the Term Sheet, endorsed by the Treasure Island Development Authority Board of Directors and the Board of Supervisors in 2006 and updated in 2010, is to create sustainable economic development, affordable housing, public parks and open space and other community benefits by development of the under-used lands within the project area.

3. **WHEREAS**, Originally constructed in 1937 as a possible site for the San Francisco Airport, Treasure Island was first used to host the Golden Gate International Exposition from 1939-1940. Shortly thereafter in World War II, the United States Department of Defense converted the island into a naval station, which operated for more than five decades. Naval Station Treasure Island was subsequently closed in 1993 and ceased operations in 1997. Since the closure of the base, the City and the community have been planning for the reuse of former Naval Station Treasure Island and adjacent Yerba Buena Island.

4. **WHEREAS**, Former Naval Station Treasure Island consists of approximately 550 acres including Yerba Buena Island. Today the site is characterized by aging infrastructure, environmental contamination from former naval operations, deteriorated and vacant buildings, and asphalt and other impervious surfaces which cover approximately 65% of the site. The site

has few public amenities for the approximately 1,820 residents who currently reside on the site. This legislation creating the Treasure Island/Yerba Buena Island Special Use District, the Treasure Island/Yerba Buena Island Height and Bulk District, and the related zoning and General Plan amendments will implement the proposed Project.

5. **WHEREAS**, The Project will include (a) approximately 8,000 new residential units, with at least 25 percent of which (2,000 units) will be made affordable to a broad range of very-low to moderate income households, (b) adaptive reuse of 311,000 square feet of historic structures, (c) 140,000 square feet of new retail uses and 100,000 square feet of commercial office space, (d) 300 acres of parks and open space, (e) new and or upgraded public facilities, including a joint police/fire station, a school, facilities for the Treasure Island Sailing Center and other community facilities, (f) 400-500 room hotel, (g) new 400 slip marina, (h) transportation infrastructure, including a ferry/quay intermodal transit center.

6. **WHEREAS**, In 2003, the Treasure Island Development Authority ("TIDA") selected through a competitive three year long process, Treasure Island Community Development, LLC ("TICD") to serve as the master developer for the Project.

7. **WHEREAS**, In 2006, the Board endorsed a Term Sheet and Development Plan for the Project, which set forth the terms of the Project including a provision for a Transition Plan for Existing Units on the site. In May of 2010 the Board endorsed a package of legislation that included an update to the Development Plan and Term Sheet, terms of an Economic Development Conveyance Memorandum of Agreement for the conveyance of the site from the Navy to the City, and a Term Sheet between TIDA and the Treasure Island Homeless Development Imitative ("TIHDI").

8. **WHEREAS,** In planning for the redevelopment of former Naval Station Treasure Island, the City and the Treasure Island Development Authority worked closely with the Treasure Island Citizens Advisory Board ("CAB"). The CAB is a group of Treasure Island/Yerba Buena Island community residents, business owners and individuals with expertise in specific areas, who are selected by the Mayor to oversee the redevelopment process for the islands. TIDA has worked with the CAB and the community throughout the process of implementing revitalization activities regarding Treasure Island and Yerba Buena Island.

9. **WHEREAS,** The proposed Treasure Island/Yerba Buena Island Area Plan, Planning Code, Zoning Maps, as well as the Treasure Island/Yerba Buena Island Project implementing documents, including, without limitation, the Disposition and Development Agreement, its attached plans and documents, the Development Agreement, its attached plans and documents, and the Design for Development documents contain a wide range of the land use designations that could accommodate up to 8,000 residential units, of which at least 25 % will be below market rate; approximately 300 acres of improved open space and recreational areas; approximately 140,000 square feet of new, neighborhood-serving retail space; approximately 100,000 square feet of office space; a 400 – 500 room hotel; a new 400 slip marina; and new transportation infrastructure and upgraded public facilities.

10. **WHEREAS,** To implement the Project, the Commission must take several actions including adoption of General Plan amendments, Planning Code Text amendments, Planning Code Map amendments, approving the Design for Development document, approving and recommending to the Board of Supervisors approval of the Development Agreement, and adoption of findings under Planning Codes sections 320 – 325 regarding office development,

among other actions.

11. **WHEREAS,** On July 12, 2010, the Department and TIDA released for public review and comment the Draft Environmental Impact Report for the Project, (Department Case No. 2007.0903E).

12. **WHEREAS,** The Planning Commission and TIDA Board of Directors held a joint public hearing on August 12, 2010 on the Draft Environmental Impact Report and received written public comments until 5:00 pm on August 26, 2010, for a total of 45 days of public review.

13. **WHEREAS,** The Department and TIDA prepared a Final Environmental Impact Report ("FEIR") for the Project consisting of the Draft Environmental Impact Report, the comments received during the review period, any additional information that became available after the publication of the Draft Environmental Impact Report, and the Draft Summary of Comments and Responses, all as required by law, a copy of which is on file with the Planning Department under Case No. 2007.0903E, which is incorporated into this motion by this reference.

14. **WHEREAS,** Following publication of the Environmental Impact Report, the Project's structure and financing were changed from a Redevelopment Plan and financing mechanism to an Area Plan to be included within the San Francisco General Plan and partial financing through an Infrastructure Financing District. These changes in turn result in the amount of affordable housing units to be reduced from approximately 2,400 units to 2,000 units. A memorandum describing these changes and other minor Project changes since publication of the EIR has been prepared and distributed by the Department which describes and evaluates these changes and presents minor amendments to the text of the EIR to reflect the changes. The memorandum demonstrates and concludes that the revisions to the Project would not substantially change the analysis and conclusions of the EIR. No new significant impacts or substantial increase in the severity of already identified significant impacts, no new mitigation measures, and no new alternatives result from these changes. Thus recirculation of the EIR for public review and comment is not required.

15. **WHEREAS,** The FEIR files and other Project-related Department files have been available for review by the Planning Commission and the public, and those files are a part of the record before this Commission.

16. **WHEREAS,** On April 21, 2011, the Planning Commission and the TIDA Board of Directors reviewed and considered the FEIR and, by Motion No. _____ and Resolution No. _____, respectively, found that the contents of said report and the procedures through which the FEIR was prepared, publicized and reviewed complied with the provisions of the California Environmental Quality Act ("CEQA") and the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code.

17. **WHEREAS,** By Motion No. _____ and Resolution No. _____, the Planning Commission and the TIDA Board of Directors, respectively, found that the FEIR was adequate, accurate and objective, reflected the independent judgment and analysis of each Commission and that the summary of Comments and Responses contained no significant revisions to the Draft Environmental Impact Report.

18. **WHEREAS,** The Department and TIDA prepared proposed Findings, as required by CEQA, regarding the alternatives and variants, mitigation measures and significant environmental impacts analyzed in the FEIR, overriding considerations for approving the Project, denoted as Attachment A, and a proposed mitigation monitoring and reporting program, denoted as Attachment B, on file with the Planning Department under Case No. 2007.0903E which material was made available to the public and this Commission for this Commissions' review, consideration and actions. Also attached is Attachment C, Mitigation Measures Within the Responsibility of the Planning Department Treasure Island/Yerba Buena Island Project.

THEREFORE BE IT RESOLVED, that the Planning Commission has reviewed and considered the FEIR and the actions associated with the Treasure Island/Yerba Buena Island Development Project and hereby adopts the Project Findings attached hereto as Attachment A including a statement of overriding considerations, and including as Attachment B the Mitigation Monitoring and Reporting Program.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on April 21, 2011.

Linda D. Avery

Commission Secretary

AYES:

NOES:

ABSENT:

Draft of April 6, 2011

ATTACHMENT A

TREASURE ISLAND / YERBA BUENA ISLAND 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 Treasure Island / Yerba Buena Island Project ("Project") the San Francisco Planning Commission ("Agency" or "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 [_____] adopted CEQA guidelines.

This document is organized as follows:

Section I provides a description of the Project proposed for adoption, the environmental review process for the Project, 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;

Sections III and IIIA identify potentially significant impacts that can be avoided or reduced to less-than-significant levels through mitigation and describe the disposition of the mitigation measures;

Sections IV and IVA identify significant impacts that cannot be avoided or reduced to less-than significant levels and describe any applicable mitigation measures as well as the disposition of the mitigation measures;

Section V evaluates mitigation measures and project modifications proposed by commenters and the rejection of these mitigation measures and project modifications;

Section VI 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, analyzed; and

Section VII presents a statement of overriding considerations setting forth specific reasons in support of the Agency'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.** 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" or "FEIR") 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**. The mitigation measures described in the MMRP for which the Agency is responsible are attached with these findings as **Attachment C**.

These findings are based upon substantial evidence in the entire record before the Agency. The references set forth in these findings to certain pages or sections of the Draft Environmental Impact Report ("Draft EIR" or "DEIR") or the Comments and Responses document ("C&R") 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.

Use of Acronyms

Like the FEIR itself, these findings use a number of defined terms and acronyms. Each acronym is defined the first time it is used and is also defined in Exhibit A attached hereto.

I. APPROVAL OF THE PROJECT

A. Project Description

By this action, the Agency adopts and takes action to implement the Project identified in Chapter II of the FEIR, with the Project revisions described in the Memorandum from _____, dated _____, which Project consists of: (i) the Treasure Island / Yerba Buena Island Area Plan, a new area plan of the City's General Plan; (ii) the Treasure Island / Yerba Buena Island Special Use District ("SUD"); (iii) the Design for Development for Treasure and Yerba Buena Islands (the "Design for Development"); (iv) the Development Agreement (the "Development Agreement") to be executed by the City and County of San Francisco and Treasure Island

Community Development, LLC ("TICD") to implement the Project; (v) the Disposition and Development Agreement (the "DDA") to be executed by Treasure Island Development Authority ("TIDA") and TICD and to implement the Project; (vi) related transactional documents and policies that would be adopted to implement the Project, and (vii) the development program described in the Development Agreement, DDA and Design for Development. Although the Project includes the components described in items (i) through (vii) above, the Agency's actions are limited to approval or recommendation of items (i) through (iv), as well as items (vi) and (vii) to the extent required to approve or recommend items (i) through (iv).

The Project is jointly sponsored by the TIDA, a single-purpose public agency responsible for the Project site, and TICD, a private entity competitively selected as the prospective master developer.

1. Principal Project

The Project includes development of up to 8,000 residential units, 25% of which would be available at below market rates (and up to 30% if the City obtains legislative changes to increase the amount of available public financing, as more particularly described in the DDA); up to 140,000 square feet ("sq. ft.") of new commercial and retail space; up to 100,000 sq. ft. of new office space; adaptive reuse of about 311,000 sq. ft. for commercial, retail, and/or flex space uses in the historic buildings on Treasure Island; up to approximately 500 hotel rooms; rehabilitation of the historic buildings on Yerba Buena Island; retention and continued use of the existing chapel in its existing location for general assembly and non-denominational religious activities; new and/or upgraded public facilities, including a joint police/fire station, a school, and other community facilities; new and upgraded public utilities, including the water distribution system, wastewater collection and treatment, recycled water system and stormwater collection and treatment; about 300 acres of parks and public open space including shoreline access and cultural uses such as a museum; new and upgraded streets and public ways; bicycle, transit, and pedestrian facilities; landside and waterside facilities for the existing Treasure Island Sailing Center; landside services for an expanded marina; and a new Ferry Terminal and intermodal Transit Hub. Construction build-out of the Project would be phased and is anticipated to occur over an approximately 15- to 20-year period.

A range of building heights is proposed on Treasure Island. Based on the height standards set forth in the Design for Development, approximately 50 percent of housing units could be built in low-rise buildings of up to 70 feet, with a range of taller mid-rise and high-rise buildings from 85

to 240 feet. The tallest buildings would be located in and adjacent to the Island Center District, with one 450-foot-tall building located adjacent to the intermodal Transit Hub.

Yerba Buena Island would be developed primarily with low-rise residential buildings in generally the same locations as existing housing, with a small amount of neighborhood-serving commercial space. A new regionally serving hilltop park would be provided. The Nimitz House and other buildings within the Senior Officers' Quarters Historic District would be adaptively reused for various commercial activities such as a hotel/wellness center and possibly a restaurant. A proposed *Habitat Management Plan* would manage and improve plant and wildlife habitat in the undeveloped areas on this island. The gardens adjacent to the Nimitz House would be improved.

Transportation facilities would include construction of a Transit Hub in the Island Center District. Bus service is planned to the East Bay, expected to serve downtown Oakland, and the existing Muni 108-Treasure Island bus line would continue to provide bus service between the Islands and downtown San Francisco. A free on-island shuttle service would be provided on both islands, replacing and expanding the portion of the existing Muni 108 bus route that circulates on Treasure Island. Ferry service between the west side of Treasure Island and the San Francisco Ferry building is planned as part of the Proposed Project. A new Ferry Terminal would be constructed, including a Ferry Terminal building, a ferry quay and docks, breakwaters, and the ferry basin enclosed by the breakwaters. Project Variant B3 (described below) is included as part of the Project.

New or upgraded utilities would include water distribution piping throughout the Islands; new water storage tanks on Yerba Buena Island; a new recycled water treatment plant, with use of recycled water for irrigation and appropriate plumbing facilities in commercial and residential buildings on Treasure Island; new or upgraded wastewater collection facilities and a new or upgraded wastewater treatment plant, a new stormwater collection and treatment system, to include a 10- to 15-acre wetland in the northeast area of Treasure Island and localized features such as bioretention areas, vegetated swales, and permeable paving; new electricity, natural gas, and telecommunications facilities; and solar power generation facilities.

The Proposed Project includes a system for geotechnical stabilization to improve seismic safety. Components would include stabilization of the causeway connecting Treasure Island and Yerba Buena Island; densification of existing fill in the areas of Treasure Island where buildings and roads are proposed; elevation of the ground surface in areas proposed for development as protection against flooding and future potential sea level rise; strengthening the perimeter berm around Treasure Island; and repairing or rebuilding retaining walls on Yerba Buena Island.

2. Project Variants

The DEIR analyzes several variants to transportation and infrastructure features. Of these variants, Variant B3 is currently included as part of the Project. However, because the Project may subsequently incorporate one or more additional variants, these findings also examine all additional impacts resulting from each variant. All findings made with respect to the Project also include the potential implementation of the Project variants. It is the Agency's intention that all findings made with respect to the Project also include the potential implementation of any and all Project variants that are subsequently implemented as part of the Project.

a. Energy Variant A1: Renewable Electricity Generation – Increased Solar Photovoltaic

Variant A1 would increase the area devoted to solar photovoltaic technology by providing up to 20 acres of ground- or structure-mounted photovoltaic panels in open space areas on the eastern and northern shorelines of Treasure Island and/or in the center of the island near the Urban Agricultural Park. The 20 acres devoted to photovoltaic panels would be in addition to the 1.4 to 3 acres incorporated into the Project. The purpose of this Variant A1 is to allow the production of more renewable energy than would be achieved by the Proposed Project's 5 percent renewable energy requirement. Implementation of this Variant would require investment in substantial energy generation facilities and implementation of power purchase agreements, or other financing structures, to facilitate feeding excess energy back into the power grid. In addition, implementation of Variant A1 would either reduce or change the nature of a portion of the overall amount of usable open space within the Development Plan Area.

b. Energy Variants A2 and A3: District Energy Heating and Cooling

This group of Energy Variants would provide heating and cooling for some groups of buildings from a central location rather than on a building-by-building basis, and could also produce some on-site power.

i. Energy Variant A2: District Heating and Cooling

Under Variant A2, natural gas-fired steam boilers would be constructed to provide district heating and cooling, with piping carrying hot and cool water from one or more central plants to nearby buildings for space heating, hot water, and space cooling. After use, the water would be returned to the central plant for re-heating or re-cooling. The piping would consist of insulated supply and return piping located in utility trenches below grade, primarily under new streets.

ii. Energy Variant A3: District Energy Heating, Cooling and Power

Like the Variant A2, Variant A3 would provide heating and cooling to buildings around one or more central plants, however the plants in Variant A3 would also generate electricity. The likely technologies include natural gas-fired steam boilers for heating and making steam, and steam turbines or natural-gas fired combustion turbines for power production. The electric generation portion of plant is likely to have a capacity of 1 to 3 MW. With a steam turbine, a natural gas-fired boiler would create steam that would turn a turbine to create electricity. Waste heat in the form of steam and condensate would be converted to hot water via a heat exchanger. An absorption chiller would also use the waste heat to make chilled water. Cooling towers would still be needed for getting rid of waste heat (i.e., "heat rejection"). With a natural-gas fired combustion turbine, the turbine would turn the generator directly. Waste heat would be recovered from the engine jacket and flue stack. As under Energy Variant A2, piping would carry hot and cool water from the central plants to nearby buildings. After use, the water would be returned to the central plants for re-heating or re-cooling.

iii. Energy Subvariants to either Variant A2 or A3

The following subvariants could be applied to either Energy Variant A2 or A3, and are not mutually exclusive.

District Energy Subvariant A is alternative heat rejection: either dry cooling towers or combination wet-dry cooling towers would be used. Dry cooling towers would be larger and taller than wet cooling towers, by about 30 to 50 percent. The advantage of dry cooling towers is less visible mist, which is sometimes created by wet cooling towers under certain meteorological conditions.

District Energy Subvariant B consists of satellite District Energy plants. Satellite plants would be used in the Cityside District and the Eastside District to provide redundancy and/or distribution efficiency and for phasing. Satellite facilities would have smaller footprints than the central plant, would be a similar height, and could either be separate structures or be integrated into one or more buildings in their neighborhood. Inclusion of satellite district plants would allow the central plant to be smaller, but the overall footprint of all facilities in this Subvariant would be larger than with the use of one central plant. The satellite plants would be built sequentially along with the construction phases, beginning with the southwestern plant in the midst of the central core.

District Energy Subvariant C would include solar thermal energy. Under this subvariant solar thermal energy systems may be used to collect heat for district heating and to heat water that could provide heat and also drive chillers for district cooling. The panels would most likely be either evacuated tube or concentrating solar devices that can produce hotter water than flat-plate collectors over the majority of the year. The collectors would be on building roofs or the upper level of a parking structure, adjacent to the central heating and cooling plant. Other equipment to operate the solar collectors would include pumps, heat exchangers, storage tanks and control systems in an approximately 800-square-foot structure for about 10,000 sq. ft. of solar collectors.

c. Ferry Terminal Breakwater variants

Three additional breakwater configurations are analyzed as possible Project variants in the FEIR. These variants, as well as the Proposed Project, were developed through a study conducted by the Water Emergency Transit Authority ("WETA").

i. Breakwater Variant B1

Breakwater Variant B1 would provide for symmetrical angled breakwaters, each extending about 600 feet from the shore, providing a 200-foot-wide harbor opening. The harbor opening would be directly west of the shoreline and the ferry berths, as shown on DEIR Figure VI.3: Ferry Terminal Breakwater Variant B1. Variants B1 and B2 were selected because they provide alternative harbor configurations that could create slightly different wave conditions within the harbor.

ii. Breakwater Variant B2

Breakwater Variant B2 would include two symmetrical angled breakwaters extending about 500 feet from the shore, with a harbor opening of about 300 feet, plus a third, detached breakwater. The third structure would be about 100 feet from the northern angled breakwater and would extend about 520 feet to the southwest, resulting a distance of about 400 feet from the end of the southern angled breakwater. The harbor opening would face south rather than west as a result of the third structure, as shown on DEIR Figure VI.4: Ferry Terminal Breakwater Variant B2.

iii. Breakwater Variant B3

Breakwater Variant B3 would have the same configuration as in the Proposed Project (see Figure II.8 in FEIR Chapter II), but the northern breakwater would be constructed first as part of building the Ferry Terminal, and the southern breakwater would be constructed in a later phase, as shown on Figure VI.5: Ferry Terminal Breakwater Variant B3. The access pier and gangway would be narrower than the 28-foot-wide transfer spans providing access to the bow-loading

ferries described for the Proposed Project. A boarding float would provide two slips for berthing side-loading ferry vessels, rather than bow-loading vessels.

d. Supplemental Firefighting Water Supply Variants

The Supplemental Firefighting Water Supply Variants would provide a supplemental firefighting water supply comparable to the Project.

i. Supplemental Firefighting Water Supply Variant C1

Supplemental Firefighting Water Supply Variant C1 would use potable water by installing a 1.84 million gallon circular steel or concrete storage tank and pumping facilities (including back-up diesel generator) on Treasure Island in the vicinity of the wastewater treatment plant. Variant C1 also contemplates the upsizing of water mains.

ii. Supplemental Firefighting Water Supply Variant C2

Supplemental Firefighting Water Supply Variant C2 would use Bay water by installing a pump station with a saltwater intake pipe and suction hydrants located around the perimeter, and a firefighting water distribution system with hydrants on Treasure Island. Variant C2 would link the two fire boat manifolds and two suction hydrants along the southern shore of Treasure Island to a network of distribution pipes and hydrants. Both Variants C1 and C2 would reduce the size of the recycled water tank proposed as part of the Proposed Project, from 1.26 million gallons to approximately 420,000 gallons.

e. Wastewater Wetlands Variants

i. Wastewater Wetlands Variant D1

Wastewater Wetlands Variant D1 would use constructed wetlands for tertiary treatment of the portion of the secondary-treated effluent from the treatment plant to be recycled; this would occur prior to the microfiltration step, reducing the need for reverse osmosis for the recycled water. The wetlands in this Wastewater Wetlands Variant D1 would be constructed on about 5 acres of land adjacent to the proposed wastewater treatment facility site in the northeast corner of Treasure Island.

ii. Wastewater Wetlands Variant D2

Wastewater Wetlands Variant D2 would use wetlands to polish the majority of the treated wastewater effluent to be discharged through the outfall, after microfiltration and UV disinfection. In this process, recycled water would not pass through the wetlands; about 0.42

million gallons per day ("mgd") would be diverted from the treatment plant and further treated with reverse osmosis for use in landscape irrigation and appropriate plumbing fixtures in commercial and residential buildings. Wastewater Wetlands Variant D2 would receive the remainder of the UV-disinfected effluent from the treatment plant (about 0.9 mgd). It would be smaller than Variant D1. Variant D2 would be constructed on about 2 to 4 acres of land and would be suitable to serve as wildlife habitat. Public access to the constructed wetlands in Wastewater Wetlands Variant D2 would not be restricted because the water in it would be disinfected.

f. Automated Waste Collection System Variant

Under this Variant, a system would be constructed as part of the subsurface infrastructure on Treasure Island and buildings would connect to this system as they were built. The system would terminate in a central waste handling facility where the solid waste would be loaded into trucks and hauled to a processing facility on the mainland after materials that could be composted on Treasure Island were separated. This automated solid waste collection facility is not proposed to be extended to Yerba Buena Island because building density would be too low for efficiency.

g. Off-Site Electrical Transmission Facility Improvements Variant

This Variant contemplates one or more of several improvements (*see* DEIR VI.50-51 for a complete list) be constructed on Port of Oakland and City of Oakland property in and around the Davis Street Substation in order to improve capacity and reliability.

C. Project Objectives. The Project's overall purpose is to convert approximately 367 acres on Treasure Island and approximately 94 acres on Yerba Buena Island from a former military base to a dense, mixed-use development with residential, commercial, cultural, hotel, recreational, and retail uses centered around an intermodal Transit Hub. Supporting infrastructure, public services and utilities, and a substantial amount of open space would also be provided, consistent with the following list of objectives.

1. Project Objectives Shared by TIDA and TICD

Land Use

- Create a unique San Francisco neighborhood that includes facilities and amenities necessary to support a diverse, thriving community, with a special emphasis on providing amenities for families and tools and services to ensure that the neighborhood has a cohesive feel and meets the needs of its residents.

- Provide a model of 21st century sustainable urban development that displays architectural and landscape design excellence befitting the Islands' history, location, and prominence and capitalizes on the spectacular views of San Francisco.
- Implement a land use program with high-density, compact residential and commercial development located within walking distance of an intermodal Transit Hub to maximize walking, bicycling, and use of public transportation and to minimize the use and impacts of private automobiles.
- Provide a comprehensive new regional waterfront system of parks and public open spaces that is programmed with a variety of uses, including recreational, passive open space, arts, cultural, and educational uses, and that establishes the Development Plan Area as a regional destination.
- Provide a high-quality public realm, including a pedestrian and bicycle-friendly environment with high design standards for public open spaces, parks, and streetscape elements.
- Activate and link the area surrounding the historic structures by providing a dense, urban retail/mixed-use environment that attracts residents and visitors to the area.

Housing

- Provide high-density, mixed-income housing with a variety of housing types, consistent with transit-oriented development, that include both ownership and rental opportunities, to attract a diversity of household types, especially families.
- Include enough residential density to create a sustainable community that supports neighborhood-serving retail, community facilities, and transit infrastructure and service.

Sustainability

- Demonstrate leadership in sustainable design and provide new benchmarks for sustainable development practices in accordance with the *Treasure Island Sustainability Plan*.
- Organize streets and open spaces to respond to Treasure Island’s microclimate of wind, sun, and fog and optimize solar exposure, in part by shifting the conventional street grid.

Transportation

- Create a circulation and transportation system that emphasizes transit-oriented development, discourages automobile use, and supports and promotes the use of public transportation and car-sharing, through a comprehensive transportation demand management program.

- Provide a range of public transit choices as part of the transportation system.

Infrastructure

- Provide geotechnical and infrastructure improvements and perform environmental remediation to standards necessary to achieve the land use objectives and all applicable building, regulatory, and seismic safety standards.

2. Additional TIDA Objectives

In addition to the shared objectives, TIDA has the following project objectives:

- Provide an affordable housing program that delivers 25 percent of all residential units at below market rates across a wide range of income levels, including units for formerly homeless persons, as provided in the City's agreement with Treasure Island Homeless Development Initiative ("TIHDI").
- Adaptively reuse historic buildings listed on the National Register either individually or as contributors to a National Register District in compliance with the Secretary of Interior Standards for Historic Rehabilitation.
- Create an organizational structure that provides for high-quality development, operations and maintenance of parks and open space.
- Maximize opportunities for on-site renewable energy production.
- Create a development that is financially feasible; that allows for the delivery of infrastructure, public benefits, and affordable housing subsidies; and that is able to fund the Proposed Project's capital costs and ongoing operation and maintenance costs relating to the development and long-term operation of the project site.
- Provide a comprehensive jobs and community development program that includes the creation of significant numbers of construction and permanent jobs.
- Implement jobs programs that target employment opportunities to economically disadvantaged San Franciscans.
- Support TIHDI jobs and economic development programs.

3. Additional TICD Objective

In addition to the shared objectives, TICD has the following project objective:

- Construct a high-quality development project that is able to attract investment capital and construction financing and produces a reasonable return on investment.

D. Environmental Review

The San Francisco Planning Department ("Planning Department") and TIDA, as joint lead agencies, initiated environmental review of the Project upon the filing by TICD and TIDA, as co-project sponsors, of an environmental evaluation application with the Planning Department on [_____]. In accordance with Sections 15063 and 15082 of the CEQA Guidelines, the Planning Department and TIDA, as joint lead agencies, prepared a Notice of Preparation ("NOP") of an EIR and conducted scoping meetings (*see* DEIR, Appendix B). The NOP was circulated to local, state, and federal agencies and to other interested parties on January 26, 2008, initiating a public comment period that extended through February 26, 2008.

The NOP provided a general description of the proposed action, the need for the Project and Project benefits, the proposed development and the Project location.

Pursuant to CEQA Guidelines Section 15083, the Planning Department held public scoping meetings on February 11, 2008, and February 13, 2008. The purpose of the meetings was to present the proposed Project to the public and receive public input regarding the proposed scope of the EIR analysis. Attendees were provided an opportunity to voice comments or concerns regarding potential effects of the Project. In addition to the meetings described above that were conducted by the Planning Department, the Treasure Island / Yerba Buena Island Citizens Advisory Board ("CAB") included a public comment agenda item in its regular meeting held on February 12, 2008.

In response to the NOP, the Planning Department received thirteen comment letters from public agencies, organizations and individuals, which are included in Appendix B of the Draft EIR. In addition, at the two public scoping meetings and the CAB meeting, the Planning Department and CAB received oral comments from approximately thirteen speakers total. The oral comments are recorded in official scoping meeting transcripts, which are part of the administrative record. Issues raised by public comments on the NOP were considered in determining the scope and approaches to analysis in the EIR. Many of the issues raised during public scoping were addressed by elements included in or added to the Project. Responding to public comments on the NOP, subsequent review by TIDA and TICD, and substantial input from the public and City agencies, the Project was also modified to increase the number of housing units from 6,000 residential units to 8,000 residential units based on a conclusion that an increase in the total number of housing units would provide a larger population base to maximize transit use and support project feasibility and viable retail, transit, open space, and community services.

The Planning Department and TIDA then prepared the Draft EIR, which describes the Project and the environmental setting for the proposed Project, identifies potential impacts, presents

mitigation measures for impacts found to be significant or potentially significant, and evaluates project alternatives. The Draft EIR also includes an analysis of three energy variants (including three energy subvariants), three ferry terminal breakwater variants, two supplemental firefighting water supply variants, two wastewater wetlands variants, one automated waste collection system variant, and one off-site electrical transmission facility improvements variant.

The EIR evaluates the direct, indirect and cumulative impacts resulting from planning, construction and operation of the Project. In preparing the EIR, pertinent City policies and guidelines, existing EIRs and background documents prepared by the City or the Applicant were evaluated for applicability to the Project and used where appropriate. In assessing impacts, significance criteria were based on guidance from the Planning Department and TIDA, which in turn was based on Appendix G to the CEQA Guidelines and Planning's Initial Study checklist, with some modifications. (An Initial Study was not conducted, as all resource areas were analyzed by the Draft EIR.) In cases where potential environmental issues associated with the Project are identified but not clearly addressed by the guidance listed above, additional impact significance criteria are presented. The significance criteria used for each environmental resource area are presented at the beginning of the impact discussion in each section of Chapter IV of the Draft EIR.

The Draft EIR was circulated to local, state and federal agencies and to interested organizations and individuals for review and comment on July 12, 2010, for a 45 day comment period, which was extended once to September 10, 2010, for a total of 60 days. During the public review period, the Planning Department and TIDA received 44 letters containing written comments through the mail or by hand-delivery, fax or email. There were a total of 28 people, including 20 members of the public and 8 members of the Planning Commission or TIDA that spoke at the August 12, 2010, joint public hearing of the Planning Commission and TIDA on the Draft EIR. A court reporter was present at the joint public hearing, transcribed the oral comments verbatim, and prepared written transcripts. A hearing on the Draft EIR was also held before the Historic Preservation Commission on August 4, 2010.

The Comments and Responses ("C&R") document was published on March 10, 2011, and it provides copies of the comments received on the Draft EIR as well as individual responses to those comments. In some cases, the responses to individual comments are presented as master responses, which consist of comprehensive discussions of issues that received numerous comments.

In addition, the C&R includes a refinements to the Project analyzed in the Draft EIR, including: (1) the retention and continued use of the existing chapel in its existing location for general

assembly and non-denominational religious activities; (2) the addition of a Class I mixed-use two way bicycle pedestrian path along Macalla Road connecting to the new mixed-use bicycle pedestrian path on the East Span of the Bay Bridge and parallel to Treasure Island Road south of the causeway, leading to scenic overlook to be provided about 500 feet south of the intersection with Macalla Road; and (3) reducing the building height of the tallest icon tower from 650 to 450 feet and reducing the building heights surrounding towers in the Island Center district from 350-450 feet to 315 feet. These refinements that were made to the Project respond to public comments, reduce impacts, provide additional flexibility for Project implementation and changing construction technologies, community priorities, site-specific urban design goals and real estate market demands. The Project and Variant refinements do not affect the overall maximum development envelope, including the total amount of development or building heights or footprints as compared to what was described and analyzed in the Draft EIR. The C&R also provides additional, updated information and clarification on issues raised by commenters as well as by City staff. Staff revisions to the text of the Draft EIR are included in C&R Section 3 (Draft EIR Revisions). As substantiated by the analysis provided in C&R Section 2 (Comments and Responses), the Project and Variant refinements and the text revisions do not result in new significant environmental impacts or a substantial increase in the severity of impacts compared to the information provided in the Draft EIR, but rather provide further details and clarifications in response to comments or staff review. The Agency reviewed and considered the Final EIR and all of the supporting information. The Final EIR provided augmented and updated information on many issues presented in the Draft EIR, including (but not limited to) the following topics:

- Analysis of the Reduced Parking Alternative that was rejected as infeasible;
- Analysis of visual impacts on views from the East Bay and at night;
- Analysis of species known or presumed to exist in the project area; and
- Revision of certain mitigation measures.

In certifying the Final EIR, TIDA and the Planning Commission found that the Final EIR does not add significant new information to the Draft EIR that would require recirculation of the EIR under CEQA because the Final EIR contains no information revealing (1) any new significant environmental impact that would result from the Project (including the variants to the project proposed for adoption) or from a new or revised 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 measures considerably different from others previously analyzed that would clearly lessen the environmental impacts of the Project but

that was rejected by the Project Applicant, or (4) that the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

E. Approval Actions

Local and state agencies will rely on the EIR for the approval actions listed below and in doing so will adopt CEQA findings, including a statement of overriding considerations and a mitigation monitoring and reporting program. In addition, the list below includes anticipated approval actions that federal agencies will take for the Project.

Local Agency Approvals

1. Planning Commission

- Certify the Final EIR
- Adopt CEQA Findings and Statement of Overriding Considerations
- Adopt Mitigation Monitoring and Reporting Program
- Recommend amendments to the General Plan, including the adoption of an Area Plan, to ensure consistency between the General Plan and the Project
- Find the Project in conformity with the General Plan, including Section 101.1 Priority Policies
- Recommend amendments to the Planning Code, including the SUD, and Zoning Maps for the Project
- Adopt Design for Development
- Approve Interagency Cooperation Agreement
- Approve programmatic future office allocations for the Project under the Planning Code
- Recommend approval of Development Agreement

2. TIDA

- Certify the Final EIR
- Adopt CEQA Findings and Statement of Overriding Considerations
- Adopt Mitigation Monitoring and Reporting Program

- Approve Disposition and Development Agreement and related transactional documents
- Approve Interagency Cooperation Agreement
- Approve Economic Development Conveyance Memorandum of Agreement with Navy
- Recommend approval of Design for Development
- Adopt Transition Housing Rules and Regulations
- Approve Amended and Restated TIHDI Agreement
- Approve Public Trust Exchange Agreement
- Approve agreement with the San Francisco Public Utilities Commission ("SFPUC") for financing, construction, operations and maintenance of proposed wastewater facilities and parcel transfer

3. Board of Supervisors

- Adopt CEQA Findings and Statement of Overriding Considerations
- Adopt Mitigation Monitoring and Reporting Program
- Adopt General Plan consistency findings, and Planning Code Section 101.1 Priority Policies
- Approve amendments to the General Plan
- Approve amendments to the Planning Code, including the SUD, and Zoning Maps for the Project
- Approve Disposition and Development Agreement
- Adopt Treasure Island / Yerba Buena Island Subdivision Code
- Approve Public Trust Exchange Agreement
- Approve Navy Economic Development Conveyance Memorandum of Agreement
- Create or designate a Treasure Island Transportation Management Agency
- Approve Development Agreement

4. San Francisco Public Utilities Commission

- Adopt CEQA Findings and Statement of Overriding Considerations
- Adopt Mitigation Monitoring and Reporting Program

- Approve Interagency Cooperation Agreement
- Approve agreement with TIDA for financing, construction, operations and maintenance of proposed wastewater facilities and parcel transfer
- Approve Development Agreement

5. San Francisco Municipal Transportation Agency Commission

- Adopt CEQA Findings and Statement of Overriding Considerations
- Adopt Mitigation Monitoring and Reporting Program
- Approve Interagency Cooperation Agreement
- Approve Development Agreement

6. San Francisco Department of Public Works

- Adopt CEQA Findings and Statement of Overriding Considerations
- Adopt Mitigation Monitoring and Reporting Program
- Approve Interagency Cooperation Agreement
- Approve subdivision maps

7. Department of Building Inspection

- Approve demolition and building permits

8. San Francisco Fire Department

- Adopt CEQA Findings and Statement of Overriding Considerations
- Adopt Mitigation Monitoring and Reporting Program
- Approve Interagency Cooperation Agreement

Regional and State Agencies

1. Bay Conservation and Development Commission

- Adopt CEQA Findings and Statement of Overriding Considerations
- Approve permits for activities within the Bay Conservation and Development Commission's jurisdiction

2. State Lands Commission

- Approve Public Trust Exchange Agreement

3. California Department of Transportation

- Approve encroachment permits if construction occurs in right-of-way owned by Department
- Approve metering system for Bay Bridge ramps if located on Department property

5. Regional Water Quality Control Board

- Water quality certification, National Pollutant Discharge Elimination System ("NPDES") permit and waste discharge requirements
- Approve Soil and Groundwater Management Plan

6. East Bay Municipal Utility District

- Approve operating agreement for emergency water supply line from Oakland

7. Water Emergency Transit Authority

- Adopt CEQA Findings and Statement of Overriding Considerations
- Adopt Mitigation Monitoring and Reporting Program
- Approve Memorandum of Understanding with TIDA for ferry service

8. Alameda County Transit Authority

- Adopt CEQA Findings and Statement of Overriding Considerations
- Adopt Mitigation Monitoring and Reporting Program
- Approve Memorandum of Understanding with TIDA for East Bay bus service

Federal Agencies

1. US Army Corps of Engineers

- Approve permit under Section 10 and/or 303 (including, if and as required, consultation with the U.S. Fish and Wildlife Service, National Oceanic and Atmospheric Administration, and other agencies as directed by the Corps)

2. US Department of the Navy

- Approve transfer or conveyance of property at Naval Station Treasure Island pursuant to Section 2905 (b)(4) of the Defense Base Closure and Realignment Act of 1990, as discussed in the Draft EIR 1.4-1.5.

G. Contents and Location of Record

The record upon which all findings and determinations related to the Project are based includes the following:

- The Notice of Preparation and all other public notices relating to the Project.
- The Draft EIR and all documents referenced in or relied upon by the EIR. (The references in these findings to the EIR or FEIR include both the Draft EIR and the C&R documents.)

- All information including written evidence and testimony provided by City staff to TIDA and the Planning Commission relating to the EIR, the Project, and the alternatives set forth in the EIR.

- All information provided by the public, including the proceedings of the public hearings on the adequacy of the Draft EIR and the transcripts of the August 12, 2010 joint public hearing and written correspondence received by TIDA and Planning Department staff during the public comment period of the Draft EIR.

- All other documents comprising the record pursuant to Public Resources Code Section 21167.6(e).

The Agency has relied on all of the documents listed above in reaching its decision on the Project, even if not every document was formally presented to the Agency. Without exception, any documents set forth above not so presented fall into one of two categories. Many of them reflect prior planning or legislative decisions with which the Agency was aware in approving the Project. Other documents influenced the expert advice provided to TIDA or Planning Department staff or consultants, who then provided advice to the Planning Commission and TIDA Board. For that reason, such documents form part of the underlying factual basis for the Agency's decisions relating to the adoption of the Project.

The public hearing transcript, a copy of all letters regarding the Draft EIR received during the public review period, the administrative record, and background documentation for the Final EIR, as well as additional materials concerning approval of the Project and adoption of these

findings are contained in Planning Commission files, located at 1650 Mission Street, Suite 400, San Francisco, CA 94103 and in TIDA files, located at One Avenue of the Palms, 2nd Floor, Treasure Island, San Francisco, CA 94130. Linda Avery, Planning Commission Secretary, is the custodian of records for the Planning Commission. Peter Summerville, TIDA Board Secretary is the custodian of records for TIDA. All files have been available to the Agency and the public for review in considering these findings and whether to approve the Project.

H. Requirement for Findings of Fact

CEQA requires public agencies to consider the potential effects of their discretionary activities on the environment and, when feasible, to adopt and implement mitigation measures that avoid or substantially lessen the effects of those activities on the environment. Specifically, Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in Public Resources Code Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See Pub. Resources Code, § 21081, subd. (a); CEQA Guidelines, § 15091, subd. (a).) For each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The three possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(3) Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

(Public Resources Code Section 21081, subd (a); see also CEQA Guidelines Sections 15091, subd. (a).)

Public Resources Code section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." CEQA Guidelines section 15364 adds another factor: "legal" considerations. (See also *Citizens of Goleta Valley v. Board of Supervisors* (*Goleta II*) (1990) 52 Cal.3d 553, 565.)

The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 (*City of Del Mar*).) "[F]easibility" under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (Ibid.; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715 (*Sequoyah Hills*); see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 [after weighing "'economic, environmental, social, and technological factors' … 'an agency may conclude that a mitigation measure or alternative is impracticable or undesirable from a policy standpoint and reject it as infeasible on that ground'"].)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, subd. (b); see also Pub. Resources Code, § 21081, subd. (b).) The California Supreme Court has stated, "[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Goleta II, supra,* 52 Cal.3d at p. 576.)

Because the EIR identified significant effects that may occur as a result of the project, and in accordance with the provisions of the Guidelines presented above, Agency hereby adopts these findings as part of the approval of the Project. These findings reflect the independent judgment of the Agency and constitute its best efforts to set forth the evidentiary and policy bases for its decision to approve the Project in a manner consistent with the requirements of CEQA. These findings, in other words, are not merely informational, but rather constitute a binding set of

obligations that come into effect with the Agency's approval of the Project and implementation of any of the Project variants in the future.

I. Findings About Significant Environmental Impacts and Mitigation Measures

The following Sections II, III and IV set forth the Agency's findings about the Final EIR's determinations regarding significant environmental impacts and the mitigation measures proposed to address them. These findings provide the written analysis and conclusions of the Agency regarding the environmental impacts of the Project (including the Project variants) and the mitigation measures included as part of the Final EIR and adopted by the Agency as part of the Project. To avoid duplication and redundancy, and because the Agency 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 in these findings and relies upon them as substantial evidence supporting these findings.

In making these findings, the Agency has considered the opinions of staff and experts, other agencies and members of the public. The Agency 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 FEIR are supported by substantial evidence in the record, including the expert opinion of the FEIR preparers and City staff; and the significance thresholds used in the FEIR 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 FEIR. Instead, a full explanation of these environmental findings and conclusions can be found in the FEIR and these findings hereby incorporate by reference the discussion and analysis in the FEIR supporting the FEIR's determination regarding the Project's impacts and mitigation measures designed to address those impacts. In making these findings, the Agency ratifies, adopts and incorporates in these findings the determinations and conclusions of the FEIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

The Agency adopts and incorporates the mitigation measures set forth in the FEIR and the attached MMRP as described below to substantially lessen or avoid the potentially significant and significant impacts of the Project. In adopting these mitigation measures, the Agency intends to adopt each of the mitigation measures proposed in the FEIR for the Project unless otherwise identified as infeasible or outside of the jurisdiction of the Agency, in which case the Agency urges the other agency having jurisdiction to adopt the mitigation measure.

Accordingly, in the event a mitigation measure recommended in the FEIR has inadvertently been omitted in these findings or the MMRP, such mitigation measure is hereby adopted and incorporated in the findings below by reference, unless these findings expressly reject that measure. In addition, these findings generally do not set forth the full text of the mitigation measures. Rather, the findings provide a succinct description of the mitigation measures. The full text of the adopted mitigation measures is set forth in the MMRP. The Agency intends to abide by, and carry out, the full text of the adopted mitigation measures as set forth in the MMRP, notwithstanding the summary description of those measures as set forth in these findings. Finally, 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 FEIR due to a clerical error, the language of the policies and implementation measures as set forth in the FEIR shall control. The impact numbers and mitigation measure numbers used in these findings reflect the impact and mitigation measure numbers used in the FEIR.

In 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, the initial finding obviates the need for such repetition because in no instance is the Agency rejecting the conclusions of the FEIR or the mitigation measures recommended in the FEIR for the Project.

II. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT AND THUS REQUIRING NO MITIGATION

Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, Section 21002; CEQA Guidelines, Section 15126.4, subd. (a)(3), 15091.) Based on substantial evidence in the whole record of this proceeding, the Agency finds that implementation of the Project will not result in any significant impacts in the following areas and that these impact areas, therefore, do not require mitigation. In some instances, the Project would have no impact in a particular area; these instances are denoted below by "NI" for no impact.

The DEIR evaluates the impacts of not only the Principal Project described in Section I.A.1 above, but also the Project Variants described in Section I.A.2. Unless otherwise noted below, any additional impacts under each Project Variant would be less than significant and would not change the analysis or conclusions associated with the Principal Project.

A. Land Use and Plans

- **Impact LU-1**, Effects of construction on an established community from physical division, or on the character of the vicinity. (DEIR IV.A.21-23)
- **Impact LU-2**, Effects on an established community from physical division. (DEIR IV.A.23-24; C&R 3.118)
- **Impact LU-3**, Effects on character of the vicinity. (DEIR IV.A.24-25; C&R 2.6.8, 3.15)
- **Impact LU-4**, Effects on land uses subject to Tidelands Trust Doctrine. (DEIR IV.A.26-27)
- **Impact LU-5**, Cumulative effects on an established community from physical division, or on the character of the vicinity. (DEIR IV.A.27-28)

B. Aesthetics

- **Impact AE-2**, Effects on existing scenic resources. (DEIR IV.B.23-24; C&R 2.6.3)
- **Impact AE-3**, Effects on visual quality within the Project Area. (DEIR IV.B.25-27; C&R 2.4.37-38)
- **Impact AE-4**, Effects of nighttime lighting on nighttime views and sources of glare. (DEIR IV.B.27-29; C&R 2.4.29-31, 3.6, 3.20-21)
- **Impact AE-5**, Cumulative effects related to aesthetics. (DEIR IV.B.29-30)

C. Population and Housing

- **Impact PH-1**, Effect on temporary population growth during construction. (DEIR IV.C.13)
- **Impact PH-2**, Effect of displacing persons and/or housing units. (DEIR IV.C.13-14; C&R 3.118)
- **Impact PH-3**, Direct or indirect effect on growth in the area. (DEIR IV.C.14-19)
- **Impact PH-4**, Direct or indirect effect on cumulative growth in the area. (DEIR IV.C.19-22)

D. Cultural and Paleontological Resources

- **Impact CP-5**, Effect of reusing and rehabilitating historical resources. (DEIR IV.D.52-53)

- **Impact CP-8**, Effect of demolition of Building 111. (DEIR IV.D.55; C&R 2.6.25-26)
- **Impact CP-10**, Effect of demolition of NSTI resources. (DEIR IV.D.58)
- **Impact CP-11**, Effect of construction in the vicinity of historical resources. (DEIR IV.D.58-60; C&R 2.6.17-18)
- **Impact CP-12**, Effects of construction on historical significance of the Senior Officers' Quarters Historic District. (DEIR IV.D.60-61; C&R 2.6.34)
- **Impact CP-13**, Cumulative effect on historic architectural resources. (DEIR IV.D.61)

E. Transportation and Circulation

- **Impact TR-5**, Effects at three ramp locations, under conditions without and with the Ramps Project. (DEIR IV.E.82-83; C&R 2.7.74)
- **Impact TR-15**, Effects at three signalized intersections (First/Howard, Essex/Harrison/I-80 Eastbound on-ramp, The Embarcadero/Harrison) that operate at LOS E or LOS F under Existing Conditions. (DEIR IV.E.91-92)
- **Impact TR-16**, Effects at five intersections (Fremont/Howard, Fremont/Folsom, Fremont/I-80 Westbound off-ramp/Harrison, Second/Bryant, Avenue of the Palms/First Street) that operate at LOS D or better under Existing Conditions. (DEIR IV.E.92)
- **Impact TR-20**, Effects on capacity of AC Transit bus lines serving Treasure Island. (DEIR IV.E.95)
- **Impact TR-21**, Effects on capacity of proposed ferry. (DEIR IV.E.95-96)
- **Impact TR-22**, Effects on San Francisco downtown screenlines (transit trips). (DEIR IV.E.96)
- **Impact TR-23**, Effects on capacity of various regional public transit systems. (DEIR IV.E.97-98)
- **Impact TR-28**, Effects on existing or proposed ferry services on San Francisco Bay. (DEIR IV.E.102-106)
- **Impact TR-32**, Effects of additional downtown congestion on Golden Gate Transit or SamTrans bus lines. (DEIR IV.E.107-108; C&R 2.7.62-63)

- **Impacts TR-33**, Safety effects on bicyclists on Treasure Island. (DEIR IV.E.108-110; C&R 2.7.74, 2.7.83, 2.7.86, 3.28)

- **Impacts TR-34**, Safety effects on bicyclists on mainland San Francisco. (DEIR IV.E.110-111)

- **Impacts TR-35**, Safety effects on pedestrians on Treasure Island. (DEIR IV.E.111-112; C&R 2.7.92-93)

- **Impacts TR-36**, Safety effects on pedestrians near the San Francisco Ferry Building. (DEIR IV.E.112-113; C&R 2.7.63; 3.71-72)

- **Impacts TR-37**, Effects on loading demand. (DEIR IV.E.113-116)

- **Impacts TR-38**, Effects on emergency access. (DEIR IV.E.116-117; C&R 2.7.63)

- **Impact TR-43**, Effects at three ramp locations, under 2030 Cumulative plus Project conditions without and with the Ramps Project. (DEIR IV.E.120)

- **Impact TR-53**, Effects at seven intersections (Fremont/Howard, Fremont/Folsom, Fremont/I-80 Westbound off-ramp/Harrison, First/Harrison, Essex/Harrison/I-80 Eastbound on-ramp, Second/Bryant, The Embarcadero/Harrison) that operate at LOS E or LOS F under 2030 Cumulative plus Project conditions. (DEIR IV.E.127-128)

- **Impact TR-56**, Cumulative effects on San Francisco downtown screenlines (transit trips). (DEIR IV.E.129)

- **Impact TR-57**, Cumulative effects on capacity of various regional public transit systems. (DEIR IV.E.130-133)

- **Impact TR-62**, Cumulative effects of additional downtown congestion on Golden Gate Transit or SamTrans bus lines. (DEIR IV.E.36; C&R 2.7.62-63)

F. Air Quality

- **Impact AQ-2** ***(Less than Significant under Applicable 1999 Guidelines, Significant and Unavoidable with Mitigation under 2010 Guidelines)***, Effects of construction-related emissions of criteria pollutants. (DEIR IV.G.27-30; C&R 2.9.2, 2.9.4-5, 3.2-3, 3.31-32) *See, also*, Section IV.E of these Findings.

- **Impact AQ-4, NI (*Not Applicable to 1999 BAAQMD Thresholds, Significant and Unavoidable with Mitigation for 2010 BAAQMD Thresholds*)**, Effects of

construction-related PM2.5 emissions. (DEIR IVG.36-38; C&R 2.9.2, 2.9.4, 2.9.9) *See, also*, Section IV.E of these Findings.

- **Impact AQ-7**, Effects of odor generation. (DEIR IV.G.49-50)
- **Impact AQ-8** *(Significant for Proposed Project; Less Than Significant for Proposed Project with Expanded Transit Service)*, Conflict with adopted plans related to air quality. (DEIR IV.G.50-52) *See, also*, Section IV.E of these Findings.

G. Greenhouse Gas Emissions

- **Impact GHG-1**, Generation of GHG emissions. (DEIR IV.H.44-45)
- **Impact GHG-2**, Conflict with applicable GHG-related plans, policies or regulations applicable to the Project. (DEIR IV.H.45-46)

H. Wind and Shadows

- **Impact WS-1**, Shadow effects on existing and proposed open space. (DEIR IV.I.5-24; C&R 2.11.3-5; 3.121)
- **Impact WS-2**, Cumulative effects on open space under Recreation and Parks Commission jurisdiction or on other public areas. (DEIR IV.I.25-26)

I. Recreation

- **Impact RE-1**, Temporary physical effects of construction on parks and open space. (DEIR IV.J.16-18; C&R 2.68, 3.33-34)
- **Impact RE-2**, Deterioration of existing recreational facilities due to increased on-site population. (DEIR IV.J.18-19; C&R 2.12.9-10)
- **Impact RE-3**, Effects of synthetic turf use. (DEIR IV.J.19-25)
- **Impact RE-4**, Cumulative effects of construction on parks and open space. (DEIR IV.J.26-27)

J. Utilities and Service Systems

- **Impact UT-2**, Effects of collection system blockages or lift/pump station failures on sanitary sewer overflows. (DEIR IV.K.13-14)
- **Impact UT-3 (NI)**, Cumulative effects on wastewater collection and treatment facilities. (DEIR IV.K.14)

- **Impact UT-5 (NI)**, Recycled wastewater treatment and collection facilities would reduce water demand in conformance with City policies. (DEIR IV.K.20)
- **Impact UT-6 (NI)**, Cumulative effects on recycled water infrastructure. (DEIR IV.K.20)
- **Impact UT-8 (NI)**, Cumulative effects on stormwater collection and treatment facilities. (DEIR IV.K.39)
- **Impact UT-10 (NI)**, Sufficient water supply. (DEIR IV.K.56-60; C&R 3.10, 3.36, 3.115)
- **Impact UT-11 (NI)**, Cumulative effects on water supply. (DEIR IV.K.61)
- **Impact UT-12**, Sufficient landfill capacity. (DEIR IV.K.65-67)
- **Impact UT-13**, Compliance with sold waste statutes and regulations. (DEIR IV.K.68-39)
- **Impact UT-14**, Cumulative effects on regional landfill capacity. (DEIR IV.K.69)
- **Impact UT-16 (NI)**, Cumulative effects on energy and telecommunications infrastructure. (DEIR IV.K.81)

K. Public Services

- **Impact PS-2**, Effects on police services and performance. (DEIR IV.L.9-10)
- **Impact PS-3**, Cumulative effects on police services and performance. (DEIR IV.L.11)
- **Impact PS-5 (NI)**, Effects of demand for fire services and performance. (DEIR IV.L.16-19)
- **Impact PS-6**, Cumulative effects of fire services and performance. (DEIR IV.L.19-20)
- **Impact PS-7**, Construction effects on school services. (DEIR IV.L.25)
- **Impact PS-8**, Effects on school services. (DEIR IV.L.25-29)
- **Impact PS-9**, Cumulative effect on demand for educational facilities. (DEIR IV.L.29)
- **Impact PS-10**, Construction effects on hospital services. (DEIR IV.L.32)

- **Impact PS-11 (NI)**, Effects on hospital services and performance. (DEIR IV.L.32)
- **Impact PS-12 (NI)**, Cumulative effects on hospital services and performance. (DEIR IV.L.33)
- **Impact PS-13 (NI)**, Construction effects on library services. (DEIR IV.L.37)
- **Impact PS-14**, Effects on library services. (DEIR IV.L.38)
- **Impact PS-15 (NI)**, Cumulative effects on library services. (DEIR IV.L.38-39)

L. Biological Resources

- **Impact BI-5**, Consistency with local policies or ordinances protecting biological resources. (DEIR IV.M.55)
- **Impact BI-7**, Cumulative effects on biological resources (as to sensitive plants, animals and habitats other than rafting waterfowl). (DEIR IV.M.63-64; C&R 2.15.48-49)

M. Geology and Soils

- **Impact GE-1**, Construction effects on surface soils. (DEIR IV.N.23)
- **Impact GE-2**, Effects of ground shaking in the event of a major earthquake on people, structures and the perimeter berm. (DEIR IV.N.24-28; C&R 2.14.1)
- **Impact GE-3**, Effects of ground shaking in the event of a major earthquake due to liquefaction and settlement. (DEIR IV.N.28-29; C&R 2.14.1)
- **Impact GE-4**, Effects of settlement over time from static forces. (DEIR IV.N.29-30)
- **Impact GE-6**, Effects of structural damage on emergency rescue efforts in the event of a major earthquake. (DEIR IV.N.31-32; C&R 2.18.3, 3.47)
- **Impact GE-7**, Cumulative effects with regard to geology, soils or seismicity. (DEIR IV.N.32-33)

N. Hydrology and Water Quality

- **Impact HY-1**, Consistency with water quality standards and waste discharge requirements and effect on water quality. (DEIR IV.O.35-37)
- **Impact HY-3**, Construction effects on groundwater supplies. (DEIR IV.O.39)

- **Impact HY-4**, Effects of existing drainage patterns. (DEIR IV.O.39)
- **Impact HY-5**, No construction of housing within a 100-year flood hazard area if one is designated by the Federal Emergency Management Agency. (DEIR IV.O.39-40)
- **Impact HY-6**, No placement of structures within a 100-year flood hazard area that would impede or redirect flood flows. (DEIR IV.O.40-41)
- **Impact HY-7 (NI)**, No exposure to flooding associated with levee or dam failure. (DEIR IV.O.41)
- **Impact HY-8**, Effects on water quality. (DEIR IV.O.42-46)
- **Impact HY-9**, Effects on groundwater levels. (DEIR IV.O.46-47)
- **Impact HY-10**, Effects on water quality in rainwater runoff due to impervious surfaces. (DEIR IV.O.47; C&R 3.138)
- **Impact HY-11**, Susceptibility to inundation by seiche, tsunami, mudflow or wind waves. (DEIR IV.O.48)
- **Impact HY-12**, Effects of climate-induced sea level rise on people and structures. (DEIR IV.O.48-50; C&R 2.2.1, 2.17.8-10)
- **Impact HY-13**, Cumulative effects related to hydrology and water quality. (DEIR IV.O.50)

O. Hazards and Hazardous Materials

- **Impact HZ-6**, Effects caused by exposures to hazardous materials during dredging. (DEIR IV.P.46-47; C&R 3.145)
- **Impact HZ-7**, Effects caused by exposures to hazardous materials in during demolition of buildings and structures and transportation of debris. (DEIR IV.P.47-50)
- **Impact HZ-9**, Effects of temporary dewatering activities during construction. (DEIR IV.P.51; C&R 3.146)
- **Impact HZ-11**, Effects of general commercial/retail and household hazardous waste. (DEIR IV.P.52-53)
- **Impact HZ-12**, Effects of potential release of water treatment chemicals associated with new or upgraded water treatment plant. (DEIR IV.P.53-54)

- **Impact HZ-14**, Cumulative effects relating to hazardous materials. (DEIR IV.P.55-56)

P. Mineral and Energy Resources

- **Impact ME-1**, Effects of energy use during construction activities. (DEIR IV.Q.15)
- **Impact ME-2**, Effects (direct and cumulative) of energy use during operation. (DEIR IV.Q.15-17)

Q. Agricultural Resources and Farmland

- **Impact AG-1 (NI)**, No conversion of designated farmland, conflict with agricultural zoning of Williamson Act contract. (DEIR IV.R.2-3)
- **Impact AG-2**, Consistency with zoning for forest land and timberlands; no loss or conversion of forest land. (DEIR IV.R.3-4)

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

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 Section IIIA and in Section IV and Section IVA concern mitigation measures set forth in the FEIR. These findings discuss mitigation measures and improvement measures as proposed in the FEIR and as recommended for adoption by the Agency. The full explanation of the potentially significant environmental impacts is set forth in Section IV of the Draft EIR and in some cases is further explained in the C&R. In many cases, mitigation measures will be implemented by the Project Applicant or another developer or facility operator who enters into a disposition and development agreement or other agreement with the Agency. In these cases, implementation of mitigation measures by the Project Applicant or other developer or facility operator have been or will, in future agreements, be made conditions of Project approval. In the case of other mitigation measures, an agency of the City or another non-City agency will have responsibility for implementation of mitigation measures.

In any instance in which the mitigation measure will be implemented by an entity other than the Project Applicant, the entity that will be responsible for implementation is explained in the paragraphs below. Generally, City agencies will implement mitigation measures as part of their existing permitting or program responsibilities, such as the San Francisco Department of

Building Inspection ("DBI") or San Francisco Department of Public Works ("SFDPW") through their permit responsibilities, the SFPUC through its operation of the City sanitary sewer system and the existing and new or updated on-island treatment facility, or the San Francisco Municipal Transportation Agency ("SFMTA") as part of its operation and maintenance of traffic systems and transit services.

The mitigation measures proposed for adoption in Sections III, IIIA, IV and IVA are the same as the mitigation measures identified in the Final EIR for the Project as proposed. The full text of all of the mitigation measures as proposed for adoption is contained in Attachment B, the Mitigation Monitoring and Reporting Program.

As explained previously, Attachment B contains the Mitigation Monitoring and Reporting Program required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. It provides a table setting forth each mitigation measure listed in the FEIR that is required to reduce or avoid a significant adverse impact. Attachment B also specifies the entity responsible for implementation of each measure, and establishes monitoring actions and a monitoring schedule.

Attachment C lists only those mitigation measures for which the Agency is responsible. The Agency hereby acknowledges and agrees that it is responsible for the mitigation measures listed on Attachment C.

Based on the analysis contained in the FEIR, other considerations in the record, and the standards of significance, the Agency finds that that implementation of all of the proposed mitigation measures discussed in this Section III and Section IIIA will reduce potentially significant impacts to a less-than-significant level.

The DEIR evaluates the impacts of not only the Principal Project described in Section I.A.1 above, but also the Project Variants described in Section I.A.2. Unless otherwise noted below, any additional impacts under each Project Variant would be less than significant and would not change the analysis or conclusions associated with the Principal Project.

A. Cultural Resources and Paleontological Resources

- **Impact CP-1: Project construction activities could disturb significant archaeological resources, if such resources are present within the Project Site**. (DEIR IV.D.17-22; C&R 3.78-79, 3.119) Ground-disturbing construction activities associated with the Project could adversely affect significant archaeological resources under California Register of Historic Resources ("CRHR") Criterion 4 (Informational Potential) by impairing the ability of such resource to convey important scientific and historical information.

M-CP-1: Archaeological Testing, Monitoring, Data Recovery and Reporting. M-CP-1 requires a qualified archaeological consultant selected from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist to prepare and submit a plan for pre-construction testing, construction monitoring and data recovery, for approval by the San Francisco Environmental Review Officer to ensure adherence to M-CP-1 and the standards and requirements set forth in the Archeological Research Design and Treatment Plan, thereby ensuring the significance of CRHR-eligible archaeological resources would be preserved and/or realized in place. Therefore, implementation of M-CP-1 would reduce Impact CP-1 to a less than significant level. (DEIR IV.D.18; C&R 3.78-79, 3.119.)

- **Impact CP-2: Project construction activities could disturb human remains, if such resources are present within the Project Site**. (DEIR IV.D.22) Construction activities could adversely affect the scientific significance of an archaeological resource.

  M-CP-1 (described above) requires compliance with applicable state and federal laws regarding human remains and of associated or unassociated funerary objects discovered during any soils-disturbing activity. This measure includes immediate notification of the Coroner of the City and County of San Francisco upon any such discovery and in the event of the Coroner's determination that the human remains are Native American remains, notification of the Native American Heritage Commission, who shall appoint a Most Likely Descendant (Public Resources Code Section 5097.98). Implementation M-CP-1 would reduce Impact CP-2 to less than significant levels. (DEIR IV.D.22.)

- **Impact CP-3: Project construction activities could disturb paleontological resources.** (DEIR IV.D.22-23) Construction activities associated with the Project could disturb significant paleontological resources that possibly exist in the Franciscan Formation and sedimentary Colma Foundation, impairing the ability of such resources to yield important scientific information.

  M-CP-3: Paleontological Resources Monitoring and Mitigation Program. M-CP-3 requires a qualified paleontologist to implement an approved Paleontological Resources Monitoring and Mitigation Program. The program shall include a description of the following: when and where construction monitoring would be required; emergency discovery procedures, sampling and data recovery procedures; procedure 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. Implementation of the approved plan for monitoring, recovery, identification and curation would ensure that the scientific significance of the resource would be preserved and/or realized. Therefore, implementation of M-CP-3 would reduce Impact CP-3 to a less than significant level. (DEIR IV.D.23.)

- **Impact CP-6: Alterations to the contributing landscape areas of Buildings 1, 2, and 3 could impair the significance of those historical resources**. (DEIR IV.D.53-54) Removal of the character defining retaining walls and alteration of the driveways west of Building 1, and alterations of contributing landscapes of Building 1, could cause a substantial adverse change in the significance of an historic resource.

  M-CP-6: Review of Alterations to the Contributing Landscape of Building 1. Implementation of M-CP-6 would reduce Impact CP-6 to a less than significant level by prohibiting TIDA from approving any design proposal for Building 1 unless it finds that the alterations, taken together with the alterations to the building, comply with the Secretary's Standards. As set forth in the Document Review and Design Approval Procedure ("DRDAP") attached to the Design for Development, TIDA shall not approve Schematic Design Documents for historic resources without first consulting with a qualified professional preservation architect, planner, architectural historian or other professional experienced in the application of Secretary's Standards for Rehabilitation to adaptive reuse projects. Conformity with the Secretary's Standards, as called for by the regulatory program established by the draft Design for Development, and also as required by Mitigation Measure M-CP-6, would ensure that the potential impacts on historic architectural resources would be less than significant. (DEIR IV.D.54; C&R 2.6.17-18.)

- **Impact CP-7: New construction within the contributing landscapes of Buildings 1, 2, and 3 could impair the significance of those historical resources**. (DEIR IV.D.54-55) Removal of character-defining features and introduction of new incompatible features within these areas could materially impair the physical characteristics that convey the historical significance of Buildings 1, 2, and 3 and that justify their inclusion in the CRHR.

  M-CP-7: Review of New Construction within the Contributing Landscape West of Building 1. M-CP-7 would reduce Impact CP-7 to a less than significant level by prohibiting TIDA from approving any design proposal for Building 1 unless it finds

that any new construction, taken together with the alterations to the building, comply with the Secretary's Standards. As set forth in the DRDAP attached to the Design for Development, TIDA shall not approve Schematic Design Documents for historic resources without first consulting with a qualified professional preservation architect, planner, architectural historian or other professional experienced in the application of Secretary's Standards for Rehabilitation to adaptive reuse projects. Conformity with the Secretary's Standards, as called for by the regulatory program established by the draft Design for Development, and also as required by Mitigation Measure M-CP-7, would ensure that the potential impacts on historic architectural resources resulting from alterations and additions associated with rehabilitation and reuse of Buildings 1, 2, and 3, would be less than significant. (DEIR IV.D.55; C&R 2.6.15-23.)

B. Transportation

Impact TR-24: Implementation of the Proposed Project without the Ramps Project would result in queues extending from the westbound Bay Bridge at Yerba Buena Island on-ramps which would impact Muni line 108-Treasure Island operations. (DEIR IV.E.99-100; C&R 2.7-54) Under conditions without the Ramps Project, delays to Muni operations would be significant due to queues from the Bay Bridge on-ramp approaches from Yerba Buena Island.

M-TR-24: Provide Transit Only Lane between First Street on Treasure Island and the transit and emergency vehicle-only westbound Bay Bridge on-ramp. Implementation of M-TR-24 would provide a transit and emergency vehicle-only lane thus allowing Muni vehicles to bypass vehicle queues that may occur on the Bay Bridge on-ramp approaches from Yerba Buena Island. Therefore the impact to Muni operations would be reduced to a less-than-significant level. The implementation of a transit-only lane would be triggered if impacts to the proposed Muni line 108-Treasure Island are observed over the course of six months at least 50 percent of the time during the AM, PM, or Saturday peak periods. (DEIR IV.E.99-100; C&R 2.7.54, 2.7.58. 3.28.)

- **Impact TR-26: Implementation of the Proposed Project with the Ramps Project would result in significant impacts to Muni line 108-Treasure Island operations**. (DEIR IV.E.101-102) Under conditions with the Ramps Project, delays to Muni operations would be significant due to queues from the westbound on-ramp on the east side of Yerba Buena Island.

M-TR-24 (described above) would allow Muni vehicles to bypass vehicle queues that may occur on the Bay Bridge on-ramp approaches from Yerba Buena Island and therefore the impact to Muni operations would be reduced to a less-than-significant level. (DEIR IV.E.101-102; C&R 2.7.54, 2.7.58. 3.28.)

C. Noise

- **Impact NO-5: Proposed residences and other sensitive uses would be located in incompatible noise environments**. (DEIR IV.F.27-28) Residences and other sensitive uses would be located in areas with existing plus projected L_{dn} noise levels in excess of recommended levels.

  M-NO-5: Residential, Schools, and Transient Lodging Land Use Plan Review by Qualified Acoustical Consultant. M-NO-5 would avoid potentially significant noise impacts to proposed residential and other sensitive use development in the Development Plan Area by ensuring appropriate noise analyses and implementation of appropriate necessary noise reduction and insulation measures, so that noise levels would be consistent with the General Plan Land Use Compatibility Guidelines for Community Noise thresholds. Post-construction monitoring to verify the adequacy of noise attenuation measures is also required. Through this mechanism, noise impacts on residents and other sensitive land uses would be mitigated to less-than-significant levels. (DEIR IV.F.27-28.)

- **Impact NO-6: Operation of stationary sources at the proposed public utility facilities (e.g., water distribution systems, wastewater collection and treatment facilities, electric substation facilities, etc.) would increase existing noise levels, potentially exceeding noise level standards.** (DEIR IV.F.28-29) Although specific information regarding utility facilities is currently not available, many of them would require the operation of stationary noise sources, such as pump stations, which could generate noise levels in excess of Land Use Compatibility Guidelines threshold recommendations, depending on the types and location of nearby land uses.

  M-NO-6: Stationary Operational Noise Sources. M-NO-6 would require utility and industrial stationary noise sources (e.g., pump stations, electric substation equipment, etc.) to be designed with adequate noise attenuating features to achieve acceptable regulatory noise standards for industrial uses as well as to achieve acceptable levels at the property lines of nearby residences or other noise sensitive uses, as determined by the San Francisco Land Use Compatibility Guidelines for Community Noise standards. To ensure that adequate performance of the attenuating

features would be achieved, operational noise levels of the utility facilities would be monitored, and if stationary noise sources were found to exceed the applicable noise standards, additional noise attenuation measures would be applied in order to meet the applicable noise standards. With implementation of these measures, impacts of stationary noise sources would be mitigated to less-than-significant levels. (DEIR IV.F.29.)

D. Air Quality

- **Impact AQ-1: Construction of the Proposed Project would result in localized construction dust-related air quality impacts**. (DEIR IV.G.24-27) Construction of the Proposed Project would result in localized construction dust-related air quality impacts primarily from fugitive sources.

  M-AQ-1: Implementation of Bay Area Air Quality Management District ("BAAQMD")-Identified Basic Construction Mitigation Measures. M-AQ-1 requires that all eight BAAQMD-recommended best management practices for dust abatement be included in the Project's Construction Dust Control Plan (required under the San Francisco Health Code), thereby reducing project-generated construction dust to less-than-significant levels. These best management practices generally include the following: water down exposed surfaces; cover all haul trucks transporting loose materials off-site; remove all visible mud or dirt tracked-out onto adjacent public roads; as soon as possible, complete construction of all roadways, driveways, and sidewalks that are to be paved; minimize idling times of equipment; maintain all construction equipment per manufacturers specifications; post visible signs of the point of contact to receive dust complaints and who will take corrective action within 48 hours. Studies have demonstrated (Western Regional Air Partnership, U.S. Environmental Protection Agency) that the application of best management practices at construction sites have significantly controlled fugitive dust emissions. Therefore, incorporating M-AQ-1 into the required Construction Dust Control Plan would reduce project-generated construction dust to a less-than-significant level. (DEIR IV.G.25-27.)

  In addition, **M-AQ-4** (described below in Section IV.E. of these Findings) would further reduce project-generated construction dust. **M-AQ-4** identifies 13 measures suggested by the BAAQMD to reduce particulate matter emissions during construction activities. These measures are in addition to the measures included in M-AQ-1 described above. (DEIR IV.G.37-38; C&R 2.9.2, 2.9.9.)

E. Public Services

- **Impact PS-1: Project construction activities could result in adverse physical impacts or in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.** (DEIR IV.L.8-9) Construction activities could result in increased demand for police services if construction activities cause traffic conflicts.

  Implementation of **M-TR-1** (Construction Traffic Mitigation Plan) would provide access to the Development Plan Area site during construction. As required by M-TR-1, access to the Development Plan Area site during construction would be maintained with implementation of a Construction Traffic Management Plan ("CTMP"). The CTMP would provide necessary information to various contractors and agencies about how to maximize the opportunities for complementing construction management measures and to minimize the possibility of conflicting impacts on the roadway system, while safely accommodating the traveling public in the area. Incorporating M-TR-1 would reduce this impact to a less-than-significant level. (DEIR IV.L.8-9; C&R 3.27.)

  Potential impacts associated with the construction of the proposed new joint Police-Fire station are addressed in the DEIR in Section IV.E, Transportation, pp. IV.E.67 (Impact TR-1); Section IV.F, Noise, pp. IV.F.14-IV.F.20 (Impacts NO-1 and NO-2); Section IV.G, Air Quality, pp. IV.G.24-IV.G.38 (Impacts AQ-1, AQ-2, AQ-3, and AQ-4); Section IV.M, Biological Resources, pp. IV.M.41-IV.M.63 (Impacts BI-1, BI-2, BI-3, BI-4, and BI-6); Section IV.O, Hydrology and Water Quality, pp. IV.O.35-IV.O.41 (Impacts HY-1, HY-2, HY-3, HY-4, HY-5, HY-6, and HY-7)); and Section IV.P, Hazards and Hazardous Materials, pp. IV.P.39-IV.P.47 (Impacts HZ-1, HZ-2, HZ-3, HZ-4, HZ-5, and HZ-6). As discussed in these sections, construction impacts, including impacts associated with construction of the joint Police-Fire Station, are less than significant, or would be mitigated to less-than-significant levels with implementation of mitigation measures.

- **Impact PS-4: Project construction activities could result in adverse physical impacts or in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection.** (DEIR IV.L.15-16) Construction activities could impede fire protection services.

Implementation of **M-TR-1** (Construction Traffic Mitigation Plan; described above) would provide emergency access throughout Islands during construction. Compliance with the CTMP would require that emergency access is not obstructed during construction activities. Thus, construction of the Proposed Project would not affect fire response times, nor would construction require expansion of, or replacement of fire stations. Therefore, incorporating M-TR-1 would reduce this impact to a less-than-significant level. (DEIR, IV.L.16; C&R 3.27.)

Construction-related impacts of the new Police-Fire station are addressed in Section IV.E, Transportation, pp. IV.E.67 (Impact TR-1); Section IV.F, Noise, pp. IV.F.14-IV.F.20 (Impacts NO-1 and NO-2); Section IV.G, Air Quality, pp. IV.G.24-IV.G.38 (Impacts AQ-1, AQ-2, AQ-3, and AQ-4); Section IV.M, Biological Resources, pp. IV.M.41-IV.M.63 (Impacts BI-1, BI-2, BI-3, BI-4, and BI-6); Section IV.O, Hydrology and Water Quality, pp. IV.O.35-IV.O.41 (Impacts HY- 1, HY-2, HY-3, HY-4, HY-5, HY-6, and HY-7)); and Section IV.P, Hazards and Hazardous Materials, pp. IV.P.39-IV.P.47 (Impacts HZ-1, HZ-2, HZ-3, HZ-4, HZ-5, and HZ-6). As discussed in those sections, construction impacts, including construction of the joint Police-Fire Station, are less than significant, or would be mitigated to less-than-significant levels with implementation of construction-related mitigation measures.

F. Biological Resources

- **Impact BI-1: The Proposed Project may adversely affect dune gilia and locally significant plants, special status animals, and protected or special-status marine species, such as marine mammals, salmon, steelhead, green sturgeon, longfin smelt, harbor seals and California sea lions.** (DEIR IV.M.41-47; C&R 3.40-41) The Proposed Project may directly or indirectly impact the listed organisms themselves.

  M-BI-1a: Survey for Special-Status Plants. Surveying for and establishing buffer zones around special-status plants on Yerba Buena Island. If not feasible, special-status species would be restored on-site on a 1:1 basis.

  M-BI-1b: Pre-Project Survey for Nesting Birds. No work shall be conducted in any no-work buffer zone established by a qualified biologist if it could disrupt bird breeding.

M-BI-1c: Minimizing Disturbances to Bats. Removal of trees or buildings showing bat activity shall occur during the period least likely to disturb bats, as determined by a qualified biologist.

M-BI-1d: Control of Domestic and Feral Animals. To avoid conflicts with Yerba Buena Island wildlife, the Island's Covenants, Conditions and Restrictions would limit off-leash dogs and feeding of feral cats.

M-BI-1e: Monitoring During Off-Shore Pile Driving. Off-shore pile driving shall be monitored by a qualified marine biologist and bubble curtains will be used if necessary to reduce sound/vibration to acceptable levels.

With implementation of M-BI-1a, M-BI-1b, M-BI-1c, and M-BI-1d, which include requirements for conducting surveys for special-status plants and nesting birds, removing trees and demolishing buildings with bat activity at certain times of the year and establishing restrictions on off-leash dogs and feeding feral cats, the impacts on terrestrial species identified as rare, threatened, endangered, candidate, sensitive, or other special status by the California Department of Fish & Game or U.S. Fish and Wildlife Service from the Proposed Project would be less than significant. Furthermore, these resources would be protected and enhanced by the Habitat Management Plan implementation measures, including the removal of non-native vegetation and restoring native habitats. (DEIR IV.M.42; C&R 2.15.44-45, 2.15-50-53. 3.3-4, 3.45-46.) M-BI-1e would also protect special-status fish species such that any potential pile driving noise impacts on special-status fish would be less than significant after mitigation due to on-site monitoring by a qualified marine biologist during pile driving activities and other steps to reduce the generation of pile driving noise. (DEIR IV.M.45; C&R 2.15.39, 2.15.50-51.)

- **Impact BI-2: The project may adversely affect Central Coast Riparian Scrub (riparian habitat), California Buckeye, or SAV/eelgrass beds (other sensitive natural communities).** (DEIR IV.M.47-49; C&R 2.15.32-34, 2.15.50-51, 3.4) Riparian vegetation (Central Coast Riparian Scrub on Yerba Buena Island) and one sensitive natural community (California Buckeye Woodland on Yerba Buena Island) would be protected by the Habitat Management Plan, considered to be part of the Project, therefore no impact is anticipated. Eelgrass and SAV beds could be impacted by the improvement work along and adjacent to Treasure Island's armored shorelines.

  M-BI-2a: Restriction of Construction Activities. Limits activities to terrestrial and upper intertidal zones to greatest extent possible.

M-BI-2b: Seasonal Limitations on Construction Work. Shoreline construction work limited to the period between March 1 and November 30 to avoid disturbances to spawning herring occurring in SAV surrounding Treasure Island. (C&R 3.135)

M-BI-2c*:* Eelgrass Bed Survey and Avoidance. Pre-construction survey and minimization of transit through and avoidance of anchoring in any eelgrass beds around Treasure Island.

M-BI-2a and M-BI-2b would act to limit the physical disturbance to these habitats and the sensitive marine communities they support, as well as prevent the loss of SAV and potential Pacific herring spawning substrate. In particular, M-BI-2a and M-BI-2b would restrict all construction activities for geotechnical stabilization of the perimeter berm, shoreline heightening and repair work, stormwater outfall improvements to the terrestrial and upper intertidal zones. All shoreline work would be conducted between March and November to limit disturbance. These mitigation measures would reduce impacts by limiting activities to the maximum extent practicable in the lower intertidal and near subtidal zones. M-BI-2c would further ensure that any work along Treasure Island's shoreline, as well as the use of barges for delivery of equipment and removal of debris, would result in less-than-significant impacts on SAV beds located around the island and associated Pacific herring spawning substrate and habitat. M-BI-2c is intended to ensure that any changes in the eelgrass beds are reflected in the actions and environmental protections applied to ongoing operations. (DEIR IV.M.48-49; C&R 2.15.32-34, 2.15.50-51, 3.4. 3.46, 3.79, 3.135.)

- **Impact BI-3: The project may adversely affect biological resources regulated by the Clean Water Act or the Rivers and Harbors Act.** (DEIR IV.M.49) Eelgrass beds are "Special Aquatic Sites" regulated under Section 404 of the Clean Water Act and may be adversely affected by shoreline work, removal and installation of storm drains, and other Project elements.

  Implementation of **M-BI-2a**, **M-BI-2b** and **M-BI-2c** (described above) would reduce potential impacts to less-than-significant levels by limiting the aerial extent and severity of disturbance in the lower intertidal habitat and nearshore subtidal habitat, and timing of work in the shoreline areas so that eelgrass beds are not disturbed. (DEIR IV.M.48-50; C&R 2.15.32-34, 2.15.50-51, 3.4. 3.46, 3.79, 3.135.)

- **Impact BI-4: The project may adversely affect the movement of migratory birds and/or fish passage.** (DEIR IV.M.50-55) (*Impact BI-4 is significant and*

unavoidable for rafting waterfowl as addressed in Section IV.G. of these Findings.) Avian collisions with multi-story residential and commercial buildings are a potentially significant impact. Construction activities at the proposed Ferry Terminal and Sailing Center could cause changes in normal movement behavior of fish and marine mammals, including protected marine species.

M-BI-4a: Minimizing Bird Strikes. TIDA shall ensure the measures are taken with respect to the following to minimize potential for bird strikes: (i) building design and landscaping; (ii) lighting; (iii) antennae, monopole structures and rooftop elements; (iv) educating residents and occupants; and (v) documentation of mitigation measures. M-BI-4a will reduce the impact on birds to less-than-significant. CEQA mitigation must be roughly proportional to a project's impact, and for both bird strike impacts and mitigation, the conclusions are largely dependent on the professional judgment of the analysts and experts in the field. The information cited in the EIR and the expert consultant's opinions regarding this impact support the conclusion that implementation of Mitigation Measure M-BI-4a would reduce the potential adverse effects to less-than-significant levels. (DEIR IV.M.50-51, IV.M.52-54; C&R 2.15.15-19, 2-15.46-47.)

- **Impact BI-6: The Proposed Project may result in adverse effects on intertidal and subtidal marine habitat and biota located along Treasure Island's shoreline and nearshore regions of the Bay as well as Bay waters.** (DEIR IV.M.56-63; C&R 3.41) Construction and operation of the Proposed Project, and any regular maintenance, could cause short- and long-term habitat alterations.

  M-BI-2a: Restriction of Construction Activities; **M-BI-2b: Seasonal Limitations on Construction Work**; **M-BI-2c*:* Eelgrass Bed Survey and Avoidance**. Impacts are expected to be less-than-significant, or would be, reduced to less-than-significant levels with application of the listed mitigation measures (described above), or in the LTMS (long term management strategy) guidelines and requirements described in the DEIR with regard to dredging. (DEIR IV.M.48-49, 56-63; C&R 2.15.32-33, 2.15.41.)

  M-BI-4a: Minimizing Bird Strikes. Lighting reduction techniques, including the use of low-voltage, sodium, and blue-green spectrum lights, as well as appropriate placement and shielding of lights, to prevent impacts to birds would also reduce lighting impacts to marine biota to a less-than-significant level. In addition, the proposed Design for Development guidelines for lighting in open space areas call for

"pedestrian scaled lighting" including relatively low light standards with limited spill, and the guidelines for the Northern Shoreline Park note that "lighting should be kept to a minimum around the perimeter of the Island." Within its permit jurisdiction, which includes a 100' shoreline band around both islands, the Bay Conservation and Development Commission would also apply its guidelines which call for locating night lighting away from sensitive habitat areas. (DEIR IV.M.60; C&R 2.15.36.)

Variant B3 Only (Breakwater Variant 3)

- **Impact BI-8 (Variant B3): For Variant B3, delayed construction of the southern breakwater could result in adverse impacts on sensitive species, such as protected eelgrass beds, protected marine mammals, or protected fish species that are not currently present in or known to frequent the area, but could establish themselves there by the time the southern breakwater is constructed.** (DEIR VI.29-30) Because of the delayed construction schedule, construction of the southern breakwater could result in a significant impact on sensitive, protected eelgrass beds, protected marine mammals, or protected fish species such as green sturgeon (*Acipenser medirostris*) that are not currently present in or known to frequent the area, but could be there by the time the southern breakwater is constructed.

  M-BI-8 (Variant B3): Minimize Disturbance to Newly Established Sensitive Species During Construction of Southern Breakwater. If a pre-construction survey shows that the planned establishment or construction of the southern breakwater would affect utilization of the area by protected fish species or by marine mammals as a haul-out area, construction and establishment of the southern breakwater will be done, under consultation with National Marine Fisheries Service, in a manner that does not adversely affect the protected fish species or prevent the continued utilization of the area by harbor seals or sea lions. Therefore, the impact would be less than significant. (DEIR VI.30; C&R 2.15.48.)

Variant C2 Only (Supplemental Fire Fighting Water Supply Variant 2)

- **Impact BI-9 (Variant C2): Depending on the intake diameter and amount of water suction occurring with Variant C2, there is the potential for significant fish and invertebrate entrainment and/or impingement as well as disturbance to the Islands' intertidal and near subtidal habitat and associated marine biota.** (DEIR VI.36-37) The potential for fish impingement and/or entrainment of important and protected fish and invertebrates such as green sturgeon (*A. medirostris*), salmon

species, pacific herring (*Clupea pallasii*), longfin smelt (*Spirinchus thaleichthys*), Dungeness crabs (*Metacarcinus magister*), and shrimp could be significant if the Bay intake pipe is not designed and constructed in a manner that prevents fish impingement.

M-BI-9 (Variant C2): Impingement and/or Entrainment of Protected Fish and Invertebrates. For Variant C2, the Bay water intake pipe for the supplemental fire water supply shall be designed and constructed in a manner that prevents impingement of fish and macroinvertebrates, such as installing the intake pipe inside a screened subsea vault, thereby reducing the impact to less than significant levels. (DEIR VI.37; C&R 2.15.48.)

G. Geology and Soils

- **Impact GE-5: Development of the Proposed Project could result in potential damage or injury as a result of slope failures including the perimeter rock berms.** (DEIR IV.N.30-31; C&R 3.100-101) Steep slopes on Yerba Buena Island, most notably along Macalla Road, could result in slope failure.

M-GE-5: Slope Stability. Unless slope stability indicates a static factor of safety of 1.5 and a seismic factor of safety of 1.1 are present or can be established, new improvements on Yerba Buena Island shall be located at least 100 feet from the top of the existing slope along Macalla Road. Implementation of Mitigation Measure M-GE-5 would reduce slope stability hazards to less-than-significant levels. (DEIR IV.N.30; C&R 3.80, 3.135.)

H. Hydrology and Water Quality

- **Impact HY-2: The Proposed Project could require disposal of dewatered groundwater during construction.** (DEIR IV.O.38; C&R 3.43) Near-surface groundwater removed from the Islands during excavation activities could contain harmful pollutants currently contained in the subsurface soils and groundwater.

M-HZ-1: Soil and Groundwater Management Plan (described below). M-HZ-1 would require the preparation of a Soil and Groundwater Management Plan ("SGMP"). Compliance with the Soil and Groundwater Management Plan would ensure that water effluent from dewatering activities would meet applicable Regional Water Quality Control Board ("RWQCB") or SFPUC standards, and would therefore reduce the potential for groundwater dewatering activities to result in water quality

pollution. With implementation of Mitigation Measure M-HZ-1, the impact would be less than significant. (DEIR IV.O.38.)

I. Hazards and Hazardous Materials

- **Impact HZ-1: Construction of the Proposed Project could expose construction workers to unacceptable levels of known or newly discovered hazardous materials as a result of disturbance of subsurface soils and/or groundwater with contaminants from historic uses.** (DEIR IV.P.39-43; C&R 2.18.1-2, 3.80, 3.145) As with any ground disturbing construction activities in areas with a history of hazardous materials use, and despite cleanup conducted to date, there is always a potential to encounter previously unidentified contamination. If significant levels of hazardous materials in site soils are discovered, health and safety risks to workers could occur.

  M-HZ-1: Soil and Groundwater Management Plan. Prior to issuance of a building or grading permit for any one or more parcels, there shall be regulatory approval by California Department of Toxic Substances Control ("DTSC") or RWQCB for the proposed land use. Construction specifications for each parcel shall include implementation of an SGMP prepared by a qualified environmental consulting firm and reviewed and agreed to by DTSC and RWQCB. The SGMP shall include: soil management requirements; groundwater management requirements; and an unknown contaminant/hazard contingency plan. With implementation of Mitigation Measure M-HZ-1: Soil and Groundwater Management Plan, in accordance with California Division of Occupational Safety & Health requirements, construction activities would not expose construction workers to unacceptable levels of known hazardous materials and the potential impact would be reduced to less-than-significant levels. (DEIR IV.P.41; C&R 2.18.1-2, 2.18.6, 3.80, 3.145.)

- **Impact HZ-2: Construction activities associated with the Proposed Project could expose the public, including existing and future residents as well as visitors and employees, to unacceptable levels of known or newly discovered hazardous materials as a result of disturbance of soil and/or groundwater with contaminants from historic uses.** (DEIR IV.P.43-44) Due to the phased approach to development across Treasure Island, remediation activities will be ongoing in some areas for several years and occurring concurrently with the early phases of development. Therefore, both existing and future residents as well as other members of the public could become exposed to hazardous materials being disturbed through

construction activities, either by inhalation of dust containing contaminants or by direct exposure to materials on construction sites, with health effects similar to those described for construction workers in Impact HZ-1.

M-HZ-1: Soil and Groundwater Management Plan. The SGMP would include all notification, site access protection (i.e. fencing, isolation of excavated soils, dust control, etc.), and other requirements that would protect the public from exposure to any known or newly discovered hazardous materials, as well as notification protocols for situations where suspected contamination is encountered, and would therefore reduce the potential to expose to less-than-significant levels. (DEIR IV.P.43; C&R 2.18.1-2, 2.18.6, 3.80, 3.145.)

- **Impact HZ-3: Construction of the Proposed Project could expose the environment to unacceptable levels of known or newly discovered hazardous materials as a result of disturbance of soil and/or groundwater with contaminants from historic uses.** (DEIR IV.P.44) Improperly handled or stockpiled contaminated soils could affect other areas of Treasure Island or the San Francisco Bay.

  M-HZ-1: Soil and Groundwater Management Plan. M-HZ-1 would require that all construction activities adhere to the SGMP as approved by DTSC or the RWQCB. The SGMP would include detailed protocols for handling, testing, storage, and disposal protocols for all excavated soils and extracted groundwater. In addition, as also discussed in Section IV.O, Hydrology and Water Quality, the project sponsors and each parcel developer would be required to obtain coverage under the NPDES General Construction Permit for Discharges of Stormwater Associated with Construction Activities (NPDES General Permit), under the RWQCB, with a condition that best management practices be adhered to. Implementation of the SGMP as required by Mitigation Measure M-HZ-1, as well as regulatory requirements of the NPDES General Permit, would result in a less-than-significant impact on the environment from construction activities. (DEIR IV.P.44; C&R 2.18.1-2, 2.18.6, 3.80, 3.145.)

- **Impact HZ-4: Construction of the Proposed Project could expose construction workers, the public or the environment to unacceptable levels of hazardous materials as a result of dewatering activities that extract contaminated groundwater from historic uses.** (DEIR IV.P.44-45) There is a strong likelihood that dewatering would be required during construction activities.

M-HZ-1: Soil and Groundwater Management Plan. The SGMP would require collection of groundwater data prior to dewatering. Any water extracted would be analyzed and any chemicals found in groundwater could be reused for dust control, treated and discharged under a site-specific NPDES permit, discharged to the sanitary sewer system, or disposed of at an approved off-site facility, depending on the results of the sampling and agency approval. Compliance with the SGMP would ensure that water effluent from dewatering activities would meet applicable handling, storage and disposal requirements from RWQCB or SFPUC, and would therefore reduce the potential to expose to less-than-significant levels. (DEIR IV.P.45; C&R 2.18.1-2, 2.18.6, 3.80, 3.145.)

- **Impact HZ-5: Construction activities associated with the Proposed Project could expose construction workers, the public or the environment to unacceptable levels of hazardous materials associated with encountering previously unidentified underground storage tanks.** (DEIR IV.P.45-46) Previously unidentified underground storage tanks could be encountered during construction activities and, if not prepared, workers could be exposed to hazardous materials or waste during excavation activities.

  M-HZ-1: Soil and Groundwater Management Plan. The SGMP would be implemented for all construction activities and would include protocols for encountering previously unidentified underground storage tanks and associated contamination. Implementation of M-HZ-1, and adherence to existing regulatory requirements requiring that construction immediately cease if an underground storage tanks is encountered, would ensure that potential impacts related to discovering unanticipated underground storage tanks would be less than significant. (DEIR IV.P.45-46; C&R 2.18.1-2, 2.18.6, 3.80, 3.145.)

- **Impact HZ-8: Hazardous materials used on site during construction activities (e.g. solvents) could be released to the environment through improper handling or storage.** (DEIR IV.P.50-51) Inadvertent release of large quantities of hazardous materials such as fuels, oils, solvents, and glues used in construction activities into the environment could adversely impact soil, surface waters, or groundwater quality.

  M-HZ-8: Construction Best Management Practices. Use of construction best management practices during project construction would minimize potential negative effects to groundwater and soil. Such practices would apply to (i) use, storage and disposal of chemical products used in construction, (ii) creating a dedicated area for

refueling and maintenance with appropriate spill control equipment, (iii) properly containing and removing grease and oils during routine maintenance of construction equipment, and (iv) properly disposing of discarded containers of fuel and other chemicals. Implementation of the construction best management practices would reduce the potential impact from inadvertent releases during project construction activities to less than significant. (DEIR IV.P.50-51.)

- **Impact HZ-10: Migration of residual contamination could expose existing and future residents, employees, or the general public to hazardous materials causing acute or chronic health effects.** (DEIR IV.P.51-52; C&R 3.111) With continued remediation efforts currently being conducted by the Navy and any that would be assumed by TIDA as overseen by the DTSC or RWQCB, the potential for residual contamination to significantly impact residents, employees or the general public would be minimized. However, there could be residual contamination with volatile components, such as chlorinated solvents.

  M-HZ-10: Soil Vapor Barriers. Proposed building plans on parcels with residual contamination that have volatile components such as chlorinated solvents (PCE and TCE) or petroleum hydrocarbons shall include vapor barriers beneath the foundation for the prevention of soil vapor intrusion. With implementation of M-HZ-10, the potential impacts to future residents, visitors, or employees from these residual volatile contaminants would be reduced to less-than-significant levels. (DEIR IV.P.52; C&R 3.80-81, 3.146.)

- **Impact HZ-13: The Proposed Project includes developing the existing school site into a K-8 school. The existing school is located in the vicinity of Site 12 where hazardous materials have been released to the subsurface. If not remediated appropriately, students, workers, or the public could be exposed to adverse conditions related to hazardous materials emissions.** (DEIR IV.P.54-55)

  M-HZ-13: Human Health Risk Assessment. Prior to reopening the site for an elementary school use, a Voluntary Clean-Up Agreement shall be entered into and a Preliminary Endangerment Assessment prepared. If the Preliminary Endangerment Assessment discloses the presence of a hazardous materials release, or threatened release, or the presence of naturally occurring hazardous materials, at or near the school site at concentrations that could pose a significant risk to children attending the school or adults working at the school, or discloses that ongoing or planned remediation activities to address such a release near the school could pose a

significant risk to children attending the school or adults working at the school, then the school shall not reopen until all actions required by DTSC to reduce the increased cancer risk from exposure to such releases to less than one in a million (1x10-6) and reduce the increased risk of noncancerous toxic effects such that the Hazard Index for chronic and acute hazards is less than one. With implementation of M-HZ-13, the potential impact would be reduced to less-than-significant. (DEIR IV.P.54-55; C&R 3.80-81, 3.146.)

IIIA. FINDINGS FOR POTENTIALLY SIGNIFICANT CUMULATIVE IMPACTS THAT CAN BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL

A. Cultural and Paleontological Resources

- **Impact CP-4: Disturbance of archaeological and paleontological resources, if encountered during construction of the Proposed Project, could contribute to a cumulative loss of significant historic and scientific information**. (DEIR IV.D.24) When considered with other past and proposed development projects along and near the San Francisco Bay shoreline, disturbance of archeological and paleontological resources within the Project Site would contribute to a cumulative loss of significant historic and scientific information about California and Bay Area regional history and prehistory.

  M-CP 1: Archaeological Testing, Monitoring, Data Recovery and Reporting. M-CP-1 (described above) requires approval of a plan for pre-construction testing, construction monitoring and data recovery by the San Francisco Environmental Review Officer to ensure adherence to M-CP-1and the standards and requirements set forth in the ARDTP. (DEIR IV.D.18; C&R 3.78-79, 3.119.)

  M-CP 3: Paleontological Resources Monitoring and Mitigation Program. M-CP-3 requires a qualified paleontologist to implement an approved Paleontological Resources Monitoring and Mitigation Program. (DEIR IV.D.23.)

  As discussed above, implementation of an approved plan for testing, monitoring, and data recovery would preserve and realize the information potential of archaeological and paleontological resources. The recovery, documentation, and interpretation of information about archaeological and paleontological resources that may be encountered within the Project Site would enhance knowledge of prehistory and history. This information would be available to future archaeological and

paleontological studies, contributing to the body of scientific and historic knowledge. Therefore, implementation of mitigation measures **M-CP-1** and **M-CP-3**, the Project's contribution to cumulative impacts would be less than cumulatively considerable. (DEIR IV.D.24)

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

The DEIR identified a number of significant environmental effects (or impacts) to which the project would cause or contribute. Some of these significant effects can be avoided or reduced to a less-than-significant level through the adoption of feasible mitigation measures; these effects are described in Section III above. Other effects are significant and unavoidable. Some of these unavoidable significant effects can be substantially lessened by the adoption of feasible mitigation measures, but still remain significant and unavoidable with or without mitigation. Other significant, unavoidable effects cannot be substantially lessened. For reasons set forth in the Statement of Overriding Considerations in Section VII below, however, the Agency has determined that overriding economic, social, and other considerations outweigh the significant and unavoidable effects of the Project.

Based on substantial evidence in the whole record of these proceedings, the Agency finds that, where feasible, changes or alterations have been required, or incorporated into, the Project to reduce the significant environmental impacts identified in the FEIR. The Agency finds that the mitigation measures in the FEIR and described below are appropriate, and that changes have been required in, or incorporated into, the Project that may substantially lessen, but do not avoid (i.e., reduce to less than significant levels), some of the potentially significant or significant environmental effects associated with implementation of the Project as described in FEIR Chapter IV. The Agency adopts all of these mitigation measures as proposed in the FEIR that are relevant to the Project and are within the Agency's jurisdiction as set forth in the MMRP, which are listed on Attachment C and more particularly described on Attachment B.

Based on the analysis contained within the FEIR, other considerations in the record, and the standards of significance, the Agency finds that because some aspects of the Project would cause potentially significant impacts for which feasible mitigation measures are not available to reduce the impact to a less-than-significant level, these impacts are ***significant and unavoidable***. The Agency recognizes that although mitigation measures are identified in the Final EIR that would

reduce many potentially significant impacts to less than significant levels, for some potentially significant and unavoidable impacts, the measures are uncertain, infeasible, or within the jurisdiction of another agency, and therefore those impacts remain significant and unavoidable or potentially significant an unavoidable.

The Agency determines that the following significant impacts on the environment, as reflected in the FEIR, are unavoidable, but under Public Resources Code Section 21081(a)(3) and (b), and CEQA Guidelines Sections 15091(a)(3), 15092(b)(2)(B), and 15093, the Agency determines that the impacts are acceptable due to the overriding considerations described in Section VI below. This finding is supported by substantial evidence in the record of this proceeding.

The DEIR evaluates the impacts of not only the Principal Project described in Section I.A.1 above, but also the Project Variants described in Section I.A.2. Unless otherwise noted below, any additional impacts under each Project Variant would be less than significant and would not change the analysis or conclusions associated with the Principal Project.

A. Aesthetics

- **Impact AE-1: Development under the proposed Project would adversely alter scenic vistas of San Francisco and San Francisco Bay from public vantage points along the eastern shoreline of San Francisco, Telegraph Hill, the East Bay shoreline, and from the Bay Bridge east span.** (DEIR IV.B.21-23; C&R 2.4.37-38; C&R 3.13) Implementation of the proposed Project would create a prominent new cluster of high-rise buildings on Treasure Island at the center of San Francisco Bay, altering views throughout the Bay. The effect of the Proposed Project on scenic vistas of the Bay when viewed from the eastern waterfront of San Francisco, Telegraph Hill, the East Bay shoreline, and from the Bay Bridge east span would be considered significant. This effect on a scenic resource is also considered unavoidable because no feasible mitigation is available that would avoid or substantially reduce a significant impact on scenic Bay vistas resulting from construction of a new, high-density urban community on Treasure Island. These impacts are considered ***significant and unavoidable.***

B. Cultural and Paleontological Resources

- **Impact CP-9: Demolition of the Damage Control Trainer would impair the significance of an historical resource.** (DEIR IV.D.56-58; C&R 2.6.27, 2.21.59) The Damage Control Trainer (housed in Building 341) would be demolished as part

of the Project. The HRE concludes that the object (but not the building housing it) meets the criteria for inclusion in the CRHR and is therefore an historical resource for the purposes of CEQA. Demolition of this historical resource would result in a significant adverse impact on an historical resource. Implementation of mitigation measure M-CP-9, requiring documentation and interpretation of the Damage Control Trainer, would lessen the impact of demolition of this historical resource, but would not reduce this impact to a less-than-significant level. Furthermore, retention of the Damage Control Trainer would preclude construction on two development blocks resulting in a substantially different project than the Proposed Project. Therefore, these impacts are considered ***significant and unavoidable.***

M-CP-9: Documentation and Interpretation. The project sponsors shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History to prepare written and photographic documentation of the historical resource, which shall be transmitted to the San Francisco History Center of the San Francisco Public Library and to the Northwest Information Center of the California Historical Information Resource System. Implementation of this mitigation measure would lessen the impact of demolition, but would not reduce the impact to a less-than-significant level. Alternative mitigation measures, such as moving the object, are not feasible because the Damage Control Trainer includes a large concrete sump, which is partially built into the grade. Avoiding removal of the object is also not possible because its location overlaps two development blocks and eliminating those development blocks would result in a substantially different project than the Proposed Project. (DEIR IV.D.56; C&R 2-6.27-28, 2.21.59-60.)

C. Transportation

- **Impact TR-1: Construction of the Proposed Project would occur over a long period of time and would result in significant impacts on the transportation and circulation network.** (DEIR IV.E.67-71; C&R 2.21.26) Project construction activities could result in temporary impacts to the transportation system, including increased delay and congestion on the Bay Bridge near the ramps during the peak periods, and disruption to transit, pedestrian, bicycle, and vehicular traffic on the Islands due to roadway closures. Although implementation of mitigation measure M-TR-1 would minimize the transportation impacts of construction activities, given the magnitude and duration of potential construction activities, and their potential impact on ramp operations on the Bay Bridge, these construction-related transportation

impacts would be considered ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways on Yerba Buena Island and the Bay Bridge.

M-TR-1: Construction Traffic Management Plan. The project sponsors shall develop and implement a Construction Traffic Management Plan, approved by TIDA, designed to anticipate and minimize transportation impacts of various construction activities associated with the Proposed Project. Implementation of M-TR-1 would help reduce the proposed project's construction-related traffic impacts. However, given the magnitude of the proposed development and the duration of the construction period, some disruptions and delays could still occur and it is possible that significant construction-related transportation impacts on regional roadways could still occur. (DEIR IV.E.70; C&R 2.7.95, 2.7.97, 2.12.5, 2.21.26, 3.2, 3.27.)

- **Impact TR-2: Implementation of the Proposed Project would contribute to existing LOS E operating conditions during the weekday PM peak hour, and result in significant impacts during the Saturday peak hour at the eastbound offramp (west side of Yerba Buena Island).** (DEIR IV.E.71-75; C&R 2.1.45, 2.7.114.) The Proposed Project would contribute traffic to the eastbound off-ramp diverge section on the west side of Yerba Buena Island, which was observed to operate at LOS E in the PM peak hour under existing conditions; the Proposed Project's contribution would be considered substantial and a significant impact. The Proposed Project would also cause this same off-ramp diverge section to deteriorate from LOS D to LOS E in the Saturday peak hour. Reconstruction of this ramp would require major construction and has been found by Caltrans and the San Francisco County Transportation Authority ("SFCTA") to be infeasible. Mitigation measure M-TR-2 described below could reduce vehicle trip generation, but this reduction would have only a slight benefit to congestion and levels of service would remain the same. Further, this mitigation is within the jurisdiction of the Water Emergency Transit Authority ("WETA") (as to ferry service) and SFMTA (as to bus service) and outside the Agency's jurisdiction and its feasibility is uncertain (as discussed in M-TR-2 below). This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways on Yerba Buena Island and the Bay Bridge. Therefore, the Project's impacts to this ramp diverge section would remain ***significant and unavoidable***.

M-TR-2: Expanded Transit Service. As a means to reduce vehicular travel to and from the Islands, additional transit capacity shall be provided. The project sponsors shall work with WETA and SFMTA to develop and implement the Proposed Project's transit operating plan. Elements of the plan include, but are not limited to:

- Additional ferry service to reduce peak period headways from 50-minutes to as much as 15-minute headways during the AM and PM peak periods.

- Increased frequency on the Muni line 108-Treasure Island service to reduce peak period headways from 15 minutes to as low as 7-minute headways in the AM peak period and as low as 5 minutes in the PM peak period.

- New bus service to another location in San Francisco (e.g., to the San Francisco Civic Center area) with frequencies as low as 12-minutes during the AM and PM peak periods. Service shall be provided between approximately 5 AM and 10 PM.

- For Impacts TR-2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 17, 18, 25 and 27, implementation of M-TR-2 would reduce the impact, but not to a less than significant level. Implementation of M-TR-2 is outside the jurisdiction of the Agency, and lies partially within the jurisdiction of the WETA (with respect to expanded ferry service) and partially within the jurisdiction of SFMTA (with respect to expanded bus transit service). Operation of the ferry service would be implemented by the WETA and would not be within the control of TIDA or the City. For the reasons set forth in the SFMTA Expanded Transit Memorandum, implementation of M-TR-2 by SFMTA remains uncertain. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways on Yerba Buena Island and the Bay Bridge. Therefore, the impact would be considered ***significant and unavoidable***. (DEIR IV.E.75-80, 82-85, 88-93, 101-102; C&R 2.7.16-18, 2.7.45-47, 2.7.51-52, 2.7.112, 2.7.114, 2.7.116-117, 3.2.)

  As noted above, CEQA requires public agencies to adopt feasible mitigation measures which would avoid or substantially lessen the significant environmental effects of projects. Therefore, while these impacts will likely remain significant and unavoidable with or without the implementation of M-TR-2, the Agency finds that WETA can and should adopt implementation of M-TR-2 with respect to the expanded ferry service. With respect to the portion of M-TR-2 within the jurisdiction of

SFMTA, the Agency urges SFMTA to implement M-TR-2 to the extent that adequate funding is made available to feasibly implement the measure.

Impact TR-3: Under conditions without the Ramps Project, implementation of the Proposed Project would result in significant impacts at the two westbound on-ramps. (DEIR IV.E.75-80; C&R 2.7.27, 2.7.114.) Based on the STOP-sign controlled analysis of conditions in which the westbound ramps on the east side of Yerba Buena Island are not reconstructed and in which case the two westbound on-ramps would remain STOP-sign controlled, the Proposed Project would contribute substantial traffic to both westbound ramps. Implementation of mitigation measure M-TR-2 (described above) would reduce vehicle trip generation such that the Proposed Project's impacts to ramp delays at the two STOP-sign controlled westbound on-ramps from Yerba Buena Island to the Bay Bridge would be reduced. However, even with implementation of mitigation measure M-TR-2, vehicles would still experience delays consistent with LOS F operations. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways on Yerba Buena Island and the Bay Bridge. Therefore, the Proposed Project's impacts to delays approaching the on-ramps would remain ***significant and unavoidable***.

M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.80.)

- **Impact TR-4: Under conditions with the Ramps Project, implementation of the Proposed Project would result in a significant impact during the AM and PM peak hours at the ramp meter at the westbound on-ramp (east side of Yerba Buena Island).** (DEIR IV.E.80-82; C&R 3.23; C&R 2.7.114.) Under conditions with the Ramp Project, the Proposed Project may result in extensive queues on Treasure Island Road that may interfere with traffic circulation. Implementation of mitigation measure M-TR-2 would reduce trip generation, however the Project's impact on the reconstructed westbound on-ramp would still be considered ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways on Yerba Buena Island and the Bay Bridge.

M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.82.)

- **Impact TR-6: Implementation of the Proposed Project would result in a significant impact on queuing at the Bay Bridge toll plaza during the weekday AM peak hour, with and without the Ramps Project.** (DEIR IV.E.83-84; C&R 2.7.114.) By displacing west-bound traffic on the Bay Bridge, the Proposed Project's would increase queues approaching the Bay Bridge from the East Bay in the AM peak hour; this impact would be considered significant. Implementation of M-TR-2 and the proposed transportation demand management (TDM) strategies would reduce vehicle trip generation, however, the Proposed Project would continue to increase queues on the East Bay bridge approaches during the AM peak hour, which would be a ***significant and unavoidable*** impact. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways on Yerba Buena Island and the Bay Bridge.

  M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.83.)

- **Impact TR-7: Implementation of the Proposed Project would result in a significant impact on queuing on San Francisco streets approaching Bay Bridge during the weekday PM peak hour, under conditions with and without the Ramps Project.** (DEIR IV.E.84-87; C&R 2.7.114.) The Proposed Project's increase to queues approaching the Bay Bridge from downtown San Francisco in the PM peak hour would be considered a significant impact, irrespective of whether the Ramps Project is implemented. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would reduce vehicle trip generation such that the Proposed Project's impacts to queues approaching the Bay Bridge from downtown San Francisco would be reduced. However, the Proposed Project would continue to increase queues on the bridge approaches from downtown San Francisco during the PM peak hour, which would be considered a ***significant and unavoidable*** impact. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the San Francisco streets approaching Bay Bridge and the Bay Bridge.

M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.84-85.)

- **Impact TR-8: Implementation of the Proposed Project would result in a significant project impact at the signalized intersection of First/Market.** (DEIR IV.E.88) During the PM peak hour, vehicular traffic generated by the Proposed Project would cause this intersection to deteriorate from LOS E to LOS F. Modifications to signal timing or addition of traffic lanes would interfere with other City policies and priorities. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve intersection operations, but it would continue to operate at LOS F during the PM peak hour. Therefore, the traffic impact at this intersection would be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of First/Market.

  M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.87.)

- **Impact TR-9: Implementation of the Proposed Project would result in a significant project impact at the signalized intersection of First/Mission.** (DEIR IV.E.88-89) During the PM peak hour, vehicular traffic generated by the Proposed Project would cause this intersection to deteriorate from LOS E to LOS F. Modifications to signal timing or addition of traffic lanes would interfere with other City policies and priorities. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve intersection operations, but it would continue to operate at LOS F during the PM peak hour. Therefore, the traffic impact at this intersection would be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of First/Mission.

  M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.89.)

- **Impact TR-10: Implementation of the Proposed Project would result in a significant project impact at the signalized intersection of First/Folsom.** (DEIR IV.E.89) During the PM peak hour, vehicular traffic generated by the Proposed Project would cause this intersection to deteriorate from LOS E to LOS F. The

addition of traffic lanes would interfere with other City priorities. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve intersection operations, but it would continue to operate at LOS F during the PM peak hour. Therefore, the traffic impact at this intersection would be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of First/Folsom.

M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.89.)

- **Impact TR-11: Implementation of the Proposed Project would result in a significant project impact at the signalized intersection of First/Harrison/I-80 Eastbound On-Ramp.** (DEIR IV.E.89-90) During the PM peak hour, vehicular traffic generated by the Proposed Project would cause this intersection to deteriorate from LOS E to LOS F. The addition of traffic lanes would interfere with other City priorities. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve intersection operations, but it would continue to operate at LOS F during the PM peak hour. Therefore, the traffic impact at this intersection would be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of First/Harrison/I-80 Eastbound On-Ramp.

  M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.89-90.)

- **Impact TR-12: Implementation of the Proposed Project would result in a significant project impact at the signalized intersection of Bryant/Fifth/I-80 Eastbound On-Ramp.** (DEIR IV.E. 90) During the Saturday peak hour, vehicular traffic generated by the Proposed Project would cause this intersection to deteriorate from LOS D to LOS E. The addition of traffic lanes would interfere with other City priorities. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve intersection operations, but it would continue to operate at LOS E during the Saturday peak hour and LOS F during the PM peak hour. Therefore, the traffic impact at this intersection would be ***significant and unavoidable***. This impact is considered unavoidable because additional measures

that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of Bryant/Fifth/I-80 Eastbound On-Ramp.

M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.90.)

- **Impact TR-13: Implementation of the Proposed Project would result in a significant project impact at the signalized intersection of Fifth/Harrison/I-80 Westbound Off-Ramp.** (DEIR IV.E.90-91) During the PM peak hour, vehicular traffic generated by the Proposed Project would cause this intersection to deteriorate from LOS D to LOS E. The addition of traffic lanes would interfere with other City priorities. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve intersection operations, but it would continue to operate at LOS E during the PM peak hour. Therefore, the traffic impact at this intersection would be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of Fifth/Harrison/I-80 Westbound Off-Ramp.

  M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.91.)

- **Impact TR-14: Implementation of the Proposed Project would contribute substantially to existing LOS E conditions at the signalized intersection of Second/Folsom, resulting in a significant project impact.** (DEIR IV.E.90-91) With implementation of the Proposed Project, this intersection would continue to operate at LOS E conditions during the PM peak hour. The addition of traffic lanes would interfere with other City priorities. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve intersection operations, but it would continue to operate at LOS E during the PM peak hour, resulting in a ***significant and unavoidable*** impact. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of Second/Folsom.

  M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.91.)

- **Impact TR-17: Implementation of the Proposed Project would result in a significant project impact at the uncontrolled study intersection of Folsom/Essex.** (DEIR IV.E.92) Implementation of the Proposed Project would add to queues existing under current conditions during the PM peak period. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would reduce the number of vehicles that travel through the intersection, however it would continue to operate under queued conditions. Therefore, the traffic impact at this intersection would be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of Folsom/Essex.

  M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.92.)

- **Impact TR-18: Implementation of the Proposed Project would result in a significant project impact at the uncontrolled study intersection of Bryant/Sterling.** (DEIR IV.E.92-93) Implementation of the Proposed Project would add to queues existing under current conditions during the PM peak period. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would reduce the number of vehicles that travel through the intersection, however it would continue to operate under queued conditions. Therefore, the traffic impact at this intersection would be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of Bryant/Sterling.

  M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.93.)

- **Impact TR-19: Implementation of the Proposed Project would exceed the available transit capacity of Muni's 108-Treasure Island bus line serving the Islands.** (DEIR IV.E.95; C&R 2.7.42, 2.7.56) The total transit travel demand on Muni buses would not be accommodated during the three peak hours of analysis (*see* DEIR IV.E.94). The 108-Treasure Island bus line would exceed Muni's capacity utilization standard of 85 percent during the AM, PM and Saturday peak hours, therefore the Proposed Project's impact to transit capacity would be considered a significant impact. (If the unserved demand for the 108-Treasure Island service

shifted to the ferry, demand during the PM peak hours would be 91 percent of total capacity, also in excess of the 85 percent standard.) With implementation of Mitigation Measure M-TR-2 (Expanded Transit Service), the Proposed Project's transit demand would be accommodated within Muni because there would be more frequent Muni service and corresponding increases in capacity. Therefore, implementation of Mitigation Measure M-TR-2 would create sufficient capacity on Muni to accommodate all the riders generated by the Proposed Project. However, because full funding for this Expanded Transit Service has not yet been identified and implementation is outside the jurisdiction of the Agency, its implementation remains uncertain. Accordingly, Proposed Project impacts to transit capacity are considered ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways on Yerba Buena Island and the Bay Bridge.

M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.95.)

- **Impact TR-25: Implementation of the Proposed Project without the Ramps Project would impact AC Transit operations on Hillcrest Road between Treasure Island and the eastbound on-ramp to the Bay Bridge.** (DEIR IV.E.101; C&R 2.7.53, 61.) Although the new AC Transit bus service would not utilize the westbound on-ramps, queues from both westbound ramps would interfere with AC Transit bus travel between Treasure Island and the eastbound on-ramp to the Bay Bridge. With implementation of Mitigation Measure M-TR-2 (Expanded Transit Service), the Proposed Project's vehicle traffic generation would be reduced, but queues would remain approximately 1/3 mile during Saturday peak hours. For the reasons discussed under Impact TR-2 above, implementation of M-TR-2 is outside the jurisdiction of the Agency and implementation remains uncertain. Implementation of Mitigation Measure M-TR-24 to provide a transit and emergency vehicle-only lane between First Street on Treasure Island and the westbound Bay Bridge on-ramp would allow AC Transit vehicles to bypass vehicle queues; however, since this improvement would extend the transit lane only to the westbound on-ramp (because there is not sufficient right-of-way to extend a lane on Hillcrest Road), AC Transit vehicles would continue to experience congestion between the transit only westbound on-ramp and the eastbound on-ramp, and impacts to AC Transit operations would remain ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to

existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways on Yerba Buena Island and the Bay Bridge.

M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.101.)

M-TR-24: Provide Transit Only Lane between First Street on Treasure Island and the transit and emergency vehicle-only westbound Bay Bridge on-ramp. (Discussed above under Impact TR-24) (DEIR IV.E.101.)

- **Impact TR-27: Implementation of the Proposed Project with the Ramps Project would impact AC Transit operations on Treasure Island Road and Hillcrest Road between Treasure Island and the eastbound on-ramp to the Bay Bridge.** (DEIR IV.E.102; C&R 2.7.53, 2.7.61.) AC Transit vehicles would travel in the queue for the westbound on-ramp on the east side of Yerba Buena Island nearly for its entire length, resulting in delays of approximately five minutes per vehicle. This would be considered a significant impact to AC Transit operations. With implementation of Mitigation Measure M-TR-2 (Expanded Transit Service), the Proposed Project's vehicle traffic generation would be reduced such that queues would be reduced to smaller levels during weekday peak hours. The Proposed Project's impacts on AC Transit operations would remain significant because AC Transit vehicles would still have to travel through queues on the west side of Yerba Buena Island to reach the eastbound on-ramp. Further, as discussed under Impact TR-2 above, its implementation is outside the jurisdiction of the Agency and remains uncertain. Implementation of Mitigation Measure M-TR-24 would improve operations for AC Transit buses destined to the eastbound on-ramp. However, since this improvement would extend only to the transit and emergency vehicle-only westbound on-ramp on the west side of Yerba Buena Island and since sufficient right-of-way is not available to extend a transit-only lane beyond the transit and emergency vehicle-only westbound on-ramp, AC Transit vehicles would continue to experience congestion between the transit and emergency vehicle-only westbound on-ramp and the eastbound on-ramp. The impact to AC Transit operations would remain ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways on Yerba Buena Island and the Bay Bridge.

M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.102.)

M-TR-24: Provide Transit Only Lane between First Street on Treasure Island and the transit and emergency vehicle-only westbound Bay Bridge on-ramp. (Discussed above under Impact TR-24) (DEIR IV.E.102.)

- **Impact TR-29: The Proposed Project would increase congestion in downtown San Francisco, which would increase travel times and would impact operations of the Muni 27-Bryant bus line.** (DEIR IV.E.106) No feasible mitigation measures have been identified for the intersections of Fifth/Bryant/I-80 Eastbound On-Ramp and Fifth/Harrison/I-80 Westbound Off-Ramp. Implementation of M-TR-2 would improve operations at these intersections, but the intersections would continue to operate poorly. Since no feasible mitigation measures have been identified, the Proposed Project's impacts on transit delay on the 27-Bryant would be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways in downtown San Francisco.

- **Impact TR-30: The Proposed Project would increase congestion in downtown San Francisco, which would increase travel times and would impact operations of the Muni 30X-Marina Express bus line.** (DEIR IV.E.106) Potential mitigation measures for the intersection of First/Market are limited, as traffic signals at this intersection are timed to prioritize transit movements on Market Street. Providing additional travel lanes at this intersection would require substantial reduction in sidewalk widths, which would be inconsistent with the pedestrian environment on Market Street. Implementation of M-TR-2 would improve operations at these intersections, but the intersections would continue to operate poorly. No feasible mitigation measures have been identified, therefore the Proposed Project's impacts on transit delay on the 30X-Marina Express would be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways in downtown San Francisco.

- **Impact TR-31: The Proposed Project would increase congestion in downtown San Francisco, which would increase travel times and would impact operations**

of the Muni 47-Van Ness bus line. (DEIR IV.E.106-107) No feasible mitigation measures have been identified at the intersections of Fifth/Bryant/I-80 Eastbound On-Ramp and Fifth/Harrison/I-80 Westbound Off-Ramp. Implementation of M-TR-2 would improve operations at these intersections, but the intersections would continue to operate poorly. Therefore the Proposed Project's impacts on transit delay on the 47-Van Ness would be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways in downtown San Francisco.

- **Impact TR-63: Implementation of the Proposed Project parking supply maximums would exacerbate the exceedance of the capacity utilization standard on Muni's 108-Treasure Island bus line serving the Islands.** It is anticipated that the parking shortfall on the Islands could result in a shift from auto to transit modes, resulting in an increase in transit travel demand during the peak hours. Increased utilization of the Muni line 108-Treasure Island bus line would exacerbate already significant impact to transit capacity, resulting in a secondary significant impact. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would reduce the secondary impact on transit to a less than significant level. However, as discussed under Impact TR-2 above, its implementation is outside the jurisdiction of the Agency and remains uncertain. Therefore, the secondary parking impacts on transit would be considered ***significant and unavoidable.*** (DEIR IV.E.141; C&R 2.7.42.) This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways on Yerba Buena Island and the Bay Bridge.

  M-TR-2: Expanded Transit Service. (Discussed above under Impact TR-2) (DEIR IV.E.141.)

D. Noise

- **Impact NO-1: Project-related construction activities would increase noise levels above existing ambient conditions.** (DEIR IV.F.14-17; C&R 3.79, 3.120) Construction noise would be substantially greater than existing noise levels at the nearby receptor locations and would have the potential to result in significant impacts to existing sensitive receptors. (Construction noise impacts from non-impact equipment would be considered less than significant.) Mitigation Measures M-NO-

1a and M-NO-1b would decrease construction noise levels by requiring construction contractors to implement noise reduction measures for construction activities, including pile-driving activities. With implementation of mitigation measures, impact noise would still exceed existing monitored values by over 30 dBA at the closest locations and represent a potential ***significant and unavoidable*** noise impact to existing sensitive receptors.

M-NO-1a: Reduce Noise Levels During Construction. Specified practices shall be incorporated into construction contract agreement documents to be implemented by the construction contractor. (DEIR IV.F.16-17; C&R 3.79, 3.120.)

M-NO-1b: Pile Driving Noise-Reducing Techniques and Muffling Devices. The project sponsors and developers of each structure shall require the construction contractor to use noise-reducing pile driving techniques if nearby structures are subject to pile driving noise and vibration. Construction contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices. (DEIR IV.F.16-17.)

- **Impact NO-2: Construction activities could expose persons and structures to excessive ground-borne vibration or ground-borne noise levels.** (DEIR IV.F.17-20) On-shore pile "impact activities" (e.g., pile driving and deep dynamic compaction) and vibro-compaction could produce ground-borne vibration at nearby sensitive buildings and sensitive receptors. Mitigation Measures M-NO-1b and M-NO-2 would decrease the vibration impacts associated with impact and vibro-compaction construction activities through implementation of such techniques as pre-drilling for piles and the development of a comprehensive monitoring program to detect ground settlement or lateral movement of structures. With these measures, and judicious use of mitigation techniques, damage impacts to existing and proposed buildings could be avoided. However, potential annoyance from vibration impacts could still result. Construction activities would be limited to daytime hours, but vibration annoyance may affect day sleepers, students studying at the Job Corps campus or Life Learning Academy, or other receptors engaged in quiet daytime activities. Given the number of years over which these activities would occur, and the fact that noise impacts would occur at different times throughout the multiple phases of construction, human annoyance-related vibration impacts are considered to be ***significant and unavoidable***. (DEIR IV.F.19-20.)

M-NO-1b: Pile Driving Noise-Reducing Techniques and Muffling Devices. (Discussed above under Impact NO-1) (DEIR IV.F.19-20.)

M-NO-2: Pre-Construction Assessment to Minimize Impact Activity and Vibro-Compaction Vibration Levels. If recommended by a pre-construction assessment performed by a qualified geotechnical engineer, for structures or facilities within 50 feet of impact or vibro-compaction activities, the Project Applicant shall require ground-borne vibration monitoring of nearby structures. (DEIR IV.F.19-20.)

- **Impact NO-3: Project-related traffic would result in a substantial permanent increase in ambient noise levels in the project vicinity above existing ambient noise levels.** (DEIR IV.F.20-23) The Proposed Project and the Proposed Project under Expanded Transit Service (*see* Mitigation Measure M-TR-2**)** would both increase noise levels along existing and proposed roadways due to increased vehicle traffic. Noise-reducing building techniques to attain Title 24 interior noise standard would be required for multi-family structures and hotels proposed as part of the Project. Consequently, the impact of project-related traffic noise would primarily result in a significant noise increase to exterior noise areas only, such as balconies and public gathering areas. No feasible mitigation measures are available that would reduce this exterior noise impact to a level that would be less than significant. Therefore, traffic noise impacts associated with the Proposed Project would be ***significant and unavoidable***.

- **Impact NO-4: Project-related ferry noise levels would result in a substantial permanent increase in ambient noise levels in the project vicinity above existing ambient conditions.** (DEIR IV.F.23-26) Ferry noise (including noise due to engine exhaust, main propulsion engines and water noise) would have the potential to result in a significant noise impact from an increase in ambient noise conditions at the nearest existing and proposed sensitive receptor locations. Implementation of Mitigation Measure M-NO-4, to prepare and implement a noise reduction plan, would ensure that the ferry terminal and its operations would be designed in a manner that would reduce the potentially significant noise impact to a level that would be less than significant. However, because operation of the ferry service would be implemented by WETA and would not be within the control of TIDA or the City, if WETA elects not to implement this measure, the impact would be considered ***significant and unavoidable***. The Agency finds WETA can and should adopt and implement this measure if it is found feasible.

E. Air Quality

- **Impact AQ-2: Construction of the Proposed Project could violate an air quality standard or contribute significantly to an existing or projected air quality violation. *(Less than Significant under Applicable 1999 Guidelines, Significant and Unavoidable with Mitigation under 2010 Guidelines)*** (DEIR IV.G.27-30; C&R 2.9.4-2.9.5, 3.2-3, 3.31-32) Construction related emissions of ROG and NOx would exceed the 2010 Bay Area Air Quality Management District ("BAAQMD") thresholds for construction emissions. Mitigation Measure M-AQ-2, which requires the Project Sponsor to implement combustion emission reduction measures during construction activities, is identified to reduce construction exhaust emissions for ROG and NOx. However, given current technologies, Mitigation Measure M-AQ-2 would achieve a maximum NOx and ROG reduction of approximately 50 percent each. It is unlikely that the mitigation measure could achieve a 95 percent reduction in NOx emissions or a 51 percent reduction in ROG emissions (the level necessary to reduce each such emission to a level below BAAQMD's average daily emissions significant thresholds).

  BAAQMD suggested the City consider establishing an offsite mitigation program that project sponsor(s) could pay into if on-site construction and/or operation emission reductions cannot lower emissions to the less-than-significant level. (C&R 2.9.9) BAAQMD has developed a document entitled *Guidance for Lead Agencies to Develop an Off-site Mitigation Program*, which states the lead agency determines the feasibility of an off-site mitigation measure. Assuming a fee program were established that is comparable to off-site mitigation programs in other jurisdictions (e.g. Sacramento Metropolitan Air Quality Management District), it is estimated an annual financial commitment of approximately $1.64 million would be required to offset the projects NOx emissions. It is likely that the mitigating mechanism would not reduce all pollutants equally and that additional mitigation off-sets would be required to reduce potential residual PM10 and/or NOx impacts, at unknown additional cost. (C&R 2.9.10.) The City has not established an off-site air quality mitigation program for any development project, nor has a project funding source been identified that could afford the estimated annual funding commitment without significantly reducing the public benefits (e.g. affordable housing, transportation, community facilities and open space) that are key project objectives. The BAAQMD also has not established such a program. There is no guarantee that a program would be successful in reducing emissions of criteria pollutants to less-than-significant levels. Based on the absence of such an adopted program, and the analysis provided in the EIR, the Agency finds an off-site mitigation program is not feasible. (C&R 2.9.10-11.)

Therefore, the potential impacts of the Proposed Project with respect to the BAAQMD CEQA construction thresholds would be ***significant and unavoidable*** for NOx and ROG relative to the 2010 BAAQMD Thresholds.

M-AQ-2: Construction Exhaust Emissions. TIDA shall require project sponsors to implement combustion emission reduction measures, during construction activities, including those measures specified in the EIR. (DEIR IV.G.28-30; C&R 2.94-2.95, 3.2-3, 3.31-32.)

- **Impact AQ-3: Construction of the Proposed Project could expose sensitive receptors to substantial levels of toxic air contaminants which may lead to adverse health effects. (*Potentially Significant and Unavoidable for both 1999 and 2010 BAAQMD thresholds in Phase 2*)** (DEIR IV.G.30-36; C&R 2.9.5, 3.3, 3.32) Construction of the Proposed Project would generate substantial levels of diesel particulate matter ("DPM"). Based upon the representative project phasing analyzed in the DEIR (*see* DEIR IV.G.33-35), the DPM exposure cancer risk levels associated with the analyzed receptors would be significant for most phases. Additionally, because of the flexibility in the proposed DDA between TICD and TIDA that allows for different phasing scenarios, it is possible that the actual phasing and location of sensitive receptors could differ from that of the representative project analyzed here, potentially resulting in other significant impacts to sensitive receptors from toxic air contaminants. Implementation of Mitigation Measure M-AQ-3 would reduce the impact; however, because elements of this Mitigation Measure would only be implemented to the extent feasible, it cannot be concluded with certainty that the mitigation measure would reduce the impacts to a less than significant level. Therefore, even with mitigation, the impact is found to be potentially ***significant and unavoidable***.

M-AQ-3: Analysis by Air Quality Consultant and Implementation of Best Management Practices. At the submission of any Major Phase application, TIDA shall require that an Air Quality consultant review the proposed development in that Major Phase. If the Air Quality consultant determines the possible impact of the actual phasing could result in a significant impact on any group of receptors, then TIDA shall require that the applicant implement in connection with that Major Phase best management practices to the extent that TIDA determines feasible to reduce construction emissions in accordance with Mitigation Measures M-AQ-1, M-AQ-2, and M-AQ-4. (DEIR IV.G.36; C&R 2.9.5, 3.3, 3.32.)

- **Impact AQ-4: Construction of the Proposed Project would expose sensitive receptors to substantial levels of PM2.5 which may lead to adverse health effects. (*Not Applicable to 1999 BAAQMD Thresholds, Significant and Unavoidable with Mitigation for 2010 BAAQMD Thresholds*)** (DEIR IV.G.36-38; C&R 2.9.2-2.9.3.) Modeling results estimated that maximum annual PM2.5 concentrations from construction activities would be as high as 0.84μg/m3 at the closest receptor. This is above the BAAQMD threshold of 0.3μg/m3 that will become effective for projects that submit a Notice of Preparation after January 1, 2011. Consequently, although project construction exhaust emissions of PM2.5 are less than significant on a regional basis (*see* Impact AQ-2) localized PM2.5 concentrations that consider both fugitive dust and emissions would be ***significant and unavoidable***. These estimates assume that fugitive dust control measures specified in Mitigation Measure M-AQ-1 would already be implemented. Mitigation Measure M-AQ-4 below would implement additional mitigation measures recommended by BAAQMD for projects with construction emissions above thresholds. All 13 components of Mitigation Measure M-AQ-4 may or may not be feasible, and thus cannot be assumed to be implemented. Even if all 13 components were implemented, the mitigation would be unlikely to achieve a reduction in PM 2.5 emissions that would be below BAAQMD's significance threshold.

  M-AQ-4: Implement Additional Construction Mitigation Measures Recommended for Projects with Construction Emissions Above Thresholds. TIDA shall require the project sponsors to implement all of the following mitigation measures identified by BAAQMD, to the extent feasible, for projects that exceed construction thresholds that would be applicable to reducing PM2.5 emissions. (DEIR IV.G.38; C&R 2.9.2-2.9.3.)

- **Impact AQ-5: The Proposed Project's operations would violate an air quality standard or contribute substantially to an existing or projected air quality violation. (*Significant and Unavoidable with Mitigation for both 1999 and 2010 BAAQMD thresholds*)** (DEIR IV.G.38-42; C&R 2.9.6, 3.3, 3.32-33, 3.121) Operational emissions from Proposed Project operations would exceed 1999 BAAQMD thresholds for ROG, NOx, and PM10 and would exceed 2010 BAAQMD thresholds for ROG, NOx, PM10, and PM2.5. ROG emissions would primarily result from the use of consumer products and architectural coating applications by future residents (non-construction), which could not be feasibly mitigated. Although NOx emissions can be reduced by up to 85 percent by the use of selective catalytic reduction technology, this technology is not feasible because the relatively short ferry trips that would be generated would not allow for adequate engine temperatures to be maintained for catalysis to occur. Thus, no feasible mitigation has been identified for NOx emissions. An additional mitigation measure, M-

AQ-5, is identified to reduce PM10 and PM2.5 impacts from the ferries, however emissions of PM2.5 would remain significant and unavoidable under the 2010 BAAQMD thresholds. Because WETA would operate ferry service, implementation of this measure is outside of the jurisdiction of the City and is not assured. Two comments suggested alternate types of ferries that do not rely solely on diesel fuel be considered. (C&R 2.9.5) Alternative power systems for ferries are still in development and may not be feasible for the project. The choice of the type of ferries used for the project would be selected by WETA and would not be within the control of TIDA or the City. The Agency finds WETA can and should adopt and implement this measure if it is found feasible. However, it was appropriate for the EIR to conservatively calculate air emissions based on diesel powered ferries rather than relying on an unproven technology or technology not readily available. (C&R Section 2.9.6-7.) Therefore, this impact is considered ***significant and unavoidable***.

M-AQ-5: Ferry Particulate Emissions. All ferries providing service between Treasure Island and San Francisco shall meet applicable California Air Resources Board regulations. Additionally, all ferries shall be equipped with diesel particulate filters or an alternative equivalent technology to reduce diesel particulate emissions. (DEIR IV.G.42; C&R 2.9.6, 3.3, 3.32-33, 3.121.)

- **Impact AQ-6: Operation of the Proposed Project could expose sensitive receptors to substantial pollutant concentrations. (*Significant and Unavoidable with Mitigation for both 1999 and 2010 BAAQMD thresholds*)** (DEIR IV.G.42-49) Operation of the Proposed Project with the Expanded Transit Service (*see* Mitigation Measure M-TR-2) would result in significant levels of DPM emissions even with mitigation measure M-AQ-5; exposure to significant levels of cancer risks for any residences on Yerba Buena Island within 400 feet of the Bay Bridge; and significant levels of exposure to PM2.5 emissions for residences with 600 feet of the Bay Bridge. This impact is considered ***significant and unavoidable***.

- **Impact AQ-8: The Proposed Project could conflict with adopted plans related to air quality. (*Significant for the Proposed Project and Less than Significant for Expanded Transit Service*)** (DEIR IV.G.50-52) The Proposed Project would have a significant impact with regard to conflicts with the BAAQMD's Air Quality Plan. Implementation of M-TR-2 would reduce Impact AQ-8 to a less than significant level with regard to conflicts with the Air Quality Plan. Because the feasibility of this measure is currently uncertain and implementation is outside the jurisdiction of the Agency (as discussed under M-TR-2 above), the impact is considered significant and unavoidable. Without

implementation of M-TR-2, the impact would be considered ***significant and unavoidable***.

M-TR-2: Expanded Transit Service. (Discussed above Impact TR-2)

F. Wind and Shadow

- **Impact WS-3: The phased development of the Proposed Project could temporarily result in the creation of a Section 148 wind hazard, an increase in the number of hours that the wind hazard criterion is exceeded or an increase in the area that is subjected to wind hazards.** (DEIR IV.I.50-52; C&R 2.11.2-3.) Following the completion of the first building or the first cluster of buildings of the Proposed Project in this windy site, there could be one or more wind hazards similar to those identified at the perimeter of the completed development. With implementation of Mitigation Measure M-WS-3, the potential impact would be reduced as much as practicable. However, because not every wind hazard may be identified by a wind consultant's review, wind hazards can still occur. It should not be expected that all of the wind hazards identified in prior wind testing would be eliminated. Therefore, these temporary wind hazards must be considered to be potentially ***significant and unavoidable*** impacts.

  M-WS-3: Identification of Interim Hazardous Wind Impacts. At least once a year, throughout construction, a wind consultant shall review and consider the designs of all buildings that are approved or under construction and the status of site development and building construction to date, and shall identify locations where potentially hazardous winds are likely to occur in pedestrian areas as a result of the new construction. TIDA shall ensure, by conditions of approval for both building permits and site permits, that the project sponsor and the subsequent building developer(s) cooperate to implement and maintain all structural measures and precautions identified by the wind consultant. Mitigation measure M-WS-3 would result in mitigation actions that could include changing building designs or orientations, installing permanent or semi-permanent windscreens to provide shelter from the wind, installing or modifying landscaping to provide shelter from the wind, and/or identifying alternate pedestrian or bicycle routes. (DEIR IV.I.51-52; C&R 2.11.2-3)

- **Impact WS-4**: **Section 148 wind hazards would occur at publicly accessible locations in the Development Plan Area. These wind hazards would represent a general reduction in the number of existing wind hazards and the overall duration of the wind hazards. Changes in building design, height, location, and orientation, as well as changes in the overall configuration of the Project, could result in wind hazards**

that differ from those found for the representative design Project. The wind hazards could occur in different locations, could increase the number of hours that any wind hazard would occur, and/or could increase the area that would be subjected to wind hazards. (DEIR IV.I.53-60; C&R 2.11.2-3.) Because TIDA has discretion to approve the construction of buildings that differ in design, location and height from the representative design analyzed in the EIR, and because design differences could result in different wind effects, wind hazards may differ from those presented in the EIR. Implementation of Mitigation Measures M-WS-3 (which would require structural and precautionary measures such as placing warning signs around or restricting access to areas with potential wind hazards) and M-WS-4 (which would require wind impact review for buildings prior to design approval and would require that design changes be made to certain buildings on an as-needed basis) would reduce the magnitude of wind impacts, however they cannot be assured reduce the impacts to less-than-significant levels. With regard to M-WS-4 in particular, implementation of this measure would likely reduce or possibly eliminate some of the identified wind hazards to pedestrians. However, because wind impacts depend in part on the design of each building and its surroundings and because actual building designs and site plans have not yet been prepared, it is not possible to determine whether or not the proposed building designs and site plans have not yet been prepared, it is not possible to determine whether the proposed building designs or changes proposed through implementation of M-WS-4 would reduce the level of significance of this impact. Therefore, the wind hazard impact is considered to be potentially ***significant and unavoidable***.

M-WS-3: Identification of Interim Hazardous Wind Impacts. (Discussed above under Impact WS-3) (DEIR IV.I.51-52.)

M-WS-4: Ongoing Review and Mitigation of Hazardous Wind Impacts. Prior to schematic design approval of the building(s) on any parcel within the Project, TIDA shall require that a qualified wind consultant shall review and compare the exposure, massing, and orientation of the proposed building(s) on the subject parcel to the project described in the EIR and determine whether additional analysis is required. Mitigation measure M-WS-4 would result in mitigation actions that could include changing building designs or orientations, installing permanent or semi-permanent windscreens to provide shelter from the wind, installing or modifying landscaping to provide shelter from the wind, and/or identifying alternate pedestrian or bicycle routes. (DEIR IV.I.56-60; C&R 2.11.2-3.)

G. Biological Resources

- **Impact BI-4: The project may adversely affect the movement of rafting waterfowl.** (*Impact BI-4 is less than significant with mitigation for migratory birds and fish passage.)* (DEIR IV.M.50-55; C&R 2.15.20, 3.80.) Increased ferry traffic to and from Treasure Island could have a negative effect on "rafting" (i.e., aggregating on water) bird species. Implementation of Mitigation Measure M-BI-4b, to limit ferry speeds (i.e., lessen the effects of noise and wake) and ferry trips during months of increased waterfowl populations, would reduce the impacts on rafting birds from the Proposed Project to a less than significant level if the measure is adopted by the responsible agency (see discussion below under Mitigation Measure M-BI-4b). Because adoption of the measure by the responsible agency and full funding are not assured and is outside the jurisdiction of the City, the impact on rafting waterfowl is determined to be ***significant and unavoidable***.

  M-BI-4b: Changes in Ferry Service to Protect Rafting Waterfowl. Ferries between San Francisco and Treasure Island shall operate in reduced numbers and slower speeds during December and January (peak waterfowl months); alternatively, during this period ferries, to the extent practicable, shall maintain a buffer zone of 250 meters from areas of high-use by rafting waterbirds. (DEIR IV.M.54-55; C&R 2.5.20, 3.80.) However, while either of these measures would be an effective mitigation, because adoption of these measures by WETA is not assured and is outside the jurisdiction of the Agency, the impact on rafting waterfowl is considered significant and unavoidable. (DEIR IV.M.54; C&R Section 2.15.20.) The Agency further finds WETA can and should adopt and implement this measure if it is found feasible.

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

A. Transportation

Note: For Impacts TR-40, 41, 42, 44, 45, 46, 47, 48, 49, 50, 51, 52, 54, 55, 58, 59, 60, and 61, implementation of M-TR-2 would reduce the impact, but not to a level below significance. Implementation of M-TR-2 is within the jurisdiction of WETA and SFMTA, as discussed under Impact TR-2 above. Because the feasibility of this measure is currently uncertain and implementation is outside the jurisdiction of the Agency, the impact remains significant and unavoidable. As noted above, CEQA requires public agencies to adopt feasible mitigation measures which would avoid or substantially lessen the significant environmental effects of projects. Therefore, while these impacts will likely remain significant and unavoidable with or without the implementation of M-TR-2, the Agency finds that WETA can and should adopt

implementation of M-TR-2 with respect to the expanded ferry service. With respect to the portion of M-TR-2 within the jurisdiction of SFMTA, Agency urges SFMTA to implement M-TR-2 to the extent that adequate funding is made available to feasibly implement the measure.

- **Impact TR-39: Construction of the Proposed Project would occur over a long period of time and would contribute to cumulative construction impacts in the Project vicinity.** (DEIR IV.E.118) Implementation of Mitigation Measure M-TR-1, a Construction Traffic Management Plan, would help minimize the Proposed Project's contribution to cumulative construction-related traffic impacts. However, some disruption and increased delays could still occur even with implementation of M-TR-1, and it is possible that significant construction-related traffic impacts could still occur in the project vicinity. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways on Yerba Buena Island and the Bay Bridge. Cumulative construction-related transportation impacts would therefore, remain ***significant and unavoidable***.

- **Impact TR-40: Implementation of the Proposed Project would contribute to significant cumulative traffic impacts at the eastbound off-ramp (west side of Yerba Buena Island).** (DEIR IV.E.119; C&R 2.7.114.) Based on the merge/diverge analysis conducted for the EIR, under 2030 Cumulative plus Project conditions, the Proposed Project would contribute traffic to the eastbound off-ramp diverge section on the west side of Yerba Buena Island. Project traffic would comprise a majority of the traffic using the off-ramp during the PM and Saturday peak hours and the project's contribution would therefore, be considered substantial. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would reduce vehicle trip generation such that the project's cumulative impacts to the eastbound off-ramp diverge section would be reduced. However, this would have only a slight benefit to congestion around the off-ramp diverge section and the Proposed Project's cumulative impacts on this ramp diverge section would remain ***significant and unavoidable***. This impact would occur irrespective of whether the Ramps Project was implemented. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways on Yerba Buena Island and the Bay Bridge.

- **Impact TR-41: Under conditions without the Ramps Project, implementation of the Proposed Project would contribute to significant cumulative impacts at the**

two westbound on-ramps. (DEIR IV.E.119-120; C&R 2.7.114.) Delays on westbound on-ramps to the Bay Bridge would be considered a significant impact to both westbound on-ramps in the AM, PM, and Saturday peak hours under 2030 Cumulative plus Project conditions. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would reduce vehicle trip generation such that cumulative impacts to ramp delays at the two stop controlled westbound on-ramps would be reduced. However, weekday AM and PM and Saturday peak hours, autos would still experience delay consistent with LOS F and the project's impacts on delay approaching the on-ramps would remain ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways on Yerba Buena Island and the Bay Bridge.

- **Impact TR-42: Under conditions with the Ramps Project, implementation of the Proposed Project would result in significant cumulative impacts during the AM and PM peak hours at the ramp meter at the westbound on-ramp (east side of Yerba Buena Island).** (DEIR IV.E.120; C&R 2.7.114.) Under 2030 Cumulative plus Project conditions, vehicular traffic delay under conditions with the reconstructed westbound ramps would be the same as Existing plus Project conditions. This would be a significant impact. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would reduce vehicle trip generation such that the project's impacts to ramp delays at the ramp meter at the reconstructed westbound on-ramp would be reduced by nearly one-half. However, autos would still experience delay consistent with LOS F and the Project's cumulative impacts to delay approaching the on-ramps would remain ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways on Yerba Buena Island and the Bay Bridge.

- **Impact TR-44: Implementation of the Proposed Project would contribute to significant cumulative queuing impacts at the Bay Bridge toll plaza during the AM and PM peak hours, whether or not the Ramps Project is implemented.** (DEIR IV.E.121; C&R 2.7.114.) The Proposed Project's contribution to cumulative increases to queuing on Bay Bridge approaches in the East Bay in the AM and PM peak hours would be considered a significant impact. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would reduce vehicle trip generation

such that the project's impacts to queues approaching the Bay Bridge from the East Bay would be reduced. However, the Proposed Project would continue to contribute to significant cumulative impacts during the AM and PM peak hours, which would be a ***significant and unavoidable*** impact. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways on Yerba Buena Island and the Bay Bridge.

- **Impact TR-45: Implementation of the Proposed Project would contribute to significant cumulative queuing impacts on San Francisco streets approaching the Bay Bridge during the weekday AM and PM and Saturday peak hours, whether or not the Ramps Project is implemented.** (DEIR IV.E.121-122; C&R 2.7.114.) Under 2030 Cumulative plus Project conditions, the Proposed Project's contribution to cumulative increases in peak hour queuing on Bay Bridge approaches in downtown San Francisco would be significant. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would reduce vehicle trip generation such that the Proposed Project's contributions of vehicles approaching the Bay Bridge from downtown San Francisco during the peak hours would be reduced. However, the Proposed Project would continue to contribute to significant cumulative impacts during the peak hours, which would be a ***significant and unavoidable*** impact. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of San Francisco streets approaching the Bay Bridge and the Bay Bridge.

- **Impact TR-46: Implementation of the Proposed Project would result in significant project and cumulative impacts at the intersection of First/Market.** (DEIR IV.E.123) Under 2030 Cumulative plus Project conditions, the intersection of First/Market would operate at LOS E or LOS F conditions during all three peak hours. During the Saturday peak hour, vehicular traffic generated by the Proposed Project would cause the intersection to deteriorate from LOS C to LOS E, resulting in a significant cumulative impact. In addition, the Proposed Project would contribute considerably to critical movements operating at LOS E or LOS F during the PM peak hour, resulting in significant cumulative impacts. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve operations at this intersection, but not to LOS D or better and the Proposed Project's contribution would remain considerable. Further, as described for Impact TR-2 above, implementation of M-TR-2 is outside the jurisdiction of the Agency and remains

uncertain. The Proposed Project's traffic impacts at the study intersection of First/Market would therefore be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of First/Market.

- **Impact TR-47: Implementation of the Proposed Project would result in significant project and cumulative impacts at the intersection of First/Mission.** (DEIR IV.E.123-124) Under 2030 Cumulative plus Project conditions, the intersection of First/Mission would operate at LOS F conditions during the PM peak hour, and the Proposed Project would contribute considerably to critical movements operating at LOS E or LOS F, resulting in significant project and cumulative impacts. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve operations at this intersection during the PM peak hour, but not to LOS D or better and the Proposed Project's contribution would remain considerable. Further, as described for Impact TR-2 above, implementation of M-TR-2 is outside the jurisdiction of the Agency and remains uncertain. The Proposed Project's traffic impacts at the study intersection of First/Mission would therefore be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of First/Mission.

- **Impact TR-48: Implementation of the Proposed Project would result in significant project and cumulative impacts at the intersection of First/Folsom.** (DEIR IV.E.124) At intersections where project-specific impacts were identified for Existing plus Project conditions, the Proposed Project would also be considered to result in a project and cumulative impact under 2030 Cumulative plus Project conditions, and therefore the Proposed Project would result in a significant cumulative impact at the intersection of First/Folsom. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve operations at this intersection, but not to LOS D or better and the Proposed Project's impact would remain considerable. Further, as described for Impact TR-2 above, implementation of M-TR-2 is outside the jurisdiction of the Agency and remains uncertain. The Proposed Project's traffic impacts at the study intersection of First/Folsom would therefore be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways

to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of First/Folsom.

- **Impact TR-49: Implementation of the Proposed Project would result in significant project and cumulative impacts at the intersection of First/Harrison/I-80 Eastbound On-Ramp.** (DEIR IV.125) Under 2030 Cumulative plus Project conditions, the intersection of First/Harrison/I-80 Eastbound On-Ramp would operate at LOS F conditions during the PM peak hour, and the Proposed Project would contribute considerably to critical movements operating at LOS E or LOS F, resulting in significant project and cumulative impacts. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve operations at this intersection during the PM peak hour, but not to LOS D or better and the Proposed Project's contribution would remain considerable. Further, as described for Impact TR-2 above, implementation of M-TR-2 is outside the jurisdiction of the Agency and remains uncertain. The Proposed Project's traffic impacts at the study intersection of First/Harrison/I-80 Eastbound On-Ramp would therefore, be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of First/Harrison/I-80 Eastbound On-Ramp.

- **Impact TR-50: Implementation of the Proposed Project would result in significant project and cumulative impacts at the intersection of Bryant/Fifth/I-80 Eastbound On-Ramp.** (DEIR IV.E.125-126) Under 2030 Cumulative plus Project conditions, the intersection of Bryant/Fifth/I-80 Eastbound On-Ramp would operate at LOS E or LOS F conditions during all three peak hours. During the Saturday peak hour, vehicular traffic generated by the Proposed Project would cause the intersection to deteriorate from LOS D to LOS E, resulting in a significant project and cumulative impact. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve operations at this intersection, but not to LOS D or better and the Proposed Project's contribution would remain considerable. Further, as described for Impact TR-2 above, implementation of M-TR-2 is outside the jurisdiction of the Agency and remains uncertain. The Proposed Project's traffic impacts at the study intersection of Bryant/Fifth/I-80 Eastbound On-Ramp would therefore, be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of Bryant/Fifth/I-80 Eastbound On-Ramp.

- **Impact TR-51: Implementation of the Proposed Project would result in significant project and cumulative impacts at the intersection of Harrison/Fifth/I-80 Westbound Off-Ramp.** (DEIR IV.E.126) Under 2030 Cumulative plus Project conditions, the intersection of Fifth/Harrison/I-80 Westbound Off-Ramp would operate at LOS F conditions during the PM peak hour, and the Proposed Project would contribute considerably to critical movements operating at LOS E or LOS F, resulting in significant project and cumulative impacts. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve operations at this intersection during the PM peak hour, but not to LOS D or better and the Proposed Project's contribution would remain considerable. Further, as described for Impact TR-2 above, implementation of M-TR-2 is outside the jurisdiction of the Agency and remains uncertain. The Proposed Project's traffic impacts at the study intersection of Fifth/Harrison/I-80 Westbound Off-Ramp would therefore, be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of Fifth/Harrison/I-80 Westbound Off-Ramp.

- **Impact TR-52: Implementation of the Proposed Project would result in significant project and cumulative impacts at the intersection of Second/Folsom.** (DEIR IV.E.126-127) Under both 2030 Cumulative No Project and 2030 Cumulative plus Project conditions, the intersection of Second/Folsom would operate at LOS F conditions during the AM and PM peak hours. Based on the assessment of the project-generated vehicle trips, the Proposed Project would contribute considerably to critical movements operating at LOS E or LOS F during both peak hours, resulting in significant project and cumulative impacts. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve operations at this intersection during the PM peak hour, but not to LOS D or better and the Proposed Project's contribution would remain considerable. Further, as described for Impact TR-2 above, implementation of M-TR-2 is outside the jurisdiction of the Agency and remains uncertain. The Proposed Project's traffic impacts at the study intersection of Second/Folsom would therefore be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints intersection of Second/Folsom.

- **Impact TR-54: Implementation of the Proposed Project would contribute to significant cumulative impacts at the uncontrolled study intersection of**

Folsom/Essex. (DEIR IV.E.128) Under 2030 Cumulative conditions, the existing queues that form on the approaches to the I-80 eastbound on-ramp and that spill back into the intersection would increase due to background traffic growth. Implementation of the Proposed Project would add vehicles to these existing queues, and contributions to the queued operations would be considered a significant cumulative impact. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would reduce the number of Proposed Project vehicles that would travel through this intersection; however, it would continue to operate at queued conditions and the Proposed Project would continue to substantially contribute to these queues. Further, as described for Impact TR-2 above, implementation of M-TR-2 is outside the jurisdiction of the Agency and remains uncertain. The Proposed Project's traffic impacts at the uncontrolled study intersection of Folsom/Essex would therefore, be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of Folsom/Essex.

- **Impact TR-55: Implementation of the Proposed Project would contribute to significant cumulative impacts at the uncontrolled study intersection of Bryant/Sterling.** (DEIR IV.E.128-129) Under 2030 Cumulative conditions, the existing queues that form on the approaches to the I-80 eastbound on-ramp and that spill back into the intersection would increase due to background traffic growth. Implementation of the Proposed Project would add vehicles to these existing queues, and contributions to the queued operations would be considered a significant cumulative impact. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would reduce the number of Proposed Project vehicles that would travel through this intersection; however, it would continue to operate at queued conditions and the Proposed Project would continue to substantially contribute to these queues. Further, as described for Impact TR-2 above, implementation of M-TR-2 is outside the jurisdiction of the Agency and remains uncertain. The Proposed Project's traffic impacts at the uncontrolled study intersection of Bryant/Sterling would therefore, be ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the intersection of Bryant/Sterling.

- **Impact TR-58: The Proposed Project would contribute to cumulative congestion in downtown San Francisco, which would increase travel time and would impact**

operations of the Muni 27-Bryant bus line. (DEIR IV.E.134) The Proposed Project contributions to adverse traffic conditions at the intersections of Bryan/Fifth/I-80 Eastbound On-Ramp and Harrison/Fifth/I-80 Westbound Off-Ramp would affect the travel times of the 27-Bryant. No feasible mitigation measures have been identified that would reduce these impacts below significance. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve operations at these intersections, but the intersections would continue to operate poorly during the PM peak hour. Further, as described for Impact TR-2 above, implementation of M-TR-2 is outside the jurisdiction of the Agency and remains uncertain. Therefore, the Proposed Project's cumulative impacts on transit travel times on the 27-Bryant would remain ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways in downtown San Francisco.

- **Impact TR-59: The Proposed Project would contribute to cumulative congestion in downtown San Francisco, which would increase travel time and would impact operations of the Muni 30X-Marina Express bus line.** (DEIR IV.E.134) The 30-X-Marina Express bus operations would be affected by Proposed Project-related traffic delays at the intersection of First/Market. No feasible mitigation measures have been identified that would reduce these impacts below significance. Modifications to signal timing to provide more capacity to the southbound movement which would operate poorly would likely result in impacts to transit operations on Market Street and would be inconsistent with the City's Transit First policy. Providing additional travel lane at this intersection would require substantial reduction in sidewalk widths, which would be inconsistent with the pedestrian environment on Market Street. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve operations at this intersection, but the intersection would continue to operate poorly during the PM peak hour. Further, as described for Impact TR-2 above, implementation of M-TR-2 is outside the jurisdiction of the Agency and remains uncertain. Therefore, the Proposed Project's cumulative impacts on transit travel times on the 30X-Marina Express would remain ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways in downtown San Francisco.

- **Impact TR-60: The Proposed Project would contribute to cumulative congestion in downtown San Francisco, which would increase travel time and would impact operations of the Muni 47-Van Ness bus line.** (DEIR IV.E.135) The 47-Van Ness bus operations would be affected by Proposed Project-related traffic delays at the intersection of Bryant/Fifth/I-80 Eastbound On-Ramp and Harrison/Fifth/I-80 Westbound Off-Ramp. No feasible mitigation measures have been identified that would reduce these impacts below significance. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve operations at these intersections, but the intersections would continue to operate poorly during the PM peak hour. Further, as described for Impact TR-2 above, implementation of M-TR-2 is outside the jurisdiction of the Agency and remains uncertain. Therefore, the Proposed Project's cumulative impacts on transit travel times on the 47 Van Ness would remain ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways in downtown San Francisco.

- **Impact TR-61: The Proposed Project would contribute to cumulative congestion in downtown San Francisco, which would increase travel time and would impact operations of the Muni 10-Townsend bus line.** (DEIR IV.E.135) The Proposed Project's contribution to cumulative impacts on the 10-Townsend as it maneuvers through Second Street northbound and southbound mixed-flow traffic destined for the Bay Bridge, would be significant. No feasible mitigation measures have been identified that would reduce these impacts below significance. Implementation of Mitigation Measure M-TR-2 (Expanded Transit Service) would improve operations, but the intersection would continue to operate poorly during the PM peak hour. Further, as described for Impact TR-2 above, implementation of M-TR-2 is outside the jurisdiction of the Agency and remains uncertain. Therefore, the Proposed Project's cumulative impacts on transit travel times on the 10-Townsend would remain ***significant and unavoidable***. This impact is considered unavoidable because additional measures that involve physical modifications to existing roadways to improve capacity for specific modes are generally not feasible given the physical constraints of the roadways in downtown San Francisco.

B. Noise

- **Impact NO-7: Project-related construction activities in combination with construction activities of other cumulative development would increase noise**

levels above existing ambient conditions. (DEIR IV.F.29-30) Other cumulative development in the area, including the Clipper Cove Marina and the Yerba Buena Island Ramps Improvement Project, could have construction activities that occur simultaneously with those of the Proposed Project. Consequently, the Proposed Project would be considered to result in a considerable contribution to a significant cumulative construction-related noise impact. Mitigation Measures M-NO-1a and M-NO-1b would not mitigate the impact to less-than-significant levels, therefore it would remain ***significant and unavoidable***.

- **Impact NO-8: Increases in traffic from the project in combination with other development would result in cumulative noise increases.** (DEIR IV.F.30-31) Estimates associated with the cumulative scenario indicate that the contribution to cumulative traffic noise increases associated with both the Proposed Project and Expanded Transit Service along each of the roadway segments would be considerable, and significant traffic noise level increases would occur on Saturday associated with both the Proposed Project and Expanded Transit Service along each of the modeled roadway segments with the exception of Avenue of the Palms, north of 1st Street. All multi-family structures and hotels proposed by the project would be required to design interior dwelling spaces to achieve interior noise standard as required by Title 24. Thus, this impact would primarily result in a significant noise increase to exterior areas only, such as balconies and public gathering areas. Traffic noise increases associated with the Proposed Project would be cumulatively considerable and no feasible mitigation measures would reduce the Project's contribution to this cumulative impact to less than significant levels, therefore the impact is considered ***significant and unavoidable***.

C. Air Quality

- **Impact AQ-9: The Proposed Project could result in significant cumulative air quality impacts.** (DEIR IV.G.52-58) The proposed Development Plan would exceed BAAQMD construction-related significance thresholds for ROG and NOx (*see* Impact AQ-2) and, consequently, would result in significant cumulative impacts with regard to regional emissions of these criteria pollutants. In addition, predicted PM2.5 concentrations from construction of the Proposed Project alone would exceed the cumulative PM2.5 threshold (*see* Impact AQ-4). Even with implementation of all (BAAQMD identified) mitigation measures (including Mitigation Measures M-AQ-3 and M-AQ-4), PM2.5 concentrations would remain significant at residences close to peak Phase 2 construction activities and would be a potential significant and

unavoidable cumulative impact. Finally, operation of the Proposed Project would exceed BAAQMD significance thresholds for ROG, NOx, PM10 and PM2.5 (*see* Impact AQ-5) and, consequently, would result in a significant cumulative impact with regard to emissions of these criteria pollutants. Because mitigation measures are unlikely to reduce cumulative air quality impacts to a less-than-significant level, the impacts are considered ***significant and unavoidable***.

The following cumulative air quality impacts were found to be less than significant: (i) construction emissions relative to 1999 BAAQMD guidelines, with implementation of Mitigation Measure M-AQ-1 (dust control); (ii) construction-related and operations-related cancer risk; (iii) construction-related and operations-related chronic hazards indices; (iv) operations-related PM2.5 concentrations; and (v) emissions resulting from power boat use at the marina.

D. Wind and Shadow

- **Impact WS-5: The Proposed Project, when combined with other cumulative projects, could result in wind hazards that differ from those found for the representative design Project, either in the location of the hazard, in an increase in the number of hours that Section 148 wind hazards would occur, or in an increase in the area that is subjected to wind hazards.** (DEIR IV.I.60-61) The cumulative wind effects of the Proposed Project and the Marina Project, including the very small wind reductions due to the Marina Project's waterside improvements, would be almost entirely due to the Proposed Project. Because the Proposed Project's direct impact would be significant and unavoidable, as discussed in Impact WS-4 (above), this cumulative impact would also be considered ***significant and unavoidable***.

E. Biological Resources

- **Impact BI-7: The development planned as part of the Proposed Project, when combined with past, present, and other reasonably foreseeable development in the vicinity, could result in significant cumulative impacts to biological resources.** *(Significant and unavoidable for rafting waterfowl; Less than Significant for other sensitive plants, animals and habitats, see Section II.L of these Findings.)* (DEIR IV.M.63-64) Off-island, there could be cumulative impacts on sensitive biological resources located throughout the Central Bay when the impacts of the Proposed Project are considered in combination with the impacts of other projects in the vicinity. Many of these are habitat improvement projects that are intended to

provide a net benefit to biological resources and would not contribute to long-term, adverse cumulative impacts on sensitive species and habitats. However, expanded ferry or water taxi services, such as the service described in the *Berkeley Albany Ferry Terminal Study Draft EIS/EIR*, are expected to contribute, along with the Proposed Project, to a cumulatively ***significant and unavoidable*** impact on rafting waterfowl. Impacts on rafting waterfowls would remain significant and unavoidable because enforcement of proposed mitigation measures is beyond the authority of the City. For more information on this impact to rafting waterfowls, see the discussion under Section IV.G of this document.

V. MITIGATION MEASURES AND PROJECT MODIFICATIONS PROPOSED BY COMMENTERS

Several commenters on the DEIR suggested additional mitigation measures and/or modifications to the measures recommended in the DEIR. In considering specific recommendations from commenters, the Agency has been cognizant of its legal obligation under CEQA to substantially lessen or avoid significant environmental effects to the extent feasible. The Agency recognizes, moreover, that comments frequently offer thoughtful suggestions regarding how a commenter believes that a particular mitigation measure can be modified, or perhaps changed significantly, in order to more effectively, in the commenter's eyes, reduce the severity of environmental effects. The Agency is also cognizant, however, that the mitigation measures recommended in the DEIR reflect the professional judgment and experience of the Agency's expert staff and environmental consultants. The Agency therefore believes that these recommendations should not be lightly altered. Thus, in considering commenters' suggested changes or additions to the mitigation measures as set forth in the DEIR, the Agency, in determining whether to accept such suggestions, either in whole or in part, considered the following factors, among others:

(i) Whether the suggestion relates to a significant and unavoidable environmental effect of the Project, or instead relates to an effect that can already be mitigated to less than significant levels by proposed mitigation measures in the DEIR;

(ii) Whether the proposed language represents a clear improvement, from an environmental standpoint, over the draft language that a commenter seeks to replace;

(iii) Whether the proposal may have significant environmental effects, other than the impact the proposal is designed to address, such that the proposal is environmentally undesirable as a whole;

(iv) Whether the proposed language is sufficiently clear as to be easily understood by those who will implement the mitigation as finally adopted;

(v) Whether the language might be too inflexible to allow for pragmatic implementation;

(vi) Whether the suggestions are feasible from an economic, technical, legal, or other standpoint; and

(vii) Whether the proposal is consistent with the Project objectives.

For this project, several potentially significant and unavoidable impacts were identified and comments were received suggesting ways to further reduce those impacts. Where feasible, the mitigation measures were revised or clarified in response to comments. (See C&R 3.1-77.) Staff also initiated changes to the text of the Draft EIR, including mitigation measures. (See C&R 3.78-77-154.) In some cases, suggested measures are rejected for not being feasible or for lacking a nexus and rough proportionality to the anticipated significant adverse impacts of the project on the physical environment. These reasons for rejecting mitigation proposed by commenters that were received during the comment period are explained in the C&R. (*See, e.g.*, C&R 2.1.1-2.23.6; 3.1-77.)

VI. EVALUATION OF PROGRAM ALTERNATIVES

This Section VI describes the Project as well as the Project Alternatives and the reasons for approving the Project and for rejecting the Alternatives. This Section VI also outlines the Project's purposes and provides a context for understanding the reasons for selecting or rejecting alternatives.

CEQA mandates that EIR evaluate a reasonable range of alternatives to the Project or the Project location that generally reduce or avoid potentially significant impacts of the Project. CEQA requires that every EIR also evaluate a "No Project" alternative. Alternatives provide a basis of comparison to the Project in terms of their significant impacts and their ability to meet Project objectives. This comparative analysis is used to consider reasonable, potentially feasible options for minimizing environmental consequences of the Project.

A. Reasons for Selection of the Project

The overall goal of the Project is to convert approximately 367 acres on Treasure Island and approximately 94 acres on Yerba Buena Island from a former military base to a dense, mixed-use development. The project will provide numerous public benefits, including the following:

Land Use. The Project will result in the creation of a new, mixed-use and transit-oriented neighborhood on the former military base, incorporating the best principles of smart growth and quality urban design. Key land use-related benefits include:

- Locating dense development around a multi-modal transportation hub, including a newly created Ferry Quay on the west side of Treasure Island
- Creating an island gateway and heart with the most intense residential density and the majority of commercial uses focused on the western shore to capitalize on the spectacular views to San Francisco as a public resource
- Organizing buildings, streets and open spaces to respond to Treasure Island's unique microclimate of wind, sun and fog, accomplished, in part, by shifting the conventional street grid to orient certain streets due south
- Creating a compact neighborhood with public spaces and land uses that are organized to encourage walking, bicycling and public transit and discourage the use of private automobiles
- Establishing Treasure Island as a vibrant commercial and visitor destination, including encouraging arts, cultural, entertainment and educational uses, that serve as both an amenity for San Francisco residents and a destination for nonresidents
- Delivering a comprehensive network of new parks, open spaces and recreational opportunities that is unprecedented in San Francisco since the creation of Golden Gate Park
- Including enough residential density to create a sustainable and self-sufficient community that supports neighborhood serving retail, community facilities, and transit infrastructure and service
- Establishing new businesses on the Islands to support a jobs-housing link
- Redeveloping Treasure and Yerba Buena Islands to be a leading example of environmentally sensitive and sustainable master planned development
- Creating a mixed-income community that is family-friendly and makes a significant contribution to the City's need for affordable housing

- Integrating public and private art and art programming opportunities throughout the Project

- Rehabilitation and reuse of Buildings 1, 2 and 3 on Treasure Island, and of the historic Nimitz House, the eight other Senior Officers' Quarters and the Torpedo Assembly Building on Yerba Buena Island, in compliance with the Secretary of the Interior's Standards for Historic Rehabilitation.

Housing. Adding up to 8,000 housing units to the City's housing stock, including significant numbers of new below-market rate housing units, including the following:

- Providing housing affordable to a range of household incomes and household types (e.g., families, seniors, singles, and formerly homeless), with approximately 2,000 affordable units (approximately 25 percent of all new units)

- Providing at least six percent of all new units at a level affordable to very-low income households.

- Providing approximately 435 of the new affordable units for supportive homeless housing units to be developed by TIHDI member organizations

- Implementing a replacement and transition housing plan that would offer existing residents the opportunity to stay on Island and transition into replacement units, or assist in their relocation off-Island

Infrastructure.

- A comprehensive program for geotechnical stabilization and improvement, including soil densification, raising site grades in developed areas above the expected flood level, taking an allowance for long-term sea level rise into account and densifying the perimeter and causeway between Treasure and Yerba Buena Islands to provide protection against overtopping under extreme combinations of tide and storm activity.

- Implementing a comprehensive strategy for potential sea level rise, including (i) setting back the large portions of the development 200 to 350 feet from the shoreline to mitigate against storm events, (ii) elevating all development and vital infrastructure by 42 inches, which would accommodate potential SLR and (iii) enhancing the island's perimeter to protect from wave overtopping in large storm events. In addition, the Project will adopt an adaptive management strategy that enables a variety of responses to actual future SLR conditions.

- Rebuilding a new backbone utility and street network for Treasure and Yerba Buena Island, including:

    - A new street network which includes the causeway between Treasure Island and Yerba Buena Island, rebuilt to current standards and on a stable platform achieved by seismically reinforcing the development areas as described above.

    - A new wet utility system, including new water tanks on Yerba Buena Island, new trunk lines throughout both islands, connections to a new secondary/emergency back-up water supply line on the new Eastern Span of the Bay Bridge linked to the East Bay Municipal Utility District water system, construction by the PUC of an entirely new wastewater treatment and recycled water plant that would tie into a new waste water collection system being constructed by the Project., and construction of a new storm water drainage and treatment system, including a storm water treatment wetland.

    - A new dry utility network, including new electrical, gas and telecommunications lines.

- Completing certain environmental remediation to support the proposed land uses, above and beyond the levels the Navy is legally required to clean to under Federal law

Parks and Open Space. Creating approximately 300 acres of parkland, ecological, recreational, neighborhood and cultural areas, including: a shoreline park for pedestrians and bicycles; an approximately 100-acre Great Park with stormwater wetlands, passive open space, the existing sailboat launch and space for an environmental educational center; seven neighborhood parks and playgrounds; a linear park; off-leash dog areas; space for art installations; an urban agriculture park; 40 acres of athletic fields; improvements to the existing sailing center; a new 5 to 6-acre Hilltop Park on Yerba Buena Island, in addition to existing parks and open space; plazas and active public spaces; and a 3-acre Cultural Park adjacent to Building 1.

Sustainable Development. The Project would implement a comprehensive sustainability strategy that includes principles, goals, targets and strategies for key elements including site design and land use, landscape and biodiversity, transportation, energy, water and wastewater, materials, solid waste, health, safety and security, community and society and economic development. Key elements of the Sustainability Plan include the following:

- Creating a dense, compact land use plan located in close walking proximity to a multi-modal transit node, residents, employees and visitors are encouraged to choose

walking, bicycling and transit over the automobile, also enabling the majority of the Islands to be preserved or established as natural habitat.

- Locating neighborhood-serving uses and transit within walking and bicycling distance of all residences, making substantial improvements to the pedestrian and bicycle network, and making each of these modes of transit a viable alternative to automobiles for non-commute trips. Development would be concentrated around public transportation facilities, with 50 percent of residences within a 10-minute walk and all residences within a 15-minute walk of the Ferry Terminal and intermodal Transit Hub.

- Delivering a comprehensive transportation program that includes multiple alternatives to use of the private automobile, including extensive bicycle and pedestrian path networks (including connections to the East Bay via the new Eastern Span of the Bay Bridge), bus service to downtown San Francisco and the East Bay, ferry service to downtown San Francisco, and intra-island shuttle services.

- Creating a Treasure Island Transportation Management Agency that would implement a comprehensive transportation management program designed to discourage driving and promote use of alternative travel modes.

- Implementing best practices to conserve energy by achieving green building specifications beyond the City's adopted Green Building Ordinance, extensive renewable energy generation provided primarily via solar resources.

- Incorporating features in individual buildings to minimize consumption of potable water, generating recycled water, which can be used for irrigating landscaped areas and help establish plantings within restored habitat areas, and capturing and filtering stormwater runoff through LID treatment systems such as bio-swales and rain gardens and a constructed stormwater treatment wetland.

Economic Development. Providing opportunities to generate thousands of annual construction jobs via build out of the project and thousands of permanent jobs at project completion, encouraging participation by small and local business enterprises through a comprehensive employment and contracting policy.

Community Facilities. Providing a comprehensive package of educational, social, cultural, environmental and public safety facilities and programs, including a joint police/fire

station on Treasure Island, child-care facilities, a school, community meeting rooms or facilities, a Treasure Island Sailing Center, and the Delancey Street Life Learning Center.

B. Alternatives Rejected and Reasons for Rejection

The Agency rejects the Alternatives set forth in the Final EIR and listed below because the Agency finds, in addition to the reasons described in Section VII below, that there is substantial evidence, including evidence of economic, legal, social, technological, and other considerations described in this Section under CEQA Guidelines 15091(a)(3), that make infeasible such Alternatives. In making these determinations, the Agency 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."

1. No Project Alternative

Consistent with Section 15126.6(e)(1) of the CEQA Guidelines, this alternative assumes that the Project Site would remain in its existing condition, would not transfer from the Navy to TIDA, and would not be subject to a tidelands trust exchange. The No Project Alternative is rejected because it would not achieve any of the Project objectives identified in Section I. In particular, it would fail to provide a dense, mixed-use neighborhood capable of supporting a diverse, thriving neighborhood, reduce the ability to provide substantial new market rate and affordable housing to a variety of income levels and household types, or include infrastructure improvements and geotechnical stabilization. Under the No Project Alternative, existing historic resources would not be rehabilitated and reused. No additional jobs would be created under the No Project Alternative.

Thus, while the No Project Alternative would avoid impacts associated with the Project, this alternative would not further any of the Project Sponsor's objectives or provide any of the benefits contemplated by the Project, and is therefore rejected. The Agency rejects the No Project Alternative on each of these grounds independently. All of the reasons provide sufficient independent grounds for rejecting this Alternative.

2. Reduced Development Alternative

Under the Reduced Development Alternative, development would be generally consistent with the *Development Plan and Term Sheet for the Redevelopment of Naval Station Treasure Island* (the "2006 Term Sheet") endorsed by TIDA in October 2006 and by the Board of Supervisors in December 2006, but without the 2010 Development Plan Update endorsed by TIDA in April

2010 and the Board of Supervisors in May 2010. The Reduced Development Alternative would be substantially similar to the Proposed Project, except residential development would be reduced to 6,000 units, there would be no office space, and the total number of parking spaces would be reduced to 8,995 spaces. Because there would be fewer residents to support neighborhood-serving retail, the percentage of regional serving retail would be greater under the Reduced Development Alternative unless neighborhood-serving retail were subsidized. The Reduced Development Alternative was evaluated in the EIR to determine whether it would avoid or substantially lessen traffic and aesthetic impacts.

Environmental Impacts Compared to Proposed Project. The Reduced Development Alternative would generally result in the same impacts as the Project. Although the Project's potentially significant impacts associated with aesthetics, transportation, noise, air quality, and greenhouse gases would be somewhat lessened under this alternative, the impacts would require the same mitigation measures, which would still not avoid the impacts.

More specifically, the Reduced Development Alternative would generate fewer person and vehicle trips. However, construction-related traffic impacts would remain the same. Operational traffic impacts would be reduced as a result of fewer vehicle trips, yet the Reduced Development Alternative would still result in significant impacts at eight study intersections (compared with nine for the Proposed Project). Similarly, impacts to AC Transit and Muni bus service would remain significant and unavoidable. Thus, although the Reduced Development Alternative would generate fewer vehicle trips as a result of having fewer residents, the majority of significant traffic impacts would not be reduced to a less-than-significant level. As with the Proposed Project, the Reduced Development Alternative would result in a parking deficit on both Treasure Island and Yerba Buena Island during its peak hour of parking demand.

Although the Reduced Development Alternative would generally meet most project objectives, the Agency rejects this alternative as infeasible within the meaning of CEQA for the following reasons:

High-Density Housing/Transit-Oriented Development. Because this alternative would provide significantly fewer residential units, it would not fulfill Project objectives that rely on high density residential development. By providing 25% fewer residential units, this alternative is less likely to support neighborhood-serving retail, community facilities and transit infrastructure and service, as described in more detail in the *Feasibility Impacts of Reduced Development Scenario for the Treasure Island / Yerba Buena Island Project* memorandum prepared by Treasure Island Development Authority staff dated April 6, 2011 (the "*TIDA staff memo*"). Development of 25% fewer residential units would also impede successful

implementation of a transit-oriented development that relies on sufficient density to support the transportation demand management program administered by the Transportation Management Agency.

Employment Opportunities. This alternative would provide fewer employment opportunities both during construction and in new commercial space, and significantly reduce numbers of construction and permanent jobs, as well as reducing opportunities available to economically disadvantaged San Franciscans, as described in more detail in the *TIDA staff memo.*

Open Space. This alternative would not achieve the Project objective of a comprehensive new regional waterfront system of parks and public open spaces that is programmed with a variety of uses. As described in the *TIDA staff memo,* the reduced development program would not support the up-front capital needs and on-going maintenance costs that would support the type of high-quality open space and park system that would establish the Project as a regional destination.

Delivery of Public Benefits/Financial Feasibility. Reducing the development program by 25% would also significantly reduce some of the economic advantages and efficiencies that a higher density residential development would provide in order to achieve key project objectives (e.g., providing sufficient market-rate development necessary to support the key public benefits of the Project, including infrastructure and transportation improvements; affordable housing; new and enhanced parks and open space; and creating a community of sufficient size to support neighborhood-serving retail, community facilities, and transit). As described in the *TIDA staff memo*, the Reduced Development Alternative would not generate sufficient funding to meet TIDA's objective of a financially feasible development that would allow for the delivery of infrastructure, affordable housing and other public benefits, or support the Project's capital costs and ongoing operation and maintenance costs. The Reduced Project Alternative would also not meet TICD's objective to attract investment capital and construction financing and produces a reasonable return on investment.

The Agency rejects the Reduced Development Alternative on each of these grounds independently. All of the reasons provide sufficient independent grounds for rejecting this Alternative.

3. No Ferry Service Alternative

Under the No Ferry Service Alternative, the Ferry Terminal would not be built and ferry service to downtown San Francisco would not be provided. It is assumed that Mitigation Measure M-TR-2 (Expanded Transit Service) would be implemented, as additional funding would be available if the Ferry Terminal were not constructed. In order to accommodate the more limited

transit capacity, and assuming that Muni service goals are met (buses operating at an average of 85 percent of seated and standing capacity), development under this alternative was limited to only 5,100 residential units. Additionally, as fewer residents would reside on the Islands but the amount of retail would remain the same as the Proposed Project, it was presumed that a larger percentage of retail uses would be regional- or visitor-serving and a lower percentage would be neighborhood-serving retail than under the Proposed Project. The reduction in residential units would result in a reduced development footprint compared to the Proposed Project, allowing the preservation of the historic *U.S.S. Buttercup* training facilities and creation of additional open space areas.

Environmental Impacts Compared to Proposed Project. The No Ferry Service alternative would avoid or lessen certain environmental impacts as a result of the elimination of Ferry Terminal construction and ferry service, and the reduced number of residents (including with respect to underwater biological resources, air quality, noise, traffic and cultural resources).

The Agency rejects the No Ferry Service Alternative as infeasible within the meaning of CEQA because it would decrease the availability of public transit options, limit emergency access, and eliminate higher density residential development that would prevent the Project from achieving many of its key objectives, all as more particularly described below.

Transportation-Related Project Objectives: This alternative would not achieve a number of the Project objectives to encourage alternative means of transportation and provide a range of public transportation choices. Under the No Ferry Service Alternative, public transit options to mainland San Francisco will be limited to the Muni 108-Treasure Island. By limiting the choice and availability of public transit modes, the Project would not achieve the objective of maximizing use of public transportation and minimizing use of private automobiles or providing a range of public transit choices.

Alternative Emergency Access: The loss of ferry service to Treasure Island would represent a loss in alternative emergency access to and egress from Treasure Island in the event of major earthquake, presenting safety concerns particularly if the Bay Bridge is not accessible following such major earthquake. Impacts identified as less-than-significant under the Proposed Project related to limited emergency access to and egress from the Islands identified (*see* Impact GE-6) would increase in magnitude.

Delivery of Public Benefits/Financial Feasibility: Reducing the development program by approximately 3,000 units would also significantly reduce some of the economic advantages and efficiencies that a higher density residential development would provide, making it more difficult to achieve key project objectives (e.g., providing sufficient market-rate development necessary to

support the key public benefits of the Project, including infrastructure and transportation improvements; affordable housing; new and enhanced parks and open space; and creating a community of sufficient size to support neighborhood-serving retail, community facilities, and transit). As described in the *TIDA staff memo,* the No Ferry Alternative would not generate sufficient funding to meet TIDA's objective of a financially feasible development that would allow for the delivery of infrastructure, affordable housing and other public benefits, or support the Project's capital costs and ongoing operation and maintenance costs. The No Ferry Alternative would also not meet TICD's objective to attract investment capital and construction financing and produces a reasonable return on investment. Although funding would not be expended on the Ferry Terminal, the alternative assumes these funds would be made available to implement the Expanded Transit Service (M-TR-2).

The Agency rejects the No Ferry Service Alternative on each of these grounds independently. All of the reasons provide sufficient independent grounds for rejecting this Alternative.

4. Reduced Parking Alternative

The DEIR found the Reduced Parking Alternative to be infeasible and therefore did not including a lengthy discussion or detailed analysis of the alternative. However, in response to comments, the discussion of the Reduced Parking Alternative was expanded and revised in C&R Section 2.1.

Under the Reduced Parking Alternative, a maximum of 0.5 parking spaces per residential unit, 1 parking space per 1,000 square feet of commercial/flex space in Buildings 1, 2 and 3 and for office space, and a maximum 0.4 parking spaces per hotel room would be permitted. Parking for retail uses, the marina, and open space would remain as in the Proposed Project. The Reduced Parking Alternative would otherwise mirror the Proposed Project, with the same land uses, base transit services, utilities and infrastructure and geotechnical stabilization measures.

Environmental Impacts Compared to Proposed Project. The analysis of the Reduced Parking Alternative examined whether reductions in parking might affect trip generation and associated impacts (particularly traffic, air quality, and noise). The City identified data that supported a weak relationship between residential parking supply and peak hour trip generation, and conducted analysis that concluded some auto trip reductions could occur. Under these results, the traffic impacts of the Reduced Parking Alternative were found to be similar to the traffic impacts to the Reduced Development Alternative, i.e. only one traffic impact – level of service at the intersection of Second/Folsom – would be reduced from significant and unavoidable with mitigation to less than significant. The remainder of the significant and unavoidable impacts under the Proposed Project would remain significant and unavoidable under the Reduced Parking

Alternative. However, for the reasons outlined in the *Supplemental Transportation Analysis for Reduced Parking Alternative: Treasure Island / Yerba Buena Island Redevelopment Plan EIR* memorandum prepared by Fehr & Peers dated February 14, 2011 (the "*Supplemental Transit Analysis*"), the Agency does not believe it would be appropriate to rely on the data and has very low confidence in its predictions. As a result, the Agency cannot reliably conclude that predicted differences in the severity of traffic impacts as a result of the Reduced Parking Alternative would occur.

Even assuming the estimated reductions in vehicle trip generated under the Reduced Parking Alternative are accurate, the projected 10 percent reduction is not sufficient to significantly alter most environmental impacts of the Proposed Project. Specifically, a 10 percent reduction in vehicle trips would not reduce the significant noise impacts identified in Impact NO-3 to less-than-significant levels, and would not reduce any of the significant air quality impacts identified in Impact AQ-5 or annual CO2 emissions.

In summary, the Reduced Parking Alternative would have the same significant impacts as those identified for the Proposed Project except for a possible reduction in one significant traffic impact from significant and unavoidable with mitigation to less-than-significant. The reduction in parking would undermine the market acceptance of the alternative, yielding a reduced rate of return that is commercially infeasible and a reduction in funding available to support the numerous benefits afforded by the Proposed Project, including transit services, new affordable housing units, and new and/or improved infrastructure. (C&R 2.21.46-49.) If the parking supply were reduced, as in a Reduced Parking Alternative, there could also be further demands on transit and additional overcrowding that is likely to result in some riders shifting back to automobile use which would result in greater air quality impacts (DEIR VII.76.) As explained in the EIR, if parking supply and availability is reduced to a certain level, travel behavior may result in increased transit use, which could cause overcrowding on transit. Overcrowding indirectly increases transit travel times, degrades transit reliability and encourages travel behavior that could cause riders to shift to back to automobile use. (DEIR IV.E.140-IV.E.141, VII.76; C&R 2.2142-43.)

The Reduce Parking Alternative would meet most project objectives, however the Agency rejects this alternative as infeasible within the meaning of CEQA for the following reasons:

Market Acceptance; Ability to Finance Project; Project Objectives. TIDA engaged a real estate economic and marketing firm to evaluate the Reduced Parking Alternative. In addition, TICD commissioned three other real estate economic and marketing firms to perform similar evaluations (see *Memorandum from Wilson Meany Sullivan, dated February 10, 2011 entitled*

Market Studies on Reduced Parking) All of the studies concluded that the Reduced Parking Alternative would result in both decreased market acceptance and slow absorption of residential units and lower average sales prices. These studies conclude that absorption rates would decline by 30 to 35 percent as compared to absorption rates from the Proposed Project. Additionally, sales prices compared to the Proposed Project would be, on average, 10 percent lower.

With reduced home sales prices combined with slower absorption, in combination, the total revenue would be reduced by approximately 22 to 27 percent and the rate of return would be reduced from approximately 20 percent to approximately 5 percent or less. Slower absorption would also mean less funding available in the early phases of the Proposed Project for the Project Sponsor to use to construct infrastructure. The reduction in total revenue and rate of return would also result in the inability to attract the amount of private equity required to launch the first phase of the development and, without this upfront capital investment, the tax exempt public financing mechanisms that are necessary to fund the $1.5 billion in project costs would not be accessed.

As a result, implementation of the Reduced Parking Alternative would not be feasible without additional modifications to other cost-generating elements on the Project, including reductions to affordable housing, economic development and job opportunities, parks and open space improvements, and transportation infrastructure. Consequently, under the Reduced Parking Alternative, certain Project objectives would not be met including: (i) to create a development that is financially feasible, that allows for the delivery of infrastructure, public benefits, and affordable housing subsidies; and that is able to fund the Proposed Project's capital costs and ongoing operation and maintenance costs relating to the development and long-term operation of the project site; and (ii) create a high-quality development project that is able to attract investment capital and construction financing and produce a reasonable return on investment. Moreover, failure to meet these objectives could jeopardize other Project objectives, such as the production of housing for a range of income levels.

The Agency rejects the Reduced Parking Alternative because it has been determined to be infeasible in the EIR and as supplemented in the C&R. Further the Agency rejected this Alternative on each of these grounds independently. All of the reasons provide sufficient independent grounds for rejecting this Alternative.

C. Alternatives Considered but not Analyzed in Detail

The Draft EIR explains that a No Public Trust Exchange Agreement Alternative, a 2,800 Housing Unit Alternative with an Amusement Park and a Off-Site Location Alternative were considered but rejected because they either would not achieve most of the project sponsors'

objectives, would not reduce significant environmental project impacts, would result in greater impacts than the Proposed Project, and/or do not represent feasible alternatives for other economic, social or environmental reasons. (DEIR VII.73-77) In addition, a number of comments received during the public scoping process for EIR and in comments on the DEIR suggested that the EIR should analyze additional alternatives with features designed to reduce reliance on private automobiles. Measures proposed included reduced parking, off-peak access fees, and additional incentives and services that could reduce automobile ownership. The EIR explains that the Alternatives proposed by commenters would not achieve most of the project sponsors' objectives, would not reduce significant environmental project impacts, would result in greater impacts than the Proposed Project, and/or do not represent feasible alternatives for other economic, social or environmental reasons. (DEIR VII.77-78; C&R 2.21.1-3; 2.21.65-67.) The Agency finds each of these reasons provide sufficient independent grounds for rejecting these Alternatives.

VII. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to CEQA section 21081 and CEQA Guideline 15093, the Agency 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 these significant and unavoidable impacts and is an overriding consideration warranting approval of the Project, which may include one or more of the variants described in Section I.A.2. 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 Agency 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 Agency specially finds that there are significant benefits of the proposed Project to support approval of the Project in spite of the unavoidable significant impacts, and therefore makes this Statement of Overriding Considerations. Specifically, notwithstanding the significant and unavoidable impacts to Aesthetics (Impact AE-1), Cultural and Paleontological (Impact CP-9), Transportation (Impacts TR-1, TR-2, TR-3, TR-4, TR-6, TR-7, TR-8, TR-9, TR-10, TR-11, TR-12, TR-14, TR-17, TR-18, TR-19, TR-25, TR-27, TR-29, TR-30, TR-31, TR-39, TR-40, TR-41, TR-42, TR-44, TR-45, TR-46, TR-47, TR-48, TR-49, TR-50, TR-51, TR-52, TR-54, TR-55, TR-58, TR-59, TR-60, TR-61, TR-63), Noise (Impact NO-1, NO-2, NO-3, NO-4, NO-7), Air Quality (Impacts AQ-2, AQ-3, AQ-4, AQ-5, AQ-6, AQ-8, AQ-9), Wind and Shadow (Impact

WS-3, WS-4, WS-5), and Biological Resources (Impacts BI-4, BI-7), the Project benefits as described below, including benefits such as Transportation, Land Use and Sustainable Development that relate directly to areas of impact, as well as all other benefits described below and elsewhere in this document, outweigh these impacts.

The Agency 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. All mitigation measures proposed in the FEIR that are applicable to the Project are adopted as part of this approval action. Furthermore, the Agency has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the following specific overriding economic, technical, legal, social and other considerations. Any alternatives proposed by the public are rejected for the reasons set forth in the DEIR and C&R and the reasons set forth herein.

The Project has the following benefits:

- **Housing.** Adds up to 8,000 housing units to the City's housing stock, including significant numbers of new below-market rate housing units, including the following:
    - Providing housing affordable to a range of household incomes and household types (e.g., families, seniors, singles, and formerly homeless), with approximately 2,000 below-market rate units (approximately 25 percent of all new units).
    - Providing at least six percent of all new units at a level affordable to very-low income households
    - Providing approximately 435 of the new affordable units for supportive homeless housing units to be developed by TIHDI member organizations
    - Providing approximately 5 percent of all new private units as inclusionary housing units to serve moderate-income and low-income households.
    - Implementing a transition housing plan that would offer qualified households the opportunity to stay on Island and transition into newly constructed units, or assist in their relocation off-Island. These provisions exceed what is currently required by State law.
- **Parks and Open Space**. Creates approximately 300 acres of parkland, ecological, recreational, neighborhood and cultural areas, including: a shoreline park for pedestrians and bicycles; an approximately 100-acre Northern Shoreline and Wilds naturalistic open

space with stormwater wetlands, passive open space, the existing sailboat launch and space for an environmental educational center; seven neighborhood parks and playgrounds; a linear park; off-leash dog areas; space for art installations; an urban agriculture park; 40 acres of athletic fields; improvements to the existing sailing center; a new 5 to 6-acre Hilltop Park on Yerba Buena Island, in addition to existing parks and open space; plazas and active public spaces; and a 3-acre Cultural Park adjacent to Building 1. These new park facilities will include bicycle and pedestrian trails connecting both islands and connect to the new pedestrian and bicycle path on the new east span of the Bay Bridge.

- **Infrastructure.**

  - Provides a comprehensive program for geotechnical stabilization and improvement, including soil densification, raising site grades in developed areas above the expected flood level, including an allowance for potential future sea level rise into account and densifying the perimeter and causeway between Treasure Island and Yerba Buena Island to provide protection against wave overtopping under extreme combinations of tide and storm activity.

  - Implements a comprehensive strategy to address potential future sea level rise ("SLR"), including (i) setting back the large portions of the development 200 to 350 feet from the shoreline to mitigate against storm events, (ii) elevating all development and vital infrastructure by 42 inches, which would accommodate potential SLR and (iii) enhancing the Treasure Island's perimeter to protect from wave overtopping in large storm events. In addition, the Project will adopt an adaptive management strategy that enables a variety of responses to actual future SLR conditions and a project-generated funding mechanism to pay for those improvements.

  - Rebuilds a new backbone utility and street network for Treasure and Yerba Buena Island, including:

    - A new street network which includes the causeway between Treasure Island and Yerba Buena Island, rebuilt to current standards and on a stable platform achieved by seismically reinforcing the development areas as described above.

    - A new wet utility system, including new water tanks on Yerba Buena Island, new trunk lines throughout both islands, connections to a new

secondary/emergency back-up water supply line on the new Eastern Span of the Bay Bridge linked to the East Bay Municipal Utility District water system, construction by the SFPUC of an upgraded or entirely new wastewater treatment facility and recycled water plant that would tie into a new waste water distribution system and recycled water distribution system being constructed by the Project., and construction of a new storm water drainage and treatment system, including a storm water treatment wetland.

- A new dry utility network, including new electrical, gas and telecommunications lines.

- Completes certain environmental remediation to support the proposed land uses, above and beyond the levels the Navy is legally required to clean to under Federal law.

- **Transportation.** The project's design and development will incorporate innovate and sustainable transit-first and congestion pricing policies which will provide significant benefits to residents of and visitors to the project site. These benefits include:

  - Delivering a comprehensive transportation program that includes multiple alternatives to use of the private automobile, including extensive bicycle and pedestrian path networks (including connections to the East Bay via the new Eastern Span of the Bay Bridge), bus service to downtown San Francisco and the East Bay, ferry service to downtown San Francisco, and intra-island shuttle services.

  - Administering a congestion pricing program which will charge a fee for residents to access the Bay Bridge and the islands during peak congestion hours in order to discourage residents from taking auto trips during these peak travel hours and encouraging them to use alternative modes of transportation.

  - Creating a Treasure Island Transportation Management Agency ("TITMA") that would implement the congestion pricing program, oversee the collection of revenues and the disbursement of funds. The TITMA will have authority to manage and implement the Project's transportation program (other than SFMTA-provided services), which is unique to the nature of the project and the island.

- Encouraging a reduction in vehicle miles traveled through an innovative system managed by TITMA. TITMA will administer a range of programs designed to discourage automobile usage and support transit, including administering a variable congestion pricing fee and parking charges, revenues of which will subsidize transit programs, facilitating a diversity of alternative modes of transportation, and implementing.

- Providing additional transportation demand management features (TDM) such as a car-share program, prepaid transit vouchers, carpool and vanpools and a bicycle rental system.

- **Land Use and Sustainable Development**. Implements a comprehensive sustainability strategy that includes principles, goals, targets and strategies for key elements including site design and land use, landscape and biodiversity, transportation, energy, water and wastewater, materials, solid waste, health, safety and security, community and society and economic development, all of which integrate the best principals of smart growth and quality urban design. Key elements of the Sustainability Plan include the following:

    - Committing to achieving Gold certification under the United States Green Building Council's LEED (Leadership in Energy & Environmental Design) for Neighborhood Development (ND) rating system (July 2010 version), while making a good faith effort to achieve the higher Platinum certification.

    - Creating a dense, compact land use plan located in close walking proximity to a multi-modal transit node, residents, employees and visitors are encouraged to choose walking, bicycling and transit over the automobile, also enabling the majority of the Islands to be preserved or established as natural habitat.

    - Creating an island gateway and heart with the most intense residential density and the majority of commercial uses focused on the western shore to capitalize on the spectacular views to San Francisco as a public resource

    - Organizing buildings, streets and open spaces to respond to Treasure Island's unique microclimate of wind, sun and fog, accomplished, in part, by shifting the conventional street grid to orient certain streets due south.

    - Establishing Treasure Island and Yerba Buena Island as a vibrant commercial and visitor destination, including encouraging arts, cultural, entertainment and

educational uses, that serve as both an amenity for San Francisco residents and a destination for nonresidents

- Including enough residential density to create a viable community that supports neighborhood serving retail, community facilities, and transit infrastructure and service

- Rehabilitation and reuse of Buildings 1, 2 and 3 on Treasure Island, and of the historic Nimitz House, the eight other Senior Officers' Quarters, Quarters 10 and Building 267, and the Torpedo Assembly Building on Yerba Buena Island, in compliance with the Secretary of the Interior's Standards for Historic Rehabilitation.

- Locating neighborhood-serving uses and transit within walking and bicycling distance of all residences, making substantial improvements to the pedestrian and bicycle network, and making each of these modes of transit a viable alternative to automobiles for non-commute trips. Development would be concentrated around public transportation facilities, with approximately 60 percent of residences within a 10-minute walk and all residences within a 15 to 20-minute walk of the Ferry Terminal and intermodal Transit Hub.

- Achieving an at least 15% compliance margin over Title 24 Part 6 2008 California Energy Standards by implementing best practices to conserve energy and reducing demand by requiring developers to utilize Green Building Specifications incorporated into the Design for Development that go above and beyond the City's adopted Green Building Ordinance, and by constructing renewable energy infrastructure that will provide a minimum 5% of peak demand delivered from on-site renewable energy.

- Reducing potable water consumption by 30% over the average San Francisco household by incorporating features in individual buildings to minimize consumption of potable water, generating recycled water, which can be used for irrigating landscaped areas and help establish plantings within restored habitat areas, and capturing and filtering stormwater runoff through LID treatment systems such as bio-swales and rain gardens and a constructed stormwater treatment wetland.

- Diverting at least 75% of construction debris from landfills and incinerates back to the manufacturing process or reuse at appropriate sites, and providing an on-

site area for separation, storage and loading of trash, recyclables and compostable waste.

- **Economic Development, Jobs and Community Facilities**. Provides a comprehensive package of educational, social, cultural, environmental and public safety facilities and programs, including a joint police/fire station on Treasure Island, child-care facilities, a school, community meeting rooms and other facilities, a Treasure Island Sailing Center, and the Delancey Street Life Learning Center. The construction of the project will provide opportunities to generate thousands of annual construction jobs and thousands of permanent jobs at project completion, encouraging participation by small and local business enterprises through a comprehensive employment and contracting policy.

- Invests more than $1.3 billion in infrastructure to serve the site including $68.3 million in transportation improvements and $137 million in geotechnical stabilization.

- Creates approximately 9,900 construction job opportunities onsite over the build-out of the Project. Total annual payroll during peak periods is estimated to be $54 million. Construction spending will indirectly generate an additional 2,838 jobs total in San Francisco over a 20-year build out.

- Creates approximately 2,600 net new permanent jobs in the Development Plan Area. Permanent jobs are estimated to generate an annual payroll of $195 million. In addition, economic activity from the Project is projected to generate multiplier effects on other businesses and employment, creating a projected additional 2,100 jobs from indirect and induced expenditures in the San Francisco economy.

- Will generate over $220 million annually in business revenue from economic activity by businesses on Treasure Island. This business activity, in turn, will produce additional indirect spending by vendors to the Treasure Island businesses, estimated to be over $100 million annually. Induced spending by employee households as a result of direct and indirect activity will result in over $77 million in spending.

- At full build-out provides more than $4.9 billion in net new property value (in constant dollars or $9.2 billion in nominal dollars).

- Integrating public and private art and art programming opportunities throughout the Project

The successful conversion of the former Naval Station Treasure Island to a vibrant, thriving community is one of the City's highest priorities. Having considered these benefits, the Agency finds that the benefits of the Project outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable. The Agency further finds that each of the above considerations is sufficient to approve the project. For each of the reasons stated above, and all of them, the project should be implemented notwithstanding the significant unavoidable adverse impacts identified in the EIR.

Exhibit A

List of Acronyms

Acronym	Meaning
BAAQMD	Bay Area Air Quality Management District
C&R	Comments and Responses
CAB	Citizens Advisory Board
CDFG	California Department of Fish & Game
CEQA	California Environmental Quality Act
CRHR	California Register of Historic Resources
CTMP	Construction Traffic Management Plan
DBI	San Francisco Department of Building Inspection
DDA	Disposition and Development Agreement
DPM	diesel particulate matter
Draft EIR or DEIR	Draft Environmental Impact Report
DRDAP	Document Review and Design Approval Procedure
DTSC	California Department of Toxic Substance Control
Final EIR or FEIR	Final Environmental Impact Report for the Project
LTMS	long term management strategy
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
NI	no impact
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
RWQCB	Regional Water Quality Control Board
SAV	submerged aquatic vegetation
SFDPW	San Francisco Department of Public Works
SFMTA	San Francisco Municipal Transportation Agency
SFPUC	San Francisco Public Utilities Commission
SGMP	Soil and Groundwater Management Plan

Acronym	**Meaning**
SLR	Sea Level Rise
TICD	Treasure Island Community Development, LLC
TIDA	Treasure Island Development Authority
TIHDI	Treasure Island Homeless Development Initiative
WETA	Water Emergency Transit Authority

EXHIBIT 1:
MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
MITIGATION MEASURES FOR THE TREASURE ISLAND/YERBA BUENA ISLAND PROJECT				
Cultural and Paleontological Resources (Archeological Resources) Mitigation Measures				
Mitigation Measure M-CP-1: Archaeological Testing, Monitoring, Data Recovery and Reporting. Based on a reasonable presumption that archaeological resources may be present within the Redevelopment Plan Project Area, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsors shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archaeological consultant shall undertake an archaeological testing program as specified herein. In addition, a professionally qualified geo-archaeologist shall undertake a geo-archaeological assessment of the project area. The archaeological consultant shall be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to this measure. The archaeological consultant's work shall be conducted in accordance with this measure and the requirements of the ARDTP (Archeo-Tec, Archaeological Research Design and Treatment Plan, Treasure Island Redevelopment Plan Project, City and County of San Francisco, CA, October 2009) at the direction of the Environmental Review Officer ("ERO"). In instances of inconsistency between the requirements of the project ARDTP and the requirements of this mitigation measure, the requirements of this archaeological mitigation measure shall prevail. 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. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for a maximum of four weeks. At the direction of the ERO, 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 of potential effects on a significant archaeological resource as defined in *CEQA Guidelines* Section 15064.5 (a)(c).	Project sponsors* to retain qualified professional consultants (archaeologist and geo-archaeologist) from the pool of consultants maintained by the Planning Department	Prior to commencement of soil-disturbing activities, submittal of reports for approval by Planning Department	(See below regarding archaeologist's reports.) Geo-archeological consultant to submit geo-archaeological assessment of the project area to Planning Department with a copy to TIDA	
Archaeological Testing Program The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan ("ATP"). The archaeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archaeological resource(s) that potentially could be adversely	Archaeological consultant to undertake	Archaeological Testing Plan to be submitted to and approved by ERO	Consultant to prepare ATP in consultation with the ERO.	

**Note:* For purposes of this MMRP, unless otherwise indicated the term "project sponsors" shall mean the project sponsor or other persons assuming responsibility for implementation of the mitigation measure under the DDA, Vertical DDAs, or other transfer documents.

EXHIBIT 1:
MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archaeological testing program will be to determine, to the extent possible, the presence or absence of previously undiscovered archaeological resources and to identify and to evaluate whether any archaeological resource encountered on the site constitutes an historical resource under CEQA.	archaeological testing program	prior to testing, which is to be prior to any excavation for each phase of site preparation or construction		
At the completion of the archaeological testing program, the archaeological consultant shall submit a written report of the findings to the ERO. If based on the archaeological testing program the archaeological consultant finds that significant archaeological resources may be present, the ERO, in consultation with the archaeological consultant, shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archaeological testing, archaeological monitoring, and/or an archaeological data recovery program. If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsors, either:	Archaeological consultant to submit results of testing, and in consultation with ERO, determine whether redesign or a data recovery program is warranted	At the completion of the archaeological testing program	Consultant to submit report of findings from testing program to Planning Department with a copy to TIDA	
(A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or				
(B) A data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible, in which case interpretive reuse shall be required.				
Archaeological Monitoring Program (AMP)				
If the ERO in consultation with the archaeological consultant determines that an archaeological monitoring program shall be implemented, the archaeological monitoring program shall minimally include the following provisions:				
• The archaeological consultant, project sponsors, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils-disturbing activities commencing. The ERO in consultation with the archaeological consultant shall determine what project activities shall be archaeologically 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 archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;	Project sponsors and their archaeologist(s), in consultation with ERO and	Prior to any demolition or removal activities, and during construction at any location	Consultant to prepare Archaeological Monitoring Program (AMP) in consultation with the ERO.	

Note: For purposes of this MMRP, unless otherwise indicated the term "project sponsors" shall mean the project sponsor or other persons assuming responsibility for implementation of the mitigation measure under the DDA, Vertical DDAs, or other transfer documents.

EXHIBIT 1:
MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT
(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
• The archaeological 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 archaeological resource;	Archeological monitor and project sponsors' and their construction contractors	As construction contractors are retained, prior to any soils-disturbing activities	Archaeological consultant to advise all construction contractors	
• The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with the project archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits;		Schedules for monitoring to be established in the AMP, in consultation with ERO	Archaeological monitor(s) to observe construction according to the schedules established in the AMP for each site	
• The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;				
• If an intact archaeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile-driving activity (foundation, shoring, etc.), the archaeological monitor has cause to believe that the pile-driving activity may affect an archaeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, and present the findings of this assessment to the ERO.			Archaeological monitor(s) shall temporarily redirect construction activities as necessary and consult with ERO	
Whether or not significant archaeological resources are encountered, the archaeological consultant shall submit a written report of the findings of the monitoring program to the ERO.	Archaeological consultant	Upon completion of soil-disturbing activities on each site	Written report of findings of each monitoring program to be submitted to ERO with a copy to TIDA	
Archaeological Data Recovery Program				
The archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan ("ADRP"). The archaeological consultant, project sponsors, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archaeological consultant shall submit a draft ADRP to the ERO.	Project sponsors and their archaeologist, in consultation with ERO			

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The ERO shall review the draft ARDP to ensure adherence to this mitigation measure and the standards and requirements set forth in the ARDTP. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the resource that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if non-destructive methods are practical. The scope of the ADRP shall include the following elements: • Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations. • Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures. • Discard and De-accession Policy. Description of and rationale for field and post-field discard and de-accession policies. • Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archaeological data recovery program. • Security Measures. Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities. • Final Report. Description of proposed report format and distribution of results. • Curation. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.		Prior to any demolition or removal activities, approval of interpretative materials to occur. Considered complete once verification of donation of occurs.	Consultant to prepare Archaeological Data Recovery Program in consultation with ERO. Final ADRP to be submitted to ERO with a copy to TIDA	
Human Remains and 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. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human	Project sponsors and their archaeologist(s), in consultation with ERO	Ongoing throughout soils-disturbing activities	If applicable, upon discovery of human remains and/or associated or unassociated funerary objects, the consultant shall	

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remains are Native American remains, notification of the California State NAHC who shall appoint a MLD (Pub. Res. Code Sec. 5097.98). The archaeological consultant, project sponsors, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.			notify the Coroner of the City and County of San Francisco, and in the event of the Coroner's determination that the human remains, notification of the California State Native American Heritage Commission who shall appoint a Most Likely Descendant (MLD) who shall make reasonable efforts to develop an agreement for the treatment of human remains and/or associated or unassociated funerary objects.	
Final Archaeological Resources Report				
The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report.	Project sponsors and their archaeologist, in consultation with ERO	Upon completion of construction at a given site	Consultant to prepare draft and final Archeological Resources Report reports. The ERO to review and approve the Final Archeological Resources Report	
Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive two copies (bound and unbound) of the FARR, and one unlocked, searchable PDF copy on a compact disk. MEA shall receive a copy of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high 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.		Upon approval of Final Archaeological Resources Report by ERO	Consultant to transmit final, approved documentation to NWIC, the Planning Department., and TIDA	

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Mitigation Measure M-CP-3: Paleontological Resources Monitoring and Mitigation Program. 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 PRMMP shall include a description of when and where construction monitoring would be required; emergency discovery procedures; sampling and data recovery procedures; procedure for the preparation, identification, analysis, and curation of fossil specimens and data recovered; preconstruction coordination procedures; and procedures for reporting the results of the monitoring program. The PRMMP shall be consistent with the Society for Vertebrate Paleontology Standard Guidelines for the mitigation of construction-related adverse impacts to paleontological resources and the requirements of the designated repository for any fossils collected. During construction, earth-moving activities shall be monitored by a qualified paleontological consultant having expertise in California paleontology in the areas where these activities have the potential to disturb previously undisturbed native sediment or sedimentary rocks. Monitoring need not be conducted in areas where the ground has been previously disturbed, in areas of artificial fill, in areas underlain by nonsedimentary rocks, or in areas where exposed sediment would be buried, but otherwise undisturbed. This, by definition, would exclude all of Treasure Island; accordingly, this mitigation measure would apply only to work on Yerba Buena Island. The consultant's work shall be conducted in accordance with this measure and at the direction of the City's ERO. Plans and reports prepared by the consultant shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Paleontological monitoring and/or data recovery programs required by this measure could suspend construction of the Proposed Project for as short a duration as reasonably possible and in no event for more than a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce potential effects on a significant paleontological resource as previously defined to a less-than-significant level.	Project sponsors to retain appropriately qualified consultant to prepare PRMMP, carry out monitoring, and reporting for each excavation site on Yerba Buena Island	Prior to and during construction on each site involving excavation on Yerba Buena Island. The project paleontological consultant to consult with the ERO as indicated; completed when ERO accepts final report	ERO to approve final PRMMP. Consultant shall provide brief monthly reports to ERO during monitoring or as identified in the PRMMP, with copies to TIDA, and notify the ERO immediately if work should stop for data recovery during monitoring. The ERO to review and approve the final documentation as established in the PRMMP	
Cultural and Paleontological Resources (Historical Resources) Mitigation Measures				
Mitigation Measure M-CP-6: Review of Alterations to the Contributing Landscape of Building 1. During the design review process, TIDA is required, according to draft *Design for Development* Standard T5.10.1, to find that Building 1's rehabilitation is consistent with the Secretary's Standards. In making that finding, TIDA shall also consider any proposed alterations to and within the contributing	TIDA in consultation with qualified professional preservation architect,	During the design review process, prior to TIDA's approval of design for Building 1	TIDA	

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landscape areas identified by the HRE as contributing to the CRHR eligibility of Building 1. TIDA shall not approve a design proposal for Building 1 unless it makes a finding that any such alterations, when taken together with the alterations and additions to Building 1 itself, comply with the Secretary's Standards.	architectural historian, and/or planner experienced with applying Secretary's Standards to adaptive reuse projects			
Mitigation Measure M-CP-7: Review of New Construction within the Contributing Landscape West of Building 1. During the design review process, TIDA is required, according to the draft *Design for Development* (Standard T5.10.1), to find that Building 1's rehabilitation is consistent with the Secretary's Standards. In making that finding, TIDA shall also consider proposed new construction west of Building 1 within its associated contributing landscape areas. TIDA shall not approve a design proposal for Building 1 unless it makes a finding that any such new construction, when taken together with the alterations and additions to Building 1 itself, comply with the Secretary's Standards.	TIDA in consultation with qualified preservation specialist	During the design review process, prior to TIDA's approval of design for Building 1	TIDA	
Mitigation Measure M-CP-9: Documentation and Interpretation <u>*Documentation*</u> The project sponsors shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History to prepare written and photographic documentation of the historical resource. The documentation for the property shall be prepared based on the National Park Service's Historic American Building Survey ("HABS") / Historic American Engineering Record ("HAER") Historical Report Guidelines. This type of documentation is based on a combination of both HABS/HAER standards (Levels II and III) and the National Park Service's policy for photographic documentation as outlined in the National Register of Historic Places and National Historic Landmarks ("NHL") Survey Photo Policy Expansion. The written historical data for this documentation shall follow HABS/HAER Level I standards. The written data shall be accompanied by a sketch plan of the property. Efforts should also be made to locate original construction drawings or plans of the property during the period of significance. If located, these drawings should be photographed, reproduced, and included in the dataset. If construction drawings or plans cannot be located, as-built drawings shall be produced. Either HABS/HAER standard large format or digital photography shall be used. If	Project sponsors to retain qualified professional consultant. Consultant to prepare documentation TIDA shall review, request revisions if appropriate, and ultimately approve documentation	Prior to any action to demolish or remove the Damage Control Trainer, Consultant to submit HABS/HAER/HALS Guidelines documentation for review by TIDA.	Consultant to submit draft and final documentation prepared pursuant to HABS/HAER/HALS Guidelines to TIDA for review and approval. Following approval of documentation, consultant to transmit documentation to the SF History Center in SF Library, TIDA, Planning Department, and NWIC.	

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digital photography is used, the ink and paper combinations for printing photographs must be in compliance with NRHP-NHL Photo Policy Expansion and have a permanency rating of approximately 115 years. Digital photographs will be taken as uncompressed, TIF file format. The size of each image will be 1600x1200 pixels at 330 pixels per inch or larger, color format, and printed in black and white. The file name for each electronic image shall correspond with the index of photographs and photograph label. Photograph views for the dataset shall include (1) contextual views; (2) views of each side of each building and interior views, where possible; (3) oblique views of buildings; and (4) detail views of character-defining features, including features of the interiors of some buildings. 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. Historic photographs shall also be collected, reproduced, and included in the dataset. All written and photographic documentation of the historical resource shall be approved by TIDA prior to any demolition and removal activities. The project sponsors shall transmit such documentation to the San Francisco History Center of the San Francisco Public Library, and to the Northwest Information Center of the California Historical Information Resource System. *Interpretation* The project sponsors shall provide a permanent display of interpretive materials concerning the history and architectural features of the historical resource within public spaces of Treasure Island. The specific location, media, and other characteristics of such interpretive display shall be approved by TIDA prior to any demolition or removal activities.	TIDA to establish location(s), media, and characteristics of the display. Project sponsors and their architectural historian to prepare the display	Prior to demolition or removal activities	TIDA	

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Transportation Mitigation Measures				
Mitigation Measure M-TR-1: Construction Traffic Management Program. The project sponsors shall develop and implement a Construction Traffic Management Plan ("CTMP"), consistent with the standards and objectives stated below and approved by TIDA, designed to anticipate and minimize transportation impacts of various construction activities associated with the Proposed Project. The Plan shall disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruptions and ensure that overall circulation on the Islands is maintained to the extent possible, with particular focus on ensuring pedestrian, transit, and bicycle connectivity and access to the Bay and to recreational uses to the extent feasible. The CTMP shall supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by SFMTA, Department of Public Works ("DPW"), or other City departments and agencies. Specifically, the CTMP shall: • Identify construction traffic management best practices in San Francisco, as well as other jurisdictions that, although not being implemented in the City, could provide valuable information for a project of the size and characteristics of Treasure Island and Yerba Buena Island. • As applicable, describe procedures required by different departments and/or agencies in the City for implementation of a Construction Traffic Management Plan, such as reviewing agencies, approval processes, and estimated timelines. For example: - The construction contractor will need to coordinate temporary and permanent changes to the transportation network on Treasure Island and Yerba Buena Island with TIDA. Once Treasure Island streets are accepted as City streets, temporary traffic and transportation changes must be coordinated through the SFMTA's Interdepartmental Staff Committee on Traffic and Transportation ("ISCOTT") and will require a public meeting. As part of this process, the CTMP may be reviewed by SFMTA's Transportation Advisory Committee ("TASC") to resolve internal differences between different transportation modes. - For construction activities conducted within Caltrans right-of-way, Caltrans Deputy Directive 60 (DD-60) requires a separate Transportation Management	Project sponsors for each subphase, and their construction contractor(s) to prepare CTMP TIDA to coordinate with other City agencies and approve CTMP for each sub-development phase Construction contractors to disseminate appropriate information from the CTMP to employees and subcontractors. Project sponsors for each Sub-Phase and their construction contractor to implement approved CTMP, including each of the bulleted items	Prepare CTMP and submit for approval prior to construction of the first Sub-Phase of the first Major Phase, to be updated for each subsequent Sub-Phase In advance of construction activities in Caltrans	Construction contractors to report to TIDA, San Francisco Metropolitan Transportation Authority, and Department of Public Works, with copies to Planning Department, and TITMA Construction contractors and permit applicants to	

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Plan and contingency plans. These plans shall be part of the normal project development process and must be considered during the planning stage to allow for the proper cost, scope and scheduling of the TMP activities on Caltrans right-of-way. These plans should adhere to Caltrans standards and guidelines for stage construction, construction signage, traffic handling, lane and ramp closures and TMP documentation for all work within Caltrans right-of-way.		right-of-way	coordinate with Caltrans and submit Certification Checklist forms to Caltrans when appropriate	
• Changes to transit lines would be coordinated and approved, as appropriate, by SFMTA, AC Transit, and TITMA. The CTMP would set forth the process by which transit route changes would be requested and approved. Require consultation with other Island users, including the Job Corps and Coast Guard, to assist coordination of construction traffic management strategies. The project sponsors shall proactively coordinate with these groups prior to developing their CTMP to ensure the needs of the other users on the Islands are addressed within the Construction Traffic Management Plan.	Project sponsors and construction contractor(s)	Prior to completion of CTMP and during construction	Project sponsors to report to SFMTA, AC-Transit, and TITMA	
• Identify construction traffic management strategies and other elements for the Proposed Project, and present a cohesive program of operational and demand management strategies designed to maintain acceptable levels of traffic flow during periods of construction activities. These include, but are not limited to, construction strategies, demand management activities, alternative route strategies, and public information strategies. For example, the project sponsors may develop a circulation plan for the Island during construction to ensure that existing users can clearly navigate through the construction zones without substantial disruption.	Project sponsors and construction contractor(s)	Prior to completion of CTMP and during construction		
• Require contractors to notify vendors that STAA trucks larger than 65 feet exiting from the eastbound direction of the Bay Bridge may only use the off-ramp on the east side of Yerba Buena Island.	Construction contractor(s)	When contracting with vendors	Construction contractor(s) to report vendor notifications to TIDA	

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Mitigation Measure M-TR-24: Provide Transit Only Lane between First Street on Treasure Island and the transit and emergency vehicle-only westbound Bay Bridge on-ramp. Implementation of Mitigation Measure M-TR-24 would only be triggered if the extent of actual vehicle queuing impacts the proposed Muni line 108-Treasure Island on Treasure Island Road and creates delays for Muni buses accessing the westbound transit-only on-ramp. As such, throughout the life of the project, the TITMA, in consultation with SFMTA and using SFMTA's methodology, shall monitor the length and duration of potential queues on Treasure Island Road and the associated delays to Muni service. If the queues between First Street and the westbound on-ramp on the west side of Yerba Buena Island result in an operational delay to Muni service equal to or greater than the prevailing headway during the AM, PM or Saturday peak periods, SFMTA, in consultation with TITMA, shall implement a southbound transit-only lane between First Street on Treasure Island and the transit and emergency vehicle-only westbound Bay Bridge on-ramp. The implementation of a transit-only lane would be triggered if impacts are observed over the course of six months at least 50 percent of the time during the AM, PM, or Saturday peak periods. Implementation of this mitigation measure would entail the following: • Elimination or reduction of the proposed median on Treasure Island Road between First Street and just south of Macalla Road; and • Elimination of the proposed southbound Class II bicycle lane on Treasure Island Road and a small portion of Hillcrest Road south of the intersection with Macalla Road. The Class I facility on Treasure Island Road connecting Treasure Island and the proposed new lookout point, just south of the Macalla Road intersection, would remain. Bicyclists who use the Class I path to the lookout point and continue on Treasure Island Road toward Hillcrest Road would have to share the lane with traffic, similar to other roadways where bicycle lanes are not provided. Bicyclists would still be able to use Class I bicycle paths and Class II bicycle lanes proposed on Macalla Road to connect between the Islands and the bicycle path on the new east span of the Bay Bridge.	TITMA to carry out monitoring Project sponsors and sponsors' construction contractor to carry out restriping pursuant to SFMTA requirements and standards if/when determined necessary	TITMA, in consultation with SFMTA shall monitor the length and duration of potential queues on Treasure Island Road and the associated delays to Muni service on a quarterly (every 3 months) basis on a Saturday and three consecutive weekdays (Tuesday, Wednesday, and Thursday). Monitoring shall be increased to a monthly basis once delay to Muni is equal to or greater than the prevailing headway during the AM, PM, or Saturday peak periods. The monitoring shall begin upon installation of the metering light on the westbound on-ramp on the east side of YBI, or upon completion of 1,000 dwelling units, whichever occurs first. The measure shall be implemented when the queues between First Street and the westbound on-ramp on the west side of Yerba Buena Island result in an operational delay to Muni service	TITMA to report to SFMTA	

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		equal to or greater than the prevailing headway during the AM, PM or Saturday peak periods over the course of six months at least 50 percent of the time during the AM, PM, or Saturday peak periods.		
Noise Mitigation Measures				
Mitigation Measure M-NO-1a: Reduce Noise Levels During Construction. The following practices shall be incorporated into the construction contract agreement documents to be implemented by the construction contractor: • Provide enclosures and mufflers for stationary equipment, shroud or shield impact tools, and install barriers around particularly noisy activities at the construction sites so that the line of sight between the construction activities and nearby sensitive receptor locations is blocked; • Use construction equipment with lower noise emission ratings whenever feasible, particularly for air compressors; • Provide sound-control devices on equipment no less effective than those provided by the manufacturer; • Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from sensitive receptor locations; • Prohibit unnecessary idling of internal combustion engines; • Require applicable construction-related vehicles and equipment to use designated truck routes to access the project sites; • Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, noise barriers or noise blankets. The placement of such attenuation measures shall be reviewed and approved by the Director of Public Works prior to issuance of development permits for construction activities; and • Designate a Noise Disturbance Coordinator who shall be responsible for	Project sponsors and their construction contractor(s) TIDA to designat Noise Disturbance Coordinator; all construction contractors shall	For each construction permit. Construction contractors to report on noise measures implemented on a monthly basis. Noise Disturbance Coordinator to be available throughout all construction phases until buildout is complete.	Construction contractors to report on implementation on a monthly basis to DPW if construction is permitted under a street permit, or DBI if construction is under a site or building permit, or SFPUC if construction is for a SFPUC-owned facility.	

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responding to complaints about noise during construction. The telephone number of the Noise Disturbance Coordinator shall be conspicuously posted at the construction site and shall be provided to the City. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas.	work with Coordinator and post construction schedule			
Mitigation Measure M-NO-1b: Pile Driving Noise-Reducing Techniques and Muffling Devices. The project sponsors and developers of each structure (project applicant) shall require the construction contractor to use noise-reducing pile driving techniques if nearby structures are subject to pile driving noise and vibration. These techniques shall include pre-drilling pile holes (if feasible, based on soils; see Mitigation Measure M-NO-2) to the maximum feasible depth, installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible. Construction contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices. In addition, at least 48 hours prior to pile-driving activities, the Project Applicant shall notify building owners and occupants within 500 feet of the project site of the dates, hours, and expected duration of such activities.	Project sponsors and developers of each structure to require construction contractor(s) to identify the selected noise-reducing pile driving techniques and noise shielding and muffling devices	During construction of each phase, if pile driving is required. Notification of building owners and occupants within 500 feet of the project site of the dates, hours, and expected duration of such activities shall occur at least 48 hours prior to pile driving activities,.	Project sponsors shall report technique proposed to be used to DPW if construction is permitted under a street permit, or DBI if construction is under a site or building permit. Project sponsors shall report notifications to TIDA and Planning Department	
Mitigation Measure M-NO-2: Pre-Construction Assessment to Minimize Impact Activity and Vibro-compaction Vibration Levels. The project sponsors shall engage a qualified geotechnical engineer to conduct a pre-construction assessment of existing subsurface conditions and the structural integrity of nearby buildings subject to impact or vibrocompaction activity impacts before a building permit is issued. If recommended by the geotechnical engineer, for structures or facilities within 50 feet of impact or vibro-compaction activities, the Project Applicant shall require ground-borne vibration monitoring of nearby structures. Such methods and technologies shall be based on the specific conditions at the construction site such as, but not limited to, the pre-construction surveying of potentially affected structures and underpinning of foundations of potentially affected structures, as necessary. The pre-construction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of impact or vibro-compaction activities. Monitoring results shall be submitted to the Department of Building Inspection. In the event of unacceptable ground movement, as determined by the Department of Building Inspection, all impact and/or vibro-compaction work shall cease and corrective measures shall be implemented. The impact and vibro-compaction program and ground stabilization measures shall be reevaluated and approved by the Department of Building	Project sponsors and qualified geotechnical engineer(s) engaged by project sponsors	Pre-construction assessment shall occur prior to commencement of construction of each phase of site preparation or grading and prior to construction of each building, where use of impact or vibro-compaction methods are proposed. Monitoring shall occur, if recommended, during impact activities and vibro-compaction and during other ground stabilization measures as	Geotechnical engineer to submit pre-construction assessments to the Department of Building Inspection. Geotechnical engineer shall provide reports of results of monitoring programs to Department of Building Inspection for review and approval	

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Inspection.		recommended by geotechnical engineer		
Mitigation Measure M-NO-5: Residential, School, and Transient Lodging Land Use Plan Review by Qualified Acoustical Consultant. To ensure that automobile and ferry traffic induced interior L_{max} noise levels at nearby uses do not exceed an interior noise level standard of 45 dBA (L_{dn}), the developer of each new residential, scholastic, or hotel land uses planned for the Development Plan Area shall be required to engage a qualified acoustical consultant to prepare plans for the applicable development project, and to follow their recommendations to provide acoustical insulation or other equivalent measures to ensure that interior peak noise events would not exceed 45 dBA (L_{dn}). Similar to requirements of Title 24, this Plan shall include post-construction monitoring to verify adequacy of noise attenuation measures.	Project sponsor(s) for each new residential, educational or hotel building to retain qualified acoustical consultants to prepare plans for acoustical insulation, and following construction and occupancy to monitor for adequacy of measures	Prior to completion of design and issuance of the first building permit allowing commencement of construction of each new residential or hotel building, or new or upgraded educational facility Monitoring to be carried out at least one time within one year following completion and occupancy of each residential, hotel, or educational building	Consultant(s) to submit reports to Department of Building Inspection. Building designers to follow the recommendations of the acoustical consultant. DBI to review plans to ensure recommendations are included in plans. Monitoring report to be filed with DBI by acoustical consultant	
Mitigation Measure M-NO-6: Stationary Operational Noise Sources. All utility and industrial stationary noise sources (e.g., pump stations, electric substation equipment, etc.) shall be located away from noise sensitive receptors, be enclosed within structures with adequate setback and screening, be installed adjacent to noise reducing shields or constructed with some other adequate noise attenuating features to achieve acceptable regulatory noise standards for industrial uses as well as to achieve acceptable levels at the property lines of nearby residences or other sensitive uses, as determined by the San Francisco Land Use Compatibility Guidelines for Community Noise standards. Once the stationary noise sources have been installed, noise levels shall be monitored to ensure compliance with local noise standards. If project stationary noise sources exceed the applicable noise standards, an acoustical engineer shall by retained by the applicant to install additional noise attenuation measures in order to meet the applicable noise standards.	TIDA, in consultation with SFPUC if appropriate, to establish appropriate locations for utility and industrial facilities that could produce noise and project sponsors to require appropriate noise attenuating features in design Project sponsors to retain qualified expert to monitor	Site and noise attenuation features to be established during design of each utility or industrial stationary noise source Monitoring to be carried out within three months of installation of stationary noise sources, at each structure with stationary noise sources	Reports of monitoring results to be submitted to TIDA with copies to Planning Department	

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
	sound from each stationary noises source, and retain qualified acoustical engineer if noise standards are exceeded.			
Air Quality Mitigation Measures				
Mitigation Measure M-AQ-1: Implementation of BAAQMD-Identified Basic Construction Mitigation Measures. The following eight BAAQMD-identified construction mitigation measures shall be incorporated into the required Construction Dust Control Plan for the Proposed Project: 1. All exposed surfaces shall be watered two times daily. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet-power vacuum street sweepers at least once per day. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturers specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.	Project sponsors to prepare Construction Dust Control Plan, and project sponsors and their construction contractors to implement Construction Dust Control Plan Construction contractors to post contact person and telephone numbers	Department of Building Inspection (DBI) will not issue building permits until Department of Public Health (SFDPH) has approved Construction Dust Control Plan Dust Control Plans to be prepared and implemented during each phase of site preparation and building construction	SFDPH to review and approve Construction Dust Control Plan and notify DBI of the approval	
Mitigation Measure M-AQ-2: Construction Exhaust Emissions. TIDA shall require project sponsors to implement combustion emission reduction measures, during construction activities, including the following measures: • The contractor shall keep all off-road equipment well-tuned and regularly serviced to minimize exhaust emissions, and shall establish a regular and frequent check-up	TIDA shall require, and project sponsors and their construction	Project sponsors, with assistance from construction contractors, shall submit quarterly	TIDA and DBI in Tidelands Trust Overlay Zone Planning Department and	

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and service/maintenance program for equipment. • Off-road diesel equipment operators shall be required to shut down their engines rather than idle for more than five minutes, unless such idling is necessary for proper operation of the equipment. Clear signage shall be provided for construction workers at all access points. TIDA shall require that project sponsors also engage in early implementation of the following combustion emission reduction measures, during construction activities: • The project applicant shall utilize EPA Tier 3 engine standards or better at the start of construction for all off-road equipment, or utilize Retrofit Emission Control Devices which consist of diesel oxidation catalysts, diesel particulate filters or similar retrofit equipment control technology verified by the California Air Resources Board ("CARB") (http://www.arb.ca.gov/diesel/verdev/verdev.htm). • The project applicant shall utilize EPA Tier 4 engine standards or better for 50 percent of the fleet at construction initiation, increasing to 75 percent by 2015, and 100 percent by 2018, to the extent that EPA Tier 4 equipment is commercially available. • The project applicant shall utilize 2010 or newer model year haul trucks, to the extent that they are commercially available. • Diesel-powered generators for construction activity shall be prohibited as a condition of construction contracts for each Major Phase, unless TIDA has made a finding in writing in connection with the Major Phase that there are no other commercially available alternatives to providing localized power.	contractors, shall implement	reports regarding compliance with measures and implementation of emission reduction strategies and use of Tier 3 or Tier 4 or equivalent equipment during construction through 2018 and annually thereafter until buildout.	DBI outside of Trust Overlay Zones	
Mitigation Measure M-AQ-3: At the submission of any Major Phase application, TIDA shall require that an Air Quality consultant review the proposed development in that Major Phase along with existing uses and uses approved in prior Major Phases to determine whether the actual project phasing deviates materially from the representative phasing plan. If the Air Quality consultant determines the possible impact of the actual phasing could result in a significant impact on any group of receptors, then TIDA shall require that the applicant implement in connection with that Major Phase best management practices to the extent that TIDA determines feasible to reduce construction emissions in accordance with Mitigation Measures M-AQ-1, M-AQ-2, and M-AQ-4. TIDA shall also determine whether Tier 3 or Tier 4 engines, non-diesel powered generators, or year 2010 or newer haul trucks are commercially available for that phase, and, if so, require the use of such engines or haul trucks.	TIDA for horizontal construction or Planning Department for vertical construction outside Tidelands Trust Overlay Zone, and an air quality consultant	Review of phasing by air quality consultant to occur prior to approval of each Major Phase Application. If required, BMPs to be included prior to commencement of construction for each Sub-Phase within each Major Phase	TIDA and DBI or Planning Department and DBI as applicable	

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Mitigation Measure M-AQ-4: Implement Additional Construction Mitigation Measures Recommended for Projects with Construction Emissions Above Thresholds. TIDA shall require the project sponsors to implement all of the following mitigation measures identified by BAAQMD, to the extent feasible, for projects that exceed construction thresholds that would be applicable to reducing PM2.5 emissions. Although there may be some overlap, these mitigation measures are identified by BAAQMD as additional to those identified in Mitigation Measure AQ-1 which BAAQMD identifies as recommended for all projects regardless of whether thresholds are exceeded: 1. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. 2. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph. 3. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity. 4. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. 5. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. 6. Activities shall be phased to reduce the amount of disturbed surfaces at any one time. 7. All trucks and equipment, including their tires, shall be washed off prior to leaving the site. 8. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel. 9. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent. 10. Minimizing the idling time of diesel-powered construction equipment to two minutes. 11. Same as Mitigation Measure AQ-2.	TIDA shall require, and project sponsors and their construction contractors, shall implement	Project sponsors, with assistance from construction contractors, shall submit quarterly reports regarding implementation	TIDA, Planning Department, and DBI	

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12. Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM. 13. Requiring all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.				
Wind and Shadow Mitigation Measures				
Mitigation Measure M-WS-3: Identification of Interim Hazardous Wind Impacts 1. To identify nearby locations where potentially hazardous winds might occur as a result of the new construction during the phased buildout of the Development Program, the project sponsors shall contract with a qualified wind consultant. At least once a year, throughout construction of the Proposed Project, the wind consultant shall visit the project site, shall carefully review and consider the designs of all buildings that are approved or under construction using plans that shall be provided by the project sponsors and TIDA, shall carefully review the status of site development and building construction to date, and shall identify locations where potentially hazardous winds are likely to occur in pedestrian areas (including temporary and permanent sidewalks, streets and construction roads, and public open spaces) as a result of the new construction that would occur as part of the Proposed Project. The qualified wind consultant shall work with the project sponsors to identify structural measures and precautions to be taken to reduce exposure of persons to potentially hazardous winds in publicly accessible areas. The structural measures and precautions identified by the wind consultant could include, but not be limited to, measures such as: warning pedestrians and bicyclists of hazardous winds by placing weighted warning signs; identifying alternative pedestrian and bicycle routes that avoid areas likely to be exposed to hazardous winds; installing semi-permanent windscreens or temporary landscaping features (such as shrubs in large planters) that provide some wind sheltering and also direct pedestrian and bicycle traffic around hazardous areas. 2. For the active construction areas, the wind consultant may identify those construction sites that would be especially exposed to strong winds and may recommend construction site safety precautions for those times when very strong winds occur on-site or when they may be expected, such as when high-wind watches or warnings are announced by the National Weather Service of the National Oceanic and Atmospheric Administration. The objective of construction site safety precautions shall be to	TIDA to retain (a) qualified wind consultant(s) TIDA's wind consultant	At least once a year throughout all phases of construction At least once a year throughout all phases of construction	TIDA and DBI with copy to Planning Department TIDA to report to DBI, with a copy to Planning Department.	

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minimize risks and prevent injuries to workers and to members of the public from stacked materials, such as shingles and sheets of plywood, that can be picked up and carried by very strong winds, as well as from temporary signage, siding or roofing, or light structures that could be detached and carried by wind. As part of construction site safety planning, the project sponsors shall require, as a condition of the contract, that contractors shall consider all such wind-related risks to the public that could result from their construction activities and shall develop a safety plan to address and control all such risks related to their work.	Project sponsors and their construction contractors	Prior to issuance of a building permit for each structure	TIDA and Department of Building Inspection	
3. TIDA shall ensure, by conditions of approval for horizontal work activity, and the Planning Department shall ensure by conditions of approval for building permits and site permits, that the project sponsors and the subsequent building developer(s) cooperate to implement and maintain all structural measures and precautions identified by the wind consultant.	TIDA and Planning Department	Prior to issuance of building permit for each structure and each site permit	TIDA	
4. TIDA shall document undertaking the actions described in this mitigation measure, including copies of all reports furnished for vertical development by the Planning Department. TIDA shall maintain records that include, among others: the technical memorandum from the EIR; all written recommendations and memoranda, including any reports of wind testing results, prepared by the wind consultant(s) in the conduct of the reviews and evaluations described in this mitigation measure; and memoranda or other written proof that all constructed buildings incorporate the requisite design mitigations that were specified by the wind consultant(s).	TIDA	Throughout all phases of construction	Planning Department shall provide to TIDA all reports prepared for vertical development. TIDA shall document undertaking the action and maintain records for horizontal improvements and maintain records for vertical development.	

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Mitigation Measure M-WS-4: Ongoing Review and Mitigation of Hazardous Wind Impacts 1. Prior to schematic design approval of the building(s) on any parcel within the Project, the Planning Department shall require that a qualified wind consultant shall review and compare the exposure, massing, and orientation of the proposed building(s) on the subject parcel to the building(s) on the same parcel in the representative massing model of the Proposed Project tested in the wind tunnel as part of this EIR and in any subsequent wind testing. The wind consultant shall identify and compare the potential impacts of the proposed building(s) relative to those described in this EIR. The wind consultant's analysis and evaluation shall consider the proposed building(s) in the context of the "Current Project," which, at any given time during construction of the Project, shall be defined as the building masses used in the representative massing model of the Proposed Project, as described in this EIR, except as modified to replace appropriate building massing models with the corresponding as-built designs of all previously-completed structures and the then-current designs of approved but yet unbuilt structures. Finally, the proposed building(s) shall be compared to its equivalent current setting (the Current Project scenario). a. If the qualified wind consultant concludes that the building design(s) would not create a new wind hazard and would not contribute to a wind hazard identified by prior wind testing, no further review would be required. b. If the qualified wind consultant concludes that the building design(s) could create a new wind hazard or could contribute to a wind hazard identified by prior wind testing, but in the consultant's professional judgment can be modified to prevent it from doing so, the consultant shall propose changes or supplements to the design of the proposed building(s) to achieve this result. The consultant may consider measures that include, but are not limited to, changes in design, building orientation, and/or the addition of street furniture, as well as consideration of the proposed landscaping. The wind consultant shall work with the project sponsors and/or architect to identify specific feasible changes to be incorporated into the Project. To the extent the consultant's findings depend on particular building or landscaping features, the consultant shall specifically identify those essential features. The project sponsors shall incorporate those features into the	Planning Department, project sponsors' wind consultant(s), and project sponsors' architects and engineers	Prior to schematic design approval of the building(s) on any parcel within the Project Development Area	Planning Department and DBI to review	

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building's/buildings' design and landscaping plans. If the wind consultant can then conclude that the modified building's/buildings' design and landscaping would not create a new wind hazard or contribute to a wind hazard identified in prior wind testing, no further review would be required. Although a goal of this effort is to limit the wind effects of the building(s) to (1) cause the same or fewer number of hours of wind hazard in the immediate vicinity compared to the building(s) on that parcel as identified by prior wind testing, and (2) subject no more area to hazardous winds than was identified by prior wind testing, it should not be expected that all of the wind hazard(s) identified in prior wind testing would be eliminated by this measure. c. If, at this point in the analysis, the consultant concludes that the building(s) would cause a new wind hazard or increase a wind hazard identified in prior wind testing, and if the consultant concludes that the new or additional wind hazard is not likely to be eliminated by measures such as those described above, the consultant may determine that additional wind tunnel testing would be required. Wind tunnel testing would also be required if the consultant, due to complexity of the design or the building context, is unable to determine whether likely wind hazards would be greater or lesser than those identified in prior wind testing. In the event the building's design would appear to increase the hours of wind hazard or extent of area subject to hazard winds, the wind consultant shall identify design alterations that could reduce the hours or extent of hazard. The wind consultant shall work with the developer and/or architect to identify specific alterations to be incorporated into the project. It is not expected that in all cases that the wind hazard(s) identified in this EIR would be completely eliminated. To the extent the wind consultant's findings depend on particular building design features or landscaping features in order to meet this standard, the consultant shall identify such features, and such features shall be incorporated into the design and landscaping. 2. If wind testing of an individual or group of buildings is required, the building(s) shall be wind tested in the context of a model (subject to the neighborhood group geographic extent described below) that represents the Current Project, as described in Item 1, above. Wind testing shall be performed for the building's/buildings' "Neighborhood" group, i.e. the surrounding blocks (at least three blocks wide and several blocks deep) within which the wind consultant determines wind hazards caused by or affected by the building(s) could occur.				

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The testing shall include all the test points in the vicinity of a proposed building or group of buildings that were tested in this EIR, as well as all additional points deemed appropriate by the consultant to determine the building's/buildings' wind performance. The wind testing shall test the proposed building design in the Current Project scenario, as well as test the existing Current Project scenario, in order to clearly identify those differences that would be due to the proposed new building. In the event that wind testing shows that the building's design would cause an increase in the hours of or extent of area subject to hazard winds in excess of that identified in prior wind testing, the wind consultant shall work with the project sponsors, architect and/or landscape architect to identify specific feasible alterations to be incorporated into the building(s). To the extent that avoiding an increase in wind hazard relies on particular building design or landscaping features, these building design or landscaping features shall be incorporated into the design by the project sponsors. The ability of the design alterations to reduce the wind hazard shall be demonstrated by wind tunnel testing of the modified design. Although a goal of this effort should be to limit the building's/buildings' wind effect to (1) cause the same or fewer number of hours of wind hazard in the immediate vicinity compared to the building(s) on that parcel as identified by prior wind testing, and (2) subject no more area to hazardous winds than was identified by prior wind testing, it should not be expected that all of the wind hazard(s) identified in the prior wind testing or in the current wind testing under this mitigation measure would be eliminated.				
3. TIDA shall document undertaking the actions described in this mitigation measure, including copies of all reports furnished for vertical development by the Planning Department. TIDA shall maintain records that include, among others: the technical memorandum from the EIR; all written recommendations and memoranda, including any reports of wind testing results, prepared by the wind consultant(s) in the conduct of the reviews and evaluations described in this mitigation measure; and memoranda or other written proofs that all constructed buildings incorporate the requisite design mitigations that were specified by the wind consultant(s).	TIDA to maintain documentation	Ongoing until full buildout	Planning Department to provide copies of documentation for vertical development to TIDA as they are prepared.	

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Biological Resources Mitigation Measures				
Mitigation Measure M-BI-1a: Surveys for Special-Status Plants. On Yerba Buena Island, presence/absence surveys for special-status plants shall be conducted by a qualified botanist prior to any ground disturbance. In the event that special-status plant populations are found during the surveys, the lead agency will avoid disturbance to the species by establishing a visible avoidance buffer zone of not less than 25 feet. If it is not feasible to avoid disturbance or mortality, then special-status plant populations will be restored on-site at a 1:1 ratio in areas that are to remain as post-development open space.	Project sponsors to retain qualified professional consultant to carry out and report on surveys TIDA to maintain copies of all reports	Prior to construction for each phase on YBI, a preconstruction survey shall be conducted within the construction area in the spring (May and June) by a qualified botanist.	TIDA to provide copies of all survey reports to Planning Department	
Mitigation Measure M-BI-1b: Pre-project Surveys for Nesting Birds. Pre-project surveys shall be conducted by a qualified biologist for nesting birds between February 1st and August 15th if ground disturbance or tree removal is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act ("MBTA") or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game ("CDFG") and/or the U.S. Fish and Wildlife Service ("USFWS") Division of Migratory Bird Management may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed.	Project sponsors to retain qualified professional consultant to carry out preconstruction surveys in consultation with CDFG and/or USFWS, as appropriate. TIDA to maintain copies of all reports	Preconstruction surveys shall be conducted for work scheduled during the breeding season (February through August). The preconstruction survey shall be conducted within 15 days prior to the start of work from February through May, and within 30 days prior to the start of work from June through August. If active nests of protected birds are found in the work area, no work will be allowed within the buffer(s), until the young have successfully fledged.	Copies of all reports to be provided to TIDA and Planning Department	
Mitigation Measure M-BI-1c: Minimizing Disturbance to Bats. Removal of trees or demolition of buildings showing evidence of bat activity shall occur during the period least likely to impact the bats as determined by a qualified bat biologist (generally between February 15 and October 15 for winter hibernacula and between August 15 and April 15 for maternity roosts). If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no-disturbance buffer of 100 feet shall be created around active bat roosts being used for	Project sponsors to retain qualified bat biologist to carry out surveys, in consultation with CDFG if buffer is proposed to be	Throughout the construction phases, with particular attention prior to construction at each site and/or structure	Copies of all reports to be provided to TIDA and Planning Department	

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maternity or hibernation purposes. A reduced buffer could be provided for on a case-by-case basis by the bat biologist, in consultation with CDFG and based on site-specific conditions. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would necessary.	reduced. TIDA to maintain copies of all reports			
Mitigation Measure M-BI-1d: Control of Domestic and Feral Animals. To avoid conflicts with wildlife on Yerba Buena Island and the remaining natural habitats on Yerba Buena Island, the Islands' Covenants, Conditions and Restrictions, TIDA Rules and Regulations, and/or other similar enforceable instruments or regulations, shall prohibit off-leash dogs outside of designated, enclosed, off-leash dog parks on Yerba Buena Island and the feeding of feral cats on both islands. Building tenants shall be provided with educational materials regarding these restrictions, rules, and/or regulations. Non-resident pet owners and the public using the Islands shall be alerted to these restrictions, rules, and/or regulations through appropriate signage in public areas.	Project sponsors to include in CCRs and/or TIDA to include in rules and regulations and post appropriate signage Project sponsors and individual site developers to provide information to building tenants	Preparation of rules, regulations, and convenants prior to each Major Phase; Communications to tenants and visitors, prior to occupation of new structures, and ongoing	TIDA	
Mitigation Measure M-BI-1e: Monitoring During Off-Shore Pile Driving. Site-specific conditions during all offshore pile driving shall be monitored by a qualified marine biologist to ensure that aquatic species within the project area would not be impacted, that harbor seals at nearby Yerba Buena Island, at occasional Treasure Island haul-outs, and while in transit along the western shoreline of Treasure Island during work on the Ferry Terminal and in Clipper Cove during work on the Sailing Center, are not disturbed, and that sound pressures outside the immediate project area do not exceed 160 dB at 500 meters from the source. If this threshold is exceeded or avoidance behavior by marine mammals or fish is observed by the on-site marine biologist, bubble curtains will be used to reduce sound/vibration to acceptable levels. In addition the following measures shall be employed to further reduce noise from pile-driving activities: • Use as few piles as necessary in the final terminal design; • Use vibratory hammers for all steel piles; • Use cushion blocks between the hammer and the pile; • Restrict pile driving to June 1 to November 30 work window as recommended by NOAA Fisheries to protect herring and salmonids;	Project sponsors and project sponsors' qualified marine biologist(s) and acoustical consultant(s)	During off-shore pile driving for each phase of in-water construction for Ferry Terminal and Sailing Center	TIDA and Dept. of Building Inspection	

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If marine mammals are observed within 1,000 feet of pile driving activities, allow them to completely exit the vicinity of the pile driving activities before pile driving resumes.				
Mitigation Measure M-BI-2a: Restriction of Construction Activities. Geotechnical stabilization, shoreline heightening and repair work, stormwater outfall improvements, and other Project activities conducted in and around the Islands' rocky shoreline shall be generally restricted to the terrestrial and upper intertidal zones. Activities in the lower intertidal and near subtidal zone shall be minimized to the maximum extent practicable, using the smallest area and footprint for disturbance as possible. Outside of planned dredging areas (Ferry Terminal and the Sailing Center) movement and disturbance of existing rocks in the lower intertidal zone shall be prohibited.	Project sponsors and project sponsors' qualified marine biologist(s), in consultation with CDFG as necessary, to establish limitations on construction activities	During any construction conducted in and around the Islands' rocky shoreline	Biologists to provide quarterly reports to TIDA	
Mitigation Measure M-BI-2b: Seasonal Limitations on Construction Work. Construction work on the Islands' shoreline shall be conducted between March 1 and November 30 to avoid any disturbance to herring spawning occurring in SAV surrounding Treasure Island.	Project sponsors and their qualified marine biologist(s)	During construction activities conducted on and around the Islands' shoreline, limited to March 1 to November 30	Project sponsors to report to TIDA re construction schedules for work on and near shoreline	
Mitigation Measure M-BI-2c*:* Eelgrass Bed Survey and Avoidance. Within three to six months of the initiation of construction activities that might affect SAV beds, and not less frequently than biennially (every two years) thereafter, all eelgrass beds shall be surveyed or otherwise identified, including their proximity to and potential impact from ongoing or pending onshore or offshore activities. All TIDA staff in charge of overseeing construction for the Proposed Project, and all construction contractors and subcontractors involved in Project construction activities in Bay waters that are within a quarter mile of Treasure Island and Yerba Buena Island, along Treasure Island's shoreline, or involved in transporting materials and supplies by water to either Island shall be required to undergo thorough environmental training. This training shall present information on the locations of all eelgrass beds, the kinds of construction and vessel transit activities that can impact eelgrass beds, all mitigation measures that contractors must adhere to so that any disturbance or damage to eelgrass beds may be avoided and the beds protected, and who to notify in the event of any disturbance. Any work barges or vessels engaged in construction activities shall avoid transiting through and anchoring in any eelgrass beds located around Treasure Island. TIDA personnel	Project sponsors and project sponsors' qualified marine biologist(s) and project sponsors and their construction contractors (including boat operators and crew)	First survey to occur 3 to 6 months prior to initiation of construction on eastern or southern shorelines or prior to initial delivery of construction materials by water. Regular surveys to occur every 2 years thereafter until construction and materials deliveries by water are completed. Training to occur prior to initiation of work by each construction contractor	Marine biologist(s) to report to TIDA on survey schedules and results of surveys. Marine biologist(s) to report to TIDA on each training session with copies to Planning Department	

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(Includes Text for Adopted Mitigation and Improvement Measures)

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
responsible for overseeing Project contractors, as well as all Project contractor and subcontractor management personnel, shall ensure that all boat operators and work crews are aware of eelgrass bed locations and the requirement to avoid disturbing them.				
Mitigation Measure M-BI-4a: Minimizing Bird Strikes. Prior to the issuance of the first building permit for each building in the Proposed Project, project applicants shall have a qualified biologist experienced with bird strikes review the design of the building to ensure that it sufficiently minimizes the potential for bird strikes and report to the Planning Department. The Planning Department may consult with resource agencies such as the California Department of Fish and Game or others, as it deems appropriate. The building developer shall provide to the Planning Department a written description of the measures and features of the building design that are intended to address potential impacts on birds, with a copy to TIDA of the final measures approved by the Planning Department or Commission. Building developers are encouraged to coordinate with the Planning Department early in the design process regarding design features intended to minimize bird strikes. The design shall include some of the following measures or measures that are equivalent to, but not necessarily identical to, those listed below, as new, more effective technology for addressing bird strikes may become available in the future: • Employ design techniques that create "visual noise" via cladding or other design features that make it easy for birds to identify buildings as such and not mistake buildings for open sky or trees; • Decrease continuity of reflective surfaces using "visual marker" design techniques, which techniques may include: – Patterned or fritted glass, with patterns at most 28 centimeters apart, – One-way films installed on glass, with any picture or pattern or arrangement that can be seen from the outside by birds but appear transparent from the inside, – Geometric fenestration patterns that effectively divide a window into smaller panes of at most 28 centimeters, and/or – Decals with patterned or abstract designs, with the maximum clear spaces at most 28 centimeters square. • Up to 40 feet high on building facades facing the shoreline, decrease reflectivity of glass, using design techniques such as plastic or metal screens, light-colored	Project sponsors to retain qualified biologist(s) experienced with bird strikes and Project sponsors and their architects and during operation, building managers to implement the building design features and measures.	Prior to the issuance of the first building or site permit for each building in the Proposed Project and ongoing as buildings are occupied	TIDA and Planning Department to maintain copies of biological reports for each building. Project sponsors to report to the Planning Department on implementation of building design measures for buildings on non-Trust property, and to TIDA for buildings on Trust property. Building managers to provide annual reports to TIDA on implementation of measures related to building operations, including lighting, education activities, and landscape maintenance.	

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blinds or curtains, frosting of glass, angling glass towards the ground, UV-A glass, or awnings and overhangs; • Eliminate the use of clear glass on opposing or immediately adjacent faces of the building without intervening interior obstacles such that a bird could perceive its flight path through the glass to be unobstructed; • Mute reflections in glass using strategies such as angled glass, shades, internal screens, and overhangs; and • Place new landscapes sufficiently away from glazed building facades so that no reflection occurs. Alternatively, if planting of landscapes near a glazed building façade is desirable, situate trees and shrubs immediately adjacent to the exterior glass walls, at a distance of less than 3 feet from the glass. Such close proximity will obscure habitat reflections and will minimize fatal collisions by reducing birds' flight momentum. *Lighting* The Planning Department shall similarly ensure that the design and specifications for buildings on non-Trust property, and TIDA shall ensure that the design and specifications for sports facilities/playing fields and buildings on Trust property, implement design elements to reduce lighting usage, change light direction, and contain light. These include, but are not limited to, the following considerations: • Avoid installation of lighting in areas where not required for public safety; • Examine and adopt alternatives to bright, all-night, floor-wide lighting when interior lights would be visible from the exterior or exterior lights must be left on at night, including: – Installing motion-sensitive lighting, – Installing task lighting, – Installing programmable timers, and – Installing fixtures that use lower-wattage, sodium, and blue-green lighting. • Install strobe or flashing lights in place of continuously burning lights for obstruction lighting. • Use rotating beams instead of continuous light; and • Where exterior lights are to be left on at night, install fully shielded lights to contain and direct light away from the sky, as illustrated in the City of Toronto's Bird Friendly Building Guidelines.				

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Antennae, Monopole Structures, and Rooftop Elements The Planning Department shall ensure, as a condition of approval for every building permit, that buildings minimize the number of and co-locate rooftop-antennas and other rooftop equipment, and that monopole structures or antennas on buildings, in open areas, and at sports and playing fields and facilities do not include guy wires. *Educating Residents and Occupants* The Planning Department shall ensure, as a condition of approval for every building permit issued for non-Trust property, and TIDA shall ensure, as a condition of approval for every building permit for Trust property, that the permit applicant agrees to provide educational materials to building tenants and occupants, hotel guests, and residents encouraging them to minimize light transmission from windows, especially during peak spring and fall migratory periods, by turning off unnecessary lighting and/or closing window coverings at night. TIDA shall review and approve the educational materials prior to building occupancy. *Documentation* TIDA shall document undertaking the activities described in this mitigation measure and maintain records that include, among others, the written descriptions provided by the building developer of the measures and features of the design for each building that are intended to address potential impacts on birds, and the recommendations and memoranda prepared by the qualified biologist experienced with bird strikes who reviews and approves the design of the building or sports facilities / playing fields to ensure that it sufficiently minimizes the potential for bird strikes.	TIDA and Planning Department	ongoing	TIDA and Planning Department	
Mitigation Measure M-BI-8 (Variant B3): Minimize Disturbance to Newly Established Sensitive Species During Construction of Southern Breakwater. If Variant B3 is selected as the preferred ferry terminal breakwater approach, prior to initiation of any construction activities for the southern breakwater, a survey of the construction area shall be conducted by a qualified marine biologist to assess the presence of eelgrass (*Zostera spp*.) beds, green sturgeon or other protected fish species, and utilization by marine mammals, primarily harbor seals (*Phoca* vitulina) and California sea lions (*Zalophus californianus*. Survey results will be submitted to TIDA, and by TIDA to the ACOE, BCDC, NMFS, and CDFG. In the event the survey shows that eelgrass (*Zostera spp*.) has established beds within the proposed construction area of the southern breakwater or within close proximity, such that	Project sponsors and project sponsors' qualified marine biologist(s) to carry out surveys in consultation with ACOE, BCDC, NMFS, and CDFG, where necessary Project sponsors & construction	Prior to construction of the ferry terminal southern breakwater If eelgrass beds found, construction of the ferry	Marine biologists to supply reports of survey results and approaches to avoid or restore eelgrass beds, if found, and approaches to avoiding disturbing marine mammals or protected fish species to TIDA	

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planned construction activities could have an impact on the beds, then the restoration of offsite eelgrass beds or the transplantation and establishment of offsite or onsite eelgrass beds at a replacement ratio of 3:1 will be made.	contractors, in consultation w/ marine biologist(s)	terminal southern breakwater to be restricted to March 1 through November 30; restoration or offsite eelgrass beds to occur immediately following construction of breakwater		
In the event the survey shows that the planned establishment or construction of the southern breakwater would affect utilization of the area by protected fish species or by marine mammals as a haul-out area, construction and establishment of the southern breakwater will be done, under consultation with National Marine Fisheries, in a manner that does not adversely affect the protected fish species or prevent the continued utilization of the area by harbor seals or sea lions.	Project sponsors & construction contractors in consultation w/ marine biologist(s) and NMFS	During construction of the ferry terminal breakwater		
Mitigation Measure M-BI-9 (Variant C2): Impingement and/or Entrainment of Protected Fish and Invertebrates, if implemented. For Variant C2, the Bay water intake pipe for the supplemental firefighting water supply shall be designed and constructed in a manner that prevents impingement of fish and macroinvertebrates. This could include, but not be limited to, installing the intake pipe inside a screened subsea vault large enough to reduce water suction to acceptable levels wherein impingement of marine fauna would not occur. TIDA will submit the final design of the Bay water intake pipe to the National Marine Fisheries; CDFG; California Water Board, San Francisco Region; and BCDC for approval.	TIDA and project sponsors' qualified marine biologist(s) and engineering consultants in consultation with NMFS, CDFG, RWQCB and BCDC, where necessary	Prior to issuance of permits to construct the Bay water intake pipe, if Variant C2 is selected	Marine biologist(s) and engineering consultants to report to TIDA TIDA to maintain records of consultation with state and federal agencies	
Geology and Soils Mitigation Measures				
Mitigation Measure M-GE-5: Slope Stability. New improvements proposed for Yerba Buena Island shall be located at a minimum of 100 feet from the top of the existing slope along Macalla Road unless a site-specific geotechnical evaluation of slope stability indicates a static factor of safety of 1.5 and a seismic factor of safety of 1.1 are present or established geotechnical stabilization measures are implemented to provide that level of safety. Any geotechnical recommendations regarding slope stability made in site specific geotechnical investigations for the site shall be incorporated into the specifications for building on that site.	Project sponsors and their geotechnical consultant(s)	Prior to issuance of building permit for improvements or structures along Macalla Road	TIDA and Department of Building Inspection	

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Hazards and Hazardous Materials Mitigation Measures				
Mitigation Measure M-HZ-1: Soil and Groundwater Management Plan Prior to issuance of a building or grading permit for any one or more parcels, the applicant shall demonstrate that its construction specifications include implementation of a Soil and Groundwater Management Plan ("SGMP") prepared by a qualified environmental consulting firm and reviewed and agreed to by DTSC and RWQCB. For parcels transferred from the Navy under a Lease in Furtherance of Conveyance (LIFOC), or Early Transfer (FOSET) or parcels transferred under a FOST which specifies that additional remediation of petroleum contamination is necessary or additional remediation is necessary to meet the proposed land use, all additional or remaining remediation on those parcels shall be completed as directed by the responsible agency, DTSC or RWQCB, prior to commencement of construction activities unless (i) those construction activities are conducted in accordance with the requirements of any applicable land use convenant, lease restriction or deed restriction and in accordance with the Site Health and Safety requirements of the SGMP, or (ii) those construction activities are otherwise given written approval by either DTSC or RWQCB. The SGMP shall be present on site at all times and readily available to site workers. The SGMP shall specify protocols and requirements for excavation, stockpiling, and transport of soil and for disturbance of groundwater as well as a contingency plan to respond to the discovery of previously unknown areas of contamination (e.g., an underground storage tank unearthed during normal construction activities). Specifically, the SGMP shall include at least the following components: 1. <u>Soil management requirements</u>. Protocols for stockpiling, sampling, and transporting soil generated from on-site activities, and requirements for soil imported to the site for placement. The soil management requirements must include: • Soil stockpiling requirements such as placement of cover, application of moisture, erection of containment structures, and implementation of security measures. The soil stockpiling requirements must, at a minimum, meet the requirements of the San Francisco Dust Control Ordinance. • Protocols for assessing suitability of soil for on-site reuse through representative laboratory analysis of soils as approved by DTSC or RWQCB, taking into account the Treasure Island specific health-based remediation goals, other applicable health-based standards, and the proposed location, circumstances, and conditions for the intended soil reuse.	Project sponsors for first Sub-Phase of the first Major Phase to prepare and obtain DTSC/RWQCB approval of project-wide SGMP All subsequent project sponsors to follow SGMP and prepare/follow parcel-specific or sub-parcel-specific health and safety plan. Project sponsors and their remediation contractor(s)	Prior to the first Sub-Phase Application Approval Prior to issuance of a building or grading permit for any parcel or parcels	TIDA and DBI. TIDA shall ensure that Project sponsors obtain state agency approval of project-wide SGMP; DBI to confirm project applicants have site-specific health and safety plan prior to issuance of a permit. In the event of LIFOC or FOSET, TIDA to ensure completion of remediation, or other approval from DTSC/RWQCB, prior to construction activities.	

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• Requirements for offsite transportation and disposal of soil not determined to be suitable for on-site reuse. Any soil identified for off-site disposal must be packaged, handled, and transported in compliance with all applicable state, federal, and the disposal facility's requirements for waste handling, transportation and disposal. • Soil importation requirements for soil brought from offsite locations. 2. Groundwater management requirements. Protocols for conducting dewatering activities and sampling and analysis requirements for groundwater extracted during dewatering activities. The sampling and analysis requirements shall specify which groundwater contaminants must be analyzed or how they will be determined. The results of the groundwater sampling and analysis shall be used to determine which of the following reuse or disposal options is appropriate for such groundwater: • On-site reuse (e.g., as dust control); • Discharge under the general permit for stormwater discharge for construction sites; • Treatment (as necessary) before discharge to the sanitary sewer system under applicable San Francisco PUC waste discharge criteria; • Treatment (as necessary) before discharge under a site-specific NPDES permit; • Off-site transport to an approved offsite facility. For each of the options listed, the SGMP shall specify the particular criteria or protocol that would be considered appropriate for reuse or disposal option. The thresholds used must, at a minimum, be consistent with the applicable requirements of the RWQCB and the San Francisco Public Utilities Commission. 3. Unknown contaminant/hazard contingency plan. Procedures for implementing a contingency plan, including appropriate notification, site worker protections, and site control procedures, in the event unanticipated subsurface hazards or hazardous material releases are discovered during construction. Control procedures shall include: • Protocols for identifying potential contamination though visual or olfactory observation;				

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• Protocols on what to do in the event an underground storage tank is encountered; • Emergency contact procedures; • Procedures for notifying regulatory agencies and other appropriate parties; • Site control and security procedures; • Sampling and analysis protocols; and • Interim removal work plan preparation and implementation procedures.				
Mitigation Measure M-HZ-8: Construction Best Management Practices The use of construction best management practices (BMPs) shall be incorporated into the construction specifications and implemented as part of project construction. The BMPs would minimize potential negative effects to groundwater and soils and shall include the following: • Follow manufacturer's recommendations on use, storage and disposal of chemical products used in construction; • All refueling and maintenance activities shall occur at a dedicated area that is equipped with containment improvements and readily available spill control equipment and products. Overtopping construction equipment fuel gas tanks shall be avoided; • During routine maintenance of construction equipment, properly contain and remove grease and oils; and • Properly dispose of discarded containers of fuels and other chemicals.	Project sponsors and their construction contractors	BMPs for each construction site or area to be prepared prior to initiation of construction activities. Relevant BMPs to be implemented during all construction phases	DBI to ensure that proposed BMPs for each construction site are submitted to San Francisco Dept. of Public Health for review and that they are incorporated into construction specifications for implementation	
Mitigation Measure M-HZ-10: Soil Vapor Barriers. Prior to obtaining a building permit for an enclosed structure within IR Sites 21 or 24 or within any area where the FOST or site closure documentation specifies that vapor barriers are necessary or that additional sampling must be conducted to determine if vapor barriers are necessary due to the presence of residual contamination that has volatile components (such as chlorinated solvents PCE and TCE or certain petroleum hydrocarbons), the applicant shall demonstrate either that the building plans include DTSC-approved vapor barriers to be installed beneath the foundation for the prevention of soil vapor intrusion, or that DTSC has determined that installation of vapor barriers is not necessary.	Project sponsors for buildings located within IR sites 21 or 24, and their construction contractor(s), in consultation with and approved by DTSC, if needed.	Prior to issuance of a building permit for construction in the areas specified	TIDA to ensure that sampling occurs where necessary; that the necessary DTSC approvals are obtained prior to construction, and that copies of reports are provided to DTSC, SFDPH and DBI. DBI to ensure appropriate vapor barriers	

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			are included in building plans.	
Mitigation Measure M-HZ-13: Human Health Risk Assessment. Prior to reopening the presently closed elementary school for elementary school use, TIDA or the SFUSD shall enter into a Voluntary Clean-Up Agreement (VCA) with DTSC's School Property Evaluation and Cleanup Division for the school site, regardless of whether any physical construction or expansion activities that trigger the requirement to consult with DTSC under the Education Code are proposed. As part of the VCA, a Preliminary Endangerment Assessment (PEA) shall be prepared under the supervision of DTSC's School Property Evaluation and Cleanup Division. If the Preliminary Endangerment Assessment discloses the presence of a hazardous materials release, or threatened release, or the presence of naturally occurring hazardous materials, at or near the school site at concentrations that could pose a significant risk to children attending the school or adults working at the school, or discloses that ongoing or planned remediation activities to address such a release near the school could pose a significant risk to children attending the school or adults working at the school, then the school shall not reopen until all actions required by DTSC to reduce the increased cancer risk from exposure to such releases to less than one in a million (1x10-6) and reduce the increased risk of noncancerous toxic effects such that the Hazard Index for chronic and acute hazards is less than one. In the event DTSC declines to supervise the process required by this measure in circumstances where it is not required to do so under the California Education Code, the PEA shall be approved by the San Francisco Department of Public Health, applying the risk standards set forth above for cancer and non-cancer risks.	TIDA or the SFUSD to prepare and negotiate a Voluntary Clean-Up Agreement with DTSC	Prior to reopening the presently closed elementary school for elementary school use	DTSC's School Property Evaluation and Cleanup Division or SFDPH (if DTSC declines) DTSC or San Francisco Department of Public Health	
IMPROVEMENT MEASURES FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT				
Improvement Measure I-GHG-1 While the Proposed Project would not result in a significant impact with regard to GHG emissions, BAAQMD Guidance encourages Lead Agencies to incorporate best management practices for the purposes of reducing construction-related GHG emissions. The following measures should be considered to be implemented by the project applicant and its contractors: • Use of alternatively fueled (e.g., biodiesel, electric) construction	Project sponsors and their construction contractor(s) to incorporate all feasible measures	During all construction phases	Project sponsors to report to TIDA on measures to be included and provide reasons why any not included have not been.	

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equipment for at least 15 percent of the fleet; • Use local building materials for at least 10 percent of construction materials; and • Recycling or reusing at least 50 percent of construction and demolition wastes.				
Improvement Measure I-RE-3a Where artificial turf is proposed, the project sponsors are encouraged to work with the City Fields Foundation and City Recreation and Park Department staff to design and build artificial turf fields using the latest SFRPD criteria at the time of implementation, including the City's purchasing criteria.	Project sponsors for any fields proposing artificial turf, in consultation with City Fields Foundation and Recreation and Park Department	Prior to, and during, construction of recreational fields	Project sponsors to report to TIDA on latest SFRPC criteria TIDA to ensure appropriate materials are installed.	
Improvement Measure I-RE-3b The project sponsors are encouraged to work with the City Fields Foundation and Department of Public Health staff to develop signage that educates athletes and their families about the importance of washing hands before and after use of synthetic turf fields and the importance of proper wound care for turf-related injuries.	Project sponsors in consultation with City Fields Foundation and SF Department of Public Health	Signage to be installed prior to opening of recreational fields and maintained during operation	Project sponsors to review signage with TIDA and SF DPH TIDA to ensure signage is installed and maintained	
Improvement Measure I-RE-3c The project sponsors are encouraged to work with the City Fields Foundation and Department of Public Health staff to develop an air quality monitoring program for the proposed synthetic turf fields that would follow a methodology developed by the Office of Environmental Health Hazard Assessment or the U.S. EPA. The methodology would include, but is not limited to, capturing air quality samples at an outdoor field and upwind of the field; identifying the heights above the field where samples are captured; and recording weather data such as ambient and field temperatures, wind speed/direction, and humidity.	Project sponsors and air quality monitoring consultant, in consultation with City Fields Foundation and SF Department of Public Health	During operation of recreational fields	monitoring reports to be submitted to TIDA and SFDPH	

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MITIGATON MEASURES OUTSIDE SAN FRANCISCO'S JURISDICTION FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT				
Mitigation Measure M-NO-4: Ferry Terminal Noise Reduction Plan. To ensure that the noise levels from the proposed Ferry Terminal and its operations do not exceed the San Francisco Land Use Compatibility Guidelines for Community Noise standards, the developer of the Ferry Terminal shall be required to engage a qualified acoustical consultant to prepare a Ferry Terminal Noise Reduction Plan to be approved by TIDA. The operator would be required to follow the recommendations of the Plan to ensure compliance with the City's community noise guidelines, including but not limited to requiring ferry operators to reduce propulsion engine power to low when approaching and departing the terminal.	Operator of the ferry service to retain acoustical consultant	Prior to Ferry Terminal operation	WETA	
Mitigation Measure M-AQ-5: Ferry Particulate Emissions. All ferries providing service between Treasure Island and San Francisco shall meet applicable California Air Resources Board regulations. Additionally, all ferries shall be equipped with diesel particulate filters or an alternative equivalent technology to reduce diesel particulate emissions.	WETA and WETA's ferry operator(s)	Prior to vessel selection or award of ferry service contract for Treasure Island Ferry Terminal	TIDA and WETA, in consultation with the Bay Area Air Quality Management District	
Mitigation Measure M-BI-4b: Changes in Ferry Service to Protect Rafting Waterbirds. Waterfowl numbers generally peak in December, with reduced populations during January, and into the spring months. Ferries between San Francisco and Treasure Island shall operate in reduced numbers and slower speeds during December and January; alternatively, during this period ferries, to the extent practicable, shall maintain a buffer zone of 250 meters from areas of high-use by rafting waterbirds.	WETA's ferry operator(s)	During December and January of each year of operation	ferry operators to report to WETA and TIDA monthly during affected period	

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ATTACHMENT C

MITIGATION MEASURES WITHIN THE RESPONSIBILITY OF

THE PLANNING DEPARTMENT

TREASURE ISLAND/YERBA BUENA ISLAND PROJECT

The San Francisco Planning Department ("Planning Department") has primary responsibility or other involvement with the mitigation measures listed in this Attachment C. Pursuant to the California Environmental Quality Findings set forth on Attachment A, the Planning Department has acknowledged and agreed that it is responsible for each mitigation measure listed herein. For a description of each mitigation measure and the obligations to be performed by the Planning Department (including obligations to be performed by the Environmental Review Officer) with respect to each mitigation measure, refer to the Mitigation Monitoring and Reporting Program set forth on Attachment B.

- Mitigation Measure M-CP-1: Archaeological Testing, Monitoring, Data Recovery and Reporting.
- Mitigation Measure M-CP-3: Paleontological Resources Monitoring and Mitigation Program.
- Mitigation Measure M-CP-9: Documentation for Damage Control Trainer.
- Mitigation Measure M-TR-1: Construction Traffic Management Program.
- Mitigation Measure M-NO-1b: Pile Driving Noise-Reducing Techniques and Muffling Devices.
- Mitigation Measure M-NO-6: Stationary Operational Noise Sources. Mitigation Measure M-AQ-2: Construction Exhaust Emissions.
- Mitigation Measure M-AQ-3: Construction Phasing.
- Mitigation Measure M-AQ-4: Implement Additional Construction Mitigation Measures Recommended for Projects with Construction Emissions Above Thresholds.
- Mitigation Measure M-WS-3: Identification of Interim Hazardous Wind Impacts.
- Mitigation Measure M-WS-4: Ongoing Review and Mitigation of Hazardous Wind Impacts.
- Mitigation Measure M-BI-1a: Surveys for Special-Status Plants.
- Mitigation Measure M-BI-1b: Pre-project Surveys for Nesting Birds.
- Mitigation Measure M-BI-1c: Minimizing Disturbance to Bats.

- Mitigation Measure M-BI-2c*:* Eelgrass Bed Survey and Avoidance.
- Mitigation Measure M-BI-4a: Minimizing Bird Strikes.

SAN FRANCISCO
PLANNING DEPARTMENT

Planning Commission Resolution No.

HEARING DATE: April 21, 2011

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Case No.:	2007.0903BEMRTUWZ
Project	**Treasure Island/Yerba Buena Island Project**
	M Case: General Plan Amendments
Location:	Treasure Island and Yerba Buena Island
Current Zoning:	P (Public) District/40-X Height and Bulk District
Block/Lot:	1939/001, 002
Staff Contact:	Joshua Switzky - (415) 575-6815
	joshua.switzky@sfgov.org

FORMULATING A RESOLUTION TO APPROVE AMENDMENTS TO THE GENERAL PLAN INCLUDING AMENDMENTS TO THE COMMERCE AND INDUSTRY ELEMENT, COMMUNITY FACILITIES ELEMENT, HOUSING ELEMENT, RECREATION AND OPEN SPACE ELEMENT, TRANSPORTATION ELEMENT, URBAN DESIGN ELEMENT, LAND USE INDEX ALONG WITH OTHER MINOR GENERAL PLAN MAP AMENDMENTS, ADOPTING AND ADDING THE TREASURE ISLAND/YERBA BUENA ISLAND AREA PLAN.

RECITALS

1. **WHEREAS**, Section 4.105 of the Charter of the City and County of San Francisco provides the Planning Commission the opportunity to periodically recommend General Plan Amendments to the Board of Supervisors.

2. **WHEREAS**, The General Plan consists of goals, policies and programs for the future physical development of the City and County of San Francisco that take into consideration social, economic and environmental factors.

3. **WHEREAS**, The General Plan shall be periodically amended in response to changing physical, social, economic, environmental or legislative conditions.

4. **WHEREAS**, The Planning Department is proposing the adoption of the Treasure Island/Yerba Buena Island Area Plan, as well as edits to the General Plan's Commerce and Industry Element, Community Facilities Element, Community Safety Element, Housing Element, Recreation and Open Space Element, Transportation Element, Urban Design Element, and Land Use Index and maps and figures in various elements to accommodate the Treasure Island/ Yerba Buena Island Project (the "Project").

5. **WHEREAS,** A primary objective of the Project is to create sustainable economic development, affordable housing, public parks and open space and other community benefits by development of the under-used lands within the project area.

6. **WHEREAS**, Originally constructed in 1937 as a possible site for the San Francisco Airport, Treasure Island was first used to host the Golden Gate International Exposition from 1939-1940. Shortly thereafter in World War II, the United States Department of Defense converted the island into a naval station, which operated for more than five decades. Naval Station Treasure Island was subsequently closed in 1993 and ceased operations in 1997. Since the closure of the base, the City and the community have been planning for the reuse of former Naval Station Treasure Island and adjacent Yerba Buena Island.

7. **WHEREAS**, Former Naval Station Treasure Island consists of approximately 550 acres including Yerba Buena Island. Today the site is characterized by aging infrastructure, environmental contamination from former naval operations, deteriorated and vacant buildings, and asphalt and other impervious surfaces which cover approximately 65% of the site. The site has few public amenities for the approximately 1,820 residents who currently reside on the site. This legislation creating the Treasure Island/Yerba Buena Island Special Use District, the Treasure Island/Yerba Buena Island Height and Bulk District, and the related zoning and General Plan amendments will implement the proposed Project.

8. **WHEREAS**, The Project will include (a) approximately 8,000 new residential units, with at least 25 percent of which (2,000 units) will be made affordable to a broad range of very-low to moderate income households, (b) adaptive reuse of 311,000 square feet of historic structures, (c) 140,000 square feet of new retail uses and 100,000 square feet of commercial office space, (d) 300 acres of parks and open space, (e) new and or upgraded public facilities, including a joint police/fire station, a school, facilities for the Treasure Island Sailing Center and other community facilities, (f) 400-500 room hotel, (g) new 400 slip marina, (h) transportation infrastructure, including a ferry/quay intermodal transit center.

9. **WHEREAS**, In 2003, the Treasure Island Development Authority ("TIDA") selected through a competitive three year long process, Treasure Island Community Development, LLC ("TICD") to serve as the master developer for the Project.

10. **WHEREAS**, In 2006, the Board endorsed a Term Sheet and Development Plan for the Project, which set forth the terms of the Project including a provision for a Transition Plan for Existing Units on the site. In May of 2010 the Board endorsed a package of legislation that includes and update to the Development Plan and Terms Sheet, terms of an Economic Development Conveyance Memorandum of Agreement for the conveyance of the site from the Navy to the City, and a Term Sheet between TIDA and the Treasure Island Homeless Development Imitative ("TIHDI").

11. **WHEREAS**, On March 3, 2011, pursuant to Planning Code Section 340, the Commission initiated the General Plan amendments by Resolution No. 18291, including amendments to the to the General Plan's Commerce and Industry Element, Community Facilities Element, Community Safety Element, Housing Element, Recreation and Open Space Element, Transportation Element, Urban Design Element, and Land Use Index and maps and figures in various elements; and scheduled a public hearing to consider the amendments; and

12. **WHEREAS**, On April 21, 2011, by Motion No. _____, the Commission certified the Final Environmental Impact Report ("FEIR") as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA"); and

13. **WHEREAS,** On April 21, by Resolution No. ____, the Planning Commission adopted findings in connection with its consideration of the Project, including, among other things, its adoption of the proposed General Plan amendments, under CEQA, the state CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code, which findings are hereby incorporated by this reference, as if fully set

forth herein; and a draft ordinance, substantially in the form **attached hereto as Exhibit A**, approved as to form, would adopt the Treasure Island/Yerba Buena Island Area Plan and would amend the Commerce and Industry Element, Community Facilities Element, Community Safety Element, Housing Element, Recreation and Open Space Element, Transportation Element, Urban Design Element, Land Use Index and other minor General Plan Map amendments.

NOW THEREFORE BE IN RESOLVED, That the Planning Commission hereby finds that the General Plan amendments promote the public welfare, convenience and necessity for the following reasons:

1. The General Plan amendments would enable development that would eliminate blight at the Project site including both Treasure Island and Yerba Buena Island.
2. The General Plan amendments include a new Treasure Island/Yerba Buena Island Area Plan that set out objectives and policies that promote vibrant high-density, mixed-use, multi-modal and transit oriented development as a means to fully realize its shoreline location and to help revitalize Treasure Island and Yerba Buena Island.
3. The General Plan amendments support development that could provide a wide range of employment opportunities in wide range of fields and employment levels.
4. The General Plan amendments promote, the possibility of new emerging industries including space for t office and related uses.
5. The General Plan amendments promote development that will provide affordable housing units at a range of income levels.
6. Development enabled by the General Plan amendments would strengthen the economic base of the Project site and the City as a whole by strengthening retail and other commercial functions in the Project Asite through the addition of 140,000 square feet of neighborhood serving retail, 100,000 square feet of office space and other community facilities.
7. Development enabled by the General Plan amendments includes the opportunity for substantial new and restored publicly accessible open space.
8. The General Plan amendments include objectives and policies that promote multi-modal transportation including ferry service, an on-island shuttle service, transportation demand management strategies including the implementation of a congestion pricing program. Objectives and policies also emphasize the need to accommodate and prioritize travel by bicycle and by foot.
9. The General Plan amendments will facilitate development that will utilize sustainable design strategies, including strategies to address sea level rise and construct sustainable green infrastructure.

AND BE IT FURTHER RESOLVED, That the Planning Commission finds the General Plan amendments are in general conformity with the General Plan, and Planning Code section 101.1(b) pursuant to Planning Commission Motion No. _____. The findings attached to Resolution No. _____ as Exhibit A, are hereby incorporated herein by this reference as if fully set forth.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 340, the Planning

Commission recommends to the Board of Supervisors **approval** the General Plan amendments.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on April 21, 2011.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

TREASURE ISLAND/YERBA BUENA ISLAND AREA PLAN

INTRODUCTION AND PURPOSE

Treasure Island and Yerba Buena Island (collectively the "Islands") are located in the San Francisco Bay, about halfway between the San Francisco mainland and Oakland. The Islands together consist of approximately 550 acres. Direct access to Yerba Buena Island is currently provided only by the Bay Bridge, which is linked to Treasure Island by a causeway.

Treasure Island was originally constructed in 1937 as a possible site for the San Francisco Airport, but was first used to host the Golden Gate International Exposition from 1939-1040. Shortly thereafter in World War II, the United States Department of Defense converted the island into a Naval Station, former Naval Station Treasure Island ("NTSI"). NTSI was owned by the United States Navy and operated as an active military base for more than five decades until it was closed by the Base Realignment and Closure Commission in 1993 and ceased operations in 1997. Subsequent to the closure of NTSI the Navy transferred 37 acres in the center of Treasure Island to the Department of Labor for the Job Corps Facility. Additionally, 39 acres on Yerba Buena Island is owned and operated by the U.S. Coast Guard and 18 acres by the Federal Highway Administration.

In 1997 the State legislature passed AB 699, the Treasure Island Conversion Act, which designated the Treasure Island Development Authority ("TIDA") as a redevelopment agency under California Community Redevelopment Law with authority over NTSI and vested in TIDA the authority to administer the Public Trust for property on NTSI subject to the Public Trust. TIDA is a City agency responsible for administration of the development of the Islands, which will be implemented through a Disposition and Development Agreement with a master developer, subject to the more specific land use controls set forth in the Treasure Island / Yerba Buena Island Special Use District and the accompanying Design for Development.

Planning for the reuse of the Islands has been a long and complex process. In 1994, following the closure of NTSI a Citizens Reuse Committee ("CRC") representing a broad base of community interests was formed to review reuse planning efforts for NTSI conducted by the City and make recommendations to the Planning Commission and Board of Supervisors concerning the reuse of NTSI. After two years of community planning, the CRC proposed and the City approved a reuse plan for NTSI. After the reuse plan was adopted, the CRC continued as the Treasure Island/Yerba Buena Island Citizens Advisory Board ("CAB").

The CAB has been instrumental in guiding development at the Islands. The general planning principles for the Islands were developed through numerous public workshops and meetings held over a more than 15-year period. These principles have been incorporated into the goals and objectives outlined in this Area plan and in the Treasure Island/Yerba Buena Island Design for Development.

The purpose of this Area Plan is to outline broad General Plan objectives and policies for the redevelopment of the Islands. Maps and figures provided here shall serve as the General Plan maps for the Treasure Island/Yerba Buena Island area.

EXISTING CONDITIONS

Today the Islands are characterized by aging infrastructure, environmental contamination from former Naval operations, deteriorated vacant buildings, asphalt and impervious services covering approximately 65% of the site, and few public amenities. Treasure Island consists entirely of level, filled land and includes buildings such as Buildings 1, 2, and 3 (along with Building 111, an addition to Building 3), located on the south side of the island and originally constructed for the Golden Gate Exposition. Approximately 92 post-World War II buildings remain on the island.

Existing land uses at Treasure Island include approximately 110 acres of residential uses, including 908 residential units (of which about 728 are occupiable), 90 acres of open space, 95 acres of parking and roads and 70 acres devoted to former institutional, retail, office and industrial uses such as a small restaurant, convenience store, event venues, child care center, film production facilities, yacht club and a wastewater treatment plant.

Yerba Buena Island is a natural island that has been used primarily by the Army, Navy and the Coast Guard. Today, Yerba Buena Island includes 97 housing units (of which 80 are occupiable), and 10 non-residential buildings including the Nimitz House, Torpedo Assembly Building and Senior Officers Quarters.

LAND USE

OBJECTIVE 1: REALIZE THE FULL POTENTIAL OF THE UNDERUTILIZED TREASURE ISLAND/YERBA BUENA ISLANDS BY CREATING A COMPLETE NEW NEIGHBORHOOD THAT INCLUDES FACILITIES AND AMENITIES NECESSARY TO SUPPORT A DIVERSE THRIVING COMMUNITY.

Policy 1.1 The Planning Department should coordinate with the Treasure Island Development Authority (TIDA) to ensure the long-term redevelopment of Treasure Island is consistent with TIDA's policy objectives.

The Treasure Island Development Authority is the city agency responsible for administration of the development of the Islands, including acquisition of the property from the U.S. Government, disposal of portions of the property, acting as the trustee for all property that is subject to the public trust for commerce, navigation, and fisheries, and administering agreements to ensure infrastructure and associated public facilities are provided. In administering the planning and zoning for the Islands, the Planning Department should coordinate with TIDA to ensure a consistent and coherent vision is implemented for the Islands.

Policy 1.2 Create a balanced and complete mix of land uses.

Land use in San Francisco is to a large extent mixed use in nature. In such environments, neighborhood-serving retail, such as food stores, laundry services, and other needs, are located adjacent to residential uses. Land use mix supports community life by including places of employment, hotel and entertainment uses, service businesses, arts, education, civic uses, and open space. Job-creating uses such as offices and institutions are also nearby providing residents opportunities to find employment in close proximity to their homes. Recreation and entertainment facilities are similarly interspersed throughout neighborhoods. Likewise, commercial and retail uses are necessary to support residential uses while larger regional retail uses are discouraged. Locating such uses in close proximity to each other makes life more convenient, decreases the need for car trips, and facilitates more use of the public realm in a more intimate and communal way. It is crucial that any new development be of similar mixed-use character. The mix of uses should facilitate daily life without an automobile, and should make it possible to meet a significant portion of daily needs on foot or by bicycle.

Policy 1.3 Provide diverse employment and housing options.

A complete neighborhood must serve a wide variety of populations. Housing should serve a

broad range of income levels, household size, and typology preferences. It should include housing for those at different stages of life and consider housing for those with special needs. At the same time, the variety of housing types and populations served should be interspersed throughout as to avoid inadvertent spatial separation of residents of differing groups. In particular, the development should accommodate housing and services for formerly homeless families and individuals. A major theme of the development of the Islands is coordination and involvement of members and clients of Treasure Island Homeless Development Initiative ("TIHDI"). TIHDI was formed in 1994 and is a series of nine member organizations focused on providing housing, support and community services and job training and employment opportunities on the Islands and facilitate the use of resources to fill gaps in the continuum of care for homeless individuals and families. Any new development on the Islands should be closely coordinated with TIHDI to ensure that clients are included in employment and economic development opportunities associated with the new development.

Similarly, employment opportunities should include jobs along the income spectrum. Any development will provide construction opportunities over a relatively long build-out and should include other permanent job opportunities including those in administrative, managerial, professional, maintenance, social entrepreneurship and other positions.

Policy 1.4 Provide high-density sustainable development.

To create vital neighborhoods, it is also essential to assure density sufficient to support local retail and services and more robust transit service. Much of the land at Treasure Island consists of blighted and dilapidated buildings associated with the former Navy operations. New development on the Islands should take advantage of this unique opportunity to leverage high-density development for the revitalization of this underutilized land.

Developing at high densities is more sustainable in a variety of ways. Developing at higher densities reduces the amount of infrastructure that is needed to serve the same size population. Concentrating high-density development on part of the Islands will also enable a significant portion of the Islands to be set aside for open space and Trust-compatible uses. Concentration of development on a portion of the Islands will enable the creation of an efficient transit hub, with all of the population within close walking distance. High density development also enables the use of innovative green development construction strategies that are not efficient are lower density levels.

New development should also be conducted in ways that do not significantly compromise environmental quality, social equity or economic opportunity for the future populations. Development should explore the use of green standards for the construction of infrastructure and buildings, preserve ecology, promote transportation solutions and seek climate positive outcomes, such as the reduction of green house gas emissions and energy and resource efficiency.

Policy 1.5 Create other community facilities to serve needs of residents on the Islands.

Social, cultural, educational and public safety facilities should be included in the new development such as a school, a joint police/fire station and other community serving spaces which could be used for additional community programming activities or gathering space. Improvements to existing community facilities on the Islands such as the Sailing Center and

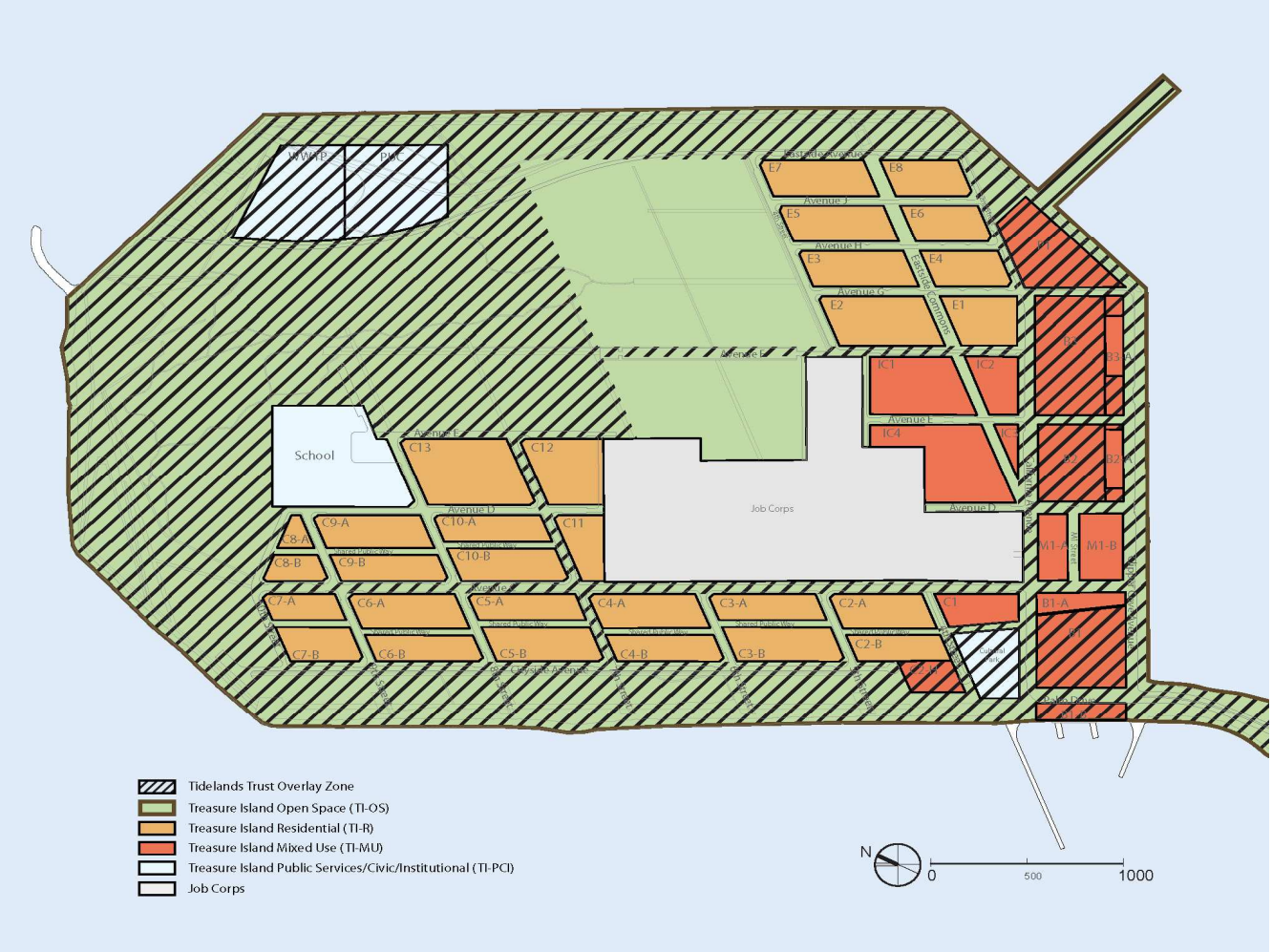
Delancey Street Life Leaning Center should be encouraged to create cohesion between the existing residents on the island and new residents.

Policy 1.6 Create a distinctive destination for the City, and the region.

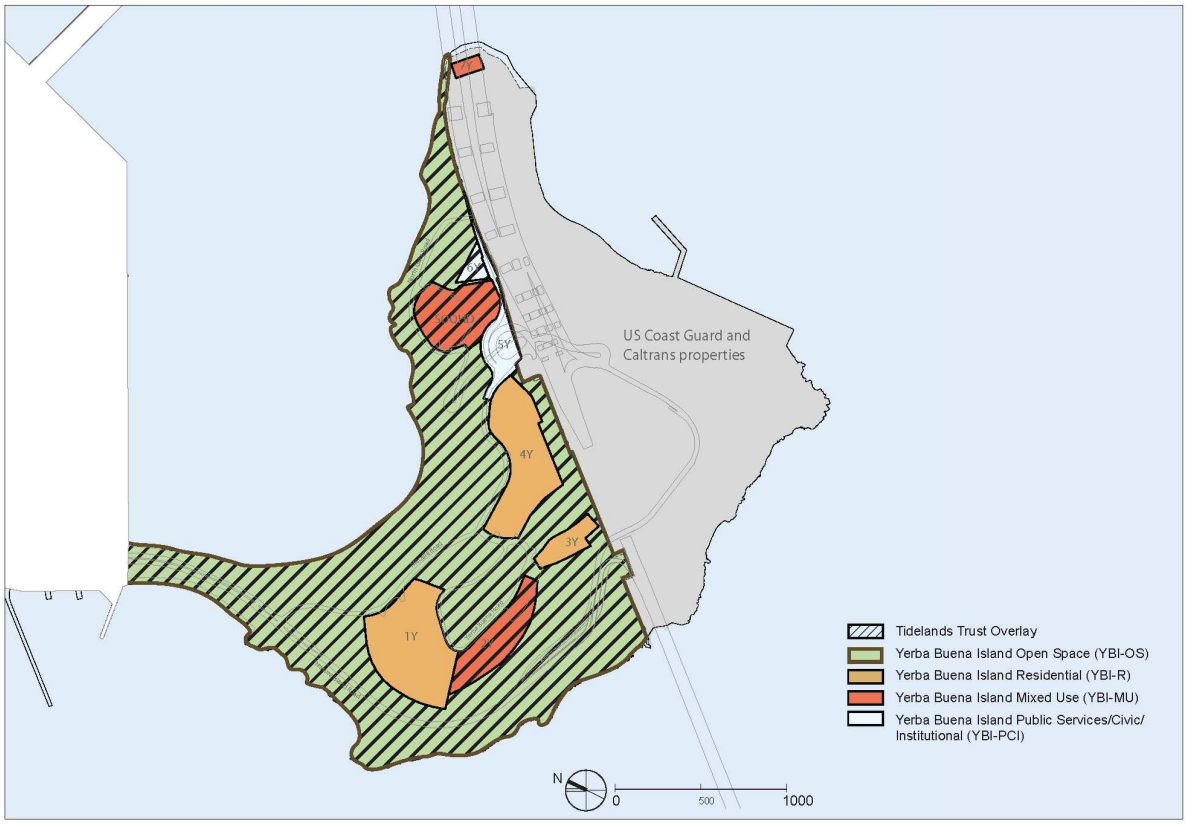
These Islands, their location in the bay and proximity to San Francisco's shoreline make it an asset of local and regional significance. The expansive Island shoreline provides a unique ability to create large areas of publicly accessible open spaces, including waterfront trails, promenades and other recreational and maritime amenities. Additionally, the natural areas on Yerba Buena Island should be enhanced.

Development should create new neighborhoods that are both distinctive and familiar with other San Francisco neighborhoods, while they respond to the unique character of the site and foster and support diverse social interactions, distinct character, economic opportunity and civic common ground.

The history of the Islands should also be celebrated as part of the development, in particular within the public realm. Celebrating the Islands helps create a unique and special identity for new development and adds overall value. Special care should be taken to support and bring new life to the Yerba Buena Island historic district.



Map 1 – Treasure Island Proposed Land Uses



Map 2 – Yerba Buena Island Proposed Land Uses

Policy 1.7 Acknowledge the Islands' history as part of the pattern of land use and urban design.

The history of the Islands should also be considered as part of the development. Celebrating the Islands' history helps create a unique and special identity and adds overall value. On Treasure Island the land use pattern and urban design should seek to incorporate historic Buildings 1, 2 and 3 in a manner that reactivates them for beneficial use. On Yerba Buena Island care should be taken to support and bring new life to the Senior Officers Quarters Historic District.

COMMUNITY DESIGN AND BUILT FORM

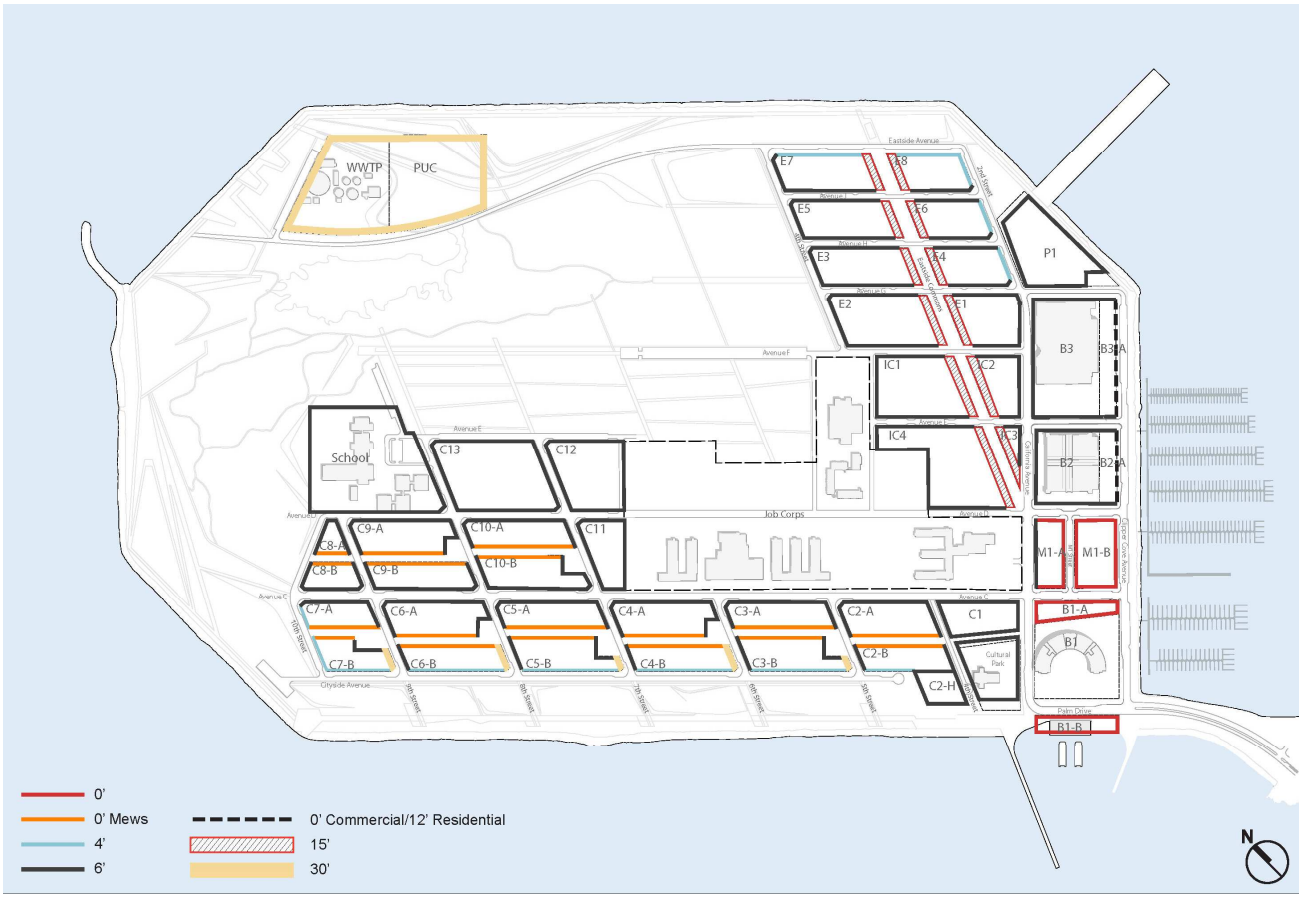
OBJECTIVE 2 CREATE A DIVERSE URBAN NEIGHBORHOOD THAT RESPONDS TO THE ISLAND AND WATERFRONT SETTING AND REFLECTS SAN FRANCISCO'S BUILT FORM AND CHARACTER IN A SUSTAINABLE AND INNOVATIVE WAY.

Policy 2.1 Create a development that takes advantage of the Islands' unique location and character.

As an area surrounded by water, the primary urban design consideration must be the relationship of the development to the shoreline. Care must be take to assure that shoreline open space is a key the focus of development.

Policy 2.2 **Ensure a block pattern and street network that minimizes effects of wind on neighborhoods and open space and maximizes views and access to sunlight.**

The Islands have a unique climate due to their location in the Bay, which can result in unusually windy conditions at certain times of day and year. These specific and varying wind conditions across the Islands should be taken into consideration in the layout of street grids, the placement of key landscape elements which offer wind attenuation, and the placement and relationship of structures on the Islands. Public areas, open space and streets should be aligned or located to take advantage of views of the San Francisco skyline and the larger Bay setting with maximum feasible access to sunlight.



Map 3- Setback Plan

Policy 2.3 **Create a fine-grained block pattern to encourage walking**

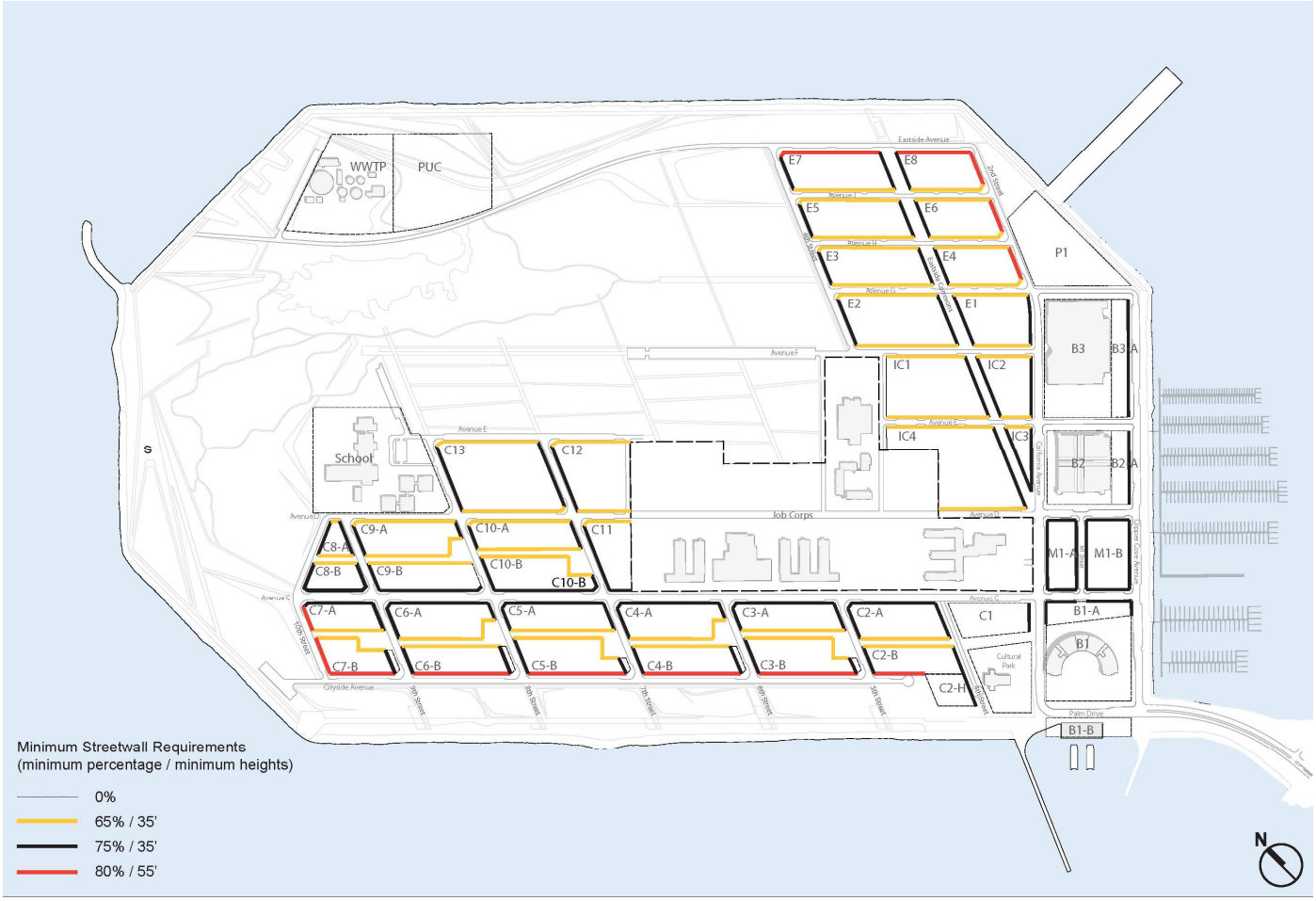
The street layout should create small blocks with frequent interconnected streets and other non-vehicular public ways that allow for ease of pedestrian passage, encourage through-block connections and allow for feasible layout of building forms such that parking can be screened from view along public streets. The pattern of blocks, streets and open spaces should create public open-space sheltered from wind and traffic.

Policy 2.4 Design streets as key components of the public realm to activate and enliven neighborhoods.

Streets should be designed as an element of the public realm to prioritize design features that will serve pedestrians, bicyclists, and transit services, while also accommodating vehicular traffic. Street furniture, lighting and landscaping also should enhance streets and help ensure that they will also serve as social spaces for the community and neighborhoods.

Policy 2.5 Establish building patterns that reinforce the block pattern, contribute to a pleasant and interesting pedestrian environment and that activate the public realm.

Building facades, setback areas, and frontage design should work together to realize neighborhood streets that contribute to a pleasant pedestrian experience through attention to scale, materials, wind attenuation or protection, interest at the ground level, and framing of views to water, open space and the island center. Retail streets should be designed to have a continuous set of storefronts typical of San Francisco neighborhood commercial districts. Other uses, such as office or community uses that face the street should use design features that enliven the building façade and wherever possible locate active uses at street level. Development controls should establish setback and street frontage rules to ensure that buildings meet and frame the street in an urban way while providing for rich building interfaces and landscaping buffers as appropriate to the street type.



Map 4 - Streetwall Calculation Example

Policy 2.6 **Use varied building heights and sizes to create distinctive and attractive places appropriate to the Islands' unique conditions and to produce a memorable urban form as experienced from the Islands and from longer-distances.**

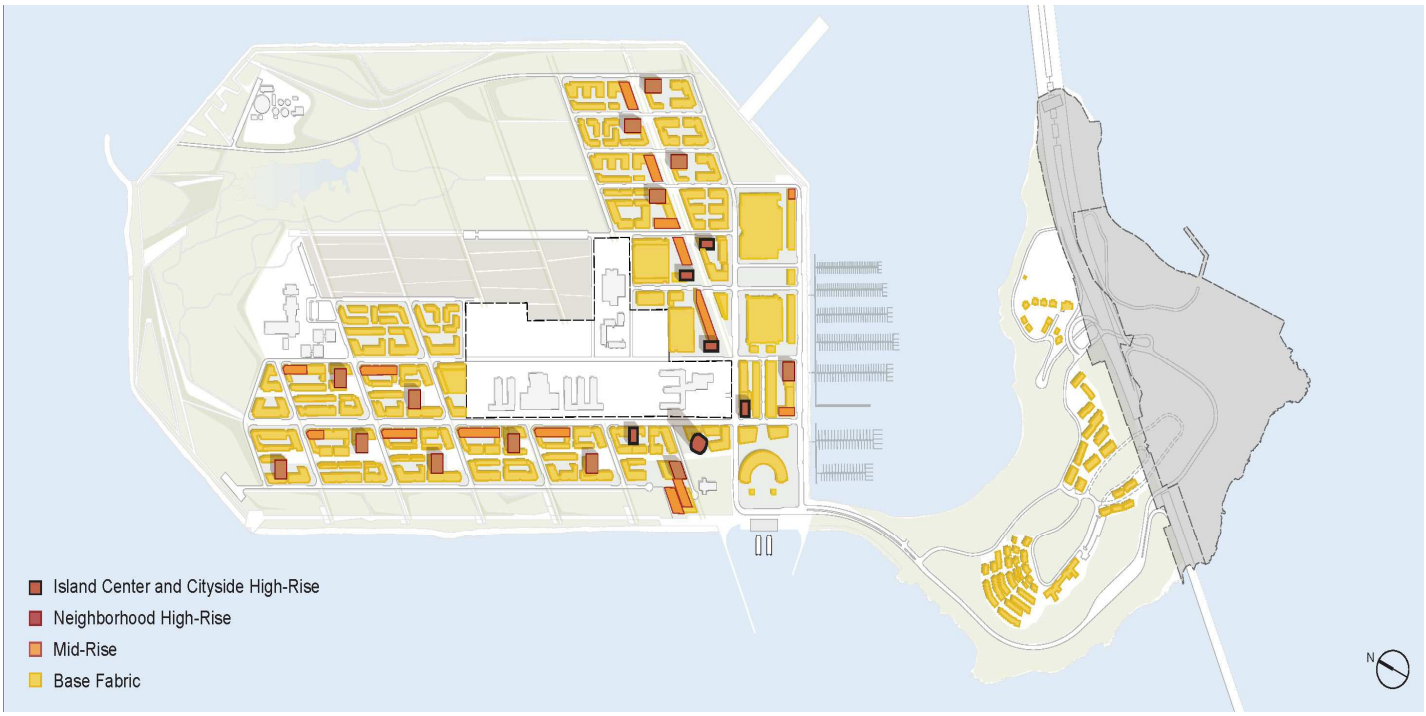
The development of the Islands has to be thoughtful in its phasing and eventual built-out. Overall development should be broken down into smaller districts and neighborhoods with each having their own identity.

To assure visual interest, building sizes and types should be varied throughout. Dramatic shifts in urban form can serve to announce places of entry, culture, and history on the Islands. An overall design strategy should assure some variety of building sizes across each block, but also designate building heights and sizes by their relationship with the development's districts, street hierarchy, and open space network. In general, on Treasure Island the tallest buildings should mark the Island entry and commercial mixed-use areas, stepping down towards the water and as the development moves out across the Island; taller prominent street walls should be featured along important streets and open spaces. However, special care should be given to the topography and habitat value of Yerba Buena Island which will dictate the placement and form of buildings. Buildings should reinforce the natural island topography, but also include pathways and stairs to provide links to the hilltop park. Building heights should relate to their

adjacent street and open space widths and areas.

Policy 2.7 **Encourage taller buildings carefully interspersed throughout the neighborhoods as a way to mark important places, to efficiently concentrate development, to provide interest and variety in the cityscape, and to create an identifiable skyline.**

Tall buildings (towers) enable the efficient use of land and allow increased density near transit and other supportive services; this encourages more residents to use alternative means of transportation other than a car. By enabling more density, towers make it possible to use more land for open space, retention of historic buildings and other community amenities. However, placement of towers should minimize wind and shadow on the public realm and maintain view corridors. Towers should be varied in height so as to uniquely define the skyline of Treasure Island in the middle of the Bay. The urban form that is created should be sensitive to the mass of Yerba Buena Island as well as the new Eastern Span of the Bay Bridge. Height and bulk controls should ensure the careful placement of towers so that the placement of the towers opens views and offers light and air, while not placing the towers too far from each other, which would diminish the urban form of the skyline.



Map 5 - Urban Form Framework

TRANSPORTATION AND CIRCULATION

OBJECTIVE 3 IMPLEMENT TRANSPORTATION IMPROVEMENTS THAT ARE MULTI-MODAL, SERVE RESIDENTS AND VISITORS, PRIORTIZE WALKING, BIKING AND TRANSIT, AND PROVIDE RESIDENTS WITH THE ABILITY TO COMMUTE AND MEET DAILY NEEDS WITHOUT HAVING TO DRIVE.

Policy 3.1 **Develop a street pattern and design vocabulary on each island that responds to that particular location, while prioritizing the use of transit, walking, and biking over the use of private automobiles.**

The hierarchy, pattern, and design of streets should reflect a commitment to a public realm designed first and foremost for pedestrians, bicyclists, and transit riders, while at the same time accommodating vehicular traffic. The streets should provide direct, safe, and interesting routes for biking and walking between the residential areas and the commercial core and transit hub.

On Yerba Buena Island, the street network should be more limited, responding to the steep topography, lower density development, and the need to minimize development of previously undeveloped areas. Within the existing street network, opportunities for access for transit vehicles, pedestrians, and bicyclists should be added.

Urban design of the Islands and street networks should facilitate inviting and easy travel on foot or by bicycle and street design should accommodate vehicular traffic at low to moderate volumes and speeds throughout the Islands. Streets should be designed to meet or exceed the standards and objectives of the City's Better Streets Plan and should strive to reflect best practices. Development on the Islands should include diverse street types such as primary circulation routes, primary access connector streets, neighborhood streets and pedestrian-focused streets. Transit and street types should serve both residents of the Islands and visitors traveling to the Islands for recreational purposes.

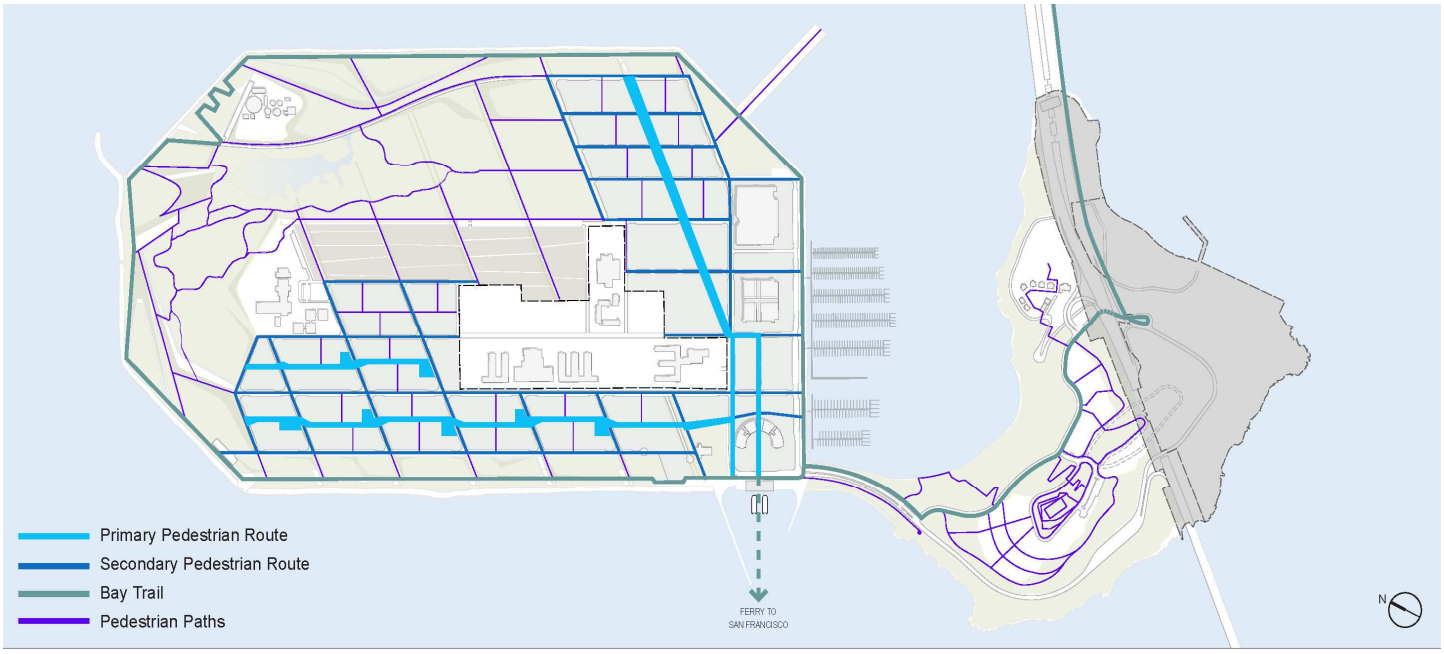
Policy 3.2 **Create a regional central transit hub with ample and diverse transit service that is designed to facilitate the use of transit by residents and visitors alike. On-island pedestrian and bike mobility should be enhanced to access transit.**

To ensure efficient coordination of transportation options on and off the Islands, new development should centralize transportation connections in a central attractive hub for transit. This facility should focus on both local on-island and regional off-island transportation connections, including new and expanded ferry and transbay bus services to both San Francisco and the East Bay. The transit hub should be designed with passenger ease and comfort in mind. The facility should be located conveniently to serve the greatest concentration of population on the Islands within walking distance and have direct and safe pedestrian and bicycle access to all parts of the Islands.

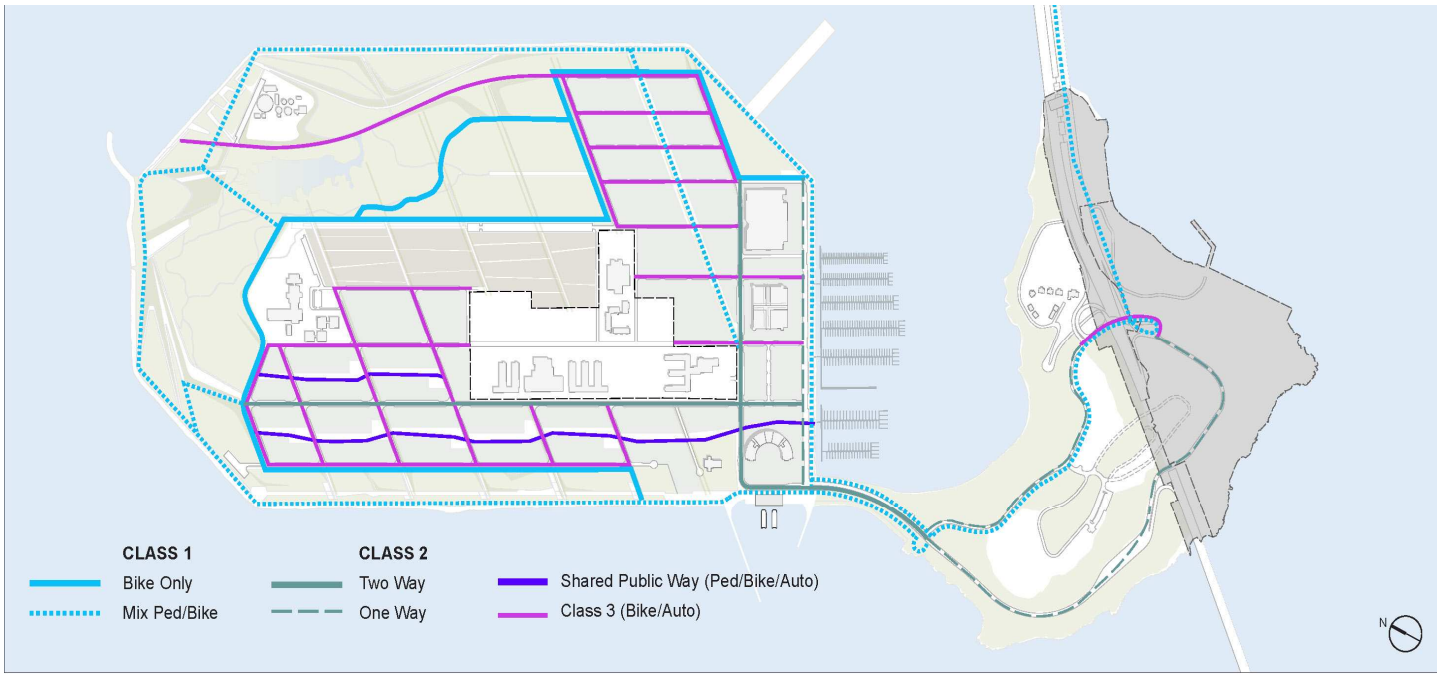
Policy 3.3 **Manage automobile parking on the Islands to encourage transit use by workers and visitors, to encourage visitors who drive to park once and move about the Islands primarily by foot, and to encourage residents to utilize pedestrian, bicycle and shuttle services. Minimize the impact of parking and loading on the public realm and circulation.**

The priority for the development of the Islands should be to encourage the use of transit by residents and visitors alike. The amount of parking and vehicular traffic on the Islands should be minimized in quantity and actively managed to discourage driving, such as through pricing and by offering incentives for other ways of travel. Lots and garages should be strategically located to encourage visitors arriving by car to park and circulate through the Islands amenities

either by foot, bicycle or the Island shuttle system. Off-street and accessory parking should minimize effects on the public realm and be integrated within building design. Bike parking and car-share programs should be encouraged. Off-street parking should be designed to facilitate access to key areas such as open space while minimizing conflicts with bicycles, transit and pedestrians. Standards and guidelines for freight loading should generally prohibit off-street loading and direct loading spaces to adjacent streets or access alleys, adjacent parking fields or off-street within the building being served.



Map 6 - Pedestrian Network Framework



Map 7 - Bicycle Facilities Framework

Map 8 - Transit Service Network

Policy 3.4 **Identify Transportation Demand Management (TDM) measures to discourage the use of automobiles and encourages the use of bicycles, transit, and walking.**

Development on the Islands should utilize TDM program strategies to reduce the amount of auto traffic within the Islands as well as accessing the Islands from the Bay Bridge, and to encourage residents, workers and visitors to use non-auto modes of travel, including transit, walking, and biking. A key component of the TDM program should be congestion pricing for vehicles accessing the Bay Bridge to encourage use of transit to and from the Islands and to discourage auto trips during peak times. A comprehensive transportation program should facilitate connections to both the East Bay and downtown San Francisco. As authorized by state legislation, a separate Treasure Island Transportation Management Agency should be established to oversee implementation of a congestion pricing program on the Islands and administer other transit programs focused on discouraging the use of private automobiles. New development also should include additional TDM measures such as car sharing, bicycle sharing, carpool programs, and selling or renting residential parking spaces separately from dwelling units to encourage more efficient and economic use of parking resources.

ECONOMIC DEVELOPMENT

OBJECTIVE 4 **CREATE JOBS, A VARIETY OF ECONOMIC DEVELOPMENT OPPORTUNITIES, AND COMMUNITY FACILITIES TO ENHACE VITALITY AND QUALITY OF LIFE FOR RESIDENTS OF THE ISLANDS AND THE CITY.**

Policy 4.1 **Include commercial, office and community uses that will provide jobs at a wide range of fields, and at a wide range of income levels, including for those who are economically disadvantaged or formerly homeless.**

The closing of Naval Station Treasure Island resulted in the loss of local jobs and economic opportunities that should be replaced through the redevelopment of Treasure Island. A mix of commercial uses should be provided to generate jobs at all levels of the spectrum. In particular, jobs should be targeted to economically disadvantaged and formerly homeless persons. The City should coordinate delivery of job-training programs with its existing workforce development infrastructure wherever possible.

Policy 4.2 Create an appropriate mix of new businesses focused on job-generating uses and economic opportunities.

New development on the Islands should promote economic development through the creation of job-generating uses on the Islands. While construction job opportunities will be numerous during the long build out of the Islands, development also should ensure a wide range of end use and permanent job opportunities such as business and entrepreneurial opportunities, office and retail opportunities, and small business development. New parks and open space could also provide opportunities for employment in the operation, maintenance, and management of associated parks and facilities.

Policy 4.3 Assure that the new development is financially self-sufficient.

Any new development should be structured so that the financing for development will not have a significant negative impact on the City's General Fund. Consideration should be given to land use densities and commercial uses that will be sufficient to generate revenues, increase property values, and support public vehicles that will make development financially viable and self-sufficient, help pay for transportation and other infrastructure improvements, and achieve other economic and public benefits.

RECREATION AND OPEN SPACE

OBJECTIVE 5 CREATE A HIGH QUALITY SYSTEM OF PUBLC PARKS AND OPEN SPACE, FACILITATE IMPROVED SHORELINE ACCESS, AND PROVIDE A WIDE RANGE OF RECREATIONAL, EDUCATIONAL AND ECOLOGICAL RESTORATION OPPORTUNITIES.

Policy 5.1 Provide a wide variety of types and scale of open space with an array of recreational and conservation opportunities that are integrated into the surrounding development and neighborhoods.

Proposed development plans should prioritize parks, open space, and recreational opportunities as both a key land use and as an amenity to serve other land uses. The open space system on the Islands should include a wide range of types of parks with diverse sizes, characteristics, and recreational amenities to meet the needs of the development, residents, and regional visitors. The open space network should include a variety of both active and passive recreational opportunities, shoreline parks, neighborhood parks, and cultural areas. The open space network also should enhance and complement other community facilities on the Islands, such as the sailboat launch, sailing center and school yard. Development also should include more neighborhood and community uses.

Policy 5.2 Open space should be developed and managed in a way that increases waterfront public access and fulfills the objectives of the Public Trust.

Proposed development plans should emphasize the unique Bay location of Treasure Island and Yerba Buena Island by providing increased waterfront and shoreline access consistent with regional planning principles and regulatory requirements. Visual and physical connections to waterfront parks and open spaces should be maintained in development areas. Parks and open space in the Public Trust areas must be designed so that their uses are consistent with the Trust. Lands on Treasure Island that may be subject to the Public Trust should be administered and reconfigured through an exchange with the State of California for lands of Yerba Buena Island that are not presently subject to the Trust, so as to allow the purposes of the Public Trust to be more fully realized on the Islands as a whole. The open space programming for both Islands should be consistent with the objectives of the Public Trust, including the principles of providing public access, habitat management and view enhancement.

Policy 5.3 Recreational and educational opportunities that serve both the neighborhood and the region as a whole should be provided and increased as part of the Islands development.

A significant amount of lands on both Islands should be programmed for open space recreation that is accessible by residents of the Islands and the region.

Some open space facilities should focus on serving the needs of residents and workers in close proximity (walking distance) to all residential neighborhoods and development areas.. Neighborhood parks and open spaces should provide facilities serving a range of community needs including playgrounds, informal recreation areas, flexible spaces for exercise and spaces for community and small group gatherings.

In larger open spaces and around the shoreline, programming should seek to serve regional needs for open space, water access, and sports facilities. The regional recreational program should also include natural areas for passive recreation, and opportunities for environmental education programs and urban agriculture.

Policy 5.4 Support habitat conservation and bio-diversity through landscape design.

The open-space system also should provide opportunities for ecological restoration and habitat management initiatives and provide ecological services, such as storm water treatment. Yerba Buena Island is a natural island with existing native habitats that should be restored or enhanced where feasible. A habitat management plan for Yerba Buena Island should be created that guides the management of the open spaces. While Treasure Island is a constructed Island with little existing habitat value, portions of the new landscape should be designed to create habitat and support biodiversity.

Policy 5.5 Provide for universal accessibility and create a highly-connected network of parks and open spaces.

Parks and open spaces should be connected to create a continuous network with excellent connections to regional transit and bike/pedestrian systems, including multi-use paths on the

Bay Bridge. Neighborhood open spaces should be located within a short walking distance of all neighborhood residents and visitors and ensure that parks and open spaces are easily accessible by pedestrians, bicyclists, and transit. The parks and open spaces should be universally accessible, providing access to open spaces and park facilities.

Map 9 - Open Space Framework

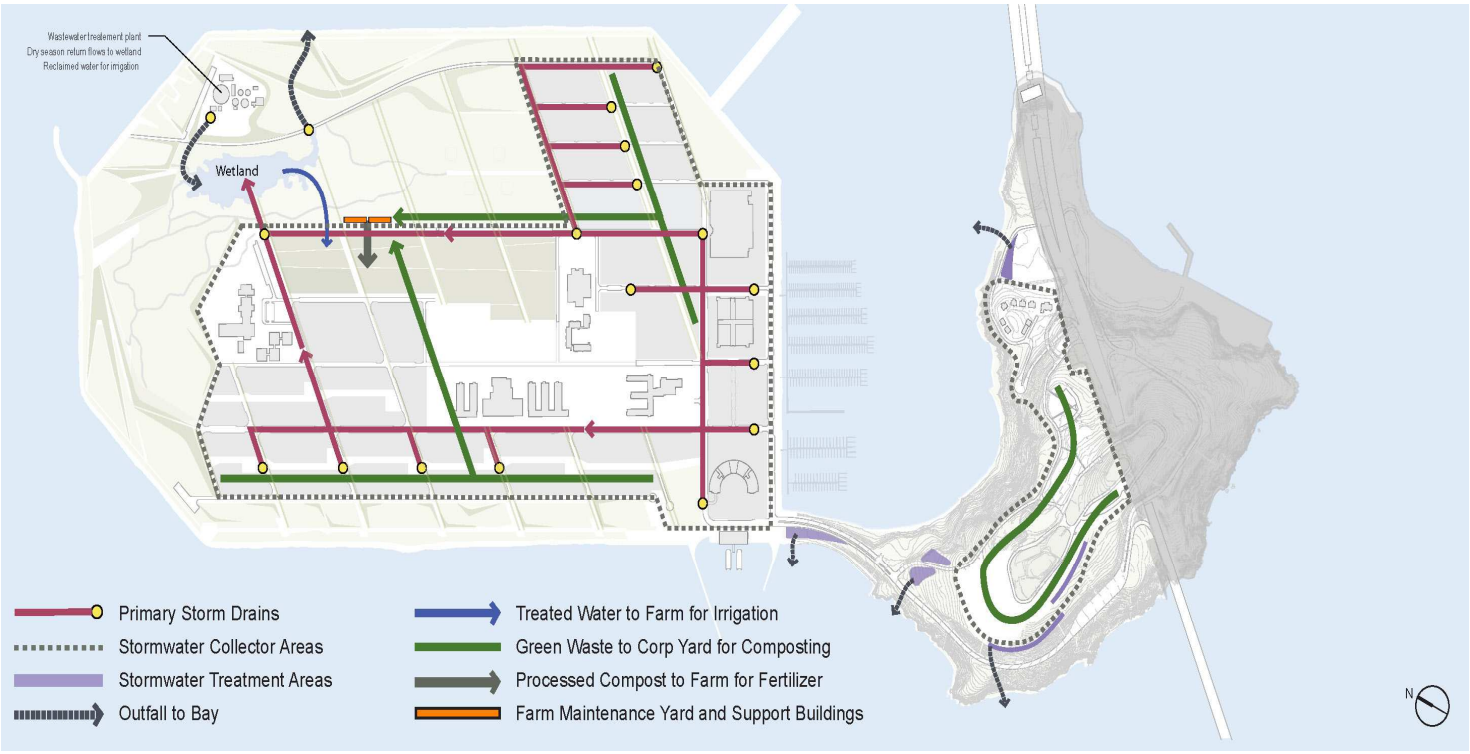
SUSTAINABILITY AND INFRASTRUCTURE

OBJECTIVE 6 DEVELOP INFRASTRUCTURE THAT IS SUSTAINABLE IN THE SHORT- AND LONG-TERM BY REDUCING THE USE OF ENERGY AND WATER, ALLOWING FOR INCREASED SUSTAINABILITY OVER TIME, AND BEING ADAPTABLE FOR CHANGES IN THE ENVIRONMENT DUE TO CLIMATE CHANGE.

Policy 6.1 Design and build infrastructure that supports a high-density development while also recognizing the unique constraints of being located on an Island.

The infrastructure that exists on both Islands is in dilapidated condition. The opportunity exists to provide new infrastructure that is efficient and right-sized to minimize energy consumption and wastage. A high-density development footprint concentrated on a portion of the Islands would minimize the extent of infrastructure. Infrastructure design for the Islands should take into account the geotechnical aspects of a man-made island, provide for robust supplies of utilities supplemented by on-island storage and/or backup, and minimize the necessity to pump effluents for off-island treatment. To the degree feasible using cotemporary best practices,

reduce, reuse, treat, and recycle waste streams on-island.



Map 10 - Green Infrastructure Framework

Policy 6.2 Design and build neighborhood land plans and new development based on the best principles of sustainable design.

The development of the new urban neighborhood on the Islands should be based on the smart-growth principles, low impact design and green building practices. The land plan for neighborhood planning and construction should respond to local climatic conditions in developing robust and efficient infrastructure and transportation systems and appropriate community amenities that promote social equity. Similarly new buildings on the Islands should be constructed in accordance with green building design principles and specifications to achieve maximum efficiencies in utilizing resources.

Policy 6.3 Develop a strategy that allows Treasure Island to be adaptively managed over the long term to protect against sea level rise.

With uncertainty over the potential amount of sea level rise, Treasure Island's development should be designed to be adaptable. Strategies for protection against coastal flooding should take into account present day conditions, protect against a reasonable increase of sea levels balanced with goals for placemaking, public access and view enhancement, and maintain the ability to continue to adapt over the long term.

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Planning Commission Resolution No.

HEARING DATE: APRIL 21, 2011

Date:	**April 7, 2011**
Case No.:	2007.0903BEMRTUWZ
Project	**Treasure Island/Yerba Buena Island Development Project**
	T Case: Planning Code Amendments
Location:	**Treasure Island and Yerba Buena Island**
Staff Contact:	Joshua Switzky - (415) 575-6815
	joshua.switzky@sfgov.org
Recommendation:	**Approval**

FORMULATING A RESOLUTION TO APPROVE AMENDMENTS TO THE SAN FRANCISCO PLANNING CODE BY AMENDING SECTIONS 102.5 AND 201 TO INCLUDE THE TREASURE ISLAND AND YERBA BUENA ISLAND DISTRICTS, AMENDING SECTION 105 RELATING TO HEIGHT AND BULK LIMITS FOR TREASURE ISLAND AND YERBA BUENA ISLAND, ADDING SECTION 249.52 TO ESTABLISH THE TREASURE ISLAND/YERBA BUENA ISLAND SPECIAL USE DISTRICT, ADDING SECTION 263.26 TO ESTABLISH THE TREASURE ISLAND/YERBA BUENA ISLAND HEIGHT AND BULK DISTRICT, AND AMENDING THE BULK LIMITS TABLE ASSOCIATED WITH SECTION 270 TO REFER TO THE TREASURE ISLAND/YERBA BUENA ISLAND HEIGHT AND BULK DISTRICT.

1. **WHEREAS**, Section 4.105 of the Charter of the City and County of San Francisco provides the Planning Commission the opportunity to periodically recommend Planning Code Text Amendments to the Board of Supervisors.

2. **WHEREAS**, Section 4.105 of the Charter provides that the Commission may propose for consideration by the Board of Supervisors ordinances regulating or controlling the height, bulk, area, set-back, location, use or related aspects of any building, structure or land.

3. **WHEREAS**, One of the purposes of the Planning Code is to guide, control, and regulate future growth and development in accordance with the General Plan of the City and County of San Francisco.

4. **WHEREAS**, The Planning Department is proposing an amendment to the Planning Code by amending Sections 102.5 and 201 to include the Treasure Island and Yerba Buena Island districts, amending Section 105 relating to height and bulk limits for Treasure Island and Yerba Buena Island, adding Section 249.52 to establish the Treasure Island/Yerba Buena Island Special Use District, adding Section 263.26 to establish the Treasure Island/Yerba Buena Island Height and Bulk District, and amending the bulk limits table associated with Section 270 to refer to the Treasure Island/Yerba Buena Island Height and Bulk District.

5. **WHEREAS**, Originally constructed in 1937 as a possible site for the San Francisco Airport, Treasure Island was first used to host the Golden Gate International Exposition from 1939-1940. Shortly thereafter in World War II, the United States Department of Defense converted the island into a naval station, which operated for more than five decades. Naval Station Treasure Island was subsequently closed in 1993 and ceased operations in 1997. Since the closure of the base, the City and the community have been planning for the reuse of former Naval Station Treasure Island and adjacent Yerba Buena Island.

6. **WHEREAS**, Former Naval Station Treasure Island consists of approximately 550 acres including Yerba Buena Island. Today the site is characterized by aging infrastructure, environmental contamination from former naval operations, deteriorated and vacant buildings, and asphalt and other impervious surfaces which cover approximately 65% of the site. The site has few public amenities for the approximately 1,820 residents who currently reside on the site. This legislation creating the Treasure Island/Yerba Buena Island Special Use District, the Treasure Island/Yerba Buena Island Height and Bulk District, and the related zoning and General Plan amendments will implement the proposed Project.

7. **WHEREAS**, The Project will include (a) approximately 8,000 new residential units, with at least 25 percent of which (2,000 units) will be made affordable to a broad range of very-low to moderate income households, (b) adaptive reuse of 311,000 square feet of historic structures, (c) 140,000 square feet of new retail uses and 100,000 square feet of commercial office space, (d) 300 acres of parks and open space, (e) new and or upgraded public facilities, including a joint police/fire station, a school, facilities for the Treasure Island Sailing Center and other community facilities, (f) 400-500 room hotel, (g) new 400 slip marina, (h) transportation infrastructure, including a ferry/quay intermodal transit center.

8. **WHEREAS**, In 2003, the Treasure Island Development Authority ("TIDA") selected through a competitive three year long process, Treasure Island Community Development, LLC ("TICD") to serve as the master developer for the Project.

9. **WHEREAS**, In 2006, the Board endorsed a Term Sheet and Development Plan for the Project, which set forth the terms of the Project including a provision for a Transition Plan for Existing Units on the site. In May of 2010 the Board endorsed a package of legislation that includes and update to the Development Plan and Terms Sheet, terms of an Economic Development Conveyance Memorandum of Agreement for the conveyance of the site from the Navy to the City, and a Term Sheet between TIDA and the Treasure Island Homeless Development Imitative ("TIHDI").

10. **WHEREAS**, On March 3, 2011, pursuant to Planning Code Section 302(b), the Commission initiated the Planning Code amendments by Resolution No. 18292 and scheduled a public hearing to consider the amendments; and

11. **WHEREAS,** On April 21, 2011, by Motion No. ____, the Commission certified the Final Environmental Impact Report ("FEIR") as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA"); and

12. **WHEREAS,** A draft ordinance, substantially in the form **attached hereto as Exhibit A**, approved as to form, proposing an amendment to the Planning Code by amending Sections 102.5 and 201 to include the Treasure Island and Yerba Buena Island districts, amending Section 105 relating to height and bulk limits for Treasure Island and Yerba Buena Island, adding Section 249.52 to establish the Treasure Island/Yerba Buena Island Special Use District, adding Section 263.26 to establish the Treasure Island/Yerba Buena Island Height and Bulk District, and amending the bulk limits table associated with Section 270 to refer to the Treasure Island/Yerba Buena Island Height and Bulk District.

NOW THEREFORE BE IN RESOLVED, That the Planning Commission hereby finds that the Planning Code amendments promote the public welfare, convenience and necessity for the following reasons:

1. The Planning Code amendments would enable development that would eliminate blight at the Project site including both Treasure Island and Yerba Buena Island.
2. The Planning Code amendments include a new Treasure Island/Yerba Buena Island Area Plan that set out objectives and policies that promote vibrant high-density, mixed-use, multi-modal and transit oriented development as a means to fully realize its shoreline location and to help revitalize Treasure Island and Yerba Buena Island.
3. The Planning Code amendments support development that could provide a wide range of employment opportunities in wide range of fields and employment levels.
4. The Planning Code amendments promote, the possibility of new emerging industries including space for t office and related uses.
5. The Planning Code amendments promote development that will provide affordable housing units at a range of income levels.
6. Development enabled by the Planning Code amendments would strengthen the economic base of the Project site and the City as a whole by strengthening retail and other commercial functions in the Project site through the addition of 140,000 square feet of neighborhood serving retail, 100,000 square feet of office space and other community facilities.
7. Development enabled by the Planning Code amendments includes the opportunity for substantial new and restored publicly accessible open space.
8. The Planning Code amendments include objectives and policies that promote multi-modal transportation including ferry service, an on-island shuttle service, transportation demand management strategies including the implementation of a congestion pricing program. Objectives and policies also emphasize the need to accommodate and prioritize travel by bicycle and by foot.
9. The Planning Code amendments will facilitate development that will utilize sustainable design strategies, including strategies to address sea level rise and construct sustainable green infrastructure.

AND BE IT FURTHER RESOLVED, That the Planning Commission finds the Planning Code amendments are in general conformity with the General Plan, and Planning Code section 101.1(b) pursuant to Planning Commission Motion No. _____. The findings attached to Resolution No. _____ as Exhibit A, are hereby incorporated herein by this reference as if fully set forth.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 302, the Planning Commission recommends to the Board of Supervisors **approval** the Planning Code amendments.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on April 21, 2011.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

[Zoning –Treasure Island/Yerba Buena Island Special Use District]

Ordinance amending the San Francisco Planning Code by amending Sections 102.5 and 201 to include the Treasure Island and Yerba Buena Island districts; amending Section 105 relating to height and bulk limits for Treasure Island and Yerba Buena Island; adding Section 249.52 to establish the Treasure Island /Yerba Buena Island Special Use District; adding Section 263.26 to establish the Treasure Island /Yerba Buena Island Height and Bulk District; amending the bulk limits table associated with Section 270 to refer to the Treasure Island /Yerba Buena Island Height and Bulk District; and adopting findings, including environmental findings, and findings of consistency with the General Plan and Planning Code Section 101.1.

NOTE: Additions are *single-underline italics Times New Roman*; deletions are ~~*strike-through italics Times New Roman*~~. Board amendment additions are double-underlined; Board amendment deletions are ~~strikethrough normal~~.

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

Section 1. Findings.

(a) The Planning Department has determined that the actions contemplated in this Ordinance comply with the California Environmental Quality Act (Public Resources Code Section 21000 et seq.). A copy of said determination is on file with the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by reference.

(b) In accordance with the actions contemplated herein, this Board adopted Resolution No. _____ concerning findings pursuant to the California Environmental Quality Act. A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by reference.

(c) Pursuant to Section 302 of the Planning Code, the Board finds that this ordinance will serve the public necessity, convenience, and welfare for the reasons set forth in Planning Commission Resolution No. _____ and the Board incorporates those reasons herein by reference. A copy of Planning Commission Resolution No. _____ is on file with the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by reference.

(d) The Board of Supervisors finds that this Ordinance is in conformity with the Priority Policies of Section 101.1 of the Planning Code and, on balance, consistent with the General Plan as it is proposed for amendment, and hereby adopts the findings set forth in Planning Commission Resolution No. _____ and incorporates such findings by reference as if fully set forth herein.

Section 2. The San Francisco Planning Code is hereby amended by amending Section 102.5, to read as follows:

SEC. 102.5. DISTRICT.

A portion of the territory of the City, as shown on the Zoning Map, within which certain regulations and requirements or various combinations thereof apply under the provisions of this Code. The term "district" shall include any use, special use, height and bulk, or special sign district. The term "R District" shall mean any RH-1(D), RH-1, RH-1(S), RH-2, RH-3, RM-1, RM-2, RM-3, RM-4, RTO, RTO-M, RC-1, RC-2, RC-3, RC-4 or RED District. The term "C District" shall mean any C-1, C-2, C-3, or C-M District. The term "RTO District" shall be that subset of R Districts which are the RTO and RTO-M District. The term "M District" shall mean any M-1 or M-2 District. The term "PDR District" shall mean any PDR-1-B, PDR-1-D, PDR-1-G, or PDR-2 District. The term "RH District" shall mean any RH-1(D), RH-1, RH-1(S), RH-2, or RH-3 District. The term "RM District" shall mean any RM-1, RM-2, RM-3, or RM-4 District. The

term "RC District" shall mean any RC-1, RC-2, RC-3, or RC-4 District. The term "C-3 District" shall mean any C-3-O, C-3-R, C-3-G, or C-3-S District. For the purposes of Section 128 and Article 11 of this Code, the term "C-3 District" shall also include the Extended Preservation District designated on Section Map 3SU of the Zoning Map. The term "NC District" shall mean any NC-1, NC-2, NC-3, NC-T, NC-S, and any Neighborhood Commercial District and Neighborhood Commercial Transit District identified by street or area name in Section 702.1. The term "NCT" shall mean any district listed in Section 702.1(b), including any NCT-1, NCT-2, NCT-3 and any Neighborhood Commercial Transit District identified by street or area name. The term "Mixed Use" District shall mean all Chinatown Mixed Use, South of Market Mixed Use, Eastern Neighborhoods Mixed Use, and Downtown Residential Districts. The term "Chinatown Mixed Use District" shall mean any Chinatown CB, Chinatown VR, or Chinatown R/NC District named in Section 802.1. The term "South of Market Mixed Use Districts" shall refer to all RED, RSD, SLR, SLI, or SSO Districts named in Section 802.1. The term "Eastern Neighborhoods Mixed Use Districts" shall refer to all SPD, MUG, MUO, MUR, and UMU named in Section 802.1. The term "DTR District" or "Downtown Residential District" shall refer to any Downtown Residential District identified by street or area name in Section 825, 827, 828, and 829. *The terms "TI District" and "YBI District" shall refer to any TI-R, TI-MU-, TI-OS, TI-PCI, YBI-R, YBI-MU, YBI-OS, YBI-PCI, as named in Section 249.52.*

Section 3: The San Francisco Planning Code is hereby amended by amending Section 201, to add the following Classes of Use Districts at the end of the included Table, as follows:

Treasure Island and Yerba Buena Island Districts ***(Also see Section 249.52)***	
TI-R	*Treasure Island-Residential*

TI-MU	*Treasure Island – Mixed Use*
TI-OS	*Treasure Island – Open Space*
TI-PCI	*Treasure Island – Public/Civic/Institutional*
YBI-R	*Yerba Buena Island – Residential*
YBI-MU	*Yerba Buena Island – Mixed Use*
YBI-OS	*Yerba Buena Island – Open Space*
YBI-PCI	*Yerba Buena Island – Public/Civic/Institutional*

Section 4. The San Francisco Planning Code is hereby amended by amending Section 105 as follows:

SEC. 105. ZONING MAP.

The designations, locations and boundaries of the districts established by this Code shall be shown upon the "Zoning Map of the City and County of San Francisco," which shall consist of a series of numbered sectional maps. Wherever any uncertainty exists as to the boundary of any district as shown on said sectional maps, the following rules shall apply:

(a) Where boundary lines are indicated as following streets and alleys within the right-of-way, they shall be construed as following the centerlines of such streets and alleys;

(b) Where boundary lines are indicated as approximately following lot lines, such lot lines shall be construed to be such boundaries;

(c) Where a boundary line divides a lot or crosses unsubdivided property; the location of such boundary shall be as indicated upon the Zoning Map using the scale appearing on such map;

(d) Where further uncertainty exists, the City Planning Commission upon written application, or on its own motion, shall by resolution determine the location of a disputed

boundary giving due consideration to the apparent indicated location thereof and the scale of the Zoning Map and the express purposes of this Code;

(e) Wherever any property is not under these rules specifically included in any use district shown on the Zoning Map, such property is hereby declared to be in an RH-1(D) District, except that all property owned on the effective date of this amendment by the United States of America, State of California, City and County of San Francisco, or other governmental agency and within the City and County of San Francisco but not within the area covered by Sectional Maps Nos. 1 through 13 of the Zoning Map is hereby declared to be in a P (Public Use) District unless reclassified in accordance with the provisions of this Code;

(f) Wherever any property is not under these rules specifically included in any height and bulk district shown on the Zoning Map, such property is hereby declared to be in a 40-X height and bulk district, except that all property owned on the effective date of this amendment by the United States of America, State of California, City and County of San Francisco, or other governmental agency and within the City and County of San Francisco but not within the area cover by Sectional Maps Nos. 1H through *13H* *14H* of the Zoning Map is hereby declared to be an OS (Open Space) District unless reclassified in accordance with the provisions of this Code ~~*with the exception of Yerba Buena Island and Treasure Island which are hereby declared to be in a 40-X height and bulk district*~~.

Section 5. The San Francisco Planning Code is hereby amended by adding Section 249.52, to read as follows:

SEC. 249.52. TREASURE ISLAND/YERBA BUENA ISLAND SPECIAL USE DISTRICT.

(a) Purpose and Boundaries. In order to give effect to the Treasure Island / Yerba Buena Island Project as approved by the Board of Supervisors (File No. [ ]), there shall be a Treasure Island / Yerba Buena Island Special Use District as designated on Sectional Map SU14 of the Zoning

Maps of the City and County of San Francisco. The boundaries of the Treasure Island / Yerba Buena Island Special Use District include all areas of Treasure Island and Yerba Buena Island as shown on Zoning Map ZN14. Any property within the Special Use District owned by the United States Department of Labor, United States Coast Guard, Federal Highway Administration or California Department of Transportation is hereby declared to be in a P (Public Use) District unless reclassified in accordance with the provisions of this Code. The purpose of this Special Use District is to facilitate the City's long-term goal of implementing the creation of a new City neighborhood on Treasure Island and Yerba Buena Island, which will provide benefits to the City such as significant amounts of new affordable housing, increased public access and open space, transportation improvements, extensive infrastructure improvements, and recreational and entertainment opportunities, while creating jobs and a vibrant, sustainable community. This Special Use District shall supersede, in its entirety, all other provisions of this Planning Code that would otherwise be applicable to Treasure Island and Yerba Buena Island except with respect to (1) Planning Code sections adopted by ballot proposition prior the effective date of the Ordinance adopting this Special Use District, which consist of the sections of the Planning Code adopted or amended by Proposition M (1986) (Sections 101.1 (Master Plan Consistency and Implementation) and Sections 320-325, 295); Proposition K (1984) (Shadow Ban) (Section 295); Proposition G (2002) (General Advertising Signs Prohibited) (Sections 602.7 and 611); and Proposition G (2006) (Limitation on Formula Retail in NC Districts) (Section 703.4); (2) any Planning Code sections adopted or amended in connection with this Special Use District, including Sections 102.5 (District); 105 (Zoning Map); 201 (Use Districts); 263.26 (Treasure Island/Yerba Buena Island Height And Bulk District) and 249.52 (Treasure Island / Yerba Buena Island Special Use District), and (3) any other section of the Planning Code referenced herein (but only to the extent and for the purposes stated herein).

(b) Jurisdiction. Within this Special Use District, property subject to the public trust for commerce, navigation and fisheries and governed by the Treasure Island Conversion Act of 1997 (the "Tidelands Trust") is designated on Figure 1 as the Tidelands Trust Overlay Zone. The Treasure Island Development Authority ("TIDA"), as public trust grantee under the Treasure Island Conversion Act of 1997 ("Conversion Act"), has jurisdiction over any Vertical Development or uses in the Tidelands Trust Overlay Zone and any other tidelands or submerged lands within its jurisdiction pursuant to its authority under the Conversion Act, as well as Horizontal Development. The Planning Commission has jurisdiction over any Vertical Development or use of property that is not subject to Tidelands Trust, designated on Figure 1 as outside the Tidelands Trust Overlay Zone, and reserves review and approval rights over certain Vertical Development of property subject to the Tidelands Trust as more specifically set forth in this Special Use District.

(c) Tidelands Trust Overlay Zone. The Tidelands Trust Overlay Zone shown on Figure 1 illustrates the areas of the Islands subject to the Tidelands Trust after completion of all of the Tidelands Trust exchanges contemplated under the Treasure Island Public Trust Exchange Act (SB 543, as amended by SB 815 and SB 833, the "Exchange Act"), which is State legislation authorizing an exchange of Public Trust lands between Treasure Island and Yerba Buena Island, consistent with the proposed development program. To the extent that property not included in the Tidelands Trust Overlay Zone would be subject to the Tidelands Trust prior to the applicable exchange implemented under the Exchange Act, the restrictions of the Tidelands Trust Overlay Zone apply until the exchange is effected. To the extent property shown in the Tidelands Trust Overlay Zone would not be subject to the Tidelands Trust prior to the applicable exchange, the restrictions of the Tidelands Trust Overlay Zone do not apply until the exchange is effected.

(d) Relationship to Design for Development. The Treasure Island + Yerba Buena Island Design for Development ("Design for Development"), adopted by the Planning Commission (Resolution No. ___) and approved by the Board of Supervisors as an attachment to the Development Agreement by and between the City and County of San Francisco and Treasure Island Community Development, LLC relative to the development of Naval Station Treasure Island (File No. ___) (the "Development Agreement"), and as may be amended from time to time as provided herein, sets forth development and use Standards and Guidelines applicable within this Special Use District, and is hereby incorporated by reference. Any term used in this Special Use District and not otherwise defined shall have the meaning ascribed to it in the Design for Development. The Planning Commission may initiate and adopt amendments to the Design for Development, or may approve amendments to the Design for Development upon application by TIDA or an owner or lessee of property (or his or her authorized agent) within this Special Use District, provided, however, that prior to taking any action to amend the Design for Development, the Planning Commission shall refer the matter to the TIDA Board for review and the TIDA Board shall submit its recommendation to the Planning Commission within 30 days. The Planning Commission shall approve, conditionally approve or disapprove the proposed amendment within 30 days of receipt of the TIDA Board's recommendation or, if the TIDA Board fails to submit a recommendation, within 30 days of the expiration of the TIDA Board's 30 day review period. The Planning Commission may not approve an amendment to the Design for Development if it finds that the amendment is inconsistent with this Special Use District, the General Plan and the approved Development Agreement.

(e) Development Controls. Development and uses of property within this Special Use District shall be regulated by the controls contained herein and in the Design for Development, provided, however, that if there is any inconsistency between this Special Use District and the Design for Development, this Special Use District shall control.

(1) Zoning Designation. The applicable zoning designations shall be as set forth on Figure 1, consisting of the following zoning districts: Treasure Island Residential (TI-R), Treasure Island Mixed Use (TI-MU), Treasure Island Open Space (TI-OS), and Treasure Island Public/Civic/Institutional (TI-PCI). The applicable zoning designation shall be as set forth on Figure 2, consisting of the following zoning districts: Yerba Buena Island Residential (YBI-R), Yerba Buena Island Mixed Use (YBI-MU), Yerba Buena Island Open Space (YBI-OS), and Yerba Buena Island Public Services/Civic/Institutional (YBI-PCI), each as defined in the Design for Development. In addition, portions of this Special Use District shall be subject to a Tidelands Trust Overlay Zone as set forth on Figures 1 and 2 and further defined in the Design for Development.

Figure 1. Treasure Island Zoning Designations.

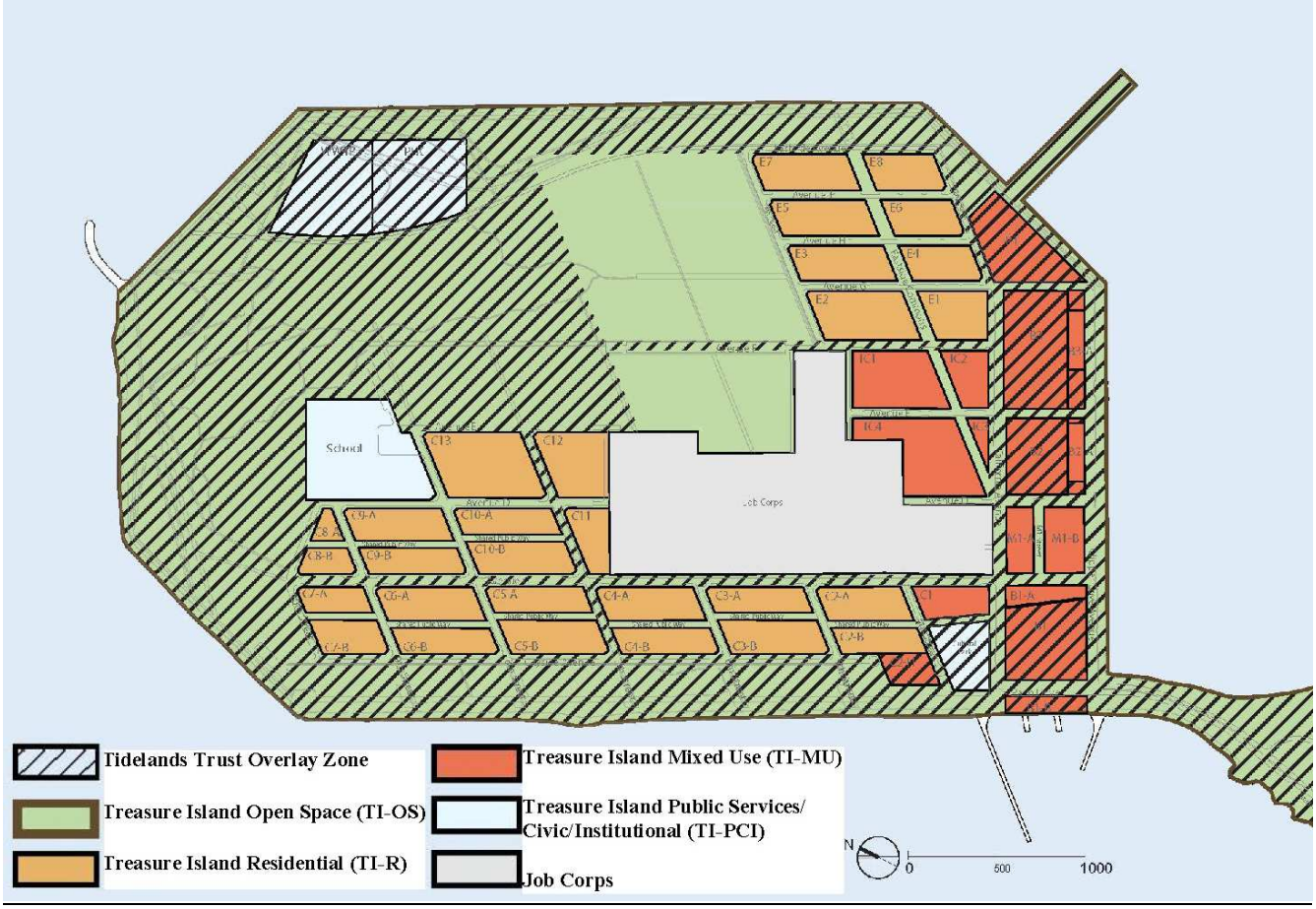


Figure 2: Yerba Buena Island Zoning Designations

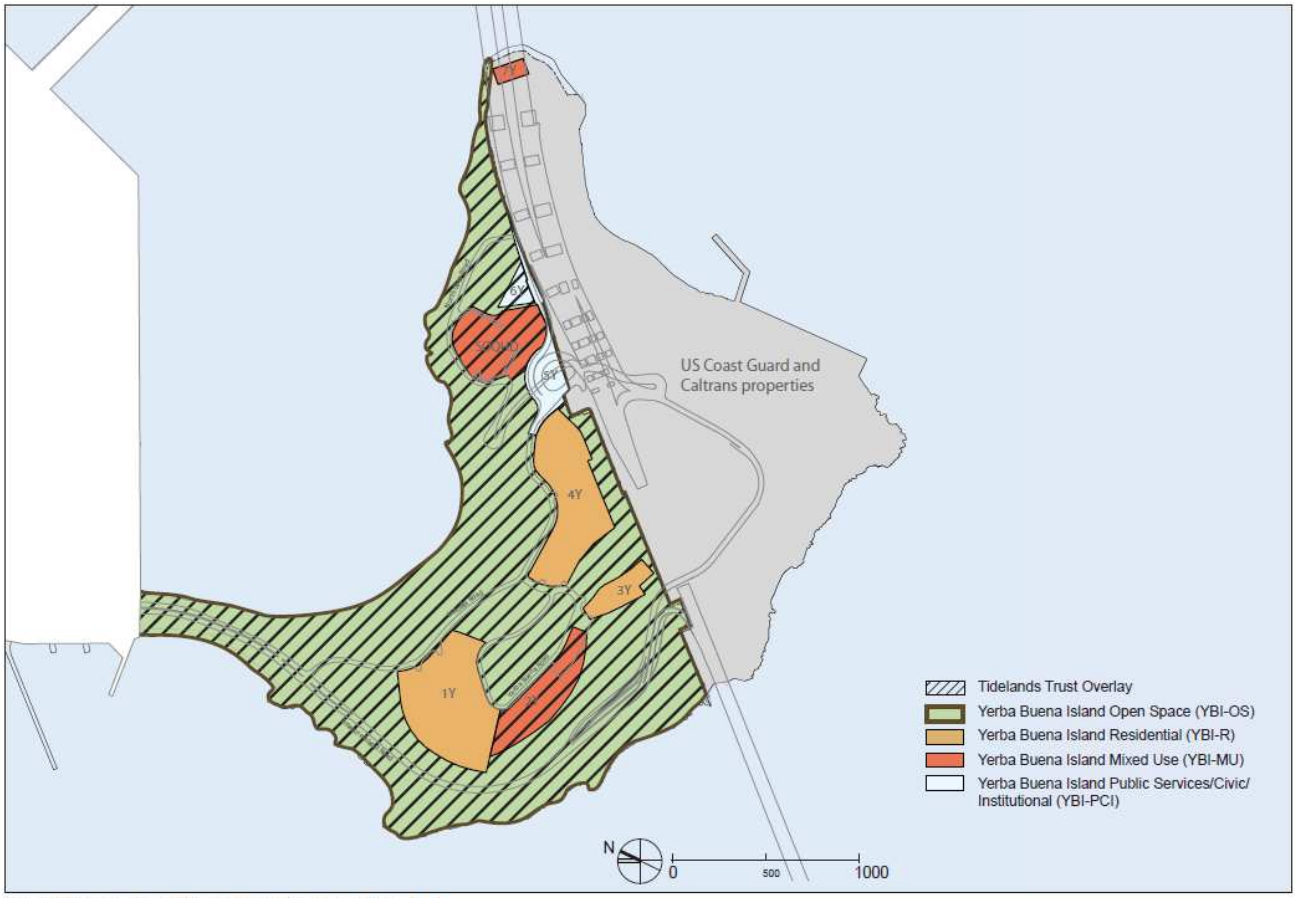


Figure Y3.c: Key Plan of Yerba Buena Island Land Use Table

(2) Uses. The uses listed in Figure 3 are permitted in this Special Use District as indicated by the following symbols in the respective column for each district: (i) P – permitted as a principal use in this zoning designation; (ii) IC – subject to approval as an Island Conditional Use pursuant to the procedures set forth in subsection (h) below; (iii) blank – not permitted in this zoning designation.

Figure 3. Treasure Island and Yerba Buena Island Permitted Uses

	TI-R	TI-MU	TIOS	TI-PCI	**P = Permitted Use; IC = Island conditional use Permit Required; *and/or † = See Comments**
Land Use	**Zone**				
Residential					
1. Dwelling Units	P	P			
2. Group Housing*	P	P			*Within any residential structures owned or controlled by the Treasure Island Homeless Development Initiative or its successor.
3. Live/Work Units	P	P			
4. Senior or Assisted Living	P	P			
5. Supportive Housing*	P	P			*Within any residential structures owned or controlled by the Treasure Island Homeless Development Initiative or its successor
Retail Sales and Services					
6. Acupuncture, Acupressure, or Chiropractor Establishment	IC*†	P			*Not to exceed 10,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
7. Animal Services, Enclosed Building	IC	IC			
8. Automobile Rental	P*†	P			*Not to exceed 2,500 SF, including any exterior space used for automobile storage, per single tenant; †Service

						counter limited to ground floor only. Rental vehicles may be stored in multilevel structure. Above ground structures, will be governed by the standards and guidelines for such structures in T5 of the Treasure Island/Yerba Buena Island Design for Development document.
	9. Automobile Services (Gas and Service Stations and Wash)	IC†	IC		IC	†Limited to ground floor only
	10. Bars	IC*†	IC			*Not to exceed 15,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
	11. Beauty or Cosmetology Salon	P*†	P			*Not to exceed 10,000 SF for any single tenant; †limited to location on the first floor, with direct entries from ground floor
	12. Cafes, Delicatessens, and Bakeries	P†	P	IC		†Limited to location on the first two floors, with direct entries from ground floor
	13. Farmer's Market	P	P	P	P	
	14. Financial Service	P	P			
	15. Financial Services (Limited)	P	P			
	16. Full-service, Counter-service and Self-service Restaurants	P*	P	IC		*Not to exceed 5,000SF

17. Grocery Store	P*†	P			*Not to exceed 5,000SF for any single tenant. †limited to location on the first two floors, with direct entries from ground floor
18. Health Club, Private Resident Accessory Use	P	P			
19. Home Occupation	P	P			
20. Tourist Hotel		P	IC		
21. Health Clubs, Fitness Centers, Gyms and Athletic Clubs	P(IC*)†	P	IC*	P	*Island Conditional Use Permit required if facility is greater than 15,000 SF; †limited to location on the first two floors, with direct entires from ground floor
22. Laundromat	P†	P			†Limited to ground floor only
23. Dry Cleaning Facility	P(IC*)†	P(IC*)			*Island Conditional Use Permit required if dry cleaning facility has an on-site plant; †limited to ground floor only
24. Liquor Stores	IC	IC			
25. Massage Establishments	IC	IC			
26. Offices, Professional, Medical, and Business	P*†	P		P	*Not to exceed 5,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
27. Pharmacy	IC*†	P			*Not to exceed 5,000SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
28. Medical		IC†			†Not permitted within

	Cannabis Dispensary					the immediate proximity of schools, childcare and similar facilities
	29. Radio Broadcasting Facility		IC			
	30. Retail Sales and Services, Local-Serving	P*†	P			*Not to exceed 15,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
	31. Retail Sales and Services, Visitor Serving		P	IC		
	32. Retail, Restaurants, Kiosks, Pushcarts, and other uses*		P	P		*Uses accessory to and supportive of recreation and open space uses, consistent with the Open Space Area standards and guideliness set forth in Chapter T1 of the Treasure Island / Yerba Buena Island Design for Development document
	33. Walk-Up Facilities	P†	P			†Limited to ground floor only
	Assembly and Entertainment					
	34. Amusement Enterprises		P			
	35. Live Telecast and Filming		P			
	36. Nighttime Entertainment		P(IC*)			*Special permit required if establishment operates after-hours (2-6am)
	37. Recreation Buildings, including pool halls, skating, indoor sports or bowling facilities		P	P(IC*)		<> Not including Health Clubs, Fitness Centers, Gyms and Athletic Clubs covered under "Retail Sales & Services"; *Not to

	<>					exceed 20,000 SF for any single tenant
	38. Theaters (movie or live performance)		P	IC*		* Not to exceed 20,000 SF for any single tenant
	Institutional, Educational and Arts Activities					
	39. Arts activities in commercial, community, or live/work spaces	IC	P	IC	P	
	40. Child Care, Family Facility	P	P		P	
	41. Child Care Center	P*†	P		P	*Not to exceed 15,000 SF for any single tenant; †limited to location on ground floor only
	42. Community Clubhouse, Neighborhood Center, Community Cultural Center, or other community resource not publicly owned but open for public use.	IC	P	IC	P	
	43. Institutional and Educational Facilities, 15,000 SF or less	IC	P	IC	P	
	44. Institutional and Educational Facilities, more than 15,000 SF		P		P	
	45. Mortuary		IC			
	46. Museums, Interpretive Centers and Cultural Facilities		P	IC	P	
	47. Outpatient Medical Clinics		P			

48. Private Club	IC*	P†			*Not to exceed 15,000 SF for any single tenant; †llimited to location only above ground floor
49. Religious Institutions	IC*	IC	IC	P	*Not to exceed 15,000 SF for any single tenant
50. Sailing and Water Sport Educational Activity		P	P		
51. Small residential/senior care facility licensed by the State	P*	P			*Not to exceed 15,000 SF for any single tenant
52. Social service/philanthropic enterprises	IC*(P*†)	IC*(P*†)			*Not to exceed 15,000 SF for any single tenant. †Permitted use for TIHDI
53. Vocational/Job Training Facility	IC*(P*†)	IC*(P*†)	IC*	IC*(P*†)	*Not to exceed 15,000 SF for any single tenant. †Permitted use for TIHDI
Parking					
54. Bicycle Storage	P	P	P	P	
55. Community garages <>	P	P		P	<> Limited to the storage of private passenger automobiles belonging to Treasure Island residents, visitors, and workers, and meeting the siting and design requirements, car-share requirements, and otherwise complying with the provisions of Chapter T6 of the Treasure Island/Yerba Buena Island Design for Development Document

	56. Accessory Parking Facilities <>	P	P		P	<> Off-street parking, either surface of structured, that is accessory to a permitted or special use, subject to the requirements of Chapter T6 of the Design for Development document, in terms of location and quantity
	57. Parking accessory to use of open space and sports fields <>	P	P	P		<> Surface or structured
	Manufacturing and Processing/Industrial/Laboratory Uses					
	58. Life Sciences <>		IC			<> Limited to administrative office and research and development facilities not requiring any additional regulatory approvals for emissions or hazards not otherwise required of general office use
	59. Laboratory <>		IC			<> Limited to administrative office and research and development facilities not requiring any additional regulatory approvals for emissions or hazards not otherwise required of general office use
	60. PDR (Production, Distribution and		IC			

Repair)					
61. Small scale food manufacturing and processing		P*	IC*		*Not to exceed 20,000 SF for any single tenant
Civic, Public, Open Space, and Public Service Uses					
62. Ambulance		IC			
63. Civic Use		P		P	
64. Community Recycling Collection Center	IC	IC	P	P	
65. Composting Facilities			P	P	
66. Corporation Yard			P*	P*	*Not to exceed 2 acres in size
67. Fire/police Stations		P	P	P	
68. Greenhouse or Plant Nursery <>		P*	P	P	<>For propagation of plants for landscaping, accessory to urban farm or for educational purposes; *Permitted when attached to food production or with retail establishment
69. Hiking and Walking Trails	P	P	P	P	
70. Library	P*	P*		P	*Not to exceed 20,000 SF
71. Micro-Utilities	P	P	P	P	
72. Open lots or enclosed storage for public service use			IC	P	
73. Open space Maintenance Facility <>			P	IC	<>For support of open space program on treasure Island and Yerba Buena Island, and compliant to the standards and guidelines for each specific open

						space area listed in Chapter T1 of the Design for Development document
	74. Playground	P*	P	P	P	*See Open Space Chapter T1 of Design for Development document for programming and size standards
	75. Public Parks	P*	P	P	P	*See Open Space Chapter T1 of Design for Development document for programming and size standards
	76. Sports Fields			P		
	77. Stormwater and Wastewater Treatment Wetlands			P	P	
	78. Low Impact Development for Stormwater (e.g. Water Garden, Bioswales, Cisterns or Similar Features)	P	P	P	P	
	79. Renewable Energy Generation Facilities, Building Integrated*	P	P	IC	P	*Including, but not limited to, PV and wind power generation
	80. Renewable Energy Generation Facilities, Distributed*			IC	IC	*Including, but not limited to, PV and wind power generation
	81. Telecommunications Antennae and Equipment <>	P	P	P	P	<> See Building Design Chapter T5 of the Design for Development document for placement standards
	82. Transit Facilities	P	P	P	P	
	83. Urban Farm		P*	P		*Permitted when associated with retail in

					Block B2
84. Wastewater Treatment Plant and related facilities	IC	IC	IC	P	
Temporary Uses					
85. Booths for charitable, patriotic, or welfare purposes	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(3)
86. Exhibitions, Festivals, Circuses, Concerts, or Neighborhood Carnivals	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(3)
87. Open-air sales of agriculturally produced seasonal decorations including, but not necessarily limited to, Christmas trees and Halloween pumpkins	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(3)
88. Meeting Rooms and Event Staging	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(3)
89. Automobile and truck parking and loading accessory to an authorized temporary use	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(3)
Interim Uses					
90. Rental or sales offices incidental to a given new development, provided that it be located in the development or a temporary structure	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(4)
91. Structures and	P*	P*	P*	P*	*Subject to

	uses incidental to environmental cleanup and staging					authorization under Section 249.52(e)(4)
	92. Temporary structures and uses incidental to the demolition, deconstruction or construction of a structure, building, infrastructure, group of buildings, or open space, including but not limited to staging of construction materials and equipement	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(4)
	93. Storage	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(4)
	94. Automobile and truck parking and loading related to construction activities related to Horizontal Development and Vertical Development	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(4)
		YBI-R	YBI-MU	YBI-OS	YBI-PCI	P = Permitted Use; IC = Island conditional use Permit Required; *and/or † = See Comments
	Land Use	**Zone**				
	Residential					
	1. Dwelling Units	P	P			
	2. Group Housing*	P	P			*Within any residential structures owned or controlled by the Treasure Island Homeless Development

						Initiative or its successor.
	3. Live/Work Units	P	P			
	4. Senior or Assisted Living	P	P			
	5. Supportive Housing*	P	P			*Within any residential structures owned or controlled by the Treasure Island Homeless Development Initiative or its successor
	Retail Sales and Services					
	6. Acupuncture, Acupressure, or Chiropractor Establishment	IC*†	P			*Not to exceed 10,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
	7. Animal Services, Enclosed Building	IC	IC			
	8. Automobile Rental	P*†	P			*Not to exceed 2,500 SF, including any exterior space used for automobile storage, per single tenant; †Service counter limited to ground floor only. Rental vehicles may be stored in multilevel structure. Above ground structures, will be governed by the standards and guidelines for such structures in T5 of the Treasure Island/Yerba Buena Island Design for Development document.
	9. Automobile Services (Gas and Service Stations	IC†	IC		IC	†Limited to ground floor only

and Wash)					
10. Bars	IC*†	IC			*Not to exceed 15,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
11. Beauty or Cosmetology Salon	P*†	P			*Not to exceed 10,000 SF for any single tenant; †limited to location on the first floor, with direct entries from ground floor
12. Cafes, Delicatessens, and Bakeries	P†	P	IC		†Limited to location on the first two floors, with direct entries from ground floor
13. Farmer's Market	P	P	P	P	
14. Financial Service	IC	P			
15. Financial Services (Limited)	IC	P			
16. Full-service, Counter-service and Self-service Restaurants	P*	P	IC		*Not to exceed 5,000SF
17. Grocery Store	P*†	P			*Not to exceed 5,000SF for any single tenant. †limited to location on the first two floors, with direct entries from ground floor
18. Health Club, Private Resident Accessory Use	P	P			
19. Home Occupation	P	P			
20. Tourist Hotel		P	IC		
21. Health Clubs, Fitness Centers, Gyms and Athletic	P(IC*)†	P	IC*	P	*Island Conditional Use Permit required if facility is greater than

Clubs					15,000 SF; †limited to location on the first two floors, with direct entires from ground floor
22. Laundromat	P†	P			†Limited to ground floor only
23. Dry Cleaning Facility	P(IC*)†	P(IC*)			*Island Conditional Use Permit required if dry cleaning facility has an on-site plant; †limited to ground floor only
24. Liquor Stores	IC	IC			
25. Massage Establishments	IC	IC			
26. Offices, Professional, Medical, and Business	P*†	P		P	*Not to exceed 5,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
27. Pharmacy	IC*†	P			*Not to exceed 5,000SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
28. Medical Cannabis Dispensary		IC†			†Not permitted within the immediate proximity of schools, childcare and similar facilities
29. Radio Broadcasting Facility		IC			
30. Retail Sales and Services, Local-Serving	P*†	P			*Not to exceed 15,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
31. Retail Sales and Services, Visitor Serving		P	IC		

32. Retail, Restaurants, Kiosks, Pushcarts, and other uses*		P	P		*Uses accessory to and supportive of recreation and open space uses, consistent with the Open Space Area standards and guideliness set forth in Chapter T1 of the Treasure Island / Yerba Buena Island Design for Development document
33. Walk-Up Facilities	P†	P			†Limited to ground floor only
Assembly and Entertainment					
34. Amusement Enterprises		P			
35. Live Telecast and Filming		P			
36. Nighttime Entertainment		P(IC*)			*Special permit required if establishment operates after-hours (2-6am)
37. Recreation Buildings, including pool halls, skating, indoor sports or bowling facilities <>		P	P(IC*)		<> Not including Health Clubs, Fitness Centers, Gyms and Athletic Clubs covered under "Retail Sales & Services"; *Not to exceed 20,000 SF for any single tenant
38. Theaters (movie or live performance)		P	IC*		* Not to exceed 20,000 SF for any single tenant
Institutional, Educational and Arts Activities					
39. Arts activities in commercial, community, or live/work spaces	IC	P	IC	P	
40. Child Care, Family Facility	P	P		P	

41. Child Care Center	P*†	P		P	*Not to exceed 15,000 SF for any single tenant; †limited to location on ground floor only
42. Community Clubhouse, Neighborhood Center, Community Cultural Center, or other community resource not publicly owned but open for public use.	IC	P	IC		
43. Institutional and Educational Facilities, 15,000 SF or less	IC	P	IC	P	
44. Institutional and Educational Facilities, more than 15,000 SF		IC	IC	P	
45. Mortuary		IC			
46. Museums, Interpretive Centers and Cultural Facilities		P	IC	P	
47. Outpatient Medical Clinics		P			
48. Private Club	IC*	P†			*Not to exceed 15,000 SF for any single tenant; †llimited to location only above ground floor
49. Religious Institutions	IC*	IC	IC		*Not to exceed 15,000 SF for any single tenant
50. Sailing and Water Sport Educational Activity		P	P		
51. Small residential/senior care facility licensed by the State	P*	P			*Not to exceed 15,000 SF for any single tenant

52. Social service/philanthropic enterprises	IC*(P*†)	IC*(P*†)			*Not to exceed 15,000 SF for any single tenant. †Permitted use for TIHDI
53. Vocational/Job Training Facility	IC*(P*†)	IC*(P*†)	IC*	IC*(P*†)	*Not to exceed 15,000 SF for any single tenant. †Permitted use for TIHDI
Parking					
54. Bicycle Storage	P	P	P	P	
55. Community garages <>	P	P	IC		<> Limited to the storage of private passenger automobiles belonging to Treasure Island residents, visitors, and workers, and meeting the siting and design requirements, car-share requirements, and otherwise complying with the provisions of Chapter T6 of the Treasure Island/Yerba Buena Island Design for Development Document
56. Accessory Parking Facilities <>	P	P		P	<> Off-street parking, either surface of structured, that is accessory to a permitted or special use, subject to the requirements of Chapter T6 of the Design for Development document, in terms of location and quantity
57. Parking accessory to use of open space and sports fields <>	P	P	P	P	<> Surface or structured
Civic, Public,					

Open Space, and Public Service Uses					
58. Ambulance		IC			
59. Civic Use		P		P	
60. Community Recycling Collection Center	IC*	IC	IC	IC	*Not to exceed 15,000 SF for any single tenant
61. Composting Facilities			P	P	
62. Corporation Yard			P*	P*	*Not to exceed 2 acres in size
63. Fire/police Stations		P	P	P	
64. Greenhouse or Plant Nursery <>		P*	P	P	<>For propagation of plants for landscaping, accessory to urban farm or for educational purposes; *Permitted when attached to food production or with retail establishment
65. Hiking and Walking Trails	P	P	P	P	
66. Library	P*	P*		P	*Not to exceed 20,000 SF
67. Micro-Utilities	P	P	IC	P	
68. Open lots or enclosed storage for public service use			IC	P	
69. Open space Maintenance Facility <>			P	IC	<>For support of open space program on treasure Island and Yerba Buena Island, and compliant to the standards and guidelines for each specific open space area listed in Chapter T1 of the Design for Development document
70. Playground	P*	P	P	P	*See Open Space Chapter T1 of Design

					for Development document for programming and size standards
71. Public Parks	P*	P	P	P	*See Open Space Chapter T1 of Design for Development document for programming and size standards
72. Sports Fields			P		
73. Stormwater and Wastewater Treatment Wetlands			P	P	
74. Low Impact Development for Stormwater (e.g. Water Garden, Bioswales, Cisterns or Similar Features)	P	P	P	P	
75. Renewable Energy Generation Facilities, Building Integrated*	P	P	IC	P	*Including, but not limited to, PV and wind power generation
76. Renewable Energy Generation Facilities, Distributed*			IC	IC	*Including, but not limited to, PV and wind power generation
77. Telecommunications Antennae and Equipment <>	P	P	P	P	<> See Building Design Chapter T5 of the Design for Development document for placement standards
78. Transit Facilities	P	P	P	P	
79. Urban Farm		P*	P		*Permitted when associated with retail in Block B2
80. Wastewater Treatment Plant and related facilities	IC	IC	IC	P	
Temporary Uses					

81. Booths for charitable, patriotic, or welfare purposes	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(3)
82. Exhibitions, Festivals, Circuses, Concerts, or Neighborhood Carnivals	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(3)
83. Open-air sales of agriculturally produced seasonal decorations including, but not necessarily limited to, Christmas trees and Halloween pumpkins	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(3)
84. Meeting Rooms and Event Staging	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(3)
85. Automobile and truck parking and loading accessory to an authorized temporary use	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(3)
Interim Uses					
86. Rental or sales offices incidental to a given new development, provided that it be located in the development or a temporary structure	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(4)
87. Structures and uses incidental to environmental cleanup and staging	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(4)

88. Temporary structures and uses incidental to the demolition, deconstruction or construction of a structure, building, infrastructure, group of buildings, or open space, including but not limited to staging of construction materials and equipment	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(4)
89. Storage	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(4)
90. Automobile and truck parking and loading related to construction activities related to Horizontal Development and Vertical Development	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(4)

(3) Temporary Uses. A temporary use may be authorized by the Executive Director of TIDA ("Executive Director") (for uses located within the Tidelands Trust Overlay Zone) or the Planning Director (for uses located outside the Tidelands Trust Overlay Zone) without a public hearing for a period not to exceed 90 days for any of the following uses: booths for charitable, patriotic, or welfare purposes; exhibitions, festivals, circuses, concerts or neighborhood carnivals; open-air sales of agriculturally produced seasonal decorations such as Christmas trees and Halloween pumpkins; meeting rooms and event staging; and automobile and truck

parking and loading associated with an authorized temporary use. An authorization granted pursuant to this section shall not exempt the applicant from obtaining any other permit required by law. Further time for such uses may be authorized only by action upon a new application.

(4) Interim Uses. An interim use listed in this section may be authorized by the Executive Director (for uses located within the Tidelands Trust Overlay Zone) or Planning Director (for uses located outside the Tidelands Trust Overlay Zone) without a public hearing for a period not to exceed 5 years if the applicable Director finds that such use will not impede orderly development within this Special Use District consistent with the Design for Development and Development Agreement; provided, however, that any interim use listed in this section that is integral to development contemplated by the Development Agreement or any other disposition and development agreement with TIDA, as determined by the applicable Director, shall be permitted without requiring such authorization. Interim uses within the Tidelands Trust Overlay Zone are subject to review by the Executive Director for compliance with the Tidelands Trust and TIDA policies. Such interim uses include: rental or sales offices incidental to new development; structures and uses incidental to environmental clean-up, demolition and construction pursuant to an approved Major Phase of Development; storage; automobile and truck parking and loading related to the construction activities related to Horizontal Development and Vertical Development. An authorization granted pursuant to this section shall not exempt the applicant from obtaining any other permit required by law. Further time for such uses may be authorized only by action upon a new application.

(5) Non-Conforming Uses. TIDA shall provide for the reasonable continuance, modification and/or termination of uses and structures existing as of the date of adoption of the Special Use District and Design for Development that do not comply with the Special Use District or the Design for Development, provided that such use or structure is generally compatible with the

development and uses authorized under the Special Use District and Design for Development. The Executive Director (for property located within the Tidelands Trust Overlay Zone), or the Planning Director (for property not located within the Tidelands Trust Overlay Zone) may authorize additions, alterations, reconstruction, rehabilitation, reuse of vacant buildings or changes in use of land or buildings for uses that do not conform to the Special Use District, subject to a determination that such authorization would not impede the orderly development of the area subject to this Special Use District.

(6) Building Standards.

(A) Building Height. The applicable height limits for this Special Use District shall be as set forth on Sectional Map HT14 of the Zoning Maps of the City and County of San Francisco. As more particularly described on Section Map HT14, underlying height zones range from 25 feet to 125 feet on Treasure Island and 35 feet to 75 feet on Yerba Buena Island. "Flex Height Zones" have been established on Treasure Island to allow for the flexibility in locating tall buildings within the overall built form of the island, and range from 240 feet to 450 feet. The Flex Height Zones allow for a variety of building types to be built up to the indicated maximum height for their zone as long as they conform to the relevant applicable Standards for Bulk, Massing and Tower Separation as described herein, and Figure 6, Bulk and Massing Controls Matrix. The location of tall buildings in relation to each other and to the lower buildings is controlled by the building separation requirements set forth in subsection (d)(5)(B), Tower Separation, below. Height shall be measured and regulated as provided in the Design for Development and not as provided in Article 2.5.

(B) Tower Separation.

(i) Portions of buildings taller than 125 feet located within a Flex Height Zone that are taller than the underlying height zone shall maintain a minimum distance of 115 feet clear from any portion of another building taller than its underlying height zone. This distance is to be measured by a 115 feet circular offset from the inscribed building perimeter at its outermost points on all levels above the underlying height zone, as shown on Figure 4. The requirements of this subsection shall not apply to buildings located on blocks C1, C2-B, C2-H and M1, as identified on Figure 1, as they relate to each other and to buildings located on neighboring blocks.

Figure 4: Tower Separation

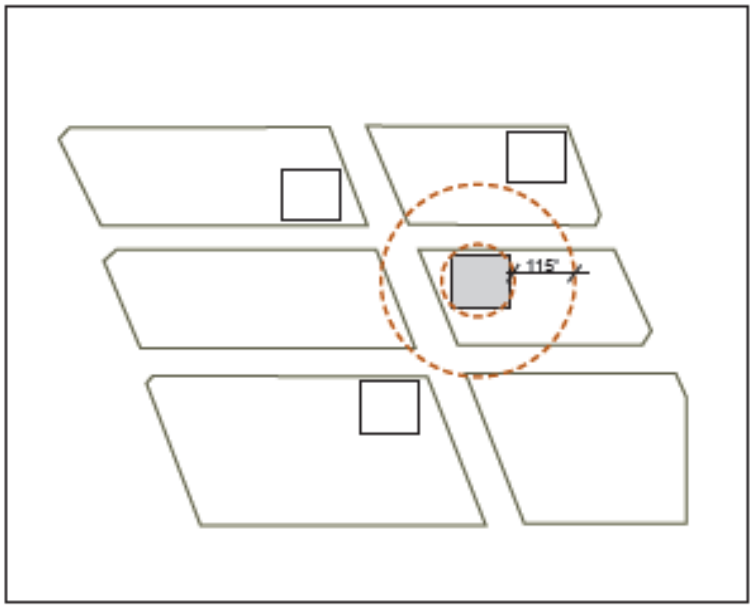


Figure T4.w: Eastside building separation example
(minimum of 115 feet)

(ii) Buildings located within a Flex Height Zone that are located on blocks IC1, IC2, IC3 and IC4 and E1, E2, E3, E4, E5, E6, E7 and E8, as identified on Figure 1, shall maintain a clear corridor extending a minimum distance of 500 feet

perpendicularly to any other building taller than 85 feet, as shown on Figure 5. The corridors shall be aligned orthogonally, perpendicularly and parallel to the north-south avenues, and extend from the buildings' furthermost points regardless of orientation. The requirements of this subsection shall not apply to buildings located on blocks B1, B2, B3 and M1, as identified on Figure 1, as they relate to each other and to buildings located on neighboring blocks.

Figure 5: Corridors

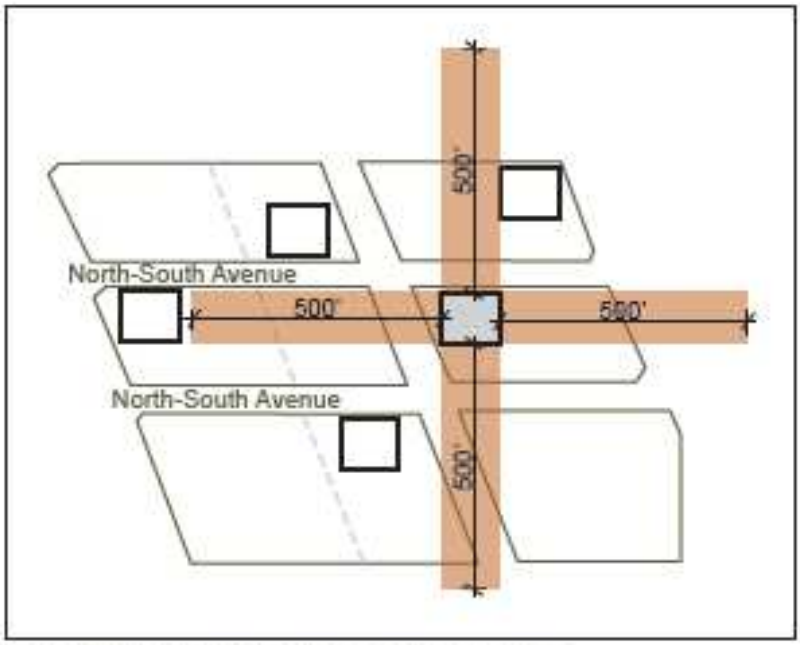
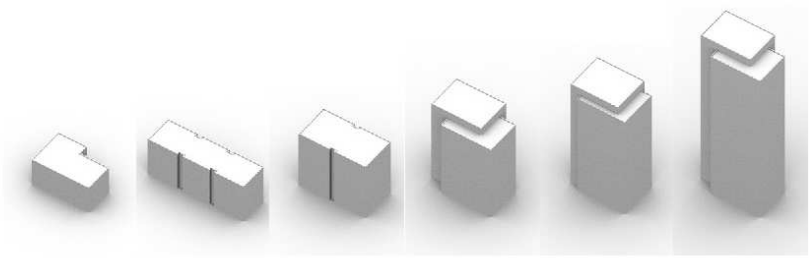


Figure T4.x: Eastside clear corridor example (minimum of 500 feet)

(C) Building Bulk. With respect to development on Treasure Island, the applicable bulk limitations shall be as set forth on Figure 6. With respect to development on Yerba Buena Island, the following requirements shall apply: (i) buildings extending more than 35 feet above grade shall, above the third floor, step back a minimum distance of 10 feet horizontal for every 10 feet vertical; (ii) buildings fronting on the downhill edge of a

street or Drive Court where buildings on the uphill side are allowed shall have a maximum height of 25 feet, however for no more than 50% of the width of a residential townhouse unit or lot, but in no instance more than 18 feet increments, the maximum height may be increased to 35 feet; (iii) the height extension referenced in (ii) may not be joined to a similar extension or an adjoining unit or lot and must be configured in a manner that allows potential views from an adjacent uphill unit or lot both over and through the subject unit or lot; (iv) buildings shall be no longer than 150 feet in length, and the maximum plan dimension of a building or structure shall be the greatest plan dimension parallel to the long axis of the building at a given level; (v) the maximum apparent face or elevation length shall be 75 feet; (vi) Mid-rise Buildings on block 4Y (as identified on Figure 1) shall be subject to additional bulk and massing requirements set forth in Section Y4.5.5 of the Design for Development; and (vii) on blocks 1Y, 2Y, 3Y and 4Y, a minimum of 1 cross stairway running perpendicular to the topographical contours of the land and no closer than 150 feet from either end of the parcel (measured parallel to the topographical contours) shall be required and integrated into the island-wide pedestrian trail system.

Figure 6: Treasure Island Bulk & Massing



BUILDING HEIGHT	Up to 60 ft	61-85 ft	86-125 ft	126-180 ft*	181-240 ft*	241-450 ft
MAX FLOOR PLATE	NA	NA	10,500 sf	12,000 sf	10,500 sf	12,000 sf
MAX PLAN LENGTH	NA	200 ft	140 ft	140 ft*	140 ft*	140 ft
MAX APPARENT FACE	120 ft Typical 25-30 ft Shared Public Way	75	100 ft	105 ft*	100 ft*	105 ft
MAX DIAGONAL	NA	NA	NA	170 ft	160 ft	170 ft
CHANGE IN APPARENT FACE	Two feet (2') deep X three foot (3') wide Notch, two foot (2') setback of building massing or major change in fenestration pattern and / or material.	Five feet (5') deep X ten foot (10') wide notch, five foot (5') setback of building massing in combination with a major change in fenestration pattern and / or material.		Ten feet (10') deep X ten foot (10') wide notch, ten foot (10') setback of building massing in combination with a major change in fenestration pattern and / or material.		

*Buildings within the Cityside District taller than 125 feet are limited to maximum plan dimensions of 120 feet and maximum apparent faces of 100 feet, parallel to the western shoreline.

(D) Building Setbacks. The applicable building setback requirements for this Special Use District shall be as set forth on Figures 7 and 8.

Figure 7: Treasure Island Required Setbacks

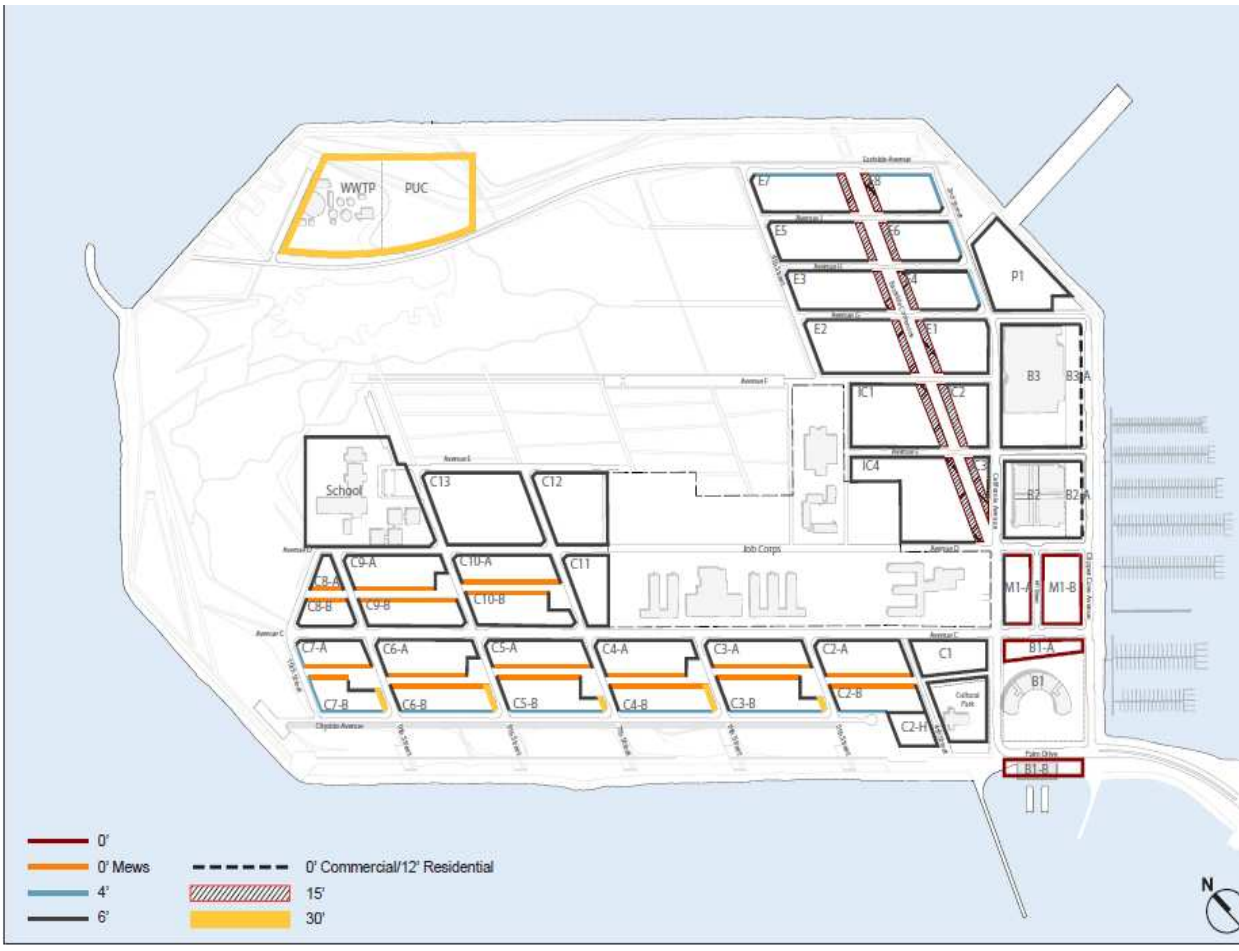
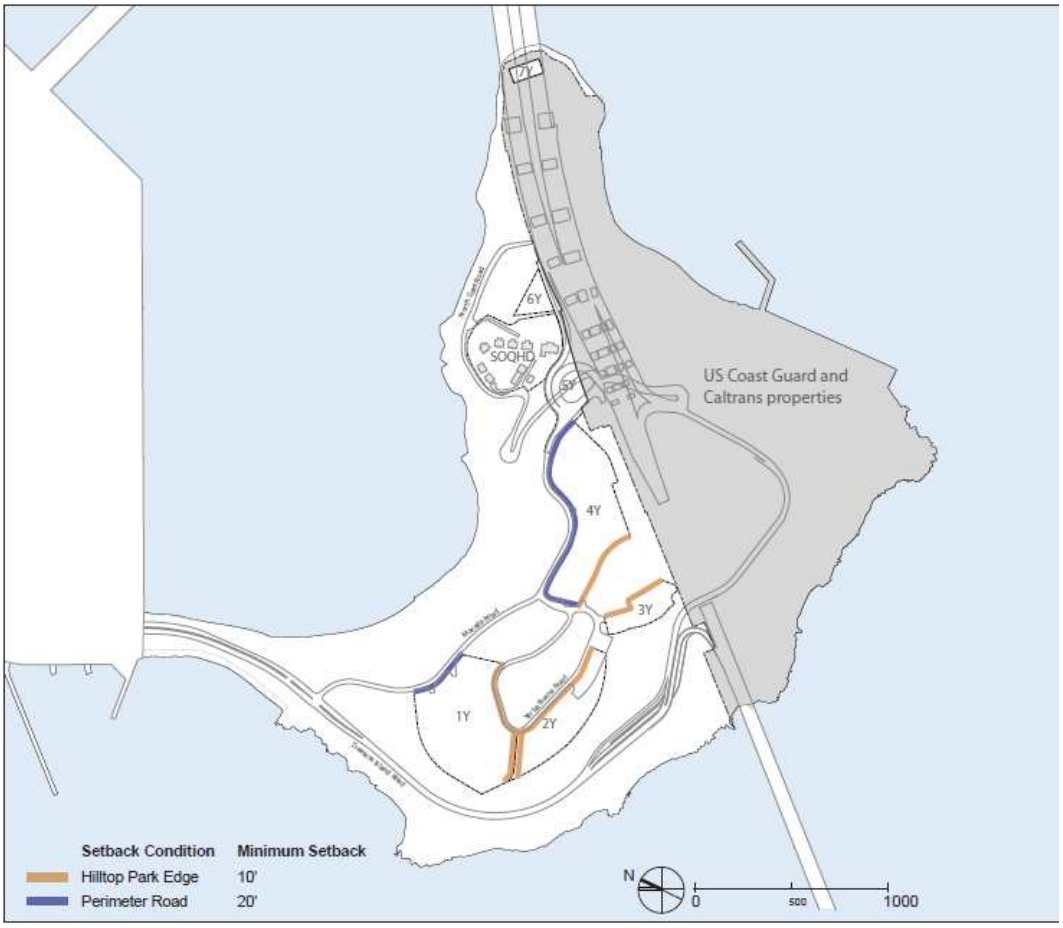


Figure 8: Yerba Buena Island Required Setbacks



(6) Off-Street Automobile Parking. Off-street parking shall not be required for any use, and may be provided in quantities up to the maximum number of spaces specified in Figures 9 and 10. Compliance with the off-street parking standards specified in Figures 9 and 10 shall be determined in accordance with subsection (g)(4)(D)(iv) below, and further provided that no application for Vertical Development that includes off-street automobile parking shall be

accepted as complete unless TIDA has authorized submittal of the application and certified that the proposed amount of parking complies with the Island-wide parking maximums.

Figure 9: Treasure Island Permitted Off-Street Parking

Use or Activity	Maximum Number of Off-Street Car Parking Spaces*
Residential	1 for each dwelling unit calculated on an aggregate basis for all dwelling units constructed within the Development Plan Area, but in no event more than 8,000 residential accessory spaces within the combined Treasure Island and Yerba Buena Island Development Plan Area.
Office/Commercial	1 for every 1,000 square feet of gross floor area calculated on an aggregate basis for all office/commercial uses (other than retail, hotel and marina) but in no event more than 302 office/commercial accessory spaces within the combined Treasure Island and Yerba Buena Island Development Plan Area.
Retail	2 for every 1,000 square feet of gross floor area calculated on an aggregate basis for all retail uses, but in no event more than 414 retail accessory spaces within the Treasure Island portion of Development Plan Area.
Hotel	0.4 for every hotel room calculated on an aggregate basis for all hotel uses on Treasure Island, but in no event more than 180 hotel accessory spaces on Treasure Island.
Marina	0.6 for every slip constructed within the Development Plan Area calculated on an aggregate basis, but in no event more than 236 Marina accessory spaces within the Treasure Island portion of Development Plan Area.

Figure 10: Yerba Buena Island Off-Street Parking

Use or Activity	Maximum Number of Off-Street Car Parking Spaces*
Residential	1 for each dwelling unit calculated on an aggregate basis for all dwelling units constructed within the Development Plan Area, but in no event more than 8,000 residential accessory spaces within the combined Treasure Island and Yerba Buena Island Development Plan Area
Office/Commercial	1 for every 1,000 square feet of gross floor area calculated on an aggregate basis for all office/commercial uses (other than retail, hotel and marina) but in no event more than 302 office/commercial accessory spaces within the combined Treasure Island and Yerba Buena Island Development Plan Area
Retail	2 for every 1,000 square feet of gross floor area calculated on an aggregate basis for all retail uses
Hotel	0.8 for every hotel room calculated on an aggregate basis for all hotel uses on Yerba Buena Island, but in no event more than 40 hotel accessory spaces on Yerba Buena Island.

(f) Review and Approval of Horizontal Development. TIDA shall have primary jurisdiction over Horizontal Development in this Special Use District, subject to all applicable permit requirements of other City agencies. Horizontal Development shall be subject to and regulated by the Design Review and Document Approval Procedure attached as an exhibit to the Design for Development, as such procedures may be amended from time to time.

(g) Review and Approval of Vertical Development.

(1) Purpose. The Vertical Development design review process for Treasure Island and Yerba Buena Island is intended to ensure that new private buildings within Treasure Island and Yerba Buena Island are designed to complement the aesthetic of the development, exhibit high quality architectural design and promote the purpose of this Special Use District.

(2) Applicability. Vertical Development within the Tidelands Trust Overlay Zone, or on other tidelands and submerged lands within its jurisdiction pursuant to its authority under the Conversion Act, is within TIDA jurisdiction and shall be subject to the procedures set forth in subsection (g)(5). Vertical Development outside of the Tidelands Trust Overlay Zone is within Planning Department jurisdiction and shall be subject to the procedures set forth in subsection (g)(4).

(3) Applications.

(A) Required Applications. The construction, expansion or major alterations or additions to Vertical Development within this Special Use District shall require approval of Schematic Design Documents and building permits. If the proposed project is located within the Tidelands Trust Overlay Zone, the application shall be submitted to and reviewed by TIDA. If the proposed project is located outside the Tidelands Trust Overlay Zone, the application shall be submitted to and reviewed by the Planning Department. For purposes of this section, "Schematic Design Documents" shall mean documents containing a schematic design level of detail for a specific Vertical Development improvement. Each such application for approval may be filed by the owner, lessee or authorized agent of the owner or lessee of the property for which the Vertical Development approval is sought.

(C) Contents. Each application shall contain the documents and materials described in Appendix A2 to the Design for Development. If a Major Modification (as defined in subsection (g)(4)(D) below) is sought in accordance with the allowances of this Section, the application also shall contain a written description for each modification sought that describes how the proposed project meets the full intent of this Special Use District and the Design for Development.

(D) Completeness. TIDA or Planning Department staff, as applicable, shall review the application for completeness and advise the applicant in writing of any deficiencies within 30 days after receipt of the application or, if applicable, within 15 days after receipt of any supplemental information requested pursuant to this Section. If staff does not so advise the applicant, the application shall be deemed complete.

(E) Pre-Submission Conference. Not less than 30 days prior to submitting a Schematic Design Document application, the applicant shall submit to TIDA and may submit to the Planning Department, preliminary maps, plans and design sketches for the proposed Vertical Development and a statement describing compliance with the applicable land use restrictions and limitations set forth in the applicable Vertical Disposition and Development Agreement. Within 20 days, staff shall review submitted materials and advise the applicant whether the materials would be considered a complete application. TIDA's review of the pre-submittal materials shall also include a review for compliance with the applicable Vertical Disposition and Development Agreement as required for TIDA's submittal of its letter of authorization required as part of the application submittal materials. If requested by the applicant and not less than 15 days prior to submitting a Schematic Design Document application, the applicant and TIDA or Planning Department staff, as applicable, shall hold at least one pre-submission meeting

regarding the project at a mutually agreeable time. If the applicant elects not to submit such preliminary documents to Planning, as permitted by this subsection, Planning staff time to review the application for completeness pursuant to subsection (d)(3)(D) above shall be extended by 20 days.

(4) Schematic Design Document Applications under Planning Commission Jurisdiction.

(A) Staff Review. Each application for Schematic Design Document approval under Planning Commission jurisdiction shall be subject to an administrative review process by the Planning Department. Prior to consideration for project approval, and not more than 60 days (for applications pertaining to structures 70 feet or fewer in height) or 80 days (for applications pertaining to structures over 70 feet in height) after such application is complete or deemed complete, staff shall review the application to determine whether it complies with this Special Use District and the Design for Development. Staff shall issue a staff report to the Planning Director or Planning Commission, as appropriate, including a recommendation regarding any modifications sought. Such staff report shall be delivered to the applicant not less than 10 days prior to Planning Director or Planning Commission action on the application, and shall be kept on file for public review.

(B) TIDA Consultation. Upon receipt of a complete application, a copy of such application shall be submitted to TIDA. Should TIDA wish to provide further comments beyond those provided at the pre-submittal stage, it shall submit its comments to the Planning Department no later than 30 days following receipt of the application. Planning Department staff shall consider TIDA comments in drafting their staff report.

(C) Planning Director Approval. Except for projects seeking one or more Major Modifications, the Planning Director shall approve, conditionally approve or disapprove a project's Schematic Design Documents, including any Minor Modifications sought, without a hearing based on its compliance with this Special Use District and the Standards set forth in the Design for Development. If the project is consistent with the quantitative Standards set forth in this Special Use District and the Design for Development, the Planning Director's discretion to approve, conditionally approve, or disapprove the project shall be limited to the project's consistency with the qualitative Standards and Guidelines of the Design for Development and the General Plan. The Planning Director may not impose any condition of approval that conflicts with the Development Requirements (as such term is defined in the Development Agreement). Upon approval, the Planning Director shall assign to each approved assessor's block and/or lot the applicable zoning designation and height and bulk classification. The Planning Director shall, within 1 business day, mail notice of his or her determination to the applicant, owners of real property within 300 feet of all exterior boundaries of the project area, using for this purpose the names and addresses as shown on the citywide assessment roll in the Office of the Tax Collector, and any other person who has requested notice.

(D) Modifications to Standards. Modification of the Standards set forth in this Special Use District and contained in the Design for Development may be approved on a project-by-project basis as follows:

(i) No Modifications. No modifications or variances are permitted for the following Standards in this Special Use District: district-wide maximum off-street auto parking ratios, and height limits.

(ii) Major Modifications. A Major Modification shall be (i) any deviation of more than 10 percent from any quantitative Standard in this Special Use District or the Design for Development or (ii) any modification of the maximum building floor plates. A Major Modification may be approved only by the Planning Commission at a public hearing, and the Planning Commission's review at such hearing shall be limited to the Major Modification. Notwithstanding any other provisions of this Section, the Planning Director may refer a proposed modification, even if not otherwise classified as a Major Modification, to the Planning Commission as a Major Modification if the Planning Director determines that the proposed modification does not meet the intent of the Standards set forth in the Design for Development. The Planning Commission may not impose conditions of approval that conflict with the Development Requirements (as such term is defined in the Development Agreement).

(iii) Minor Modifications. Any modification to the building standards of this Special Use District and contained in the Design for Development not considered a Major Modification pursuant to subsection (ii) above shall be deemed to be a Minor Modification. Except as permitted in accordance subsection (ii) above, a Minor Modification is not subject to review by the Planning Commission.

(iv) Off-Street Parking. A project that exceeds applicable parking ratios on a project-level basis shall not be considered a Major Modification, Minor Modification or otherwise inconsistent with the Special Use District or the Design for Development, subject to the further limitations of this Section (iv). Except as further provided herein, no new off-street parking may be approved by

Planning or TIDA at the following increments of development that would cause the aggregate parking ratio in the Special Use District to cumulatively exceed the applicable ratios, including both built and entitled but-not-yet-built Vertical Development: every 2,000 net new housing units and every 100,000 gross square feet of non-residential uses in new or rehabilitated buildings (each residential and non-residential threshold, a "Development Increment"). Notwithstanding the foregoing, for the first two Development Increments, a deviation of up to 10% shall be permitted and not be considered a Major Modification, Minor Modification or otherwise inconsistent with the Special Use District or the Design for Development. No exceedance of the parking ratios applicable to any Development Increment after the first two residential and non-residential Development Increments shall be permitted. The Development Increments shall commence as of the effective date of this ordinance and shall not include interim or temporary uses as defined in this Special Use District.

(E) Public Hearing for Large Projects. Prior to decision by the Planning Director pursuant to subsection (g)(4)(C) above, each project subject to the below criteria shall be presented at a regularly scheduled hearing of the Planning Commission for review and comment by the public and the Planning Commissioners. Such hearing shall be calendared within 30 days after the application is complete or deemed complete. The Planning Director shall consider all comments from the public and the Planning Commission in making his or her decision to approve, conditionally approve, or disapprove the project design. Criteria necessitating public hearing are as follows:

(i) The project includes the construction of a new building greater than 70 feet in height, or includes a vertical addition to an existing building resulting in a total building height greater than 70 feet; or

(ii) The project involves a net addition or new construction of more than 25,000 gross square feet of commercial space.

If a public hearing is required under subsection (g)(4)(D) and this subsection, the Planning Commission shall hear the project once, taking action on the Major Modification and providing comment only on the project design.

(F) Notice of Hearings. Notice of hearings required by subsections (D) and (E) shall be provided as follows: (i) by mail not less than 10 days prior to the date of the hearing to the project applicant, owners of real property within 300 feet of all exterior boundaries of the project that is the subject of the application, using for this purpose the names and addresses as shown on the citywide assessment roll in the Office of the Tax Collector, and any person who has requested such notice; and (ii) by posting on the subject property at least 10 days prior to the date of the hearing.

(5) Schematic Design Document Applications under TIDA Jurisdiction.

(A) TIDA Design Review. Each application for Schematic Design Document approval under TIDA jurisdiction shall be subject to an administrative review process by TIDA staff. Not more than 60 days (for applications pertaining to structures 70 feet or fewer in height) or 80 days (for applications pertaining to structures over 70 feet in height) after such application is complete or deemed complete, staff shall review the application to determine that it complies with this Special Use District and the Design for

Development and shall issue a staff report to the TIDA Board, including a recommendation for any modifications sought. If the application would be subject to Planning Commission action as a Major Modification under subsection (g)(4)(D) or Planning Commission review as a large project under subsection (g)(4)(E) if the project were located outside the Tidelands Trust Overlay, the TIDA staff report shall also be delivered to the Planning Commission.

(B) Planning Election. For any application for which the Planning Commission receives the TIDA staff report pursuant to subsection (g)(5)(A), within 30 days of receipt of the report, the Planning Commission may, by majority vote, elect to hold a hearing on a Schematic Design Documents application, which hearing shall be held within 30 days of such election. The Planning Commission's review shall be limited to the consistency of the building design with this Special Use District and the Design for Development, and on that basis alone, the Planning Commission shall submit its recommendation to the TIDA Board.

(C) Review by TIDA Board. The TIDA Board shall calendar the application as follows: (i) for any application for which the Planning Commission does not receive the TIDA staff report pursuant to subsection (g)(5)(A), the TIDA Board shall calendar the application for its next regularly scheduled hearing after receipt of the staff report for which an agenda has not been finalized; (ii) for any application for which the Planning Commission receives the TIDA staff report pursuant to subsection (g)(5)(A), if upon the expiration of the Planning Commission's 30 day election period, the Planning Commission has not elected to hold a hearing on the Schematic Design Documents application, the TIDA Board shall calendar the application for its next regularly scheduled meeting for which an agenda has not been finalized; or (iii) if, prior to the

expiration of the Planning Commission's 30 day election period, the Planning Commission has elected to hold a hearing on the Schematic Design Documents application, the TIDA Board shall calendar the application for its next regularly scheduled meeting for which an agenda has not been finalized after the date that the Planning Commission takes action on the application at its public hearing. If the project is consistent with the quantitative Standards set forth in this Special Use District and the Design for Development, the TIDA Board's discretion to approve, conditionally approve or disapprove the project shall be limited to the project's consistency with the qualitative Standards and Guidelines set forth in the Design for Development. The TIDA Board may not impose any condition of approval that conflicts with the Development Requirements (as such term is defined in the Development Agreement). If the TIDA Board objects to or seeks to substantially modify design recommendations that have been approved by the Planning Commission as set forth in Section (g)(5)(B), TIDA shall provide notice of such decision to the Planning Commission, and the Planning Commission shall have the right to appeal the design recommendations to the Board of Supervisors pursuant to the procedures for appeal set forth in subsection (i) below.

(D) Review of Historic Resources. Any review under this section of Schematic Design Documents for a historic resource identified in the Design for Development shall be subject to the additional review requirements set forth therein.

(6) Building Permit Approval. Each building permit application submitted to the Department of Building Inspection shall be forwarded to the Planning Department if the application pertains to property located outside of the Tidelands Trust Overlay Zone or TIDA if the application pertains to property located within the Tidelands Trust Overlay Zone. Staff of the applicable agency shall review the building permit application for consistency with the authorizations

granted pursuant to this Section. No building permit may be issued for work within this Special Use District unless Planning Department or TIDA staff, as applicable, determines such permit is consistent with the approved Schematic Design Documents and the Standards set forth in the Design for Development.

(7) Discretionary Review. No requests for discretionary review shall be accepted by the Planning Department or TIDA or heard by the Planning Commission or TIDA Board for projects subject to this Section.

(h) Island Conditional Use Permits. For Island Conditional Uses within the Tidelands Trust Overlay Zone, upon written request by the property owner or lessee (or his or her designated agent), the Executive Director may approve an Island Conditional Use permit without a hearing if he or she finds that, at the size and intensity contemplated: (i) the proposed use will make a positive contribution to the character of the Special Use District; (ii) the proposed use is compatible with the neighborhood or community; and (iii) the proposed use is compliant with the Tidelands Trust as more particularly described in Section T3.4.2 of the Design for Development; provided, however, that the Executive Director, in his or her discretion, may refer the matter to the TIDA Board for decision at a public hearing. TIDA may adopt procedures for reviewing and acting on Island Conditional Use permits. Island Conditional Uses outside the Tidelands Trust Overlay Zone shall be subject to review and approval by the Planning Commission in the same manner as set forth in Section 303 et seq. for conditional uses, except that the Planning Commission shall not use the criteria set forth in Section 303 and instead shall approve the Island Conditional Use if it finds that, at the size and intensity contemplated: (i) the proposed use will make a positive contribution to the character of the Special Use District; and (ii) the proposed use is compatible with the neighborhood or community.

(i) Appeal and Decision on Appeal.

(A) Planning. A decision of the Planning Director or the Planning Commission under this Special Use District, other than a decision with respect to an Island Conditional Use, may be appealed to the Board of Appeals within 10 days after the date of the decision by filing a written notice of appeal with that body. Such notice must set forth how the Planning Director or the Planning Commission, as applicable, erred in granting or denying an application under this Section. Upon the hearing of an appeal, the Board of Appeals may, subject to the same limitations as are placed on the Planning Commission or Planning Director by Charter or by this Special Use District, approve, disapprove or modify the appealed decision. If the determination of the Board of Appeals differs from that of the Planning Director or Planning Commission, the Board of Appeals shall state its reasons in writing. A decision of the Planning Commission with respect to an Island Conditional Use may be appealed to the Board of Supervisors in the same manner as set forth in Section 308.1, except that, in addition to the parties identified in Section 308.1(b), the decision may be appealed by the applicant and TIDA.

(B) TIDA. If the TIDA Board objects to or seeks to substantially modify a design recommendation or determination taken by the Planning Commission under subsection (g)(5)(B) above, it shall take action to file an appeal of the Planning Commission recommendation or determination to the Board of Supervisors, which shall be evidenced by filing a written notice of appeal with the clerk of the Board of Supervisors. The Board of Supervisors shall hear the appeal within 30 days of TIDA's determination to appeal. The Board of Supervisors' review of the Planning Commission decision shall be limited to the design issues that are the subject of the appeal. The Board of Supervisors may disapprove the decision of the Planning Commission by a majority vote, and may not impose any condition of project approval that conflicts with the Development Requirements (as such term is defined in the Development Agreement) or is inconsistent with TIDA's authority as trustee under the Conversion Act.

(j) Fees. Each of the Planning Director and the Executive Director shall require an applicant or permittee to pay a fee in an amount sufficient to recover actual time and materials costs that the Planning Department and TIDA incurs in reviewing and processing any application under this Section. The applicable Director also may charge for any time and materials costs that other agencies, boards, commissions, or departments of the City, including the City Attorney's Office, incur in connection with the processing or administration of a particular application, action, or procedure if such costs are not separately assessed in accordance with the Development Agreement. Whenever such fees are or will be charged, the applicable Director, upon request of the applicant or permittee, shall provide in writing the basis for the fees or an estimate of the fees to be charged.

Section 6. The San Francisco Planning Code is hereby amended by adding Section 263.26, to read as follows:

SEC. 263.26. SPECIAL EXCEPTIONS: TREASURE ISLAND/YERBA BUENA ISLAND HEIGHT AND BULK DISTRICT.

(a) Boundaries of the Treasure Island / Yerba Buena Island Height and Bulk District. The boundaries of the Treasure Island / Yerba Buena Island Height and Bulk District are set forth in Sectional Map HT14 of the Zoning Map of the City and County of San Francisco. The boundaries of the Treasure Island / Yerba Buena Island Special Height and Bulk District include all areas of Treasure Island and Yerba Buena Island as shown on Zoning Map ZN14. Any property within the Treasure Island / Yerba Buena Island Special Height and Bulk District owned by the United States Department of Labor, United States Coast Guard, Federal Highway Administration or California Department of Transportation is hereby declared to be in a 40-X height and bulk district unless reclassified in accordance with the provisions of this Code.

(b) Purpose. The purpose of both the Treasure Island / Yerba Buena Island Height and Bulk District is to enable development of Treasure Island and Yerba Buena Island as a new high-density,

mixed-use, sustainable community consistent with the Objectives and Policies set forth in the Treasure Island / Yerba Buena Island Area Plan, Planning Code Section 249.52 (the Treasure Island / Yerba Buena Island Special Use District) and the Design for Development referenced therein.

(c) Controls.

(1) In the Treasure Island / Yerba Buena Island Height and Bulk District, height and bulk and definitions applicable thereto are governed by Planning Code Section 249.52 (the Treasure Island / Yerba Buena Island Special Use District) and the Treasure Island and Yerba Buena Island Design for Development referenced therein.

(2) Amendments to the height and bulk controls in this Treasure Island/Yerba Buena Island Project Height and Bulk district shall be as provided in Section 249.52.

Section 7. The San Francisco Planning Code is hereby amended by amending the Bulk Limits Table associated with Section 270, to read as follows:

TABLE 270
BULK LIMITS

District Symbol on Zoning Map	Height Above Which Maximum Dimensions Apply (in feet)	Maximum Plan Dimensions (in feet)	
		Length	Diagonal Dimension
A	40	110	125
B	50	110	125
C	80	110	125
D	40	110	140

E	65	110	140
F	80	110	140
G	80	170	200
H	100	170	200
I	150	170	200
J	40	250	300
K	60	250	300
L	80	250	300
M	100	250	300
N	40	50	100
R	This table not applicable. But see Section 270(e).		
R-2	This table not applicable. But see Section 270(f).		
V		110	140
V	* At setback height established pursuant to Section 253.2.		
OS	See Section 290.		
S	This table not applicable. But see Section 270(d).		
T	At setback height established pursuant to Section 132.2, but no higher than 80 feet.	110	125
X	This table not applicable. But see Section 260(a)(3).		

TB	This table not applicable. But see Section 263.18.
CP	This table not applicable. But see Section 263.24.
HP	This table not applicable. But see Section 263.25.
TI	*This table not applicable. But see Section 263.26.*

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

By: _____
John D. Malamut
Deputy City Attorney

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Planning Commission Resolution No.

HEARING DATE: April 21, 2011

Date:	April 7, 2011
Case No.:	2007.0903BEMRTUWZ
Project	**Treasure Island/Yerba Buena Island Project**
	Z Case: Zoning Map Amendments
Location:	Treasure Island and Yerba Buena Island
Current Zoning:	P (Public) District/40-X Height and Bulk District
Block/Lot:	1939/001, 002
Staff Contact:	Joshua Switzky - (415) 575-6815
	joshua.switzky@sfgov.org

FORMULATINGA RESOLUTION TO APPROVE AMENDMENTS TO THE SAN FRANCISCO ZONING MAPS BY ADDING NEW SECTIONAL MAP ZN14 TO SHOW THE ZONING DESIGNATIONS OF TREASURE ISLAND AND YERBA BUENA ISLAND; ADDING NEW SECTIONAL MAP HT14 TO ESTABLISH THE HEIGHT AND BULK DISTRICT FOR TREASURE ISLAND AND YERBA BUENA ISLAND; AND ADDING NEW SECTIONAL MAP SU14 TO ESTABLISH THE TREASURE ISLAND/YERBA BUENA ISLAND SPECIAL USE DISTRICT.

RECITALS

1. **WHEREAS**, Section 4.105 of the Charter provides that the Commission may propose for consideration by the Board of Supervisors ordinances regulating or controlling the height, area, bulk, set-back, location, use or related aspects of any building, structure or land.

2. **WHEREAS**, One of the purposes of the Planning Code is to guide, control, and regulate future growth and development in accordance with the General Plan of the City and County of San Francisco.

3. **WHEREAS**, the proposed reclassification of the existing P (Public) District and the 40-X Height and Bulk District is necessary in order to facilitate the development of Treasure Island and Yerba Buena Island as envisioned in the Treasure Island/Yerba Buena Island Area Plan. Specifically, the proposed amendment would amend the Zoning Map to show the zoning designations of Treasure Island and Yerba Buena Island, establish the "TI" Height and Bulk District for Treasure Island and Yerba Buena Island, and establish the Treasure Island/Yerba Buena Island Special Use District which would include the following Assessor's Blocks and Lots: Block 1939, Lots 001 and 002. These new Districts would refer to the Treasure Island/Yerba Buena Island Design for Development as regulatory framework for all land use and design controls governing the proposed Treasure Island/Yerba Buena Island Project ("the Project").

4. **WHEREAS,** A primary objective of the Project is to create sustainable economic development, affordable housing, public parks and open space and other community benefits by development of the under-used lands within the project area.

5. **WHEREAS**, Originally constructed in 1937 as a possible site for the San Francisco Airport, Treasure Island was first used to host the Golden Gate International Exposition from 1939-1940. Shortly thereafter in World War II, the United States Department of Defense converted the island into a naval station, which operated for more than five decades. Naval Station Treasure Island was subsequently closed in 1993 and ceased operations in 1997. Since the closure of the base, the City and the community have been planning for the reuse of former Naval Station Treasure Island and adjacent Yerba Buena Island.

6. **WHEREAS**, Former Naval Station Treasure Island consists of approximately 550 acres including Yerba Buena Island. Today the site is characterized by aging infrastructure, environmental contamination from former naval operations, deteriorated and vacant buildings, and asphalt and other impervious surfaces which cover approximately 65% of the site. The site has few public amenities for the approximately 1,820 residents who currently reside on the site. This legislation creating the Treasure Island/Yerba Buena Island Special Use District, the Treasure Island/Yerba Buena Island Height and Bulk District, and the related zoning and General Plan amendments will implement the Project.

7. **WHEREAS**, The Project will include (a) approximately 8,000 new residential units, of which at least 25 percent (2,000 units) will be made affordable to a broad range of very-low to moderate income households, (b) adaptive reuse of 311,000 square feet of historic structures, (c) 140,000 square feet of new retail uses and 100,000 square feet of commercial office space, (d) 300 acres of parks and open space, (e) new and or upgraded public facilities, including a joint police/fire station, a school, facilities for the Treasure Island Sailing Center and other community facilities, (f) 400-500 room hotel, (g) new 400 slip marina, (h) transportation infrastructure, including a ferry/quay intermodal transit center.

8. **WHEREAS**, In 2003, the Treasure Island Development Authority ("TIDA") selected through a competitive three year long process, Treasure Island Community Development, LLC ("TICD") to serve as the master developer for the Project.

9. **WHEREAS**, In 2006, the Board endorsed a Term Sheet and Development Plan for the Project, which set forth the terms of the Project including a provision for a Transition Plan for Existing Units on the site. In May of 2010 the Board endorsed a package of legislation that includes and update to the Development Plan and Terms Sheet, terms of an Economic Development Conveyance Memorandum of Agreement for the conveyance of the site from the Navy to the City, and a Term Sheet between TIDA and the Treasure Island Homeless Development Imitative ("TIHDI").

10. **WHEREAS**, On March 3, 2011, pursuant to Planning Code sections 302(b) the Commission initiated Planning Code Map amendments by Resolution No. 18293, that would amend the San Francisco Zoning Maps by amending Section Map ZN14 and adding Sectional Maps HT14 and SU14 to establish the Treasure Island/Yerba Buena Island Special Use District; amending Sectional Map HT14 to establish the Treasure Island/Yerba Buena Island Height and Bulk District.

11. **WHEREAS**, On April 21, 2011, by Motion No. _____ , the Commission certified the Final Environmental Impact Report ("FEIR") as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA"); and

12. **WHEREAS,** On April 21, 2011 by Resolution No._____, the Commission adopted findings in connection with its consideration of, among other things, the adoption of the Treasure Island/Yerba Buena Island Area Plan, under CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated herein by this reference as if fully set forth; and

13. A draft ordinance, substantially in the form **attached hereto as Exhibit A**, approved as to form, would amend the Planning Code Zoning Maps as described above.

NOW THEREFORE BE IN RESOLVED, That the Planning Commission hereby finds that the Planning Code Map amendments promote the public welfare, convenience and necessity for the following reasons:

1. The Zoning Map amendments would enable development that would eliminate blight in the at the Project site including both Treasure Island and Yerba Buena Island. The Zoning Map amendments include a new Treasure Island/Yerba Buena Island Special Use District which will promote vibrant high-density, mixed-use, multi-modal and transit friendly development as a means to fully realize its shoreline location and to help Treasure Island and Yerba Buena Island
2. The Zoning Map amendments support development that will provide a wide range of employment opportunities in wide range of fields and employment levels.
3. The Zoning Map amendments promote, the possibility of new emerging industries including space for office and related uses.
4. The General Plan amendments promote development that will provide affordable housing units at a range of income levels
5. Development enabled by the Zoning Map amendments would strengthen the economic base of the Project site and the City as a whole by strengthening retail and other commercial functions in the Project site community through the addition of 140,000 square feet of neighborhood serving retail, 100,000 square feet of office space and other community facilities. Development enabled by the Zoning Map amendments includes the opportunity for substantial new and renovated publicly accessible open space.
6. The Zoning Map amendments include objectives and policies that promote multi-modal transportation including ferry service, an on-island shuttle service, transportation demand management strategies including the implementation of a congestion pricing program. Objectives and policies also emphasize the need to accommodate and prioritize travel by bicycle and by foot.
7. The Zoning Map amendments will facilitate development that will utilize sustainable design strategies, including strategies to address sea level rise and construct sustainable green infrastructure.

AND BE IT FURTHER RESOLVED, That the Planning Commission finds the Zoning Map amendments are in general conformity with the General Plan, and Planning Code section 101.1(b) pursuant to Planning Commission Motion No. _____. The findings attached to Resolution No. _____ as Exhibit A, are hereby incorporated herein by this reference as if fully set forth.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 302, the Planning Commission recommends to the Board of Supervisors **approval** of the Zoning Map amendments.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on April 21, 2011.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

SAN FRANCISCO
PLANNING DEPARTMENT

Planning Commission Resolution No.

HEARING DATE: April 21, 2011

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Date:	April 7, 2011
Case No.:	2007.0903BEMRTUWZ
Project	**Treasure Island/Yerba Buena Island Project**
	R Case: General Plan Consistency and Section 101.1 Findings
Location:	Treasure Island and Yerba Buena Island
Current Zoning:	P (Public) District/40-X Height and Bulk District
Block/Lot:	1939/001, 002
Staff Contact:	Joshua Switzky - (415) 575-6815
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ESTABLISHING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN OF THE CITY AND COUNTY OF SAN FRANCISCO AND WITH SECTION 101.1 OF THE CITY PLANNING CODE FOR THE TREASURE ISLAN/YERBA BUENA ISLAND PROJECT, INCLUDING VARIOUS ACTIONS NECESSARY FOR THE IMPLEMENTATION OF THE PROJECT.

RECITALS

1. **WHEREAS**, Originally constructed in 1937 as a possible site for the San Francisco Airport, Treasure Island was first used to host the Golden Gate International Exposition from 1939-1940. Shortly thereafter in World War II, the United States Department of Defense converted the island into a naval station, which operated for more than five decades. Naval Station Treasure Island was subsequently closed in 1993 and ceased operations in 1997. Since the closure of the base, the City and the community have been planning for the reuse of former Naval Station Treasure Island and adjacent Yerba Buena Island.

2. **WHEREAS**, Former Naval Station Treasure Island consists of approximately 550 acres including Yerba Buena Island. Today the site is characterized by aging infrastructure, environmental contamination from former naval operations, deteriorated and vacant buildings, and asphalt and other impervious surfaces which cover approximately 65% of the site. The site has few public amenities for the approximately 1,820 residents who currently reside on the site. This legislation creating the Treasure Island/Yerba Buena Island Special Use District, the Treasure Island/Yerba Buena Island Height and Bulk District, and the related zoning and General Plan amendments will implement the proposed Treasure Island / Yerba Buena Island Project ("Project").

3. **WHEREAS**, The Project will include (a) approximately 8,000 new residential units, with at least 25 percent of which (2,000 units) will be made affordable to a broad range of very-low to moderate income households, (b) adaptive reuse of 311,000 square feet of historic structures, (c) 140,000 square feet of new retail uses and 100,000 square feet of commercial office space, (d) 300 acres of parks and open space, (e) new and or upgraded public facilities, including a joint police/fire station, a school, facilities for the Treasure Island Sailing Center and other community facilities, (f) 400-500 room hotel, (g) new 400 slip marina, (h) transportation infrastructure, including a ferry/quay intermodal transit center.

4. **WHEREAS**, In 2003, the Treasure Island Development Authority ("TIDA") selected through a

competitive three year long process, Treasure Island Community Development, LLC ("TICD") to serve as the master developer for the Project.

5. **WHEREAS**, In 2006, the Board endorsed a Term Sheet and Development Plan for the Project, which set forth the terms of the Project including a provision for a Transition Plan for Existing Units on the site. In May of 2010 the Board endorsed a package of legislation that includes and update to the Development Plan and Terms Sheet, terms of an Economic Development Conveyance Memorandum of Agreement for the conveyance of the site from the Navy to the City, and a Term Sheet between TIDA and the Treasure Island Homeless Development Imitative ("TIHDI").

6. **WHEREAS**, The Charter of the City and County of San Francisco requires certain legislative actions to be found in conformity with the General Plan and Section 101.1 of the Planning Code.

7. **WHEREAS**, The Planning Commission wishes to facilitate the physical, environmental, social and economic revitalization of Treasure Island and Yerba Buena Island, using the legal and financial tools of a Development Agreement and Infrastructure Financing District, while creating jobs, affordable housing, open space in a attractive and livable mixed use neighborhood.

8. **WHEREAS,** The proposed Project, specifically, the Development Agreement, Area Plan and Special Use District proposed to be adopted, and the Design for Development Document, provide for a type of development, intensity of development and location of development that is consistent with the overall goals and objectives and policies of the General Plan as well as the Eight Priority Policies of Section 101.1, as expressed in the **findings contained in Exhibit A** to this resolution.

9. **WHEREAS**, On April 21, 2011, by Motion No. _____, the Commission certified the Final Environmental Impact Report ("FEIR") for the Project as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA").

10. **WHEREAS,** On April 21, 2011, by Resolution No. _____, the Commission adopted findings under CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated herein by this reference as fully set forth.

11. **WHEREAS,** As part of the implementation of the Project, the Board of Supervisors is considering a number of actions, including but not limited to the following: adoption of amendments to the General Plan; adoption of amendments to the Planning Code; adoption of amendments to the Zoning Map; approval of a Development Agreement; approval of a Disposition and Development Agreement; approval of an Interagency Cooperation Agreement; approval of a Public Trust Exchange Agreement; approval of a Economic Development Conveyance Memorandum of Agreement; adoption of amendments to the Subdivision Code and approval of an amended Base Closure and Assistance Agreement with TIHDI.

12. **WHEREAS,** Documents for Board action may be modified prior to any final action by the Board of Supervisors.

13. **WHEREAS,** The proposed General Plan, Planning Code and Zoning Map amendments establish the Treasure Island/Yerba Buena Island Special Use District and Treasure Island/Yerba Buena Island Area Plan set forth the plans and objectives for the revitalization of the Project site.

14. **WHEREAS,** The proposed Development Agreement between the City and TICD sets forth the obligations regarding fees, exactions, review, remedies and dispute resolution related to the development of the Project site.

15. **WHEREAS,** The Disposition and Development Agreement between TIDA and TICD sets forth TICD's rights to develop the Project site in accordance with various Project documents, including but not limited to: the Housing Plan; Financing Plan; Transportation Plan; Infrastructure Plan; Land Use Plan; Phasing Plan and Community Facilities Plan. The Disposition and Development Agreement includes a schedule of performance which specifies the timeline for delivery of these obligations.

16. **WHEREAS,** The Public Trust Exchange Agreement reconfigures the property subject to the common law public trust for commerce, navigation, and fisheries ("Public Trust"), and establishes some lands free from the Public Trust which will be developed as part of the Project.

17. **WHEREAS,** The amendments to the Subdivision Code provide the terms and Conditions under which subdivision and parcel maps will be approve in the Project Site.

18. **WHEREAS,** The Interagency Cooperation Agreement sets forth a framework for cooperation between the City and TIDA in administering the process for approval of all applicable development, construction, improvement, infrastructure, occupancy and use requirements relating to the Project site.

19. **WHEREAS,** The Economic Development Conveyance Memorandum of Agreement sets forth the terms by which the Navy will convey former Naval Station Treasure Island to TIDA for development of the Project.

20. **WHEREAS,** The amended Base Closure and Homeless Assistance Agreement between TIDA and TIHDI sets forth the terms by which TIHDI and its member organizations will participate in the construction of 250 replacement housing units in the Project site and an additional 185 units for formerly homeless individuals and their families.

21. **WHEREAS,** The Commission is not required to approve all of the Board actions, but must consider whether the implementation of the Project, which the Board actions contemplate, is consistent with the General Plan, as it is proposed to be amended, and with Planning Code Section 101.1.

NOW THEREFORE BE IN RESOLVED, The Commission has reviewed the analysis of the consistency of various implementation actions with the City's General Plan, as proposed to be amended, and with Section 101.1 of the Planning Code, which consistency analysis has been prepared by Project staff and is set forth in Exhibit A to this resolution.

NOW THEREFORE, BE IT RESOLVED, The Commission finds that the Board actions identified above as necessary to implement the Project are consistent with the General Plan, as it is proposed to be amended, and with Section 101.1 of the Planning Code as described in Exhibit A to this Resolution.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on April 21, 2011.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

Treasure Island / Yerba Buena Island Development Project

General Plan Consistency Findings

The following constitute findings that the Treasure Island / Yerba Buena Island Development Project (the "Project") is, on balance, consistent with the General Plan.

TREASUSRE ISLAND / YERBA BUENA ISLAND AREA PLAN

OBJECTIVE 1 REALIZE THE FULL POTENTIAL OF THE UNDERUTILIZED TREASURE ISLAND/YERBA BUENA ISLANDS BY CREATING A COMPLETE NEW NEIGHBORHOOD THAT INCLUDES FACILITIES AND AMENITIES NECESSARY TO SUPPORT A DIVERSE THRIVING COMMUNITY.

Policy 1.2 Create a balanced and complete mix of land uses.

Policy 1.3 Provide diverse employment and housing options.

Policy 1.4 Provide high-density sustainable development.

Policy 1.5 Create other community facilities to serve needs of residents on the Islands.

Policy 1.6 Create a distinctive destination for the City, and the region.

Policy 1.7 Acknowledge the Islands' history as part of the pattern of land use and urban design.

The Project would develop a high density, mixed-use, sustainable community that includes a variety or residential, commercial and retail, office, civic and recreational uses located within close proximity to each other. The Project would provide up to 8,000 housing units of different housing types that would be affordable a broad range of income levels. Approximately 25 percent (2,000 units) of these new housing units would be below market rate. The Project would also generate a variety of new employment options, including both construction and permanent positions. The development program includes a new transit hub with ferry and bus connections, a school, a joint police and fire station, and other community serving facilities. Historic Buildings 1, 2 and 3 on Treasure Island and the historic resources on Yerba Buena Island would be adaptively reused in compliance with the Secretary of the Interior's Standards.

OBJECTIVE 2 CREATE A DIVERSE URBAN NEIGHBORHOOD THAT RESPONDS TO THE ISLAND AND WATERFRONT SETTING AND REFLECTS SAN FRANCISCO'S BUILT FORM AND CHARACTER IN A SUSTAINABLE AND INNOVATIVE WAY.

Policy 2.1 Create a development that takes advantage of the Islands' unique location and character.

Policy 2.2 Ensure a block pattern and street network that minimizes effects of wind on neighborhoods and open space and maximizes views and access to sunlight.

Policy 2.3 Create a fine-grained block pattern to encourage walking.

Policy 2.4 Design streets as key components of the public realm to activate and enliven neighborhoods.

Policy 2.5 Establish building patterns that reinforce the block pattern, contribute to a pleasant and interesting pedestrian environment and that activate the public realm.

Policy 2.6 Use varied building heights and sizes to create distinctive and attractive places appropriate to the Islands' unique conditions and to produce a memorable urban form as experienced from the Islands and from longer-distances.

Policy 2.7 Encourage taller buildings carefully interspersed throughout the neighborhoods as a way to mark important places, to efficiently concentrate development, to provide interest and variety in the cityscape, and to create an identifiable skyline.

The Project would develop a dense, urban neighborhood with a mix of building types and uses in close proximity to a new transit center. The Project would connect residents and visitors to the waterfront with publicly accessible open space, parks and trails along the shoreline. The street system would be designed to provide maximum access to sunlight and views of San Francisco Bay while minimizing the effects of wind. The Treasure Island / Yerba Buena Island Design for Development includes standards and guidelines to ensure that streets would be designed as an element of the public realm and to prioritize design features that will serve pedestrians, bicyclists, and transit services, while also accommodating vehicular traffic. The urban form is intended to be distinctive and place- based, where dense and compact developed areas are dramatically juxtaposed with extensive open spaces and the Bay. Within the densely developed portion of Treasure Island a fine-grained pattern of neighborhood spaces and pedestrian ways would frame and be enlivened by a mix of low-, mid- and high-rise buildings rising to a height of up to 450 feet.

OBJECTIVE 3 IMPLEMENT TRANSPORTATION IMPROVEMENTS THAT ARE MULTI-MODAL, SERVE RESIDENTS AND VISITORS, PRIORTIZE WALKING, BIKING AND TRANSIT, AND PROVIDE RESIDENTS WITH THE ABILITY TO COMMUTE AND MEET DAILY NEEDS WITHOUT HAVING TO DRIVE.

Policy 3.1 Develop a street pattern and design vocabulary on each island that responds to that particular location, while prioritizing the use of transit, walking, and biking over the use of private automobiles.

Policy 3.2 Create a regional central transit hub with ample and diverse transit service that is designed to facilitate the use of transit by residents and visitors alike. On-island pedestrian and bike mobility should be enhanced to access transit.

Policy 3.3 Manage automobile parking on the Islands to encourage transit use by workers and visitors, to encourage visitors who drive to park once and move about the Islands primarily by foot, and to encourage residents to utilize pedestrian, bicycle and shuttle services. Minimize the impact of parking and loading on the public realm and circulation.

Policy 3.4 Identify Transportation Demand Management (TDM) measures to discourage the use of automobiles and encourages the use of bicycles, transit, and walking.

The Project would provide significant investments in pedestrian, bicycle, and transit improvements that are designed to encourage use of buses and ferries for off-Island trips and shuttles, walking, and

bicycling for on-Island trips. A new transit hub would be constructed on Treasure Island including a ferry terminal, shelters for bus and shuttle transfers, and an area for ticket sales and travel and tourist information. Buses would provide transit service from the Islands to the East Bay and San Francisco, where riders could connect to other transit systems. Ferry service would be provided between Treasure Island and the Downtown Ferry Terminal in San Francisco, where riders could walk to the their places of employment in the Downtown are or connect to BART or MUNI to reach other areas in the City and region. In addition to new streets and transportation facilities, the Project would include robust pedestrian streetscape improvements that make travelling by bike and by foot safe, comfortable and enjoyable.

A Treasure Island Transportation Management Agency ("TITMA") would be formed to which would implement a implement a series of transportation demand management ("TDM") measures designed to encourage the use of transit, carpooling, walking, and bicycling. These measures include free on-island shuttle service for both islands, a car-share program, a bicycle rental system, mandatory purchase of a pre-paid transit voucher by households and hotel visitors, and support for vanpool and carpool matching services. Other TDM measures are designed to discourage automobile use. These measures include parking pricing policies requiring that visitors to the Islands pay for parking and that residential parking be leased or purchased separately from the residential unit, a congestion pricing program, and ramp metering on the access ramps to the Bay Bridge. The congestion pricing program would allow for imposition of fees applicable to persons who drive on and/or off the Islands during peak travel periods.

OBJECTIVE 4 CREATE JOBS, A VARIETY OF ECONOMIC DEVELOPMENT OPPORTUNITIES, AND COMMUNITY FACILITIES TO ENHACE VITALITY AND QUALITY OF LIFE FOR RESIDENTS OF THE ISLANDS AND THE CITY.

Policy 4.1 Include commercial, office and community uses that will provide jobs at a wide range of fields, and at a wide range of income levels, including for those who are economically disadvantaged or formerly homeless.

Policy 4.2 Create an appropriate mix of new businesses focused on job-generating uses and economic opportunities.

Policy 4.3 Assure that the new development is financially self-sufficient.

The Project would provide thousands of construction and permanent jobs. The approximately 207,000 square feet of new and adaptively reused retail and commercial space, the approximately 100,000 square feet of new office space, and development of up to 500 hotel rooms would provide new employment opportunities for City resident employment as well as business ownership opportunities. Furthermore, the Project would be subject to a Jobs and Equal Opportunity Policy that establishes employment and contracting requirements for the Project, including creating new construction and permanent employment opportunities, developing programs to direct those job opportunities to priority groups, and creating economic development opportunities and related support for economically disadvantaged persons and for TIHDI residents.

OBJECTIVE 5 CREATE A HIGH QUALITY SYSTEM OF PUBLC PARKS AND OPEN SPACE, FACILITATE IMPROVED SHORELINE ACCESS, AND PROVIDE A WIDE RANGE OF RECREATIONAL, EDUCATIONAL AND ECOLOGICAL RESTORATION OPPORTUNITIES.

Policy 5.1 Provide a wide variety of types and scale of open space with an array of recreational and conservation opportunities that are integrated into the surrounding development and neighborhoods.

Policy 5.2 Open space should be developed and managed in a way that increases waterfront public access and fulfills the objectives of the Public Trust.

Policy 5.3 Recreational and educational opportunities that serve both the neighborhood and the region **as** a whole should be provided and increased as part of the Islands development.

Policy 5.5 Provide for universal accessibility and create a highly-connected network of parks and open spaces.

The Project would provide approximately 300 acres of new parks, recreational areas, playgrounds, open space, and shoreline trails, including approximately 244 acres on Treasure Island and approximately 84 acres on Yerba Buena Island. The new parks and open space would be programmed for a variety of passive and active recreational opportunities and would assure all residents, workers, and visitors will have nearby access to open space. The parks and open spaces should be universally accessible and consistent with the objectives of the Public Trust, including the principles of providing public access, habitat management and view enhancement.

OBJECTIVE 6 DEVELOP INFRASTRUCTURE THAT IS SUSTAINABLE IN THE SHORT- AND LONG-TERM BY REDUCING THE USE OF ENERGY AND WATER, ALLOWING FOR INCREASED SUSTAINABILITY OVER TIME, AND BEING ADAPTABLE FOR CHANGES IN THE ENVIRONMENT DUE TO CLIMATE CHANGE.

Policy 6.1 Design and build infrastructure that supports a high-density development while also recognizing the unique constraints of being located on an Island.

Policy 6.2 Design and build neighborhood land plans and new development based on the best principles of sustainable design.

Policy 6.3 Develop a strategy that allows Treasure Island to be adaptively managed over the long term to protect against sea level rise.

The Project is designed to be sustainable community and to incorporate progressively higher levels of sustainability over time. The Project would provide the high residential density in close proximity to transit facilities and would be developed in accordance with green buildings specifications. Sustainability strategies for transportation would include transit-oriented development, parking capacity controls, congestion pricing, ramp metering, and a comprehensive TDM program, including the establishment of an on-island transportation coordination office intended to achieve greater sustainability through reduced automobile use. Other sustainability strategies would include provision of infrastructure to maximize the on-site production of renewable energy as technologies and delivery mechanisms become available, a parks and open space program to create, restore, and maintain habitat and landscape areas, and design features that would reduce potable water usage. The Project would includes strategies to protect against sea level rise, including raising the surface of the development area.

HOUSING ELEMENT

The principle objectives of the Housing Element are to provide new housing; retain the existing supply; enhance physical conditions and safety without jeopardizing use or affordability; support affordable

housing production by increasing site availability and capacity; increase the effectiveness and efficiency of the affordable housing production system; protect the affordability of existing housing; expand financial resources for permanently affordable housing; ensure equal access; avoid or mitigate hardships imposed by displacement; reduce homelessness and the risk of homelessness in coordination with relevant agencies and providers; pursue place making and neighborhood building principles in increasing the supply of housing; and strengthen citywide affordable housing programs through coordinated regional and state efforts.

The Project is consistent with and implements the following objectives and policies of the Housing Element:

OBJECTIVE 1 TO PROVIDE NEW HOUSING, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING, IN APPROPRIATE LOCATIONS WHICH MEETS IDENTIFIED HOUSING NEEDS AND TAKES INTO ACCOUNT THE DEMAND FOR AFFORDABLE HOUSING CREATED BY EMPLOYMENT DEMAND.

POLICY 1.5 Support development of affordable housing on surplus public lands.

POLICY 1.6 Create incentives for the inclusion of housing, particularly permanently affordable housing, in new commercial development projects.

POLICY 1.9 Require new commercial developments and higher educational institutions to meet the housing demand they generate, particularly the need for affordable housing for lower income workers and students.

The Project includes several affordable housing initiatives that would allow up to approximately 25 percent (approximately 2,000) of the new housing units to be priced at a range of below-market rates. The Project would require a portion of the units in market-rate buildings be set aside as affordable. It is expected that approximately 5 percent of the units in market rate buildings, or up to 316 units, would be sold or leased as inclusionary. The inclusionary housing units would generally serve moderate-income households (in the for-sale units) and low-income households (in the rental units). The Project includes land and funding to replace the 250 units of housing in the existing Treasure Island Homeless Development Initiative ("TIHDI") program, as well as land for an additional 185 residential units, expanding the program to a total of 435 units. The TIHDI units would generally be for formerly homeless (extremely low-income) families. Up to 1,249 housing units would be in stand-alone, affordable buildings developed by Treasure Island Development Authority or others. At least 20 percent of the affordable units would be affordable to very-low-income residents. Furthermore, certain vertical development on Islands will be subject to a Jobs-Housing Linkage Fee to mitigate the impact on the availability of housing that would be caused by the employment facilitated by the Project. The Project would enhance the diversity of Treasure Island by providing a mix of housing types that include both ownership and rental opportunities, which would be affordable to range of incomes, and which would attract a variety of household types, especially families.

OBJECTIVE 4 SUPPORT AFFORDABLE HOUSING PRODUCTION BY INCREASING SITE AVAILABILITY AND CAPACITY

POLICY 4.1 Actively identify and pursue opportunity sites for permanently affordable housing.

POLICY 4.2 Include affordable units in larger housing projects.

The Project would significantly expand the City's supply of affordable housing by providing up to approximately 2,000 new housing units priced at below market rates. These affordable housing units would include both inclusionary housing units in market rate buildings and stand-alone, affordable buildings that would be developed on designated affordable housing lots.

OBJECTIVE 5 INCREASE THE EFFECTIVENESS AND EFFICIENCY OF THE CITY'S AFFORDABLE HOUSING PRODUCTION SYSTEM.

POLICY 5.2 Support efforts of for-profit and non-profit organizations and other community-based groups and expand their capacity to produce and manage permanently affordable housing.

OBJECTIVE 6 PROTECT THE AFFORDABILITY OF EXISTING HOUSING.

POLICY 6.2 Ensure that housing developed to be affordable is kept affordable.

The affordable housing that would be developed on the Islands would be kept affordable through deed restrictions and other means. The Project includes land and funding to replace the 250 units of housing in the existing Treasure Island Homeless Development Initiative ("TIHDI") program, as well as land for an additional 185 residential units, expanding the program to a total of 435 units.

OBJECTIVE 8 ENSURE EQUAL ACCESS TO HOUSING OPPORTUNITIES.

POLICY 8.1 Encourage sufficient and suitable rental housing opportunities and emphasize permanently affordable rental units wherever possible.

POLICY 8.4 Encourage greater economic integration within housing projects and throughout San Francisco.

POLICY 8.8 Promote the adaptability and maximum accessibility of residential dwellings for disabled and elderly occupants.

POLICY 8.9 Encourage the provision of new home ownership opportunities through new construction so that increased owner occupancy does not diminish the supply of rental housing.

OBJECTIVE 9 AVOID OR MITIGATE HARDSHIPS IMPOSED BY DISPLACEMENT

POLICY 9.1 Minimize the hardships of displacement by providing essential relocation services.

POLICY 9.2 Offer displaced households the right of first refusal to occupy replacement housing units that are comparable in size, location, cost, and rent control protection.

There are approximately 805 households currently residing on the Islands. A transitional housing program would be established before existing residential units are deconstructed, to ensure that existing qualifying households have the opportunity to continue living on the Islands if they choose in replacement housing Furthermore, the Transition Housing Rules and Regulations provide certain benefit options to qualifying households including moving assistance, down payment assistance, an in lieu payment and the opportunity to move to replacement housing at specified rents.

OBJECTIVE 11 IN INCREASING THE SUPPLY OF HOUSING, PURSUE PLACE MAKING AND NEIGHBORHOOD BUILDING PRINCIPLES AND PRACTICES TO MAINTAIN SAN FRANCISCO'S DESIRABLE URBAN FABRIC AND ENHANCE LIVABILITY IN ALL NEIGHBORHOODS.

POLICY 11.2 Ensure housing is provided with adequate public improvements, services, and amenities.

POLICY 11.3 Encourage appropriate neighborhood-serving commercial activities in residential areas, without causing affordable housing displacement.

POLICY 11.10 Include energy efficient features in new residential development and encourage weatherization in existing housing to reduce overall housing costs and the long-range cost of maintenance.

The Project would replace a decommissioned and environmentally contaminated military base with a new neighborhood that is designed to be an exemplar of sustainable development and urban design, and which would include a variety of parks, open spaces, neighborhood serving retail uses, and housing that is affordable to a range of incomes. While many of the existing residential units will be demolished as part of the proposed project, the proposed project will result in a net increase of up to approximately 7,000 housing units on Treasure Island and Yerba Buena Island. A Transition Housing Program will ensure that existing households have the opportunity to continue living on Treasure Island and Yerba Buena Island if they choose by relocating and transitioning into new housing such that the proposed project would not physically divide or disrupt an established community. The proposed project would enhance the diversity of Treasure Island by providing a mix of housing types that include both ownership and rental opportunities, which would be affordable to range of incomes, and which would attract a variety of household types, especially families. Energy efficient features and green building standards would be incorporated into the design of new residential development.

COMMERCE AND INDUSTRY ELEMENT

The principle objectives for Commerce & Industry are to manage economic growth and change, maintain a sound and diverse economic base and fiscal structure, provide expanded employment opportunities for city residents particularly the unemployed and underemployed in a wide range of fields and levels, improve viability of existing businesses as well as attract new businesses – particularly in new industries, and assure entrepreneurial opportunities for local businesses.

The following objectives and policies are relevant to the Project:

OBJECTIVE 3 PROVIDE EXPANDED EMPLOYMENT OPPORTUNITIES FOR CITY RESIDENTS, PARTICULARLY THE UNEMPLOYED AND ECONOMICALLY DISADVANTAGED.

POLICY 3.1 Promote the attraction, retention and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.

POLICY 3.2 Promote measures designed to increase the number of San Francisco jobs held by San Francisco residents.

The Project would provide thousands of construction and permanent jobs. The approximately 207,000 square feet of new and adaptively reused retail and commercial space, the approximately 100,000 square feet of new office space, and development of up to 500 hotel rooms would provide new employment opportunities for City resident employment as well as business ownership opportunities. Furthermore, the Project would be subject to a Jobs and Equal Opportunity Policy that establishes employment and contracting requirements for the Project, including creating new construction and permanent employment opportunities, developing programs to direct those job opportunities to priority groups, and creating economic development opportunities and related support for economically disadvantaged persons and for TIHDI residents.

OBJECTIVE 5 REALIZE SAN FRANCISCO'S FULL MARITIME POTENTIAL.

POLICY 5.8 Encourage maritime activity which complements visitor activity and resident recreation.

While the expansion of the Clipper Cove Marina on Treasure Island is not part of the Project, the Project includes landside facilities and improvements that would serve the marina and encourage marina use both by visitors to and residents of the Islands. In addition, the Project would include a new ferry quay and create a new ferry link between the Islands and San Francisco serving both visitors and residents.

OBJECTIVE 6 MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

POLICY 6.4 Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.

POLICY 6.5 Discourage the creation of major new commercial areas except in conjunction with new supportive residential development and transportation capacity.

The Project would provide a new retail core with approximately 207,000 square feet of new and adaptively re-used retail space on Treasure Island. The retail core would provide needed services to support residents, such as a grocery store, with additional retail providing neighborhood personal and convenience services.

RECREATION AND OPEN SPACE ELEMENT

The principle objectives of the Recreation and Open Space Element are to preserve large areas of open space sufficient to meet the long-range needs of the Bay Region, develop and maintain a diversified and balanced citywide system of high quality public open space, provide a continuous public open space along the shoreline, and provide opportunities for recreation and the enjoyment of open space in every neighborhood.

The following objectives and policies are relevant to the Project:

OBJECTIVE 2 DEVELOP AND MAINTAIN A DIVERSIFIED AND BALANCED CITYWIDE SYSTEM OF HIGH QUALITY PUBLIC OPEN SPACE.

POLICY 2.1 Provide an adequate total quantity and equitable distribution of public open spaces throughout the City.

POLICY 2.3 Preserve sunlight in public open spaces.

POLICY 2.6 Make open spaces accessible to people with special needs.

POLICY 2.7 Acquire additional open space for public use.

POLICY 2.8 Develop a recreational trail system that links city parks and public open space, ridge lines and hilltops, the Bay and ocean, and neighborhoods, and ties into the regional hiking trail system.

POLICY 2.9 Maintain and expand the urban forest.

POLICY 2.12 Expand community garden opportunities throughout the City.

POLICY 2.13 Preserve and protect significant natural resource areas.

The Project would provide approximately 300 acres of open space including large public parks, open spaces and recreation areas, as well as small neighborhood parks and community gardens. There would be shoreline trails, including the proposed extension of the San Francisco Bay Trail from the Bay Bridge bicycle and pedestrian path on the new east span, down Yerba Buena Island and around the perimeter of Treasure Island. An approximately 20-acre urban farm is planned and a "cultural park" adjacent to Building 1. Approximately 25 to 40 acres on the east side of Treasure Island would be a regional sports complex with baseball diamonds, soccer fields, and other sports facilities. A Habitat Management Plan would be implemented for much of the undeveloped portions of Yerba Buena Island to preserve, restore, and enhance native natural resources in those areas. The Project would also provide a comprehensive strategy for tree planting and preservation. The open space network would benefit both resident, workers, and visitors alike. The design guidelines and development standards included in the Treasure Island / Yerba Buena Island Special Use District and Design for Development dictate careful and thorough consideration of the placement of towers relative to the open space network to ensure that buildings are located and constructed in a manner protective of sunlight access and to open spaces.

OBJECTIVE 3 PROVIDE CONTINUOUS PUBLIC OPEN SPACE ALONG THE SHORELINE UNLESS PUBLIC ACCESS CLEARLY CONFLICTS WITH MARITIME USES OR OTHER USES REQUIRING A WATERFRONT LOCATION.

POLICY 3.1 Assure that new development adjacent to the shoreline capitalizes on its unique waterfront location, considers shoreline land use provisions, improves visual and physical access to the water, and conforms with urban design policies.

POLICY 3.3 Create the Bay and Coastal Trails around the perimeter of the City which links open space along the shoreline and provides for maximum waterfront access.

POLICY 3.5 Provide new public open spaces along the shoreline.

The Project includes the creation of new public open space along the shoreline and construction of new shoreline trails. The shoreline trails on Treasure Island could one day connect with the proposed extension of the San Francisco Bay Trail from the Bay Bridge bicycle and pedestrian path on the new east span, down Yerba Buena Island and around the perimeter of Treasure Island.

OBJECTIVE 4 PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.

POLICY 4.5 Require private usable outdoor open space in new residential development.

POLICY 4.6 Assure the provision of adequate public open space to serve new residential development.

The proposed project would provide approximately 300 acres of new parks, recreational areas, playgrounds, open space, and shoreline trails, including approximately 244 acres on Treasure Island and approximately 84 acres on Yerba Buena Island. This is a significant increase over the approximately 90 acres of existing open space on Treasure Island and approximately 80 acres of existing open space on Yerba Buena Island. The new parks and open space would be programmed for a variety of passive and active recreational opportunities and would assure all residents, workers, and visitors will have nearby access to open space. In addition to the publicly accessible open space, ground floor residential units in townhouses, low-rise and mid-rise buildings that front on a dedicated right of way, dedicated open space or pedestrian walkway would provide a minimum of 60 square feet of usable private open space.

TRANSPORTATION ELEMENT

The Transportation Element is largely concerned with the movement of people and goods. It addresses the need for multi-modal streets and facilities, implementation of the City's transit-first policy, the need to limit parking and auto capacity on the roads, and ways to incentivize travel by transit, bike and by foot. It also addresses the relationship between transportation and land use and how the two should be coordinated to reduce the need for auto trips.

The following objectives and policies are relevant to the Project:

OBJECTIVE 1 MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

POLICY 1.2 Ensure the safety and comfort of pedestrians throughout the city.

POLICY 1.3 Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

POLICY 1.5 Coordinate regional and local transportation systems and provide for interline transit transfers.

POLICY 1. 6 Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

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.
POLICY 2.2	Reduce pollution, noise and energy consumption.
POLICY 2.4	Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.
POLICY 2.5	Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.
POLICY 2.6	In conversion and re-use of inactive military bases, provide for a balanced, multi-modal transportation system that is consistent with and complementary to the planned land use and the local and regional transportation system.

The Project would include significant investments in pedestrian, bicycle, and transit improvements that are designed to encourage use of buses and ferries for off-Island trips and shuttles, walking, and bicycling for on-Island trips. A new transit hub would be constructed on Treasure Island which would include a ferry terminal, shelters for bus and shuttle transfers, and an area for ticket sales and travel and tourist information. Buses would provide transit service from the Islands to the East Bay and San Francisco, where riders could connect to other transit system. Ferry service would be provided between Treasure Island and the Downtown Ferry Terminal in San Francisco, where riders could walk to employment in the Downtown area or connect to BART or MUNI to reach other areas in the City and region. In addition to new streets and transportation facilities, the Project would include robust pedestrian streetscape improvements that make travelling by bike and by foot safe, comfortable and enjoyable.

A Treasure Island Transportation Management Agency would be formed to implement a series of transportation demand management ("TDM") measures designed to encourage the use of transit, carpooling, walking, and bicycling. These measures include free on-island shuttle service for both islands, a car-share program, a bicycle rental system, mandatory purchase of a pre-paid transit voucher by households and hotel visitors, and support for vanpool and carpool matching services. Other TDM measures are designed to discourage automobile use. These measures include parking pricing policies requiring that visitors to the Islands pay for parking and that residential parking be leased or purchased separately from the residential unit, a congestion pricing program, and ramp metering on the access ramps to the Bay Bridge. The congestion pricing program would allow for imposition of fees applicable to residents who drive on and/or off the Islands during peak travel periods.

The Project would be designed so that walking and bicycling as primary on-Island travel modes, bus and ferry service are the primary off-Island travel modes, and single occupancy automobile trips are discouraged.. Approximately 50 percent of the residential units would be within an approximately 10-minute walk or less of the new transit hub. All residential units on Treasure Island would be within an approximately 15-minute walk of the transit hub. In addition, all residents of both islands would be within an approximately 5-minute walk of a shuttle stop. Retail uses, the school, and other public and community facilities would be within a short walk or bike ride from the majority of the Islands' residential units. These aspects of the land use plan for the Project are designed to encourage walking, bicycling, and transit are primary mode of transit on the Islands.

OBJECTIVE 3 MAINTAIN AND ENHANCE SAN FRANCISCO'S POSITION AS A REGIONAL DESTINATION WITHOUT INDUCING A GREATER VOLUME OF THROUGH AUTOMOBILE TRAFFIC.

POLICY 3.1 The existing capacity of the bridges, highways and freeways entering the city should not be increased for single-occupant vehicles, and should be reduced where possible. Changes, retrofits or replacements to existing bridges and highways should include dedicated priority for high-occupancy vehicles and transit, and all bridges should feature access for bicyclist and pedestrians.

The Project's TDM measures are designed to discourage private automobile use of the Bay Bridge, particularly during peak hours. These measures include parking pricing policies that require resident and visitors to the Islands pay for parking, a congestion pricing fee for vehicles accessing the Bay Bridge, and ramp metering on the access ramps to the Bay Bridge.

OBJECTIVE 4 MAINTAIN AND ENHANCE SAN FRANCISCO'S POSITION AS THE HUB OF A REGIONAL, CITY-CENTERED TRANSIT SYSTEM.

POLICY 4.8 Expand and coordinate the use of ferries, water taxis and other forms of water-based transportation with each other and with landside transportation in waterfront communities in San Francisco and across the bay, using San Francisco's Ferry Building as the main transfer point.

The Project expands water-based transportation by providing ferry service between Treasure Island and the Downtown Ferry Terminal, where commuters can connect with BART and MUNI rail and bus lines as well as other ferry lines.

OBJECTIVE 11 ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

POLICY 11.3 Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.

The Project would be designed so that walking and bicycling as primary on-Island travel modes, bus and ferry service are the primary off-Island travel modes, and single occupancy automobile trips are discouraged.. Approximately 50 percent of the residential units would be within an approximately 10-minute walk or less of the new transit hub. All residential units on Treasure Island would be within an approximately 15-minute walk of the transit hub. In addition, all residents of both islands would be within an approximately 5-minute walk of a shuttle stop. Retail uses, the school, and other public and community facilities would be within a short walk or bike ride from the majority of the Islands' residential units. These aspects of the land use plan for the Project are designed to encourage walking, bicycling, and transit are primary mode of transit on the Islands.

OBJECTIVE 12 DEVELOP AND IMPLEMENT PROGRAMS IN THE PUBLIC AND PRIVATE SECTORS, WHICH WILL SUPPORT CONGESTION MANAGEMENT AND AIR QUALITY OBJECTIVES, MAINTAIN MOBILITY AND ENHANCE BUSINESS VITALITY AT MINIMUM COST.

POLICY 12.1 Develop and implement strategies which provide incentives for individuals to use public transit, ridesharing, bicycling and walking to the best advantage, thereby reducing the number of single occupant auto trips.

POLICY 12.3 Implement private and public sector TDM programs which support each other and explore opportunities for private-public responsibility in program implementation.

POLICY 12.8 Encourage the creation of Transportation Management Associations where specific needs are identified and coordination with other similar associations and agencies is pursued.

A Treasure Island Transportation Management Agency would be formed to implement a series of transportation demand management ("TDM") measures designed to encourage the use of transit, carpooling, walking, and bicycling. These measures include free on-island shuttle service for both islands, a car-share program, a bicycle rental system, mandatory purchase of a pre-paid transit voucher by households and hotel visitors, and support for vanpool and carpool matching services. Other TDM measures are designed to discourage automobile use. These measures include parking pricing policies requiring that visitors to the Islands pay for parking and that residential parking be leased or purchased separately from the residential unit, a congestion pricing program, and ramp metering on the access ramps to the Bay Bridge. The congestion pricing program would allow for imposition of fees applicable to residents who drive on and/or off the Islands during peak travel periods.

OBJECTIVE 14 DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.

POLICY 14.8 Implement land use controls that will support a sustainable mode split, and encourage development that limits the intensification of automobile use.

There would be no required parking for any use on the Islands Furthermore, there would be parking maximums which limit the number of parking spaces and thus automobiles that may be parked on the Islands. The Project would encourages increased bicycle use by providing bicycle parking and related facilities. The Project would also implement a series of TDM measures to encourage transit use, walking, and bicycling and to discourage private automobile use.

OBJECTIVE 18 ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

POLICY 18.2 Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses, or eliminate the efficient and safe movement of transit vehicles and bicycles.

POLICY 18.4 Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement, including:

- Sidewalk bulbs and widenings at intersections and street entrances;
- Lane off-sets and traffic bumps;

- Narrowed traffic lanes with trees, landscaping and seating areas; and
- colored and/or textured sidewalks and crosswalks.

The streetscape on Treasure Island would be redesigned in a way that encourages slow and safe vehicle movement on local streets in residential areas so that automobile drivers defer to pedestrians and bicyclers. These streetscape improvements would be designed to include streets and sidewalks within the pedestrian realm.

OBJECTIVE 23 IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

POLICY 23.1 Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.

POLICY 23.2 Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested and where residential densities are high.

POLICY 23.3 Maintain a strong presumption against reducing sidewalk widths, eliminating crosswalks and forcing indirect crossings to accommodate automobile traffic.

POLICY 23.5 Minimize obstructions to through pedestrian movement on sidewalks by maintaining an unobstructed width that allows for passage of people, strollers and wheelchairs.

POLICY 23.6 Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

OBJECTIVE 24 IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

POLICY 24.2 Maintain and expand the planting of street trees and the infrastructure to support them.

POLICY 24.3 Install pedestrian-serving street furniture where appropriate.

POLICY 24.5 Where consistent with transportation needs, transform streets and alleys into neighborhood-serving open spaces or “living streets”, especially in neighborhoods deficient in open space.

The Project would include a number of improvements to the pedestrian realm to encourage walking. All streets on Treasure Island, except the Mews, would have sidewalks. The Mews would be a curbless pedestrian-priority street with a shared path of travel. In addition, the shared pedestrian/bicycle path around the perimeter of Treasure Island would provide pedestrian access to the shoreline.

OBJECTIVE 27 ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR RECREATIONAL PURPOSES.

POLICY 27.1 Expand and improve access for bicycles on city streets and develop a well-marked, comprehensive system of bike routes in San Francisco.

POLICY 27.9 Identify and expand recreational bicycling opportunities.

OBJECTIVE 28 PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

POLICY 28.1 Provide secure bicycle parking in new governmental, commercial, and residential developments.

The Project would be designed to encourage bicycle use for both transportation and recreational purposes. Class I mixed bicycle and pedestrian paths are proposed around the perimeter of Treasure Island, connecting to Class I bicycle-only bicycle paths in the open space areas. A bicycle path would also connect to the new east span of the Bay Bridge on Yerba Buena Island. Class II bicycle lanes in streets are proposed for the two major arterials on Treasure Island. Furthermore, secure bike parking would be provided at all major destinations. Minimum bicycle parking standards would be required for residential and commercial uses. A bicycle rental system would be provided for visitors and residents from a secure central "bicycle station" at the transit hub.

OBJECTIVE 30 ENSURE THAT THE PROVISION OF NEW OR ENLARGED PARKING FACILITIES DOES NOT ADVERSELY AFFECT THE LIVABILITY AND DESIRABILITY OF THE CITY AND ITS VARIOUS NEIGHBORHOODS.

POLICY 30.1 Assure that new or enlarged parking facilities meet need, locational and design criteria.

OBJECTIVE 31 ESTABLISH PARKING RATES AND OFF-STREET PARKING FARE STRUCTURES TO REFLECT THE FULL COSTS, MONETARY AND ENVIRONMENTAL, OF PARKING IN THE CITY.

POLICY 31.1 Set rates to encourage short-term over long term automobile parking.

OBJECTIVE 34 RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

POLICY 34.1 Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

POLICY 34.3 Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

The Project would be designed so that automobile parking does not adversely affect the livability or desirability of the Islands. Off-street parking would not be required for any use on the Islands, and there would be a cap on number of residential and non-residential off-street parking spaces that could be constructed. Furthermore, there would be no free parking on the Islands. Parking would be unbundled from residential units, meaning that housing units would not be sold or leased with a dedicated parking space. The Project would develop and implement a Transportation Demand Management ("TDM") measures designed to reduce use of single-occupant vehicles and to increase the use of rideshare, transit, bicycle, and walk modes for trips to and from, as well as within the Islands. Off-street parking lots and garages would be planned in strategic locations throughout the Islands to encourage visitors arriving by car to park and then to utilize pedestrian, bicycle, and shuttle routes while on the Islands.

URBAN DESIGN ELEMENT

The Urban Design Element addresses the physical character and order of the City. It establishes objectives and polices dealing with the city pattern, conservation (both of natural areas and historic structures), major new developments, and neighborhood environment. It discusses meeting "human needs", largely by assuring quality living environments, and by protecting and enhancing those characteristics of development that make San Francisco special.

The following objectives and policies are relevant to the Project:

OBJECTIVE 1	EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.
POLICY 1.1	Recognize and protect major views in the city, with particular attention to those of open space and water.
POLICY 1.2	Recognize, protect and reinforce the existing street pattern, especially as it is related to topography.
POLICY 1.3	Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.
POLICY 1.4	Protect and promote large-scale landscaping and open space that define districts and topography.
POLICY 1.5	Emphasize the special nature of each district through distinctive landscaping and other features.
POLICY 1.6	Make centers of activity more prominent through design of street features and by other means.
POLICY 1.7	Recognize the natural boundaries of districts, and promote connections between districts.

The Project would establish a new vibrant, mixed-use neighborhood on currently underutilized land. The new development on Treasure Island would be arranged on a series of fine grained, walkable blocks, forming two neighborhoods – one along the island's western edge with spectacular views back to the City, and a second stretching to the east along Clipper Cove with views of the new Bay Bridge and the East Bay hills. Each neighborhood will be a distinct district and would feature a distinctive mix of parks, and both would be enveloped by a regional waterfront park system that will occupy the majority of land on the Treasure Island. These east and west neighborhoods would share a retail main street linking the historic buildings along Clipper Cove to a west-facing ferry and bus terminal while creating a regional destination and social heart for this new district of San Francisco. The Project would provide a network of "social corridors" on Treasure Island where people can live, recreate, and come together for community, commerce, and social connection. Particular attention would be placed on the design of streets and how buildings interface with the public realm, with an emphasis on pedestrian and bicyclist safety and comfort. Specific attention would be paid in the design and layout of the street grid to ensure that it provides increased access to sunlight and views and minimize wind. In addition, the Project

proposes a series of towers to locate additional density near transit and mark key places of entry and cultural significance. These tower locations and the associated height and bulk controls and separation requirements seek to create an attractive skyline and provide a comfortable pedestrian environment. The Project includes designated height zones ranging from 25 feet (open space) to 450 feet at the highest. The Project has established flex height zones, which will allow for a variety of building types to be built up to the indicated maximum height so long as they confirm to the relevant building separation standards and bulk and massing requirements.

OBJECTIVE 2 CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

POLICY 2.1 Preserve in their natural state the few remaining areas that have not been developed by man.

POLICY 2.4 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.

POLICY 2.5 Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.

Much of the undeveloped portions of Yerba Buena Island would be preserved as open space, and a Habitat Management Plan would be implemented to preserve, restore, and enhance native natural resources. The proposed project would also preserve the landmarks and historic buildings on Treasure Island or Yerba Buena Island. Identified historic resources on Treasure Island include Buildings 1, 2, and 3, which are individually listed on the National Register of Historic Places. The Project would require that these buildings be preserved and their reuse must be performed in accordance with the Secretary of the Interior Standards for Historic Rehabilitation. On Yerba Buena Island, nine historic buildings and four garages are either individually listed on the National Register of Historic Places or are contained in the National Register-listed Senior Officers Quarters Historic District. The Project would require that all of these buildings be preserved and their adaptive reuse performed in compliance with the Secretary of the Interior Standards for Historic Rehabilitation.

OBJECTIVE 3 MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

POLICY 3.1 Promote harmony in the visual relationships and transitions between new and older buildings.

POLICY 3.3 Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

POLICY 3.4 Promote building forms that will respect and improve the integrity of open spaces and other public areas.

POLICY 3.5 Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

POLICY 3.7 Recognize the special urban design problems posed in development of large properties.

POLICY 3.8 Discourage accumulation and development of large properties, unless such development is carefully designed with respect to its impact upon the surrounding area and upon the city.

The Project would provide new buildings that would vary in height and design. The urban form is intended to be distinctive and place-based, where dense and compact developed areas are dramatically juxtaposed with extensive open spaces and the Bay. Proposed new buildings would be subject to a design review process conducted by the Planning Department or TIDA and governed by the terms of the proposed Treasure Island / Yerba Buena Island Special Use District. The design review process is intended to ensure that all buildings on the Islands exhibit high quality architectural design and comply with the requirements and urban design principles of the Treasure Island / Yerba Buena Island Design for Development. Particular attention would be placed on the shape and location of buildings and their location to open space in order to prevent significant shadowing of public open spaces and reduce the impact of wind throughout the islands.

OBJECTIVE 4 IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

POLICY 4.1 Protect residential areas from the noise, pollution and physical danger of excessive traffic.

POLICY 4.3 Provide adequate lighting in public areas.

POLICY 4.4 Design walkways and parking facilities to minimize danger to pedestrians.

POLICY 4.5 Provide adequate maintenance for public areas.

POLICY 4.6 Emphasize the importance of local centers providing commercial and government services.

POLICY 4.8 Provide convenient access to a variety of recreation opportunities.

POLICY 4.9 Maximize the use of recreation areas for recreational purposes.

POLICY 4.10 Encourage or require the provision of recreation space in private development.

POLICY 4.12 Install, promote and maintain landscaping in public and private areas.

POLICY 4.13 Improve pedestrian areas by providing human scale and interest.

The Project would include numerous guidelines to enhance the public realm, livability, and character of the Islands and the new neighborhoods that will be created there. The Treasure Island / Yerba Buena Island Special Use District and the Treasure Island / Yerba Buena Island Design for Development would provide development standards and guidelines to ensure that the Project is consistent with the objectives and policies of the Urban Design Element. The Project would provide a wide variety of building types and sizes, and would require that these buildings provide a human-scale interface with the street and public realm to make travel by bike and by foot safe, comfortable and enjoyable. The Project proposes standards for setbacks between the street and interior of ground floor residences and commercial uses to provide a buffer between the street and other uses. The setback treatments will promote social interaction and enhance the public accessibility of streets and communal space. In addition to setback requirements,

the Project proposes to implement streetwall requirements to ensure that buildings have defined edges in the public realm.

The Project would provide up to 207,000 square feet of new and adaptively reused commercial and retail space, including a grocery store. These neighborhood serving amenities would be located in the retail core located near the transit hub and within close proximity to every dwelling unit on Treasure Island. The Project would also provide approximately 300 acres of parks and open space for residents and visitors.

COMMUNITY FACILITIES ELEMENT

The Community Facilities element addresses police facilities, neighborhood center facilities, fire facilities, library facilities, public health facilities, and touches upon educational facilities, institutional facilities (colleges, etc.) wastewater facilities, and solid waste facilities.

The following objectives and policies are relevant to the Project:

OBJECTIVE 1 DISTRIBUTE, LOCATE, AND DESIGN POLICE FACILITIES IN A MANNER THAT WILL ENHANCE THE EFFECTIVE, EFFICIENT AND RESPONSIVE PERFORMANCE OF POLICE FUNCTIONS.

OBJECTIVE 3 ASSURE THAT NEIGHBORHOOD RESIDENTS HAVE ACCESS TO NEEDED SERVICES AND A FOCUS FOR NEIGHBORHOOD ACTIVITIES.

POLICY 3.6 Base priority for the development of neighborhood centers on relative need.

OBJECTIVE 4 PROVIDE NEIGHBORHOOD CENTERS THAT ARE RESPONSIVE TO THE COMMUNITY SERVED.

POLICY 4.1 Assure effective neighborhood participation in the initial planning, ongoing programming, and activities of multi-purpose neighborhood centers

OBJECTIVE 5 DEVELOPMENT OF A SYSTEM OF FIREHOUSES WHICH WILL MEET THE OPERATING REQUIREMENTS OF THE FIRE DEPARTMENT IN PROVIDING FIRE PROTECTION SERVICES AND WHICH WILL BE IN HARMONY WITH RELATED PUBLIC SERVICE FACILITIES AND WITH ALL OTHER FEATURES AND FACILITIES OF LAND DEVELOPMENT AND TRANSPORTATION PROVIDED FOR A OTHER SECTIONS OF THE GENERAL PLAN

OBJECTIVE 8 ASSURE THAT PUBLIC SCHOOL FACILITIES ARE DISTRIBUTED AND LOCATED IN A MANNER THAT WILL ENHANCE THEIR EFFICIENT AND EFFECTIVE USE.

The Project would provide a variety of community facilities to serve residents, workers, and visitors on the Islands. The existing public grammar school on Treasure Island, which is now closed, would be improved or rebuilt as a K-8 public school in coordination with the San Francisco Unified School District. The existing wastewater treatment plant would be replaced by the San Francisco Public Utilities Commission.. A new joint police and fire station would be provided on Treasure Island. A recycling program would be established, and a recycling center/corporation yard would be provided. A

Furthermore, space for an up to 75,000-sq.-ft. museum or other cultural institution is planned in the Cultural Park north of Building 1.

ENVIRONMENTAL PROTECTION ELEMENT

The Environmental Protection Element is concerned with protecting the natural environment within San Francisco's urban context. The element provides objectives and policies for the following topics: the Bay, ocean and shoreline, air, fresh water, land, flora and fauna, transportation noise, and energy.

The following objectives and policies are relevant to the Project:

OBJECTIVE 1	ACHIEVE A PROPER BALANCE AMONG THE CONSERVATION, UTILIZATION, AND DEVELOPMENT OF SAN FRANCISCO'S NATURAL RESOURCES.
Policy 1.1	Conserve and protect the natural resources of San Francisco.
Policy 1.2	Improve the quality of natural resources.
Policy 1.3	Restore and replenish the supply of natural resources.
Policy 1.4	Assure that all new development meets strict environmental quality standards and recognizes human needs.
OBJECTIVE 3	MAINTAIN AND IMPROVE THE QUALITY OF THE BAY, OCEAN, AND SHORELINE AREAS.
Policy 3.2	Promote the use and development of shoreline areas consistent with the General Plan and the best interests of San Francisco.
OBJECTIVE 7	ASSURE THAT THE LAND RESOURCES IN SAN FRANCISCO ARE USED IN WAYS THAT BOTH RESPECT AND PRESERVE THE NATURAL VALUES OF THE LAND AND SERVE THE BEST INTERESTS OF ALL THE CITY'S CITIZENS.
POLICY 7.1	Preserve and add to public open space in accordance with the objectives and policies of the Recreation and Open Space Element.
OBJECTIVE 8	ENSURE THE PROTECTION OF PLANT AND ANIMAL LIFE IN THE CITY.
Policy 8.2	Protect the habitats of known plant and animal species that require a relatively natural environment.
Policy 8.3	Protect rare and endangered species.

The Project would include a green infrastructure network to protect the natural environment. There would be high-performance landscape systems throughout the public realm, delivering both ecological benefits to the Bay and open space benefits to the urban environment. In addition to the stormwater management function of the entire open space system, an urban agricultural park in the center of the island is intended for food production. Green waste from residents and from maintenance of the public landscape areas will be collected and composted to generate nutrients for food production. Stormwater is

collected and filtered in a constructed wetland integrated with the wastewater treatment plant to provide reclaimed water suitable for irrigating food crops and public landscape areas. A nursery on Treasure Island will provide plants for landscaping and habitat restoration. Furthermore, undeveloped natural resources on Yerba Buena Island will be preserved, protected, and enhanced by a Habitat Management Plan.

PUBLIC SAFETY ELEMENT

OBJECTIVE 2	REDUCE STRUCTURAL AND NON-STRUCTURAL HAZARDS TO LIFE SAFETY, MINIMIZE PROPERTY DAMAGE AND RESULTING SOCIAL, CULTURAL AND ECONOMIC DISLOCATIONS RESULTING FROM FUTURE DISASTERS.
POLICY 2.1	Assure that new construction meets current structural and life safety standards.
POLICY 2.3	Consider site soils conditions when reviewing projects in areas subject to liquefaction or slope instability.
POLICY 2.9	Consider information about geologic hazards whenever City decisions that will influence land use, building density, building configurations or infrastructure are made.
POLICY 2.12	Enforce state and local codes that regulate the use, storage and transportation of hazardous materials in order to prevent, contain and effectively respond to accidental releases.

All improvements, including infrastructure, buildings and open space improvements, would be constructed to local seismic standards, taking into account, among other considerations, the geological condition of the soil and where applicable, remediation activity.

The Project includes the stabilization of the causeway connecting Treasure Island and Yerba Buena Island, densification of existing fill throughout the portions of the development area on Treasure Island where buildings and roads are proposed to be built, and the elevation of the ground surface in areas proposed for development on Treasure Island with fill to compensate for lowering caused by densification and to provide long-term protection against flooding, including an allowance for estimated potential future sea level rise. The perimeter berm around Treasure Island would also be strengthened and raised to protect against storm surge, tsunamis, and potential sea level rise due to global warming.

AIR QUALITY ELEMENT

The Air Quality Element is concerned, in part, with reducing the level of pollutants in the air, thus protecting and improving public health, welfare and the quality of life of the citizens of San Francisco and the residents of the metropolitan region. It emphasizes that opportunities for economic growth in the area can be enhanced through implementation of transportation, land use and other policies in harmony with clean air goals.

The following objectives and policies are relevant to Project:

OBJECTIVE 3	DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.

POLICY 3.1	Take advantage of the high density development in San Francisco to improve the transit infrastructure and also encourage high density and compact development where an extensive transportation infrastructure exists.
POLICY 3.2	Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development
POLICY 3.6	Link land use decision making policies to the availability of transit and consider the impacts of these policies on the local and regional transportation system
POLICY 3.9	Encourage and require planting of trees in conjunction with new development to enhance pedestrian environment and select species of trees that optimize achievement of air quality goals
OBJECTIVE 5	MINIMIZE PARTICULATE MATTER EMISSIONS FROM ROAD AND CONSTRUCTION SITES.
POLICY 5.1	Continue policies to minimize particulate matter emissions during road and building construction and demolition.

The Project would coordinate land use and transportation by providing a mixed-use, high density, multi-modal, sustainable development in which transit, bicycle and by foot are the primary modes of transportation. thereby reducing auto use. While the Treasure Island / Yerba Buena Island EIR identifies potential significant and unavoidable impacts regarding air pollutant emissions, the impacts are largely traffic related, which, in turn, is substantially due to the Project's scale. On balance the Project includes and implements transportation and land use policies to discourage private automobile usage, thereby decreasing air quality impacts.

General Plan Priority Findings
(Planning Code Section 101.1 Findings)

Planning Code Section 101.1(b) establishes eight priority policies and is a basis by which differences between competing policies in the General Plan are resolved. As described below, the proposed project is consistent with the eight priority policies set forth in Planning Code Section 101.1(b).

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

Treasure Island and Yerba Buena Island currently do not have a neighborhood-serving core, and the only retail uses are a cafe and a convenience store on Treasure Island. The proposed project would significantly enhance neighborhood-serving retail uses by creating a retail core with approximately 207,000 square feet of new and adaptively re-used retail space on Treasure Island. This retail core would include much needed services to residents, such as a grocery store, with additional retail providing neighborhood personal and convenience services. Furthermore, the new retail uses in combination with approximately 100,000 square feet of new office space and development of up to 500 hotel rooms in one or more full-service hotels would

provide opportunities for resident employment and business ownership, and the residents of up to approximately 8,000 new housing units would support the new retail uses.

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

The proposed project would replace a decommissioned and environmentally contaminated military base with a new neighborhood that is designed to be an international exemplar of sustainable development and urban design, and which would include a variety of parks, open spaces, neighborhood serving retail uses, and housing that is affordable to a range of incomes. While many of the existing residential units will be demolished as part of the proposed project, the proposed project will result in a net increase of up to approximately 7,000 housing units on Treasure Island and Yerba Buena Island. Furthermore, a Transition Housing Program will ensure that existing households have the opportunity to continue living on Treasure Island and Yerba Buena Island if they choose by relocating and transitioning into new housing such that the proposed project would not physically divide or disrupt an established community. The proposed project would enhance the diversity of Treasure Island by providing a mix of housing types that include both ownership and rental opportunities, which would be affordable to range of incomes, and which would attract a variety of household types, especially families.

3. That the City's supply of affordable housing be preserved and enhanced;

The proposed project will significantly increase the City's supply of affordable housing. The proposed project will provide up to approximately 8,000 new housing units, and approximately 30 percent (approximately 2,400) of these new housing units will be below market rate and affordable to a range of incomes. Furthermore, at least 20 percent of the affordable units will be affordable to very low income residents.

4. That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking;

The proposed project includes a Transportation Plan that is designed to encourage use of buses and ferries for off-Island trips and shuttles, walking, and bicycling for on-Island travel. Furthermore, the proposed project includes the formation of the Treasure Island Transportation Management Agency ("TITMA"), which would be responsible for implementing a comprehensive transportation management program designed to discourage driving and promote use of alternative travel modes. TITMA would implement a series of transportation demand management ("TDM") measures designed to encourage the use of transit, carpooling, walking, and bicycling, including free shuttle service, a car-share program, a bicycle rental system, mandatory purchase of a pre-paid transit voucher by residents and hotel visitors, and support for vanpool and carpool matching services. Other TDM measures are designed to discourage automobile use, such as requiring that visitors pay for parking, requiring that residential parking be leased or purchased separately from a residential unit, implementing a congestion pricing program, and metering access to the Bay Bridge. While the proposed project will increase traffic in San Francisco and on the Bay Bridge and while service of some transit lines would be affected, on balance, the proposed project will not impede MUNI transit service or overburden streets or neighborhood parking. Furthermore, one of the mitigation measures imposed on the

project (M-TR-24) requires the implementation of a transit only lane between First Street on Treasure Island and the transit and emergency vehicle-only westbound Bay Bridge on-ramp if it is found that vehicle queuing is blocking bus circulation from Treasure Island toward the Bay Bridge and causing operational delays. With implementation of this measure, the EIR concluded that the impacts of commuter traffic from the proposed project would not impede Muni transit service.

5. That a diverse economic base be maintained by protecting over 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 proposed project includes minimal amounts of commercial office development (approximately 100,000 square feet) and its development would not adversely affect the industrial sector or service sectors. While there are a few existing industrial uses on Treasure Island, such as fuel storage and warehouses, these uses are left behind from the decommissioned military base. Treasure Island and Yerba Buena Island have never been zoned or used for industrial or service sector uses. Thus, the proposed project would not displace these uses. Furthermore, the proposed project would provide the housing at a variety of affordability levels that is necessary to continue to support these uses in the City.

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

The proposed project would help the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake because the proposed project includes geotechnical stabilization of Treasure Island and the causeway connecting Treasure Island to Yerba Buena Island to improve seismic safety. Furthermore, all new buildings will be constructed in accordance with all applicable building codes and regulations with regard to seismic safety.

7. That landmarks and historic buildings be preserved; and

The proposed project would preserve the landmarks and historic buildings on Treasure Island or Yerba Buena Island. Identified historic resources on Treasure Island include Buildings 1, 2, and 3, which are individually listed on the National Register of Historic Places. The Project requires that these buildings be preserved and their reuse must be performed in accordance with the Secretary of the Interior Standards for Historic Rehabilitation. On Yerba Buena Island, nine historic buildings and four garages are either individually listed on the National Register of Historic Places or are contained in the National Register-listed Senior Officers Quarters Historic District. The Project requires that all of these buildings be preserved and their adaptive reuse performed in compliance with the Secretary of the Interior Standards for Historic Rehabilitation.

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

The proposed project would provide approximately 320 acres of new parks, recreational areas, playgrounds, open space, and shoreline trails, including approximately 244 acres on Treasure Island and approximately 84 acres on Yerba Buena Island. This is a significant increase over the approximately 90 acres of existing open space on Treasure Island and approximately 80 acres of existing open space on Yerba Buena Island. The new parks and open space would be programmed for a variety of passive and active recreational opportunities and would assure all residents, workers, and visitors will have nearby access to open space. These new open spaces and parks would receive substantial sunlight and would provide new vistas of Treasure Island and Yerba Buena Island, San Francisco Bay, and the cities around the Bay. In addition, compliance with the Design for Development for Treasure Island and Yerba Buena Island will ensure that buildings are located and constructed in a manner protective of sunlight access and public vistas from these new open spaces.

SAN FRANCISCO
PLANNING DEPARTMENT

Planning Commission Resolution No.

HEARING DATE: April 21, 2011

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Date:	April 7, 2011
Case No.:	2007.0903BEMRTUWZ
Project	**Treasure Island/Yerba Buena Island Project**
	B Case: Section 320-325 Findings
Location:	Treasure Island and Yerba Buena Island
Current Zoning:	P (Public) District/40-X Height and Bulk District
Block/Lot:	1939/001, 002
Staff Contact:	Joshua Switzky - (415) 575-6815
	joshua.switzky@sfgov.org

FORMULATING A RESOLUTION MAKING OFFICE ALLOCATION FINDINGS FOR THE PRIORITIZATION FO 100,000 SQUARE FEET OF OFFICE SPACE, PURSUANT TO PLANNING CODE SECTIONS 320-325 FOR THE TREASURE ISLAND/YERBA BUENA ISLAND PROJECT.

RECITALS

1. **WHEREAS**, Originally constructed in 1937 as a possible site for the San Francisco Airport, Treasure Island was first used to host the Golden Gate International Exposition from 1939-1940. Shortly thereafter in World War II, the United States Department of Defense converted the island into a naval station, which operated for more than five decades. Naval Station Treasure Island was subsequently closed in 1993 and ceased operations in 1997. Since the closure of the base, the City and the community have been planning for the reuse of former Naval Station Treasure Island and adjacent Yerba Buena Island.

2. **WHEREAS**, Former Naval Station Treasure Island consists of approximately 550 acres including Yerba Buena Island. Today the site is characterized by aging infrastructure, environmental contamination from former naval operations, deteriorated and vacant buildings, and asphalt and other impervious surfaces which cover approximately 65% of the site. The site has few public amenities for the approximately 1,820 residents who currently reside on the site. This legislation creating the Treasure Island/Yerba Buena Island Special Use District, the Treasure Island/Yerba Buena Island Height and Bulk District, and the related zoning and General Plan amendments, including the adoption of a Treasure Island/Yerba Buena Island Area Plan will implement the proposed Treasure Island/Yerba Buena Island Project ("Project").

3. **WHEREAS**, The Project will include (a) approximately 8,000 new residential units, with at least 25 percent of which (2,000 units) will be made affordable to a broad range of very-low to moderate income households, (b) adaptive reuse of 311,000 square feet of historic structures, (c) 140,000 square feet of new retail uses and 100,000 square feet of commercial office space, (d) 300 acres of parks and open space, (e) new and or upgraded public facilities, including a joint police/fire station, a school, facilities for the Treasure Island Sailing Center and other community facilities, (f) 400-500 room hotel, (g) new 400 slip marina, (h) transportation infrastructure, including a ferry/quay intermodal transit center.

4. **WHEREAS**, In 2003, the Treasure Island Development Authority ("TIDA") selected through a competitive three year long process, Treasure Island Community Development, LLC ("TICD") to serve as the master developer for the Project.

5. **WHEREAS**, In 2006, the Board endorsed a Term Sheet and Development Plan for the Project, which set forth the terms of the Project including a provision for a Transition Plan for Existing Units on the site. In May of 2010 the Board endorsed a package of legislation that includes and update to the Development Plan and Terms Sheet, terms of an Economic Development Conveyance Memorandum of Agreement for the conveyance of the site from the Navy to the City, and a Term Sheet between TIDA and the Treasure Island Homeless Development Imitative ("TIHDI").

6. **WHEREAS,** the proposed Project provides that to facilitate early job generation within the Project site during the early phased of development, that 100,000 square feet of office development is to receive priority under Sections 320-325 over all office development proposed elsewhere in the City, except within (a) the Mission Bay South Project Areas; (b) the Transbay Transit Tower (proposed for development on lot 001 of assessors Block 3720) (but not the remainder of the Transbay Redevelopment Project Area); and (c) the Hunters Point Shipyard Redevelopment Project Area and Zone 1 of the Bayview Hunters Point Redevelopment Project Area.

7. **WHEREAS,** Any office development at Treasure Island or Yerba Buena Island will be subject to the limitation on the amount of square footage which may be approved, as set forth in Planning Code Section 321 or as amended by the voters.

8. **WHEREAS,** Planning Code Sections 320-325 require review of proposed office development, as defined in Planning Code Section 320, by the Planning Commission and consideration of certain factors in approvals of any office development.

9. **WHEREAS,** The Planning Commission had reviewed and considered the factors set forth in Planning Code Section 321(b) in order to make the determination that the office development contemplated by the Project in particular will promote the public welfare, convenience and necessity. Those factors include consideration of the balance between economic growth and housing, transportation and public services, the contribution of the office development to the objectives and policies of the General Plan, the quality of the design of the proposed office development, the suitability of the proposed office development for its location, the anticipated uses of the proposed office development, in light of employment opportunities to be provided, needs of existing businesses, and the available supply of space suitable for such anticipated uses, the extent to which the proposed development will be owned or occupies by a single entity, and the use of transferable development rights for such office development.

10. **WHEREAS,** the Planning Commission will review the design and details of individual office developments which are proposed in the Project site, using the design standards and guidelines set forth in the Design for Development reviewed by this Planning Commission, to confirm that the specific office development continues to be consistent with the findings set forth herein.

11. **WHEREAS**, On April 21, 2011, by Motion No. _____, the Planning Commission certified the Final Environmental Impact Report ("FEIR") as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA").

12. **WHEREAS,** On April 21, 2011 by Resolution No. _____, the Planning Commission adopted findings in connection with its consideration of, among other things, the adoption of a Development Agreement, under CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative

Code and made certain findings in connection therewith, which findings are hereby incorporated herein by this reference as if filly set forth.

13. **WHEREAS**, That the Planning Commission having considered this proposal at a public meeting on April 21, 2011 pursuant to Planning Code Sections 302(b) and 340, having heard and reviewed oral and written testimony and reports, and having reviewed and certified the Final Environmental Impact Report on the Redevelopment Plans as adequate, complete, and in compliance with CEQA, does hereby find the Treasure Island/Yerba Buena Island Development Project, in conformity with the General Plan as it is recommended to be amended by Resolution No. _____ .

THEREFORE, BE IT RESOLVED, That the Planning Commission hereby finds that up to 100,000 square feet of the office development contemplated by the Treasure Island/Yerba Buena Island Development Project in particular promotes the public welfare, convenience and necessity for the following reasons:

1. The office development is part of the Project's land use plan and Design for Development document, which would eliminate blighting influences and correct environmental deficiencies on the Project site through a comprehensive plan for development.

2. The Project and its supporting documents include a series of detailed design standards and guidelines which will ensure quality design of office development as well as a quality urban design scheme.

3. The Project provides the important ability to retain and promote, within the City and County of San Francisco, the possibility of new emerging industries and space for adjacent office and related uses.

4. Implementing permitted office uses as part of the Treasure Island/Yerba Buena Island Special Use District enables the achievement of a coordinated mixed-use development plan incorporating many features, such as large open spaces and parks, a new street grid and other sustainable design features.

5. Implementing the office use contemplated by the Project would strengthen the economic base of the Project site and the City as a whole by strengthening retail and other commercial functions in the community through the addition of approximately 140,000 leasable square feet of various kinds of retail space, and as much as about 100,000 leasable square feet of mixed office.

6. The development proposed by the Project will also have significant positive economic impacts on the City. At full build-out, employment in the Project site is expected to be about 2,600. Direct and indirect job generation is estimated to be about 2,100. About 55% of the direct and indirect jobs are expected to be held by San Francisco residents. Project-related construction employment is projected to total 9,900 annual full-time equivalent jobs over the build-out period (or 762 annual average total). The employees working at the Project site are expected to generate total household income of about $195 million annually. Total direct, indirect and induced economic activity within the City and County of San Francisco is expected to be approximately $967 million. The Project provides an unprecedented system for diversity and economic development, including good faith efforts to meet goals for hiring minority consulting and contracting businesses, hiring of minority laborers, compliance with prevailing wage policies. Development of office uses will help to create the employment opportunities to achieve such hiring goals.

7. The Project includes the opportunity for substantial new publicly accessible open spaces totaling upwards of approximately 300 acres including a ecological, recreational, neighborhood and cultural areas, including: a shoreline park for pedestrians and bicycles; an approximately 100-acre Great Park with stormwater wetlands, passive open space, the existing sailboat launch and space for an environmental educational center; seven neighborhood parks and playgrounds; a linear park; off-leash dog areas; space for art installations; an urban agriculture park; 40 acres of athletic fields; improvements to the existing sailing center; a new 5 to 6-acre Hilltop Park on Yerba Buena Island, in addition to existing parks and open space; plazas and active public spaces; and a 3-acre Cultural Park adjacent to Building 1. Office users will benefit from the conveniently located open space, and the development of office uses will help to finance the provision of such open space and its maintenance.

8. The office uses would be located in an ideal area to take advantage of a wide variety of transit, including a new ferry service between the islands and downtown San Francisco, new bus service operating between the Project Area and downtown Oakland provided by AC Transit and on-island shuttle-busses that will provide transit service throughout the Project Area. The Project site has been designed in consultation with the City, including MUNI, to capitalize on opportunities to coordinate with and expand transit systems to serve the Project. The Project also includes Transportation Management Programs which will be in place throughout the development of the Project.

9. The Project includes a new joint police/fire station on Treasure Island, child-care facilities, a school and other additional community meeting rooms and facilities station and a flexible approach to other community facilities, so that necessary services and assistance are available near the office uses and so that office uses will not otherwise burden existing services.

10. The Project and its supporting documents include significant new infrastructure improvements including: a comprehensive program for geotechnical stabilization and improvement of the island, a comprehensive strategy to address potential future sea level rise, rebuilding of a new backbone utility and street network, a new wet utility system including new water tanks, a secondary/emergency back-up water line, new wastewater treatment and recycled water plant and construction of stormwater treatment wetlands and a new dry utility network including electrical, gas and telecommunications lines. An emphasis will be placed on sustainable development techniques as outlined in the Sustainability Plan and Infrastructure Plan. The office development would be adequately served by the infrastructure and the tax increment generated by office development in the Project site will also provide a critical component of the financing of such infrastructure.

11. This new infrastructure included in the Project will be financed through a self-taxing financing device to be imposed upon the Project site (excluding affordable housing sites and open space).

BE IT FURTHER RESOLVED, That the Planning Commission has considered the factors set forth in Planning Code Section 321(b)(3)(A)-(G) and finds as follows:

(A) The apportionment of potential office space over the course of many approval periods during the anticipated 20-30 year build-out of the Project will remain within the limits of

Planning Code Section 321 and will maintain a balance between economic growth and housing, transportation and public services, pursuant to the terms of the Plan and its supporting documents which provide for the appropriate construction and provision of housing, roadways, transit and all other necessary public services in accordance with the Infrastructure Plan; and

(B) As determined in this Resolution, above, and for the additional reasons set forth in Planning Commission Resolution No. ____office uses and office development contemplated in the Project, and all of the other implementation actions, are consistent with the objectives and policies of the General Plan and Priority Policies of Planning Code Section 101.1 and will contribute positively to the achievement of City objectives and policies as set forth in the General Plan; and

(C) The design guidelines for the Project are set forth in the Treasure Island/Yerba Buena Island Special Use District and the Treasure Island/Yerba Buena Island Design for Development document. Planning staff have reviewed the design standards and guidelines and finds that such standards and guidelines will ensure quality design of any proposed office development. In addition, the Planning Commission will review any specific office development subject to the terms of Planning Code §§320-325 to confirm that the design of that office development is consistent with the findings set forth herein; and

(D) The potential office development contemplated in the Project is suitable for the Project site where it would be located. As discussed above, transportation, housing and other public services including open space will be provided in the Project site. The office development would be located in an area which is not currently developed, nor is it heavily developed with other office uses; and

(E) As noted above, the anticipated uses of the office development will enhance employment opportunities and will serve other related uses which wish to locate in the Project site, where the underdeveloped nature of the area provides a readily available supply of space for potential office uses; and

(F) While the overall Project is being developed by a master developer, the proposed office development is available to serve a variety of users, including a variety of businesses expected to locate in the area, and could accommodate a multiplicity of owners; and

(G) The Project does not provide for the use of transferrable development rights ("TDRs") and this Planning Commission does not believe that the use of TDRs is useful or appropriate in the Project Area, given the availability of space for development and the fact that only a relatively few number of buildings have been identified as a potential historic resource; and;

BE IT FURTHER RESOLVED, That the Planning Commission will review and approve the design of specific office development which may be proposed in the Project site and subject to the provisions of Planning Code §§320-325, using the design standards and guidelines set forth in the Design for Development, to confirm that the specific office development continues to be consistent with the findings set forth herein; and

BE IT FURTHER RESOLVED, That upon such determination, the Planning Commission will issue an authorization for the proposed office development project.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on April 21, 2011.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

SAN FRANCISCO
PLANNING DEPARTMENT

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Planning Commission Resolution No.

HEARING DATE: APRIL 21, 2011

Date:	April 7, 2011
Project Name:	**Treasure Island/Yerba Buena Island Project**
	W Case: Development Agreement
Case Number:	2007.0903BEMRTUWZ
Location:	Treasure Island and Yerba Buena Island
Staff Contact:	Joshua Switzky, 415-575-6815
	joshua.switzky@sfgov.org
Recommendation:	**Recommend Approval**

RESOLUTION APPROVING A DEVELOPMENT AGREEMENT BETWEEN THE CITY AND COUNTY OF SAN FRANCISCO AND TREASURE ISLAND COMMUNITY DEVELOPMENT, LLC., FOR CERTAIN REAL PROPERTY LOCATED WITHIN THE TREASURE ISLAND AND YERBA BUENA ISLAND, AND COMPRISED OF ASSESSOR'S BLOCKS AND LOTS 1939-001, and 1939-002, ALTOGETHER CONSISTING OF APPROXIMATELY 450-ACRES, FOR A TERM OF THIRTY (30) YEARS.

The Planning Commission (hereinafter "Commission") finds as follows:

1. **WHEREAS,** California Government Code Section 65864 et seq. authorizes any city, county, or city and county to enter into an agreement for the development of real property within the jurisdiction of the city, county, or city and county.

2. **WHEREAS**, Originally constructed in 1937 as a possible site for the San Francisco Airport, Treasure Island was first used to host the Golden Gate International Exposition from 1939-1940. Shortly thereafter in World War II, the United States Department of Defense converted the island into a naval station, which operated for more than five decades. Naval Station Treasure Island was subsequently closed in 1993 and ceased operations in 1997. Since the closure of the base, the City and the community have been planning for the reuse of former Naval Station Treasure Island and adjacent Yerba Buena Island.

3. **WHEREAS**, Former Naval Station Treasure Island consists of approximately 550 acres including Yerba Buena Island. Today the site is characterized by aging infrastructure, environmental contamination from former naval operations, deteriorated and vacant buildings, and asphalt and other impervious surfaces which cover approximately 65% of the site. The site has few public amenities for the approximately 1,820 residents who currently reside on the site. This legislation creating the Treasure Island/Yerba Buena Island Special Use District, the Treasure Island/Yerba Buena Island Height and Bulk District, and the related zoning and General Plan amendments will implement the proposed Treasure Island/Yerba Buena Island Project ("the

Project").

4. **WHEREAS**, The Project will include (a) approximately 8,000 new residential units, 25 percent of which (2,000 units) will be made affordable to a broad range of very-low to moderate income households, (b) adaptive reuse of 311,000 square feet of historic structures, (c) 140,000 square feet of new retail uses and 100,000 square feet of commercial office space, (d) 300 acres of parks and open space, (e) new and or upgraded public facilities, including a joint police/fire station, a school, facilities for the Treasure Island Sailing Center and other community facilities, (f) 400-500 room hotel, (g) new 400 slip marina, (h) transportation infrastructure, including a ferry/quay intermodal transit center.

5. **WHEREAS**, In 2003, the Treasure Island Development Authority ("TIDA") selected through a competitive three year long process, Treasure Island Community Development, LLC ("TICD") to serve as the master developer for the Project.

6. **WHEREAS**, In 2006, the Board endorsed a Term Sheet and Development Plan for the Project, which set forth the terms of the Project including a provision for a Transition Plan for Existing Units on the site. In May of 2010 the Board endorsed a package of legislation that includes and update to the Development Plan and Terms Sheet, terms of an Economic Development Conveyance Memorandum of Agreement for the conveyance of the site from the Navy to the City, and a Term Sheet between TIDA and the Treasure Island Homeless Development Imitative ("TIHDI").

7. **WHEREAS,** In planning for the redevelopment of former Naval Station Treasure Island, the City and the Treasure Island Development Authority worked closely with the Treasure Island Citizens Advisory Board ("CAB"). The CAB is a group of Treasure Island/Yerba Buena Island community residents, business owners and individuals with expertise in specific areas, who are selected by the Mayor to oversee the redevelopment process for the islands. TIDA has worked with the CAB and the community throughout the process of implementing revitalization activities regarding Treasure Island and Yerba Buena Island.

8. **WHEREAS,** The Board of Supervisors for the City and County of San Francisco will be taking a number of actions in furtherance of the Project, including the approval of a disposition and development agreement ("DDA") between TICD and TIDA.

9. **WHEREAS,** The Project is located on those portions of Assessor's Block 1939, Lots 1 and 2 (the "Project Site"), as more particularly described in the DDA.

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

11. **WHEREAS,** The Financing Plan attached to the Development Agreement contemplates that the City will establish one or more infrastructure financing districts ("IFDs") within the Project site pursuant to the applicable provisions of the Government Code (the "IFD LAW") to finance acquisition and construction of real or other tangible property with a useful life of 15 years or longer, including certain public infrastructure facilities described in the Financing Plan (the "Facilities"), and replacement housing to the extent required by the IFD Law.

12. **WHEREAS,** The City has determined that as a result of the development of the Project site in accordance with the Development Agreement and the DDA, clear benefits to the public

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

13. **WHEREAS,** The Development Agreement shall be executed by the Director of Planning, the General manager of the Public Utilities Commission and the Executive Director of the Municipal Transportation Agency, subject to prior approval by those Commissions and the Board of Supervisors. The Director of Planning (or his or her designee) and other applicable City officials are hereby authorized to take all actions reasonably necessary or prudent to perform the City's obligations under the Development Agreement in accordance with the terms of the Development Agreement and San Francisco Administrative Code Chapter 56, as applicable. The Director of Planning, at his or her discretion and in consultation with the City Attorney, is authorized to enter into any additions, amendments, or other modifications to the Development Agreement that the Director of Planning determines are in the best interests of the City and that do not materially increase the obligations or liabilities of the City or decrease the benefits to the City under the Development Agreement.

14. **WHEREAS,** On July 12, 2010, the Department and TIDA released for public review and comment the Draft Environmental Impact Report for the Project, (Department Case No. 2007.0903E).

15. **WHEREAS,** The Planning Commission and TIDA Board of Directors held a joint public hearing on August 12, 2010 on the Draft Environmental Impact Report and received written public comments until 5:00 pm on August 26, 2010, for a total of 45 days of public review.

16. **WHEREAS,** The Department and TIDA prepared a Final Environmental Impact Report ("FEIR") for the Project consisting of the Draft Environmental Impact Report, the comments received during the review period, any additional information that became available after the publication of the Draft Environmental Impact Report, and the Draft Summary of Comments and Responses, in compliance with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq., ("CEQA"), the State CEQA Guidelines (California Code of Regulations Title 14 Sections 15000 et seq.) and Chapter 31 of the San Francisco Administrative Code (Chapter 31), a copy of which is on file with the Planning Department under Case No. 2007.0903E, which is incorporated into this motion by this reference.

17. **WHEREAS,** On April 21, 2011, the Commission reviewed and considered the information contained in the FEIR and by Motion No. _____ adopted CEQA Findings for the proposed Treasure Island/Yerba Buena Island Development Project under CEQA, the CEQA Guidelines and Chapter 31, including the adoption of a mitigation monitoring and reporting program (MMRP) and a statement of overriding considerations, ("CEQA Findings"). The CEQA Findings, including the MMRP, for the proposed Project are on file with the Clerk of the Commission and are hereby incorporated into this Motion by reference as though fully set forth and are hereby adopted by the Commission in support of this action.

18. **WHEREAS,** The Commission hereby finds for the reasons set for in Resolution No. _____ that the Development Agreement and related approval actions are, on balance,

consistent with the General Plan including any area plans, and are consistent with the Planning Code Priority Policies of Planning Code Section 101.1(b).

IT IS HEREBY RESOLVED, that the Commission approves the Development Agreement, in substantially the form attached hereto as Exhibit A; and, be it

FURTHER RESOLVED, that the Commission authorizes the Planning Director to take such actions and make such changes as deemed necessary and appropriate to implement this Commission's recommendation of approval and to incorporate recommendations or changes from the SFMTA Board, the SFPUC and/or the Board of Supervisors, provided that such changes do not materially increase any obligations of the City or materially decrease any benefits to the City contained in the Development Agreement attached as Exhibit A.

I hereby certify that the Planning Commission ADOPTED the foregoing Resolution on April 21, 2011.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

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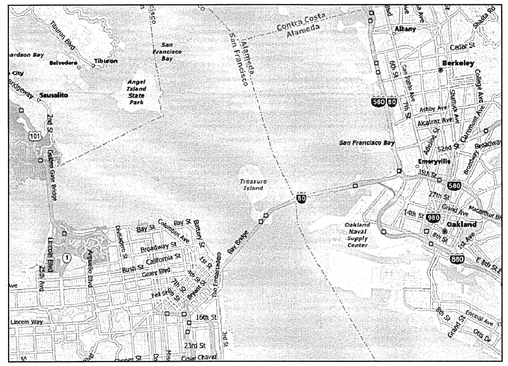

VICINITY MAP
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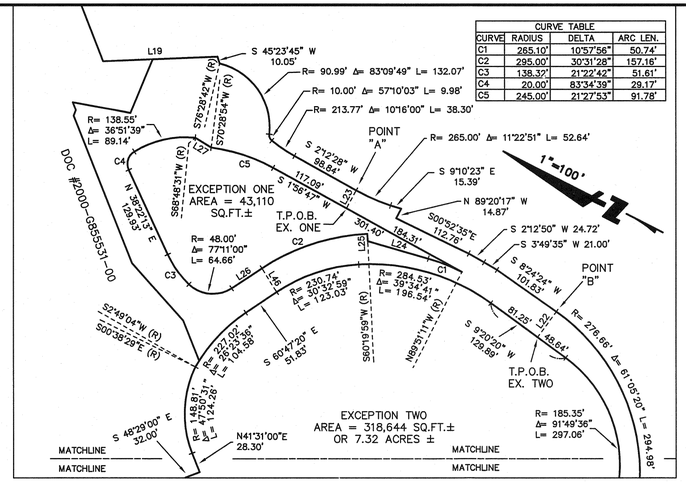
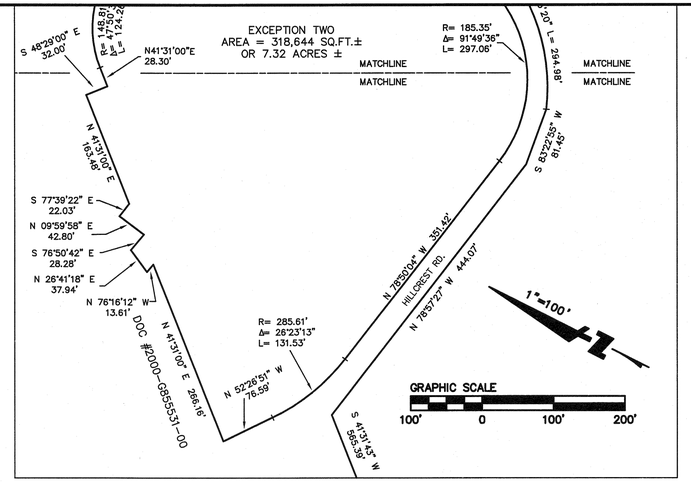


CURVE TABLE			
CURVE	RADIUS	DELTA	ARC LEN.
C1	265.10'	10°57'56"	50.74'
C2	295.00'	30°31'28"	157.16'
C3	138.37'	21°22'42"	51.61'
C4	20.00'	83°34'39"	29.17'
C5	245.00'	21°27'53"	91.78'



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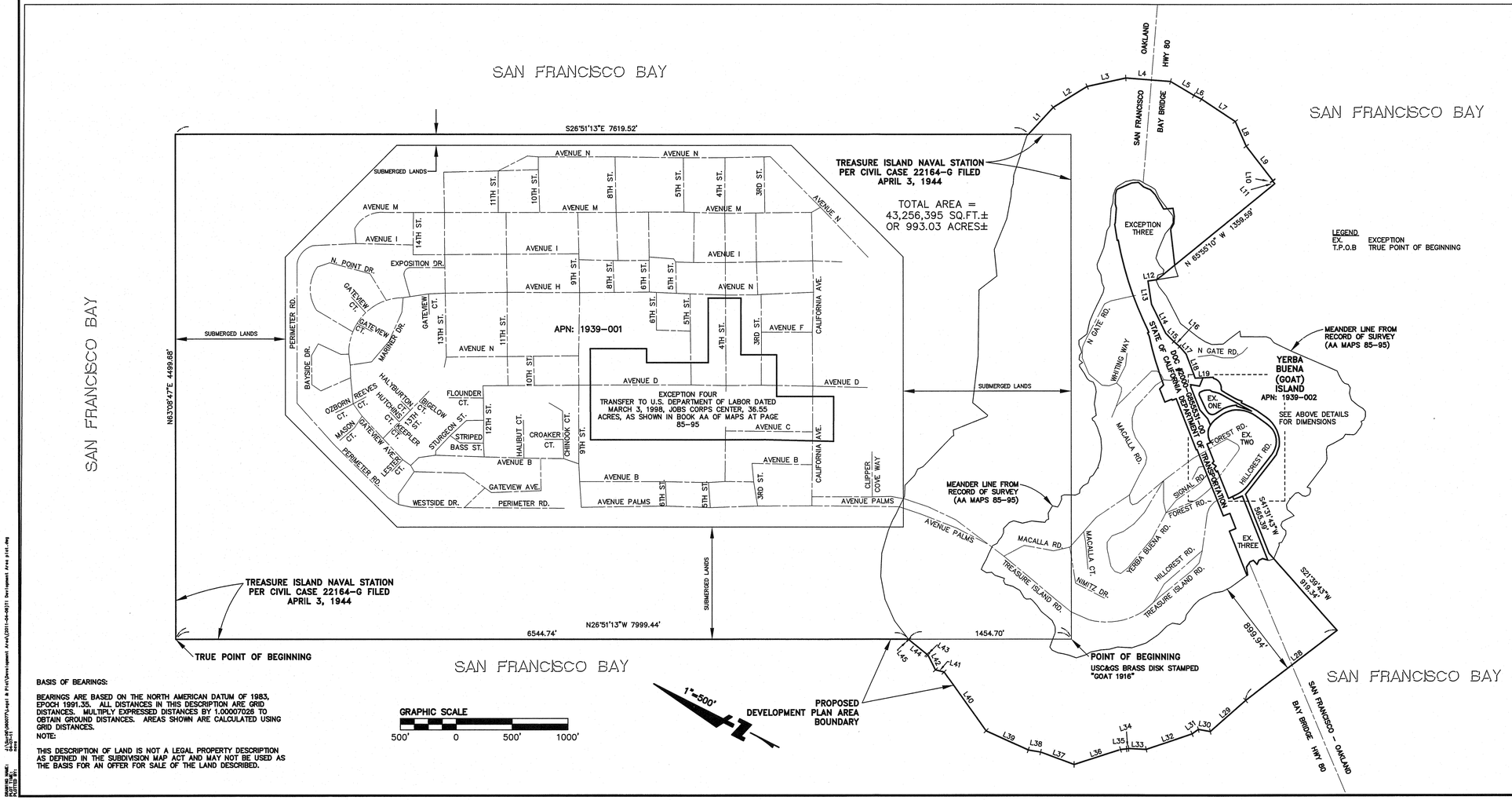
255 SHORELINE DR
SUITE 200
REDWOOD CITY, CA 94065
650-482-6300
650-482-6399 (FAX)

TREASURE ISLAND/YERBA BUENA ISLAND
PROJECT SITE
SAN FRANCISCO COUNTY CALIFORNIA

SAN FRANCISCO



LEGEND
EX. EXCEPTION
T.P.O.B TRUE POINT OF BEGINNING

Line Table		
No.	Bearing	Length
L1	S73°55'17"E	326.55'
L2	S58°23'25"E	355.15'
L3	S39°25'22"E	354.20'
L4	S22°34'19"E	401.01'
L5	S03°59'45"W	242.83'
L6	S01°04'17"E	75.77'
L7	S06°35'45"W	361.72'
L8	S39°14'49"W	240.16'
L9	S25°37'46"W	387.12'
L10	S61°38'51"W	5.31'
L11	S24°04'50"W	30.21'
L12	N35°38'09"W	79.58'
L13	S54°21'17"W	208.53'
L14	S37°04'28"W	290.15'
L15	S18°33'18"W	102.16'
L16	S13°55'49"W	67.09'
L17	S22°18'03"W	88.67'
L18	S42°09'33"W	229.65'
L19	S29°09'38"E	160.32'
L22	N80°39'40"W	44.49'
L23	N88°03'13"W	28.35'
L24	N10°49'07"W	88.08'
L25	N60°19'59"E	10.32'
L26	N60°11'29"W	50.87'
L27	S04°47'46"W	26.05'
L28	N64°19'07"W	1030.34'
L29	N67°51'05"W	419.65'
L30	N17°25'07"W	107.80'
L31	N61°36'55"W	68.75'
L32	N45°33'55"W	432.38'
L33	N24°02'59"W	157.87'
L34	N42°15'03"W	18.49'
L35	N31°19'05"W	54.47'
L36	N44°55'02"W	436.06'
L37	N06°29'08"W	319.55'
L38	N17°21'13"W	111.31'
L39	N02°26'10"W	414.66'
L40	N27°34'47"E	644.94'
L41	N11°37'07"W	79.32'
L42	N36°22'46"E	148.22'
L43	N05°46'49"E	10.89'
L44	N12°27'09"E	208.62'
L45	N25°47'47"E	5.07'
L46	S31°41'47"W	39.19'

BASIS OF BEARINGS:

BEARINGS ARE BASED ON THE NORTH AMERICAN DATUM OF 1983, EPOCH 1991.35. ALL DISTANCES IN THIS DESCRIPTION ARE GRID DISTANCES. MULTIPLY EXPRESSED DISTANCES BY 1.00007026 TO OBTAIN GROUND DISTANCES. AREAS SHOWN ARE CALCULATED USING GRID DISTANCES.
NOTE:

THIS DESCRIPTION OF LAND IS NOT A LEGAL PROPERTY DESCRIPTION AS DEFINED IN THE SUBDIVISION MAP ACT AND MAY NOT BE USED AS THE BASIS FOR AN OFFER FOR SALE OF THE LAND DESCRIBED.

No.	Revisions

Date: 04/06/11
Scale: 1"=500'
Design:
Drawn: RCS
Approved: MAS
Job No: 20060077-10

Drawing Number:

1 OF 1

DRAWING NAME: J:\Jobs\20060077\Legal & Plat\Development Area\(2011-06-09)TI Development Area plat.dwg
LAYOUT: 11x17
PLOTTED: BY:

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PLANNERS

April 6, 2011

LEGAL DESCRIPTION
FOR PROJECT SITE

All that real property situate in the City of San Francisco, County of San Francisco, State of California, being all of the lands shown as "TREASURE ISLAND NAVAL STATION PER CIVIL CASE 22164-G FILED APRIL 3, 1944" on that certain Record of Survey filed for record July 15, 2003 in Book AA of Maps at pages 85 through 95, inclusive, and all of the lands shown as "TRANSFERRED TO THE U.S. DEPT. OF LABOR MARCH 3, 1998", as shown on said Record of Survey, and all of the lands shown on the map entitled "Map and Metes and Bounds Description of United States Military and Naval Reservations, Yerba Buena (Goat) Island, California, including land ceded by the State of California by Act of the Legislature of the State of California, approved March 9, 1897 (Stat. Cal., 1897, p. 74)," filed April 12, 1934, in Book N of Maps, at Page 14, in the Office of the County Recorder of said City and County of San Francisco, more particularly described as follows:

BEGINNING at Station "GOAT" as shown on said Record of Survey; thence along the southwesterly line of said Treasure Island Naval Station as shown on said Record of Survey, North 26°51'13" West 7999.44 feet to the **TRUE POINT OF BEGINNING**;

thence along the northwesterly line of said Treasure Island Naval Station,
North 63°08'47" East 4499.68 feet;

thence along the northeasterly line of said Treasure Island Naval Station,
South 26°51'13" East 7619.52 feet to a point 899.94 feet northerly offshore beyond the meander line shown on said Record of Survey;

thence along a line 899.94 feet (300 yards) offshore beyond said meander line, the following eleven (11) courses:

1) South 73°55'17" East 326.55 feet;

2) South 58°23'25" East 355.15 feet;

3) South 39°25'22" East 354.20 feet;

4) South 22°34'19" East 401.01 feet;

5) South 03°59'45" West 242.83 feet;

6) South 01°04'17" East 75.77 feet;

7) South 06°35'45" West 361.72 feet;

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8) South 39°14'49" West 240.16 feet;

9) South 25°37'46" West 387.12 feet;

10) South 61°38'51" West 5.31 feet;

11) South 24°04'50" West 30.21 feet;

thence leaving last said line, North 65°55'10" West 1359.59 feet to the intersection with the general northeasterly line of Parcel 57935-1, as said parcel is described in that certain Quitclaim Deed, recorded on October 26, 2000 as Document Number 2000-G855531-00, San Francisco County Records, on the course described in said document as "North 35°38'09" West 272.50 feet;"

thence along said general northeasterly line of last said Parcel 57935-1 the following eight (8) courses:

1) North 35°38'09" West 79.58 feet;

2) South 54°21'17" West 208.53 feet;

3) South 37°04'28" West 290.15 feet;

4) South 18°33'18" West 102.16 feet;

5) South 13°55'49" West 67.09 feet;

6) South 22°18'03" West 88.67 feet;

7) South 42°09'33" West 229.65 feet;

8) along last said northeasterly line and its southeasterly projection, South 29°09'38" East 160.32 feet;

thence South 45°23'45" West 10.05 feet to the beginning of a non-tangent curve to the right from which point a radial line, from the curve to the radius point, bears South 76°28'42" West;

thence along said curve having a radius of 90.99 feet, through a central angle of 83°09'49", and an arc length of 132.07 feet to a point of reverse curvature;

thence along said curve having a radius of 10.00 feet, through a central angle of 57°10'03", and an arc length of 9.98 feet to a point of compound of curvature;

thence along said curve having a radius of 213.77 feet, through a central angle of 10°16'00", and an arc length of 38.30 feet;

thence South 2°21'28" West, 98.84 feet to the beginning of a tangent curve to the left and a point hereinafter referred to as **POINT "A"**;

thence along said curve having a radius of 265.00 feet, through a central angle of 11°22'51" and an arc length of 52.64 feet;

thence South 9°10'23" East, 15.39 feet;

thence North 89°20'17" West, 14.87 feet;

thence South 00°52'35" East, 112.76 feet;

thence South 2°12'50" West, 24.72 feet;

thence South 3°49'35" West, 21.00 feet;

thence South 8°24'24" West, 101.83 feet to the beginning of a tangent curve to the right and a point hereinafter referred to as **POINT "B"**;

thence along said curve having a radius of 276.66 feet, through a central angle of 61°05'20", and an arc length of 294.98 feet;

thence South 83°22'55" West, 81.45 feet;

thence North 78°57'27" West, 444.07 feet;

thence South 41°31'43" West, 565.39 feet;

thence South 21°39'43" West, 919.34 feet to a point 899.94 feet southerly offshore beyond the meander line shown on said Record of Survey;

thence along a line 899.94 feet (300 yards) offshore beyond said meander line, the following eighteen (18) courses:

1) North 64°19'07" West 1030.34;

2) North 67°51'05" West 419.65 feet;

3) North 17°25'07" West 107.80 feet;

4) North 61°36'55" West 68.75 feet;

5) North 45°33'55" West 432.38 feet;

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6) North 24°02'59" West 157.87 feet;

7) North 42°15'03" West 18.49 feet;

8) North 31°19'05" West 54.47 feet;

9) North 44°55'02" West 436.06 feet;

10) North 6°29'08" West 319.55 feet;

11) North 17°21'13" West 111.31 feet;

12) North 2°26'10" West 414.66 feet;

13) North 27°34'47" East 644.94 feet;

14) North 11°37'07" West 79.32 feet;

15) North 36°22'46" East 148.22 feet;

16) North 5°46'49" East 10.89 feet;

17) North 12°27'09" East 208.62 feet;

18) North 25°47'47" East 5.07 feet to a point on the southwesterly line of said Treasure Island Naval Station as shown on said Record of Survey;

thence along said southwesterly line, North 26°51'13" West 6544.74 feet to the **TRUE POINT OF BEGINNING**, containing 46,067,312 square feet or 1,057.56 acres, more or less.

EXCEPTING THEREFROM:

All that real property situate in the City of San Francisco, County of San Francisco, State of California, being a portion of the lands shown on the map entitled "Map and Metes and Bounds Description of United States Military and Naval Reservations, Yerba Buena (Goat) Island, California, including land ceded by the State of California by Act of the Legislature of the State of California, approved March 9, 1897 (Stat. Cal., 1897, p. 74)," filed April 12, 1934, in Book N of Maps, at Page 14, in the Office of the County Recorder of said City and County of San Francisco, more particularly described as follows:

BEGINNING at the hereinabove described **POINT "A"**;

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thence North 88°03'13" West, 28.35 feet to the **TRUE POINT OF BEGINNING OF EXCEPTION ONE**;

thence South 1°56'47" West, 184.31 feet to a point of cusp, and the beginning of a non-tangent curve to the left, from which a point a radial line bears North 89°51'11" West;

thence northerly along said curve having a radius of 265.10 feet, through a central angle of 10°57'56", and an arc length of 50.74 feet;

thence North 10°49'07" West, 88.08 feet;

thence North 60°19'59" East, 10.32 feet to the beginning of a non-tangent curve to the left from which point a radial line, from the curve to the radius point, bears South 60°19'59" West;

thence northwesterly along said curve having a radius of 295.00 feet, through a central angle of 30°31'28", and an arc length of 157.16 feet;

thence North 60°11'29" West, 50.87 feet to the beginning of a tangent curve to the right;

thence along said curve having a radius of 48.00 feet, through a central angle of 77°11'00", and an arc length of 64.66 feet to a point of compound curvature;

thence along said curve having a radius of 138.32 feet, through a central angle of 21°22'42", and an arc length of 51.61 feet;

thence North 38°22'13" East, 129.93 feet to the beginning of a tangent curve to the right;

thence along said curve having a radius of 20.00 feet, through a central angle of 83°34'39", and an arc length of 29.17 feet to a point of compound curvature;

thence along said curve having a radius of 138.55 feet, through a central angle of 36°51'39", and an arc length of 89.14 feet;

thence South 4°47'46" West, 26.05 feet to the beginning of a non-tangent curve to the right from which point a radial line, from the curve to the radius point, bears South 70°28'54" West;

thence southerly along said curve having a radius of 245.00 feet, through a central angle of 21°27'53", and an arc length of 91.78 feet;

thence South 1°56'47" West, 117.09 feet to the **TRUE POINT OF BEGINNING OF EXCEPTION ONE**, containing an area of 43,110 square feet, more or less.

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ALSO EXCEPTING THEREFROM:

All that real property situate in the City of San Francisco, County of San Francisco, State of California, being a portion of the lands shown on the map entitled "Map and Metes and Bounds Description of United States Military and Naval Reservations, Yerba Buena (Goat) Island, California, including land ceded by the State of California by Act of the Legislature of the State of California, approved March 9, 1897 (Stat. Cal., 1897, p. 74)," filed April 12, 1934, in Book N of Maps, at Page 14, in the Office of the County Recorder of said City and County of San Francisco, more particularly described as follows:

BEGINNING at the herein above described **POINT "B"**;

thence North 80°39'40" West, 44.49 feet to the **TRUE POINT OF BEGINNING OF EXCEPTION TWO**;

thence South 9°20'20" West, 48.64 feet to the beginning of a tangent curve to the right;

thence along said curve having a radius of 185.35 feet, through a central angle of 91°49'36" and an arc length of 297.06 feet;

thence North 78°50'04" West, 351.42 feet to the beginning of a tangent curve to the right;

thence along said curve having a radius of 285.61 feet, through a central angle of 26°23'13" and an arc length of 131.53 feet;

thence North 52°26'51" West, 76.59 feet;

thence North 41°31'00" East, 266.16 feet;

thence North 76°16'12" West, 13.61 feet;

thence North 26°41'18" East, 37.94 feet;

thence South 76°50'42" East, 28.28 feet;

thence North 09°59'58" East, 42.80 feet;

thence South 77°39'22" East, 22.03 feet;

thence North 41°31'00" East, 163.48 feet;

thence South 48°29'00" East, 32.00 feet;

thence North 41°31'00" East, 28.30 feet to a the beginning of a tangent curve to the right;

thence along said curve having a radius of 148.81 feet, through a central angle of 47°50'31" and an arc length of 124.26 feet to the beginning of a non-tangent curve to the right from which point a radial line, from the curve to the radius point, bears South 2°49'04" West;

thence along said curve having a radius of 227.02 feet, through a central angle of 26°23'36" and an arc length of 104.58 feet;

thence South 60°47'20" East, 51.83 feet to the beginning of a tangent curve to the right;

thence along said curve having a radius of 230.74 feet, through a central angle of 30°32'59" and an arc length of 123.03 feet to a point of compound curvature;

thence along said curve having a radius of 284.53 feet, through a central angle of 39°34'41" and an arc length of 196.54 feet;

thence South 9°20'20" West, 81.25 feet to the **TRUE POINT OF BEGINNING OF EXCEPTION TWO**, containing an area of 318,644 square feet or 7.32 acres, more or less.

ALSO EXCEPTING THEREFROM:

All that real property situate in the City of San Francisco, County of San Francisco, State of California, being all of Parcel 57935-1, as said parcel is described in that certain Quitclaim Deed, recorded on October 26, 2000 as Document Number 2000-G855531-00, San Francisco County Records, containing an area of 857,326 square feet or 19.68 acres, more or less.

ALSO EXCEPTING THEREFROM:

All that real property situate in the City of San Francisco, County of San Francisco, State of California, being all of the "Transfer to the United States Department of Labor dated March 3, 1998- Jobs Corps Center" as shown on that certain Record of Survey filed for record July 15, 2003 in Book AA of Maps at pages 85 through 95, inclusive, San Francisco County Records, containing an area of 1,591,837 square feet or 36.54 acres, more or less.

Total area = 43,256,395 square feet, or 993.03 acres, more or less.

Basis of Bearings: Bearings are based on the North American Datum of 1983, Epoch 1991.35. All distances in this description are grid distances. Multiply expressed

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distances by 1.00007026 to obtain ground distances. Areas shown are calculated using grid distances.

This description of land is not a legal property description as defined in the Subdivision Map Act and may not be used as the basis for an offer for sale of the land described.

This description was prepared by me or under my direction in conformance with the requirements of the Land Surveyor's Act.

Raymond C. Sullivan, PLS 8337

END OF DESCRIPTION

J:\Sur06\060077\Legal & Plat\Development Area\(2011-04-06)TI DPA LEGAL.doc

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Parcel name: TI OVERALL

North: 2130254.4618 East : 6017210.8936

Line	Course: N 63-08-47 E	Length: 4499.68	
	North: 2132287.0236	East : 6021225.3440	
Line	Course: S 26-51-13 E	Length: 7619.52	
	North: 2125489.1656	East : 6024667.1767	
Line	Course: S 73-55-17 E	Length: 326.55	
	North: 2125398.7256	East : 6024980.9529	
Line	Course: S 58-23-25 E	Length: 355.15	
	North: 2125212.5807	East : 6025283.4121	
Line	Course: S 39-25-22 E	Length: 354.20	
	North: 2124938.9679	East : 6025508.3425	
Line	Course: S 22-34-19 E	Length: 401.01	
	North: 2124568.6759	East : 6025662.2674	
Line	Course: S 03-59-45 W	Length: 242.83	
	North: 2124326.4362	East : 6025645.3461	
Line	Course: S 01-04-17 E	Length: 75.77	
	North: 2124250.6795	East : 6025646.7628	
Line	Course: S 06-35-45 W	Length: 361.72	
	North: 2123891.3537	East : 6025605.2139	
Line	Course: S 39-14-49 W	Length: 240.16	
	North: 2123705.3674	East : 6025453.2733	
Line	Course: S 25-37-46 W	Length: 387.12	
	North: 2123356.3360	East : 6025285.8249	
Line	Course: S 61-38-51 W	Length: 5.31	
	North: 2123353.8143	East : 6025281.1519	
Line	Course: S 24-04-50 W	Length: 30.21	
	North: 2123326.2334	East : 6025268.8256	
Line	Course: N 65-55-10 W	Length: 1359.59	
	North: 2123880.9742	East : 6024027.5570	
Line	Course: N 35-38-09 W	Length: 79.58	
	North: 2123945.6518	East : 6023981.1912	
Line	Course: S 54-21-17 W	Length: 208.53	
	North: 2123824.1277	East : 6023811.7313	
Line	Course: S 37-04-28 W	Length: 290.15	
	North: 2123592.6307	East : 6023636.8137	
Line	Course: S 18-33-18 W	Length: 102.16	
	North: 2123495.7811	East : 6023604.3049	
Line	Course: S 13-55-49 W	Length: 67.09	
	North: 2123430.6643	East : 6023588.1536	
Line	Course: S 22-18-03 W	Length: 88.67	
	North: 2123348.6264	East : 6023554.5060	
Line	Course: S 42-09-33 W	Length: 229.65	
	North: 2123178.3908	East : 6023400.3667	
Line	Course: S 29-09-38 E	Length: 160.32	
	North: 2123038.3901	East : 6023478.4840	
Line	Course: S 45-23-45 W	Length: 10.05	
	North: 2123031.3329	East : 6023471.3286	
Curve	Length: 132.07	Radius: 90.99	

Delta: 83-09-49 Tangent: 80.73
Chord: 120.78 Course: S 28-03-37 W
Course In: S 76-28-42 W Course Out: S 20-21-29 E
RP North: 2123010.0583 East : 6023382.8607
End North: 2122924.7518 East : 6023414.5148
Curve Length: 9.98 Radius: 10.00
Delta: 57-10-03 Tangent: 5.45
Chord: 9.57 Course: S 41-03-30 W
Course In: S 20-21-29 E Course Out: N 77-31-32 W
RP North: 2122915.3764 East : 6023417.9937
End North: 2122917.5365 East : 6023408.2298
Curve Length: 38.30 Radius: 213.77
Delta: 10-16-00 Tangent: 19.20
Chord: 38.25 Course: S 07-20-28 W
Course In: S 77-31-32 E Course Out: N 87-47-32 W
RP North: 2122871.3613 East : 6023616.9532
End North: 2122879.5964 East : 6023403.3419
Line Course: S 02-12-28 W Length: 98.84
North: 2122780.8298 East : 6023399.5342
Curve Length: 52.64 Radius: 265.00
Delta: 11-22-51 Tangent: 26.41
Chord: 52.55 Course: S 03-28-58 E
Course In: S 87-47-32 E Course Out: S 80-49-37 W
RP North: 2122770.6211 East : 6023664.3375
End North: 2122728.3756 East : 6023402.7265
Line Course: S 09-10-23 E Length: 15.39
North: 2122713.1824 East : 6023405.1799
Line Course: N 89-20-17 W Length: 14.87
North: 2122713.3542 East : 6023390.3109
Line Course: S 00-52-35 E Length: 112.76
North: 2122600.6074 East : 6023392.0356
Line Course: S 02-12-50 W Length: 24.72
North: 2122575.9058 East : 6023391.0807
Line Course: S 03-49-35 W Length: 21.00
North: 2122554.9526 East : 6023389.6793
Line Course: S 08-24-24 W Length: 101.83
North: 2122454.2168 East : 6023374.7919
Curve Length: 294.98 Radius: 276.66
Delta: 61-05-20 Tangent: 163.25
Chord: 281.20 Course: S 38-57-04 W
Course In: N 81-35-36 W Course Out: S 20-30-16 E
RP North: 2122494.6639 East : 6023101.1045
End North: 2122235.5317 East : 6023198.0130
Line Course: S 83-22-55 W Length: 81.45
North: 2122226.1446 East : 6023117.1058
Line Course: N 78-57-27 W Length: 444.07
North: 2122311.2005 East : 6022681.2575
Line Course: S 41-31-43 W Length: 565.39
North: 2121887.9355 East : 6022306.4074
Line Course: S 21-39-43 W Length: 919.34
North: 2121033.5212 East : 6021967.0518
Line Course: N 64-19-07 W Length: 1030.34
North: 2121480.0359 East : 6021038.4910
Line Course: N 67-51-05 W Length: 419.65

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        North: 2121638.2483          East : 6020649.8074
Line  Course: N 17-25-07 W  Length: 107.80
        North: 2121741.1049          East : 6020617.5374
Line  Course: N 61-36-55 W  Length: 68.75
        North: 2121773.7879          East : 6020557.0528
Line  Course: N 45-33-55 W  Length: 432.38
        North: 2122076.4955          East : 6020248.3125
Line  Course: N 24-02-59 W  Length: 157.87
        North: 2122220.6612          East : 6020183.9759
Line  Course: N 42-15-03 W  Length: 18.49
        North: 2122234.3476          East : 6020171.5436
Line  Course: N 31-19-05 W  Length: 54.47
        North: 2122280.8811          East : 6020143.2307
Line  Course: N 44-55-02 W  Length: 436.06
        North: 2122589.6672          East : 6019835.3355
Line  Course: N 06-29-08 W  Length: 319.55
        North: 2122907.1722          East : 6019799.2415
Line  Course: N 17-21-13 W  Length: 111.31
        North: 2123013.4156          East : 6019766.0413
Line  Course: N 02-26-10 W  Length: 414.66
        North: 2123427.7008          East : 6019748.4160
Line  Course: N 27-34-47 E  Length: 644.94
        North: 2123999.3547          East : 6020047.0119
Line  Course: N 11-37-07 W  Length: 79.32
        North: 2124077.0494          East : 6020031.0371
Line  Course: N 36-22-46 E  Length: 148.22
        North: 2124196.3823          East : 6020118.9509
Line  Course: N 05-46-49 E  Length: 10.89
        North: 2124207.2170          East : 6020120.0476
Line  Course: N 12-27-09 E  Length: 208.62
        North: 2124410.9292          East : 6020165.0324
Line  Course: N 25-47-47 E  Length: 5.07
        North: 2124415.4939          East : 6020167.2387
Line  Course: N 26-51-13 W  Length: 6544.74
        North: 2130254.4724          East : 6017210.8977

   Perimeter: 31635.80   Area: 46,067,312 sq. ft. 1,057.56 acres

Mapcheck Closure - (Uses listed courses, radii, and deltas)
Error Closure: 0.0114              Course: N 21-11-15 E
  Error North: 0.01062              East : 0.00412
Precision  1: 2,775,068.42
```

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Parcel name: TI EXCEPTION ONE

North: 2122781.7905 East : 6023371.2081
Line Course: S 01-56-47 W Length: 184.31
North: 2122597.5869 East : 6023364.9482
Curve Length: 50.74 Radius: 265.10
Delta: 10-57-56 Tangent: 25.45
Chord: 50.66 Course: N 05-20-09 W
Course In: N 89-51-11 W Course Out: N 79-10-53 E
RP North: 2122598.2668 East : 6023099.8490
End North: 2122648.0261 East : 6023360.2372
Line Course: N 10-49-07 W Length: 88.08
North: 2122734.5406 East : 6023343.7046
Line Course: N 60-19-59 E Length: 10.32
North: 2122739.6486 East : 6023352.6718
Curve Length: 157.16 Radius: 295.00
Delta: 30-31-28 Tangent: 80.49
Chord: 155.31 Course: N 44-55-45 W
Course In: S 60-19-59 W Course Out: N 29-48-31 E
RP North: 2122593.6361 East : 6023096.3412
End North: 2122849.6049 East : 6023242.9870
Line Course: N 60-11-29 W Length: 50.87
North: 2122874.8926 East : 6023198.8476
Curve Length: 64.66 Radius: 48.00
Delta: 77-11-00 Tangent: 38.31
Chord: 59.88 Course: N 21-35-59 W
Course In: N 29-48-31 E Course Out: N 73-00-29 W
RP North: 2122916.5418 East : 6023222.7086
End North: 2122930.5692 East : 6023176.8040
Curve Length: 51.61 Radius: 138.32
Delta: 21-22-42 Tangent: 26.11
Chord: 51.31 Course: N 27-40-52 E
Course In: S 73-00-29 E Course Out: N 51-37-47 W
RP North: 2122890.1469 East : 6023309.0858
End North: 2122976.0078 East : 6023200.6407
Line Course: N 38-22-13 E Length: 129.93
North: 2123077.8750 East : 6023281.2936
Curve Length: 29.17 Radius: 20.00
Delta: 83-34-39 Tangent: 17.87
Chord: 26.66 Course: N 80-09-33 E
Course In: S 51-37-47 E Course Out: N 31-56-52 E
RP North: 2123065.4601 East : 6023296.9739
End North: 2123082.4308 East : 6023307.5569
Curve Length: 89.14 Radius: 138.55
Delta: 36-51-39 Tangent: 46.17
Chord: 87.61 Course: S 39-37-18 E
Course In: S 31-56-52 W Course Out: N 68-48-31 E
RP North: 2122964.8668 East : 6023234.2437
End North: 2123014.9505 East : 6023363.4247

```
Line  Course: S 04-47-46 W  Length: 26.05
        North: 2122988.9917          East : 6023361.2466
Curve  Length: 91.78                Radius: 245.00
        Delta: 21-27-53             Tangent: 46.44
        Chord: 91.25                 Course: S 08-47-10 E
    Course In: S 70-28-54 W     Course Out: S 88-03-13 E
    RP  North: 2122907.1351          East : 6023130.3256
    End North: 2122898.8139          East : 6023375.1843
Line  Course: S 01-56-47 W  Length: 117.09
        North: 2122781.7914          East : 6023371.2074

   Perimeter: 1140.91   Area: 43,110 sq. ft. 0.99 acres

Mapcheck Closure - (Uses listed courses, radii, and deltas)
Error Closure: 0.0012               Course: N 40-11-10 W
  Error North: 0.00088               East : -0.00075
Precision  1: 950,758.33


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Parcel name: TI EXCEPTION TWO

   North: 2122461.4338        East : 6023330.8930
Line  Course: S 09-20-20 W  Length: 48.64
        North: 2122413.4385          East : 6023323.0000
Curve  Length: 297.06               Radius: 185.35
        Delta: 91-49-36             Tangent: 191.36
        Chord: 266.27                Course: S 55-15-08 W
    Course In: N 80-39-40 W     Course Out: S 11-09-56 W
    RP  North: 2122443.5159          East : 6023140.1066
    End North: 2122261.6743          East : 6023104.2146
Line  Course: N 78-50-04 W  Length: 351.42
        North: 2122329.7248          East : 6022759.4464
Curve  Length: 131.53               Radius: 285.61
        Delta: 26-23-13             Tangent: 66.95
        Chord: 130.38                Course: N 65-38-27 W
    Course In: N 11-09-56 E     Course Out: S 37-33-09 W
    RP  North: 2122609.9287          East : 6022814.7532
    End North: 2122383.4985          East : 6022640.6773
Line  Course: N 52-26-51 W  Length: 76.59
        North: 2122430.1792          East : 6022579.9571
Line  Course: N 41-31-00 E  Length: 266.16
        North: 2122629.4699          East : 6022756.3780
Line  Course: N 76-16-12 W  Length: 13.61
        North: 2122632.7002          East : 6022743.1570
Line  Course: N 26-41-18 E  Length: 37.94
        North: 2122666.5982          East : 6022760.1972
Line  Course: S 76-50-42 E  Length: 28.28
        North: 2122660.1621          East : 6022787.7351
Line  Course: N 09-59-58 E  Length: 42.80
        North: 2122702.3119          East : 6022795.1668
Line  Course: S 77-39-22 E  Length: 22.03
```

```
        North: 2122697.6024          East : 6022816.6875
Line  Course: N 41-31-00 E  Length: 163.48
        North: 2122820.0101          East : 6022925.0483
Line  Course: S 48-29-00 E  Length: 32.00
        North: 2122798.7993          East : 6022949.0087
Line  Course: N 41-31-00 E  Length: 28.30
        North: 2122819.9893          East : 6022967.7670
Curve  Length: 124.26               Radius: 148.81
        Delta: 47-50-31            Tangent: 66.01
        Chord: 120.68               Course: N 65-26-15 E
    Course In: S 48-29-00 E     Course Out: N 00-38-29 W
    RP  North: 2122721.3524          East : 6023079.1904
    End North: 2122870.1531          East : 6023077.5246
Curve  Length: 104.58               Radius: 227.02
        Delta: 26-23-36            Tangent: 53.23
        Chord: 103.65               Course: S 73-59-08 E
    Course In: S 02-49-04 W     Course Out: N 29-12-40 E
    RP  North: 2122643.4076          East : 6023066.3644
    End North: 2122841.5569          East : 6023177.1567
Line  Course: S 60-47-20 E  Length: 51.83
        North: 2122816.2623          East : 6023222.3954
Curve  Length: 123.03               Radius: 230.74
        Delta: 30-32-59            Tangent: 63.01
        Chord: 121.58               Course: S 45-30-51 E
    Course In: S 29-12-40 W     Course Out: N 59-45-39 E
    RP  North: 2122614.8661          East : 6023109.7876
    End North: 2122731.0692          East : 6023309.1309
Curve  Length: 196.54               Radius: 284.53
        Delta: 39-34-41            Tangent: 102.38
        Chord: 192.66               Course: S 10-27-01 E
    Course In: S 59-45-39 W     Course Out: S 80-39-40 E
    RP  North: 2122587.7769          East : 6023063.3167
    End North: 2122541.6052          East : 6023344.0755
Line  Course: S 09-20-20 W  Length: 81.25
        North: 2122461.4321          East : 6023330.8908

   Perimeter: 2221.34   Area: 318,644 sq. ft. 7.32 acres

Mapcheck Closure - (Uses listed courses, radii, and deltas)
Error Closure: 0.0028               Course: S 51-43-00 W
  Error North: -0.00171              East : -0.00217
Precision  1: 793,332.14
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Parcel name: TI EXCEPTION THREE

North: 2121973.1969 East : 6022183.3392
Line Course: N 20-28-47 E Length: 10.82
North: 2121983.3330 East : 6022187.1248
Line Course: N 49-39-09 W Length: 34.22
North: 2122005.4878 East : 6022161.0447
Line Course: N 83-36-06 W Length: 55.27
North: 2122011.6471 East : 6022106.1189
Line Course: S 54-11-51 W Length: 70.72
North: 2121970.2764 East : 6022048.7623
Line Course: N 62-57-47 W Length: 8.39
North: 2121974.0902 East : 6022041.2892
Line Course: N 41-31-00 E Length: 425.30
North: 2122292.5390 East : 6022323.1942
Line Course: S 48-29-00 E Length: 62.00
North: 2122251.4431 East : 6022369.6175
Line Course: N 41-31-00 E Length: 145.49
North: 2122360.3806 East : 6022466.0538
Line Course: N 48-29-00 W Length: 62.00
North: 2122401.4766 East : 6022419.6305
Line Course: N 41-31-00 E Length: 636.96
North: 2122878.4086 East : 6022841.8317
Line Course: N 48-29-00 W Length: 7.10
North: 2122883.1147 East : 6022836.5155
Line Course: N 41-31-00 E Length: 487.47
North: 2123248.1142 East : 6023159.6291
Line Course: N 48-29-00 W Length: 37.50
North: 2123272.9706 East : 6023131.5504
Line Course: N 41-31-00 E Length: 9.50
North: 2123280.0839 East : 6023137.8474
Line Course: N 48-29-00 W Length: 67.61
North: 2123324.8984 East : 6023087.2235
Line Course: N 41-31-00 E Length: 125.15
North: 2123418.6060 East : 6023170.1777
Line Course: S 71-22-28 E Length: 50.28
North: 2123402.5475 East : 6023217.8243
Curve Length: 456.78 Radius: 3120.08
Delta: 8-23-17 Tangent: 228.80
Chord: 456.37 Course: N 46-37-16 E
Course In: S 47-34-23 E Course Out: N 39-11-06 W
RP North: 2121297.5868 East : 6025520.8744
End North: 2123715.9918 East : 6023549.5255
Line Course: N 36-28-00 E Length: 29.56
North: 2123739.7640 East : 6023567.0946
Line Course: S 53-32-00 E Length: 13.12
North: 2123731.9661 East : 6023577.6458
Curve Length: 868.01 Radius: 3018.37
Delta: 16-28-37 Tangent: 437.02
Chord: 865.03 Course: N 44-42-19 E
Course In: S 53-31-59 E Course Out: N 37-03-22 W

RP North: 2121937.9710 East : 6026005.0186
End North: 2124346.7683 East : 6024186.1584
Line Course: N 37-03-22 W Length: 9.88
North: 2124354.6530 East : 6024180.2047
Curve Length: 128.33 Radius: 3028.21
Delta: 2-25-41 Tangent: 64.17
Chord: 128.32 Course: N 54-09-28 E
Course In: S 37-03-22 E Course Out: N 34-37-41 W
RP North: 2121938.0029 East : 6026004.9945
End North: 2124429.7904 East : 6024284.2241
Line Course: N 55-22-19 E Length: 17.00
North: 2124439.4506 East : 6024298.2127
Line Course: S 88-47-09 E Length: 12.64
North: 2124439.1827 East : 6024310.8498
Line Course: N 67-07-09 E Length: 134.38
North: 2124491.4318 East : 6024434.6562
Line Course: N 49-16-20 E Length: 38.77
North: 2124516.7279 East : 6024464.0368
Line Course: N 63-52-28 E Length: 86.93
North: 2124555.0066 East : 6024542.0853
Line Course: N 79-31-40 E Length: 43.70
North: 2124562.9495 East : 6024585.0574
Line Course: S 50-29-09 E Length: 145.95
North: 2124470.0860 East : 6024697.6530
Line Course: S 31-56-07 E Length: 59.57
North: 2124419.5322 East : 6024729.1632
Line Course: S 14-02-11 W Length: 61.54
North: 2124359.8296 East : 6024714.2374
Line Course: S 04-27-24 E Length: 66.60
North: 2124293.4310 East : 6024719.4126
Line Course: S 18-24-11 W Length: 60.78
North: 2124235.7594 East : 6024700.2244
Line Course: S 33-17-47 W Length: 148.53
North: 2124111.6118 East : 6024618.6858
Line Course: S 30-34-41 E Length: 84.67
North: 2124038.7162 East : 6024661.7585
Line Course: S 54-11-06 W Length: 72.22
North: 2123996.4552 East : 6024603.1945
Line Course: S 66-22-18 W Length: 64.58
North: 2123970.5714 East : 6024544.0286
Line Course: N 87-45-43 W Length: 59.70
North: 2123972.9028 East : 6024484.3741
Line Course: S 56-32-26 W Length: 320.36
North: 2123796.2734 East : 6024217.1054
Line Course: N 65-55-10 W Length: 207.60
North: 2123880.9785 East : 6024027.5722
Line Course: N 35-38-09 W Length: 79.58
North: 2123945.6561 East : 6023981.2064
Line Course: S 54-21-17 W Length: 208.53
North: 2123824.1320 East : 6023811.7465
Line Course: S 37-04-28 W Length: 290.15
North: 2123592.6350 East : 6023636.8290
Line Course: S 18-33-18 W Length: 102.16
North: 2123495.7854 East : 6023604.3201

Line Course: S 13-55-49 W Length: 67.09
North: 2123430.6686 East : 6023588.1688
Line Course: S 22-18-03 W Length: 88.67
North: 2123348.6307 East : 6023554.5212
Line Course: S 42-09-33 W Length: 229.65
North: 2123178.3951 East : 6023400.3819
Line Course: S 29-09-38 E Length: 69.62
North: 2123117.5989 East : 6023434.3048
Line Course: S 85-41-23 W Length: 81.26
North: 2123111.4915 East : 6023353.2747
Line Course: N 16-33-18 W Length: 82.21
North: 2123190.2937 East : 6023329.8501
Line Course: S 41-31-00 W Length: 11.48
North: 2123181.6979 East : 6023322.2407
Line Course: S 83-43-52 W Length: 8.44
North: 2123180.7763 East : 6023313.8512
Line Course: S 41-31-00 W Length: 221.26
North: 2123015.1050 East : 6023167.1917
Line Course: S 21-28-58 W Length: 108.00
North: 2122914.6080 East : 6023127.6398
Line Course: S 41-31-00 W Length: 60.33
North: 2122869.4351 East : 6023087.6508
Curve Length: 10.15 Radius: 227.02
Delta: 2-33-43 Tangent: 5.08
Chord: 10.15 Course: N 85-54-05 W
Course In: S 05-22-47 W Course Out: N 02-49-04 E
RP North: 2122643.4151 East : 6023066.3663
End North: 2122870.1606 East : 6023077.5265
Curve Length: 124.26 Radius: 148.81
Delta: 47-50-31 Tangent: 66.01
Chord: 120.68 Course: S 65-26-15 W
Course In: S 00-38-29 E Course Out: N 48-29-00 W
RP North: 2122721.3599 East : 6023079.1923
End North: 2122819.9968 East : 6022967.7689
Line Course: S 41-31-00 W Length: 28.30
North: 2122798.8069 East : 6022949.0106
Line Course: N 48-29-00 W Length: 32.00
North: 2122820.0177 East : 6022925.0502
Line Course: S 41-31-00 W Length: 163.48
North: 2122697.6099 East : 6022816.6894
Line Course: N 77-39-22 W Length: 22.03
North: 2122702.3194 East : 6022795.1687
Line Course: S 09-59-58 W Length: 42.80
North: 2122660.1696 East : 6022787.7370
Line Course: N 76-50-42 W Length: 28.28
North: 2122666.6057 East : 6022760.1991
Line Course: S 26-41-18 W Length: 37.94
North: 2122632.7078 East : 6022743.1588
Line Course: S 76-16-12 E Length: 13.61
North: 2122629.4775 East : 6022756.3799
Line Course: S 41-31-00 W Length: 266.16
North: 2122430.1867 East : 6022579.9590
Line Course: S 52-26-44 E Length: 40.09
North: 2122405.7513 East : 6022611.7413

```
Line  Course: S 41-31-00 W  Length: 27.51
        North: 2122385.1528          East : 6022593.5067
Line  Course: S 48-29-00 E  Length: 82.00
        North: 2122330.8001          East : 6022654.9052
Line  Course: S 41-31-00 W  Length: 614.77
        North: 2121870.4831          East : 6022247.4124
Line  Course: N 11-05-08 W  Length: 47.99
        North: 2121917.5777          East : 6022238.1851
Line  Course: N 52-03-08 W  Length: 36.41
        North: 2121939.9677          East : 6022209.4732
Line  Course: S 87-01-51 W  Length: 39.36
        North: 2121937.9289          East : 6022170.1661
Line  Course: N 20-28-47 E  Length: 37.66
        North: 2121973.2087          East : 6022183.3424
Line  Course: N 63-26-06 W  Length: 0.00
        North: 2121973.2087          East : 6022183.3424

   Perimeter: 8890.20   Area: 857,326 sq. ft. 19.68 acres

Mapcheck Closure - (Uses listed courses, radii, and deltas)
Error Closure: 0.0122                Course: N 15-16-38 E
  Error North: 0.01182                East : 0.00323
Precision  1: 728,705.74
```

```
Parcel name: TI EXCEPTION FOUR

   North: 2126370.0204          East : 6021168.4186
Line  Course: N 26-50-27 W  Length: 1545.00
        North: 2127748.5687          East : 6020470.8301
Line  Course: N 62-58-50 E  Length: 809.93
        North: 2128116.5141          East : 6021192.3582
Line  Course: S 26-50-27 E  Length: 504.02
        North: 2127666.7951          East : 6021419.9301
Line  Course: S 63-09-33 W  Length: 124.50
        North: 2127610.5816          East : 6021308.8432
Line  Course: S 26-50-27 E  Length: 549.65
        North: 2127120.1486          East : 6021557.0176
Line  Course: N 63-11-40 E  Length: 576.30
        North: 2127380.0392          East : 6022071.3896
Line  Course: S 26-47-45 E  Length: 292.20
        North: 2127119.2160          East : 6022203.1171
Line  Course: S 63-14-35 W  Length: 506.20
        North: 2126891.3214          East : 6021751.1187
Line  Course: S 26-50-27 E  Length: 318.77
```

```
        North: 2126606.8943          East : 6021895.0477
Line  Course: S 63-14-50 W  Length: 370.50
        North: 2126440.1168          East : 6021564.2071
Line  Course: S 26-50-27 E  Length: 508.75
        North: 2125986.1774          East : 6021793.9146
Line  Course: S 63-13-20 W  Length: 398.15
        North: 2125806.7983          East : 6021438.4620
Line  Course: N 25-25-40 W  Length: 624.66
        North: 2126370.9458          East : 6021170.2498
Line  Course: S 63-09-33 W  Length: 2.05
        North: 2126370.0202          East : 6021168.4207

   Perimeter: 7130.68   Area: 1,591,837 sq. ft. 36.54 acres

Mapcheck Closure - (Uses listed courses, radii, and deltas)
Error Closure: 0.0021                Course: S 84-03-56 E
  Error North: -0.00022                East : 0.00211
Precision  1: 3,395,561.90
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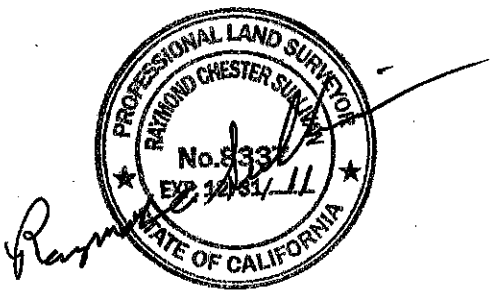

Exhibit D

FINANCING PLAN

(TREASURE ISLAND/YERBA BUENA ISLAND)

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Attachment B. Qualified Project Costs

Attachment C. Island Wide Costs

FINANCING PLAN
(TREASURE ISLAND/YERBA BUENA ISLAND)

This FINANCING PLAN (Treasure Island/Yerba Buena Island) (the "**Financing Plan**") implements and is part of both the DDA and the City DA. As used in this Financing Plan, capitalized terms used herein have the definitions given to them in Section 7.2.

1. OVERVIEW

1.1 Project Purposes; Project Accounts

(a) Funding Goals. Developer and Authority are entering into the DDA, and Developer and City are entering into the City DA, both of which include this Financing Plan as an exhibit, with the following financial goals for the Project (collectively, the "**Funding Goals**"):

(i) Ensure that the proposed Project is economically and fiscally feasible.

(ii) Fund the proposed Project's capital costs and on-going operation and maintenance costs relating to the development and long-term operation of the Project Site (including the Authority's administrative expenses, community facilities, open space maintenance and transportation) from revenues generated by the Project that would not exist but for the Project – including land sales, lease revenues, project-generated public financing revenues, and tax revenues created by the Project – in a manner that does not negatively impact the City's General Fund revenues over the life of the Project, except as set forth herein.

(iii) Ensure that the provision of the community benefits and facilities described in the DDA and City DA are a priority of the Project.

(iv) Provide a mechanism for Authority and Navy participation in Net Cash Flow from the development of the Project in the event the Developer achieves a return in excess of agreed upon rates of return, and as consistent with the terms of the Conveyance Agreement.

(v) Incorporate the legal restrictions on the allowable uses of Gross Revenues arising under (i) the Conveyance Agreement and (ii) State law applicable to the Tidelands Trust.

(vi) Provide mechanisms and Funding Sources that will allow Developer to maximize the Developer's IRR.

(vii) Maximize Funding Sources available to finance Qualified

Project Costs, by, among other things, to the extent reasonably feasible and consistent with this Financing Plan, using tax-exempt debt. The expected Qualified Project Costs are described in Attachment A hereto.

(viii) Minimize the costs to Developer (such as costs of credit enhancement) associated with the Funding Sources to the extent reasonably feasible and to use debt requiring credit enhancement only with Developer's written consent.

(ix) Provide financing of the Housing Costs in the manner set forth in Section 3.6.

(x) Implement sound and prudent public fiscal policies that protect the City's General Fund, Authority's general funds, and the City's and Authority's respective financial standings and fiduciary obligations, while operating within the constraints of this Financing Plan and, as applicable, the IFD Act, the CFD Act, the CFD Goals, and Tax Laws.

(b) Purpose of Financing Plan. The purpose of this Financing Plan is to establish the contractual framework for mutual cooperation between Authority, City, and Developer in achieving the Funding Goals necessary to implement the Project. Accordingly, Authority and City shall take all actions reasonably necessary, and Developer shall cooperate reasonably with the efforts of:

(i) City to form requested CFDs, adopt RMAs, and levy Project Special Taxes within CFDs and incur CFD Bonds to pay as applicable Qualified Project Costs, Ongoing Park Maintenance, and, when authorized pursuant to Section 2.8, Additional Community Facilities.

(ii) City to form requested IFDs, approve IFPs for each IFD, and issue IFD Debt that is consistent with the Funding Goals to pay Qualified Project Costs.

(iii) City to allocate and apply Net Available Increment to pay Qualified Project Costs as provided in this Financing Plan.

(iv) City and Authority to finance Ongoing Park Maintenance in the manner described in this Financing Plan.

(c) Project Accounts.

(i) Developer shall, and shall require all Transferees to, establish and maintain one or more accounts (each, a "**Project Account**") with the San Francisco branches of financial institutions Approved by Authority to which all Gross Revenues shall be deposited. Financial institutions holding Project Accounts may be changed from time to time with Approval of Authority and Developer.

(ii) Developer shall, and shall require all Transferees: (A) not to commingle funds held in a Project Account with funds not related to the Project, including Affiliate accounts; and (B) to retain and make statements and all other records

related to Project Accounts available for Authority's review and audit in accordance with Section 1.6.

(d) Security Interest in Project Accounts. Provided (A) Developer has completed all Developer Construction Obligations and (B) Authority has received an IRR Statement showing that Developer has achieved a cumulative IRR of more than 22.5% at the end of the last Quarter of the Reporting Period covered by such IRR Statement, Developer and Authority shall cooperate reasonably with one another to provide Authority and the Navy with security for Developer's obligation to make payments in accordance with Section 1.3. Security will be in the form of perfected security interests in the Project Accounts superior to any other security interests, evidenced by a UCC-1 financing statement and a control agreement with each financial institution holding a Project Account, or by other arrangements Approved by both Developer and Authority.

1.2 Financing Sources for Project Costs

(a) Funding Sources. Sources of public funding that will be used to pay or reimburse Developer for Project Costs include, but are not limited to: (A) Public Financing; (B) proceeds of Project Grants that Authority procures to the extent applied to Project Costs under Section 4.3; (C) Project Special Taxes and Remainder Taxes; (D) Net Available Increment; and (E) Net Interim Lease Revenues described in Section 6.1(a)(iv). The sources identified in clauses (A)-(E) are collectively referred to in this Financing Plan as "**Funding Sources**."

(b) Limited Public Obligation. Developer acknowledges that in no event may the City's General Fund or any of Authority's general funds be obligated to finance the Project Costs other than as set forth in this Financing Plan without City's or Authority's express written consent, as applicable.

(c) Developer Sources.

(i) Developer Contributions for Project Costs. Developer's sources for Project Costs include: (A) Developer equity; (B) Gross Revenues; (C) Developer construction and development financing; and (D) proceeds of Project Grants that the Developer procures.

(ii) Developer Construction Obligations. Developer acknowledges that the Developer Construction Obligations will not be affected if Project Costs exceed the actual Funding Sources.

1.3 Distribution of Net Cash Flow

(a) Implementation of Conveyance Agreement.

(i) Under the Conveyance Agreement, Authority and the Navy agreed that the Net Cash Flow from the Project will be shared by the Navy after certain thresholds are met. Authority shall also share in the Net Cash Flow after certain

thresholds are met. This Section 1.3 implements (i) the provisions of the Conveyance Agreement and (ii) Authority and Developer's agreement with respect to the sharing of Net Cash Flow between them.

(ii) To the extent Authority has not paid the Initial Navy Consideration with Net Interim Lease Revenues pursuant to Section 6.1(a)(ii) or as otherwise provided in this Financing Plan, Developer will pay to Authority or Navy (on behalf of Authority) the Initial Navy Consideration in the manner described in Section 4.2 of the Conveyance Agreement and any related late payment penalties caused by Developer's failure to make timely payments to Navy, on behalf of Authority, as such penalties are imposed pursuant to Section 4.3.4 of the Conveyance Agreement.

(b) Calculation of IRR. Within forty-five (45) days after the expiration of the eighth full calendar Quarter occurring after the Initial Closing and forty-five (45) days after the expiration of each subsequent Quarter during the Term of the Conveyance Agreement with respect to the Navy, and until the Cash Flow Distribution Termination Date with respect to Authority, Developer shall submit a reasonably detailed statement to Authority and the Navy (the "**IRR Statement**") accompanied by an Accounting consistent with the Conveyance Agreement showing (i) for any IRR Statement provided during the Initial Consideration Term, the cumulative IRR achieved as of the end of each of the eight (8) immediately prior Quarters, and (ii) for any IRR Statement provided after expiration of the Initial Consideration Term, the cumulative IRR achieved as of the end of each of the six (6) prior Quarters (the eight or six Quarter Period, as applicable, the "**Reporting Period**"). The IRR Statement shall also calculate the average IRR over the Reporting Period, calculated by adding the cumulative IRR shown for each Quarter in the Reporting Period and dividing the total by the number of Quarters in the Reporting Period.

(c) Share of Net Cash Flow.

(i) Until the IRR Statement shows that Developer has achieved an average IRR of more than 18.00% over the Reporting Period, all Net Cash Flow shall be distributed to Developer.

(ii) If the IRR Statement shows that Developer has achieved an average IRR of more than 18.00% over the applicable Reporting Period, then Developer, on behalf of Authority, shall within forty-five (45) days after the end of the last Quarter of the applicable Reporting Period until the earlier of (A) such time as the aggregate amount of First Tier Payments equals Fifty Million Dollars ($50,000,000) ("**First Tier Compensation**") and (B) the Termination Date, pay the Navy an amount that would reduce the cumulative IRR as of the end of the Reporting Period to 18.00% (each, a "**First Tier Payment**"). Developer shall pay to Navy on behalf of Authority any related late payment penalties caused by Developer's failure to make timely payments to Navy, on behalf of Authority, as such penalties are imposed pursuant to Section 4.3.4 of the Conveyance Agreement.

(iii) If an IRR Statement shows that Developer has achieved,

after reducing Net Cash Flow by the amount of any First Tier Payments, an average IRR of more than 22.5% within the applicable Reporting Period, then Developer, on behalf of Authority, shall within forty-five (45) days after the end of the last Quarter of the applicable Reporting Period, for the periods specified below, pay (A) during the Term, to the Navy 35% of the total amount of Net Cash Flow that would reduce the cumulative Developer IRR to 22.5% as of the end of the Reporting Period (per the calculation methodology provided for in Exhibit DD to the Conveyance Agreement) (each, a "**Second Tier Payment**") and (B) to Authority, (i) during the Term, 10% of the total amount of Net Cash Flow and (ii) after the Term and continuing until the Cash Flow Distribution Termination Date, 45% of the total amount of Net Cash Flow, in each case that would reduce the cumulative IRR to 22.5% as of the end of the Reporting Period (an "**Authority Second Tier Payment**"). Developer shall pay to Navy, on behalf of Authority, any related late payment penalties caused by Developer's failure to make timely payments to Navy, on behalf of Authority, as such penalties are imposed pursuant to Section 4.3.4 of the Conveyance Agreement.

(iv) If an IRR Statement shows that Developer has achieved, after reducing Net Cash Flow by the amount of any First Tier Payments, Second Tier Payments, and Authority Second Tier Payments, an average IRR of more than 25.0% within the applicable Reporting Period, then Developer shall within forty-five (45) days after the end of the last Quarter of the applicable Reporting Period until the Cash Flow Distribution Termination Date, pay Authority an additional 5% of the total amount of Net Cash Flow that would reduce the cumulative Developer IRR to 25.0% as of the end of the Reporting Period (per the calculation methodology provided for in Exhibit DD to the Conveyance Agreement) (each, an "**Authority Third Tier Payment**").

(v) Exhibit DD to the Conveyance Agreement provides a demonstration of the IRR calculation and the sharing of Net Cash Flow.

(d) Accounting. Developer shall maintain accurate books and records specific to the Project setting forth all components used for determining the Additional Consideration and the Authority Consideration, including, without limitation, each component of Net Cash Flow, and to determine the amount of Redesign Costs and credits against Initial Navy Consideration and Additional Consideration. Each IRR Statement submitted by Developer shall be accompanied by a complete Accounting. The Accounting shall be in conformance with GAAP where applicable, or with respect to the IRR Statement, in conformance with appropriate industry standards.

(e) Reconciliation of Final Conveyance Agreement IRR.

(i) Developer shall, within one hundred and eighty (180) days after the Termination Date, submit a final Accounting to Authority and the Navy, showing Developer's cumulative IRR for the entire term of the Project through the Termination Date (the "**Final Conveyance Agreement IRR**") and all payments of Additional Consideration made to the Navy on behalf of Authority hereunder during the period specified in Section 1.3(c) and all payments of Authority Consideration made to Authority hereunder during the same period (the "**Final Conveyance Agreement IRR**

Statement"). The Final Conveyance Agreement IRR Statement and Accounting shall be performed and certified by an independent CPA in accordance with appropriate industry standards.

(ii) If the Final Conveyance Agreement IRR Statement and Accounting discloses that the Final Conveyance Agreement IRR exceeded 18% but the First Tier Payments to the Navy were less than the amount required by Section 1.3(c)(ii), Developer shall pay to the Navy on behalf of Authority the amount of Net Cash Flow necessary to reduce the Final Conveyance Agreement IRR to 18%, so long as the total of all First Tier Payments does not exceed the maximum amount required by Section 1.3(c)(ii).

(iii) If the Final Conveyance Agreement IRR Statement and Accounting discloses that the Final Conveyance Agreement IRR exceeded 22.5%, but the Second Tier Payments totaled less than 35% of Net Cash Flow for the Project during the Term above a 22.5% Final Conveyance Agreement IRR, then Developer shall cause to be paid to Navy on behalf of Authority the amount of Net Cash Flow necessary to raise the total of Second Tier Payments to equal 35% of all Net Cash Flow during the Term above a 22.5% Final Conveyance Agreement IRR.

(iv) If the Final Conveyance Agreement IRR Statement and Accounting discloses that the Final Conveyance Agreement IRR exceeded 22.5%, but Authority Second Tier Payments during the Term totaled less than 10% of Net Cash Flow for the Project during the Term above a 22.5% Final Conveyance Agreement IRR, then Developer shall cause to be paid to Authority the amount of Net Cash Flow necessary to raise the total of Authority Second Tier Payments during the Term to equal 10% of all Net Cash Flow during the Term above a 22.5% Final Conveyance Agreement IRR.

(v) If the Final Conveyance Agreement IRR Statement and Accounting discloses that the Final Conveyance Agreement IRR exceeded 25.0%, but Authority Third Tier Payments during the Term totaled less than 5% of Net Cash Flow for the Project during the Term above a 25.0% Final Conveyance Agreement IRR, then Developer shall cause to be paid to Authority the amount of Net Cash Flow necessary to raise the total of Authority Third Tier Payments during the Term to equal 5% of all Net Cash Flow during the Term above a 25.0% Final Conveyance Agreement IRR.

(f) Reconciliation of Final IRR.

(i) Developer shall, within one hundred and eighty (180) days after the Cash Flow Distribution Termination Date, submit a final Accounting to Authority, showing Developer's cumulative IRR for the entire term of the Project through the Cash Flow Distribution Termination Date (the "**Final IRR**") and all payments of Authority Consideration made to Authority hereunder (the "**Final IRR Statement**"). The Final IRR Statement and Accounting shall be performed and certified by an independent CPA in accordance with appropriate industry standards.

(ii) If the Final IRR Statement and Accounting discloses that the Final IRR exceeded 22.5%, but during the period beginning one day after the Term and continuing until the Cash Flow Distribution Termination Date, Authority Second Tier Payments hereunder totaled less than 45% of Net Cash Flow for the Project above a 22.5% Final IRR during the period beginning one day after the Term and continuing until the Cash Flow Distribution Termination Date, then Developer shall cause to be paid to Authority the amount of Net Cash Flow necessary to raise the total of Authority Second Tier Payments to equal 45% of all Net Cash Flow above a 22.5% Final IRR for the period beginning one day after the Term and continuing until the Cash Flow Distribution Termination Date.

(iii) If the Final IRR Statement and Accounting discloses that the Final IRR exceeded 25.0%, but Authority Third Tier Payments hereunder totaled less than 5% of Net Cash Flow for the Project above a 25.0% Final IRR during the period beginning one day after the Term and continuing until the Cash Flow Distribution Termination Date, then Developer shall cause to be paid to Authority the amount of Net Cash Flow necessary to raise the total of Authority Third Tier Payments to equal 5% of all Net Cash Flow above a 25.0% Final IRR during the period beginning one day after the Term and continuing until the Cash Flow Distribution Termination Date.

(g) Reconciliation of Redesign Costs. Within one hundred eighty (180) days after completion of all planning, entitlement, design and rebuilding work required under the Redesign Plan, as evidenced by City acceptance of all public improvements and final building inspection sign-off for all improvements as identified in the Work Program, Developer shall provide Authority and the Navy with a statement that includes an Accounting of all Redesign Costs actually incurred by Developer and Authority and a statement of the amount to be credited against Initial Consideration in accordance with Section 4.3.6.2 of the Conveyance Agreement. The Accounting shall be performed and certified by an independent CPA in accordance with GAAP.

(h) Submission of IRR Statements. Developer shall continue to submit the IRR Statement and Accounting (A) to the Navy and Authority until the Termination Date, and (B) to Authority only following the Termination Date until the Cash Flow Distribution Termination Date.

(i) Compliance with Conveyance Agreement. The Developer shall provide Authority with all information and shall cooperate with Authority to the extent necessary for Authority to comply with its reporting and audit obligations under the Conveyance Agreement.

(j) Audit. Authority shall be entitled from time to time to audit Developer's books, records, and accounts pertaining to the Net Cash Flow and all components thereof, the payment of Additional Consideration, the calculation and payment relating to the Authority Second Tier Payments and Authority Third Tier Payments, the calculation, payments and credits relating to the Redesign Costs, and shall be entitled to allow the Navy to undertake an audit to the extent described in Section 4.3.7 of the Conveyance Agreement. Such audit shall be conducted during

normal business hours upon ten (10) business days notice at the principal place of business of Developer and other places where records are kept. Authority shall provide Developer with copies of any audit performed. If it shall be determined as a result of such audit that there has been a deficiency in the payment of any Additional Consideration, Authority Second Tier Payments and Authority Third Tier Payments, the Developer shall immediately pay any such deficiency with interest at the Default Interest Rate. In addition, if it shall be determined as a result of such audit that an Accounting has understated the Net Cash Flow for the applicable period by more than five percent (5%), Developer shall be required to pay, in addition to interest as aforesaid, all of Authority's costs and expenses and all of the Navy's costs and expenses connected with the audit or review of Developer's accounts and records for the Project. All such payments shall be paid within thirty (30) days of receipt of written notice to Authority of such underpayment and such audit costs shall not be allowed as a Development Cost. The issue of whether Net Cash Flow is understated or overstated by five percent (5%) or more may be arbitrated according to the procedures in section 15 of the DDA, but the arbitration must be conducted by arbitrators who have at least ten (10) years' experience in arbitrating disputes involving complex financial accounting.

(k) Excess Land Appreciation Structure Profits. To the extent it is commercially reasonable to do so and consistent with market practices for each product type at the time, all sales agreements, leases or subleases, as applicable, between a Vertical Developer and Developer will require Vertical Developer to pay Developer a percentage of any net profits above a mutually agreed-upon forecasted rate arising from the Excess Land Appreciation Structure. The net profits from the Excess Land Appreciation Structure actually received by Developer shall constitute Gross Revenues.

1.4 Reimbursements of Additional Consideration

(a) Additional Consideration in Event of Termination. In the event that Authority terminates all or any portion of the DDA before the issuance of the last Certificate of Completion for the Project for any reason, Authority shall do the following:

(i) require that any other developer that agrees to develop the property in the Project Site (the "**Other Developer**") make payments of Net Cash Flow to Authority in the same manner as set forth in Section 1.3;

(ii) in calculating the amount of the First Tier Payments and Second Tier Payments to be paid to the Navy, Authority shall calculate such amounts based on the cumulative IRR for the Project Site as a whole, and not on the cumulative IRR of any particular developer's project;

(iii) to ensure that Authority has sufficient funds, however, to pay the Navy its First Tier Compensation, the First Tier Payments shall be calculated separately for Developer and each Other Developer, and any First Tier Payments payable under the separate calculations shall be paid to Authority by Developer and

each Other Developer, as applicable, and held as a deposit to be used to pay the Navy its First Tier Compensation (calculated based on the Project Site as a whole) as and when due, with any excess remaining on deposit with the Authority pending the payment of the full amount of the First Tier Compensation to the Navy;

(iv) if, following the payment of the First Tier Compensation to the Navy, the amount Authority collected from Developer and each Other Developer is greater than the amount of the First Tier Compensation actually paid to the Navy, then Developer and each Other Developer shall be reimbursed such excess amounts pro rata (based upon the cumulative amount Developer and each Other Developer paid in First Tier Payments);

(v) to ensure that Authority has sufficient funds to pay the Navy its Second Tier Participation, the Second Tier Payments shall be calculated separately for Developer and each Other Developer, and any Second Tier Payments payable under the separate calculations shall be paid to Authority by Developer and each Other Developer, as applicable, and held as a deposit, to be used to pay the Navy its Second Tier Participation (calculated based on the Project Site as a whole) as and when due, with any excess remaining on deposit with the Authority pending the calculation of the Final Conveyance Agreement IRR for the Project Site as a whole; and

(vi) if, following the determination of the Final Conveyance Agreement IRR for the Project Site as a whole, the amount Authority has on deposit from Developer and each Other Developer from Second Tier Payments is greater than the amount of Second Tier Participation actually paid to the Navy, then Developer and each Other Developer shall be reimbursed such excess amounts pro rata (based upon the cumulative amount Developer and each Other Developer paid in Second Tier Payments over the Term).

1.5 Consultants

(a) Authority Consultants. City and Authority, following consultation with Developer, will select any consultants necessary to implement their respective portions of this Financing Plan, including the formation of any IFD and CFD and the issuance of any Public Financing. To the extent that similar consultants are retained customarily by local agencies in California that engage in public financing similar or of similar complexity to the Public Financing, the consultants may include special tax consultants, tax increment fiscal consultants, appraisers, financial advisors, bond underwriters, absorption consultants, bond counsel, bond trustees, escrow agents, and escrow verification agents. City's and Authority's reasonable out-of-pocket costs that are not contingent upon the issuance of a Public Financing will be advanced by Developer pursuant to a deposit agreement to be entered into among City, Authority, and Developer, and Developer shall be entitled to reimbursement of such advances from the proceeds of the Public Financing if authorized by the applicable CFD Act, the IFD Act, Tax Laws, and other governing law. To the extent not advanced by Developer, City's and Authority's reasonable out-of-pocket costs that are customarily paid by local agencies in the State for Public Financing consultants will be reimbursed

from the proceeds of a Public Financing to the extent permitted under the CFD Act, the IFD Act, applicable Tax Laws, and other governing law. To the extent Authority is not so reimbursed, such unreimbursed consultant costs will be Authority Costs under the DDA.

(b) Developer Consultants. Developer may engage its own consultants to advise it on matters related to this Financing Plan or any Public Financing, and its reasonable out-of-pocket costs will be reimbursed from the proceeds of a Public Financing to the extent permitted under the CFD Act, the IFD Act, applicable Tax Laws, and other governing law. To the extent Developer is not reimbursed from the proceeds of a Public Financing, such costs will be Soft Costs.

1.6 Recordkeeping

(a) Annual Reports.

(i) Commencing as of the date that Developer obtains the Major Phase Approval for the Initial Major Phase and ending on the later of (A) the date on which Developer has received the final Certificate of Completion for all of the Infrastructure and (B) the earlier of (i) the date on which Developer has been reimbursed for all Qualified Project Costs and (ii) the date on which there are no further Gross Revenues available to reimburse Developer for Qualified Project Costs, Developer shall prepare and deliver to Authority an annual financial report on the Project no later than four (4) months following the end of each Developer Fiscal Year for which a report is due (each, an "**Annual Report**"). If Developer obtains a Major Phase Approval less than six (6) months before the end of a Developer Fiscal Year, Developer may include reporting for that Major Phase in the Annual Report for the next Developer Fiscal Year. If any Annual Report shows any material discrepancy, then Developer must correct the discrepancy in its Records, and Developer and the Authority agree to meet and confer on the best method for correcting any overpayment or underpayment by the end of the next quarter in the Developer Fiscal Year.

(ii) Annual Reports must include the following information, reported separately for each Major Phase for which a Major Phase Approval has been obtained and in the aggregate for the Project as a whole: (A) updated estimates of and actual Project Costs, Qualified Project Costs and Gross Revenues; (B) if applicable, variances from the prior Annual Report; (C) a statement reflecting the application of any Net Cash Flow that Developer has received during the prior Developer Fiscal Year; (D) a statement of Qualified Project Costs reimbursed from Funding Sources; (E) a statement of Qualified Project Costs previously incurred but not yet reimbursed from the Funding Sources; (F) new development expected to occur or that is occurring, the assessed value of which is expected to be included on the secured real property tax roll for the next Fiscal Year; and (G) any sales of Lots under article 17 of the DDA that are expected to occur and the assessed value of which is expected to be included on the secured real property tax roll for the next Fiscal Year.

(iii) Developer's Annual Report must cover the entire Project,

even if Developer has Transferred part or all of its interest in a Major Phase or Sub-Phase to a Transferee.

(iv) Developer's obligation to provide Annual Reports will terminate as to any portion of the Project as to which the DDA is terminated after Developer has provided to Authority the Annual Report covering the Developer Fiscal Year during which the termination took effect.

(b) Developer Books and Records. Developer shall maintain books and records of all: (i) Gross Revenues; (ii) application of Funding Sources to Qualified Project Costs; and (iii) Project Costs, organized by Major Phases, in accordance with generally accepted accounting principles consistently applied, or in another auditable form Approved by Authority (the "**Records**"). Developer shall maintain Records for each Major Phase in the City or at another location Approved by Authority for at least four (4) years after the applicable Major Phase closing date. After reasonable notice, Developer shall make the Records available to Authority at reasonable times.

(c) Authority Records. Authority shall provide copies of its audited financial statements relating to the Project Site to Developer as soon as practicable following their public filing or release.

(d) City Records. City shall provide copies of its audited financial statements relating to the Project Site to Developer as soon as practicable following its public filing or release. If prepared, City shall provide copies of any annual Statement of Indebtedness relating to the Project Site to Developer as soon as practicable following its public filing or release.

(e) Accounting. Developer, City, and Authority will separately track the use of all Funding Sources and any revenues generated from the Project as a whole and from the Tidelands Trust lands in order to ensure that they are used only for purposes consistent with this Financing Plan and applicable law.

1.7 Unreimbursed Authority Costs. If: (a) Developer commits a Material Breach under the DDA; (b) Authority obtains a final judgment for the payment of any related amount under article 15 of the DDA; and (c) Authority makes demand for payment of the amount of the final judgment on any Adequate Security, but does not receive payment within thirty (30) days after Authority's written demand, then Authority may, to the extent permitted under applicable law, recover from any available proceeds of a Public Financing the amount of the final judgment, plus Authority's costs of collection and interest at the rate of ten percent (10%) per annum of the amount of the final judgment, calculated from the date the payment was due until paid in full, compounded annually. This provision will not apply to Authority Costs to be paid from the proceeds of any Public Financing as provided in the applicable Indenture or other governing documents, or from Project Grants according to their terms. This provision will not apply to Authority Costs paid pursuant to Sections 3.9 and 6.1 of this Financing Plan.

2. COMMUNITY FACILITIES DISTRICT FINANCING

2.1 Formation of CFDs

(a) Formation. City shall establish all CFDs from time to time as Developer acquires Sub-Phases under the DDA. All CFDs will be formed and administered to achieve the Funding Goals and in accordance with the CFD Act and the CFD Goals. Developer acknowledges that the CFD Goals will prevail over any inconsistent terms in this Financing Plan, unless the Board of Supervisors in its sole discretion Approves a waiver of the CFD Goals. Any CFD may include separate Improvement Areas and tax zones. In addition, Developer and City may agree to identify property for future annexation and additional public capital facilities for the Project to be financed under the CFD Act in the CFD formation documents.

(b) Taxable Parcels. Developer and City intend that Project Special Taxes will be levied against all Taxable Parcels for the purposes described in this Financing Plan and agree that all Exempt Parcels will be exempt from Project Special Taxes.

(c) Petition.

(i) At any time, and from time to time, after Authority acquires all or part of the Project Site from the Navy, Developer may petition City under the CFD Act from time to time to establish one or more CFDs within the Sub-Phase. In its petition, Developer may include proposed specifications for the CFD, including Assigned Project Special Tax Rates, Project Special Tax rates, CFD boundaries and any proposed Improvement Areas and tax zones within the CFD (which may include one or more Sub-Phases or Major Phases), the identity of any property to be annexed into the CFD at a later date, the total tax burden that will result from the imposition of the Project Special Taxes (subject to the 2% Limitation for Taxable Residential Units), and other provisions. Developer's proposed specifications will be based on Developer's development plans, market analysis, and required preferences, but in all cases will be subject to this Financing Plan, the Funding Goals, and the CFD Goals.

(ii) Following City's receipt of a petition, Developer and City will meet with City's Public Financing consultants to determine reasonable and appropriate terms of the proposed CFD that are consistent with Developer's petition and the Funding Goals.

(d) Authorized Uses. Each CFD shall be authorized to finance all of the Qualified Project Costs, Additional Community Facilities, and Ongoing Park Maintenance, irrespective of the geographic location of the improvements financed or maintained.

(e) Joint Community Facilities Agreements. Under the CFD Act, City may be required to enter into a joint community facilities agreement with another Governmental Entity that will own or operate any of the Infrastructure. Authority and the City have agreed that the Interagency Cooperation Agreement, which will be

executed in connection with the DDA, is a joint community facilities agreement under the CFD Act for all of the Infrastructure to be financed by CFDs and owned or operated by the Authority. City and Developer agree that they will take all steps necessary to procure the authorization and execution of any other required joint community facilities agreement with a Governmental Entity other than Authority before the issuance of any CFD Bonds that will finance Infrastructure that will be owned or operated by such Governmental Entity other than Authority.

(f) Notice of Special Tax Lien. Project Special Taxes will be secured by recordation in the Official Records of continuing liens against all Taxable Parcels in the applicable CFD.

2.2 Scope of CFD-Financed Costs

(a) Authorized Costs. A CFD may finance only Qualified Project Costs, Additional Community Facilities, and Ongoing Park Maintenance that: (a) are financeable under the CFD Act; and (b) qualify under Tax Laws, if CFD Bonds are issued and if CFD Bonds are issued as tax-exempt bonds.

2.3 Parameters of CFD Formation

(a) Cooperation. Developer and City agree to cooperate reasonably in developing an RMA for each CFD that is consistent with this Financing Plan and, to the extent consistent with this Financing Plan, Developer's petition. Developer and City will each use good-faith reasonable efforts at all times to furnish timely to the other, or to obtain and then furnish to the other, any information necessary to develop an RMA, such as legal boundaries of the property to be included and Developer's plans for the types, sizes, numbers, and timing for construction of Buildings, within the applicable CFD. Each CFD will be subject to its own RMA and authorized bonded indebtedness limit.

(b) RMA Consultants and Approval. The RMA for any CFD will be: (i) developed by City's special tax consultant, in consultation with Developer and City's staff and other consultants; (ii) consistent with Developer's petition to the extent consistent with this Financing Plan; and (iii) subject to Approval of the Board of Supervisors in the resolution of formation. Project Special Taxes on any Taxable Parcel must not exceed any applicable maximum rate specified in the CFD Goals and this Financing Plan, unless otherwise Approved by the Board of Supervisors and Developer.

(c) Priority Administrative Costs. In the formation process for each CFD, City and Developer will agree on the amount of annual CFD administrative costs that will have first priority for payment by Project Special Tax based on: (i) actual administration costs of other community facilities districts of the City; (ii) the CFD's complexity and size; and (iii) cumulative administration costs for all anticipated CFDs for the Project. The contracts for consultants administering the CFDs and the

calculation of any City staff time deemed administration expenses will be determined in accordance with article 19 of the DDA.

(d) Assigned Project Special Tax Rates for Developed Property. Each RMA will specify Project Special Tax rates for Developed Property within the CFD (each an "**Assigned Project Special Tax Rate**"). The Assigned Project Special Tax Rates for Developed Property may vary based on sizes, densities, types of Buildings to be constructed, and other relevant factors when the CFD is formed. Each RMA will establish Assigned Project Special Tax Rates assuming that any First Tranche CFD Bonds issued will have a debt service coverage-ratio of one hundred ten percent (110%), unless City and Developer Approve a higher ratio to market the First Tranche CFD Bonds effectively.

(e) Total Tax Obligation. The Assigned Project Special Tax Rates will be set so that the Total Tax Obligation on any Taxable Residential Unit within a CFD will not exceed two percent (2%) of the projected sales price of that Taxable Residential Unit calculated at the time of the resolution of intention to form the CFD (the "**2% Limitation**"). If an RMA is modified to increase the Project Special Tax rates, the Assigned Project Special Tax Rates will be modified so that the Total Tax Obligation on any Taxable Residential Unit within a CFD does not exceed the 2% Limitation when the proposed modification goes into effect. The 2% Limitation will not apply to non-residential property in a CFD.

(f) Classification of Assessor's Parcels. Each RMA will provide for the taxation of Developed Property and Undeveloped Property. Each RMA will identify all Exempt Parcels, which will be exempt from payment of Project Special Taxes.

(g) Backup and Maximum Project Special Tax Rates. Each RMA will provide for: (i) backup Project Special Tax rates that will be applied to each Taxable Parcel in a tract map, Improvement Area, tax zone, condominium plan, or other identifiable area on Developed Property (each a "**Backup Project Special Tax Rate**"); and (ii) maximum Project Special Tax rates on Developed Property and Undeveloped Property (each a "**Maximum Project Special Tax Rate**"). The Maximum Project Special Tax Rate for a Taxable Parcel of Developed Property will be the greater of the applicable Assigned Project Special Tax Rate or the applicable Backup Project Special Tax Rate. Developer and City will structure the Backup Project Special Tax Rates and Maximum Project Special Tax Rates for a CFD to be consistent with the funding goals established for the CFD, considering Developer's development plans and preferences for structuring the Project Special Tax rates within the applicable CFD, and this Financing Plan.

(h) Escalation of Special Tax Rates. At Developer's request, each RMA will provide for annual increases in the Project Special Tax rates so long as the total projected taxes levied for a CFD do not exceed any maximum specified in the CFD Act.

(i) Priority for Annual Levy of Special Taxes. Each RMA will provide for the levy of Project Special Taxes to fund debt service (not including capitalized interest), administrative costs, and Qualified Project Costs and, when authorized pursuant to Section 2.8, Additional Community Facilities to be financed by the CFD each year of its term (collectively, the "**Special Tax Requirement**") according to the priorities set in the Indenture, until the Special Tax Requirement is fully satisfied. Each RMA must reflect the priorities set forth below:

(i) First, Project Special Taxes will be levied on each Taxable Parcel of Developed Property at the applicable Assigned Project Special Tax Rate, regardless of whether City has issued CFD Bonds or the debt service requirements for any existing CFD Bonds, before applying any capitalized interest.

(ii) Second, to the extent the funds to be collected under clause (i) will not be sufficient to satisfy the Special Tax Requirement in full after application of any capitalized interest, Project Special Taxes will be levied proportionately on each Taxable Parcel of Subsequent Owner Property, up to one hundred percent (100%) of the applicable Maximum Project Special Tax Rate.

(iii) Third, to the extent the funds to be collected under clauses (i) and (ii) will not be sufficient to satisfy the Special Tax Requirement in full after application of any capitalized interest, Project Special Taxes will be levied proportionately on each Taxable Parcel of Undeveloped Property that is not Subsequent Owner Property, up to one hundred percent (100%) of the applicable Maximum Project Special Tax Rate.

(iv) Fourth, to the extent the funds to be collected under clauses (i), (ii), and (iii) will not be sufficient to satisfy the Special Tax Requirement in full after application of any capitalized interest, additional Project Special Taxes will be levied proportionately on each Taxable Parcel of Developed Property, so long as the total levy on Developed Property under clauses (i) and (iv) does not exceed the applicable Maximum Project Special Tax Rate.

(j) Use of Remainder Taxes.

(i) Developer and City contemplate that, within each CFD, Qualified Project Costs and Ongoing Park Maintenance will be paid from Remainder Taxes both before and after the issuance of CFD Bonds for such CFD and after the final maturity of any CFD Bonds for such CFD. Accordingly, each RMA will provide that Remainder Taxes may be used to finance Ongoing Park Maintenance and Qualified Project Costs. For each CFD, annually, on the day following each Principal Payment Date for such CFD, all Remainder Taxes for such CFD will be deposited in the applicable Remainder Taxes Project Account.

(ii) With respect to all CFDs:

(A) Before the Maintenance Commencement Date, for each CFD, annually, on or before October 1 of each

year, Remainder Taxes for each CFD shall be deposited in the Remainder Taxes Project Account for such CFD and applied, from time to time at Developer's request, to finance Qualified Project Costs.

(B) After the Maintenance Commencement Date, for all CFDs, annually, on or before October 1 of each year, Remainder Taxes for all CFDs shall be transferred to Authority and held in the Remainder Taxes Holding Account and applied as set forth in Section 2.7.

(iii) Any amounts transferred to City pursuant to Section 2.7(c)(i)(B), shall be deposited to the Remainder Taxes Project Accounts pro rata (based on the ratio of Maximum Project Special Tax Rates) and shall be applied as follows:

(A) Prior to the CFD Conversion Date, amounts on deposit in the Remainder Taxes Project Accounts shall be applied, from time to time at Developer's request, to finance Qualified Project Costs.

(B) After the CFD Conversion Date, amounts on deposit in the Remainder Taxes Project Accounts shall be applied to finance Additional Community Facilities or for any other use authorized by the CFD Act.

(k) No Pledge for Debt Service. Remainder Taxes deposited in the Remainder Taxes Project Accounts or transferred to Authority for deposit in the Remainder Taxes Holding Account or the Ongoing Maintenance Account, will not be deemed or construed to be pledged for payment of debt service on any CFD Bonds, and neither Developer nor any other Person will have the right to demand or require that Authority, City, or Fiscal Agent, as applicable, use funds in the Remainder Taxes Project Accounts, the Remainder Taxes Holding Account, or the Ongoing Maintenance Account to pay debt service.

(l) Prepayment. The RMA will include provisions allowing a property owner within the CFD that is not in default of its obligation to pay Project Special Taxes to prepay Project Special Taxes in full or in part based on a formula that will require payment of the property owner's anticipated total Project Special Tax obligation; provided, however, that prepayment shall not be allowed if it impacts the financing of Ongoing Park Maintenance. Prepaid Project Special Taxes will be placed in a segregated account in accordance with the applicable Indenture. The RMA and the Indenture will specify the use of prepaid Project Special Taxes.

(m) Amendment to RMA. Each RMA must be consistent with this Financing Plan. Nothing in this Financing Plan will prevent an amendment of any RMA for a CFD under its terms or under Change Proceedings.

(n) Reducing Project Special Tax Rates Before Issuance of First Tranche CFD Bonds. An RMA may contain a provision that allows Developer to request that the Total Tax Obligation be recalculated and Project Special Tax rates be reduced before any First Tranche CFD Bonds are issued so that the Total Tax Obligation does not exceed two percent (2%) of the actual or projected sales prices of Taxable Residential Units at the time of recalculation. Subject to the CFD Act, but only if expressly permitted and defined in the RMA, after consultation with Developer regarding its request, City shall reduce Project Special Tax rates in a CFD administratively without the vote of the qualified CFD electors before First Tranche CFD Bonds for such CFD are issued notwithstanding Sections 2.3(j), 2.7, or 2.6(a). If expressly permitted and defined in the RMA, a reduction in one taxing category does not have to be proportionate to the reduction in any other taxing category (i.e., disproportionate reductions may be expressly allowed in the RMA). If the Maximum Project Special Tax Rate is permanently reduced, City will record timely an appropriate instrument in the Official Records.

2.4 Issuance of CFD Bonds

(a) Issuance. Subject to Approval of the Board of Supervisors and Sections 4.4 and 4.5, City, on behalf of the CFD, intends to issue CFD Bonds for purposes of this Financing Plan. Developer may submit written requests that City issue First Tranche CFD Bonds, specifying requested issuance dates, amounts, and main financing terms. Following Developer's request, Developer and City will meet with City's public financing consultants to determine reasonable and appropriate issuance dates, amounts, and main financing terms that are consistent with the Funding Goals.

(b) Payment Dates. So that Remainder Taxes may be calculated on the same date for all CFDs and CFD Bonds, each issue of CFD Bonds shall have interest payment dates of March 1 and September 1, with principal due on September 1.

(c) Value-to-Lien Ratio. The appraised or assessed value-to-lien ratio required for each First Tranche CFD Bond issue will be three to one (3:1), unless otherwise required by the CFD Act or the mutual agreement of Developer and City.

(d) Coverage Ratio. To preserve the ability to finance Ongoing Park Maintenance, an issue of First Tranche CFD Bonds will not have a debt service coverage-ratio of less than one hundred ten percent (110%), unless otherwise agreed to by City.

(e) Term. Subject to Section 2.8, First Tranche CFD Bonds will have a term of not less than thirty (30) years and not more than forty (40) years unless Developer and City agree otherwise.

(f) Second Tranche CFD Bonds. After the CFD Conversion Date for a CFD, City has the right in its sole discretion to issue Second Tranche CFD Bonds in such CFD as set forth in this Financing Plan.

2.5 Use of Proceeds

(a) First Tranche CFD Bond Proceeds. Subject to Tax Laws, the CFD Act, and the CFD Goals, First Tranche CFD Bond proceeds will be used in the following order of priority: (i) to fund required reserves and pay costs of issuance; (ii) to fund capitalized interest amounts, if any; (iii) to pay Qualified Pre-Development Costs; and (iv) to pay outstanding Qualified Project Costs and, when authorized pursuant to Section 2.8, Additional Community Facilities. The remainder will be deposited into the CFD Bonds Project Account as designated in the Indenture and must be used only to pay for Qualified Project Costs and, when authorized pursuant to Section 2.8, Additional Community Facilities.

(b) Qualified Project Costs; Additional Community Facilities. By this Financing Plan, City pledges the proceeds of First Tranche CFD Bonds on deposit in CFD Bonds Project Accounts or as otherwise provided in the applicable Indenture and, subject to Sections 2.3(j) and 2.7, all Remainder Taxes on deposit in each Remainder Taxes Project Account to finance Qualified Project Costs and, when authorized pursuant to Section 2.8, Additional Community Facilities. In furtherance of this pledge, City shall levy Project Special Taxes in each Fiscal Year in strict accordance with the applicable RMA and this Financing Plan.

2.6 Miscellaneous CFD Provisions

(a) Change Proceedings. Subject to the limitations in this Financing Plan, including the Funding Goals, and so long as the proposed changes do not adversely affect the issuance or amount of Second Tranche CFD Bonds or the application, timing of receipt, or overall amount of Remainder Taxes to pay Ongoing Park Maintenance and Additional Community Facilities pursuant to Section 2.8, City will not reject unreasonably Developer's request to conduct Change Proceedings under the CFD Act to: (i) make any changes to an RMA, including amending the rates and method of apportionment of Project Special Taxes; (ii) increase or decrease the authorized bonded indebtedness limit within a CFD; (iii) annex property into a CFD; (iv) add additional public capital facilities for the Project; or (v) take other actions reasonably requested by Developer. For purposes of this Section 2.6(a), Developer acknowledges that any reduction in the Project Special Tax rates set forth in an RMA through Change Proceedings shall require the consent of City, which may be granted in its discretion. Except as set forth in the previous sentence, for purposes of this Section 2.6(a), City agrees that none of the following changes will be deemed to adversely affect the ability of City to issue Second Tranche CFD Bonds or apply the

Remainder Taxes to Ongoing Park Maintenance or Additional Community Facilities pursuant to Section 2.8: (x) increasing the Project Special Tax rates in an RMA for any land use classification; (y) increasing the authorized bonded indebtedness limit; and (z) authorizing the financing of additional public capital facilities for the Project.

(b) Maintaining Levy of CFD Financing. Under section 3 of article XIIIC of the California Constitution, voters may, under certain circumstances, vote to reduce or repeal the levy of special taxes in a community facilities district. However, the California Constitution does not allow the reduction or repeal to result in an impairment of contract. The purpose of this Section 2.6(b) is to give notice that: (i) both the DDA and the City DA (including, in both cases, this Financing Plan) is a contract between Developer and Authority (in the case of the DDA) and Developer and City (in case of the City DA); (ii) the financing of the Qualified Project Costs and the Additional Community Facilities through the application of CFD Bond proceeds (which are secured by Project Special Taxes) and Remainder Taxes (as described in Section 2.3(j) and Section 2.7) is an essential part of the consideration for the contracts; (iii) the financing of Ongoing Park Maintenance through the application of Remainder Taxes is an essential part of the consideration for the contracts; and (iv) any reduction in City's ability to levy and collect Project Special Taxes would materially impair those contracts. To further preserve the contracts discussed above, City agrees that: (y) until all First Tranche CFD Bonds have been repaid in full or defeased before maturity for any reason other than a refunding, it will not initiate or conduct proceedings under the CFD Act to reduce the Project Special Tax rates without Developer's written consent or if legally compelled to do so (e.g., by a final order of a court of competent jurisdiction); and (z) if the voters adopt an initiative ordinance under section 3 of article XIIIC of the California Constitution that purports to reduce, repeal, or otherwise alter the Project Special Tax rates before all First Tranche CFD Bonds have been repaid in full or defeased before maturity for any reason other than a refunding, City will meet and confer with Developer to consider commencing and pursuing reasonable legal action to preserve City's ability to comply with this Financing Plan.

(c) Covenant to Foreclose. City will covenant with CFD bondholders to foreclose the lien of delinquent Project Special Taxes consistent with the general practice for community facilities districts in California and otherwise as determined by City in consultation with its underwriter or financial advisor for the CFD indebtedness and other consultants, subject to applicable laws.

(d) Reserve Fund Earnings. The Indenture for each issue of First Tranche CFD Bonds will provide that earnings on any reserve fund that are not then needed to replenish the reserve fund to the reserve requirement will be transferred to: (i) the CFD Bonds Project Account for allowed uses until it is closed in accordance with the Indenture; then (ii) the debt service fund held by the Fiscal Agent under the Indenture.

(e) Authorization of Reimbursements. City will take all actions necessary to satisfy section 53314.9 of the Government Code or any similar statute subsequently enacted to use First Tranche CFD Bond proceeds and Remainder Taxes

to reimburse Developer for: (i) CFD formation and First Tranche CFD Bond issuance deposits; and (ii) advance funding of Qualified Project Costs.

(f) Material Changes to the CFD Act. If material changes to the CFD Act after the Reference Date make CFD Bonds or Remainder Taxes unavailable or severely impair their use as a source for financing the Qualified Project Costs or Additional Community Facilities, City and Developer will negotiate in good faith as to a substitute public financing program equivalent in nature and function to CFDs.

(g) CFD Goals. Until the CFD Conversion Date for a CFD, the City shall not change or amend the CFD Goals as they apply to such CFD if such changes or amendments adversely impact the Project or are inconsistent with this Financing Plan unless such changes or amendments are required under the CFD Act or other controlling State or federal law or, with respect to such CFD, as otherwise Approved by Developer in its sole discretion.

(h) Private Placement of CFD Bonds. Subject to Board of Supervisors Approval and Section 4.4(b), upon Developer's written request, City shall issue CFD Bonds in a private placement to a small number of investors (which may include Developer and its Affiliates). In connection with any such private placement, City and the investors may agree upon terms regarding the security of such CFD Bonds other than as required by this Agreement, including, but not limited to, the 3:1 value-to-lien ratio of Section 2.4(c); provided, however, any CFD Bonds must have a debt service coverage-ratio of one hundred ten percent (110%) unless City consents to a lower amount. Subject to Board of Supervisors Approval and the CFD Goals, if the CFD Bonds are sold to Developer or its Affiliates, and if the CFD Bonds are not subject to transfer, credit enhancement may not be required.

(i) Levy for Ongoing Park Maintenance. For each CFD, prior to its CFD Conversion Date, Ongoing Park Maintenance shall be payable from Remainder Taxes and other sources identified in Section 2.7. For each CFD, after its CFD Conversion Date, Ongoing Park Maintenance may be payable from Project Special Taxes or Remainder Taxes. In both cases, Ongoing Park Maintenance may be funded irrespective of the issuance of CFD Bonds (First Tranche or Second Tranche) and irrespective of whether there are unreimbursed Qualified Project Costs or Additional Community Facilities. Accordingly, each RMA shall provide for the financing of Ongoing Park Maintenance for the duration of the CFD.

2.7 Ongoing Park Maintenance

(a) Maintenance Budget. Not later than April 1 of each year following the Maintenance Commencement Date, Authority shall prepare a preliminary budget of the Estimated Maintenance Costs for the immediately succeeding Maintenance Period. The Estimated Maintenance Costs shall be determined by (i) estimating the costs of the Ongoing Park Maintenance to be incurred during the immediately succeeding Maintenance Period and (ii) subtracting (A) any funds, revenues, and Project Grants that are received for maintenance purposes, (B) any funds on deposit in the

Remainder Taxes Holding Account, and (C) any funds on deposit in the Ongoing Maintenance Account that are not committed to the payment of Ongoing Park Maintenance during the current Maintenance Period.

(b) Delivery of Maintenance Budget. Upon completion by Authority, the preliminary budget will promptly be delivered to Developer for review. Developer shall have fifteen (15) days to review and comment on the preliminary budget. Authority will duly evaluate and implement the reasonable suggestions made by Developer, and Authority shall distribute a final version of the budget to Developer (as finalized, the "**Maintenance Budget**"). The Maintenance Budget shall also be delivered to the City upon completion. The Maintenance Budget must be completed by no later than June 1 in any given year.

(c) Calculation of Developer Maintenance Payment. Authority shall annually calculate the Developer Maintenance Payment at the same time that the Maintenance Budget is completed.

(i) If, on the date of calculation, the amount on deposit in the Ongoing Maintenance Account that is not committed to the payment of Ongoing Park Maintenance during the current Maintenance Period plus the amount on deposit in the Remainder Taxes Holding Account equals or exceeds the Estimated Maintenance Costs set forth in the applicable Maintenance Budget, then Authority shall (A) transfer funds from the Remainder Taxes Holding Account to the Ongoing Maintenance Account in such amount as is necessary so that the amounts on deposit in the Ongoing Maintenance Account equals the Estimated Maintenance Costs, (B) transfer the remaining funds on deposit in the Remainder Taxes Holding Account to City for deposit in the Remainder Taxes Project Accounts as set forth in Section 2.3(j)(iii), and (C) notify Developer that the Developer Maintenance Payment for such Maintenance Period shall be $0.

(ii) If, on the date of calculation, the amount of the Estimated Maintenance Costs set forth in the applicable Maintenance Budget exceeds the amount on deposit in the Ongoing Maintenance Account and the Remainder Taxes Holding Account, then Authority (A) shall transfer the entire balance of the Remainder Taxes Holding Account to the Ongoing Maintenance Account and (B) may request in writing that Developer make a Developer Maintenance Payment in an amount equal to the lesser of:

(1) the difference between the Estimated Maintenance Costs set forth in such Maintenance Budget and amounts on deposit in the Ongoing Maintenance Account and Remainder Taxes Holding Account on such date of calculation; and

(2) the Maximum Annual Developer Contribution.

(d) Maximum Annual Developer Contribution. On any date of calculation, the Developer Maintenance Payment shall not exceed the lesser of ("**Maximum Annual Developer Contribution**"):

(i) (A) for the first five years in which Maintenance Budgets are prepared following the Maintenance Commencement Date, the greater of (1) $1,500,000 or (2) $1,500,000 plus the portion of the Maximum Annual Developer Contribution for each previous year, if any, that was not paid to Authority; and (B) for each year after the first five years in which Maintenance Budgets are prepared following the Maintenance Commencement Date, the greater of (1) $3,000,000, or (2) $3,000,000 plus the portion of the Maximum Annual Developer Contribution for each previous year, if any, that was not paid to Authority; or

(ii) the Maintenance Account Balance.

(e) Maintenance Account Balance. On the Reference Date, Authority shall be credited with a non-cash balance (the "**Maintenance Account Balance**") of Fourteen Million Three Hundred Twenty Thousand Dollars ($14,320,000). Each Developer Maintenance Payment (whether through payments under Section 2.7(f) or through Conditional Maintenance Tax payments under Section 2.7(g)) shall reduce the Maintenance Account Balance by the corresponding amount. At the end of each Fiscal Year, commencing at the end of the Fiscal Year in which the Reference Date occurs, the Maintenance Account Balance shall be credited with interest based on the percentage increase in the Index over the prior twelve month period (except that the first interest credit shall be based on the period from the Reference Date to the end of the Fiscal Year in which the Reference Date occurs). Developer's obligation to pay any Developer Maintenance Payment shall cease when the Maintenance Account Balance is reduced to $0. Developer shall have no obligation to increase the Maintenance Account Balance at any time after the account is first established, other than as a result of the accrual of interest earnings as set forth herein.

(f) Time of Payment. Developer shall make the Developer Maintenance Payment by the later of (i) June 30 in the year in which the written request is made by Authority or (ii) thirty (30) days following receipt of the written request from Authority. The failure to pay the Maintenance Payment by the later of such dates shall be deemed a "**Maintenance Default**."

(g) Security for Payment. To secure the payments required in this Section 2.7, the RMA for each CFD shall contain provisions for a Conditional Maintenance Tax. Each RMA shall provide that the Conditional Maintenance Tax shall be levied only as follows:

(i) The Conditional Maintenance Tax may only be levied on property that is (A) owned by Developer at the time of the levy and (B) not subject to a purchase and sale agreement for the sale to a third party that is scheduled to close within six (6) months after the date of the levy.

(ii) The Conditional Maintenance Tax may only be levied in the calendar year in which City receives written notice from Authority that a Maintenance Default has occurred.

(iii) The Conditional Maintenance Tax may only be levied once in a calendar year.

(iv) The Conditional Maintenance Tax may only be levied on a parcel of property authorized by clause (i) in the amount of such parcel's pro rata share (based on acreage of such parcel to all parcels authorized by clause (i)) of the amount of the Maintenance Default.

(v) The Conditional Maintenance Tax shall be hand billed by City to Developer, and Developer shall have thirty (30) days to pay the amount due.

(vi) The failure by Developer to pay the Conditional Maintenance Tax within the time established by clause (v) shall subject the property upon which it is levied to foreclosure by City. The Conditional Maintenance Tax shall have the same lien priority and penalties as the Project Special Taxes.

(vii) The Conditional Maintenance Tax shall terminate and shall no longer be levied when, following the Maintenance Commencement Date, the Maintenance Account Balance is $0.

(h) Payment of Remaining Balance. If upon Completion of the Northern Wilds, as identified in the Parks and Open Space Plan, a balance remains in the Maintenance Account Balance, Developer, upon Authority's written request, shall pay Authority an amount equal to the remaining balance of the Maintenance Account Balance. Authority shall restrict the use of such funds to a segregated parks and open space fund, conservancy or other separate fund or entity with use restricted to operation and maintenance of the parks and open spaces in the Project Area.

2.8 CFD Limitations

(a) City and Developer agree that each CFD will be formed so that the proceeds of CFD Bonds and Remainder Taxes may be applied to accomplish the following goals in the manner set forth in this Financing Plan: (i) to finance Qualified Project Costs; (ii) to finance Additional Community Facilities; and (iii) to finance Ongoing Park Maintenance. To accomplish these goals, and subject to the limitations set forth in this Section 2.8, and in light of the 2% Limitation and the CFD Goals:

(i) each CFD will be authorized to finance the Qualified Project Costs, the Additional Community Facilities, and the Ongoing Park Maintenance;

(ii) for each CFD, the term for levying Project Special Taxes will be established at no less than 999 years from the first issuance of CFD Bonds in such CFD; and

(iii) for each CFD, the amount of authorized bonded indebtedness will be established to allow the issuance of the First Tranche CFD Bonds to finance Qualified Project Costs and the Second Tranche CFD Bonds to finance Additional Community Facilities.

(b) The CFD Conversion Date shall be calculated separately for each CFD.

(c) Until the CFD Conversion Date, in a CFD, CFD Bonds will be issued exclusively to finance Qualified Project Costs unless Developer, in its sole discretion, consents in writing to the issuance of CFD Bonds for such CFD to finance Additional Community Facilities. After the CFD Conversion Date in such CFD, City may issue CFD Bonds to finance Additional Community Facilities or for any other purpose authorized under the CFD Act.

(d) City and the Developer agree that, within a CFD, City shall not be obligated to issue First Tranche CFD Bonds (including refunding bonds) with a final maturity of later than the date that is forty-two (42) years after the issuance of the first series of First Tranche CFD Bonds in such CFD without the Approval of Board of Supervisors in its sole discretion. Unless City and Developer agree otherwise, any CFD Bonds issued to refund First Tranche CFD Bonds shall comply with applicable provisions of the CFD Act pursuant to which refunding bonds will not result in a reduction of the total authorized amount of the bonded indebtedness of a CFD and, in any event, the final maturity date of the refunding bonds shall not exceed the latest maturity date of the First Tranche CFD Bonds being refunded. The previous sentence shall not prevent the issuance of a series of First Tranche CFD Bonds for new money and refunding purposes, so long as the portion of the First Tranche CFD Bonds attributable to the refunding purpose meets the requirements of the previous sentence.

(e) The City intends to include open space improvements, transportation facilities, renewable energy and other sustainability projects, and other public infrastructure within the authorized list of Additional Community Facilities for each CFD. In addition, Additional Community Facilities to be authorized within each CFD shall include, but are not limited to, future improvements necessary to ensure that the shoreline, public facilities, and public access improvements will be protected should sea level rise at the perimeter of the Project Site as set forth in the Infrastructure Plan (the "**Future Sea Level Rise Improvements**"). If required to be constructed or installed pursuant to the appropriate regulating authorities, City agrees to finance the Future Sea Level Rise Improvements through the proceeds of the Second Tranche CFD Bonds and any Remainder Taxes that become available to City after the CFD Conversion Date pursuant to this Financing Plan, all in the manner required by the appropriate regulating authorities.

(f) Pursuant to the definition contained in Section 7.2, the term "CFD" means an Improvement Area if one has been so designated. Accordingly, wherever the word "CFD" appears in this Section 2.8, it also means Improvement Area (with the

result being that the CFD Conversion Date shall be calculated separately for each Improvement Area).

3. INFRASTRUCTURE FINANCING DISTRICT FINANCING

3.1 Formation of IFDs

(a) Formation. At any time, and from time to time, after Authority acquires all or part of the Project Site from the Navy, Developer may request in writing that City establish one or more IFDs under the IFD Act over all or any part of the property so acquired. In its written request, Developer may include proposed specifications for the IFD, including IFD boundaries. Developer's proposed specifications will be based on Developer's development plans, market analysis, and required preferences, but in all cases will be subject to this Financing Plan, the Funding Goals, and compliance with the IFD Act. To ensure compliance with the replacement housing provisions of the IFD Act in the formation of an IFD, City shall consider any input provided by Authority as to the specifics of the IFD formation.

(b) Boundaries. As soon as reasonably practical after receipt of a written request from Developer, City will establish each IFD over all of the Property identified in the written request. If allowed by the IFD Act, the IFD shall include separate Project Areas, as requested by Developer in writing.

(c) Authorized Facilities. Each IFD shall be authorized to finance all of the Qualified Project Costs, irrespective of the geographic location of the improvements financed.

(d) Cooperation. Developer and City shall cooperate reasonably in developing the IFP for each IFD that is consistent with this Financing Plan. Developer and City will each use good-faith reasonable efforts at all times to furnish timely to the other, or to obtain and then furnish to the other, any information necessary to develop the IFP for each IFD.

3.2 Scope of IFD-Financed Costs

(a) Authorization. An IFD may finance only Qualified Project Costs that are financeable under the IFD Act.

(b) Communitywide Significance. On the Reference Date, City found and determined that the Project Costs to be financed by the IFDs are of communitywide significance that provide significant benefits to an area larger than the area of the Project Site (which will be the cumulative boundaries of all IFDs). The Board of Supervisors may be required under the IFD Act to make additional specific findings with respect to financing Qualified Project Costs under the IFD Act. City shall assist in making such findings as and when requested by Developer, subject to applicable law.

3.3 Issuance of IFD Debt

(a) Issuance. Subject to Board of Supervisors Approval and Sections 4.4 and 4.5, City, on behalf of the IFD, intends to issue IFD Debt for purposes of this Financing Plan following Developer's submission of a written request to issue IFD Debt. Developer may, at any time and from time to time in its discretion, submit written requests that City issue IFD Debt, specifying requested issuance dates, amounts, and main financing terms. Following each of the Developer's request, Developer and City will meet with City's public financing consultants to determine reasonable and appropriate issuance dates, amounts, and main financing terms that are consistent with the Developer's request and the Funding Goals. City may not issue IFD Debt without first receiving a written request from Developer.

(b) Coverage Ratio. Each issue of IFD Debt will have a debt service coverage-ratio that maximizes the proceeds of IFD Debt but is consistent with sound municipal financing practices.

(c) Term. Unless Developer and City agree otherwise, and subject to Section 2.8, IFD Debt will have a term that maximizes the proceeds of IFD Debt but is consistent with sound municipal financing practices and any limitations on the amount of Net Available Increment.

(d) IFD Debt Proceeds. Subject to Tax Laws and the IFD Act, Net IFD Proceeds will be used in the following order of priority: (i) to fund required reserves and pay costs of issuance; (ii) to pay Qualified Pre-Development Costs; and (iii) to pay outstanding Qualified Project Costs. The remainder will be deposited into the IFD Debt Project Account as designated in the Indenture and must be used only to pay for Qualified Project Costs.

(e) Subordination. At the request of Developer, the City will submit a Subordination Request to each of the Other Taxing Agencies at least ninety (90) days prior to the date proposed for delivery of a preliminary official statement for any IFD Debt. Developer acknowledges that, under existing law (including the IFD Act), the Subordination Request must be undertaken in connection with the formation of an IFD and would take the form of a conditional allocation of Increment by the Other Taxing Agencies.

3.4 Pledge of Net Available Increment

(a) Pledge of Net Available Increment. City agrees that each IFD, when formed, will irrevocably pledge the Net Available Increment to the financing of the Qualified Project Costs and to any IFD Debt issued. City will take all actions necessary under the IFD Act and the policies of the County Assessor to ensure that Net Available Increment will be available for purposes of this Financing Plan, including filing any required annual Statement of Indebtedness. Except for the subordinate pledge of Net Available Increment pursuant to the Navy Promissory Note (the

"**Subordinate Pledge**"), City represents and warrants that there are no other pledges of Net Available Increment to any other projects or persons, and that City will not pledge, encumber, assign, allocate, or otherwise promise the Net Available Increment to any other projects or persons other than as set forth in this Financing Plan.

3.5 Budget Procedures

(a) Estimate of Net Available Increment. No later than April 1 of each year, City staff will meet and confer with Developer with respect to the projected amount of Net Available Increment for the next Fiscal Year for each Major Phase. City will provide Developer with: good faith estimates, for the next Fiscal Year, of: (A) Net Available Increment (based, in part, upon information provided by Developer as to any new development and Transfers of property); and (B) the amount of any debt service on Public Financings secured by a pledge of and expected to be paid from Net Available Increment. The April 1 date referred to in this Section 3.5(a) is based on the current budget process of the City. Developer and City will adjust the dates as appropriate if the City alters its budget process in the future.

(b) City Budget. Subject to the IFD Act and the Funding Goals, and based upon the information provided by Developer, City shall:

(i) budget the expenditure of the expected Net Available Increment only to: (A) pay debt service due in the next Fiscal Year on any applicable Public Financing incurred or to be incurred to pay Qualified Project Costs; and (B) finance Qualified Project Costs; and

(ii) apply any Net Available Increment it receives to the budgeted purposes, subject to the covenants of the applicable Indentures for IFD Debt and the Funding Goals.

(c) Purpose of Pledge. Developer and City shall use all Net Available Increment in each Fiscal Year as provided in this Financing Plan, and City shall prepare its annual budget to reflect its obligations under this Financing Plan. Qualified Project Costs that Developer incurs will be eligible for financing from the Funding Sources in each Fiscal Year until such Qualified Project Costs are financed in full.

(d) Use of Net Available Increment. After paying or setting aside amounts needed for debt service due on IFD Debt secured by or payable from Net Available Increment during Fiscal Year, City will use all Net Available Increment to finance Developer's Qualified Project Costs pursuant to this Financing Plan. In addition, upon and as allocated in Developer's written request, Authority will use all or any part of Net Available Increment to:

(i) pay debt service on other Public Financing to the extent it financed Qualified Project Costs; and

(ii) refund or defease before maturity a Public Financing that financed Qualified Project Costs.

3.6 Housing Costs.

(a) Housing Proceeds. For each IFD, City and Developer agree that a portion of the IFD Proceeds for such IFD in any Fiscal Year shall be applied to finance the Housing Costs in the following manner:

(i) If, in the written opinion of bond counsel to the City, all Housing Costs are or become authorized to be financed by the IFD Law, then an amount calculated by multiplying the Net Available Increment in any Fiscal Year by the Housing Percentage shall be used by the IFD to pay for Housing Costs. Amounts reserved for Housing Costs may, at the written direction of Authority, (A) be transferred to Authority to be held in the Housing Fund and applied to pay Housing Costs, or (B) secure on a first lien basis the issuance of IFD Debt, the proceeds of which will be used to pay for Housing Costs; or

(ii) If, in the written opinion of bond counsel to the City, all Housing Costs are not authorized to be financed by the IFD Law, then, in paying any Payment Request authorized pursuant to the Acquisition and Reimbursement Agreement, City shall pay (A) to Authority on behalf of Developer from amounts that would otherwise be paid to Developer pursuant to the Payment Request for deposit in the Housing Fund an amount calculated by multiplying the amount being paid pursuant to the Payment Request by the Housing Percentage and (B) to Developer the balance of the amount being paid pursuant to the Payment Request. Amounts paid to Authority on behalf of Developer pursuant to this subsection (ii) are not the proceeds of IFD Debt, but are funds that Developer is entitled to receive from the sale of Improvements pursuant to a Payment Request that Developer is agreeing to be applied on Housing Costs.

(b) Combination of Financing Housing Costs. If, in the written opinion of bond counsel to the City, a portion, but not the entirety of the Housing Costs is or becomes authorized to be financed by the IFD Law, then Authority and Developer may provide for the financing of Housing Costs by some combination of subsections (a)(i) and (a)(ii) by providing written direction to City as to the implementation and priority of subsections (a)(i) and (a)(ii) and the amount of the Housing Percentage to be applied to determine (A) the amount of Net Available Increment to be reserved for Housing Costs pursuant to subsection (a)(i), and (B) the amounts payable from Payment Requests pursuant to subsection (a)(ii).

3.7 Miscellaneous IFD Provisions

(a) Shortfall. Developer agrees to the following measures to avoid shortfalls in projected Net Available Increment for the Project.

(i) If, after the IFD issues any IFD Debt under this Financing Plan that is secured by a pledge of Net Available Increment, Developer initiates a proceeding under the California Revenue & Taxation Code (a "**Reassessment**") to reassess the value of the parcels then owned by Developer encumbered by an IFD for

which IFD Debt was issued (the "**Encumbered Parcels**"), that results in a decrease in ad valorem property taxes levied on the Encumbered Parcels, Developer must pay to City in a Fiscal Year the amount equal to: (A) the amount of ad valorem property taxes that would have been levied on the Encumbered Parcels in such Fiscal Year if the Reassessment had not occurred; less (B) the amount of ad valorem property taxes actually levied on the Encumbered Parcels in such Fiscal Year (the difference being the "**Additional Payments**").

(ii) Developer's obligation to make Additional Payments will begin in the Fiscal Year following the Reassessment and continue until the earlier of: (A) the date that the IFD Debt outstanding on the date of the Reassessment is repaid in full or defeased before maturity for any reason other than a refunding; or (B) the date that the amount of the Additional Payments is reduced to zero or less due to a subsequent reassessment of the Encumbered Parcels for any reason.

(iii) Developer and City intend for this Section 3.7(a) to apply only to Public Financing payable or secured only by Net Available Increment, and not to any other Public Financing issued by Authority or the City. Developer's obligations under this Section 3.7(a) are not for the benefit of any CFD Bonds. Should the Tax Laws change, or the Internal Revenue Service or a court of competent jurisdiction issue a ruling that might cause any tax-exempt IFD Debt to be deemed taxable due to the requirements under clause (i) or (ii), City will release Developer from its obligations under this Section 3.7(a), and this Section 3.7(a) will be deemed severed from this Financing Plan under section 27.19 of the DDA.

(iv) Developer and City understand and agree that City would not be willing to enter into this Financing Plan without the agreement set forth in this Section 3.7(a).

(b) Reserve Fund Earnings. The Indenture for each issue of IFD Debt will provide that earnings on any reserve fund that are not then needed to replenish the reserve fund to the reserve requirement will be transferred to: (i) the IFD Debt Project Account for allowed uses until it is closed in accordance with the Indenture; then (ii) the debt service fund held by the Fiscal Agent under the Indenture.

(c) Material Changes to the IFD Act. The IFD Act is currently the subject of pending legislation, and it is likely that the IFD Act will be the subject of legislation in the next several years, including legislation promulgated by City and Developer. In the event of any change to the IFD Act that occurs after the Reference Date, City, Authority, and Developer shall meet and confer and negotiate in good faith any appropriate changes to this Financing Plan, the City DA, and any existing IFD to reflect changes to the DDA agreed upon by Authority and Developer in accordance with Section 3.8.2 of the DDA.

3.8 IFDs and Net Available Increment Upon Termination

(a) Notice of Termination. In the event that Authority terminates all or any portion of the DDA before the issuance of the last Certificate of Completion for the Project for any reason, Authority shall send City a Termination Notice providing the details of the termination and whether or not the termination was due to a Selected Default.

(b) Formation of IFDs After Termination. Any IFD formed over any part of the Project Site for each Other Developer following receipt of a Termination Notice for a non-Selected Default shall authorize the financing of the Island Wide Costs of Developer in the IFP so that such Island Wide Costs of Developer may be financed as set forth in this Section 3.8. City shall have no such obligation with respect to any IFD formed over any part of the Project Site for each Other Developer following receipt of a Termination Notice for a Selected Default.

(c) Non-Selected Defaults. In the event the Termination Notice indicates that the termination was for any reason other than a Selected Default, then from and after the date that such Termination Notice is received by City, City shall distribute the IFD Proceeds as follows:

(i) The IFD Proceeds generated from the property in the Project Site that Developer has previously acquired from Authority (regardless of current ownership of such property) shall be reserved for, and paid upon request by, Developer to finance Developer's Island Wide Costs until all Island Wide Costs incurred by Developer are fully financed by IFD Proceeds.

(ii) Fifty percent (50%) of the IFD Proceeds generated from Non-Developer Property (such 50% is referred to as "**Termination Proceeds**") shall be reserved for, and paid upon request by, Developer to finance Developer's Island Wide Costs until all Island Wide Costs incurred by Developer are financed by such Termination Proceeds; provided, that such Termination Proceeds may not be applied to pay Pre-Development Costs except for Pre-Development Costs incurred prior to the Reference Date ("**Liquidated Pre-Agreement Costs**") and then only in the amount not to exceed five percent (5%) of such Termination Proceeds. Developer and City shall agree in writing on the amount of the Liquidated Pre-Agreement Costs within ninety (90) days following the Reference Date, and the amount of Liquidated Pre-Agreement Costs shall not include any return on such costs. If City and Developer do not agree in writing on the amount of the Liquidated Pre-Agreement Costs within such 90-day time period, City and Developer shall work in good faith to agree in writing on the amount of the Liquidated Pre-Agreement Costs as soon as practical thereafter; provided, however, that City shall have no obligation to initiate formation of an IFD until City and Developer have agreed in writing to the amount of the Liquidated Pre-Agreement Costs.

(iii) Upon the occurrence and during the continuance of a High

IRR Period, Authority may provide a written notice to City indicating that there is a High IRR Period. Notwithstanding anything in clause (ii), upon receipt of the written notice about the High IRR Period, the City shall suspend distribution of IFD Proceeds to Developer pursuant to clause (ii). Immediately upon the conclusion of a High IRR Period, Authority shall provide a written notice to City indicating that the High IRR Period has ended, and immediately upon receipt of such written notice, the suspension shall end and City shall resume making payments to Developer of IFD Proceeds pursuant to clause (ii).

(iv) Once all of Island Wide Costs incurred by Developer are financed with IFD Proceeds, or during any period of suspension, IFD Proceeds generated from Non-Developer Property shall be distributed as agreed to by City and Authority.

(d) Selected Defaults. In the event the Termination Notice indicates that the termination was due to a Selected Default, then from and after the date that such Termination Notice is received by City, City shall distribute the IFD Proceeds as follows:

(i) The IFD Proceeds generated from the property in the Project Site that Developer has previously acquired from Authority (regardless of current ownership of such property) shall be paid to Developer to finance Developer's Island Wide Costs until all Island Wide Costs incurred by Developer are financed by IFD Proceeds.

(ii) All of the IFD Proceeds generated from Non-Developer Property shall be paid to each Other Developer of such other property to use exclusively to pay its respective Island Wide Costs.

3.9 Net Available Increment Under Certain Situations

(a) Application During Higher IRR Period. Upon the occurrence and during the continuance of a Higher IRR Period, Authority may provide a written notice to City indicating that there is a Higher IRR Period. Upon receipt of the written notice about the Higher IRR Period, the City shall suspend distribution of Net Available Increment remaining after payment of debt service due on IFD Debt and any other Public Financing. Immediately upon the conclusion of a Higher IRR Period, Authority shall provide a written notice to City indicating that the Higher IRR Period has ended, and immediately upon receipt of such written notice, the suspension shall end and City shall resume making payments to Developer of Net Available Increment in the manner set forth in this Financing Plan.

(b) Application in Event of Default. Upon the occurrence of and only for the duration of and to the extent of any default in Authority's payment of Initial Navy Consideration under the Conveyance Agreement which is caused by an Event of Default by the Developer under the DDA, Authority may provide a written notice to City indicating that an Event of Default has occurred, and City shall suspend distribution of

Net Available Increment remaining after payment of debt service due on IFD Debt and any other Public Financing until the Event of Default is cured. City shall hold any Net Available Increment withheld from Developer for the account of the Navy until the Event of Default is cured. Immediately upon the curing of the Event of Default, Authority shall provide a written notice to City indicating that the Event of Default has been cured, and immediately upon receipt of such written notice, the suspension shall end and City shall resume making payments to Developer of Net Available Increment in the manner set forth in this Financing Plan.

(c) Use of Net Available Increment During Suspension Periods. During any period that the application of Net Available Increment under this Financing Plan is suspended pursuant to Sections 3.8(c)(iii), 3.9(a), and 3.9(b), City may, unless otherwise permitted by this Financing Plan, use such Net Available Increment on a pay-as-you-go basis only (i.e., such amounts may not be pledged to any indebtedness) to finance the following costs to the extent allowed by the IFD Act and so long as such uses does not adversely affect the tax-exemption of the interest on any IFD Debt:

(i) Installment Payments then due and unpaid; then

(ii) Future Installment Payments by a deposit to the Navy Payment Escrow until such time as the amount in the Navy Payment Escrow is sufficient to pay all remaining unpaid Installment Payments; then

(iii) Payment of any Financial Obligations that would have been the obligation of Developer; then

(iv) In any combination: (A) facilities benefitting the Project or the Project Site; or (B) payment of the Housing Costs (including any affordable housing subsidy).

4. ALTERNATIVE FINANCING AND PUBLIC FINANCING GENERALLY

4.1 Alternative Financing

(a) Request for Alternative Financing. Authority acknowledges and agrees that other methods of Public Financing for Project Costs may be viable, become available, or become necessary due to a Change in Law that affects the Funding Sources: (i) before Developer's completion of the Infrastructure; or (ii) before Developer's full reimbursement for Project Costs. These other methods may include any municipal debt financing vehicle then available under applicable law, including tax-exempt bonds, taxable bonds, tax-credit bonds, federal or State loans incurred by Authority, the City, or a joint powers authority for application towards Qualified Project Costs and secured by Net Available Increment or Project Special Taxes, or special assessments or fees on Taxable Parcels of commercial property in the Project Site through a community taxing district formed by City ordinance (collectively, "**Alternative Financing**"). Therefore, from time to time, so long as Developer's Project Costs have not been fully paid or reimbursed, Developer may submit a written request for Alternative Financing, describing:

(i) the Project Costs to be financed with the proceeds of the Alternative Financing;

(ii) if the Project Costs relate to construction, the Completion date or estimated Completion date for the related Infrastructure;

(iii) if the Project Costs relate to construction, the then current construction schedule for any other improvements to be made by Developer; and

(iv) the Alternative Financing.

(b) Implementation. Following Developer's request for Alternative Financing, Developer and Authority will meet with appropriate Authority or City consultants as to the necessity, feasibility, amount, and timing of the proposed Alternative Financing. Neither the City nor Authority will be required to implement Alternative Financing that: (i) is not consistent with the Funding Goals or (ii) proposes to tax or assess Exempt Parcels.

(c) Financing.

(i) If an Alternative Financing contemplates the formation of a CFD and the pledge of Project Special Taxes, Developer may petition City, as applicable, to form one or more CFDs over the Project Site in the manner and subject to parameters and limitations that differ from CFDs formed pursuant to Section 2 so long as Developer agrees to such terms in writing. Any such Alternative Financing CFDs may overlap all or any of the CFDs formed pursuant to Section 2.

(ii) If an Alternative Financing contemplates the pledge of Net Available Increment, Developer and Authority may mutually agree to adjust the application of Net Available Increment to accomplish the Alternative Financing.

4.2 Formation and Issuance Alternatives

(a) Alternative Formation Entity. Developer and City may agree in writing that the Governmental Entity forming a CFD or an IFD may be other than City, so long as the formation of the CFD or IFD by the Governmental Entity is consistent with this Financing Plan and is allowed by the CFD Act or IFD Act, as applicable.

(b) Alternative Financing Mechanisms to Further Funding Goals. One of the Funding Goals of this Financing Plan is to maximize Funding Sources available to finance Qualified Project Costs. To achieve this Funding Goal, City and Developer acknowledge that it may be necessary or desirable to aggregate revenue sources from two or more IFDs or CFDs to support Public Financing through a financing mechanism other than the issuance of Public Financing by City, including, but not limited to the issuance of revenue bonds or other indebtedness by another Governmental Entity (such as a local joint powers authority or a multiple-entity joint powers authority like CSCDA or ABAG) secured by CFD Bonds, IFD Debt, Project Special Taxes, and/or Net Available Increment. Developer and City will cooperate to evaluate and implement

opportunities for such alternative financing mechanisms provided that such mechanisms further the Funding Goals and are consistent with this Financing Plan.

4.3 Grants

(a) Cooperation. Authority and Developer will work together to seek appropriate Project Grants for the Project.

(b) Authority Project Grants. Subject to the conditions in Project Grant documents and applicable law, Authority will use Project Grants it procures in the following order of priority: (i) first, to finance Project Costs that are not Qualified Project Costs; (ii) second, to finance the Qualified Project Costs incurred in connection with the Parks and Open Space Plan; (iii) third, to finance the costs of purchasing ferry boats for use on the Project Site; and (iv) fourth, to finance any other Qualified Project Costs. At the election of Authority, up to 50% of the Project Grant funds may be used for costs that benefit the Project (but that are not Project Costs).

(c) Developer Project Grants. Subject to the conditions in Project Grant documents and applicable law, Developer will use Project Grants it procures to finance Project Costs.

4.4 Provisions Applicable To All Public Financings

(a) Acquisition and Reimbursement Agreement. Developer and City will execute the Acquisition and Reimbursement Agreement (with only such changes as may be Approved by Developer and City in their respective sole discretion) before the earlier of: (i) the date the first Developer Construction Obligation is Commenced; or (ii) the date of the first Sub-Phase Approval. The Acquisition and Reimbursement Agreement describes the procedures by which: (x) Developer will seek reimbursement of Qualified Project Costs and Authorized Payments; (y) City and Authority will inspect and accept Infrastructure and other Improvements that Developer is required to construct under the DDA and City DA; and (z) City will approve Developer's Payment Requests. City will reimburse Developer for Qualified Project Costs and Authorized Payments with any combination of Funding Sources then available for City's use, subject to any priority established in the Acquisition and Reimbursement Agreement. City will acquire the Infrastructure and other Improvements from Developer in accordance with, and subject to the limitations set forth in, the Acquisition and Reimbursement Agreement and applicable Supplements. Developer acknowledges that it must satisfy the conditions set forth in the Acquisition and Reimbursement Agreement as a condition to receiving reimbursement for any Authorized Payments or Qualified Project Costs.

(b) Financing Temporarily Excused. City will be authorized to temporarily suspend the issuance of any Public Financing (and Authority will not be obligated to provide Project Grant proceeds if clause (i), (ii), or (iii) applies), and neither Authority nor the City will be obligated to issue any Alternative Financing, to finance Qualified Project Costs during the time in which:

(i) Developer is in default in the payment of any ad valorem tax or Project Special Taxes levied on any Taxable Parcel it then owns in the Project Site;

(ii) Developer is in Material Breach under the DDA;

(iii) Developer fails to cooperate reasonably with Authority or the City as necessary to implement Public Financing consistent with this Financing Plan;

(iv) in the judgment of Authority or the City, as applicable, after consultation with Developer, and based upon the Funding Goals and advice of Authority or City staff and consultants, market conditions or conditions affecting the property in the Project Site (such as tax delinquencies, assessment appeals, damage or destruction of improvements, or litigation) make it fiscally imprudent or infeasible to incur the requested indebtedness at the time; or

(v) the First Tranche CFD Bond or IFD Debt underwriter (the "**Underwriter**") for any bond issue exercises any right to cancel its obligation to purchase the First Tranche CFD Bonds or IFD Debt during the occurrence and continuation of events specified in its bond purchase agreement with Authority ("**Underwriter Force Majeure**").

(c) Developer Financing Costs. Developer will not be entitled to reimbursements from any Public Financing for its financing costs (consisting of interest carry and lender fees) for any Infrastructure construction financing:

(i) to the extent that the costs are commercially unreasonable as of the date that the payment obligation was incurred;

(ii) while Developer is in default in the payment of any ad valorem taxes or Project Special Taxes levied on any of the Taxable Parcels it then owns or while Developer is in Material Breach under the DDA; or

(iii) if the costs arise more than ninety (90) days after the later to occur of: (A) the date on which City has found the related Infrastructure to be Complete under the Acquisition and Reimbursement Agreement; and (B) Developer has been reimbursed fully for the related Qualified Project Costs from Funding Sources.

(d) Continuing Disclosure. Developer must comply with all of its obligations under any continuing disclosure agreement it executes in connection with the offering and sale of any Public Financing. Developer acknowledges that a condition to the issuance of any Public Financing may be Developer's execution of a continuing disclosure agreement.

(e) Qualified Pre-Development Costs. To the extent required, (i) each CFD and IFD will be authorized at formation to finance the Qualified Pre-Development Costs and (ii) the payment of the Qualified Pre-Development Costs will be budgeted in the same manner as Qualified Project Costs in Section 3.5.

4.5 Terms of the Public Financings

(a) Meet and Confer. City staff and consultants will meet and confer with Developer before the sale of any Public Financing to discuss the terms of any proposed debt issue, but City will determine the final terms in its reasonable discretion in light of the Funding Goals and subject to this Financing Plan. City will not enter into any Indenture for any form of Public Financing that is not bonded indebtedness, if the indebtedness must be secured by or repaid with Net Available Increment or Project Special Taxes without Developer's express written consent, which may be granted or withheld based on all relevant factors, including the timing and availability of funds, credit enhancement requirements, applicable interest rate and other repayment terms, and other conditions to the proposed indebtedness.

(b) Credit Enhancement. Any Developer credit enhancements for Public Financing must be without recourse to the City's General Fund or Authority's general funds or other assets (other than Net Available Increment to the extent pledged to the payment of Public Financing obligations). Any financial institution issuing a credit enhancement must have a rating of at least "A" from Moody's Investor's Service Inc. or Standard & Poor's Rating Service, or the equivalent rating from any successor rating agency mutually acceptable to Developer and City, on the date of issuance and at any later credit renewal date. Developer must provide substitute credit enhancements for any credit enhancement that does not meet this rating standard on a credit renewal date. If the fees (and replenishment of any draw or other use of the collateral for the obligation it secures) for any Developer credit enhancements will be reimbursable from funds other than Developer funds, they may be reimbursed from Project Special Taxes or Net Available Increment, as applicable, on a basis subordinate to any debt service and other annual costs for any related outstanding Public Financing.

(c) Tax-Exempt or Taxable. Developer and City shall cooperate to maximize the tax-exempt treatment of any Public Financing, but Developer and City may agree to issue taxable Public Financings.

(d) No Other Land-Secured Financings. Other than the CFDs and the IFDs, City shall not to form any additional land-secured financing district or any district that pledges Increment over any portion of the property in the Project Site without Developer's Approval in its sole discretion.

4.6 Reimbursements for Qualified Project Costs

(a) Limited Reimbursement. Developer, City, and Authority acknowledge that:

(i) Developer is agreeing to pay for the Project Costs with the expectation that Developer will be reimbursed to the extent and in the manner set forth in this Financing Plan and the Acquisition and Reimbursement Agreement, subject to applicable laws and any financing instruments;

(ii) Developer may be required to begin paying Project Costs before Funding Sources to reimburse Developer are available;

(iii) Developer will be reimbursed for Qualified Project Costs and paid Authorized Payments in any number of installments as Funding Sources become available in accordance with this Financing Plan and the Acquisition and Reimbursement Agreement, with any unpaid balance deferred as long as necessary (subject to limitations on Funding Sources under applicable laws and financing instruments), until Funding Sources become available;

(iv) Developer's payment of Project Costs before the availability of Funding Sources to reimburse Qualified Project Costs is not a dedication or gift, or a waiver of Developer's right to reimbursement for Qualified Project Costs under this Financing Plan; and

(v) Funding Sources may not be sufficient to pay all of Developer's Qualified Project Costs and Authorized Payments.

(b) Acquisition of Infrastructure. Developer, City, and Authority acknowledge that:

(i) Developer may be constructing Infrastructure before Funding Sources that will be used to acquire it are available;

(ii) The Department of Public Works will inspect Infrastructure and other Improvements and process Payment Requests even if Funding Sources for the amount of pending Payment Requests are not then sufficient to satisfy them in full;

(iii) Infrastructure may be conveyed to and accepted by the City before the applicable Payment Requests are paid in full;

(iv) If the City, Authority, or other Governmental Entity accepts Infrastructure before the applicable Payment Requests are paid in full, the unpaid balance will be paid when sufficient Funding Sources become available, and the Acquisition and Reimbursement Agreement will provide that the applicable Payment Requests for Infrastructure accepted by the City, Authority, or other Governmental Entity may be paid: (A) in any number of installments as Funding Sources become available; and (B) irrespective of the length of time payment is deferred; and

(v) Developer's conveyance or dedication of Infrastructure to the City, Authority, or other Governmental Entity before the availability of Funding Sources to acquire the Infrastructure is not a dedication or gift, or a waiver of Developer's right to payment of Qualified Project Costs under this Financing Plan.

5. POLICE, FIRE STATION AND PUBLIC PARKING FINANCING

5.1 Request for Financing From City

(a) Lease Revenue Bonds. City agrees to consider Developer's request for financing certain Infrastructure, including but not limited to the fire and police station and the public parking garages, with certificates of participation or lease revenue bonds, with the related lease payments to be reimbursed and paid from Funding Sources when available and the certificates of participation or lease revenue bonds to be refinanced with a Public Financing when feasible. Developer and Authority acknowledge that the City shall have no obligation to provide any such certificate of participation or lease revenue bond financing.

6. MISCELLANEOUS PROVISIONS

6.1 Interim Lease Revenues

(a) Distribution of Interim Lease Revenues. Interim Lease Revenues shall be collected by Authority, and distributed according to the following priorities:

(i) Through each Fiscal Year, Authority will use the Interim Lease Revenues to pay Authority Costs that the Authority has incurred and that have not been previously reimbursed; then

(ii) On June 30 of each Fiscal Year, Authority will apply any remaining Interim Lease Revenues to any Installment Payment then due and unpaid; then

(iii) On June 30 of each Fiscal Year, Authority will apply any remaining Interim Lease Revenues to the Navy Payment Escrow until such time as the amount in the Navy Payment Escrow is sufficient to pay all remaining unpaid Installment Payments; then

(iv) On June 30 of each Fiscal Year, Authority will either (i) transfer to Developer any remaining Interim Lease Revenues (the "**Net Interim Lease Revenues**"), if authorized; provided, however, that Developer shall only use the Net Interim Lease Revenues for Project Costs, or (ii) expend the Net Interim Lease Revenues on Project Costs at the direction of Developer. In either case, Developer will treat such Net Interim Lease Revenues as Gross Revenues.

(b) Material Default. Subject to the previous paragraph, all distributions of Net Interim Lease Revenues to Developer under Section 6.1(a)(iv) shall be withheld for the benefit of the Authority upon the occurrence of and for the duration of any Material Default under the DDA and may be applied by the Authority to any of its payment obligations with respect to the Project, including, but not limited to, payment of Initial Navy Consideration and Additional Consideration, construction of

Infrastructure if the security provided by Developer is not sufficient for that purpose, payment of the affordable housing subsidy, payment of Authority Costs, and any other Financial Obligations that otherwise would have been the obligation of Developer.

(c) Review of Budget. Authority shall prepare an annual budget of its expected revenues and expenses, including the collection and use of Interim Lease Revenues. Not less than thirty (30) days prior to the approval by the Authority Board of the budget, Authority shall deliver a copy to Developer for its review and comment. The Authority shall consider all of Developer's comments and shall, as reasonable and appropriate in Authority's opinion, revise the budget, if necessary, in response to those comments.

6.2 Marina Revenues

(a) Use of Marina Revenues. Marina Revenues shall be used by Authority to pay Authority Costs.

(b) Interim Lease Revenues. To the extent that any Marina Revenues are considered Interim Lease Revenues, those Marina Revenues shall be used to pay Authority Costs under Section 6.1(a)(i).

6.3 Key Money

(a) Sale of Project Site Property. In the event that (i) Authority terminates all or any portion of the DDA before the issuance of the last Certificate of Completion for the Project for any reason other than a Selected Default and (ii) Authority sells all or any part of the Project Site included in the termination that Authority did not otherwise convey to Developer (the "**Unconveyed Property**") or enters into an agreement with respect to the Unconveyed Property for which compensation is paid to Authority, then, through the escrow for the sale of such Unconveyed Property or upon receipt of any other compensation relating to such Unconveyed Property, Authority shall pay to Developer the Net Sale Proceeds associated with such Unconveyed Property until the Deficit is paid in full.

(b) Deficit. For purposes of this Section 6.3, the term "**Deficit**" shall mean the amount calculated pursuant to the following formula so long as such amount is greater than $0:

(Installment Payments actually paid by Developer)

minus

(Acreage Percentage Acquired x Total Installment Payments)

7. INTERPRETATION; DEFINITIONS

7.1 Interpretation of Agreement

(a) DDA. This Financing Plan is a part of the DDA and the City DA and is subject to all of its general terms, including the rules of interpretation.

(b) Inconsistent Provisions. Developer, City, and Authority intend for this Financing Plan to prevail over any inconsistent provisions relating to the financing structure for the Project and their respective financing-related obligations in any other document related to the Project.

7.2 Defined Terms

(a) Definitions. The following terms have the meanings given to them below or are defined where indicated.

"**Accounting**" means a complete accounting and computations setting forth the basis of each Additional Consideration to be paid, including the Gross Revenues and Development Costs for the relevant determination period, together with a narrative description of the methodology employed to calculate each Additional Consideration payment to be due for the relevant period.

"**Acquisition and Reimbursement Agreement**" means the agreement between Developer and City governing the terms of City's acquisition of Infrastructure and reimbursement of Qualified Project Costs, in the form attached to this Financing Plan as Attachment A, as the same may be modified or amended from time to time.

"**Acreage Percentage Acquired**" means the percentage calculated by dividing (i) the cumulative total amount of acreage of the Market Rate Lots acquired by Developer from Authority by (ii) the cumulative total amount of acreage of Market Rate Lots programmed on lands conveyed by the Navy to Authority which is estimated to be approximately 60 acres [to be confirmed].

"**Additional Community Facilities**" means any public facilities that may be financed by City with Second Tranche CFD Bonds and Remainder Taxes under applicable law and in the manner set forth in this Financing Plan, and shall include but not be limited to the Future Sea Level Rise Improvements.

"**Additional Consideration**" means the First Tier Payments and the Second Tier Payments.

"**Additional Payments**" is defined in Section 3.7(a)(i).

"**Adequate Security**" is defined in the DDA.

"**Affiliate**" is defined in the DDA.

"**Affordable Housing Units**" is defined in the Housing Plan.

"**Alternative Financing**" is defined in Section 4.1(a).

"**Annual Report**" is defined in Section 1.6(a).

"**Approval**" and any variation thereof (such as "**Approved**" or "**Approve**") is defined in the DDA.

"**Assigned Project Special Tax Rate**" is defined in Section 2.3(d).

"**Authority**" means the Treasure Island Development Authority.

"**Authority Board**" is defined in the DDA.

"**Authority Consideration**" means, collectively, the Authority Second Tier Payments and the Authority Third Tier Payments.

"**Authority Cost Payment**" is defined in the Conveyance Agreement.

"**Authority Costs**" is defined in the DDA.

"**Authority Second Tier Payment**" is defined in Section 1.3(c)(iii).

"**Authority Third Tier Payment**" is defined in Section 1.3(c)(iv).

"**Authorized Payments**" is defined in the Acquisition and Reimbursement Agreement.

"**Backup Project Special Tax Rate**" is defined in Section 2.3(g).

"**Board of Supervisors**" is defined in the DDA.

"**Building**" means any structure to be constructed within a CFD, including structures that contain Taxable Residential Units, commercial, industrial, science and technology, research and development, and office uses.

"**Cash Flow Distribution Termination Date**" means the date on which there are no longer any Gross Revenues generated by the Project.

"**Certificate of Completion**" is defined in the DDA.

"**CFD**" means (i) a community facilities district formed over all or any part of the Project Site that is established under the CFD Act to finance Qualified Project Costs and

Additional Community Facilities, or (ii) if designated, an Improvement Area within a community facilities district formed over all or any part of the Project Site, which Improvement Area has been designated under the CFD Act to finance Qualified Project Costs and Additional Community Facilities.

"**CFD Act**" means the Mello-Roos Community Facilities Act of 1982 (Gov't Code § 53311 et seq.), as amended from time to time.

"**CFD Bonds**" means one or more series of bonds (including refunding bonds) secured by the levy of Project Special Taxes in a CFD, including First Tranche CFD Bonds and Second Tranche CFD Bonds.

"**CFD Bonds Project Account**" means the funds or accounts, however denominated, held by the Fiscal Agent under an Indenture containing the Net CFD Proceeds to be used to finance Qualified Project Costs and, when authorized pursuant to Section 2.8, Additional Community Facilities.

"**CFD Conversion Date**" means, calculated separately for each CFD, the earliest to occur of (i) the date that all Qualified Project Costs have been paid or reimbursed to Developer for the Project as a whole, or (ii) the date that is forty-two (42) years after the issuance of the first series of First Tranche CFD Bonds in such CFD.

"**CFD Goals**" means, subject to Section 2.6(g), City's Local Goals and Policies for Community Facilities Districts, approved by Resolution No. _____, adopted on _____, and as thereafter amended from time to time.

"**Change In Law**" means legislation enacted by the Congress of the United States, by the legislature of the State or the enactment of a regulation or statute by any Governmental Entity (other than City or Authority or any related entities) with jurisdiction over City or Authority.

"**Change Proceedings**" means proceedings under section 53332 of the CFD Act initiated by Developer's petition.

"**City**" means the City and County of San Francisco.

"**City DA**" means the Development Agreement by and between City and Developer relative to Naval Station Treasure Island.

"**City's General Fund**" means the City's general operating fund, into which taxes are deposited, excluding dedicated revenue sources for certain municipal services, capital projects, and debt service.

"**Commence**" is defined in the DDA.

"**Complete**" (or its variant "Completion") is defined in the DDA.

"**Conditional Maintenance Tax**" shall mean a special tax that may be levied under an RMA only upon the occurrence of a Maintenance Default and only in the manner and in the amount set forth in Section 2.7(f).

"**Conveyance Agreement**" is defined in the DDA.

"**CPA**" means an independent certified public accounting firm Approved by Authority and Developer.

"**DDA**" means that certain Disposition and Development Agreement (Treasure Island/Yerba Buena Island) to which this Financing Plan is attached.

"**Default Interest Rate**" means an interest rate of three hundred (300) basis points above the Interest Rate.

"**Deficit**" is defined in Section 6.3(b).

"**Department of Public Works**" is defined in the DDA.

"**Developed Property**" means, in any Fiscal Year, an assessor's parcel of taxable property included in a recorded final subdivision map before January 1 of the preceding Fiscal Year, and for which a building permit has been issued before May 1 of the preceding Fiscal Year.

"**Developer**" is defined in the DDA.

"**Developer Construction Obligations**" means, to the extent required under the DDA in connection with the Project, Developer's obligation to construct or cause the construction of the Project in accordance with the Schedule of Performance, including: (a) the Infrastructure; (b) Improvements pursuant to the Parks and Open Space Plan; and (c) Required Improvements.

"**Developer Fiscal Year**" is defined in the DDA.

"**Developer Installment Payments Paid**" means the total amount of the Installment Payments (principal plus interest at the Interest Rate, as set forth in the Conveyance Agreement) paid by Developer to Authority prior to termination of the DDA.

"**Developer Maintenance Payment**" means the payment made by Developer to pay for Ongoing Park Maintenance, subject to the limitations set forth in Section 2.7(d).

"**Development Costs**" means all Hard Costs, Soft Costs, and Pre-Development Costs, except to the extent specifically excluded under the Conveyance Agreement and specifically excluding any costs, fees or charges related to debt financing that are not also Permissible Financing Costs.

"**Encumbered Parcels**" is defined in Section 3.7(a)(i).

"**Entitlement**" is defined in the Conveyance Agreement.

"**Estimated Maintenance Cost**" means the estimated costs of the Ongoing Park Maintenance for a Maintenance Period, as determined pursuant to Section 2.7(a).

"**Event of Default**" is defined in the DDA.

"**Excess Land Appreciation Structure**" is defined in the Conveyance Agreement.

"**Exempt Parcel**" means the Public Property. Exempt Parcel does not include an assessor's parcel that, immediately prior to the acquisition by Authority or other Governmental Entity, was a Taxable Parcel that Authority, City, or any other Governmental Entity acquires by gift, devise, negotiated transaction, or foreclosure (including by way of credit bidding), or an assessor's parcel that, immediately prior to the acquisition by Authority, was a Taxable Parcel that Authority acquires under its right of reverter under the DDA.

"**Final Conveyance Agreement IRR**" is defined in Section 1.3(e)(i).

"**Final Conveyance Agreement IRR Statement**" is defined in Section 1.3(e)(i).

"**Final IRR**" is defined in Section 1.3(f).

"**Final IRR Statement**" is defined in Section 1.3(f).

"**Financial Obligations**" is defined in the DDA.

"**Financing Plan**" means this Financing Plan.

"**First Tier Compensation**" is defined in Section 1.3(c)(ii).

"**First Tier Payment**" is defined in Section 1.3(c)(ii).

"**First Tranche**" means, calculated separately for each CFD, one or more series of CFD Bonds (including refunding bonds) secured by the levy of Project Special Taxes in such CFD, the proceeds of which City is obligated under this Financing Plan to use to finance Qualified Project Costs.

"**Fiscal Agent**" means the fiscal agent or trustee under an Indenture.

"**Fiscal Year**" means the period commencing on July 1 of any year and ending on the following June 30.

"**FOST Parcel**" is defined in the Conveyance Agreement.

"**Funding Goals**" is defined in Section 1.1(a).

"**Funding Sources**" is defined in Section 1.2(a).

"**Future Sea Level Rise Improvements**" is defined in Section 2.8(e).

"**GAAP**" means generally accepted accounting principals.

"**Governmental Entity**" is defined in the DDA.

"**Gross Revenues**" means, for any period, all cash revenues received by Developer from any source whatsoever, and whether collected through or outside of escrow in connection with all or any part of the Project, in each case for such period, which shall include, the gross proceeds of sale or transfer of the Lots or any portion thereof, rents or other payments paid to Developer as the master landlord under any ground lease or as a property manager under an interim management agreement with Authority for existing facilities and open space, including any of Authority's revenues assigned to Developer pursuant to the DDA (which assignment may exclude revenues of Authority that are used to pay for Authority's costs and expenses that are not included in Authority Cost Payment pursuant to the DDA); proceeds from the first sale of ground leases or refinancing intended to capitalize ground value; any damage recoveries, insurance payments or condemnation proceeds payable to Developer with respect to the Project to the extent not otherwise used for repair or reconstruction of the Property, all revenues derived from agreements to which Developer is a party pursuant to which Developer participates in the proceeds of the operation or sale of any portion of the Property sold to a Vertical Builder, amounts paid to Developer from the proceeds of any assessment or special tax districts formed for purposes of providing funds for costs associated with the Project, and amounts paid to Developer from tax increment financing or other public financing, and grants and tax credits to reimburse Developer for infrastructure or other qualifying costs. Gross Revenues shall specifically exclude the proceeds of any capital contributed to Developer by its partners or members or the proceeds of any loan made to Developer. Gross Revenues includes Net Interim Lease Revenues to the extent provided in Section 6.1(a)(iii).

"**Hard Costs**" is defined in the Conveyance Agreement.

"**High IRR Period**" means the time period (i) commencing on the date that an IRR Statement shows that Developer has achieved a cumulative IRR in excess of 15% as of the end of the final Quarter of the applicable Reporting Period considering all First Tier Payments, Second Tier Payments and Authority Second Tier Payments and (ii) ending on the date that a subsequent IRR Statement shows that Developer's cumulative IRR as of the end of the final Quarter of the applicable Reporting Period, considering all First Tier Payments, Second Tier Payments and Authority Second Tier Payments, is 15% or below.

"**Higher IRR Period**" means the time period (i) commencing on the date that an IRR Statement shows that Developer has achieved a cumulative IRR in excess of 25% as of the end of the final Quarter of the applicable Reporting Period considering all First Tier Payments, Second Tier Payments and Authority Second Tier Payments and (ii) ending on the date that a subsequent IRR Statement shows that Developer's cumulative IRR as of the end of the final Quarter of the applicable Reporting Period, considering all First Tier Payments, Second Tier Payments and Authority Second Tier Payments, is 25% or below.

"**Housing Amounts**" means the amounts transferred to Authority for purposes of paying the Housing Costs under Section 3.6.

"**Housing Costs**" means the costs incurred by Authority to increase, improve, and preserve the City's supply of housing for persons and families of very low-, low-, or moderate-income pursuant to the Housing Plan.

"**Housing Fund**" means a fund created by Authority for holding the Housing Amounts and applying such Housing Amounts on Housing Costs.

"**Housing Percentage**" means, for each IFD, 17.5%, calculated by dividing $0.10 of Increment by $0.57 of Increment, rounded to one decimal place (i.e., $0.10 ÷ $0.57 = 17.5%).

"**Housing Plan**" is defined in the DDA.

"**IFD**" means (i) an infrastructure financing district formed over all or any part of the Project Site that is established under the IFD Act to finance Qualified Project Costs, or (ii) if authorized under the IFD Act, a Project Area within an infrastructure financing district formed over all or any part of the Project Site, which Project Area has been designated under the IFD Act to finance Qualified Project Costs.

"**IFD Act**" means the Infrastructure Financing District Act (Gov't Code § 53395 et seq.), as amended from time to time.

"**IFD Debt**" means any bonded indebtedness that the IFD or other Governmental Entity incurs to finance Qualified Project Costs that is secured by a pledge of Net Available Increment, but not including CFD Bonds.

"**IFD Debt Project Account**" means the funds or accounts, however denominated, held by the Fiscal Agent under an Indenture containing the Net IFD Proceeds to be used to finance Qualified Project Costs.

"**IFD Proceeds**" means, in any Fiscal Year, the cumulative amount of (i) the proceeds of IFD Debt and (ii) the Net Available Increment generated in such Fiscal Year that is not used to pay debt service on any IFD Debt.

"**IFP**" means an infrastructure financing plan required for each IFD under the IFD Act.

"**Improvement Area**" means an improvement area within a community facilities district designated pursuant to section 53350 of the CFD Act.

"**Improvements**" is defined in the DDA.

"**Inclusionary Unit**" is defined in the Housing Plan.

"**Increment**" means, within an IFD, the tax increment revenues generated from the property within such IFD from and after the base year established for such IFD.

"**Indenture**" means one or more indentures, trust agreements, fiscal agent agreements, financing agreements, or other documents containing the terms of any indebtedness that is secured by a pledge of and to be paid from Net Available Increment or Project Special Taxes.

"**Index**" is defined in the DDA.

"**Infrastructure**" is defined in the DDA.

"**Infrastructure Plan**" is defined in the DDA.

"**Initial Closing**" means the date on which the first conveyance of the FOST Parcel by Quitclaim Deed from the Navy to Authority occurs in accordance with Article 3 of the Conveyance Agreement.

"**Initial Consideration Term**" means a term of ten (10) years (as such term may be extended pursuant to Section 4.2.2 of the Conveyance Agreement).

"**Initial Major Phase**" is defined in the DDA.

"**Initial Navy Consideration**" means the initial consideration to the Navy for acquisition of the Project Site, including the principal amount of $55 million and all interest payable to the Navy on the unpaid principal amount.

"**Installment Payment**" is defined in the Conveyance Agreement.

"**Interagency Cooperation Agreement**" means that certain Interagency Cooperation Agreement, by and between the City and Authority, as amended from time to time.

"**Interest Rate**" means an annual interest rate of _____%, which equals the interest rate payable on ten year (10) Treasury Notes in effect as of the month that the

Conveyance Agreement is entered into plus one hundred fifty basis points (150 bps), which Interest Rate will be locked for the duration of the Conveyance Agreement

"**Interim Lease Revenues"** means all cash, notes, or other monetary consideration of any kind paid to the Authority under the Interim Leases.

"**Interim Leases"** means leases under which Authority is the lessor encumbering land in the Project Site during the time such land is leased to or owned by Authority.

"**IRR**" means the internal rate of return, annualized, calculated on the Project's Net Cash Flow by the Excel 2007 "IRR" function using quarterly Net Cash Flows. The Project's Net Cash Flow shall be adjusted to show all costs incurred in the quarter paid and all revenues in the quarter received, provided that Pre-Development Costs are applied as of the Initial Closing. An example of the IRR calculation is attached to the Conveyance Agreement as Exhibit DD.

"**IRR Statement**" is defined in Section 1.3(b).

"**Island Wide Costs**" shall mean the subset of Qualified Project Costs described in Attachment C hereto.

"**Liquidated Pre-Agreement Costs**" is defined in Section 3.8(c)(ii).

"**Lot**" is defined in the DDA.

"**Maintenance Account Balance**" is defined in Section 2.7(e).

"**Maintenance Budget**" is defined in Section 2.7(b).

"**Maintenance Commencement Date**" means the date that the first park owned by the Authority is completed and open to the public.

"**Maintenance Default**" is defined in Section 2.7(f).

"**Maintenance Period**" means, in each year, the one-year period commencing July 1 and ending on June 30.

"**Major Phase**" is defined in the DDA.

"**Major Phase Approval**" is defined in the DDA.

"**Marina Revenues**" is defined in the DDA.

"**Market Rate Lots**" is defined in the Conveyance Agreement.

"**Market Rate Unit**" is defined in the Housing Plan.

"**Material Breach**" is defined in the DDA.

"**Maximum Annual Developer Contribution**" is defined in Section 2.7(d).

"**Maximum Project Special Tax Rate**" is defined in Section 2.3(g).

"**Navy**" is defined in the DDA.

"**Navy Payment Escrow**" means an escrow created by Authority to hold Interim Lease Revenues to be used solely to pay Installment Payments (principal plus interest at the Interest Rate).

"**Navy Promissory Note**" is described in Section 4.2.6 of the Conveyance Agreement.

"**Net Available Increment**" means, for each IFD, the amount allocated to such IFD, which shall be the greater of (i) $0.57 of every dollar of Increment (which amount will come from Increment that would have otherwise been allocated to City), and (ii) $0.57 of every dollar of Increment (which amount will come from Increment that would have otherwise been allocated to City) plus any additional amounts of Increment allocated to such IFD in the applicable IFP.

"**Net Cash Flow**" means Gross Revenues received by the Developer from the Project less Development Costs paid by the Developer.

"**Net CFD Proceeds**" means the proceeds of CFD Bonds that are available or used to pay for Qualified Project Costs directly or by reimbursements to Developer and, when authorized pursuant to Section 2.8, to pay for the costs of Additional Community Facilities.

"**Net IFD Proceeds**" means the proceeds of IFD Debt that are available or used to pay for Qualified Project Costs directly or by reimbursements to Developer.

"**Net Interim Lease Revenues**" is defined in Section 6.1(a)(iv).

"**Net Sale Proceeds**" means the proceeds from the sale of Unconveyed Property by Authority, less the costs of the Authority associated with the marketing and sale of such Unconveyed Property.

"**Non-Developer Property**" means, collectively, the property in the Project Site (i) that was never acquired by the Developer from Authority or (ii) that was reacquired by Authority through reverter.

"**Official Records**" is defined in the DDA.

"**Ongoing Maintenance Account**" means a separate account created by

Authority and maintained by Authority to hold all Remainder Taxes transferred from the Remainder Taxes Holding Account pursuant to Section 2.7 to be used for financing Ongoing Park Maintenance during the applicable Maintenance Period.

"**Ongoing Park Maintenance**" means the costs of operating and maintaining Improvements constructed pursuant to the Parks and Open Space Plan within the Project Site, including installing landscaping, all personnel or third-party maintenance costs, costs of maintaining irrigation systems and other equipment directly related to maintenance, maintenance or replacement as needed of landscape areas, water features, bathrooms, trash receptacles, park benches, planting containers, picnic tables, and other equipment or fixtures installed in areas to be maintained, insurance costs, and any other related overhead costs, along with Authority personnel, administrative, and overhead costs related to maintenance or to contracting for and managing third-party maintenance.

"**Other Developer**" is defined in Section 1.4(a)(i).

"**Other Taxing Agencies**" means governmental taxing agencies (including the City) or other entities that receive Increment and are authorized by the IFD Act or such other law to allocate or subordinate increment to an IFD.

"**Parks and Open Space Plan**" is defined in the DDA.

"**Payment Request**" is defined in the Acquisition and Reimbursement Agreement.

"**Permissible Financing Cost**" is defined in the Conveyance Agreement.

"**Person**" is defined in the DDA.

"**Pre-Development Costs**" is defined in the Conveyance Agreement.

"**Principal Payment Date**" means, (i) if CFD Bonds have not yet been issued for a CFD, September 1 of each year, and (ii) if CFD Bonds have been issued for a CFD, the calendar date on which principal or sinking fund payments on such CFD Bonds are, in any year, payable (for example, if the principal amount of CFD Bonds are payable on September 1, the Principal Payment Date shall be September 1, regardless of whether principal payments are actually due in any particular year).

"**Project**" is defined in the DDA.

"**Project Account**" is defined in Section 1.1(c)(i).

"**Project Area**" means a separately designated project area within the boundaries of an IFD, as permitted by the IFD Act.

"**Project Costs**" means, without duplication: (a) Development Costs; (b) Initial Navy Consideration; (c) Pre-Development Costs; and (d) any other amounts specifically identified in the DDA as a Project Cost.

"**Project Grants**" means State and federal funding.

"**Project Site**" is defined in the DDA.

"**Project Special Taxes**" means special taxes authorized to be levied in a CFD under the CFD Act, including all delinquent Project Special Taxes collected at any time by payment or through foreclosure proceeds.

"**Promissory Note**" is defined in the Conveyance Agreement.

"**Public Financing**" means, individually or collectively as the context requires, CFD Bonds, IFD Debt, and Alternative Financing.

"**Public Property**" is defined in the DDA.

"**Qualified**" when used in reference to Project Costs, Pre-Development Costs, and other capital public facility costs, means: (a) with respect to a CFD, the Project Costs, the Pre-Development Costs, and other authorized capital public facility costs, each to the extent authorized to be financed under the CFD Act, Tax Laws (if applicable), and this Financing Plan; (b) with respect to financing from Net Available Increment or IFD Debt, the Project Costs and the Pre-Development Costs, each to the extent authorized to be financed under the IFD ACT, Tax Laws (if applicable), and this Financing Plan; and (c) with respect to an Alternative Financing, the Project Costs and the Pre-Development Costs, each to the extent authorized to be financed under the laws governing the Alternative Financing, Tax Laws (if applicable), and this Financing Plan.

"**Quarter"** means a three-month period commencing on the first day of the Initial Closing and continuing until the Termination Date of the Conveyance Agreement.

"**Reasonableness Determination**" is defined in the DDA.

"**Reassessment**" is defined in Section 3.7(a)(i).

"**Records**" is defined in Section 1.6(b).

"**Redesign Costs**" means the anticipated costs necessary to prepare, entitle and implement the Redesign Plan.

"**Redesign Plan**" means an Authority plan to re-entitle, redesign and rebuild portions of the Project.

"**Reference Date**" is defined in the DDA.

"**Remainder Taxes**" means, in each year, as of the day following the Principal Payment Date for a CFD, all Project Special Taxes collected prior to such date in such CFD in excess of the total of: (a) debt service on the outstanding CFD Bonds for the applicable CFD due in the current calendar year, if any; (b) priority and any other reasonable administrative costs for the applicable CFD payable in that Fiscal Year; and (c) amounts levied to replenish the applicable reserve fund as of the Principal Payment Date, including amounts reserved for reasonable anticipated delinquencies, if any.

"**Remainder Taxes Holding Account**" is a separate single account created by Authority to hold and apply all transfers of Remainder Taxes pursuant to Section 2.7.

"**Remainder Taxes Project Account**" is a separate account created by City for each CFD and maintained by City to hold all Remainder Taxes for the corresponding CFD to be used for financing Ongoing Park Maintenance, Qualified Project Costs or Additional Community Facilities in the manner set forth in this Financing Plan.

"**Reporting Period**" is defined in Section 1.3(b).

"**RMA**" means the rate and method of apportionment of Project Special Taxes for a CFD, adopted in accordance with applicable law.

"**Schedule of Performance**" is defined in the DDA.

"**Second Tier Participation**" means the consideration paid to the Navy equal to 35% of Net Cash Flow generated by the Project in excess of a Developer 22.5% IRR.

"**Second Tier Payment**" is defined in Section 1.3(c)(iii).

"**Second Tranche**" means, calculated separately for each CFD, one or more series of CFD Bonds secured by the levy of Project Special Taxes in such CFD to be used by City to finance Additional Community Facilities or for any other purpose authorized by the CFD Act.

"**Selected Default**" means an Event of Default under sections 16.2.1(a) and 16.2.3(d) of the DDA.

"Soft Costs" is defined in the Conveyance Agreement.

"**Special Tax Requirement**" is defined in Section 2.3(i).

"**State**" is defined in the DDA.

"**Statement of Indebtedness**" means the report City will file for each Fiscal Year to properly allocate the Increment, whether or not required by the IFD ACT.

"**Subordinated Pledge**" is defined in Section 3.4(a).

"**Subordination Request**" means a set of documents that include (i) a written request to Other Taxing Agencies to subordinate the receipt of such Other Taxing Agencies' tax revenues to the payment of debt service on any IFD Debt secured by Net Available Increment, and (ii) calculations, explanations, and other substantial evidence showing that the tax revenues expected from the property in the IFD are expected to be available to pay both the debt service on the IFD Debt and the payments to the Other Taxing Agencies.

"**Sub-Phase**" is defined in the DDA.

"**Sub-Phase Approval**" is defined in the DDA.

"**Subsequent Owner Property**" means any Undeveloped Property within a CFD owned by a Person other than Developer.

"**Tax Laws**" means the Internal Revenue Code of 1986, as amended, together with applicable temporary and final regulations promulgated, and applicable official public guidance published, under said Internal Revenue Code.

"**Taxable Parcel**" means an assessor's parcel of real property or other assessor's parcel of property (e.g., a condominium parcel) within a CFD that is not an Exempt Parcel.

"**Taxable Residential Unit**" means: (a) Market Rate Units; and (b) Inclusionary Units.

"**Term**" is defined in the Conveyance Agreement.

"**Termination Date**" is defined in the Conveyance Agreement.

"**Termination Notice**" means a written notice from the Authority providing notice that the DDA has been terminated with respect to the Developer for a portion of the Project Site.

"**Termination Proceeds**" is defined in Section 3.8(c)(ii).

"**Tidelands Trust**" is defined in the _____.

"**Total Installment Payments**" means the amount of $_____, which is the total amount of the Installment Payments payable under the Conveyance Agreement (principal plus interest at the Interest Rate).

"**Total Tax Obligation**" means, with respect to a Taxable Residential Unit at the time of calculation, the sum of: (a) the ad valorem taxes actually levied or projected to be levied if the Taxable Residential Unit were developed at the time of calculation;

(b) the Assigned Project Special Tax Rates levied or projected to be levied if the Taxable Residential Unit were developed at the time of calculation; (c) all installments of special assessments if the Taxable Residential Unit were developed at the time of calculation; and (d) all other special taxes (based on assigned special tax rates) or assessments secured by a lien on the Taxable Residential Unit levied or projected to be levied if the Taxable Residential Unit were developed at the time of calculation.

"**Transferee**" is defined in the DDA.

"**2% Limitation**" is defined in Section 2.3(e).

"**Unconveyed Property**" is defined in Section 6.3(a).

"**Underwriter**" is defined in Section 4.4(b)(v).

"**Underwriter Force Majeure**" is defined in Section 4.4(b)(v).

"**Undeveloped Property**" means, in any Fiscal Year, Taxable Parcels in a CFD that are not Developed Property.

"**Vertical Builder**" is defined in the Conveyance Agreement.

"**Vertical Developer**" is defined in the DDA.

"**Work Program**" a work program for a Redesign Plan submitted by Authority to the Navy.

Attachment A

Form of Acquisition and Reimbursement Agreement

[ATTACHED]

Attachment B

Qualified Project Costs

[ATTACHED]

Attachment C

Island Wide Costs

Draft April 8, 2011

DEVELOPMENT AGREEMENT

BETWEEN

THE CITY AND COUNTY OF SAN FRANCISCO

AND

TREASURE ISLAND COMMUNITY DEVELOPMENT, LLC
RELATIVE TO NAVAL STATION TREASURE ISLAND

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DEVELOPMENT AGREEMENT
BETWEEN THE CITY AND COUNTY OF SAN FRANCISCO

AND

TREASURE ISLAND COMMUNITY DEVELOPMENT, LLC
RELATIVE TO NAVAL STATION TREASURE ISLAND

THIS DEVELOPMENT AGREEMENT ("**Agreement**") dated as of _____, 2011, is by and between the **CITY AND COUNTY OF SAN FRANCISCO**, a political subdivision and municipal corporation of the State of California (the "**City**"), and **Treasure Island Community Development, LLC**, a California limited liability company (the "**Developer**") pursuant to the authority of Sections 65864 *et seq.* of the California Government Code and Chapter 56 of the San Francisco Administrative Code. City and Developer are also sometimes referred to individually as a "**Party**" and together as the "**Parties**."

RECITALS

This Agreement is made with reference to the following facts, intentions and understandings of the Parties:

A. Determination of Public Benefits. The City has determined that as a result of the development of the Project Site in accordance with this Agreement, clear benefits to the public will accrue that could not be obtained through application of existing City ordinances, regulations, and policies. The public benefits are as provided in the Disposition and Development Agreement between the Treasure Island Development Authority (the "**Authority**"), a California non-profit public benefit corporation, and Developer, dated as of _____ approved by the Board of Supervisors by Resolution No. _____ (the "**DDA**"), the applicable portions of which DDA referenced herein are incorporated herein by this reference. The "**Project**", as it is more particularly described in the DDA, facilitates the City's long-term goal of implementing the creation of a new City neighborhood on Treasure Island and Yerba Buena Island that seismically strengthens the development areas of Treasure Island and provide extensive public benefits to the City such as significant amounts of new affordable housing, increased public access and open space, transportation improvements, extensive infrastructure improvements, and recreational and entertainment opportunities, while creating jobs and a vibrant, sustainable community. In particular, the Project provides an innovative transportation program designed to maximize transit usage and opportunities for walking and biking, with a dense mixed-use urban core in close proximity to transit, and provides a model for sustainable development. The Project provides for the creation of approximately 300-acres of public open spaces, including neighborhood parks, sports fields, shoreline parks, wetlands, and urban farm and large areas for passive recreation and native habitat. Among the many public benefits provided, the Project provides more than $700 Million in infrastructure costs, including Island stabilization and geotechnical improvements, parks and open space, utilities, community facilities, street improvements; including capital improvements and operating subsidies for the transportation program; and an estimated $345 Million for the affordable and transition housing program to allow the production of up to 2,000 new affordable units. In addition, the Project

undertakes significant environmental remediation costs to undertake remediation to the necessary level above that required to be performed by the Navy; and includes the rehabilitation and adaptive reuse of historic buildings.

B. Code Authorization. In order to strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic risk of development, the Legislature of the State of California adopted Government Code Section 65864 *et. seq.* (the "**Development Agreement Statute**"), which authorizes the City to enter into a development agreement with any person having legal or equitable interest in real property regarding the development of such property. Pursuant to Government Code Section 65865, the City has adopted Chapter 56 of the San Francisco Administrative Code establishing procedures and requirements for entering into a development agreement with a private developer pursuant to the Development Agreement Statute.

C. Property Subject to this Agreement. The property that is the subject of this Agreement consists of the real property located on former Naval Station Treasure Island ("**NSTI**") shown on Exhibit A and more particularly described on Exhibit B attached hereto and incorporated herein by this reference (the "**Project Site**").

D. Development Proposal; Intent of the Parties.

i. In 1993, Congress and the President selected NSTI for closure and disposition by the Base Realignment and Closure Commission acting under Public Law 101-510, 10 U.S.C. §2687 and its subsequent amendments. The Department of Defense initially designated the City as the Local Reuse Authority ("**LRA**") responsible for the conversion of NSTI under the federal disposition process.

ii. In 1997, the Board of Supervisors by Resolution No. 380-97 approved and authorized the incorporation of the Authority as a nonprofit public benefit corporation to promote the planning, redevelopment, reconstruction, rehabilitation, reuse and conversion of NSTI for the public interest, convenience, welfare and common benefit of the inhabitants of the City and County of San Francisco. Subsequently, the Department of Defense designated the Authority as the LRA for NSTI.

iii. Pursuant to the Treasure Island Conversion Act of 1997, which amended Section 33492.5 of the California Health and Safety Code and added Section 2.1 to Chapter 1333 of the Statutes of 1968 (the "**Conversion Act**"), the State legislature granted to the Authority the complete power, among other things, to administer and control that portion of NSTI consisting of the "**Trust Property**," as described in the Conversion Act, in conformance with the public trust for commerce, navigation and fisheries (the "**Tidelands Trust**") and subject to certain restrictions.

iv. The State Legislature authorized an exchange of the Tidelands Trust pursuant to Chapter 543, Statutes of 2004, as amended by Chapter 660, Statutes of 2007 and Chapter 208, Statutes of 2009 (the "**Exchange Act**") in a manner to facilitate the productive reuse of the Islands as well as further the Tidelands Trust and the statutory trust created under the Conversion Act. In furtherance of the Exchange Act, the Authority and the State Lands

Commission have negotiated that certain Trust Exchange Agreement for Treasure Island and Yerba Buena Island, ("**Exchange Agreement**"), setting forth the terms and conditions under which the public trust would be removed from portions of Treasure Island in exchange for portions of Yerba Buena Island not currently subject to the public trust.

v. The United States of America, acting by and through the Department of the Navy ("**Navy**"), and the Authority have entered into an Economic Conveyance Memorandum of Agreement that governs the terms and conditions for the transfer of NSTI from the Navy to the Authority (the "**Conveyance Agreement**"). Under the Conveyance Agreement, the Navy will convey NSTI to the Authority in phases after the Navy has completed environmental remediation and issued a Finding of Suitability to Transfer ("**FOST**") for specified parcels of NSTI or portions thereof.

vi. On or about June 1, 2003, the Authority and Developer entered into an Exclusive Negotiating Agreement, as subsequently amended, setting forth the terms and conditions under which the Authority and Developer would negotiate (1) the DDA and related conveyance agreements governing the redevelopment of the Project Site, (2) one or more Lease Disposition and Development Agreements (collectively, the "**LDDA**") and one or more 66-year ground leases (collectively, the "**Ground Lease**") for certain portions of the Project Site that will remain subject to the Tidelands Trust, and (3) other necessary transaction documents for the conveyance, interim management and redevelopment of the Property (the other documents, including Vertical DDAs, the LDDA, the Lease and the DDA are collectively referred to as the "**Transaction Documents**"), subject to completion of necessary environmental review under the California Environmental Quality Act (Public Resources Code Section 21000 *et. seq.* ("**CEQA**") and, if applicable, the National Environmental Policy Act of 1969.

vii. Developer and the Authority have negotiated a DDA and key Transaction Documents, approved by the Board of Supervisors concurrently herewith, which Transaction Documents and Development Requirements, administered by the City and the Authority, will govern development of the Project Site. In addition to the vesting rights provided under this Agreement, Section 12 of the DDA provides that the Authority shall not approve, recommend or forward to the Board of Supervisors or any City Agency for approval any termination of or amendment, supplement, or addition to any component of the Development Requirements except as expressly described therein.

viii. Various City agencies retain a role in certain Subsequent Project Approvals, including without limitation, design review and approval under the Treasure Island / Yerba Buena Island Special Use District and the Design for Development, approval of Subdivision Maps, review of certain aspects of Major Phase and Sub Phase applications, implementation of public financing vehicles, which may include Infrastructure Financing Districts and Community Facilities Districts, issuance of building permits, and acceptance of dedications of infrastructure and public rights of way for maintenance and liability, and approval of art works on City owned property. The procedural role of City Agencies in the approvals process is governed by an Interagency Cooperation Agreement entered into between the Authority, the City and various City agencies and by Section 5.4 hereof with respect to the Planning Commission and Department.

ix. In light of the numerous public benefits provided by the Project, City has determined that the Project is a development for which a development agreement is appropriate. A Development Agreement will eliminate uncertainty in the City's land use planning for the Project Site and secure orderly development of the Project consistent with the DDA and other Development Requirements.

E. Compliance with All Legal Requirements. It is the intent of the Parties that all acts referred to in this Agreement shall be accomplished in such a way as to fully comply with CEQA, the Development Agreement Statute, the Tidelands Trust and Chapter 56 of the San Francisco Administrative Code (as modified with respect to the Project by the Board of Supervisors in approving this Development Agreement), the San Francisco Planning Code, the Enacting Ordinance (as hereinafter defined) and all other applicable laws and regulations.

F. Project's Compliance with CEQA. Pursuant to CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code, any significant environmental impacts associated with the Project were described and analyzed, and alternatives and mitigation measures that could avoid or reduce those impacts were discussed in the Final Environmental Impact Report ("**FEIR**") certified by the Planning Commission and the Authority's Board of Directors on _____. [**No person appealed the FEIR to the Board of Supervisors as required under Section 31.16 of the San Francisco Administrative Code. The information in the FEIR has been considered by all entities with review and approval authority over this Agreement.**]

G. Planning Commission Hearing and Findings. On April 21, 2011**,** the Planning Commission held a public hearing on this Agreement, duly noticed and conducted under the Development Agreement Statute and Chapter 56. Following the public hearing, the Commission made the CEQA Findings and adopted the Mitigation Measures, and determined that the Project and this Agreement are, as a whole and taken in their entirety, consistent with the objectives, policies, general land uses and programs specified in the General Plan and the Planning Principles set forth in Section 101.1 of the Planning Code (together, the "**General Plan Consistency Findings**").

H. Board of Supervisors Hearing and Findings. On _____, 2011 the Board Land Use Committee, having received the Planning Commission's final recommendation, held a public hearing on this Agreement pursuant to the Development Agreement Statute and Chapter 56. Following the public hearing, the full Board made the CEQA Findings required by CEQA and approved this Agreement, incorporating by reference the General Plan Consistency Findings.

I. Enacting Ordinance. On _____, 2011, the Board adopted Ordinance No. _____, approving this Agreement and authorizing the Planning Director to execute this Agreement on behalf of the City (the "**Enacting Ordinance**"). The Enacting Ordinance took effect on _____, 2011. The following land use approvals, entitlements, and permits relating to the Project were approved concurrently with this Agreement: the General Plan amendment (Board of Supervisors Ord. No. _____), the Planning Code text amendment adopting the Treasure Island / Yerba Buena Island Special Use District which incorporates by reference the Treasure Island and Yerba Buena Island Design for Development

(Board of Supervisors Ord. No. _____), the Zoning Map amendments (Board of Supervisors Ord. No. _____), the Treasure Island and Yerba Buena Island Subdivision Code (Board of Supervisors Ord. No. _____), the DDA (Board of Supervisors Ord. No. _____), the Public Trust Exchange Agreement (Board of Supervisors Resolution No. ____), and the Economic Development Conveyance Memorandum of Agreement (Board of Supervisors Resolution No. ____) and adoption of CEQA Findings and a Mitigation Monitoring and Reporting Program ("**MMRP**").

I. AGREEMENT

1. GENERAL PROVISIONS

1.1. Incorporation of Preamble, Recitals and Exhibits. The preamble paragraph, Recitals and Exhibits, and all defined terms contained therein, are hereby incorporated into this Agreement as if set forth in full.

1.2. Definitions. In addition to the definitions set forth in the above preamble paragraph, Recitals and elsewhere in this Agreement, the following definitions shall apply to this Agreement. Capitalized terms not defined herein shall have the definition as set forth in the DDA.

1.2.1. "**Administrative Code**" shall mean the San Francisco Administrative Code.

1.2.2. "**Administrative Fee**" shall mean (i) a fee imposed City-Wide in effect at the time and payable upon the submission of an application for any permit or approval, which is intended to cover only the estimated actual costs to City or the Authority of processing that application and inspecting work undertaken pursuant to that application, and is not an Exaction; and (ii) amounts payable to the City or the Authority by Developer under the terms of this Development Agreement, the DDA, LDDA or Ground Lease, or by a Vertical Developer under the terms of a Vertical DDA, to reimburse the City or the Authority for its administrative costs in processing applications for any permits or approvals required under the Development Requirements.

1.2.3. "**Agreement**" shall mean this Development Agreement.

1.2.4. "**Applicable Regulations**" means: (1) the Project Approvals; (2) to the extent consistent with the Project Approvals and not otherwise superseded by the Development Requirements or Authority's powers as trustee under the Conversion Act, the Existing City Regulations (which include all provisions of the Building Construction Codes, i.e., the Parties understand and agree that no provision of the Building Construction Codes is inconsistent with or superseded by the Development Requirements); (3) Future Changes to Regulations, as and to the extent permitted by the DDA and this Development Agreement, (4) the Development Fees and Exactions, and such new or changed Development Fees and Exactions to the extent permitted under the DDA and this Development Agreement; (5) the Mitigation Measures; and (6) the Transaction Documents.

1.2.5. "**Board of Supervisors**" or "**Board**" shall mean the Board of Supervisors of the City and County of San Francisco.

1.2.6. "**City**" shall mean the City and County of San Francisco, a municipal corporation. Unless the context or text specifically provides otherwise, references to the City shall mean the City acting by and through the Planning Director or, as necessary, the Planning Commission or the Board of Supervisors.

1.2.7. **"City Costs"** shall mean the actual and reasonable costs incurred by a City Agency in performing its obligations under this Agreement, as determined on a time and materials basis, including any defense costs as set forth in Section 6.3,2, but excluding work and fees covered by Administrative Fees.

1.2.8. "**City Regulations**" includes (i) those City land use codes (including, without limitation, those Sections of the Planning Code not superseded by the Treasure Island and Yerba Buena Island Special Use District (Planning Code Section 249.52), the Treasure Island and Yerba Buena Island Subdivision Code, Zoning Maps and the City General Plan), (ii) those ordinances, rules, regulations and official policies adopted thereunder and (iii) all those ordinances, rules, regulations, official policies and plans governing zoning, subdivisions and subdivision design, land use, rate of development, density, building size, public improvements and dedications, construction standards, new construction and use, design standards, permit restrictions, development fees or exactions, terms and conditions of occupancy, or environmental guidelines or review, including those relating to hazardous substances, pertaining to the Project Site, as adopted and amended by the City from time to time.

1.2.9. "**City-Wide**" shall mean all privately-owned property within (1) the territorial limits of the City or (2) any designated use district or use classification of the City so long as (a) any such use district or use classification includes a substantial amount of affected private property other than affected private property within the Project Site, and (b) the use district or use classification includes all private property within the use district or use classification that receives the general or special benefits of, or causes the burdens that occasion the need for, the new City Regulation or Development Fees or Exactions.

1.2.10. "**DDA**" shall mean the Disposition and Development Agreement for the Development of Naval Station Treasure Island between the Authority and Developer, dated as of _____ and approved by the Board of Supervisors concurrently herewith, as it may be amended from time to time.

1.2.11. "**Development Fees or Exactions**" shall mean a monetary or other exaction including in-kind contributions, other than a tax or special assessment or Administrative Fee, which is charged by the Authority or City in connection with any permit, approval, agreement or entitlement for Horizontal Improvements or Vertical Improvements or any requirement for the provision of land for construction of public facilities or Infrastructure or any requirement to provide or contribute to any public amenity or services. Development Fee or Exaction does not include the requirements of, and fees payable under, Building Codes in effect from time to time generally applicable on a City-Wide basis to similar land uses.

1.2.12. "**Development Requirements**" means the Project Approvals and the Transaction Documents, as they may be amended from time to time.

1.2.13. "**Effective Date**" shall have the meaning set forth in Section 1.3.

1.2.14. "**Enacting Ordinance**" shall have the meaning set forth in Recital I.

1.2.15. "**Existing City Regulations**" shall mean those City Regulations in effect as of the adoption of the Enacting Ordinance.

1.2.16. "**FEIR**" shall have the meaning set forth in Recital F.

1.2.17. "**Future Changes to Applicable Regulations**" shall have the meaning ascribed to it in Section 2.3.1 hereof.

1.2.18. "**General Plan Consistency Findings**" as defined in Recital G above.

1.2.19. "**Ground Lease**" as defined in Recital D.vi above..

1.2.20. "**Horizontal Improvements**" shall mean the Infrastructure and all other Improvements required to be constructed by the Developer under the terms of the DDA.

1.2.21. "**Improvements**" shall mean all Horizontal and Vertical Improvements to be constructed in or for the benefit of the Project Site.

1.2.22. "**Infrastructure**" means those items identified in the Infrastructure Plan attached to the DDA, including open space improvements (including park improvements and restrooms), streets, rails, sewer and storm drainage systems, water systems, street improvements, transportation and transit facilities, public services and community facilities, traffic signal systems, dry utilities and other improvements, any of which are to be constructed in or for the benefit of the Project Site or any other matters described in the Infrastructure Plan, including without limitation, all such work as is necessary to create Developable Lots as defined in the DDA.

1.2.23. **"LDDA**" as defined in Recital D.vi above.

1.2.24. "**Lot**" means a parcel of land within the Project Site that is a legal lot shown on a Subdivision Map.

1.2.25. "**Mitigation Measures**" means the mitigation measures applicable to the Project as set forth in the Mitigation Monitoring and Reporting Program adopted by the Board of Supervisors on _____, 2011 by Resolution No. _____.

1.2.26. "**Parties**" shall mean Developer and City, and their respective successors under this Agreement.

1.2.27. "**Planning Code**" shall mean the San Francisco Planning Code.

1.2.28. "**Planning Commission**" or "**Commission**" shall mean the Planning Commission of the City and County of San Francisco.

1.2.29. "**Project**" shall mean the development project at the Project Site as described in the DDA, which includes development of all Horizontal and Vertical Improvements.

1.2.30. "**Project Approvals**" shall mean the project approvals listed in Exhibit C.

1.2.31. "**Project Site**" shall have the meaning set forth in Recital C.

1.2.32. "**School Facilities** Impact Fee shall mean the sum payable to the San Francisco Unified School District pursuant to Government Code Section 65995.

1.2.33. "**Subsequent Project Approvals**" shall mean any additional project approvals required to implement the Project after the initial Project Approvals, including, without limitation, all approvals required under the Treasure Island / Yerba Buena Island SUD, DRDAP, site permits and building permits and all approvals required by the Treasure Island and Yerba Buena Island Subdivision Code, including all Tentative and Final Transfer Maps, Tentative and Final Vesting Transfer Maps, Tentative and Final Vesting Subdivision Maps, Tentative and Final Subdivision Maps, and Parcel Maps

1.2.34. "**Term**" shall have the meaning set forth in Section 1.4.

1.2.35. "**Transaction Documents**" shall have the meaning set forth in Recital D.vi.

1.2.36. "**Transportation Management Act**" means that certain state legislative act known as the Treasure Island Transportation Management Act (Stats. 2008, Ch. 317).

1.2.37. "**Transportation Program**" means the comprehensive transportation program for the Project Site, including all capital improvements, transit operations and financing mechanisms as more particularly described in the Transportation Plan adopted by TIDA concurrently with the Project Approvals.

1.2.38. "**Transferee**" as defined in the DDA.

1.2.39. "**Vertical DDA**" means a Disposition and Development Agreement between Developer or Authority and a Vertical Developer that governs the development of Vertical Improvements.

1.2.40. "**Vertical Developer**" means for a particular Lot or Vertical Improvement, the Person that is a party to the applicable Vertical DDA related thereto.

1.2.41. "**Vertical Improvement**" means an Improvement to be developed under the DDA or any Vertical DDA or Ground Lease that is not Infrastructure.

1.3. Effective Date. Pursuant to Section 56.14(f) of the Administrative Code, this Agreement shall take effect upon its execution by all Parties following the effective date of the Enacting Ordinance (the "**Effective Date**").

1.4. Term. The term of this Agreement shall commence upon the Effective Date and shall continue in full force and effect thereafter for the same length of time as the term of the DDA so as to accommodate the phased development of the Project, unless earlier terminated as provided herein (the "**Term**"). Following expiration of the Term, this Agreement shall be deemed terminated and of no further force and effect.

2. APPLICABLE LAW

2.1. Applicable Regulations. Except as expressly provided in this Section 2, during the Term, the Project Approvals and any and all Subsequent Project Approvals (but only to the extent that the City would otherwise retain jurisdiction over issuing the applicable Project Approvals or Subsequent Project Approvals) shall be processed, considered, reviewed and acted upon in accordance with (i) the Applicable Regulations and any permitted Future Changes to Regulations, (ii) applicable laws, including CEQA, and (iii) this Agreement.

2.2. [Reserved].

2.3. Future Changes to Regulations.

2.3.1. Future changes to Applicable Regulations, City Regulations and any other ordinances, laws, rules, regulations, plans or policies adopted by the City or adopted by voter initiative after the Effective Date ("**Future Changes to Regulations**") shall not apply to the Project and the Project Site to the extent that they would conflict with this Agreement or the Development Requirements or would otherwise be pre-empted by the Tidelands Trust as applied to the Project. In the event of such a conflict, the terms of this Agreement and the Development Requirements shall prevail. Nothing in this Agreement, however, shall preclude the City from applying Future Changes to Regulations to the Project Site for a development project that is not within the definition of the "**Project**" under this Agreement. City retains the right to impose Future Changes to Regulations that are not in conflict with this Agreement and the Development Requirements.

2.3.2. Without limitation, Future Changes to Regulations shall be deemed to be "in conflict with this Agreement and the Development Requirements" if they:

(a) alter or change any land uses, including permitted or conditional uses, of the Project Site from that permitted under this Agreement and the Applicable Regulations;

(b) limit or reduce the height or bulk of the Project, or any portion thereof, or otherwise require any reduction in the height or bulk of individual proposed buildings or other improvements from that permitted under this Agreement and the Applicable Regulations;

(c) limit or reduce the density or intensity of the Project, or any portion thereof, or otherwise require any reduction in the square footage or number of proposed buildings, residential dwelling units or other improvements from that permitted under this Agreement and the Applicable Regulations;

(d) limit or control the availability of public utilities, services or facilities or any privileges or right to public utilities, services, facilities or Infrastructure for the Project, including but not limited to water rights, water connection, sewage capacity rights, and sewer connections;

(e) except as otherwise provided herein, in any manner control, delay or limit the rate, timing, phasing or sequencing of the approval, development or construction of all or part of the Project as provided in the DDA;

(f) increase any Development Fees or Exactions, except as permitted by this Section 2;

(g) preclude or materially increase the cost of performance of or compliance with any provisions of the applicable Development Requirements;

(h) except as specifically provided in the Treasure Island Transportation Management Act (Stats. 2008, Ch. 317) (the "**Transportation Management Act**") for setting of initial congestion pricing fees by the Board of Supervisors and Transportation Authority, impose any transportation-related revenue measures applicable to the Project Site, including, without limitation, congestion pricing, on-street or off-street parking fees, other parking-related revenue measures, and transit pass fees;

(i) Conflict with or materially increase the obligations of Developer, any Vertical Developer or their contractors under the Jobs and Equal Opportunity Policy attached to the DDA addressing construction or operations hiring adopted in connection with the DDA or any Vertical DDA; or

(j) adversely affect in any material respect (i) the continuing rights and obligations of Developer under this Agreement (including, but not limited to, the Financing Plan and any Acquisition and Reimbursement Agreement), (ii) the Authority's ability to satisfy its obligations to Developer under the DDA (including, but not limited to, the Financing Plan and any Acquisition and Reimbursement Agreement) or (iii) the amount or timing of any payments due to Developer from the Funding Sources under the Financing Plan (including, but not limited to, any Acquisition and Reimbursement Agreement).

2.3.3. The Developer may, in the exercise of its sole discretion, elect to have a Future Change to Regulation that conflicts with this Agreement applied to the Project or the Project Site by giving the City written notice of its election to have a Future Change to Regulation applied, in which case such Future Change to Regulation shall be deemed to be an Applicable Regulation. The foregoing notwithstanding, should the Authority subsequently approve any Future Change to Regulations (with or without Developer's consent to the extent permitted under Section 12 of the DDA) which becomes an Applicable Regulation hereunder,

such Future Change to Regulation shall not be binding on City as an Applicable Regulation without the City's prior written approval.

2.4. Development Fees and Exactions.

2.4.1. Existing Development Fees or Exactions. Except as provided in the following provisions of this Section 2.4, for the Term of this Agreement, the following Development Fees or Exactions that are in effect as of the Effective Date, and only the following, are applicable to the Project: (a) the School Facilities Impact Fee; and (b) the Wastewater Capacity Charge imposed by the San Francisco Public Utilities Commission under the authority of Cal. Health & Safety Code §5471 applicable to all new residential and commercial use on a City-Wide basis; and (c) the Water Capacity Charge imposed by the San Francisco Public Utilities Commission under SFPUC Resolution No. 07-0099 under the authority of Section 8B.125 of the City's Charter, applicable to all new residential and commercial use on a City-Wide basis**.** The DDA requires Vertical Developers to pay to the Authority a public art fee and a Jobs-Housing Linkage fee, to comply with certain inclusionary housing requirements and if applicable, to pay a transient occupancy in-lieu fee on fractional interest development, all on the further terms and conditions set forth in the DDA and Vertical DDA.

2.4.2. New or Increased Development Fees or Exactions. Except as otherwise set forth herein, no increase in any Development Fees or Exactions and no new Development Fee or Exaction enacted by the City during the term of this Agreement shall be applicable to any Improvements within the Project Site. To the extent that any increase in any Development Fees or Exactions or new Development Fees or Exactions is permitted under this Section 2.4.2, any such increased or new Development Fee or Exaction shall apply only to the extent that such increased or new Development Fee or Exaction complies with all applicable law, including, without limitation the requirements of the Mitigation Fee Act (Government Code §§ 66000 *et seq*.).

2.4.2.1. Any increase in the School Facilities Impact Fee authorized by any change in state law at any time after the approval of this Plan shall apply to the Project.

2.4.2.2. Any new or increased Development Fees or Exactions which become effective more than twenty (20) years following the date of issuance of the first Building Permit for Vertical Improvements in the Project Site shall apply to the Project only so long as such new or increased Development Fee or Exaction is (i) generally applicable on a City-Wide basis for similar land uses and (ii) not redundant as to the Project of a fee, dedication, program, requirement or facility that is imposed under the applicable Development Requirements, including without limitation, any fee, dedication, program, requirement or facility related to (A) affordable housing, (B) open space,(C) utility connection fees, (E) transportation; (F) child care; or (F) protecting against sea-level rise.

2.4.2.3. This Agreement has been entered into in reliance upon the provisions of the Development Agreement Statute as those provisions existed at the Effective Date. No amendment or addition to those provisions, which would materially affect the interpretation or enforceability of this Agreement, shall be applicable to this Agreement unless

such amendment or addition is specifically required by the California Legislature, or is mandated by a court of competent jurisdiction. If such amendment or change is permissive rather than mandatory, this Agreement shall not be affected by the same unless the Parties mutually agree in writing to amend the Agreement to permit such applicability. The Parties shall cooperate and shall undertake such actions as may be necessary to implement and reflect the intent of the Parties to allow and encourage development of the Project.

2.4.3. Applicability of Uniform Codes; Infrastructure Standards**.** Except as may be expressly provided in the Development Requirements, nothing in this Agreement shall preclude the City's application to the Project of (i) any provisions, requirements, rules, or regulations applicable City-wide that are contained in the California Building Standards Code, as amended by the City in accordance with the California Health and Safety Code, including requirements of the San Francisco Building Code, Mechanical Code, Electrical Code, Plumbing Code, Fire Code or other uniform construction codes. In addition, nothing in this Agreement shall preclude the City's application to the Project of the City's then-current standards for Infrastructure for each Major Phase pursuant to then applicable City Requirements so long as (a) such standards for Infrastructure are in place, applicable City-Wide and imposed upon the Project concurrently with the approval of the applicable Major Phase Application and/or first Sub-Phase Application in that Major Phase (as those terms are defined in the DDA); (b) such standards for Infrastructure as applied to the applicable Major Phase are compatible with, and would not require the retrofit, removal, supplementation or reconstruction of, Infrastructure approved in prior Major Phases or Sub-Phases; and (c) if such Infrastructure standards deviate from those approved in prior Major Phase or Sub-Phase applications, such deviations would not materially increase the cost of the Project.

2.4.4. Protection of Public Health and Safety. Notwithstanding any provision in this Agreement to the contrary, City shall exercise its discretion under this Agreement and the Development Requirements in a manner which is consistent with the public health, safety and welfare. City shall retain, at all times, its authority to take any legally valid action necessary to protect the physical health and safety of the public, including, without limitation, authority to condition or deny a permit, approval or agreement or other entitlement or to change or adopt any new City Regulation, if required (a) to protect the physical health or safety of the residents in the Project Site, the adjacent community or the public ("**Public Health and Safety Exception**"), or (b) to comply with applicable federal or state law or regulations including, without limitation, changes in Existing City Regulations reasonably calculated to achieve new, more restrictive federal or state attainment standards applicable to the City for water quality, air quality, hazardous materials or otherwise relating to the physical environment where such City Regulations are generally applicable and proportionally applied to similar land uses on a City-Wide basis (**"Federal and State Law Exception"**). Any such new or increased Development Fee or Exaction shall be applied in a manner which is proportional to the impacts caused by the applicable development in the Project Site taking into account the equitable share of the cost of funding reasonable compliance with the applicable Public Health and Safety Exception or Federal and State Law Exception and the amount allocable to the impacts caused by development existing at the time of the enactment of such new or increased Development Fee or Exaction. Any new or increased Development Fee or Exaction that qualifies within the Public Health and Safety Exception or Federal and State Law Exception that is enacted for the protection or benefit of City residents overall (as opposed to the mitigation of project-related

impacts which are addressed by the preceding sentence) shall be applied in a manner that bears a reasonable relationship to the development program and uses of the Project Site and shall be applied consistently City-Wide In no event shall any Vertical Improvements be required to pay a new or increased Development Fee or Exaction in connection with compliance with any Public Health and Safety Exception or Federal and State Law Exception which is not applied on a City-Wide basis to similar land uses. Except for emergency measures, City will meet and confer with Developer in advance of the adoption of such measures to the extent feasible, provided, however, that City shall retain the sole and final discretion with regard to the adoption of any new City Regulation in furtherance of the protection of the physical health and safety of the public as provided in this Section 2.4.6. Developer retains the right to dispute any City reliance on the Public Health and Safety Exception or the Federal or State Law Exception. If the Parties are not able to reach agreement on such dispute following a reasonable meet and confer period, then Developer or City can seek a judicial relief with respect to the matter.

2.4.5. CEQA. Nothing in this Agreement or the applicable Development Requirements shall be deemed to limit the City's or the Authority's ability to comply with CEQA, including any Mitigation Measures.

3. DEVELOPMENT OF THE PROJECT SITE

3.1. Development Rights. Developer shall have the vested right to develop the Project Site in accordance with and subject to the provisions of this Agreement, the Development Requirements and any Subsequent Project Approvals, which shall control the overall design, development and construction of the Project and all improvements and appurtenances in connection therewith, including without limitation, the permitted uses on the Project Site, the density and intensity of uses, the maximum height and size of buildings, the number of allowable parking spaces and all Mitigation Measures required in order to minimize or eliminate material adverse environmental impacts of the Project. By stating that the terms and conditions of this Agreement, the Development Requirements and any Subsequent Project Approvals control the overall design, development and construction of the Project, this Agreement is consistent with the requirements of California Government Code Section 65865.2 (requiring a development agreement to state permitted uses of the property, the density or intensity of use, the maximum height and size of proposed buildings and provisions for reservation or dedication of land for public purposes). The Developer agrees that all improvements on the Project Site shall be constructed in accordance with this Agreement, the Development Requirements and any Subsequent Project Approvals, and in accordance with all applicable laws.

3.2. Compliance with CEQA. The Developer acknowledges that the development of the Project and the Project Site is subject to compliance with CEQA, including the Mitigation and Monitoring Plan, and the CEQA Guidelines. To the extent that the Project will require the grant of Subsequent Project Approvals that are discretionary in nature, such Subsequent Project Approvals shall be subject to review by the City during public hearings to the extent required by applicable laws.

3.3. Status of Approvals. Concurrently with this Agreement, City and the Authority have approved and adopted the Project Approvals.

3.4. Use and Density. Pursuant to Section 65865.2 of the Development Agreement Statute, the Project Approvals and Subsequent Project Approvals shall not prevent development of the Project for the uses and to the density or intensity of the development set forth in the Project Approvals or the Transaction Documents.

3.5. Vested Rights: Permitted Uses and Density; Building Envelope. By approving the Project Approvals, City has made a policy decision that the Project, as currently described and defined in the Project Approvals, is in the best interests of the City and promotes the public health, safety and general welfare. Accordingly, to the extent that the Project is required to obtain any Subsequent Project Approvals from the City, City shall not use its discretionary authority in considering any application for a Subsequent Project Approval to change the policy decisions reflected in the Project Approvals or otherwise to prevent or to delay development of the Project as set forth in the Project Approvals. Instead, the Subsequent Project Approvals (that conform to or implement the Project Approvals) shall be used to implement those policy decisions and shall be issued by the City so long as they comply with this Agreement, the Applicable Regulations and permitted Future Changes to Regulations, if applicable. Nothing herein is intended to limit the discretionary authority of the Board of Supervisors to consider appeals of Subsequent Project Approvals related to subdivision maps pursuant to the provisions of the Subdivision Map Act and the Treasure Island and Yerba Buena Island Subdivision Code, provided, however, that in exercising its discretion on any such appeal, the Board of Supervisors shall not exercise its discretionary authority to change the policy decisions reflected in the Project Approvals or otherwise to prevent or delay development of the Project as set forth in the Project Approvals.

3.6. Residential Land Use. The residential land uses on the Project Site, including any affordable housing, shall be developed in accordance with the DDA, including the Housing Plan attached to the DDA.

3.7. [Reserved]

3.8. Commencement of Construction; Development Timing. Development of the Project Site is permitted to occur in phases. The Phasing Plan and Schedule of Performance incorporated into the DDA, as it may be modified from time to time in accordance with the DDA, shall govern the construction phasing and development timing of the Project, respectively.

3.9. Subdivision Maps.

3.9.1. Developer may from time to time file subdivision map applications with respect to some or all of the Project Site in accordance with the provisions in the DDA and the Treasure Island/Yerba Buena Island Subdivision Code. City shall exercise its discretion in reviewing such subdivision map applications in accordance with Section 3.5 hereof and the Treasure Island and Yerba Buena Island Subdivision Code, and shall approve such subdivision map applications so long as they comply with this Agreement, the Applicable Regulations and permitted Future Changes to Regulations, if applicable. Upon approval of each Tentative Transfer Map, Vesting Tentative Transfer Map, Tentative Map or Vesting Tentative Map (as those terms are defined in the Treasure Island and Yerba Buena Island Subdivision Code) to be approved for property within a Major Phase (each, a "**Tentative Map**"), the term of such

Tentative Map shall be extended until the Termination of this Agreement notwithstanding any other City Law, provided that approvals obtained in the last five years of the Term shall extend for the greater of (a) the Term of this Agreement or (b) the maximum applicable time provided for under City law. Notwithstanding anything in Section 66474.2 of the Subdivision Map Act or the Treasure Island and Yerba Buena Island Subdivision Code to the contrary, it shall be a condition to the approval of any Vesting Tentative Transfer Map or Vesting Tentative Map, that the ordinances, policies and standards applicable to the Vesting Tentative Transfer Map or Vesting Tentative Map shall be the Applicable Regulations and any Future Changes to Regulations permitted hereunder.

3.9.2. Vesting Tentative Maps. The Director of Public Works shall waive the submittal requirements for a vesting tentative transfer map set forth in section 1333.2(a)(2) through (5) of the City's Subdivision Code (incorporated by reference in section 1733.2(a) of the TI/YBI Subdivision Code), provided the vesting tentative transfer map application is otherwise complete and conforms to and is consistent with the Development Requirements. The Director of Public Works may also waive, in his or her sole discretion, one or more of the submittal requirements for a vesting tentative subdivision map set forth in section 1333.2(a)(2) through (5) of the City's Subdivision Code (incorporated by reference in section 1733.2(b) of the TI/YBI Subdivision Code), provided: (i) the vesting tentative subdivision map application is otherwise complete and conforms to and is consistent with the Development Requirements, and (ii) a Major Phase Approval has been granted for the property that is the subject of such map.

3.10. Financing of Project Improvements. The financing of improvements relating to the Project, including all infrastructure and utilities shall be as provided in the DDA and the Financing Plan attached hereto as Exhibit D, including, without limitation, requirements for providing adequate security for Infrastructure pursuant to Article 8 of the Treasure Island and Yerba Buena Island Subdivision Code.

3.11. Reservation or Dedication of Land for Public Use. Development of the Project Site requires public facilities to support the operations and services and development of affordable housing. Developer shall make available, reserve or dedicate, as required, land or facilities as provided in the Parks and Open Space Plan, Community Facilities Obligations and the Housing Plan to support the construction, operations and services on the Project Site in accordance with the terms of the DDA.

3.12. Treasure Island Transportation Revenues. City acknowledges that pursuant to the Treasure Island Transportation Management Act (Stats. 2008, Chapt. 317) (the "**Transportation Act**"), the State legislature has authorized the formation of the Treasure Island Transportation Management Agency ("**TITMA**") to adopt and administer the Transportation Program on Treasure Island and Yerba Buena Island, including the congestion pricing and parking programs. The Act enables the Board of Supervisors to delegate to TITMA exclusive power to administer and collect all "non-transit" revenues generated by the Transportation Program (revenues excepting transit fares and purchase of transit passes, advertising revenues on facilities and vehicles maintained by the transit agencies, and other revenues directly generated in conjunction with the operation of transit services), and provides that no ordinance, charter provision, or other provision of local law purporting to impose any similar revenue measure, whether now existing or enacted in the future shall apply to Treasure Island or the Transportation

Program. In compliance with the Transportation Management Act, the City acknowledges that upon formation of TITMA by the Board of Supervisors and the setting of the initial congestion pricing fees as authorized under Section 1967.5 of the Transportation Act, the City and its departments, boards, and commissions are prohibited from exercising the exclusive powers delegated by the Board of Supervisors to TITMA in accordance with the Transportation Act with respect to Treasure Island and the Transportation Program. The Parties anticipate that the "non-transit" revenues generated from the Transportation Program will be paid directly to the TITMA, which will enter into agreements as needed with the San Francisco Municipal Transportation Agency and other City departments, as needed to implement the Transportation Program. If other City departments other than TITMA receive "non-transit" revenues directly from the Transportation Program (such as parking revenues), City shall cause all such revenues to be paid promptly to the TITMA for implementation of the Transportation Program except as may otherwise be agreed between the City department and the TITMA.

4. OBLIGATIONS OF DEVELOPER

4.1. Cooperation by Developer. Developer shall, in a timely manner, provide all documents, applications, plans and other information necessary for the City to comply with its obligations in accordance with the terms of the DDA, the DRDAP and the Interagency Cooperation Agreement.

4.2. Nondiscrimination. In the performance of this Agreement, Developer agrees not to discriminate on the basis of the fact or perception of a person's race, color, creed, religion, national origin, ancestry, age, height, weight, sex, sexual orientation, gender, identity, domestic partner status, marital status, disability or Acquired Immune Deficiency Syndrome or HIV status (AIDS/HIV status), or association with members of such protected classes, or in retaliation for opposition to discrimination against such classes, against any City employee, employee of or applicant for employment with the Developer, or against any bidder or contractor for public works or improvements, for a franchise, concession or lease of property, or for goods or services or supplies to be purchased by Developer. A similar provision shall be included in all subordinate agreements let, awarded, negotiated or entered into by Developer for the purposes of implementing this Agreement.

4.3. Payment of Fees and Costs.

4.3.1. Payment of Fees and Exactions. Developer shall timely pay all Development Fees and Exactions applicable to the Project or the Project Site in accordance with applicable law.

4.3.2. Administrative Fees. Nothing in this Agreement shall preclude or constrain City from charging and collecting an Administrative Fee, which shall be administered in accordance with Section 4.3.3 hereof, or any such fee which may be provided for in any disposition and development agreement applicable to the Project Site.

4.3.3. Payment of Administrative Fees. Developer shall timely pay to the City all Administrative Fees applicable to the processing or review of applications for the Project Approvals or the Subsequent Approvals under the Municipal Code. In connection with any

environmental review relative to a Subsequent Approval, Developer shall reimburse City or pay directly all reasonable and actual costs relating to the hiring of consultants and the performing of studies as may be necessary to perform such environmental review. Prior to engaging the services of any consultant or authorizing the expenditure of any funds for such consultant, the City shall consult with Developer in an effort to mutually agree to terms regarding (i) the scope of work to be performed, (ii) the projected costs associated with the work, and (iii) the particular consultant that would be engaged to perform the work.

4.3.4. Time and Manner for Payment of City Costs. Developer shall pay to the City all City Costs during the Term within thirty (30) days following receipt of a written invoice from the City. Each City Agency shall submit to the Authority, quarterly invoices for all City Costs incurred by the City Agency for reimbursement under this Agreement; provided, for subdivision, mapping and Infrastructure review matters coordinated by DPW, applicable City Agencies shall submit their invoices to DPW and DPW shall combine those invoices with DPW costs to submit one combined invoice for reimbursement. The Authority shall gather all such invoices so as to submit one combined City bill to Developer each quarter. Any City Costs incurred by the City shall be invoiced to the Authority within six (6) months of the date the City Cost is incurred. To the extent that a City Agency fails to submit such invoices, then the Authority or its designee shall request and gather such billing information, and any City Cost that is not invoiced to Developer within twelve (12) months from the date the City Cost was incurred shall not be recoverable.

4.4. Hold Harmless and Indemnification of City. Developer shall indemnify, reimburse and save and hold harmless the City and its officers, agents and employees from and, if requested, shall defend them against any and all loss, cost, damage, injury, liability, and claims ("**Losses**") resulting directly or indirectly from this Agreement and Developer's performance of this Agreement, except to the extent that such indemnity is void or otherwise unenforceable under applicable law in effect on or validly retroactive to the Effective Date, and except to the extent such Losses are the result of the gross negligence or willful misconduct of City. The foregoing indemnity shall include, without limitation, reasonable attorneys' fees and related costs, and the City's cost of investigating any claims against the City.

4.5. Equal Opportunity and Employment and Training Program. In accordance with Administrative Code Section 56.7, this Agreement must include a detailed equal opportunity program and employment training program containing goals and a program for implementation. In compliance therewith, the DDA obligates Developer to comply with the Jobs and Equal Opportunity Program (the "**EOP**"), which sets forth the employment and contracting benefits that are proposed for the Project, including: (i) creating new construction and permanent employment opportunities, (ii) setting goals for the hiring of San Francisco residents and formerly homeless and economically disadvantaged individuals; (iii) setting goals for participation by small business enterprises (SBEs) under a program that is specific to the Project and that shall be administered by the Authority; and (iv) creating economic development opportunities and related support for TIHDI residents and member organizations. In addition, the EOP requires Developer to enter into a First Source Hiring Agreement in compliance with the City's First Source Hiring Ordinance. In recognition of the specific requirements set forth in the EOP, the City hereby exempts the provisions of San Francisco Administrative Code Chapter

6 (other than the payment of prevailing wages, which is required) and Chapter 14B to the extent applicable to the Project.

5. OBLIGATIONS OF CITY

5.1. No Action to Impede Project Approvals. City shall take no action nor impose any condition that would conflict with this Agreement or the Project Approvals. An action taken or condition imposed shall be deemed to be "in conflict with" this Agreement or the Project Approvals if such actions or conditions result in one or more of the circumstances identified in Section 2.3.2 of this Agreement.

5.2. Expeditious Processing. To the extent that a Subsequent Project Approval requires an action to be taken by the City, the City shall process such Subsequent Project Approvals in accordance with the procedures set forth in the Interagency Cooperation Agreement and Section 5.5 hereof.

5.3. Processing During Third Party Litigation. The filing of any third party lawsuit(s) against the City or Developer relating to this Agreement, the Project Approvals, the Subsequent Project Approvals, or other development issues affecting the Project or the Project Site, shall not delay or stop the development, processing or construction of the Project or the issuance of Subsequent Project Approvals unless the third party obtains a court order preventing the activity.

5.4. Provisions Related to Planning Commission and Planning Department Processing.

5.4.1. Office Land Use. By Resolution No. _____, the Planning Commission adopted findings pursuant to Planning Code Section 321(b)(1) that office development promotes the public welfare, convenience and necessity, and in so doing considered the criteria of Planning Code Section 321(b)(3)(A)-(G). The findings contained in Resolution No. _____ are incorporated herein by reference and attached as Exhibit E to this Agreement. Because the office development contemplated by the Treasure Island / Yerba Buena Island SUD and Design for Development, subject to the limitations on square footage set forth in the DDA has been found to promote the public welfare, convenience and necessity, the determination required under Section 321(b), where applicable, shall be deemed to have been made for all specific office development projects undertaken pursuant to the Treasure Island / Yerba Buena Island SUD and Design for Development. No office development project contemplated by the Treasure Island / Yerba Buena Island SUD and Design for Development, subject to the limitations on square footage set forth in the DDA, may be disapproved either (i) for inconsistency with Planning Code Sections 320-325, or (ii) in favor of another office development project that is located outside the Project Site and subject to Planning Code Sections 320-325; provided, however, that for any office development within the Project Site subject to Planning Code Section 321, (x) no office development project shall be approved that would cause the then applicable annual limitation contained in Planning Code Section 321 to be exceeded, taking into account priority commitments for available annual office space previously granted by the Planning Commission to the development projects at Mission Bay (Planning

Commission Resolution No. 14702) and Candlestick/Hunters Point (Planning Commission Resolution No. 18102); and (y) the Planning Commission shall consider the design of the particular office development project to confirm that it is consistent with the Planning Commission's findings contained in Resolution No. _____ (the "**Office Allocation Resolution**"). Upon such determination, the Planning Commission shall issue a project authorization for such project. The requirements for Planning Commission approval described above shall be applicable unless application would be prohibited by California or local law. Before the Authority approves any application pursuant to Planning Code Section 249.52(g)(5)(a) that includes an office development that would require an allocation under Sections 101.1 and 320-325 of the Planning Code (Office Allocation), the Authority shall submit each such application to the Planning Commission prior to consideration by the Authority. The Authority and the Planning Department ("**Planning**") shall cooperate to act expeditiously and in conformance with the Office Allocation Resolution and the related provisions of the Treasure Island / Yerba Buena Island SUD and Design for Development regarding approval of office development.

5.4.2. Assistance in Design Review. Planning, at the request of the Authority, will provide staff to assist the Authority with review of submittals made to Authority under the DRDAP, as well as Schematic Design applications submitted to Authority pursuant to Planning Code Section 249.52(g)(5)(a) (collectively, "**Authority Applications**"). The Planning Director, or his or her designee, may review, at the Planning Director's option, such Authority Applications, or applicable portions thereof, and provide Planning's comments to the Authority within thirty (30) days of receipt of such Authority Application by the Planning Director.

5.4.3. General Plan Consistency Findings. In connection with the certification of the FEIR, the adoption of the Mitigation Measures and approval of the Treasure Island / Yerba Buena Island SUD and Design for Development, the Planning Commission made General Plan findings as required by the City's Charter that the Project, as a whole and in its entirety, is consistent with the General Plan and the Planning Principles set forth in Section 101.1 of the Planning Code (together, the "**General Plan Consistency Finding**"). The General Plan Consistency Finding is intended to support all future approvals by the City, including those of the Planning Commission or Planning Department, that are consistent with the Treasure Island / Yerba Buena Island SUD and the Design for Development. Thus, to the maximum extent practicable subject to applicable law, Planning shall rely exclusively on the General Plan Consistency Findings when processing and reviewing all Subsequent Project Approvals, including but not limited to schematic review under the SUD, subdivision, public infrastructure acceptance, street vacations, and any other Project-related actions requiring General Plan determinations pursuant to State law or the Applicable City Regulations. In the event that Planning is required to make new General Plan consistency findings, as identified above, for a matter relating to the Project, it shall do so expeditiously and use good faith efforts to make or reject such findings within thirty (30) days of the matter being referred to Planning; provided however, that nothing shall prevent or limit the discretion of the City in connection with any Subsequent Project Approvals that, as a result of amendments to the Project Approvals, require new or revised General Plan consistency findings. In addition, the time limits for review as specified in this Subsection are not applicable to those General Plan consistency findings necessitated by or related to amendments to Project Approvals.

6. MUTUAL OBLIGATIONS

6.1. Notice of Completion or Revocation. Upon the Parties' completion of performance or revocation of this Agreement, a written statement acknowledging such completion or revocation, signed by the appropriate agents of City and Developer, shall be recorded in the Office of the Assessor/Recorder of the City and County of San Francisco, California.

6.2. Estoppel Certificate. Either Party may, at any time, and from time to time, deliver written notice to the other Party requesting such Party to certify in writing that to the best of the knowledge of the certifying Party: (i) this Agreement is in full force and effect and a binding obligation of the Parties, (ii) this Agreement has not been amended or modified either orally or in writing, and if so amended or modified, identifying the amendments or modifications and stating their date and nature, (iii) the requesting Party is not in default in the performance of its obligations under this Agreement, or if in default, to describe therein the nature and amount of any such defaults, and (iv) the findings of the City with respect to the most recent Annual Review performed pursuant to Section 7 below.

6.2.1. A Party receiving a request under this Section 6.2 shall execute and return such certificate within thirty (30) days following receipt of the request. Failure by a Party within such thirty (30) days to either execute and return such certificate or provide a detailed written explanation of why the Party has failed to do so shall be deemed to be a Default following notice and cure as set forth in Section [10] of this Agreement.

6.2.2. Each Party acknowledges that third parties with a property interest in the Project Site, including any mortgagee, acting in good faith may rely upon such a certificate. A certificate provided by the City establishing the status of this Agreement with respect to any lot or parcel shall be in recordable form and may be recorded with respect to the affected lot or parcel at the expense of the recording party.

6.3. Cooperation in the Event of Third-Party Challenge.

6.3.1. Third Party Challenge. In the event any legal action or proceeding is instituted challenging the validity of any provision of this Agreement, the Project, the Project Approvals or Subsequent Approvals, the adoption or certification of the FEIR, other actions taken pursuant to CEQA, or other approvals under state or City codes, statutes, codes, regulations, or requirements, and any combination thereof relating to the Project or any portion thereof (each, a "**Third-Party Challenge**"), the Parties shall cooperate in defending against such challenge. The City shall promptly notify Developer of any Third-Party Challenge instituted against the City.

6.3.2. Developer Cooperation. Developer shall assist and cooperate with the City at its own expense in connection with any Third-Party Challenge. The City Attorney's Office may use its own legal staff or outside counsel in connection with defense of the Third-Party Challenge, at the City Attorney's sole discretion. Developer shall reimburse the City for its actual costs in defense of the action or proceeding, including but not limited to the time and

expenses of the City Attorney's Office and any consultants; *provided, however*, (i) Developer shall have the right to receive monthly invoices for all such costs, and (ii) Developer may elect to terminate this Agreement, and upon any such termination, Developer's and City's obligations to defend the Third-Party Challenge shall cease and Developer shall have no responsibility to reimburse any City defense costs incurred after such termination date. Developer shall Indemnify the City from any other liability incurred by the City, its officers, and its employees as the result of any Third-Party Challenge, including any award to opposing counsel of attorneys' fees or costs, except where such award is the result of the willful misconduct of the City or its officers or employees. This section shall survive any judgment invalidating all or any part of this Agreement.

6.4. Good Faith and Fair Dealing. The Parties shall cooperate with each other and act in good faith in complying with the provisions of this Agreement. In their course of performance under this Agreement, the Parties shall cooperate and shall undertake such actions as may be reasonably necessary to implement the Project as contemplated by this Agreement.

6.5. Other Necessary Acts. Each Party shall execute, acknowledge and deliver to the other all further instruments and documents and shall take such further actions as may be reasonably necessary to carry out this Agreement in order to provide and secure to each Party the full and complete enjoyment of its rights and privileges hereunder.

6.6. Compliance with Financing Plan Developer and the City shall each at all times comply with the applicable provisions of the Financing Plan, which is attached hereto as Exhibit D, and incorporated herein by this reference.

7. PERIODIC REVIEW OF DEVELOPER'S COMPLIANCE

7.1. Initiation of Review. Pursuant to Section 65865.1 of the Development Agreement Statute and Section 56.17 of the Administrative Code as of the Effective Date, at the beginning of the second week of January following final adoption of this Agreement (the "**Annual Review Date**"), the Planning Director shall commence a review to ascertain whether Developer has, in good faith, complied with the Agreement.

7.2. Review Procedure. In conducting the required initial and annual reviews of Developer's compliance with this Agreement, the Director shall follow the process set forth in this section as of the Effective Date.

7.3. Required Information from Developer. Not more than sixty (60) days and not less than forty-five (45) days prior to the Annual Review Date, Developer shall provide a letter to the Planning Director containing evidence to show compliance with this Agreement. The Planning Director's review shall be limited to compliance with Developer's obligations under Section 4 and 6 of this Agreement and a determination that there exists no uncured Material Breach under the DDA after passage of all applicable cure periods thereunder. The letter from the Developer shall set forth in reasonable detail Developer's compliance with its obligations under Sections 4 and 6 of this Agreement. Developer may also provide an estoppel certificate or equivalent letter or instrument from the Authority which shall serve as conclusive proof binding

on the City as to whether or not there exists any uncured Material Breaches under the DDA after passage of all applicable cure periods thereunder.

7.4. City Report. Within forty (40) days after Developer submits its letter, the Planning Director shall review the information submitted by Developer and all other available evidence on Developer's compliance with this Agreement. All such available evidence shall upon receipt of the City, be made available as soon as possible to Developer. The Planning Director shall notify Developer in writing whether Developer has complied with the terms of this Agreement. If Planning Director finds Developer in compliance, then the Planning Director shall proceed in the manner provided in Section 56.17(b) of the Administrative Code as that Section is in effect as of the Effective Date, attached hereto as Exhibit F. The City's failure to timely complete the annual review is not deemed to be a waiver of the right to do so at a later date.

7.5. Planning Director shall issue a Certificate of Compliance. If Planning Director finds Developer is not in compliance, then the Planning Director shall proceed in the manner provided in Section 56.17(c) of the Administrative Code as that Section is in effect as of the Effective Date, subject further to the procedures set forth in Section 7. hereof. The City's failure to timely complete the annual review is not deemed to be a waiver of the right to do so at a later date.

7.6. Effect on Transferees. If Developer has effected a transfer of a Major Phase under the DDA , then the annual review hereunder shall be conducted separately with respect to each Party holding the Major Phase and the Planning Director, and if appealed, the Planning Commission and Board of Supervisors shall make its determinations and take its actions separately with respect to each Party pursuant to Administrative Code Chapter 56 as that Section is in effect as of the Effective Date, as modified by Section 7.7 hereof. If the Board of Supervisors Terminates, modifies or takes such other actions as may be specified in Administrative Code Chapter 56 and this Agreement in connection with a determination that such Party has not complied with the terms and conditions of this Agreement, such action by the Planning Director, Planning Commission, or Board of Supervisors shall be effective only as to the Party to whom the determination is made and the portions of the Project Site in which such Party has an interest.

7.7. Notice and Cure Rights. Notwithstanding anything in Administrative Code Chapter 56, if the Planning Commission makes a finding of non-compliance, or if the Board of Supervisors overrules a Planning Commission finding of compliance, then before any proceedings may be undertaken to modify or terminate the Agreement under Administrative Code Section 56.17(f) or 56.18 as those sections are in effect as of the Effective Date, the Planning Commission or the Board of Supervisors, as applicable, shall first specify to Developer the respects in which Developer has failed to comply, and shall also specify a reasonable time for Developer to meet the terms of compliance, which time shall be not less than thirty (30) days and shall be reasonably related to the time necessary for Developer to adequately bring its performance into good faith compliance with the terms of this Agreement. If the areas of noncompliance specified by the Planning Commission or Board of Supervisors are not perfected within such reasonable time limits herein prescribed, then the Planning Commission or the Board of Supervisors may then by noticed hearing, terminate, modify or take such other actions as may

be specified in Administrative Code Chapter 56 as that Section is in effect as of the Effective Date.

7.8. Default. The rights and powers of the City under this Section 9 are in addition to, and shall not limit, the rights of the City to Terminate or take other action under this Agreement on account of the Developer's commission of an event of Default.

8. AMENDMENT; TERMINATION

8.1. Amendment or Termination. Except as otherwise provided herein, this Agreement may only be amended or terminated with the mutual written consent of the Parties. The amendment or termination, and any required notice thereof, shall be accomplished in the manner provided in the Development Agreement Statute and Chapter 56 of the Administrative Code as of the Effective Date as modified by Section 7.7 hereof.

8.2. Amendment Exemptions. No amendment of a Project Approval or Subsequent Project Approval, or the approval of a Subsequent Project Approval, shall require an amendment to this Agreement. Upon approval, any such matter shall be deemed to be incorporated automatically into the Project and vested under this Agreement (subject to any conditions set forth in the amendment or Subsequent Project Approval). Notwithstanding the foregoing, in the event of any direct conflict between the terms of this Agreement and a Subsequent Approval, or between this Agreement and any amendment to a Project Approval or Subsequent Project Approval, the terms of this Development Agreement shall prevail.

8.3. Extension Due to Legal Action, Referendum, or Excusable Delay. The time for Developer's performance of its obligations hereunder shall be extended by reason of Excusable Delay to the extent permitted under the terms of the DDA.

9. TRANSFER OF ASSIGNMENT; RELEASE; RIGHTS OF MORTGAGEES; CONSTRUCTIVE NOTICE

9.1. Permitted Transfer of this Agreement. Developer shall have the right to assign or transfer all or any portion of its interest, rights or obligations under this Agreement to a Transferee (as defined in the DDA) or a Vertical Developer in accordance with the terms and conditions governing Transfer set forth in the DDA. Upon the effective date of any Transfer permitted under the DDA, the Transferee shall be deemed a Party to this Agreement as to the Transferred Property. Any Vertical DDA, LDDA, Ground Lease or Assignment and Assumption Agreement that Transfers an interest in the Project Site shall require the Transferee to enter into a binding Development Agreement Assignment and Assumption acknowledging the Transferee's rights and obligations hereunder. Developer shall remain liable for all obligations and requirements under this Agreement after the effective date of the Transfer as to the Transferred Property only to the same extent that Developer retains liability under the terms of the DDA and as set forth in the Development Agreement Assignment and Assumption required under this Section 9.1. Notwithstanding anything to the contrary contained in this Agreement, a Default under this Agreement or any Vertical DDA, LDDA or Ground Lease, as applicable, by any Transferee or Vertical Developer (collectively, a "**Transferee Default**") shall not constitute a Default by Developer with respect to any other portion of the Project Site and such Transferee

Default shall not entitle City to Terminate or modify this Agreement with respect to such other portion of the Project Site. The City is entitled to enforce each and every such obligation assumed by the Transferee directly against the Transferee as if the Transferee were an original signatory to this Agreement with respect to such obligation. Accordingly, in any action by the City against a Transferee to enforce an obligation assumed by the Transferee, the Transferee shall not assert any defense against the City's enforcement of performance of such obligation that is attributable to Developer's breach of any duty or obligation to the Transferee arising out of the transfer or assignment, the Assignment and Assumption Agreement, the purchase and sale agreement, or any other agreement or transaction between the Developer and the Transferee.**Rights of Mortgagees; Not Obligated to Construct; Right to Cure Default**.

9.2.1. Notwithstanding anything to the contrary contained in this Agreement (including without limitation those provisions that are or are intended to be covenants running with the land), the rights and obligations of a mortgagee, including any mortgagee who obtains title to the Project Site or any portion thereof as a result of foreclosure proceedings or conveyance or other action in lieu thereof, or other remedial action ("**Mortgagee**") shall be identical to the rights and obligations provided to such Mortgagee under the terms and conditions of the DDA. A breach of any obligation secured by any mortgage or other lien against the mortgaged interest or a foreclosure under any mortgage or other lien shall not by itself defeat, diminish, render invalid or unenforceable, or otherwise impair the obligations or rights of the Developer under this Agreement. Any person, including a Mortgagee, who acquires title to all or any portion of the mortgaged property by foreclosure, trustee's sale, deed in lieu of foreclosure, or otherwise shall succeed to all of the rights and obligations of the Developer under this Agreement and shall take title subject to all of the terms and conditions of this Agreement. Nothing in this Agreement shall be deemed or construed to permit or authorize any such holder to devote any portion of the Project Site to any uses, or to construct any improvements, other than the uses and improvements provided for or authorized by the Development Requirements.

9.2.2. If City receives a written notice from a Mortgagee or from Developer requesting a copy of any Notice of Default delivered to Developer and specifying the address for service thereof, then City shall deliver to such Mortgagee at such Mortgagee's cost (or Developer's cost), concurrently with service thereon to Developer, any Notice of Default delivered to Developer under this Agreement. In accordance with Section 2924 of the California Civil Code, City hereby requests that a copy of any Notice of Default and a copy of any notice of sale under any mortgage or deed of trust be mailed to City at the address shown on the first page of this Agreement for recording.

9.2.3. A Mortgagee shall have the right, at its option, to cure any default or breach by the Developer under this Agreement within the same time period as Developer has to remedy or cause to be remedied any default or breach, plus an additional period of (i) ninety (90) days to cure a default or breach by the Developer to pay any sum of money required to be paid hereunder and (ii) one hundred eighty (180) days to cure or commence to cure a non-monetary default or breach and thereafter to pursue such cure diligently to completion. Mortgagee may add the cost of such cure to the indebtedness or other obligation evidenced by its mortgage, provided that if the breach or default is with respect to the construction of the Improvements on

the Project Site, then the rights and obligations of such Mortgagee shall be identical to the rights and obligations afforded it under the DDA.

9.2.4. If at any time there is more than one mortgage constituting a lien on any portion of the Project Site, the lien of the Mortgagee prior in lien to all others on that portion of the mortgaged property shall be vested with the rights under this Section 9.2.4 to the exclusion of the holder of any junior mortgage; provided that if the holder of the senior mortgage notifies the City that it elects not to exercise the rights sets forth in this Section 9.4, then each holder of a mortgage junior in lien in the order of priority of their respective liens shall have the right to exercise those rights to the exclusion of junior lien holders. Neither any failure by the senior Mortgagee to exercise its rights under this Agreement nor any delay in the response of a Mortgagee to any notice by the City shall extend Developer's or any Mortgagee's rights under this Section 9.2.4. For purposes of this Section 9.2.4, in the absence of an order of a court of competent jurisdiction that is served on the City, a then-current title report of a title company licensed to do business in the State of California and having an office in the City setting forth the order of priority of lien of the mortgages shall be reasonably relied upon by the City as evidence of priority.

9.3. Constructive Notice. Every person or entity who now or hereafter owns or acquires any right, title or interest in or to any portion of the Project or the Project Site and undertakes any development activities at the Project Site is, and shall be, constructively deemed to have consented and agreed to, and is obligated by, all of the terms and conditions of this Agreement, whether or not any reference to this Agreement is contained in the instrument by which such person acquired an interest in the Project or the Project Site.

10. ENFORCEMENT OF AGREEMENT; REMEDIES FOR DEFAULT; DISPUTE RESOLUTION

10.1. Enforcement. The only parties to this Agreement are the City and the Developer. This Agreement is not intended, and shall not be construed, to benefit or be enforceable by any other person or entity whatsoever.

10.2. Default. For purposes of this Agreement, a Material Breach by the Developer under the DDA shall be considered a default under this Agreement. Notwithstanding anything to the contrary contained in this Agreement, if a Transferee defaults under this Agreement or any Vertical DDA, LDDA or Ground Lease, as applicable, such default shall not constitute a default by Developer with respect to any other portion of the Project Site hereunder and shall not entitle City to terminate or modify this Agreement with respect to such other portion of the Project Site except to the extent that termination is allowed under the DDA. In addition, to the extent Developer pays Authority Costs to Authority that include payments owing to the City hereunder, Developer's payment of such costs to Authority shall fully satisfy Developer's obligation to pay City costs hereunder. Authority's failure to pay such sums to the appropriate City department shall not be considered a default hereunder.

10.3. Notice/Remedies for Default.

10.3.1. Remedies.

10.3.1.1. Specific Performance. Upon a Material Breach, the aggrieved Party may institute proceedings to compel injunctive relief or specific performance to the extent permitted by law (except as otherwise limited by or provided in this Agreement) by the Party in breach of its obligations, including without limitation, seeking an order to compel payment of amounts due under this Agreement. Nothing in this Section 10.3 shall require a Party to postpone instituting any injunctive proceeding if it believes in good faith that such postponement will cause irreparable harm to such Party.

10.3.1.2. Limited Damages. The Parties have determined that except as set forth in this Section 10.3.1.2 (i) monetary damages are generally inappropriate, (ii) it would be extremely difficult and impractical to fix or determine the actual damages suffered by any Party as a result of a breach hereunder and (iii) equitable remedies and remedies at law not including damages are particularly appropriate remedies for enforcement of this Agreement. Except as otherwise expressly provided below to the contrary (and then only to the extent of actual damages and not consequential, punitive or special damages, each of which is hereby waived by the Parties), no Party would have entered into or become a Party to this Agreement if it were to be liable in damages under this Agreement. Consequently, the Parties agree that no Party shall be liable in damages to any other Party by reason of the provisions of this Agreement, and each covenants not to sue the other for or claim any damages under this Agreement and expressly waives its right to recover damages under this Agreement, except as follows: actual damages only shall be available as to breaches that arise out of (a) the failure to pay sums as and when due (1) under this Agreement, but subject to any express conditions for such payment set forth in this Agreement, (b) the failure to make payment due under any indemnity in this Agreement, (c) the requirement to pay attorneys' fees and costs as set forth in Section 10.4 or when required by a arbitrator or a court with jurisdiction. For purposes of the foregoing, "actual damages" shall mean the actual amount of the sum due and owing under this Agreement, with interest as provided by law, together with such judgment collection activities as may be ordered by the judgment, and no additional sums.

10.3.1.3. Certain Exclusive Remedies/Termination. The exclusive remedies for any Material Breach that does not result in a termination of the DDA shall be those remedies exercisable by the Authority in Section 16.3.3 of the DDA: For any Material Breach that results in the termination of the DDA or a partial termination of the DDA (e.g., if the City exercises its right of reverter), the City's remedy hereunder shall be the right to terminate this Agreement concurrent with the termination of the DDA, but only as to that portion of the Property for which the Authority terminated the DDA.

10.3.2. Attorneys' Fees. Should legal action be brought by either Party against the other for default under this Agreement or to enforce any provision herein, the prevailing party in such action shall be entitled to recover its reasonable attorneys' fees and costs.

10.4. **No Waiver**. Failure or delay in giving notice of default shall not constitute a waiver of default, nor shall it change the time of default. Except as otherwise expressly provided in this Agreement, any failure or delay by a Party in asserting any of its rights or remedies as to any default shall not operate as a waiver of any default or of any such rights or remedies; nor shall it deprive any such Party of its right to institute and maintain any actions or proceedings that it may deem necessary to protect, assert, or enforce any such rights or remedies.

10.5. **Future Changes to Regulations**. Pursuant to Section 65865.4 of the Development Agreement Statute, unless this Agreement is cancelled by mutual agreement of the Parties as provided for under Section 8.1, above, or terminated pursuant to Section 8.1 or 10.3, above, either party may enforce this Agreement notwithstanding any Future Changes to Regulations.

10.6. **Joint and Several Liability**. If the Developer consists of more than one person or entity with respect to a legal parcel within the Project Site, then the obligations of each person and/or entity shall be joint and several.

10.7. **Costa Hawkins Waiver**. The Parties understand and agree that the Costa-Hawkins Rental Housing Act (California Civil Code sections 1954.50 *et seq*.; the "**Costa-Hawkins Act**") does not and in no way shall limit or otherwise affect the restriction of rental charges for the Authority Housing Units or the Inclusionary Units developed pursuant to the DDA (including the Housing Plan)(as those terms are defined in the DDA). This Agreement falls within an express exception to the Costa-Hawkins Act because the Agreement is a contract with a public entity in consideration for a direct financial contribution and other forms of assistance specified in Chapter 4.3 (commencing with section 65915) of Division 1 of Title 7 of the California Government Code. Accordingly, Developer, on behalf of itself and all of its successors and assigns, including all Vertical Developers, agrees not to challenge, and expressly waives, now and forever, any and all rights to challenge, Developer's obligations set forth in the Housing Plan related to Inclusionary Units, under the Costa-Hawkins Act, as the same may be amended or supplanted from time to time. Developer shall include the following language, in substantially the following form, in all Assignment and Assumption Agreements under the Development Agreement:

> "The Development Agreement and DDA (including the Housing Plan) includes regulatory concessions and significant public investment in the Project. The regulatory concessions and public investment include, without limitation, a direct financial contribution of net tax increment, the conveyance of real property without payment, and other forms of public assistance specified in California Government Code section 65915 *et seq*. These public contributions result in identifiable, financially sufficient and actual cost reductions for the benefit of Developer and Vertical Developers, as contemplated by California Government Code section 65915. In consideration of the direct financial contribution and other forms of public assistance described above, the parties understand and agree that the Costa-Hawkins Act does not and shall not apply to the Inclusionary Units developed at the Project under the DDA."

The Parties understand and agree that the City would not be willing to enter into this Agreement without the agreement and waivers as set forth in this Section 10.7.

11. MISCELLANEOUS PROVISIONS

11.1. Entire Agreement. This Agreement, including the preamble paragraph, Recitals and Exhibits, constitute the entire understanding and agreement between the Parties with respect to the subject matter contained herein.

11.2. Binding Covenants; Run With the Land. From and after recordation of this Agreement, all of the provisions, agreements, rights, powers, standards, terms, covenants and obligations contained in this Agreement shall be binding upon the Parties and, subject to Section 9 above, their respective heirs, successors (by merger, consolidation, or otherwise) and assigns, and all persons or entities acquiring the Project Site, any lot, parcel or any portion thereof, or any interest therein, whether by sale, operation of law, or in any manner whatsoever, and shall inure to the benefit of the Parties and their respective heirs, successors (by merger, consolidation or otherwise) and assigns. Subject to the limitations on Transfers set forth in Section 9 above, all provisions of this Agreement shall be enforceable during the term hereof as equitable servitudes and constitute covenants and benefits running with the land pursuant to applicable law, including but not limited to California Civil Code Section 1468.

11.3. Applicable Law and Venue. This Agreement has been executed and delivered in and shall be interpreted, construed, and enforced in accordance with the laws of the State of California. All rights and obligations of the Parties under this Agreement are to be performed in the City and County of San Francisco, and such City and County shall be the venue for any legal action or proceeding that may be brought, or arise out of, in connection with or by reason of this Agreement.

11.4. Construction of Agreement. The Parties have mutually negotiated the terms and conditions of this Agreement and its terms and provisions have been reviewed and revised by legal counsel for both City and Developer. Accordingly, no presumption or rule that ambiguities shall be construed against the drafting Party shall apply to the interpretation or enforcement of this Agreement. Language in this Agreement shall be construed as a whole and in accordance with its true meaning. The captions of the paragraphs and subparagraphs of this Agreement are for convenience only and shall not be considered or referred to in resolving questions of construction. Each reference in this Agreement to this Agreement or the DDA shall be deemed to refer to this Agreement or the DDA as amended from time to time pursuant to the provisions of this Agreement or the DDA, as applicable, whether or not the particular reference refers to such possible amendment.

11.5. Project Is a Private Undertaking; No Joint Venture or Partnership.

11.5.1. The development proposed to be undertaken by Developer on the Project Site is a private development, except for that portion to be devoted to public improvements to be constructed by Developer in accordance with the DDA. City has no interest in, responsibility for, or duty to third persons concerning any of said improvements. Developer shall exercise full dominion and control over the Project Site, subject only to the limitations and obligations of the

Developer contained in this Agreement or in the DDA, Development Requirements, or other Transaction Documents.

11.5.2. Nothing contained in this Agreement, or in any document executed in connection with this Agreement, shall be construed as creating a joint venture or partnership between City and Developer. Neither Party is acting as the agent of the other Party in any respect hereunder. The Developer is not a state or governmental actor with respect to any activity conducted by the Developer hereunder.

11.6. Recordation. Pursuant to Section 65868.5 of the Development Agreement Statute and Section 56.16 of the San Francisco Administrative Code as of the Effective Date, the Clerk of the Board shall have a copy of the Agreement recorded with the County Recorder within ten (10) days after execution of the Agreement or any amendment thereto, with costs to be borne by Developer.

11.7. Signature in Counterparts. This Agreement may be executed in duplicate counterpart originals, each of which is deemed to be an original, and all of which when taken together shall constitute one and the same instrument.

11.8. Time of the Essence. Time is of the essence in the performance of each and every covenant and obligation to be performed by the Parties under this Agreement.

11.9. Notices. Any notice or communication required or authorized by this Agreement shall be in writing and may be delivered personally or by registered mail, return receipt requested. Notice, whether given by personal delivery or registered mail, shall be deemed to have been given and received upon the actual receipt by any of the addressees designated below as the person to whom notices are to be sent. Either Party to this Agreement may at any time, upon written notice to the other Party, designate any other person or address in substitution of the person and address to which such notice or communication shall be given. Such notices or communications shall be given to the Parties at their addresses set forth below:

To City:	Office of Economic and Workforce Development City Hall, Rm. 448 1 Dr. Carlton B. Goodlett Place San Francisco, California 94102 Attn: Director
With a copy to	Office of the City Attorney City Hall, Rm. 234 1 Dr. Carlton B. Goodlett Place San Francisco, California 94102 Attn: Real Estate/Finance

To Developer:	Treasure Island Community Development, LLC c/o Lennar 1 California Street, Suite 2700 San Francisco, CA 94111 Attn: Stephen Proud
With a copy to	Wilson Meany Sullivan 4 Embarcadero Center, Suite 3330 San Francisco, CA 9411 Attn: Kheay Loke
With a copy to:	Gibson Dunn & Crutcher LLP 555 Mission Street, Suite 3000 San Francisco, CA 94105 Attn: Neil H. Sekhri

11.10. Limitations on Actions. Pursuant to Section 56.19 of the San Francisco Administrative Code, any decision of the Board of Supervisors made pursuant to Chapter 56 of the Administrative Code shall be final. Any court action or proceeding to attack, review, set aside, void, or annul any final decision or determination by the Board shall be commenced within ninety (90) days after such decision or determination is final and effective. Any court action or proceeding to attack, review, set aside, void or annul any final decision by (i) the Planning Director made pursuant to Section 56.15(d)(3) or (ii) the Planning Commission pursuant to Section 56.17(e) shall be commenced within ninety (90) days after said decision is final.

11.11. Severability. If any term, provision, covenant, or condition of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions of this Agreement shall continue in full force and effect unless enforcement of the remaining portions of the Agreement would be unreasonable or grossly inequitable under all the circumstances or would frustrate the purposes of this Agreement.

11.12. Sunshine. The Developer understands and agrees that under the City's Sunshine Ordinance (San Francisco Administrative Code, Chapter 67) and the State Public Records Law (Government Code Section 6250 *et seq*.), this Agreement and any and all records, information, and materials submitted to the City hereunder are public records subject to public disclosure. To the extent that Developer in good faith believes that any financial materials reasonably requested by City constitutes a trade secret or confidential proprietary information protected from disclosure under the Sunshine Ordinance and other applicable laws, Developer shall mark any such materials as such, and City will attempt the maintain the confidentiality to the extent permitted by law.

11.13. MacBride Principles. The City urges companies doing business in Northern Ireland to move toward resolving employment inequities and encourages them to abide by the MacBride Principles as expressed in San Francisco Administrative Code Section 12F.1 *et seq*. The City also urges San Francisco companies to do business with corporations that abide by the

MacBride Principles. The Corporation acknowledges that it has read and understands the above statement of the City concerning doing business in Northern Ireland.

11.14. Tropical Hardwood and Virgin Redwood. The City urges companies not to import, purchase, obtain or use for any purpose, any tropical hardwood, tropical hardwood wood product, virgin redwood, or virgin redwood wood product, except as expressly permitted by the application of Sections 802(b) and 803(b) of the San Francisco Environment Code.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the day and year first above written.

CITY

CITY AND COUNTY OF SAN FRANCISCO, a municipal corporation

By: _____
Name: _____
Title: _____

Approved as to form:

DENNIS J. HERRERA,
City Attorney

By: _____
Name: _____
Deputy City Attorney

Approved on _____

Board of Supervisors Ordinance No. _____

[SIGNATURES CONTINUED ON FOLLOWING PAGE]

DEVELOPER

TREASURE ISLAND COMMUNITY DEVELOPMENT, LLC,
a California limited liability company

By: UST Lennar HW Scala SF Joint Venture,
a Delaware general partnership
its co-Managing Member

By: _____
Name: Kofi Bonner
Its: Authorized Representative

By: KSWM Treasure Island, LLC,
a California limited liability company
its co-Managing Member

By: WMS Treasure Island Development I, LLC,
a Delaware limited liability company
its Member

By: Wilson Meany Sullivan LLC,
a California limited liability company
its Sole Member and Manager

By: _____
Name: Chris Meany
Title: Co-Managing Member

Exhibit A

Property Diagram (Included and Excluded Land)

Exhibit B

Legal Description

Exhibit C

Project Approvals

☐ Certification of Environmental Impact Report, State Clearinghouse No. _____ (Planning Commission Resolution No. _____; TIDA Resolution No. _____)

☐ Development Agreement (Board of Supervisors Ordinance No. _____)

☐ Disposition and Development Agreement (TIDA Resolution No. _____; Board of Supervisors Ordinance No. _____)

☐ Design for Development (D4D) (Planning Commission Resolution No. _____; Board of Supervisors Ordinance No. _____)

☐ Interagency Cooperation Agreement (ICA) (TIDA Resolution No. _____; SFMTA Resolution No. _____; DPW Resolution No. _____; SFPUC Resolution No. _____)

☐ Amendment to the San Francisco General Plan (Board of Supervisors Ordinance No. _____)

☐ Amendments to the San Francisco Planning Code, Including Adopting the Treasure Island / Yerba Buena Island Special Use District (Board of Supervisors Ordinance No. _____)

☐ Amendment to the San Francisco Zoning Code and Zoning Map (Board of Supervisors Ordinance No. _____)

☐ Mitigation Monitoring and Reporting Program (TIDA Resolution No. _____; Board of Resolution No. _____; Planning Commission Resolution No. _____)

☐ Treasure Island Subdivision Ordinance (Board of Supervisors Ordinance No. _____)

Exhibit D

Financing Plan

Exhibit E

Office Allocation Finding Resolution

Exhibit F

Administrative Code Section 56.17(b)

SEC. 56.17. - PERIODIC REVIEW.

(a)

Time for and Initiation of Review. The Director shall conduct a review in order to ascertain whether the applicant/developer has in good faith complied with the development agreement. The review process shall commence at the beginning of the second week of January following final adoption of a development agreement, and at the same time each year thereafter for as long as the agreement is in effect. The applicant/developer shall provide the Director with such information as is necessary for purposes of the compliance review.

Prior to commencing review, the Director shall provide written notification to any party to a collateral agreement which the Director is aware of pursuant to Sections 56.11(a) and (d), above. Said notice shall summarize the periodic review process, advising recipients of the opportunity to provide information regarding compliance with the development agreement. Upon request, the Director shall make reasonable attempts to consult with any party to a collateral agreement if specified terms and conditions of said agreement have been incorporated into the development agreement. Any report submitted to the Director by any party to a collateral agreement, if the terms or conditions of said collateral agreement have been incorporated into the development agreement, shall be transmitted to the Commission and/or Board of Supervisors.

(b)

Finding of Compliance by Director. If the Director finds on the basis of substantial evidence, that the applicant/developer has complied in good faith with the terms and conditions of the agreement, the Director shall notify the Commission and the Board of Supervisors of such determination, and shall at the same time cause notice of the determination to be published in the official newspaper and included on the Commission calendar. If no member of the Commission or the Board of Supervisors requests a public hearing to review the Director's determination within 14 days of receipt of the Director's notice, the Director's determination shall be final. In such event, the Director shall issue a certificate of compliance, which shall be in recordable form and may be recorded by the developer in the official records. The issuance of a certificate of compliance by the Director shall conclude the review for the applicable period.

(c)

Public Hearing Required. If the Director determines on the basis of substantial evidence that the applicant/developer has not complied in good faith with the terms and conditions of the development agreement, or otherwise determines that the public interest would be served by further review, or if a member of the Commission or Board of Supervisors requests further review pursuant to Subsection (b) above, the Director shall make a report to the Commission which shall conduct a public hearing on the matter. Any such public hearing must be held no sooner than 30 days, and no later than 60 days, after the Commission has received the Director's report. The Director shall provide to the applicant/developer (1) written notice of the public hearing scheduled before the Commission at least 30 days prior to the date of the hearing, and (2) a copy of the Director's report to the Commission on the date the report is issued.

(d)

Findings Upon Public Hearing. At the public hearing, the applicant/developer must demonstrate good faith compliance with the terms of the development agreement. The

Commission shall determine upon the basis of substantial evidence whether the applicant/developer has complied in good faith with the terms of the development agreement.

(e)

Finding of Compliance by Commission. If the Commission, after a hearing, determines on the basis of substantial evidence that the applicant/developer has complied in good faith with the terms and conditions of the agreement during the period under review, the Commission shall instruct the Director to issue a certificate of compliance, which shall be in recordable form, may be recorded by the applicant/developer in the official records, and which shall conclude the review for that period; provided that the certificate shall not be issued until after the time has run for the Board to review the determination. Such determination shall be reported to the Board of Supervisors. Notice of such determination shall be transmitted to the Clerk of the Board of Supervisors within three days following the determination. The Board may adopt a motion by majority vote to review the decision of the Planning Commission within 10 days of the date after the transmittal. A public hearing shall be held within 30 days after the date that the motion was adopted by the Board. The Board shall review all evidence and testimony presented to the Planning Commission, as well as any new evidence and testimony presented at or before the public hearing. If the Board votes to overrule the determination of the Planning Commission, and refuses to approve issuance of a certificate of compliance, the Board shall adopt written findings in support of its determination within 10 days following the date of such determination. If the Board agrees with the determination of the Planning Commission, the Board shall notify the Planning Director to issue the certificate of compliance.

(f)

Finding of Failure of Compliance. If the Commission after a public hearing determines on the basis of substantial evidence that the applicant/developer has not complied in good faith with the terms and conditions of the agreement during the period under review, the Commission shall either (1) extend the time for compliance upon a showing of good cause; or (2) shall initiate proceedings to modify or terminate the agreement pursuant to Section 56.18

(Added by Ord. 372-88, App. 8/10/88; amended by Ord. 59-91, App. 2/27/91; Ord. 287-96, App. 7/12/96)

ECONOMIC AND WORKFORCE DEVELOPMENT
JENNIFER MATZ, DIRECTOR

CITY AND COUNTY OF SAN FRANCISCO
EDWIN M. LEE, MAYOR

M E M O R A N D U M

TO: Members of the Planning Commission

FROM: Rich Hillis

CC: John Rahaim, Joshua Switzky

DATE: April 8, 2011

RE: Treasure Island/Yerba Buena Island Disposition and Development Agreement

---

The Planning Commission will be sitting jointly with the Treasure Island Development Authority Board ("TIDA"), on April 21, 2011 to consider the certification of the Treasure Island/Yerba Buena Island Development Project's environmental impact report and associated entitlement actions. The actions before the Planning Commission are summarized in the Planning Department's case report and packet for the April 21st meeting, and include the following:

- Certification of the EIR
- Adoption of CEQA Findings, including a Mitigation Monitoring and Reporting Program and statement of overriding considerations
- Adoption of amendments to the General Plan, including a Treasure Island/Yerba Buena Island Area Plan
- Adoption of amendments to the Planning Code, including establishing the Treasure Island/Yerba Bunena Island Special Use District and Height and Bulk District
- Adoption of amendments to the Zoning Map
- Adoption of General Plan and Planning Code Section 101.1 consistency findings for the project
- Approval of a Development Agreement between the City and the project's developer
- Approval of the Treasure Island/Yerba Buena Island Design for Development Document
- Approval of findings under Planning Code Section 320-325 regarding an office allocation for the project

The Planning Commission was provided with an informational presentation on the Development Agreement on March 3d. To summarize, the Development Agreement is a contract between the City and the project's developer, Treasure Island Community Development LLC, ("TICD"), which governs the obligations of both parties with regard to applicable development fees and exactions, remedies and dispute resolution and provides TICD with a vested right to develop the project in accordance with all applicable land use, transaction and entitlement documents. The Development

Agreement also provides for a process for periodic review of TICD's compliance with these contractual requirements. The Development Agreement in conjunction with the Treasure Island/Yerba Buena Island Special Use District, Area Plan and Design for Development Document (all documents for which the Planning Commission will be asked to approve), collectively set forth the jurisdiction and role of the Planning Commission and department staff in reviewing and approving phases and components of the project.

The Treasure Island/Yerba Buena Island Disposition and Development Agreement ("DDA"), is a legally binding agreement between TIDA and TICD, which sets forth TICD's right to develop the project in accordance with corresponding land use documents such as the Transportation Plan, Open Space Plan, Phasing Plan, Housing Plan, Community Facilities Plan and other applicable land use and transaction documents. The DDA is based on a "horizontal" land development model, under which land is the asset that is being improved and sold by TICD in return for TICD's deliver of infrastructure, affordable housing, geotechnical stabilization and sea level rise improvements and other community benefits. The DDA includes a schedule of performance, which sets outside dates for the completion of these key project components. The Planning Department is not a party to the DDA, however, project staff has provided the Planning Commission with a number of informational presentations on the DDA and its associated plans. The TIDA Board, as a party to the DDA will consider its approval at the joint meeting with the Planning Commission on April 21st. While, the Planning Commission is not being asked to approve the DDA, we understand that the Planning Commission may be interested in its contents. Therefore, project staff will provide copies of the DDA that is submitted to the TIDA Board for its consideration on April 21st, to the Planning Commission next week.

SAN FRANCISCO
PLANNING DEPARTMENT

Planning Commission Motion No.

HEARING DATE: April 21, 2011

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date:	April 7, 2011
Case No.:	2007.0903BEMRTUWZ
Project	**Treasure Island/Yerba Buena Island Project**
	U Case: Design for Development Document
Location:	Treasure Island and Yerba Buena Island
Current Zoning:	P (Public) District/40-X Height and Bulk District
Block/Lot:	1939/001, 002
Staff Contact:	Joshua Switzky - (415) 575-6815
	joshua.switzky@sfgov.org

FORMULATING A RESOLUTION TO APPROVE THE TREASURE ISLAND/YERBA BUENA ISLAND DESIGN FOR DEVELOPMENT DOCUMENT FOR THE TREASURE ISLAND/YERBA BUENA ISLAND PROJECT.

RECITALS

1. **WHEREAS,** Originally constructed in 1937 as a possible site for the San Francisco Airport, Treasure Island was first used to host the Golden Gate International Exposition from 1939-1940. Shortly thereafter in World War II, the United States Department of Defense converted the island into a naval station, which operated for more than five decades. Naval Station Treasure Island was subsequently closed in 1993 and ceased operations in 1997. Since the closure of the base, the City and the community have been planning for the reuse of former Naval Station Treasure Island and adjacent Yerba Buena Island, and;

2. **WHEREAS**, Former Naval Station Treasure Island consists of approximately 550 acres including Yerba Buena Island. Today the site is characterized by aging infrastructure, environmental contamination from former naval operations, deteriorated and vacant buildings, and asphalt and other impervious surfaces which cover approximately 65% of the site. The site has few public amenities for the approximately 1,820 residents who currently reside on the site. This legislation creating the Treasure Island/Yerba Buena Island Special Use District, the Treasure Island/Yerba Buena Island Height and Bulk District, and the related zoning and General Plan amendments, including the adoption of a Treasure Island/Yerba Buena Island Area Plan will implement the proposed Treasure Island/Yerba Buena Island Project ("Project"), and;

3. **WHEREAS**, The Project will include (a) approximately 8,000 new residential units, with at least 25 percent of which (2,000 units) will be made affordable to a broad range of very-low to moderate income households, (b) adaptive reuse of 311,000 square feet of historic structures, (c) 140,000 square feet of new retail uses and 100,000 square feet of commercial office space, (d) 300 acres of parks and open space, (e) new and or upgraded public facilities, including a joint police/fire station, a school, facilities for the Treasure Island Sailing Center and other community facilities, (f) 400-500 room hotel, (g) new 400 slip marina, (h) transportation infrastructure, including a ferry/quay intermodal transit center, and;

4. **WHEREAS**, In 2003, the Treasure Island Development Authority ("TIDA") selected through a

competitive three year long process, Treasure Island Community Development, LLC ("TICD") to serve as the master developer for the Project.

5. **WHEREAS**, In 2006, the Board endorsed a Term Sheet and Development Plan for the Project, which set forth the terms of the Project including a provision for a Transition Plan for Existing Units on the site. In May of 2010 the Board endorsed a package of legislation that includes and update to the Development Plan and Terms Sheet, terms of an Economic Development Conveyance Memorandum of Agreement for the conveyance of the site from the Navy to the City, and a Term Sheet between TIDA and the Treasure Island Homeless Development Imitative ("TIHDI"), and;

6. **WHEREAS,** The Planning Department, TIDA, TICD and the Office of Economic and Workforce Development have been working collaboratively in developing the Treasure Island/Yerba Buena Island Design for Development Document, which sets forth the specific standards and guidelines for the same breadth of controls usually addressed in the Planning Code, including, but not limited to, site coverage, building height and bulk, setbacks, tower placement, street frontage, parking and loading and open space, and;

7. **WHEREAS,** Together with the Treasure Island / Yerba Buena Island Area Plan, the Treasure Island / Yerba Buena Island Special Use District, the Design for Development Document will constitute the framework to regulate development of the Project, and;

8. **WHEREAS**, On April 21, 2011, by Motion No. _____, the Planning Commission certified the Final Environmental Impact Report ("FEIR") as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA"), and;

9. **WHEREAS,** On April 21, 2011 by Resolution No. _____, the Planning Commission adopted findings in connection with its consideration of, among other things, the adoption of a Development Agreement, under CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated herein by this reference as if fully set forth, and;

10. **WHEREAS,** The Commission finds, for the reasons set forth in Resolution No. _____, which is hereby incorporated by this reference as if fully set forth, that approval of the Design for Development would be, on balance, consistent with the General Plan, including any Area Plans, and with the Planning Code Priority Policies of Planning Code Section 101.1.

NOW, THEREFORE, BE IT RESOLVED, That the Planning Commission does hereby approve the Treasure Island/Yerba Buena Island Design for Development Document, attached to this Motion as Exhibit A and incorporated herein by reference; and,

BE IT FURTHUR RESOLVED, That any proposals to amend the Design for Development documents shall require approval of the Planning Commission with review by the TIDA Board.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on April 21, 2011.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

TREASURE ISLAND AND YERBA BUENA ISLAND DESIGN FOR DEVELOPMENT

REVISED DRAFT

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Prepared by:

Treasure Island Development Authority (TIDA)

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Treasure Island Development Authority (TIDA)

ANGEL
ISLAND
TREASURE
ISLAND
YERBA
BUENA
ISLAND
OAKLAND
SAN FRANCISCO
San Francisco, CA

PREFACE

This document – the Treasure Island and Yerba Buena Island Design for Development ("Design for Development") – implements the Treasure Island / Yerba Buena Island Special Use District and contains more specific design standards and guidelines that will direct all future development on both islands. It also provides an overarching vision, describing the goals and design intent of the islands' development.

The standards and guidelines set forth in the Special Use District and this Design for Development represents the culmination of over ten years of public discussion on how these extraordinary land assets in the San Francisco Bay should best contribute to the City's future. The vision it advances is bold but achievable: to create a family of new neighborhoods in San Francisco that are an international exemplar of sustainable development, set within a framework of public parks and open spaces that will be a resource and an attraction for the entire Bay Area.

Regulatory Context and Authority

General Plan land use designations and policies governing Treasure Island and Yerba Buena Island are set forth in the Treasure Island / Yerba Buena Area Plan, an area plan of the City's General Plan, that sets forth the broad General Plan objectives and policies to redevelop the islands. The overall objectives and policies of the General Plan are implemented through the applicable zoning for the islands, which is found in the Treasure Island / Yerba Buena Island Special Use District ("Special Use District"), Section ____ of the Planning Code. The Special Use District includes basic land use and development standards for the development areas of Treasure Island and Yerba Buena Island identified in the Special Use District ("Development Plan Area"), and sets forth the process for approval by TIDA and the Planning Department and Commission, as applicable, of Vertical Improvements. The Special Use District references this Design for Development, also adopted by the Planning Commission, for more detailed design standards and guidelines for development.

TIDA is the public agency responsible for the oversight of the development within the Development Plan Area, and administers the property that is subject to the Tidelands Trust in accordance with the land use restrictions set forth in the Treasure Island Conversion Act of 1997 (amending Section 33492.5 of the California Health and Safety Code and added Section 2.1 to Chapter 1333 of the Statutes of 1968). TIDA will have oversight for the horizontal development of the islands as more particularly described in Section 4.0 hereof (Implementation). TIDA, for the Tidelands Trust property, and the Planning Department and Commission, as applicable, will review and approve the development of buildings on the islands in accordance with the standards and procedures set forth in the Special Use District and this Design for Development. In this manner, the standards and guidelines set forth in the Special Use District and this Design for Development will guide all future development within the Development Plan Area, including both the public and private realms, in a way that fulfills the vision set forth in the Area Plan and this document.

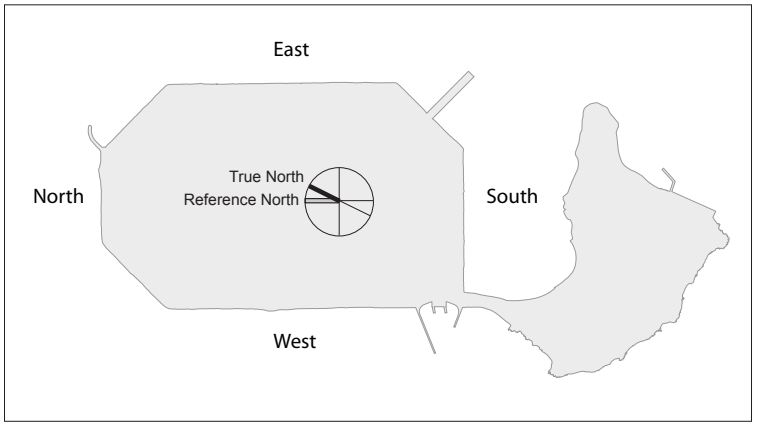
The separate Green Building Specifications for Treasure Island and Yerba Buena Island ("Green Building Specifications"), included in Appendix A5, establish sustainability requirements that apply to all residential and commercial buildings on Treasure Island and Yerba Buena Island. Additionally, development on Treasure and Yerba Buena Island will also seek certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND®) rating

system, which emphasizes smart locations, high transportation connectivity, compact and walkable neighborhood design, and green infrastructure and buildings. The Project has committed to achieving LEED-ND Gold certification, while the Green Building Specifications and this Design for Development seek to promote green building and sustainability performance.

As set forth in the Special Use District, the Special Use District and Design for Development supersede the San Francisco Planning Code in its entirety except as otherwise expressly noted therein. The Green Building Specifications supplement the City and County of San Francisco's Green Building Ordinance, essentially "raising the sustainability bar" for islands' development. In addition, all development on the islands is subject to contractual agreements with the Master Developer that include detailed infrastructure and transportation plans, as more particularly described in Chapter 4, Implementation. In the event of any conflict between this Design for Development and the Special Use District, the Special use District provisions shall control.

Content and Organization

This document for the Treasure Island and Yerba Buena Island Design for Development is organized into five sections. Section One ("Plan Overview") provides an overarching vision, guiding principles, subject-specific frameworks, and placemaking concepts that shape the plan for the two islands. Sections Two and Three ("Treasure Island" and "Yerba Buena Island") present the specific standards and guidelines that will guide development on each of the islands. Both sections begin with designs for open space and streets – which will create the islands' public realm – before providing land use standards and guidelines. They then provide standards and guidelines for building massing, design, and parking. Section Four ("Implementation") outlines the necessary regulatory steps for constructing infrastructure, open space or buildings on the islands, and describes how the Design for Development relates to other relevant plans and regulatory documents. Section Five is an Appendix containing a glossary of defined terms, Green Building Specifications, related resolutions, agreements, EIR mitigation measures and reference materials on historic protocols.



This diagram is used to illustrate reference north as used in the text.

History

Treasure Island was constructed in San Francisco Bay as one of the most visible of President Franklin D. Roosevelt's Works Progress Administration projects. Intended as the site for a new airfield for Pan American Airlines' China Clipper fleet, the new island was host to the Golden Gate International Exposition, "The Pageant of the Pacific," in 1939 and 1940. The Exposition was both a celebration of the inauguration of the new Bay and Golden Gate Bridges and a global showcase for San Francisco's vision of the future and the new technologies that would shape people's lives.

Some of these new technologies were used to create the exhibition park itself, including the first use of a non-white light canopy, fluorescent and flood lighting, and a special electric hot bed to grow the plants required for the horticultural displays. Other exhibits featured the latest visions for the future from major American corporations, from Pan Am's Honolulu Clipper to General Electric's transparent car.

After the Exposition, Treasure Island was transformed into a Naval Station as part of the American response to World War II and remained a naval base until its closure in 1997. At the time of the preparation of this Design for Development, Treasure Island and Yerba Buena Island house a small resident population and contends with aging and seismically vulnerable infrastructure, environmental contamination from naval operations, dilapidated buildings, and impervious paved surfaces that occupy about 65% of the land surface.

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PLAN OVERVIEW

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"As the boundaries of human intercourse are widened by giant strides of trade and travel, it is of vital import that the bonds of human understanding be maintained, enlarged and strengthened rapidly. Unity of the Pacific nations is America's concern and responsibility; their onward progress deserves now a recognition that will be a stimulus as well... San Francisco stands at the doorway to the sea that roars upon the shores of all these nations, and so to the Golden Gate International Exposition I gladly entrust a solemn duty. May this, America's World's Fair on the Pacific in 1939, truly serve all nations in symbolizing their destinies, one with every other, through the ages to come."

President Franklin D. Roosevelt,
During the opening ceremonies of the Golden Gate International Exposition
at Treasure Island, 1939

VISION

1.1

For a brief, exhilarating moment during the Golden Gate International Exposition, the world's spotlight shined brightly on the picturesque Yerba Buena Island and the newly minted Treasure Island, transfixing San Francisco with a bold vision of urbanity and progress. With America's entry into the Second World War in 1941, that spotlight faded as the islands were redeployed as a Navy base for national defense, a task they fulfilled for over forty years. Now redevelopment will reestablish both islands as a vital part of the City, integrating them into the physical fabric and civic consciousness of San Francisco and rekindling the Exposition's groundbreaking vision of the future.

The redevelopment that this Design for Development regulates will produce a new district of up to 8,000 homes, extensive open spaces and a compact mixed-use center within San Francisco. Some of these homes will be nestled against the steep slopes of Yerba Buena Island, holding roughly to the development areas laid out by the Navy. This limited footprint will allow preservation of natural vegetation and landform along with historic structures and gardens on Yerba Buena. The majority of new construction will take place on Treasure Island.

Arranged on a series of fine grained, walkable blocks, the new homes on Treasure Island will form two neighborhoods – one along the island's western edge with spectacular views back to the City, and a second stretching to the east along Clipper Cove with views of the new Bay Bridge and the East Bay hills. Each neighborhood will feature a distinctive mix of parks, and both will be enveloped by a regional waterfront park system that will occupy the majority of land on the island. These east and west neighborhoods will share a retail main street linking the historic buildings along Clipper Cove to a west-facing ferry and bus terminal, while creating a regional destination and social heart for this new district of San Francisco.

This Design for Development grows out of Treasure and Yerba Buena Islands' remarkable natural setting and rich history. It is oriented around a progressive design philosophy reflecting San Francisco's commitment to sustainability and reflects years of planning and design by many contributors. Its goal is to ensure that the islands enter San Francisco's family of world class neighborhoods, using an innovative design that embodies the City's most desirable characteristics: walkable, compact and eclectic; economically, ethnically, and demographically diverse; sensitive to topography, views and aesthetics; memorable and distinctive.

Figure 1.1.a Perspective view of Treasure Island

The design that these goals have generated draws heavily upon the natural setting and features of the islands – sun, wind, views both of and from the islands, shore lines, topography, soils, habitat, and vegetation – and features intentional contrasts that will add interest for all who live on or visit the islands. Expansive parkland will abut compact urban development; panoramic vistas will be juxtaposed with intimate neighborhood streets and parks; regional transportation infrastructure will serve an island best known for small scale pedestrian- and cyclist-oriented local streets. The dramatic steep slopes, natural vegetation and limited construction zones of Yerba Buena Island will contrast with the human-made, flat canvas of Treasure Island, where San Francisco can build a great new place, essentially from scratch, in the middle of the metropolis.

The public realm – public parks, streets, sidewalks, pathways, open space, and shared common areas – is a primary focus of the Design for Development, and favors people on foot over vehicles. More than three quarters of the land area on the two islands will be open space, with the remainder devoted to the built environment. The design relies on a new paradigm of shared streets, achieving mobility without dependence on the automobile. This network of parks and streets offers a sunny, sheltered common ground open to all that is enlivened by active ground floor uses and buildings of enduring interest and beauty.

The physical separation which defines an island location is both celebrated and mitigated through design and the achievement of sustainable densities. Parklands will be enhanced by broad views of the open Bay. Neighborhoods will have a strong sense of connection to San Francisco through their orientation to its skyline, hills and waterfront landmarks. Views of the Bay islands, five visible bridges, East Bay cities, and Mt. Diablo will reinforce a regional perspective and engender a sense of connection to California's natural treasures. Shared infrastructure and efficient transit-served densities will turn island challenges into opportunities. Everyday acts – walking to the view, arriving on the ferry, playing in the park, shopping on the retail street, and conserving water and energy – will generate an awareness of connection to San Francisco's environment, society, and economy.

Designers, policy makers, community participants, and the development team have devoted years of effort to analyzing and testing design and engineering concepts against a powerful shared vision for Treasure Island and Yerba Buena Island. The objective of this vision and of this Design for Development document is to realize a place authentic to its unique San Francisco setting and welcoming to families and individuals of all ages and backgrounds.

TREASURE ISLAND

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ILLUSTRATIVE PLAN

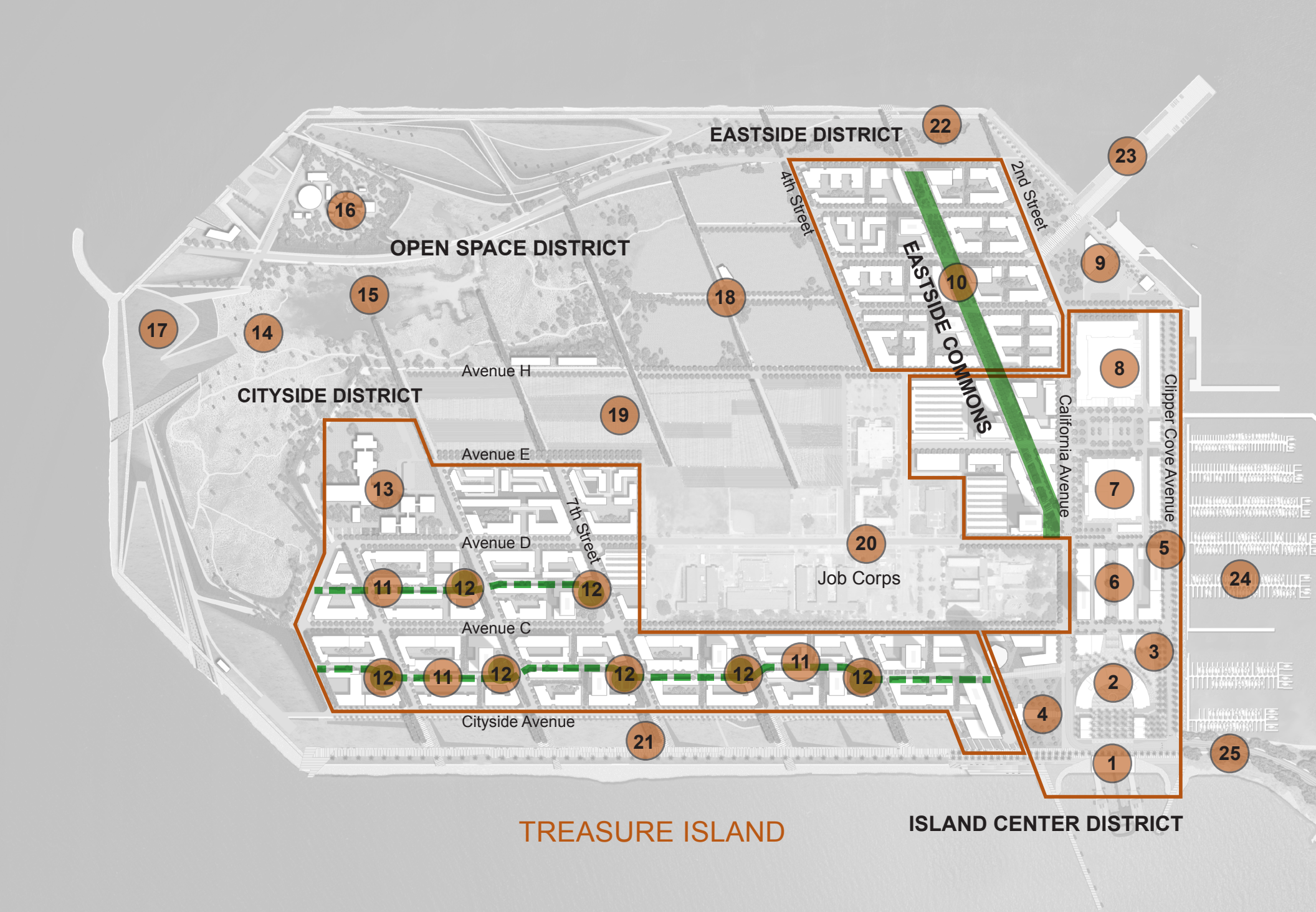
This Illustrative Plan depicts the physical vision for Treasure Island and Yerba Buena Island upon which the Design for Development is based. It reflects both fixed elements such as the grid of streets which is angled to protect pedestrians from winds off the Bay, and conceptual elements such as the shapes of new buildings or specific landscape designs.

The Plan clearly shows the differences between the proposed development on the two islands. On Yerba Buena Island the building footprint is small and is laid out to follow the steeply sloping terrain. A new hilltop park caps the island and joins the two major development sites on Yerba Buena Island. In contrast, at the entrance to Treasure Island along Clipper Cove a compact urban development and a pedestrian-oriented public realm form a new urban district, with residential neighborhoods extending north and east from that district.

Three buildings that were part of the International Exposition, the historic Buildings 1, 2 and 3, form an axis that organizes development, creating a civic and commercial center and embracing a new ferry quay along the western shoreline facing downtown San Francisco. That terminal is part of a multimodal transit hub that will connect the islands' streets, pedestrian ways and bicycle routes to on and off-island transit services. Two distinctive pedestrian routes – a meandering, largely vehicular-free 'mews' street, and a grand linear park, the Eastside Commons – connect Treasure Island's western and eastern neighborhoods to its center. The campus of the federal government Job Corps program at the center of the island will remain during and after the redevelopment process.

A network of more than 300 acres of publicly accessible open spaces – including waterfront promenades, waterfront parks, an urban agricultural park, storm water wetlands, a naturalized "Wilds" area, a sports park, and the new Hilltop Park on Yerba Buena Island – extend the pedestrian and bicycle environment far beyond the streetscapes of the neighborhoods, providing diverse recreational opportunities for residents and visitors, individuals and families alike.

Figure 1.1.b Treasure Island and Yerba Buena Island Illustrative Plan



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Key to the plan

1. Ferry Terminal
2. Historic Building One
3. Marina Plaza
4. Cultural Park
5. Clipper Cove Promenade
6. Retail Street
7. Historic Building Two
8. Historic Building Three
9. Sailing Center
10. Eastside Commons
11. Mews / Shared Public Way
12. Neighborhood Park
13. School
14. Wilds
15. Wetlands
16. Waste Water Treatment Plant
17. Northern Shoreline Park
18. Sports Park
19. Urban Agricultural Park
20. Job Corps*
21. Cityside Waterfront Park
22. Eastside Shoreline Park
23. Pier 1
24. Marina
25. Causeway
26. New Yerba Buena Island Residential & Hotel Development
27. Clipper Cove Beach
28. Hilltop Park
29. Restoration Areas
30. Senior Officer's Quarters Historic District
31. US Coast Guard*

**Note: Not part of redevelopment plan and currently under federal ownership.*

Figure 1.1.c Key to the Treasure Island and Yerba Buena Illustrative Plan

1.2 PRINCIPLES

The following principles have emerged from a rigorous public planning process and a deep investigation of the islands' history and existing conditions. They informed the design process and are embedded in every element of this Treasure Island and Yerba Buena Island Design for Development. These Principles, along with the Frameworks and Places discussions which follow, should serve as a touchstone for the public officials, builders, designers, and engineers who will implement this document over the course of its life.

COMMIT TO LONG TERM SUSTAINABILITY

Develop today in ways that do not compromise environmental quality, social equity, or economic opportunity for future generations. Create durable, adaptable green infrastructure and buildings, preserve ecology, promote resource-efficient transportation solutions, and seek climate positive outcomes. Establish goals to reduce net greenhouse gas emissions across sectors, including: energy, buildings and land use, transportation, water and waste.

INVITE THE REGION

Create a lively, year-round destination for local, regional, and national visitors by providing a rich and diverse range of island environments, mix of programmed activities, network of transportation choices, multiple opportunities for appreciating San Francisco Bay, and amenities for people of all ages, economic backgrounds, and cultures.

BUILD COMMUNITY

Establish a strong social infrastructure, with formal and informal social networks supported by programmed, community events and venues, a pedestrian-oriented public realm and regular opportunities for public gatherings.

REWARD INNOVATION FOR PEOPLE AND PLACE

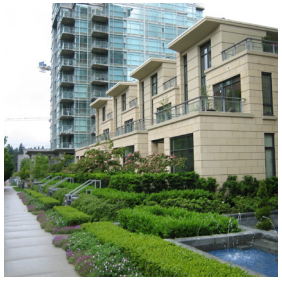
Encourage continued innovation in living patterns, social and economic empowerment, environmental education, sustainable building materials and systems, resource efficiency, promotion of public transportation, and elimination of waste. Offer continuing experimentation and education in sustainability.

TRAVEL IN GOOD HEALTH AND GOOD CONSCIENCE

Create an urban environment that prioritizes walking, biking, and transit use with well-designed transit facilities, convenient shuttles, pedestrian-oriented public spaces, high density housing located near transit and commercial facilities, internal bike and pedestrian networks, and connectivity to regional destinations. Favor the use of ferries, buses, and other alternative transportation modes over the private automobile.

REGENERATE SITE ECOLOGY

Regenerate the site's ecology, replacing degraded areas and impervious surfaces with ecological assets – including plantings, gardens, wetlands, an urban forest, stormwater management, and a farm – to create a thriving, bio-diverse ecosystem.



FOCUS DENSITY

Concentrate higher land use intensities to support transit use and enliven the retail and cultural core, and cluster residences around neighborhood parks, services, and areas for social engagement. Provide a unique mix of building types, heights, and massing to ensure that urban character and local identity accompany density. Realize the energy-use reductions and shared infrastructure efficiencies inherent to compact livable density.

SPOTLIGHT URBAN FORM

Create a family of places, an identifiable skyline, and a distinctive urban form that reflects the character and community identity of Treasure Island and Yerba Buena Island. Allow for diversity in the urban form and flexibility for buildings and places to respond to market demands.

DEMAND EXCELLENCE IN DESIGN

Focus on design excellence at all stages of transformation and development. Provide identity through urban and architectural form. Seek the best in human-scale site planning, architecture, landscape architecture, and systems design, as a model of design excellence for other neighborhoods and cities.

CONNECT OPEN SPACES

Create a comprehensive network of pedestrian-oriented public open space – including regional and community destinations – that transforms and characterizes the islands; serves all ages, incomes and interests; and reveals the unique setting to visitors.

CONNECT WITH NATURE

Provide the public with a new 360° perspective on the Bay that includes the islands' hilltops, vegetation, and shorelines as well as vistas of San Francisco, Marin, and the East Bay. Provide both access to and shelter from natural forces by patterning streets, open spaces, and pedestrian ways for optimal solar access and wind protection.

TELL THE ISLANDS' STORIES

Preserve and enhance existing historic assets to create a unique, authentic focal point for Treasure Island, while enabling new uses and structures at the heart of island activity. Bring new life to Yerba Buena Island's historic district while featuring its stories of people and place.

ENGAGE AND SUPPORT SAN FRANCISCO

Provide new San Francisco neighborhoods that are both distinctive and familiar. Respond creatively to the unique island site while fostering the important qualities that the City's other neighborhoods share: diverse social interactions, distinct character, housing options, economic opportunity, eclectic beauty, and civic common ground that is welcome to all.

FRAMEWORKS

1.3

The sixteen interlocking Frameworks presented here are the foundation of the Treasure Island and Yerba Buena Island Design for Development. They describe the opportunities and limitations of the islands' natural setting and provide the central organizing concepts for their restoration, transformation, use, function, and urban form. The standards and guidelines in later sections of the Design for Development galvanize and build upon them.

The various Frameworks shape and connect the islands' public and private realms – the streets and plazas, the parks and preserves, buildings and infrastructure, the shorelines and the Bay itself. Systems of movement, from pedestrian walkways and bike lanes to transit corridors and streets, are layered and threaded throughout the public realm. Ecological systems are also interwoven throughout the islands, regenerating the land and creating an environment that nurtures ecology, residents, and visitors alike.

- Geology
- Compact Development
- Open Space
- Urban Forest
- Street Grid Orientation
- Street System
- Pedestrian Network
- Bicycle Facilities
- Transit Service
- Vehicle Access
- Green Infrastructure
- Urban Form
- Placemaking
- Community Services and Amenities
- Regional Destinations
- Island Districts

GEOLOGY

Geologic conditions are an important design parameter, informing and calibrating the location and intensity of development. Yerba Buena Island is 340 feet tall, a steep and ancient geological remnant of the rock formations that predate the formation of the Bay. Treasure Island is a flat, human-made artifact, barely 80 years old, built from 29 million cubic yards of sand and gravel dredge material pumped inside a perimeter retaining wall made of 259 thousand tons of rock.

The dense, strong rock layer that supports Yerba Buena Island slopes downward away from the island to the north and west. In the southeasterly portions of Treasure Island, its fill material rests directly upon this dense layer. However, the areas of Treasure Island to the north and west are underlain by increasing depths of much softer Bay Mud, which is less suitable as a foundation system for new construction. As a result, the most appropriate building sites on Treasure Island are located at its south and southeast edges, while areas of limited soil capacity to the north and west are generally targeted for open space uses. New development is concentrated in areas with the best soil capacity, with increasing intensities and heights toward the southeast corner of Treasure Island.

Yerba Buena Island's geologic challenges are posed by the presence of steep slopes, which are present in many places on the island and can create soil instability. As a result, new construction on Yerba Buena Island is limited to areas that are generally flat and have been previously developed.

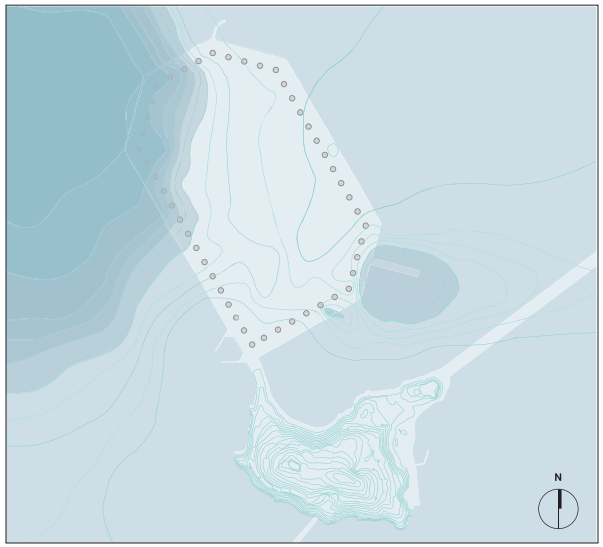


Figure 1.3.a: Bay Mud

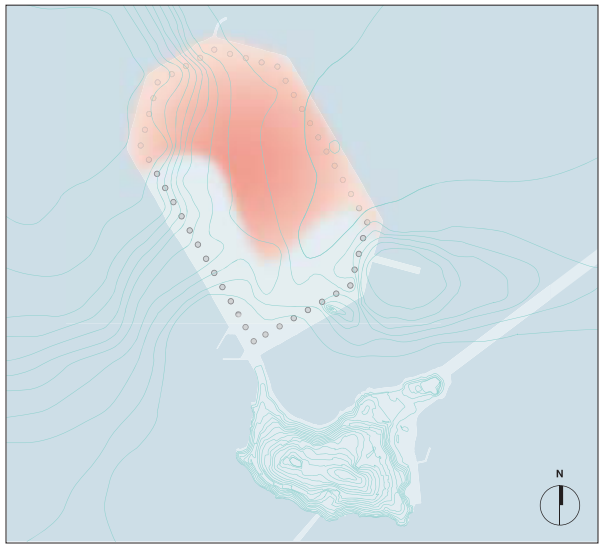


Figure 1.3.b: Limited Soil Capacity

Figure 1.3.c: Best Soil Capacity

COMPACT DEVELOPMENT

Compact, pedestrian-oriented, and transit-served neighborhoods, which significantly reduce demand for travel in private vehicles, are the basic building block for sustainable cities. The Design for Development's strategy for compact development includes creating an intermodal transit hub and central retail district on Treasure Islands' southwest corner, which is the location of its most buildable land and its single point of access by land. This area will provide an intermodal transit hub, a hotel, shopping, dining, and cultural facilities, as well as higher density urban housing options. It will be surrounded by intense, walkable, mixed-use neighborhood development and regional recreational and civic destinations.

Treasure Island's planned densities and scale are comparable to many San Francisco neighborhoods, but it will be developed with an urban form particular to the island setting. The compact footprint of development will mix low-, mid- and high-rise buildings to provide the population necessary to support social, commercial and public transit infrastructure. Concentrating development will preserve large amounts of open space on the rest of Treasure Island. On Yerba Buena Island, compact development is clustered to minimize impacts on the natural land form and to preserve and enhance the island's natural and scenic qualities.

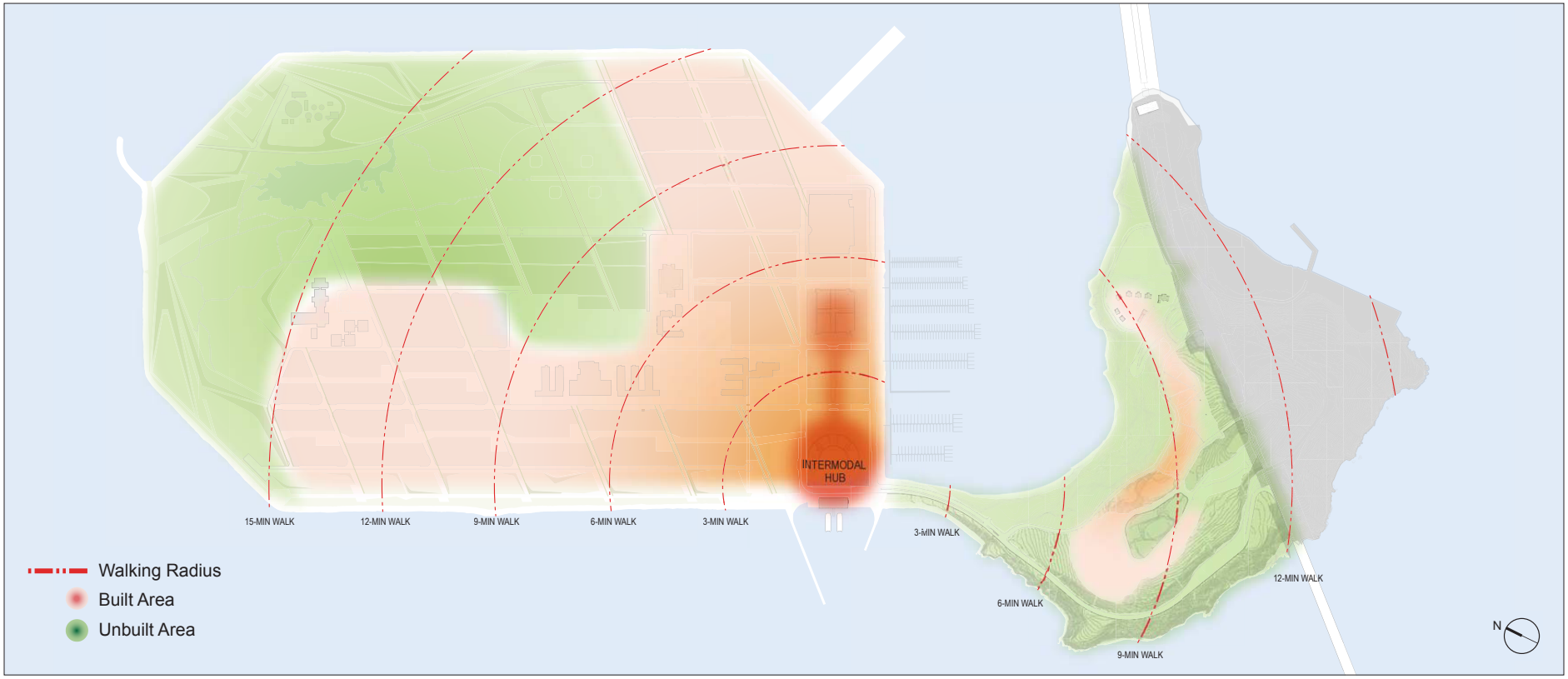


Figure 1.3.d: Compact Development Framework

OPEN SPACE

As the frameworks for geology, compact development and transit service reveal the best locations to concentrate urban development, they have also enabled three quarters of the islands' land to be reserved for open space. Expansive, regionally scaled, and attractive open spaces define the north and east quadrants of Treasure Island as well as most of Yerba Buena Island.

Open spaces will provide a regional destination and attraction as well as excellent access to the San Francisco Bay. Waterfront parks, wetlands, a marina, constructed habitat, native landscape and hilltop parks offer a full and varied experience of the Bay environment, views and microclimates. A sports park and an urban agricultural park are located at the center of the island, complementing more naturalized areas.

A diverse array of urban public spaces are also tightly integrated with new neighborhood development and include waterfront promenades, a Cultural Park at the entrance to Treasure Island, Island Center plazas, neighborhood parks, the multi-block Eastside Commons, and green streets. Together, all of these spaces - from the most natural to the most urban - contribute to an integrated stormwater management system that will reduce pollution and sedimentation flows to the Bay.

Figure 1.3.e: Open Space Framework

URBAN FOREST

Urban forests offer diverse environmental benefits that include wind buffering, stormwater management, wildlife habitat, carbon sequestration, and reductions in heat island effect. Illustrated below is comprehensive strategy for tree planting and preservation, which complements the open space network. The strategy includes a formal landscape along the western edge of Treasure Island to frame views and control the wind; informal tree clusters in the western parks to enhance the naturalistic setting and buffer the school site, sports park and eastern shoreline from the wind; and tree rows and masses in various configurations to screen views of infrastructure, buffer the wind, and provide habitat. Extensive urban tree planting defines street spaces, pedestrian routes, and neighborhood parks and commons. The urban forest is planned to evolve and expand as development occurs and as tree surveys are completed, both through maintaining valuable existing trees where possible and through planting new trees that are well adapted to the climatic and urban conditions found on the islands.

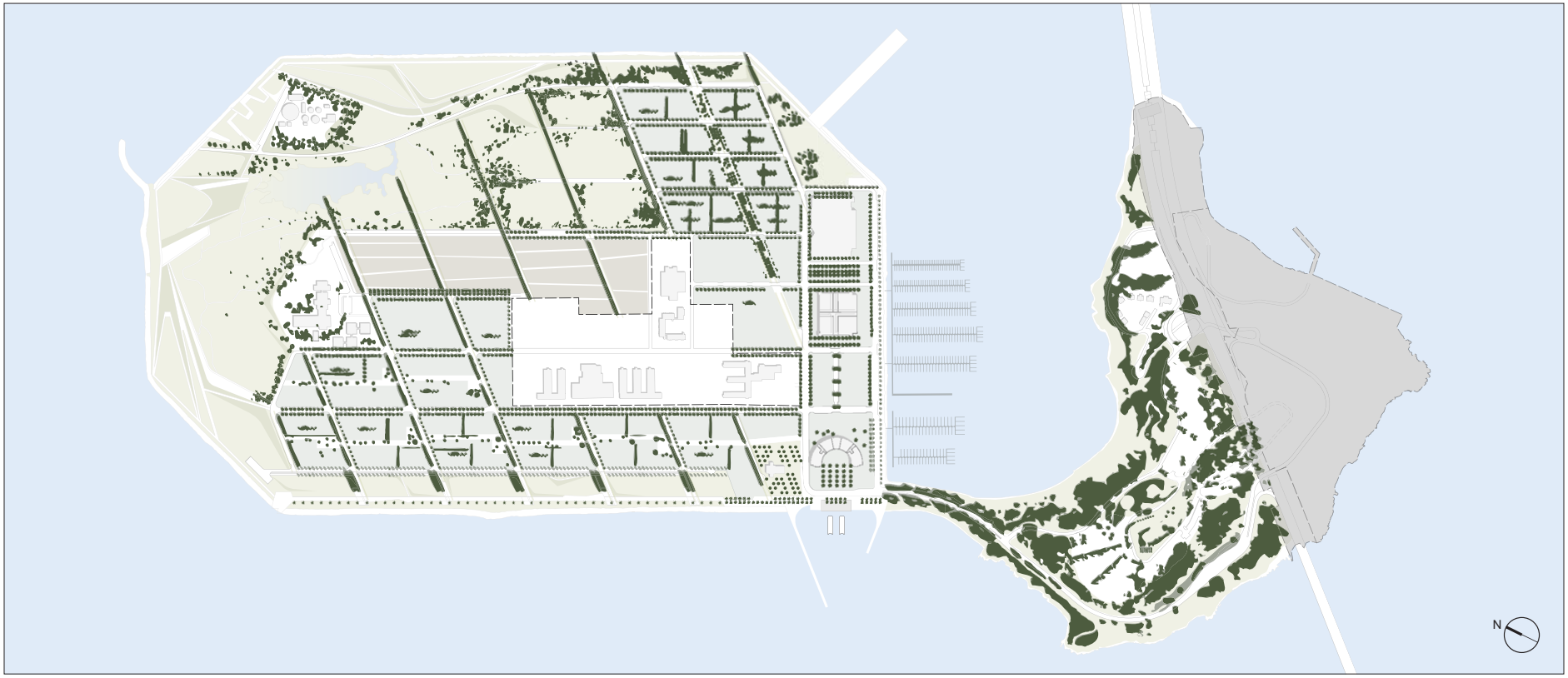


Figure 1.3.f: Urban Forest Framework

STREET GRID ORIENTATION

Treasure Island's unconventional street grid is designed to increase access to sunlight and views while minimizing the effects of wind on neighborhood public spaces. Rotating a conventional orthogonal street grid to maximize solar orientation would have resulted in cross streets opening directly to prevailing westerly winds that flow through the Golden Gate and blow unimpeded across the Bay.

As a result, Treasure Island's street pattern features a unique non-orthogonal grid that offers good solar access to streets and open spaces while protecting them from the prevailing west winds. The angled streets across the island align with views to the San Francisco skyline. In the Island Center, where several historic buildings are retained and preserved, the existing right-angle street grid is retained. The two grids intersect along the existing California Avenue.

Yerba Buena Island's steep topography calls for a completely different solution, substantially retaining the existing pattern of curved and switchback access ways that have evolved over time. New public ways consist mainly of cascades – stepped terraces connected with public stairs – that cross-connect the looping streets to form walkable blocks within this challenging terrain.

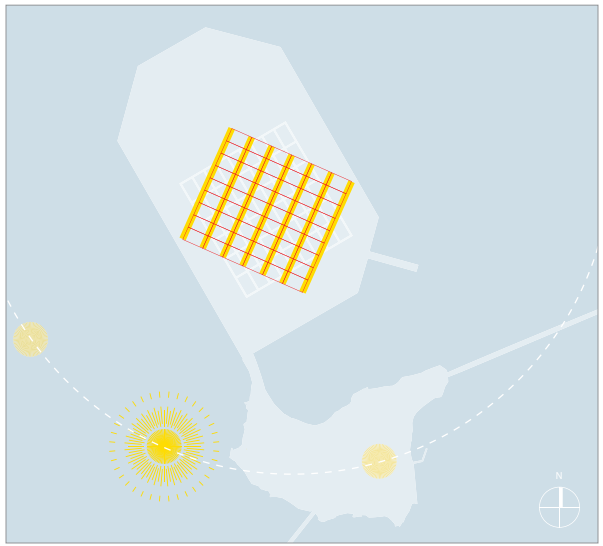


Figure 1.3.g: Solar Access

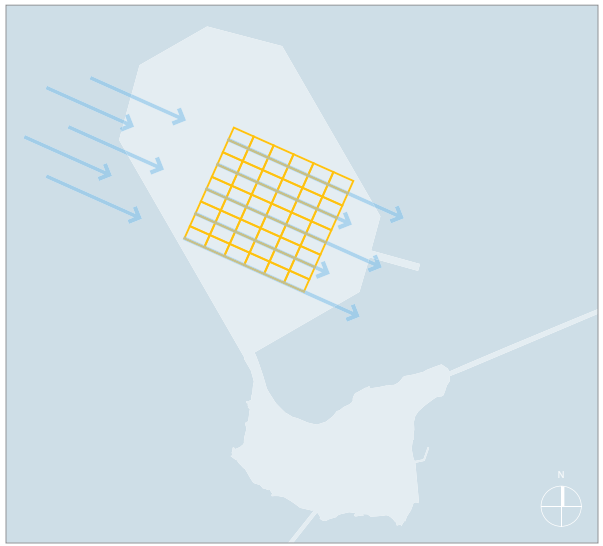


Figure 1.3.h: Prevailing Westerly Wind

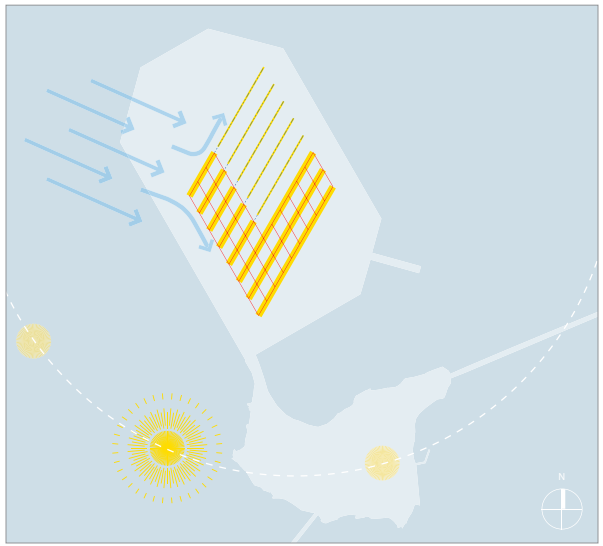


Figure 1.3.i: Wind Buffer

STREET SYSTEM

The hierarchy, pattern and design of streets reflect a commitment to a public realm designed first and foremost for bicyclists, pedestrians and transit services, while at the same time accommodating vehicular traffic. Primary access streets are gracious boulevards that provide primary vehicular access. They are limited to the essential routes linking Cityside and Eastside to the Island Center and Yerba Buena Island.

Angled neighborhood streets have significantly lower traffic volumes. They provide views, a dramatic orientation to the island setting, and equal access into the neighborhoods for pedestrians, cyclists, and vehicles alike. The angle of the neighborhood streets also serves to break the westerly winds and soften the island's microclimate.

Pedestrian-focused streets with limited vehicular access complete the network. They provide a small-scale, curbless, largely vehicular-free pedestrian "mews" or pedestrian boulevard linking residents to neighborhood parks and to the Island Center.

The islands' overall design recognizes the central role that streets play in the social life and comfort of a neighborhood. Buildings are oriented toward streets, with public sidewalks, street furniture, street lighting, public landscaping, building setback areas, and frontage design all contributing to a pleasant and safe pedestrian experience. In addition to their role as the "living rooms" of the community and as transportation corridors, streets are designed to collect and treat stormwater, be easy to maintain, and provide utility services that make them an integral part of the islands' sustainable infrastructure.

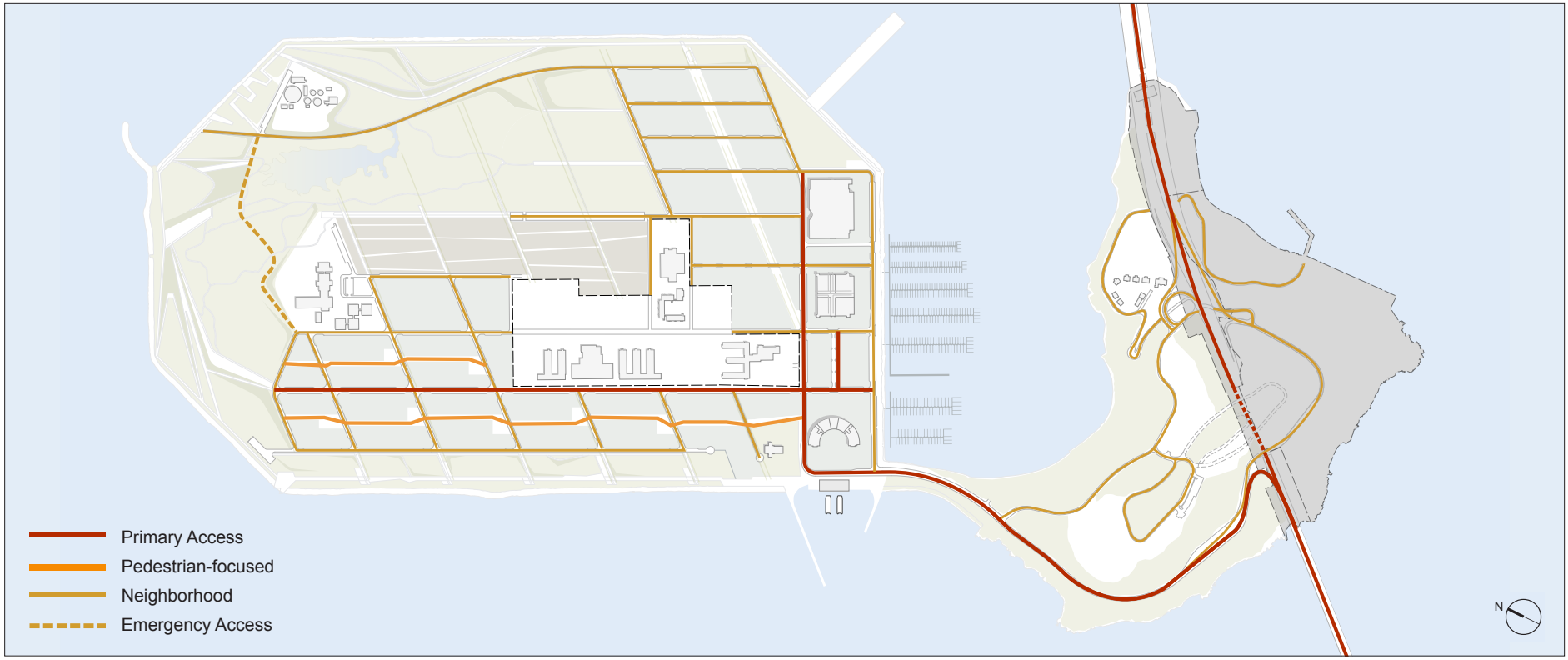


Figure 1.3.j: Street System Framework

PEDESTRIAN NETWORK

The islands' various blocks, neighborhoods, parks, and other public spaces are connected by a diverse pedestrian network along a system of urban blocks. Its core consists of primary pedestrian routes leading from the Island Center and Intermodal Transit Hub through the retail area and out to the neighborhoods. These primary routes are made up of pedestrian-focused shared streets, park blocks, and pedestrian boulevards intended to invite all-day and year-round use in an active, tree-lined, wind-sheltered environment.

The primary pedestrian route leading east from the Transit Hub, called the Eastside Commons, will be a grand pedestrian boulevard with broad street width and building height dimensions. Primary pedestrian routes north from the Transit Hub will be on a smaller scale and more intimate in character, meandering through the interior of blocks along a number of pedestrian-oriented Shared Public Ways.

Secondary pedestrian routes, many of them along the islands' neighborhood streets, enable pedestrians to walk from neighborhood to neighborhood and explore the island. They link directly out to regional open spaces and the Bay on both Treasure Island and Yerba Buena Island.

The San Francisco Bay Trail wraps the perimeter of Treasure Island and connects Yerba Buena Island to the Bay Bridge and the bike and pedestrian route to Oakland.

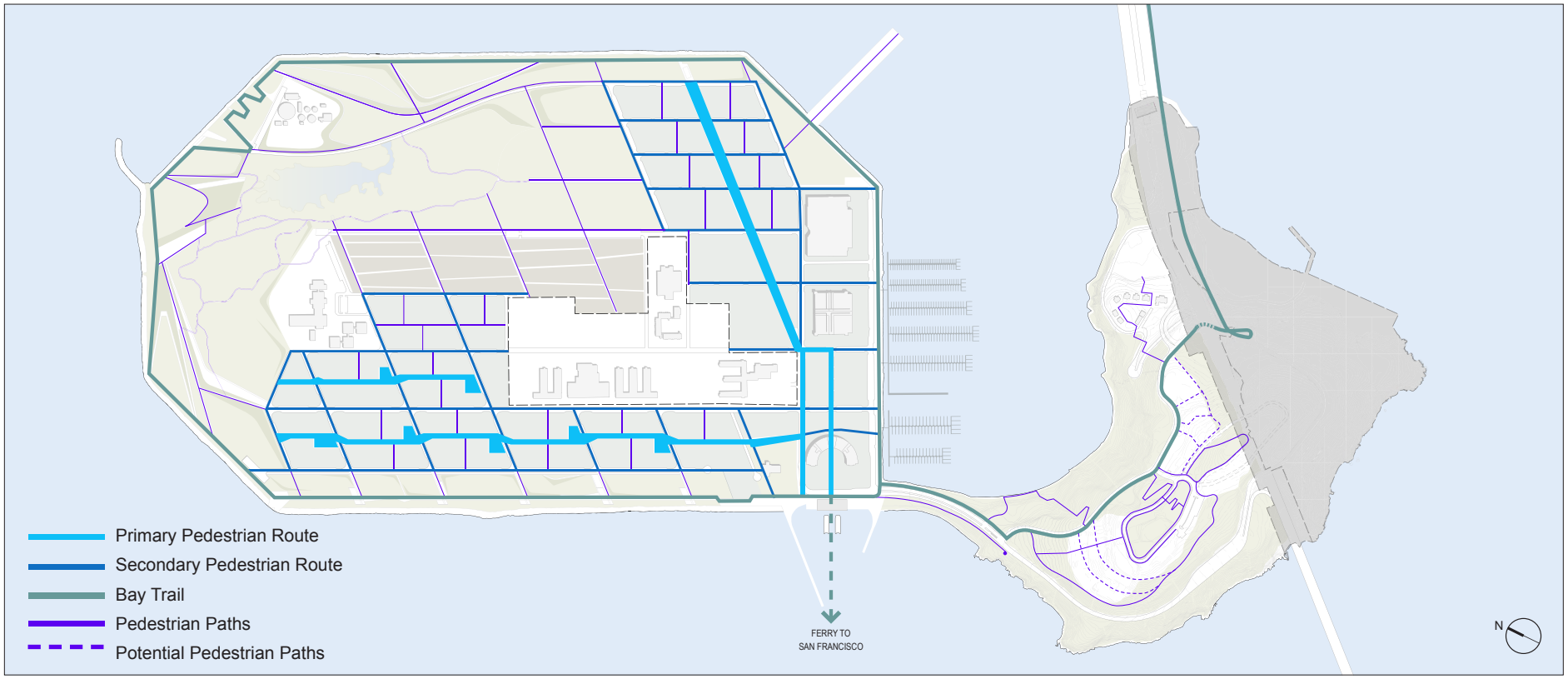


Figure 1.3.k: Pedestrian Network Framework

BICYCLE FACILITIES

Island planning began with a focus on pedestrians and bicyclists, resulting in transportation network that provides convenient non-motorized access to all areas of the islands. A Class One bikeway encircles the island, providing dedicated bicycle access and a full touring route to all shoreline parks and open spaces. Certain Class One routes are shared with pedestrians, primarily around the edge of Treasure Island. Class Two routes are present on many of the island's streets, with shared bicycle and vehicular lanes on low-speed neighborhood streets. Bicycles are a key transportation option on the islands. Routes are designed to invite riders of all ages and capabilities for trips that range from a daily commute, to a school trip, to convenient shopping and casual recreation. Facilities and services to support bicycle use – such as bike parking, storage, and servicing – are an integral part of neighborhood and individual building planning.

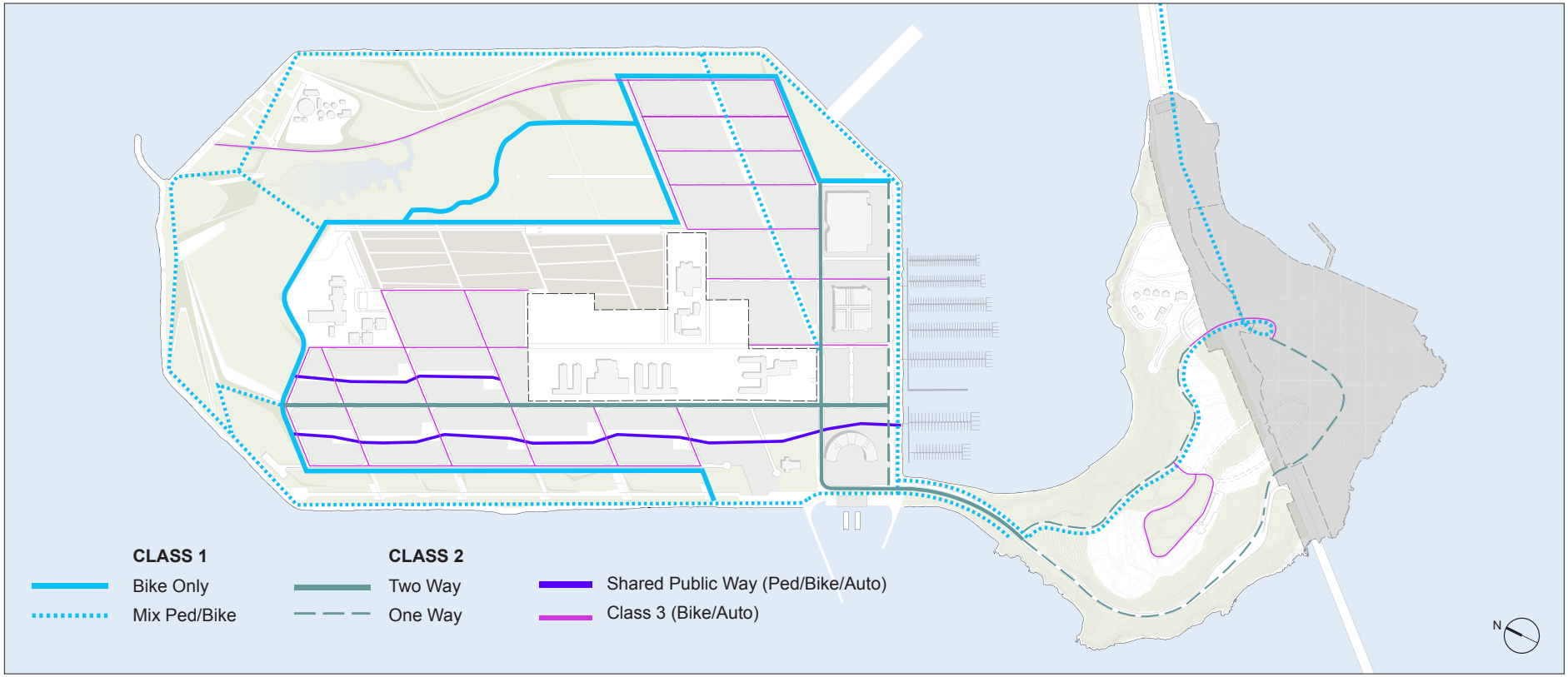


Figure 1.3.I: Bicycle Facilities Framework

TRANSIT SERVICE

The use of public transportation by significant numbers of visitors, residents, and workers on the islands is essential to meeting sustainability commitments, providing economic opportunity, and achieving high quality of life. The objective is to provide an efficient, attractive hub for transit in the Island Center District, located at the point of arrival from the Bay Bridge and at the junction of the two islands. An intermodal transit facility will connect all regional, off-island transportation services such as buses and ferries with on-island services such as shuttles, bicycles and attractive pedestrian routes. The intermodal facility is planned to include a ferry terminal facing the historic Building 1 on the shore of Treasure Island. The transbay buses have stops and layover spaces on Island Center streets.

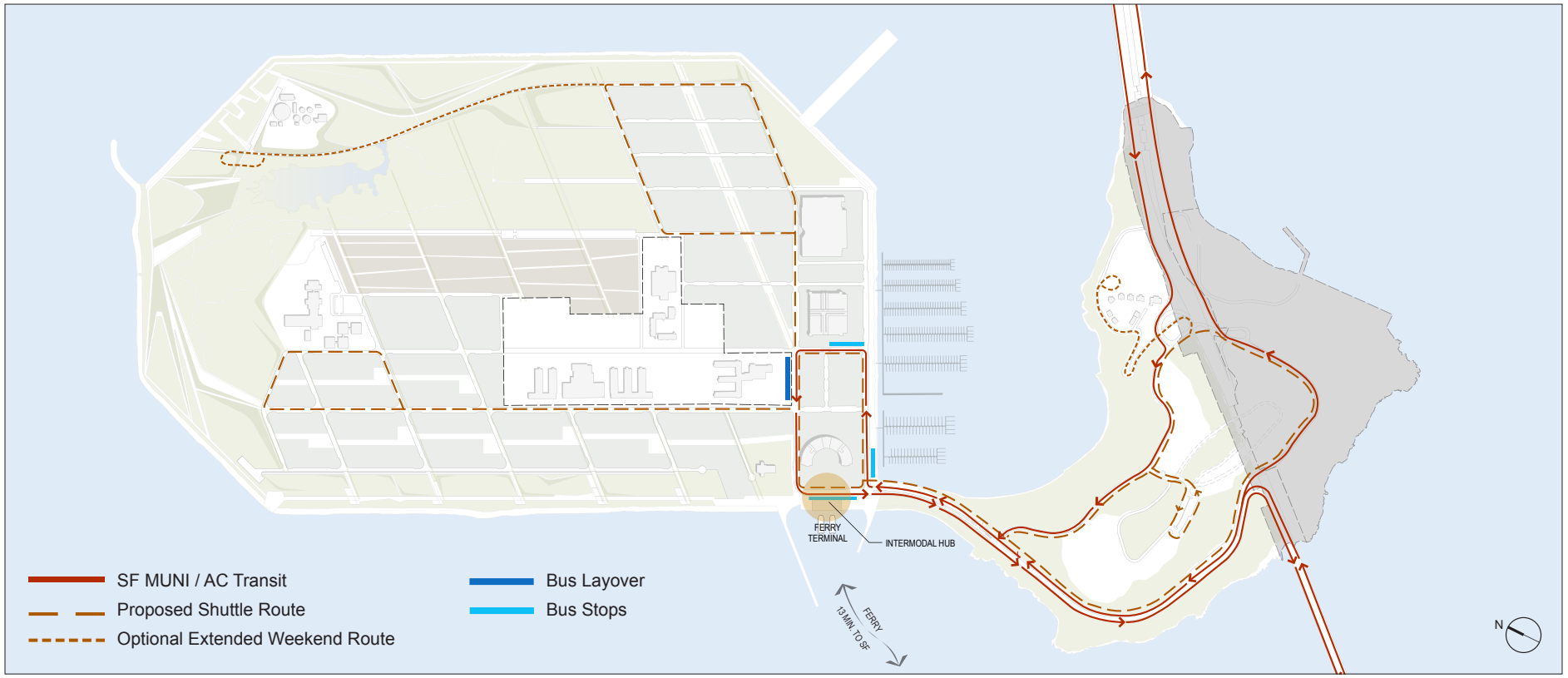


Figure 1.3.m: Transit Service Framework

VEHICLE ACCESS

A sustainable transportation system on Treasure and Yerba Buena Islands will rely on a number of strategies, including a) urban design that facilitates pedestrian and bicycle mobility in every way, b) a convenient transit system that encourages both regular and casual use, c) street design that accommodates vehicular traffic but at low to moderate volumes and speeds, and d) a park-once strategy to encourage walking once on the islands.

All island streets accommodate vehicles, but within design parameters that emphasize use by pedestrians and cyclists, regardless of the amount of traffic they must carry. The primary avenues, which serve as arrival and primary circulation routes, connect three other categories of local streets: primary access connector streets, neighborhood streets, and pedestrian-focused streets with limited vehicular access. Lots and garages are planned at strategic locations throughout the network to encourage visitors arriving by car to park once and then circulate through the islands primarily on foot. This will encourage resident and visitors to park their cars and utilize pedestrian, bicycle, and shuttle routes while on the islands.

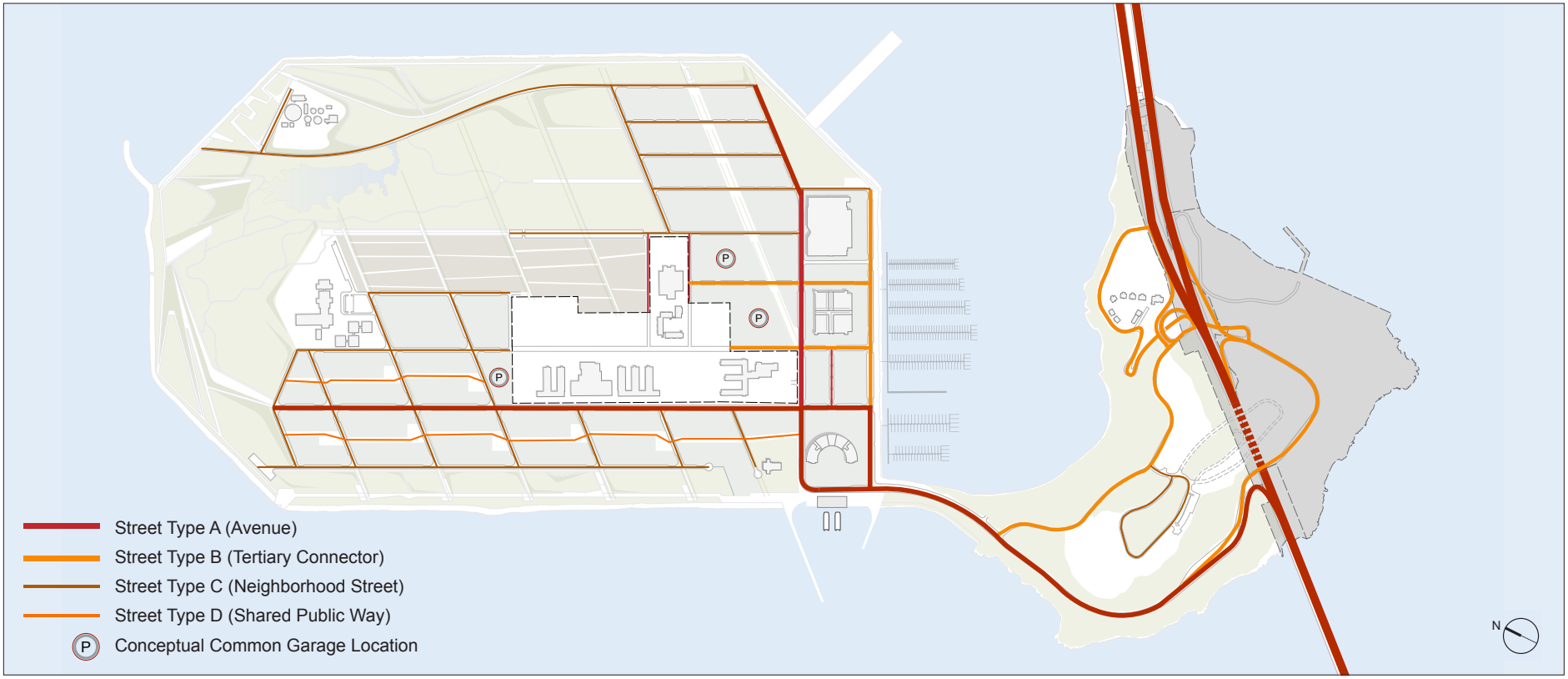


Figure 1.3.n: Vehicle Access Framework

GREEN INFRASTRUCTURE

Green infrastructure on Treasure and Yerba Buena Island balances the demands of natural systems and human habitation. As noted in the Street Network and Open Space Frameworks, the islands' green infrastructure network threads high-performance landscape systems throughout the public realm, delivering both ecological benefits to the Bay and open space benefits to the urban environment.

In addition to the stormwater management function of the entire open space system, an urban agricultural park in the center of the island is intended for food production. Green waste from residents and from maintenance of the public landscape areas will be collected and composted to generate nutrients for food production. Stormwater is collected and filtered in a constructed wetland integrated with the wastewater treatment plant to provide reclaimed water suitable for irrigating food crops and public landscape areas.

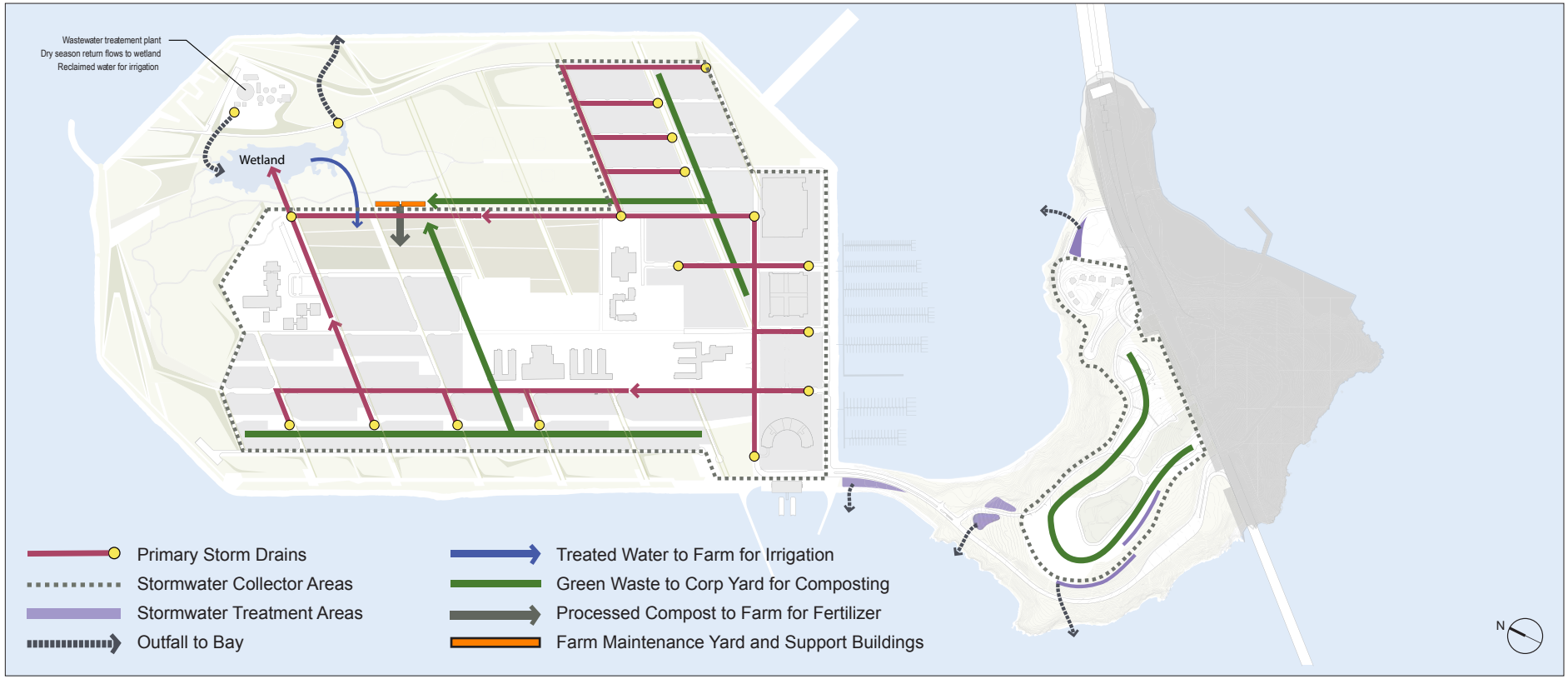


Figure 1.3.o: Green Infrastructure Framework

URBAN FORM

The islands' urban form is intended to be distinctive, place-based, and experience-focused, establishing a memorable identity on the Bay. It tells a story of social, economic and environmental responsibility in every new neighborhood. On Treasure Island, dense and compact developed areas are dramatically juxtaposed with extensive open spaces, creating a distinctive urban form visible from around the Bay and memorable for both what is built and what is not. Within the densely developed portion of Treasure Island, another more varied and subtle urban form takes hold, realizing a fine-grained pattern of neighborhood spaces and pedestrian ways framed and enlivened by low-, mid- and high-rise buildings.

Dramatic shifts in the urban form are used to announce places of entry, culture and history. Buildings are carefully placed and varied in scale to realize sunlight access and bring a diverse population onto local streets and neighborhood parks. They feature materials, patterns and entry sequences that will bring interest and activity to the lower floors of buildings, enhancing the pedestrian experience.

On Yerba Buena Island, the design concept for distinctive form and lively pedestrian settings takes a completely different path. Here the topography of the island dictates placement and form, with the pattern, heights, and orientation of buildings reinforcing the natural island topography. At the same time, courts, pathways, stairs and links to a dramatic public hilltop park create a variety of places where buildings will frame distant views or look onto dense wooded habitat.

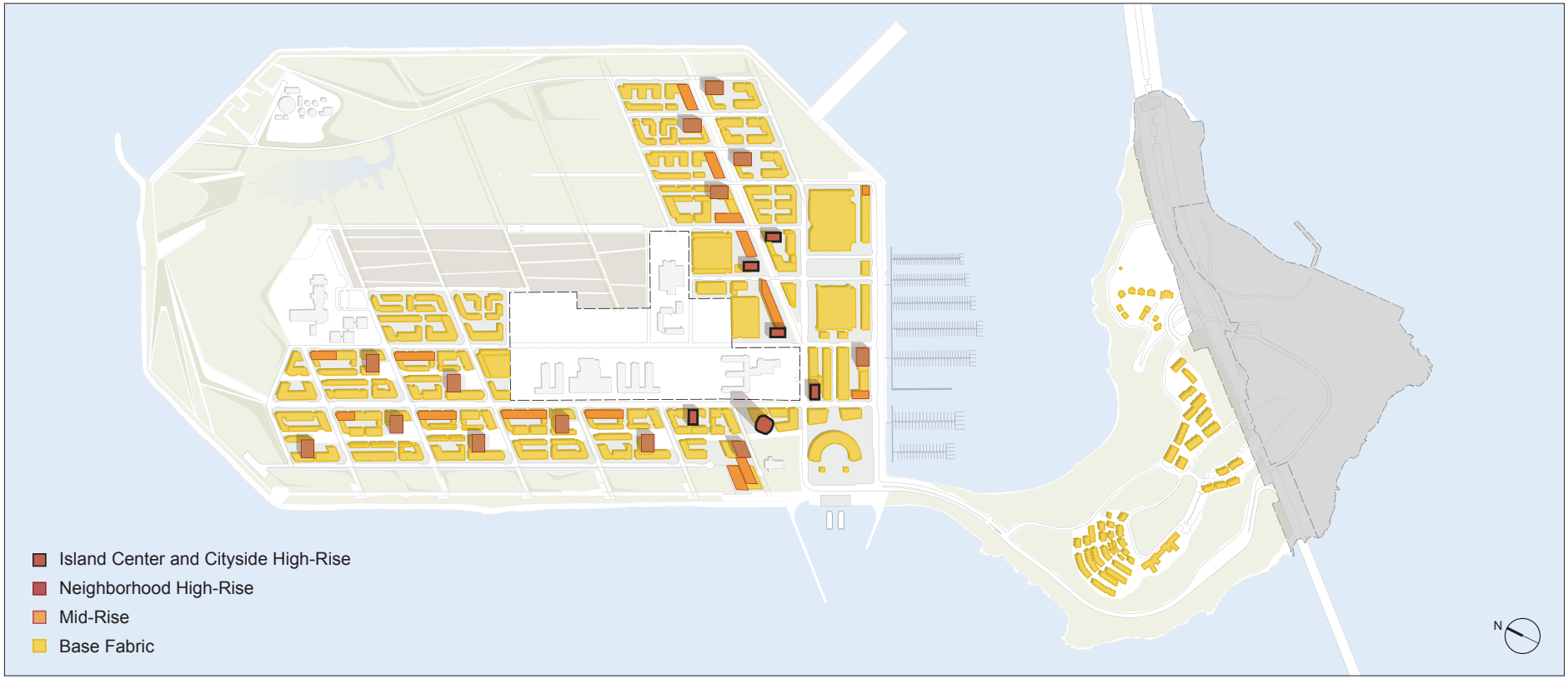


Figure 1.3.p: Urban Form Framework

PLACEMAKING

Distinctive, attractive places with memorable urban form invite use, create neighborhood identity, and foster community. The design for Treasure Island focuses on a network of “social corridors” where people can live, recreate, and come together for community, commerce, and social connection. A successful social corridor relies on the quality of spaces that are created by built form, land use, landscape, and the experience they offer. Whether those spaces are streets, parks, plazas, or a unique combination of those elements, they are critical to creating a social infrastructure for the islands.

Placemaking initiatives start and finish with attractive, pedestrian-friendly urban spaces tailored to their setting and likely use. On Treasure Island and Yerba Buena Island, the public realm is a collection of unique places designed for the enjoyment of humans on foot. This is as true of the quiet Shared Public Ways and the dramatic Eastside Commons as of the busy mixed-use streetscapes of the Island Center, the expansive waterfront parks, and the drama of Hilltop Park.

Social corridors on the islands offer areas of intensity such as towers, parks, or the retail district streets where a mix of community uses and interactions can occur. The scale and detailing of each space, and the design of the buildings that frame them, are designed to provide comfortable public “living rooms” and gathering places for the neighborhoods. Throughout the islands, these spaces are connected by pleasant pathways to useful destinations, where residents and visitors can informally interact.

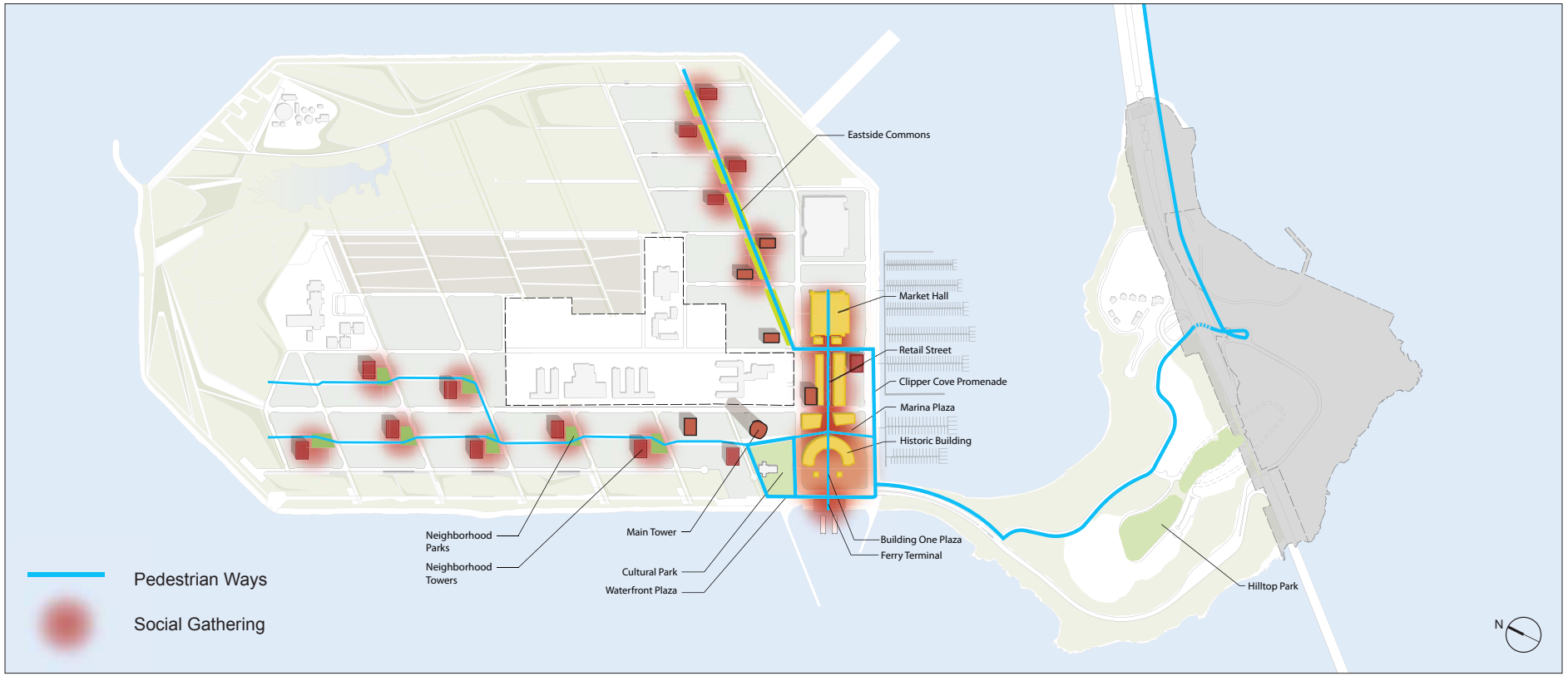


Figure 1.3.q: Placemaking Framework

COMMUNITY SERVICES + AMENITIES

On-island services and amenities that support community life are spread throughout the islands and accessible within a short walk of all neighborhoods. Key facilities include a school, police and fire station, corporation yard, intermodal transit hub and water treatment plant. The Urban Agricultural Park and the Wilds offer outstanding educational opportunities for residents, and the Sailing Center has already proven to be a real and unique service to community building.

The Sports Park is likely to generate day and night activity serving on- and off-island users. Sponsors and operators of other community facilities are encouraged to cluster around Cityside Neighborhood Parks, along the Eastside Commons, and in the Island Center. Larger neighborhood parks are encouraged nearer to family size housing, while senior and daycare services are encouraged in the neighborhoods and along shuttle routes.

Figure 1.3.r: Community Services and Amenities Framework

REGIONAL DESTINATIONS

Since the islands are a unique resource that belong to the entire City and the San Francisco Bay region, a key goal is to encourage and attract visitors of many types from diverse social, economic and age groups. Open space experiences vary from quiet promenades to rough, windy sculpted park settings, to extensive recreational opportunities from playing fields to biking, hiking and sailing. The islands serve as a trailhead to the San Francisco Bay Trail, which will link both islands to the Bay Bridge and the surrounding region. A visitor center at Building 1 will tell the islands' story in an historic setting with 360° views of the Bay, and interpretive information and way-finding will be provided along waterside trails, with panoramic views of the Bay and its cities. Visitors will be invited to observe ecosystems at work, learn about urban farming and agriculture, participate in the Islands' restoration initiatives, and enjoy a year-round calendar of cultural programming.

Historic buildings at the Island Center will be featured within a lively retail mixed-use district. With visual and physical access to the marina, Clipper Cove, plazas, ferry and beach, this area will offer a regional destination of unique, memorable character.

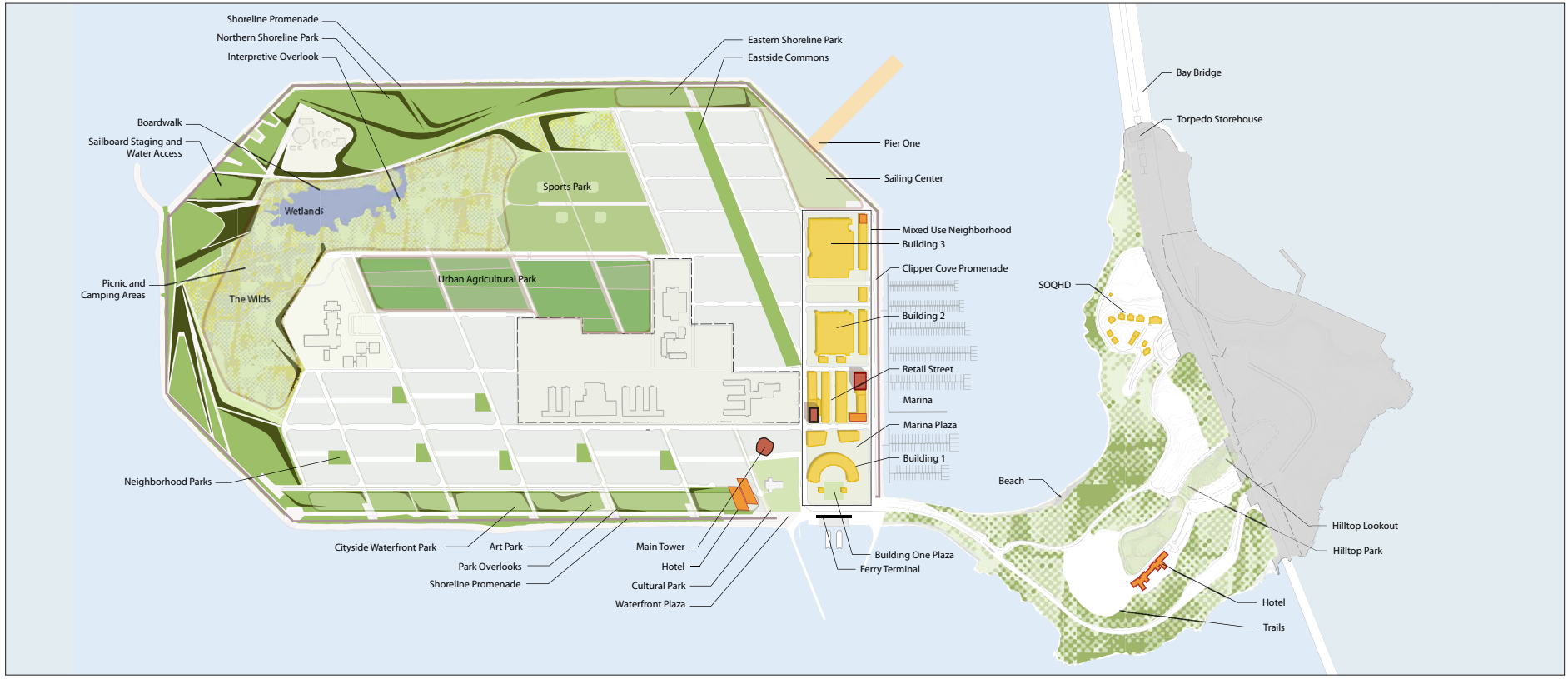


Figure 1.3.s: Regional Destinations Framework

ISLAND DISTRICTS

The islands' various places are organized into five distinct districts. While all five are based on common principles of sustainable neighborhood design – compact urban form, diverse uses and housing choices, a pedestrian-oriented public realm to encourage social interaction – each has its own unique design character. The Island Center is a 24-hour district with a memorable skyline, an inviting network of lively spaces, a retail main street and plazas, marina and water access, and the density and intensity to support an intermodal transit center. The Cityside district includes a diversity of housing types clustered around neighborhood parks and linked by a Shared Public Way with primary pedestrian and bicycle use and limited vehicular service. The Eastside neighborhoods comprise the third planning district, defined by its seven block Eastside Commons, and its physical and visual access to open spaces and regional views. Open Space constitutes a fourth district, contributing powerfully to the experience, image and identity of the islands and to the viability of its sustainable infrastructure and ecosystems. Finally, Yerba Buena Island is characterized by its natural form and habitat, hillside neighborhoods with panoramic views, a hilltop regional park, and links to a regional system of bicycle and pedestrian access.

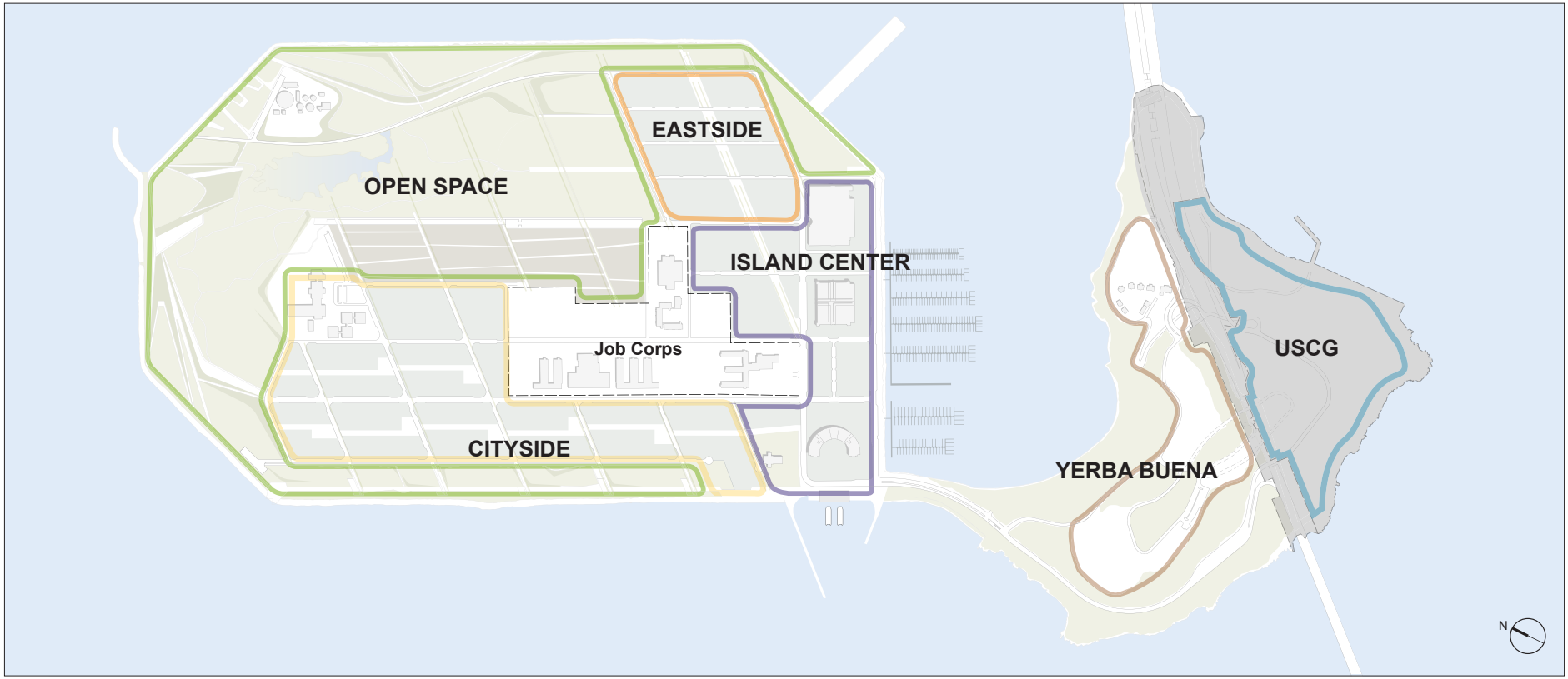


Figure 1.3.t: Island Districts Framework

PLACES

1.4

The rules and guidelines that are contained within this Design for Development are intended to provide substance to the conceptual ideas that are deeply embedded in all aspects of this grand redevelopment effort. At their core this means creating new San Francisco neighborhoods that are compact, walkable and vital, and that respond in visceral ways to their unique island settings.

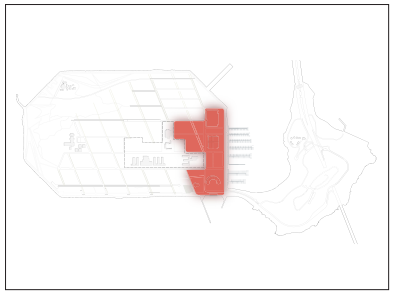
Located in the middle of San Francisco Bay, the two islands share sweeping views of the entire Bay area, proximity to downtown San Francisco, and the limitations of building in an island setting. Both are exposed to strong winds that play a major role in shaping their urban form. But within these shared circumstances different parts of the islands have very different character. Yerba Buena Island has a dramatic, steep hillside setting. The cove between the two islands is sheltered and relatively calm, and has a picturesque quality enriched by the marina, the backdrop of Yerba Buena Island and the new span of the Bay Bridge and the historic buildings remaining from the original Exposition. The western edge of Treasure Island looks directly back to the skyline of San Francisco, one of the great prospects in the world, yet does so in the face of bracing winds that sweep in through the Golden Gate. The eastern edge of Treasure Island is more protected, and has the East Bay and the new Bay Bridge as its prospects. The reconstruction of the islands should exploit and emphasize these differences in order to enhance the diversity and memorable qualities that are the hallmarks of San Francisco neighborhoods.

To aid in that effort it has been useful to think of the islands in terms of districts, each made up of special places that afford distinction and identity. The pages that follow provide illustrative material that highlight the ways in which these districts – the Island Center, Cityside and Eastside on Treasure Island, and Yerba Buena Island itself – can be built to become part of a larger island community, but also visually and experientially unique.

ISLAND CENTER

The Island Center District occupies the southern edge of Treasure Island and is the single place of entry for residents and visitors. Key attributes of this district are the views it enjoys of downtown San Francisco, the forested hillside of Yerba Buena Island, the new and existing spans of the Bay Bridge, and the East Bay. The Island Center will be a vibrant social nexus for the island's residents and visitors alike. It has been conceived of as the hub of daily life and activity on Treasure Island, playing the role of gracious arrival point, civic and social heart, and commercial center. It is envisioned as a high-density, mixed-use neighborhood organized around Treasure Island's intermodal bus and ferry transit hub, with places for cultural venues, retail, restaurants, public services, and commercial and residential uses.

The fabric of the Island Center will be established by a combination of public gathering spaces, highly active streets, and the tallest buildings on the island. The greatest focus of social activity will be along the axis that links the ferry and bus terminal, Building 1 and its plaza, the Marina Plaza, the retail main street, and historic Buildings 2 and 3. The Cultural Park will be a civic landmark for Treasure Island, with the retention of the existing chapel and the potential addition of a new cultural building. Clipper Cove Promenade, a grand pedestrian walkway overlooked by residential and mixed uses running along the entire edge of an expanded marina, will be an important public amenity giving life to the entire southern edge of the island. The tallest building on the island – known as the Main Tower – as well as a hotel and several other high rise residential buildings will provide density and a distinctive focal point to the Island Center. The importance of this neighborhood's role in the social life of the island is manifested by its emphatic pedestrian connections to the residential neighborhoods to the east and north via the linear park, known as the Eastside Commons, and the Shared Public Way, which begins at the Marina Plaza.



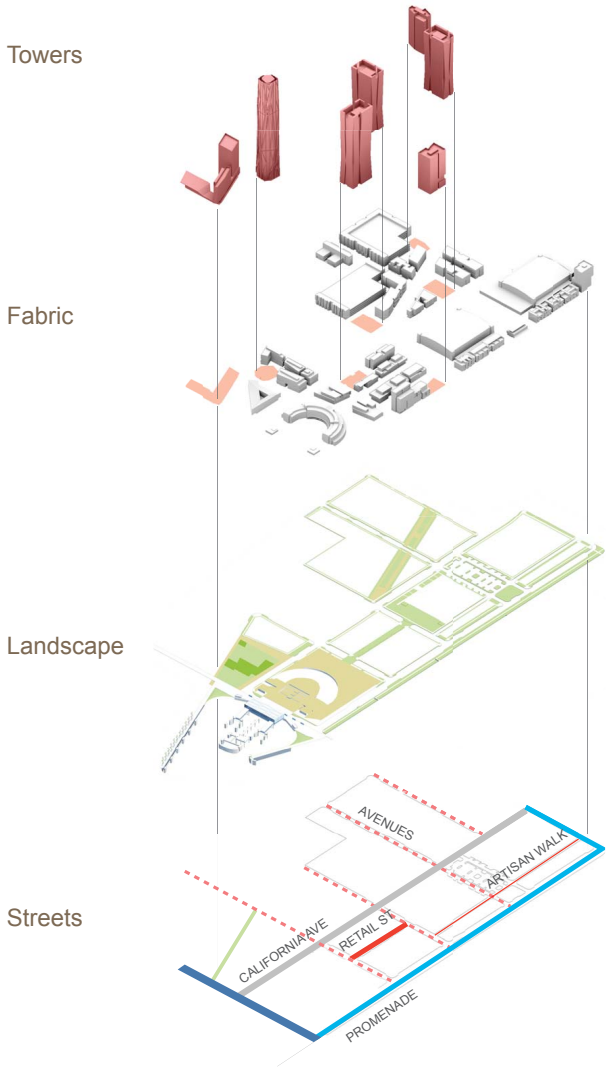


Figure 1.4.a: Island Center Planning and Design Elements

Figure 1.4.b: Illustrative view - Island Center

Cultural Park

A

Immediately north of Building 1, the Cultural Park will be a principal focal point and civic gathering space for Treasure Island. The Cultural Park will provide a setting for the existing Island Chapel, a hotel, a potential cultural building and the Main Tower. It will also be used by residents as the entry to Cityside's pedestrian Shared Public Way. Organized around its view back to San Francisco's skyline, the collection of buildings that define this space will be of a larger, more civic scale than most on Treasure Island and should be considered as opportunities for the highest quality design. These buildings will play a significant role in defining the image of Treasure Island, so special care should be given to their skyline profile as well as their pedestrian scale as they come to the ground.

Building 1 Plaza + Ferry Terminal

B

The Building 1 Plaza will be defined by the strong curving form of Building 1 and a new ferry terminal along the water's edge. The Building 1 Plaza should reinforce pedestrian use by having active uses in the base of Building 1, small retail pavilions that spill onto it and by reducing the presence of the road between the Ferry Terminal and the plaza. The plaza will be used by many residents everyday as part of a regular commute, but also by many first time visitors. It should be attractive and supportive to all, offering places to sit and enjoy the views, as well as small scale retail pavilions. These pavilions should appear secondary to the two principal buildings that define the edges of the space.

The Ferry Plaza is intended to function as the intermodal transit hub for Treasure Island, with bus and shuttle stops, the ferry terminal, bicycle storage facilities, and other amenities such as coffee and newsstands to support the needs of daily commuters. The Ferry Terminal should orient new visitors, provide a sense of arrival both day and night, and be visually and stylistically distinct from the historic building.

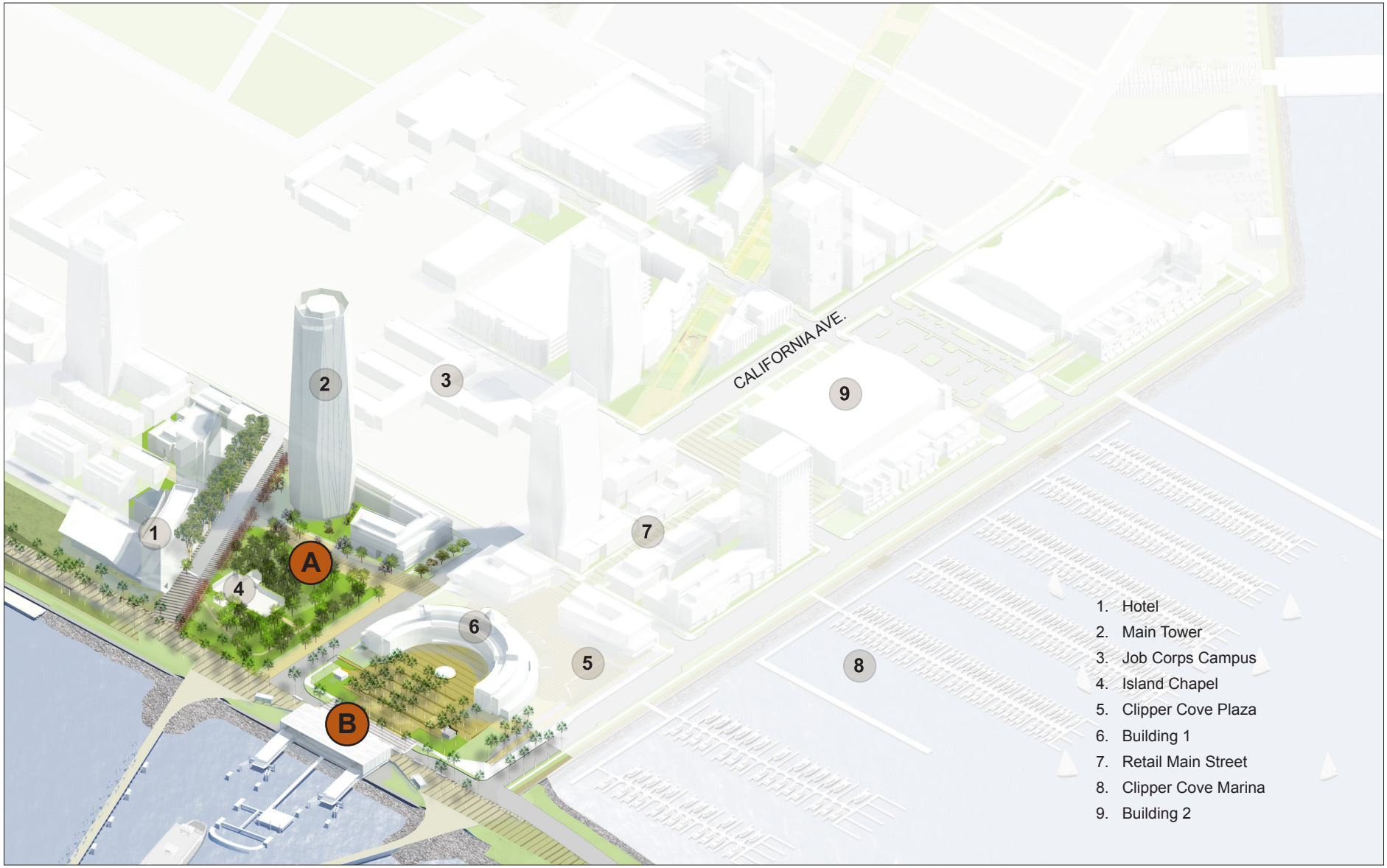


Figure 1.5.c: Illustrative view - Cultural Park, Building 1 Plaza and Ferry Terminal

Retail Main Street

A

The Retail Main Street will be the center of activity for the neighborhood and the island. Ground floors of buildings along this area should be occupied by retail uses such as restaurants, shops and cafes. Upper levels may be occupied by residences, small professional offices or other similar uses. The storefronts should have a fine-grained, small scale feel, and elements such as signage, lighting, planting and seating should reinforce a gracious strolling environment. This area will be characterized by the historic structures, new low-rise buildings and a predominant pedestrian scale.

Building 2 should provide a visual anchor at the east end of the Retail Main Street to reveal the historic building as a destination. It is intended as a food market hall and a grocery store, and any new structures around the base should remain deferential to Building 2.

Marina Plaza

The Marina Plaza is defined by the curving form of Building 1 on the western edge of the space, and by new low-rise commercial buildings on its eastern edge. The plaza will provide a sheltered space from which to enjoy views of the marina, Yerba Buena Island and San Francisco, and will feature a number of interesting changes in level as it reconciles the difference in grade between the plaza elevation in front of Building 1 and the much lower elevation of the Retail Main Street to the east of it. The north and south sides of the plaza should remain open and be easily accessible to create a strong link between the Cityside neighborhood's pedestrian Shared Public Way and the Clipper Cove Marina.

Artisan Walk

B

The Artisan Walk – a narrow alley or pedestrian-focused public way that runs between Buildings 2 and 3 and the residential buildings to the south, along the Marina edge – should extend the pedestrian experience of the Retail Main Street. Visitor-serving retail or artist spaces could be accommodated in the bases of Buildings 2 and 3. Residential buildings facing this space are intended to have a scale and character that further supports the Artisan Walk's role as an intimate pedestrian route.

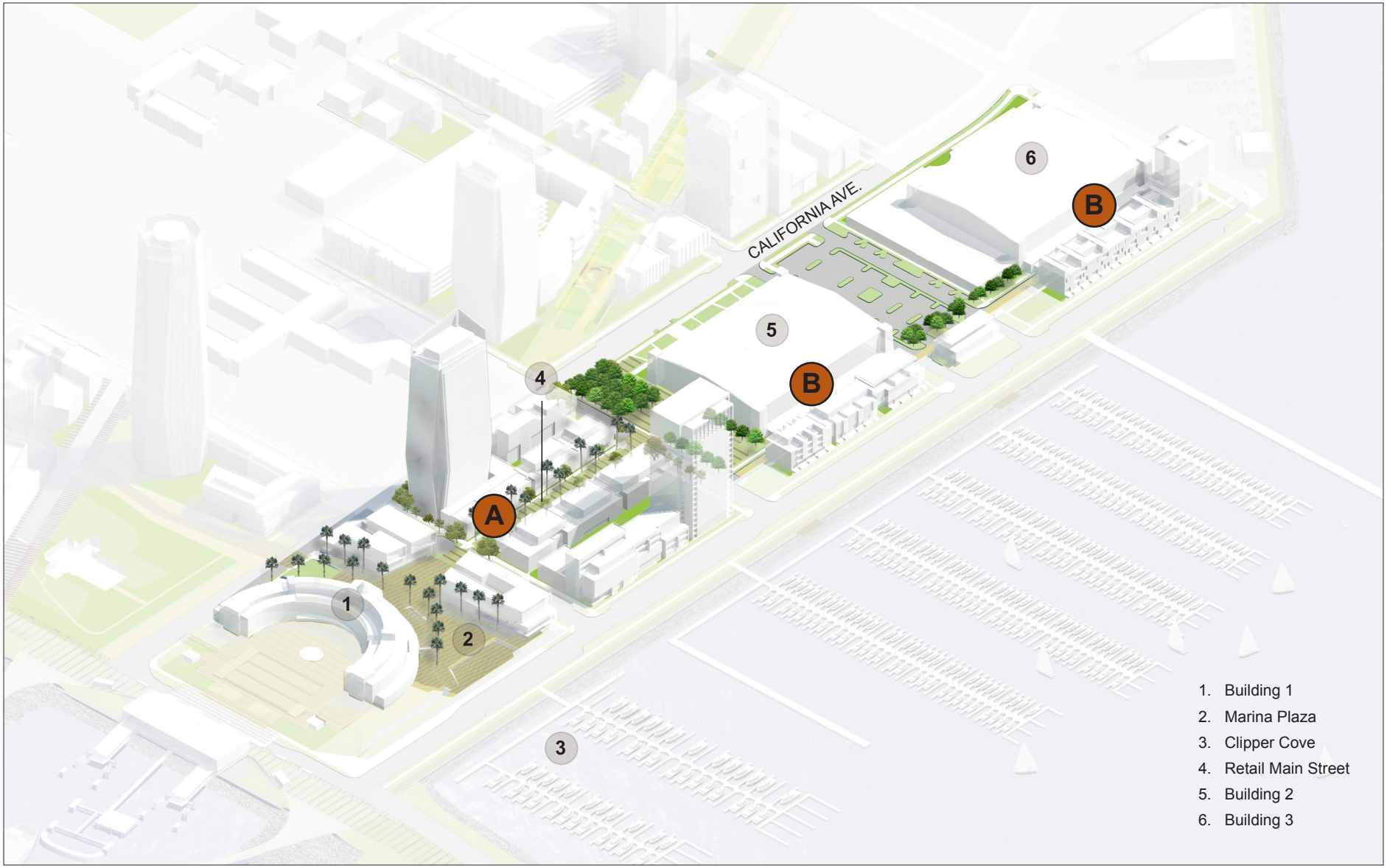


Figure 1.4.d: Illustrative view - Retail Street, Marina Plaza and Artisan Walk

Clipper Cove Promenade

A

Clipper Cove Promenade is intended to be a principal public outdoor space for the island. Its sheltered location on the southern edge of Treasure Island, with the marina and the hillside of Yerba Buena Island as a backdrop, creates a unique setting for recreation and social interaction. As a true mixed-use street, retail, restaurant, commercial, hotel and residential uses all have a role in the fabric of Clipper Cove Promenade. It is intended that the more active retail and commercial space be focused within Block M1, east of Building 1 (see Figures T5.c-e), and that smaller scale uses such as residential, live/ work, and possibly small scale retail be concentrated within the blocks containing Buildings 2 and 3.

The predominant scale along Clipper Cove Promenade should be relatively consistent, set approximately by the height of Building 1 and punctuated by a single tower and a possible single mid-rise building on Block M1. Because of the highly public nature of the Clipper Cove Promenade, any retail and commercial spaces should directly meet and spill out onto the sidewalk, while ground-floor residential uses should include a landscaped setback between the sidewalk and the private interior.

Neighborhood Streets

B

Neighborhood Streets weave together the Island Center across California Avenue. North of California Avenue they will be defined by a wide variety of uses and building types that support activities across the island, including: civic functions such as police and fire stations; professional offices; residential; and centralized parking. These streets may be lined by larger scale buildings including: the broad, historic Buildings 2 and 3; commercial and civic buildings; parking structures; and high-rise residential buildings. To modulate this scale, the base of these buildings should create a welcoming pedestrian realm through fine-grain detailing and occupied spaces on the lower and ground floors. Sidewalks should be somewhat wider to create a comfortable walking environment and to accommodate pedestrian activity.

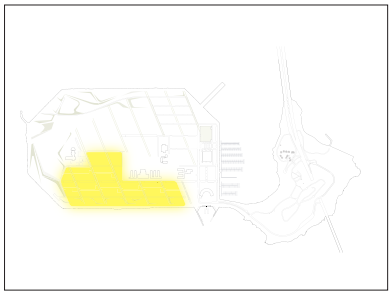
Figure 1.4.e: Illustrative view - Clipper Cove Promenade and Neighborhood Streets

CITYSIDE

The Cityside District is a relatively narrow band of land located along the western edge of Treasure Island, situated between the water's edge and the existing Job Corps site. It is one of two primarily residential districts on Treasure Island. The defining features of the Cityside District's location are its visual connection to San Francisco and its skyline, views to other regional landmarks such as the Golden Gate Bridge, the Bay Bridge, Alcatraz and Angel Island, and its exposure to prevailing westerly winds.

The principal social corridor for this neighborhood will be its wind-sheltered internal Shared Public Way that gives priority to the pedestrian. Punctuating this pedestrian corridor at each block will be neighborhood parks of varying scale that provide a variety of outdoor spaces and uses for enjoyment by neighborhood residents. Neighborhood towers and neighborhood-serving commercial use are meant to be located adjacent to neighborhood parks in order to increase vitality and activity.

The character of the Cityside District will be derived from its well-defined urban edges along Cityside Avenue, forming a visual "seawall" of elegant residential buildings with more informal edges further inland and adjacent to the Urban Agricultural Park and Job Corps campus to the east. A predominantly 3-6 story building fabric will be punctuated by mid-rise buildings along Avenue C, and neighborhood towers adjacent to neighborhood parks. A collection of east-west streets, neighborhood Windrow Streets and Mid-block Easements cross the Shared Public Way while passing through the Cityside District. This is intended to draw residents from within the neighborhood to the Cityside Waterfront Park, while attracting visitors into the Cityside District along wind-buffered, pedestrian-oriented routes.



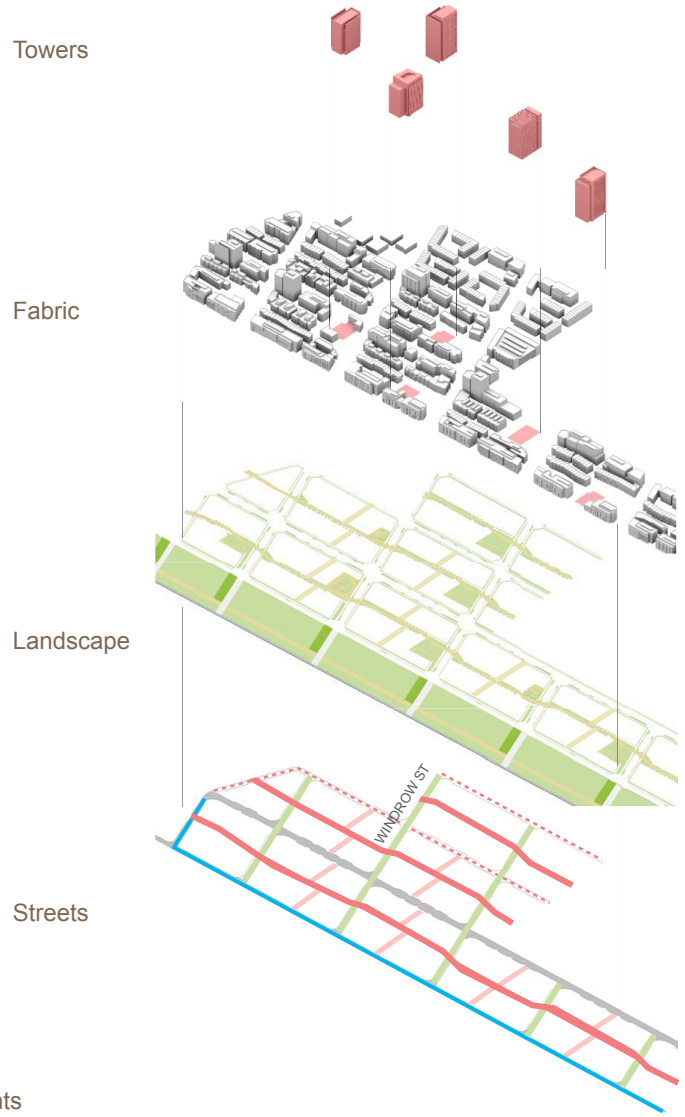


Figure 1.4.f: Cityside Planning and Design Elements

Figure 1.4.g: Illustrative view - Cityside District

Cityside Avenue + Cityside Waterfront Park A

Cityside Avenue and Cityside Waterfront Park have been conceived of as a grand, civic edge for Treasure Island. The buildings along Cityside Avenue, facing San Francisco, should create a relatively consistent 55 to 60 foot street wall, punctuated by taller residential towers set back from the street. This consistent street wall is intended to buffer the inner island against prevailing westerly winds and to provide an elegant backdrop to the Cityside Waterfront Park. This park is characterized by sculpted landforms, an art park, and overlooks that provide views of the City and other regional landmarks. Residential buildings along Cityside Avenue will be characterized by a consistent, unifying public landscape edge and a more civic scale of common building entries rather than individual unit entries. They should also enable publicly-oriented commercial uses, such as dining or café terraces, to occupy the pedestrian level and directly engage the Cityside Waterfront Park.

Windrow Streets B

Windrow streets are major east-west neighborhood connectors. They link Cityside residents to Cityside Waterfront Park, to Treasure Island's major open spaces and recreational fields to the east, and to the neighborhood parks along the Shared Public Way.

Neighborhood parks, intersections with the Shared Public Way, and a range of building types and heights punctuate corridors leading to the water's edge that are lined with highly consistent rows of large, wind-calming trees. Generally, the Windrow Streets have a residential character reinforced by multiple ground floor entries and neighborhood parks. As they cross Cityside Avenue and approach Cityside Waterfront Park, their scale and character becomes wider and more civic. In these locations, ground-floor retail and commercial uses should be encouraged to occupy the widened setback that accommodates a second row of large windrow trees.

Figure 1.4.h: Illustrative view - Cityside Avenue, Waterfront Park and Windrow Streets

Shared Public Way

A

The Shared Public Way is intended to be the principal pedestrian route through the Cityside District. Conceived as a curbless shared street where pedestrians, cyclists and occasional vehicles occupy a single right of way, the Shared Public Way is intended to be meandering, varying in width, fine-grained, and socially active. The Shared Public Way is offset in its alignment from block to block to discourage vehicular through-traffic, to create a more intimate social setting within each block and to be more visually interesting.

Building edges are meant to delineate the meandering path of the Shared Public Way. The rhythm and articulation of the street wall should reinforce the human scale of the Shared Public Way, by articulating a collection of individual, townhouse-scaled residential units with frequent entries, patios, stairs and balconies spilling into the public realm. The narrow width and predominantly lower building heights along the Shared Public Way are intended to create an intimate social realm. Residential building and unit entries, private yards, stoops and terraces should establish a comfortable transition between the private realm of the house and the public realm of the Shared Public Way, and may occupy a portion of the right-of-way.

B

Neighborhood Parks

Neighborhood Parks will create points of orientation and focused social activity along the Shared Public Way. The parks will have varying scales and amenities, each appropriate to the size of the neighborhood and providing a range of uses. Enclosed on three sides by buildings and anchored by sites for neighborhood residential towers on their northern edge, the neighborhood parks will be open to the Windrow Streets along their southern edge to maximize sunlight and public accessibility. The edges of the parks may be defined by small-scale private spaces, unit entries or shared public uses such as retail, shared building areas, or community spaces. These parks should be clearly viewed as a shared amenity for the entire community.

PUBLIC OPEN SPACE
Treasure Island

T1

This Chapter is divided into the following sections:

T1.1 Public Open Space Framework

T1.2 Landscape Typologies

T1.3 Public Open Space Areas

T1.1 PUBLIC OPEN SPACE FRAMEWORK

The redevelopment of Treasure Island and Yerba Buena Island provides a unique opportunity to create a world class open space destination in San Francisco Bay that will attract visitors from the region and the world and provide a valuable amenity for Island residents. The design intent for open space on Treasure Island is to create a contemporary landscape fabric that engages the neighborhoods as well as civic and retail uses with the Bay.

The following key strategies have informed the open space design concepts presented here:

- **Engage the waterfront.** Visually, experientially, and ecologically, bring people to the water's edge to fully appreciate being on the Bay.
- **Create an exemplary, high-performance sustainable landscape**. Stormwater management, food production, habitat creation, water conservation, and integrated pest management are primary areas of performance.
- **Build a broad constituency of users and stewards.** This can occur by providing a diverse range of programs and landscape types that will help ensure the open space is adopted, valued and cared for. The open space programming has been developed to create a diversity of experiences and landscape typologies to attract people from all walks of life to activate the public realm. The program, as well as the formal expression of the designs, will be developed as a very wide range of contemporary, innovative, and sophisticated landscapes, including civic parks, natural areas, and recreation areas.
- **Create a compelling place.** Reveal and magnify the natural and cultural forces that influence this specific place in the San Francisco Bay. The engineered shape of the island tells the story of the construction of Treasure Island and the relationship of human occupation and natural forces. The design will create a place-specific landscape and recognize the Island's unique human-made condition by amplifying the constructed edge, engaging the natural forces of the Bay, and creating landscapes that respond to these conditions.
- **Provide a unique and comprehensive system of neighborhood public open spaces.** Design open spaces that are integrated into an island-wide public open space network. Create social vibrancy within open spaces, including the pedestrian street network, by providing ample spaces for people to gather and interact in a broad variety of activities.

The open space is intended to be experienced as a single cohesive park made up of many interesting different places. Its identity will be as one place – Treasure Island – although experiencing the island-wide park will take users through many different and varied experiences. Like many large redevelopment projects, the construction of Treasure Island will happen in multiple phases lasting several years. As such, a philosophy of adaptive management and flexibility has directed the open space design, allowing for changing uses, varying design approaches, and evolving landscape typologies. The illustrative open space designs shown here are conceptual, and the final design process will be the result of a future community-supported process.

T1.2 LANDSCAPE TYPOLOGIES

Of the Islands' eight distinct landscape types, six are found on Treasure Island. The different landscape types provide both structure and experiential variety while creating a diversity of open space. The conceptual designs shown for these landscape typologies are not regulatory. They are guiding visions to be implemented by the standards and guidelines for the Public Open Space Areas provided in section T1.3. Development of parks is intended to coincide with phasing of adjacent residential parcels, with master planning completed on the entire park once adjacent residential development has started. The landscape typologies found on Treasure Island are:

Shoreline Park – A series of waterfront parks that wrap western, northern and eastern edges of Treasure Island, characterized by elements such as The Waterfront Plaza at The Transit Hub, a continuous waterfront promenade, water access, and sculpted landform topography.

Sports and Recreation Park – An active park designed specifically for sports recreation.

Urban Agriculture Park – A park devoted to food production and public education.

The Wilds – Constructed habitats that integrate stormwater management, education and limited passive recreation.

The Urban Core – A series of plazas and open spaces that help activate the retail core and The Transit Hub. These areas include Waterfront Plaza, Clipper Cove Promenade, Marina Plaza and the Cultural Park.

Pedestrian Network – Social spaces and amenities specifically designed for residents.

In addition to the distinct landscape typologies there are specific elements which contribute to the diversity of open space

Water Access Points – Facilities along the shoreline enabling recreational access to the San Francisco Bay.

1 Shoreline Park
2 Sports and Recreation Park
3 Urban Agriculture Park
4 The Wilds & Wetlands
5 The Urban Core
6 Pedestrian Network
7 Water Access Points

Figure T1.a: Illustrative Concept Diagram of Landscape Typologies

T1.3 PUBLIC OPEN SPACE AREAS

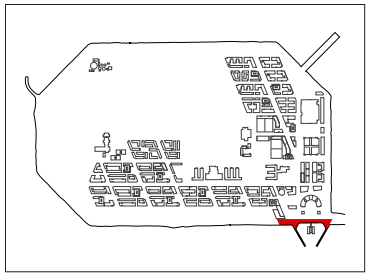
Six of Treasure Island's broad landscape types contain 16 specific open spaces. This map locates those spaces in relation to one another, and is the location key for the description of each space that follows.

T1.4	1	Waterfront Plaza
T1.5	2	Building 1 Plaza
T1.6	3	Cultural Park
T1.7	4	Cityside Waterfront Park
T1.8	5	Northern Shoreline Park
T1.9	6	Eastern Shoreline Park & Pier 1
T1.10	7	Clipper Cove Promenade
T1.11	8	Marina Plaza
T1.12	9	Cityside Neighborhood Parks
T1.13	10	Eastside Commons
T1.14	11	The Wilds
T1.15	12	The Wetlands
T1.16	13	Sports Park
T1.17	14	Urban Agricultural Park
T1.18	15	School Open Space
T1.19	16	Building 2 + 3 Landscape

Figure T1.b: Illustrative Concept for Public Open Space Areas

T1.4 Waterfront Plaza

The Waterfront Plaza is intended as the primary arrival point for visitors and residents arriving on Treasure Island, accommodating a variety of travel modes including ferry, walking, cycling, bus, and private automobile. The Waterfront Plaza is intended to provide guests with a strong sense of arrival on Treasure Island and the ability to easily orient themselves with the islands network of public open spaces, residential areas and commercial core. An area adjacent to the Ferry Terminal is envisioned as an event space and location for viewing the San Francisco skyline, supporting daytime and nighttime attractions for the local, regional and international community. The activity around the Waterfront Plaza and Transit Hub will create vibrancy, and is intended to be supported with programming that facilitates such activities. A widening of the Plaza in front of the hotel, through the use of a seawall, would allow visitors to gain a perspective above the water and create a larger flexible event space along the shoreline. It is envisioned that the design of The Waterfront Plaza will work in conjunction with the program needs of the Ferry Terminal and have continuity with Building One Plaza and the Cultural Park.



1. Hotel
2. Event / Viewing Plaza
3. Date Palms
4. Public Art
5. Paving Extends Across Palm Avenue
6. Ferry Terminal Location

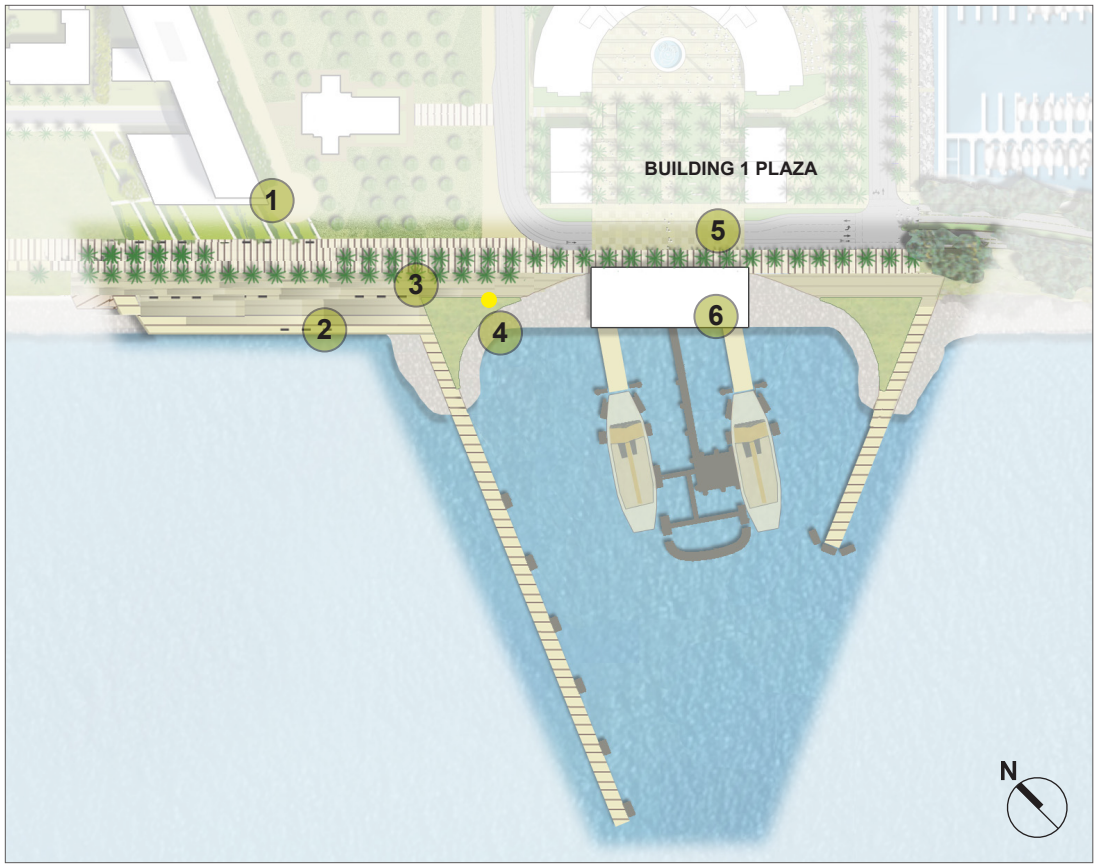


Figure T1.c: Illustrative concept for Waterfront Plaza

STANDARDS

PROGRAM & DESIGN

T1.4.1
Ferry Terminal and bus shelters shall be accommodated on the plaza.

Example of Ferry Terminal and Plaza.

T1.4.2
A Paved Plaza for pedestrians shall support movement between the Ferry Terminal, bus stops and other modes of transportation.

T1.4.3
Viewing areas along the waterfront are required.

T1.4.4
A sheltered bike storage area shall be provided and integrated into the design of the ferry terminal building.

T1.4.5
Design of the plaza shall minimize bicycle and pedestrian conflicts.

T1.4.6
The following amenities shall be provided within the plaza: palm trees, seating, lighting, bicycle parking, and trash and recycling bins.

T1.4.7
Maintenance storage facilities are not allowed as stand along structures within the park and shall be incorporated within building program areas.

T1.4.8
Lighting fixtures used in park areas shall adhere to standards listed in Section T5.12.

GUIDELINES

PAVING

T1.4.9
Colored concrete or unit pavers with a variation in size and color should be used.

T1.4.10
Stone paving should be used for accent paving.

LIGHTING

T1.4.11
Pedestrian scaled pole lights should be used at pedestrian areas.

T1.4.12
Accent lighting is encouraged in areas of high pedestrian traffic.

PLANTING & EARTHWORK

T1.4.13
Palms – matching size and form should be used, with a recommended 20 ft trunk height, at intervals of +/- 40 feet on center.

T1.4.14
Landscape planting should be colorful and ornamental.

T1.4.15
Tidal plantings should be incorporated with ferry quay sea walls.

FURNISHING

T1.4.16
Furnishings in the plaza should be of a consistent style and character and constructed of durable materials.

T1.4.17
Bike Racks should be used near building entries.

T1.4.18
Newspaper stands and retail kiosks should be coordinated with Ferry Terminal design.

SPECIAL FEATURES

T1.4.19
Shade and wind shelters should be used at plaza and pedestrian gathering points.

T1.4.20
Sculpture or Public Art should be used to provide focal points within the plaza.

T1.4.21
Signage orienting visitors should be used in areas where pedestrian traffic is high.

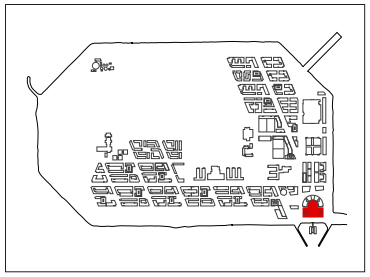
T1.4.22
Information kiosks should be used at entry points to the plaza.

T1.5 Building 1 Plaza

The Building 1 Plaza will be both a gateway to Treasure Island's history and a celebration of its revival. As a threshold entrance to Treasure Island, it is intended to be designed so that it is vibrant with activity day and night. Retail activities are envisioned spilling out onto the Plaza, which will be designed to provide a wide range of seating and gathering opportunities to take advantage of the views to San Francisco. Standards and guidelines for historic Building 1 are found in Section T5.11, Historic Buildings.

The Plaza is composed of three zones functioning in a specific way:

- The Lower Plaza is envisioned as a continuation of the Waterfront Plaza across the street. This space will be part of the island arrival experience, and will therefore accommodate visitors who are orienting themselves to the island and waiting for transit. Retail pavilions and ample outdoor seating and gathering opportunities are envisioned to be integrated with the plaza design. A Palm Grove in this part of the plaza could provide a flexible area that functions well for special events while creating an elegant entry landscape for daily commuters.
- The Plaza Terraces will be a transitional area from the Lower Plaza to the Upper Plaza, which will be separated by approximately 7 vertical feet. The Terraces will provide wonderful views back toward the City and provide spaces for seating and gathering along stepped gardens or lawn panels. It is envisioned that sloped walkways or ramps will be incorporated into the design to provide universal access and service access to the Upper Plaza.
- The Upper Plaza is intended as a forecourt to historic Building 1, with an open and flexible plaza space that provides outdoor seating for activities such as dining and gathering. The Upper Plaza is envisioned to be generally open and simple, functioning as a grand court and allowing for special events. To complement this goal, the Building 1 Plaza Lighting Guidelines encourage tall light masts to be incorporated into the design of the Upper Plaza. A special feature such as a fountain or sculpture would activate the center of the Upper Plaza both visually and programmatically.



1. Landscape Feature
2. Lighting Element
3. Plaza Steps
4. Plaza Terraces
5. Retail Pavilion
6. Palm Grove

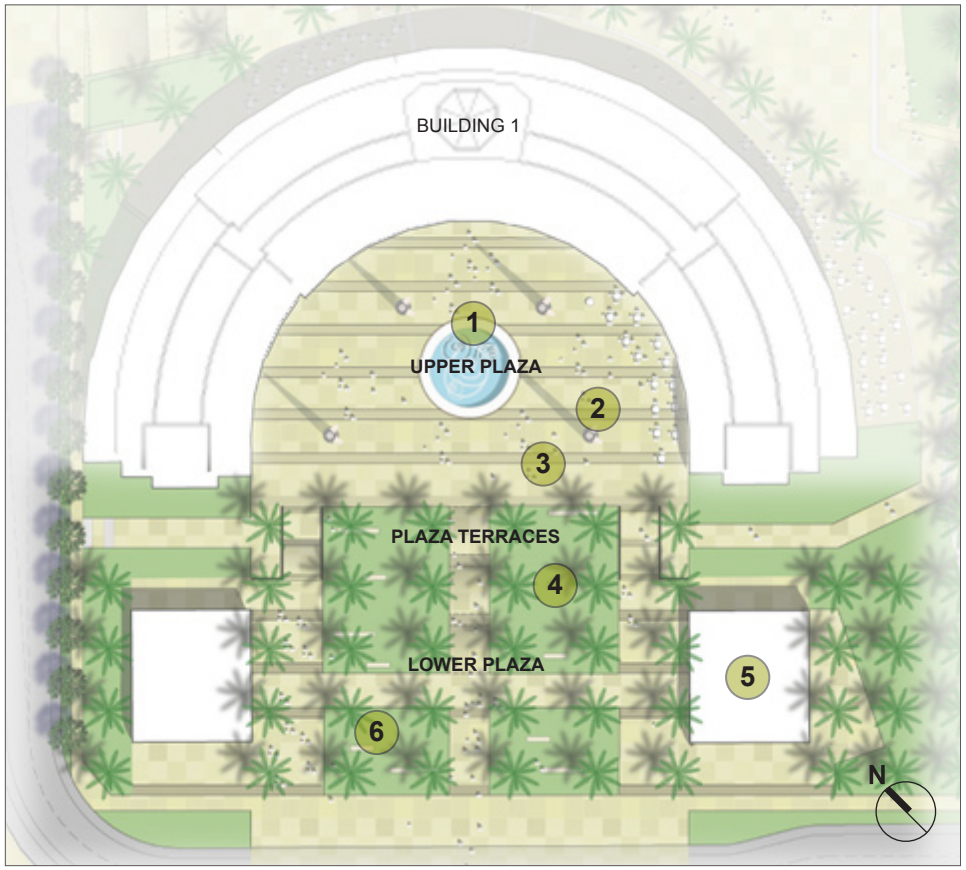


Figure T1.d: Illustrative concept for Building 1 Plaza

STANDARDS

PROGRAM & DESIGN

T1.5.1
The Lower Plaza of Building 1 shall be designed to have continuity with the Waterfront Plaza; paving materials, lighting and palm trees shall be similar for both spaces.

T1.5.2
Level paving and lawn areas shall allow for flexible events on the lower and upper plazas.

T1.5.3
Pavilions shall be coordinated and integrated with the design of the Lower Plaza.

T1.5.4
Steps and ramps from the Lower Plaza to the Upper Plaza must be incorporated into the design.

T1.5.5
The Upper Plaza shall provide a flexible plaza forecourt to Building 1.

T1.5.6
Seating shall be provided outside of retail and eating venues associated with the Ferry Terminal.

An example of plaza seating and outdoor dining.

T1.5.7
Terraced panels of paving, lawn and/or ornamental plantings shall be incorporated to create a beautiful space for seating and viewing San Francisco.

T1.5.8
The following amenities shall be provided within the plaza: trees, seating, lighting, bicycle parking, and trash and recycling bins.

T1.5.9
Maintenance storage facilities are not allowed as stand alone structures within the park and shall be incorporated within building program areas.

T1.5.10
Lighting fixtures used in park areas shall adhere to standards in Section T5.12.

GUIDELINES

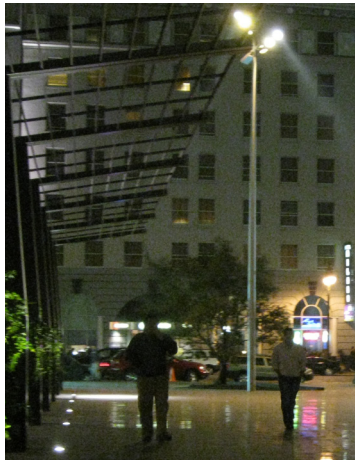
PAVING

T1.5.11
Colored concrete or unit pavers with a variation in size and color should be used.

T1.5.12
Stone paving should be used for accent paving.

LIGHTING

T1.5.13
Pedestrian scaled pole lights should be used around central gardens and overlooks.



An example of mast lighting used to enhance flexibility of a plaza.

T1.5.14
Accent lighting for seating areas and special features is encouraged in plaza areas.

T1.5.15
Mast lighting should be used in the Upper Plaza.

PLANTING & EARTHWORK

T1.5.16
Lawn panels should be provided where flexible seating or events are anticipated.

T1.5.17
Elegant ornamental planting should be planted throughout the Building 1 Plaza.

T1.5.18
A Palm grove should be used as a landscape element in the Lower Plaza.

FURNISHING

T1.5.19
Furnishings in the plaza should be of a consistent style and character and constructed of durable materials.

T1.5.20
Bike parking and storage should be located towards the edge of the lower plaza.

SPECIAL FEATURES

T1.5.21
A landscape focal point at the Upper Plaza is encouraged.

T1.5.22
Overlooks are encouraged in the Upper Plaza.

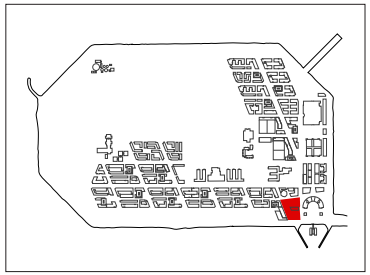
T1.5.23
Seat walls are encouraged along pedestrian paths.

T1.5.24
Sculpture should be incorporated into the design of the Building 1 Plaza.

T1.5.25
Informational kiosks should be used at pedestrian nodes.

T1.6 Cultural Park

The Cultural Park is envisioned as a public gathering area that extends and enhances the Waterfront Plaza and provides a variety of open spaces and public access points to near the island's shoreline. The existing naval Chapel within the park will be a distinct regional destination for cultural and other gatherings and private events taking advantage of its setting along the waterfront and dramatic views of the Bay. When not in use for such activities, the Chapel will be available for non-denominational services. The park landscape around the Chapel will be improved with new pedestrian paths, picnic grounds, lawn areas, a grove of trees, and ornamental landscape areas, all focusing vistas and activities toward the waterfront. Existing trees will be preserved during early phases and gradually replaced per arborist recommendations. The interface with the Waterfront Plaza is intended to be integrated into the design so that the spaces are well-coordinated and overlapping, bringing visitors in from the intermodal Transit Hub and ferry terminal. These connections and public access points will mark the Cultural Park as a key regional destination and public amenity located at the arrival point of the island. The northern edge of the Cultural Park is intended to be activated with primary lobby entrances into the hotel. Another primary entrance to the Park will be at the southern corner of the Park, at the waterfront. The Shared Public Way begins at the southeast corner of the Park and continues through the Park as a mixed pedestrian and bicycle path.



1. Tower Entrance
2. Shared Public Way
3. Windrow Street
4. Existing Chapel Building
5. Hotel Entrance
6. Waterfront Plaza

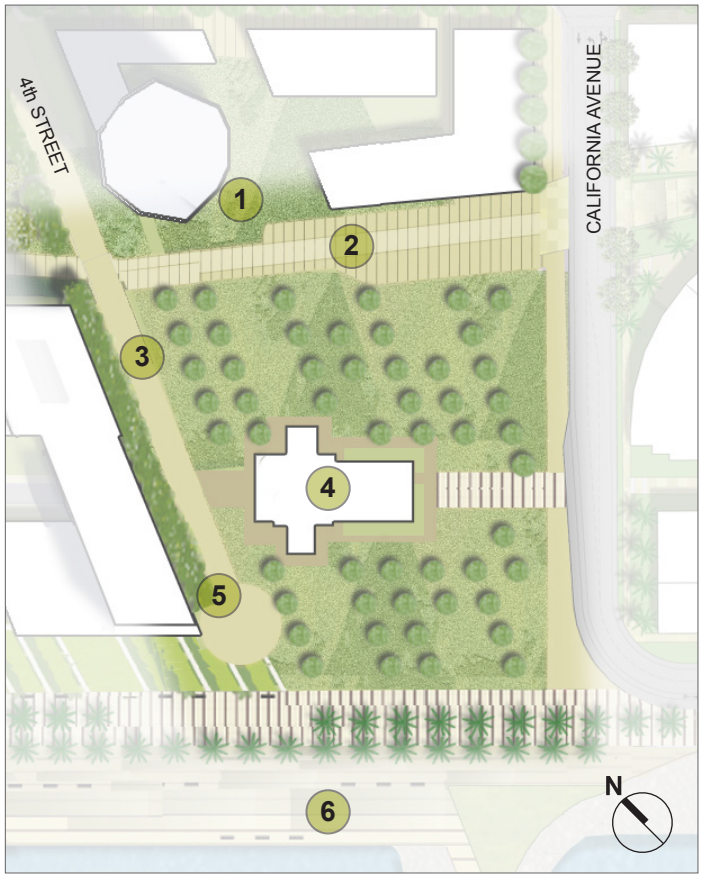


Figure T1.e: Illustrative concept for The Cultural Park

STANDARDS

PROGRAM & DESIGN

T1.6.1
A site for a future cultural building consistent with the public trust shall be permitted in the Cultural Park.

T1.6.2
The existing Chapel shall be preserved within the Cultural Park.

T1.6.3
The Cultural Park and the Chapel shall be integrated and designed in conjunction with one another.

An illustrative example of a tree grove and flexible lawn.

T1.6.4
Service, loading and parking access shall be integrated into the design of the park.

T1.6.5
A flexible open space with tree grove and level ground plane to accommodate a range of events shall be provided.

T1.6.6
At least one pedestrian path shall connect the Ferry Terminal to the Shared Public Way through the Cultural Park.

T1.6.7
The following amenities shall be provided within the park: seating, lighting, bicycle parking, and trash and recycling bins.

T1.6.8
Maintenance storage facilities are not allowed as stand alone structures within the park and shall be incorporated within building program areas.

T1.6.9
Lighting fixtures used in park areas shall adhere to standards in Section T5.12.

GUIDELINES

PAVING

T1.6.10
Paving should be a durable paving material such as concrete, unit pavers or stone for all pedestrian areas.

T1.6.11
Unit pavers should be used at important pedestrian nodes and at building entries.

T1.6.12
Decomposed granite should be used for large multi-use flexible areas such as picnic areas and large group gathering locations.

LIGHTING

T1.6.13
Pedestrian scaled pole lights should be located along pedestrian paths.

T1.6.14
Accent lighting is encouraged at trees and special features.

PLANTING & EARTHWORK

T1.6.15
Turf panels should be used for flexible use areas.

T1.6.16
Tree bosque of either single or mixed species is encouraged.

FURNISHING

T1.6.17
Furnishings in the park should be of a consistent style and character and constructed of durable materials.

T1.6.18
Picnic areas with tables accommodating large groups are encouraged.

T1.6.19
Flexible seating such as movable chairs are encouraged.

SPECIAL FEATURES

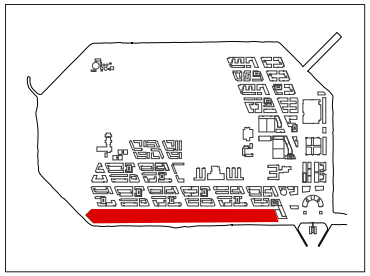
T1.6.20
A water feature is encouraged within the park.

T1.6.21
Art should be woven into the design of the park.

An example of art being used as a focal point in a park.

T1.7 Cityside Waterfront Park

The Cityside Waterfront Park is intended to be the most highly visited park on Treasure Island, with an open and simple design allowing dramatic views. A promenade along Cityside Waterfront Park will offer ample areas for both pedestrians and bicyclists to enjoy the Bay and views. Landforms, windrows and the promenade are all key elements of the overall Treasure Island open space system, and are designed to be consistent with other areas in which those elements occur. Seating and gathering areas could be included on the protected leeward side of the windrows. Guidelines call for sculpture to be integrated into the park design. Continuity is established throughout the length of the waterfront park by multi-use promenade, trees, landforms, art, sculpture and architectural elements will establish continuity along the length of the Waterfront Park.



1. Windrows
2. Grassy Landforms
3. Windrow Plaza
4. Park Overlooks
5. Multi-Use Promenade
6. Palm Trees

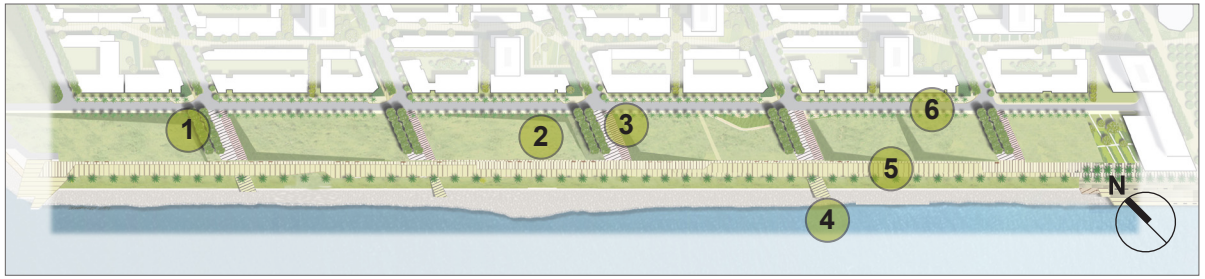


Figure T1.f: Illustrative concept for Cityside Waterfront Park

Illustrative perspective view of the promenade along Cityside Waterfront Park

STANDARDS

PROGRAM & DESIGN

T1.7.1
The waterfront promenade shall be designed so that it has a continuous character along the entire length of the waterfront.

T1.7.2
The waterfront promenade shall be designed to incorporate both pedestrians and bicycles.

T1.7.3
The promenade along Cityside Waterfront Park shall comply with the same standards as the San Francisco Bay Trail, as published and available from the Association of Bay Area Governments (ABAG).

T1.7.4
Open flexible lawn spaces shall be combined with native grass plantings.

T1.7.5
Spaces programmed for passive recreation such as picnics, strolling and casual recreation shall be created along the length of the park and articulated as spaces.

T1.7.6
Windrow planting shall be extended into the park. Windrows that terminate in the park shall coincide with sheltered seating and gathering areas.

T1.7.7
Stormwater best management practices shall be incorporated into the design of the park.

T1.7.8
The following amenities shall be provided within the park: trees, seating, lighting, bicycle parking, and trash and recycling bins.

T1.7.9
No maintenance storage facilities are allowed within the park boundary.

T1.7.10
Lighting fixtures used in park areas shall adhere to standards in Section T5.12.

GUIDELINES

PAVING

T1.7.11
The promenade should have a 30' average width and be designed with a combination of paving materials: concrete, pavers, decomposed granite. Secondary paths should be concrete, unit pavers, crushed stone or asphalt.

T1.7.12
Paving differentiation should help demarcate travel zones for bicycles and pedestrians.

T1.7.13
Alternatives to truncated domes are encouraged. Alternatives include contrasting paving, textured concrete pavers, and expanded saw cut joints.

LIGHTING

T1.7.14
A pedestrian scaled light should be used along the promenade.

T1.7.15
Accent lighting is encouraged at special features.

PLANTING & EARTHWORK

T1.7.16
Palm trees are encouraged along the promenade and Cityside Avenue.

T1.7.17
Native irrigated turf grass should be planted on landforms.

T1.7.18
In select locations, grading of the landforms along shore edge should rise to meet the elevated edge of the island, creating spaces that are exposed to the wind and views to the Bay, as well as creating sheltered spaces on the leeward side of the landforms.

FURNISHING

T1.7.19
Furnishings in the park should be of a consistent style and character and constructed of durable materials.

An example of landforms that open to views of the Bay.

T1.7.20
A variety of seating should be provided along the promenade, including benches and seatwalls.

T1.7.21
Signage should be used at important pedestrian nodes.

SPECIAL FEATURES

T1.7.22
Restroom facilities should be considered within the park.

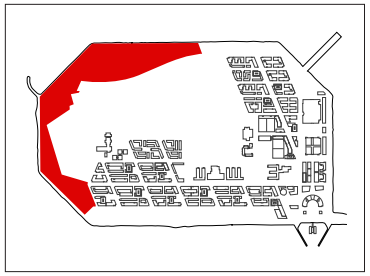
T1.7.23
Wind shelters should be used at lookout areas.

T1.7.24
Kiosks should be located along pedestrian paths.

T1.7.25
Permanent art or sculpture should be integrated within the design of the Park.

T1.8 Northern Shoreline Park

The Northern Shoreline Park is envisioned to be the rustic foil to the Cityside Shoreline Park, unrefined, coarse and natural. The design is intended to take advantage of the dramatic bay views by continuing the waterfront promenade around the island edge and incorporating bold landforms that will afford expansive views over the bay. Two important water access points have been designed to provide recreational sports access to the Bay. These access areas are intended to accommodate vehicle parking and loading of water recreation equipment, as well as swimming access on the wind- and wave-protected side of the existing jetty. A recreational beach or lawn in the area around the jetty could support other water sport activities. By reinforcing the constructed character of Treasure Island's form, the design for the Northern Shoreline Park is intended to reinforce the conceptual idea that Treasure Island is a human made landscape, as described in Section 1. Large landforms along the northern edge will offer very dramatic views and exposure to the prevailing winds, while sheltering leeward areas of the park from the strong winds. Tidal banks along the shoreline would expose park visitors to the tidal fluctuations of the Bay and create a dynamic landscape shaped by the natural forces of the Bay.



1. Parking and Loading
2. Warming Hut
3. Shoreline Promenade
4. Water Access
5. Landforms
6. Tidal Slots

Figure T1.g: Illustrative concept for Northern Shoreline Park

STANDARDS

PROGRAM & DESIGN

T1.8.1
A universally accessible promenade shall provide waterfront access.

T1.8.2
A parking area shall be provided in two locations, while minimizing road intrusion into the park.

T1.8.3
The design of the park shall be integrated with The Wilds & Wetlands that are directly adjacent.

T1.8.4
Temporary programs and activities shall be allowed within the Park.

T1.8.5
Restroom facilities and drinking fountains shall be located near parking and pedestrian gathering areas near the northeastern end of the Wilds.

T1.8.6
The following amenities shall be provided within the park: picnic areas, seating, lighting, bicycle parking and trash and recycling bins.

T1.8.7
The shoreline promenade shall comply with the same standards as the San Francisco Bay Trail, as published and available from the Association of Bay Area Governments (ABAG).

T1.8.8
Loading areas and amenities for boardsailing shall be provided in two locations near parking areas.

T1.8.9
No maintenance storage facilities are allowed within the park boundary.

T1.8.10
Lighting fixtures used in park areas shall adhere to standards in Section T5.12.

GUIDELINES

PAVING

T1.8.11
The promenade through Northern Shoreline Park should be a 20' wide path, accessible for service and emergency vehicles, with universal accessibility to all program elements. Stabilized crushed stone is the recommended paving material, with concrete or asphalt as secondary materials.

T1.8.12
Asphalt paving is allowed at parking areas. Re-enforced grass parking areas are encouraged.

T1.8.13
Wood boardwalks are allowed, recycled lumber is encouraged.

LIGHTING

T1.8.14
Lighting should be kept to a minimum around the perimeter of the island in this park area.

T1.8.15
Lighting at parking areas and around buildings is allowed, but should be kept at low levels to preserve dark sky views.

PLANTING & EARTHWORK

T1.8.16
Landforms planted with native grasses should create dramatic viewing areas with wind-protected zones behind. Tall native grasses or ground cover at back of slope is encouraged.

T1.8.17
Trees within this zone should be used sparingly as windbreaks or to define special places, taking care to preserve views and the open feeling of the waterfront.

T1.8.18
Native irrigated mown grass is encouraged.

T1.8.19
The shoreline promenade should be integrated with landforms.

FURNISHING

T1.8.20
Furnishings within the park should be of a consistent style and character and constructed of durable materials.

T1.8.21
Picnic areas should be located with consideration of both wind and solar access. Locations on the leeward side of landforms are encouraged.

SPECIAL FEATURES

T1.8.22
A warming hut, café or snack bar near parking areas is encouraged.

An example of amenity building that sits within the landscape.

T1.8.23
Wind Turbines or alternate clean energy generators are encouraged throughout the park to serve park needs. Some forms of energy generation could require additional environmental review as per local, regional, state, or federal law.

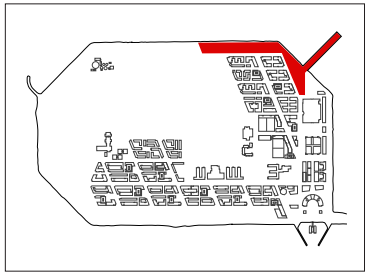
T1.8.24
Public art and special architectural amenities such as overlooks and wind screens are encouraged as destinations throughout The Park.

T1.8.25
Art should be woven into the design of the park.

T1.8.26
Restroom facilities are encouraged at the northeastern end of the Wilds.

T1.9 Eastern Shoreline Park & Pier 1

The Eastern Shoreline Park is envisioned to share similar design characteristics with the Cityside Waterfront Park. The design is intended to be open and simple, allowing views to create a dramatic experience. The promenade through Eastern Shoreline Park is intended to offer ample areas for both pedestrians and bicyclist to enjoy the Bay and views. A framework of multi-use paths, windrows, landforms, and stormwater plantings will establish continuity throughout the length of the waterfront park, and opportunities for water access and tidal expression could be explored along the shoreline. A swimming facility could be incorporated and integrated with the adjacent Sports Park. A landspace feature is envisioned in the portion of Eastern Shoreline Park that abuts the northern end of the Eastside Commons, in alignment with the Commons. The areas around the base of Pier 1 are intended to incorporate an event space or an amenity such as a swimming beach. Pier 1 is intended to be a water-oriented destination on the south east corner of Clipper Cove. The range of programs and configurations that could occupy Pier 1 varies greatly, from a tall ship program to a simple fishing and public access area. It is intended that the design of Pier 1 be integrated with the adjacent Eastern Shoreline Park.



1. Optional Community Pool Location
2. Multi-Use Promenade
3. Overlook
4. Windrows
5. Eastside Commons
6. Event Space Or Beach
7. Event Space
8. Sailing Center
9. Pier 1

Figure T1.h: Illustrative concept for Eastern Shoreline Park

STANDARDS

PROGRAM & DESIGN

T1.9.1
The waterfront promenade through Eastern Shoreline Park shall be designed so that it has a continuous character along its entire length. The promenade shall be a multi-use path for pedestrians and bicycles.

An example of a multi-use path running along the water's edge

T1.9.2
Open flexible lawn spaces shall be combined with native grass plantings.

An example of a park providing flexible lawn areas.

T1.9.3
Spaces programmed for passive recreation such as picnic areas, strolling and casual recreation shall be created along the length of the park and articulated as spaces.

T1.9.4
Stormwater best management practices shall be incorporated into the park design.

T1.9.5
Windrow planting shall be extended into the park. Windrows that terminate in the park shall coincide with sheltered seating and gathering areas.

T1.9.6
The following amenities shall be provided within the park: trees, seating, lighting, bicycle parking, and trash and recycling bins.

T1.9.7
The promenade through Eastern Shoreline Park shall comply with the same standards as the San Francisco Bay Trail, as published and available from the Association of Bay Area Governments (ABAG).

T1.9.8
No maintenance storage facilities are allowed within the park boundary.

T1.9.9
Lighting fixtures used in park areas shall adhere to standards in Section T5.12.

GUIDELINES

PAVING

T1.9.10
The promenade should have a 20' average width and be designed with a combination of paving materials: concrete, pavers, and/or decomposed granite.

T1.9.11
Secondary paths should be concrete, unit pavers, crushed stone or asphalt.

T1.9.12
Paving differentiation should help demarcate travel zones where bicycles are allowed.

T1.9.13
Alternatives to truncated domes are encouraged. Alternative means include contrasting paving, textured concrete pavers, and expanded saw cut joints.

LIGHTING

T1.9.14
Pedestrian-scaled lighting should be used along the promenade.

T1.9.15
Accent lighting is encouraged at special features.

PLANTING & EARTHWORK

T1.9.16
A paved plaza area should be located along the windrow trees.

T1.9.17
Native irrigated turf grass should be used on landforms.

T1.9.18
Turf is allowed in open use areas.

T1.9.19
Constructed planters integrated into the design are allowed along Pier 1.

FURNISHING

T1.9.20
Furnishings in the park should be of a consistent style and character and constructed of durable materials.

T1.9.21
Drinking fountains are encouraged.

SPECIAL FEATURES

T1.9.22
Restroom facilities should be considered within the park.

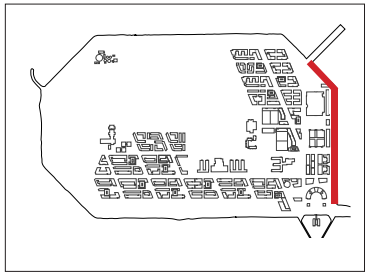
T1.9.23
Wind shelters should be used at lookout areas.

T1.9.24
Art should be incorporated into the design of Eastern Shoreline Park and Pier 1.

T1.9.25
Food vendor and food stands are encouraged as temporary services.

T1.10 Clipper Cove Promenade

Clipper Cove Promenade is intended to provide access along the Clipper Cove Marina waterfront, supporting various water activities and pedestrian/bicycle movement. Opportunities for various seating areas are intended to be provided along the length of the Promenade, to capture views out towards Clipper Cove Marina, Yerba Buena Island, the Bay Bridge and beyond. Street and pedestrian elements such as furniture and signage will be located in the area along the promenade, while vertical elements along Clipper Cove Avenue – such as palm trees, light poles, trash cans, bus shelters, parking meters and street signs – can be designed to minimize obstruction for pedestrians and bicyclist. It is envisioned that efficient movement between marine-related equipment and automobiles will be possible, and that any bus loading areas would be located to minimize conflicts with other programs. It is also envisioned that a graphically-delineated pathway will be used to make bicyclists and pedestrians aware of one another's movements along the Promenade. Stormwater planters with bench seating are intended to be placed on along Clipper Cove Avenue and the water side of the Promenade.



1. Large Deck Overlook
2. Palm
3. Mixed Use Path
4. Wood Promenade
5. Bench
6. Small Deck

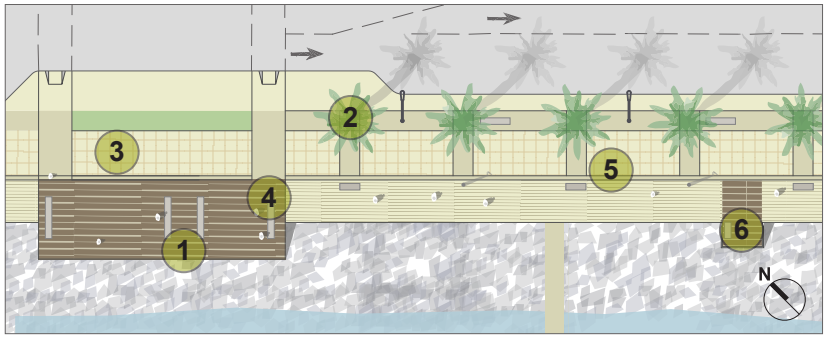


Figure T1.i: Enlarged illustrative concept for Clipper Cove Promenade

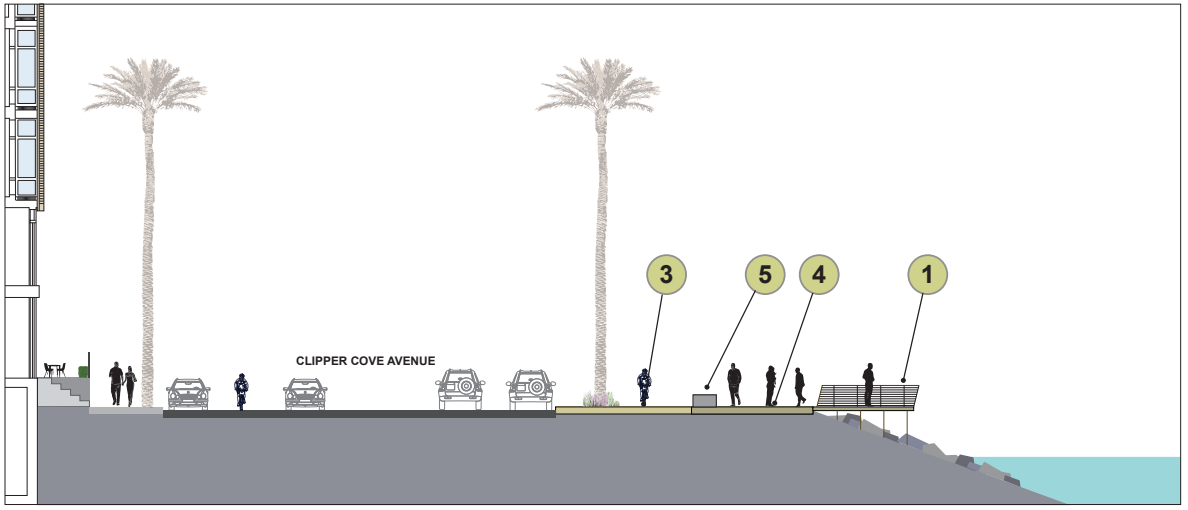


Figure T1.j: Illustrative concept for section of Promenade

STANDARDS

PROGRAM & DESIGN

T1.10.1
A paved shared pedestrian and bike promenade shall run along the entire length of Clipper Cove with seating and areas for overlooks.

T1.10.2
Pedestrian access to Clipper Cove Marina along with areas for loading and unloading for marina users shall be incorporated into the promenade.

T1.10.3
The design of the promenade must be integrated and compatible with the operation of the Clipper Cove Marina.

T1.10.4
Overlooks shall be paved with wood and should incorporate places for seating.

An example of overlooks spaced along a promenade, with furnishings designed to be sculptural as well as durable

T1.10.5
Vertical elements along the road side: palm trees, light poles, trash cans, bus shelters, parking meters and street signs shall be aligned to minimize obstruction of movement and allow for loading of marine related equipment into cars.

T1.10.6
Clipper Cove Promenade shall be designed with a contemporary design aesthetic.

T1.10.7
The following amenities shall be provided along the promenade: trees, seating, lighting, bicycle parking, and trash and recycling bins.

T1.10.8
No maintenance storage facilities are allowed along the length of the promenade.

T1.10.9
Lighting fixtures used in park areas shall adhere to standards in Section T5.12.

GUIDELINES

PAVING

T1.10.10
Poured concrete with integral color concrete and unit pavers with a pattern variation should be used along the promenade.

T1.10.11
Paving differentiation should be used to demarcate pedestrian and bicycle zones.

T1.10.12
Alternatives to use of truncated domes are encouraged. Alternatives include contrasting paving with saw cut joints, textured concrete pavers, and expanded saw cut joints running perpendicular to path of travel.

An example of a mixture of paving, which differentiates different levels of activity along a promenade

LIGHTING

T1.10.13
Pedestrian scaled pole lights should be used along the promenade.

T1.10.14
Accent lighting for Palms is encouraged.

T1.10.15
Accent lighting at promenade edge and at special features is encouraged.

PLANTING & EARTHWORK

T1.10.16
Palms should be planted the entire length of the promenade at intervals of 40’ on center.

T1.10.17
Stormwater planters should be used with accent planting along water side.

FURNISHING

T1.10.18
Furnishings in the park should be of a consistent style and character and constructed of durable materials.

T1.10.19
Seat walls should be used along the promenade.

SPECIAL FEATURES

T1.10.20
Kiosks should be used along the promenade.

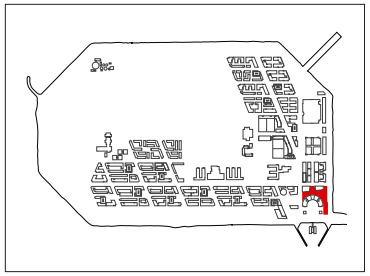
T1.10.21
Small deck overlooks should be placed along the promenade every 150’.

T1.10.22
Large deck overlooks should be located at the terminus of all streets where possible.

T1.10.23
Art should be used along the length of the promenade.

T1.11 Marina Plaza

Located at the intersection of the Retail Main Street, Historic Building 1 and Clipper Cove, Marina Plaza is intended to elegantly combine the unique characteristics of each of these places into a public plaza designed for entertainment and social gathering. It should be designed to be inviting and welcoming at all hours of the day. Palms that line buildings and frame the public plaza will define and strengthen the character of the plaza, while views overlooking Clipper Cove Marina and towards Yerba Buena Island will make it an ideal location for outdoor cafes, seating and retail areas. Along the edge of Building 1 and the other proposed buildings, Marina Plaza is intended to facilitate areas for outdoor seating for dining and cafes, with generous access down to the Retail Main Street provided with a sloping walkway, a ramp, and/or stairs.



1. Outdoor dining
2. Sloped walkway
3. Lawn terrace
4. Open plaza
5. Palm trees

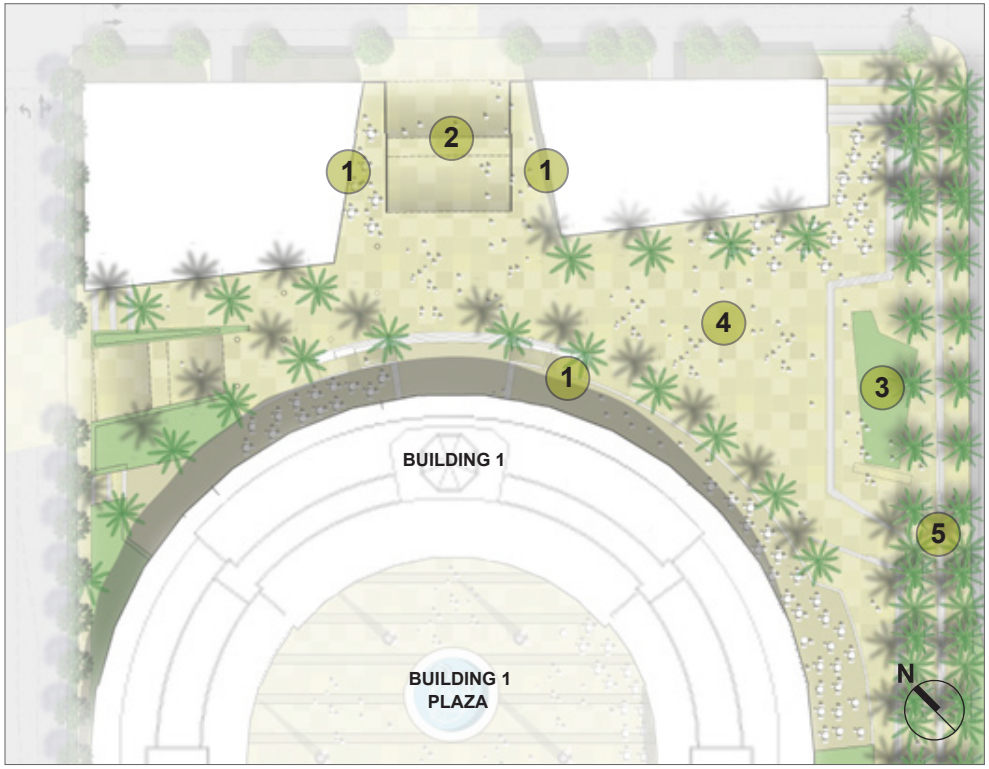


Figure T1.k: Illustrative concept for Marina Plaza

STANDARDS

PROGRAM & DESIGN

T1.11.1
Flexible use areas shall be provided to support events and allow for adjacent retail activities to spill into the Plaza.

T1.11.2
The following amenities shall be provided within the park: seating, lighting, bicycle parking, and trash and recycling bins.

T1.11.3
No maintenance storage facilities are allowed within the plaza area.

T1.11.4
Lighting fixtures used in park areas shall adhere to standards in Section T5.12.

GUIDELINES

PAVING

T1.11.5
Paving should incorporate colored concrete and/or unit pavers to create visual texture and pattern.

LIGHTING

T1.11.6
Pedestrian scaled pole lights should be used on the plaza.

T1.11.7
Flexible event lighting is encouraged.

T1.11.8
Accent lighting at trees and special features is encouraged.

PLANTING & EARTHWORK

T1.11.9
Palm planting should match the front of Building 1.

T1.11.10
Ornamental accent planting should be used in planters.

T1.11.11
Turf panels for casual seating and event space should be incorporated into the plaza design.

FURNISHING

T1.11.12
Furnishings in the plaza should be of a consistent style and character and constructed of durable materials.

T1.11.13
Bike parking should be kept to the edges of the plaza.

T1.11.14
Flexible seating such as moveable chairs is encouraged.

An example of flexible seating on a plaza.

SPECIAL FEATURES

T1.11.15
Flexible power and water connection locations within the plaza should be provided.

An example of a flexible fountain that fills the plaza when in use but can be shut off for other events.

T1.11.16
Kiosks should be planned at major pedestrian entry points.

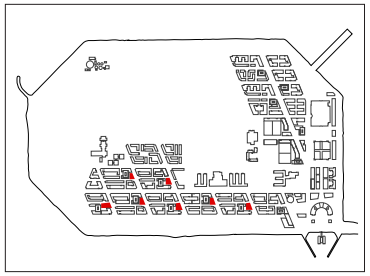
T1.11.17
An interactive fountain is encouraged.

T1.11.18
Art should be woven into the design of the park.

T1.12 Cityside Neighborhood Parks

These pocket parks are intended to serve the outdoor recreational and social space needs of the adjacent residents with a range of program elements varying from tot-lots and picnic areas to passive gardens. Each neighborhood park is intended to have a distinct character and programmatic function. Building materials and practices are encouraged to be as sustainable as possible and consider long-term maintenance, durability, and energy utilization. The scale and program of each park is intended to reinforce the primacy of the pedestrian and promote social interaction. The parks will be designed so that they are oriented towards and integrated with the nearby Shared Public Way pedestrian street, rather than the adjacent residential building entrances. The size and program requirements for the parks vary.

There are two types of Neighborhood Parks on Treasure Island, and their locations are shown on the Development Block and Easement Plan (T4.c). Type 1 Neighborhood Parks should be sized and laid out to provide areas for small group gathering, picnic areas and gardening. The larger Type 2 Neighborhood Parks should be sized and laid out to provide areas for active use by groups of children and families.



1. Shared Public Way (Mews)
2. Park Orientation Towards Shared Public Way
3. Seating and Social Areas
4. Windrow Street
5. Residential Tower

Figure T1.I: Illustrative concept for a Cityside Neighborhood Park

STANDARDS

PROGRAM & DESIGN

T1.12.1
Neighborhood Park Type 1 - A park between 8,000 to 12,000 square feet that emphasizes leisure activities and is planted to create a lush character with open lawn areas, community gardens and places for seating and gathering.

T1.12.2
Neighborhood Park Type 2 - A park between 13,000 to 18,000 square feet that emphasizes active play for young children and social places for gathering.

T1.12.3
The following amenities shall be provided within each of the parks: seating, lighting, bicycle parking, and trash and recycling bins.

T1.12.4
No maintenance storage facilities are allowed within the park boundary.

T1.12.5
Lighting fixtures used in park areas shall adhere to standards in Section T5.12.

GUIDELINES

PAVING

T1.12.6
Enhanced concrete paving is encouraged for all pedestrian paths and plaza areas.

T1.12.7
Unit paving should be used in special social areas.

LIGHTING

T1.12.8
Pedestrian-scaled lighting should be used at all park locations.

T1.12.9
Lighting fixtures should take special care against light trespass to adjacent buildings.

T1.12.10
Accent lighting is encouraged at pedestrian gathering areas.

PLANTING & EARTHWORK

T1.12.11
Shade trees may be planted within the park.

T1.12.12
Ornamental Planting should be used in landscape areas.

T1.12.13
Turf for play areas is allowed.

FURNISHING

T1.12.14
Furnishings in the parks should be of a consistent style and character and constructed of durable materials.

T1.12.15
Picnic areas and picnic tables are encouraged in all types of parks.

T1.12.16
Play structures are encouraged within Type 2 parks.

SPECIAL FEATURES

T1.12.17
Art elements are encouraged within each neighborhood park.

T1.12.18
A water feature is encouraged to be located in the park.

T1.12.19
Additional park program should support vibrant neighborhood activities.

An illustrative example of a Cityside Neighborhood Park orientated towards the Shared Public Way

One example of a neighborhood park

T1.13 Eastside Commons

The Eastside Commons is intended to create a grand, vehicle-free, and socially active pedestrian connection from the Island Center to the Eastside neighborhood, serving adjacent residents with a range of facilities varying from tot-lots and picnic areas to passive gardens and orchards. The Eastside Commons is envisioned as a single park, although it may also be designed as a series of distinct spaces or rooms from block to block. The scale and program of each park is intended to reinforce the primacy of the pedestrian and promote social interaction. A variety of tree species are intended to be incorporated along the length of the Commons. Primary pathways are envisioned at the edges of the park, so the neighborhood-serving activities can occupy the space between the pathways.

1. Flexible Lawn
2. Flexible Path
3. Tot Lot Play Area
4. Orchard Planting
5. Seating Plaza

Figure T1.m: Eastside Commons section.

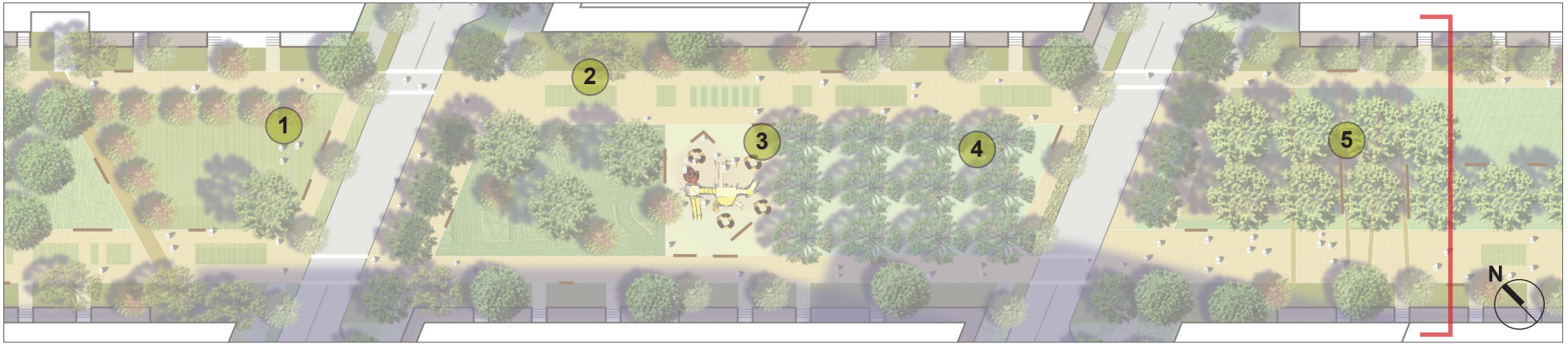


Figure T1.n: Illustrative concept for Eastside Commons

STANDARDS

PROGRAM & DESIGN

T1.13.1
The primary multi-use pathways shall be located on either side of the park and separate public from private land uses.

T1.13.2
Play structures, picnic areas, ornamental gardens, community gardens, plazas, flexible turf areas and other neighborhood serving program shall be located between the primary pathways.

An illustrative example of a paved sitting plaza along the Eastside Commons

An example of a children's play area located within Commons

T1.13.3
Shade and orchard trees shall be used throughout the Eastside Commons.

T1.13.4
Vehicles are prohibited along the Eastside Commons with the exception of emergency vehicles.

T1.13.5
The following amenities shall be provided within the park: trees, seating, lighting, bicycle parking, and trash and recycling bins.

T1.13.6
No maintenance storage facilities are allowed within the park boundary.

T1.13.7
Lighting fixtures used in park areas shall adhere to standards in Section T5.12.

GUIDELINES

PAVING

T1.13.8
Enhanced concrete should be used for pedestrian pathways.

T1.13.9
Unit paving in gathering areas is encouraged.

LIGHTING

T1.13.10
Pedestrian-scaled lighting should be located along the entire length of the Eastside Commons and be of a consistent style and type.

T1.13.11
Accent lighting is encouraged at all program elements.

PLANTING & EARTHWORK

T1.13.12
Areas of ornamental planting should be used between the pedestrian pathways in order to break up program areas.

T1.13.13
Flexible turf areas for light passive recreation should be located along the length of the Eastside Commons.

T1.13.14
A variety of tree species should be used along the length of the Commons.

FURNISHING

T1.13.15
Furnishings should be of a consistent style and character and constructed of durable materials.

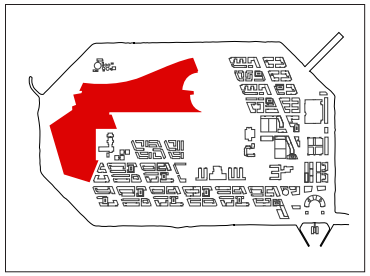
SPECIAL FEATURES

T1.13.16
Fountains and art elements are encouraged.

T1.13.17
Additional allowable programs should support vibrant neighborhood activities.

T1.14 The Wilds

The Wilds are envisioned as being an ecologically valuable habitat area that recalls the once-predominant Bay Area shoreline ecosystems of dune swales and moist grassland. This constructed landscape will mimic a native landscape, supporting activities such as hiking, ecological education programs, habitat viewing and camping. Seasonal and/or perennial wetlands are planned as part of the stormwater treatment system. Amenities to support passive park uses and educational activities are called for in standards and guidelines.



1. Boardwalk
2. Trails
3. Primitive Camp Sites
4. Wetland
5. Windrows

Figure T1.o: Illustrative concept for The Wilds

STANDARDS

PROGRAM & DESIGN

T1.14.1
Design emphasis shall be on habitat creation.

An example of a landscape conducive to bird migration

T1.14.2
A wetland with a stormwater treatment function shall be located within the park and integrated with a wastewater treatment facility near it.

T1.14.3
Educational amenities shall be provided and designed to fit within the native surroundings.

T1.14.4
Landform mounds and swales shall be incorporated into the basic structure of the park in order to create areas for ecological diversity.

T1.14.5
The following amenities shall be provided within the park: seating, bicycle parking, trash and recycling bins and restroom facilities.

T1.14.6
Windrow trees and alignment shall continue into the park.

T1.14.7
No maintenance storage facilities are allowed within the park boundary.

T1.14.8
Lighting fixtures used in park areas shall adhere to standards in Section T5.12.

GUIDELINES

PAVING

T1.14.9
A network of universally accessible paths within the Wilds should consist of decomposed granite and wooden boardwalks.

T1.14.10
A secondary network of casual hiking paths should be integrated throughout the open space.

LIGHTING

T1.14.11
Lighting should be kept to a minimum within this park space.

PLANTING & EARTHWORK

T1.14.12
Other tree plantings should be limited to south and east edges, preserving middle and north edges of the park open to views.

T1.14.13
Planting along the perimeter of the wetland should be adaptable to fluctuating water levels and extended periods of wet/dry conditions.

T1.14.14
Native landscape planting should be used in all areas of the park.

An example of native planting and wetland areas with trail access.

FURNISHING

T1.14.15
Furnishings in the Wilds should be of a consistent style and character and constructed of durable materials.

T1.14.16
Bike parking should be placed towards the edges of the park to minimize riding in the park.

SPECIAL FEATURES

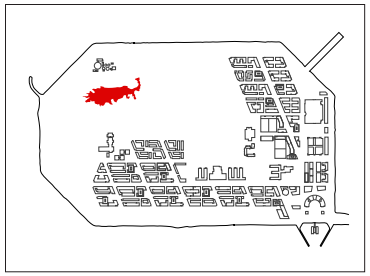
T1.14.17
Camping and pre-fab cabins with supporting amenities are encouraged. The use of solar electricity is encouraged.

An example of primitive campsites

T1.14.18
Bird blinds should be located around the wetland and blend into the landscape.

T1.15 The Wetlands

The 'Wetlands', located within The Wilds, are planned as part of the stormwater treatment system for portions of the Treasure Island watershed. The wetlands may include both perennial pools and/or seasonal wetland areas to provide habitat for migrating birds and thereby attract birders and wildlife enthusiasts as well as the general public; turning a vital piece of island infrastructure into an aesthetic addition to the open northern edge park system. Design standards require integration of the stormwater wetlands with the Wilds landscape and adjacent wastewater treatment facility. The final design of the wetlands will be developed in conjunction with the wastewater treatment facility, stormwater infrastructure, and Wilds area.



1. Wastewater Treatment Plant
2. Boardwalk
3. Interpretive Overlook
4. Windrows

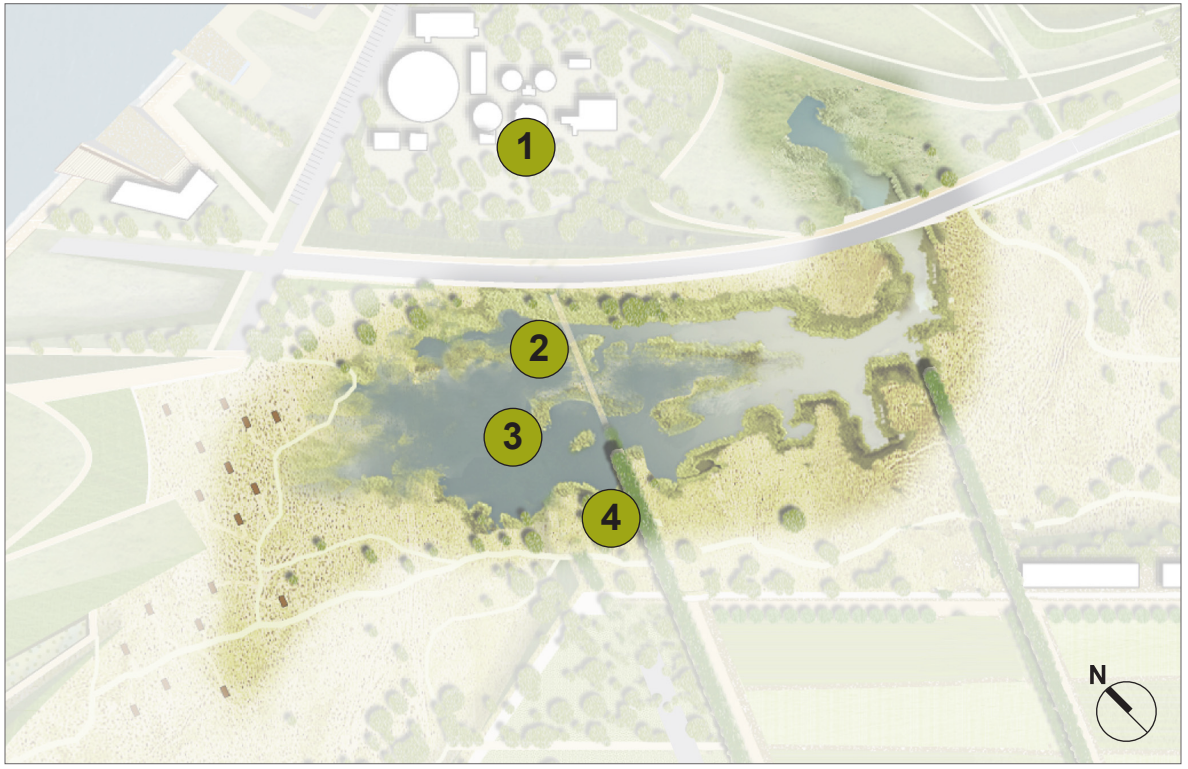


Figure T1.p: Illustrative concept for The Wetlands

STANDARDS

PROGRAM & DESIGN

T1.15.1
A seasonal and/or perennial stormwater treatment wetland system shall be located in this area of the park and integrated with both the Wilds and the wastewater treatment facility.

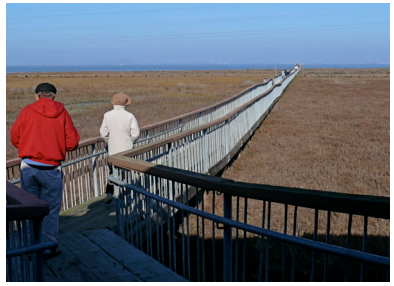
An example of new habitat areas to be created with construction of The Wetlands

T1.15.2
The wetland shall be 10 - 15 acres in size.

T1.15.3
Bird blinds and other interpretive structures shall blend into the surrounding landscape.

T1.15.4
The Wetlands shall include retention and flow control structures as required to regulate stormwater flows and ensure slope stability and erosion control.

T1.15.5
Foundations for structures shall be constructed with inert durable materials that do not have any long term environmental effects on the wetland.



An example of boardwalks with minimal impact on the wetland

T1.15.6
No maintenance storage facilities are allowed with the park boundary.

T1.15.7
Lighting fixtures used in park areas shall adhere to standards in Section T5.12.

GUIDELINES

PAVING

T1.15.8
Limited public access paths should be allowed.

T1.15.9
Decomposed granite or other stabilized materials should be used for rustic paths.

T1.15.10
A publicly accessible pedestrian bridge or boardwalk should cross the wetland.

LIGHTING

T1.15.11
Lighting is permitted adjacent to any necessary infrastructure / support facilities.

PLANTING & EARTHWORK

T1.15.12
All landscaping around the wetland should be native plant material.

T1.15.13
Grading and planting should be integrated with adjacent Wilds landscaping.

FURNISHING

T1.15.14
Furnishings in the Wetlands should be of a consistent style and character and constructed of durable materials.

T1.15.15
Benches, trash and recycling bins should be located adjacent to interpretive areas.

SPECIAL FEATURES

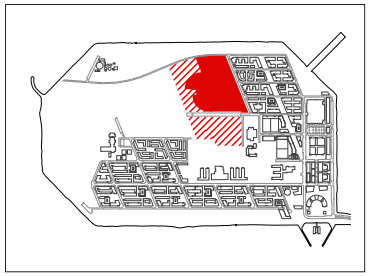
T1.15.16
Interpretive signage should be used at important nodes and activity areas.

T1.16 Sports Park

The Sports Park is envisioned to foster a healthy and active lifestyle for residents and visitors, as well as to provide needed regional-serving organized team sports facilities. Car parking is intended to be provided on perimeter streets and on-site. The Sports Park is envisioned to contain a variety of activities and intensities as defined in the guidelines and standards, ranging between the two possible extremes described below:

Tournament facility. A facility up to 40 acres in size could allow for high-intensity competition league tournaments as well as local league sports. The intent of this concept is to allow for a private company to operate the facility, allowing local leagues to use the fields at agreed upon times. The private company would be allowed to generate revenue through tournament fees and concessions. The physical character of the facility and the allowable buildings would largely be at the discretion of the private operator, assuming it complies with the standards and guidelines herein. This model may require large areas of the fields to be artificial turf so that they are able to tolerate the intensive use.

Recreation facility. A facility up to 25 acres in size could be used by local leagues, community groups, and families as well as tournament play. The intent of this model would be to provide a comprehensive range of activities ranging from team sports to individual fitness. Large events like concerts and festivals could also be accommodated. Building facilities which provide supporting programs such as cafes, restrooms, retail, meeting rooms, gym areas would be encouraged. Artificial turf could be included in the more intensive field areas intended for local league play.



1. Flexible athletic fields (Gaelic Football, soccer, rugby, baseball/softball)
2. Boundary of 25 Acre sport park
3. Boundary of 40 Acre sport park
4. Amenity building
5. Parking lot area
6. Windrow

Figure T1.q: Illustrative concept for a 25-40 Acre Sports Park

STANDARDS

PROGRAM & DESIGN

T1.16.1
The Sports Park shall accommodate flexible recreational fields suitable for a range of sports and large gatherings. The Park's intended sports use and proportions will be determined at a later date, but the range of athletic and fitness programs could include some combination of the following: baseball, soccer, football, Gaelic football, rugby, basketball, tennis, running track, fitness course, ultimate Frisbee, Tai Chi, yoga, dance, skate park, roller rink, ping pong, rock climbing, and open activity areas.

An example of a flexible area for outdoor concerts

An example of a baseball playing field.

T1.16.2
Parking appropriate for activity levels shall be provided.

T1.16.3
Windrow planting shall be extended into the park. Windrows that terminate in the park shall coincide with sheltered seating and gathering areas.

T1.16.4
The following amenities shall be provided within the park: trees, seating, lighting, bicycle parking, trash and recycling bins and restroom facilities

T1.16.5
Drinking fountains shall be located at sports fields.

T1.16.6
Maintenance storage facilities shall be incorporated into building program areas. They shall only store items specific to the maintenance of Treasure Island open spaces.

T1.16.7
Lighting fixtures used in park areas shall adhere to standards in Section T5.12.

GUIDELINES

PAVING

T1.16.8
Asphalt parking lots and access roads are permitted, permeable paving is encouraged for parking lots.

T1.16.9
Concrete or asphalt paths should be used for pedestrian circulation.

LIGHTING

T1.16.10
Field lighting is allowed, and should be designed with the following considerations: minimize effects on adjacent uses, minimize dark sky pollution, minimize reflected light from field surfaces, maximize energy efficiency.

T1.16.11
Pedestrian scaled lighting should be used along interior paths.

PLANTING & EARTHWORK

T1.16.12
Both artificial turf and irrigated turf grass for playing fields are allowed.

FURNISHING

T1.16.13
Furnishings in the park should be of a consistent style and character and constructed of durable materials.

T1.16.14
Shower facilities are encouraged to be located centrally to all sports facilities.

T1.16.15
Bleachers should be used at playing fields.

SPECIAL FEATURES

T1.16.16
An amenity building should include a snack bar and an information center. It could also include shower facilities.

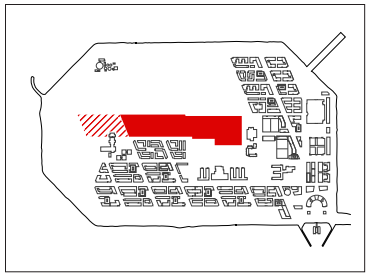
T1.16.17
A service building should include equipment & maintenance storage.

T1.16.18
Fencing of play fields is permitted.

T1.16.19
A destination playground is an acceptable program element in the Sports Park.

T1.17 Urban Agricultural Park

The Urban Agricultural Park is intended to be a full production urban farm providing fresh produce or flowers for market. It is also intended to provide an educational and recreational amenity. It is intended to be pragmatic and utilitarian, allowing for guests of the farm to experience the process of farming and gain an understanding of local and regional food sources. It is intended to be open and available to all members of the community, even if it is privately owned. The park is intended to be designed with a sequence of walking paths and various areas for interpretation and demonstration, with benches and gathering areas between growing fields which allow visitors to appreciate the agricultural landscapes. Green houses, wind turbines and recycling and composting facilities are envisioned to support farm production and sustainable agricultural practices, with windrows continuing through the open space. Environmental or horticultural art could also be incorporated into the design.



1. Pathways with Gathering Spaces
2. Composting Center and Maintenance Facility
3. Windrows
4. Greenhouse Facility
5. Pathways

NOTE: In the event of an expanded 40 acre Sport Park, displaced farm or Urban Agricultural Park land may occupy the hatched area at left.

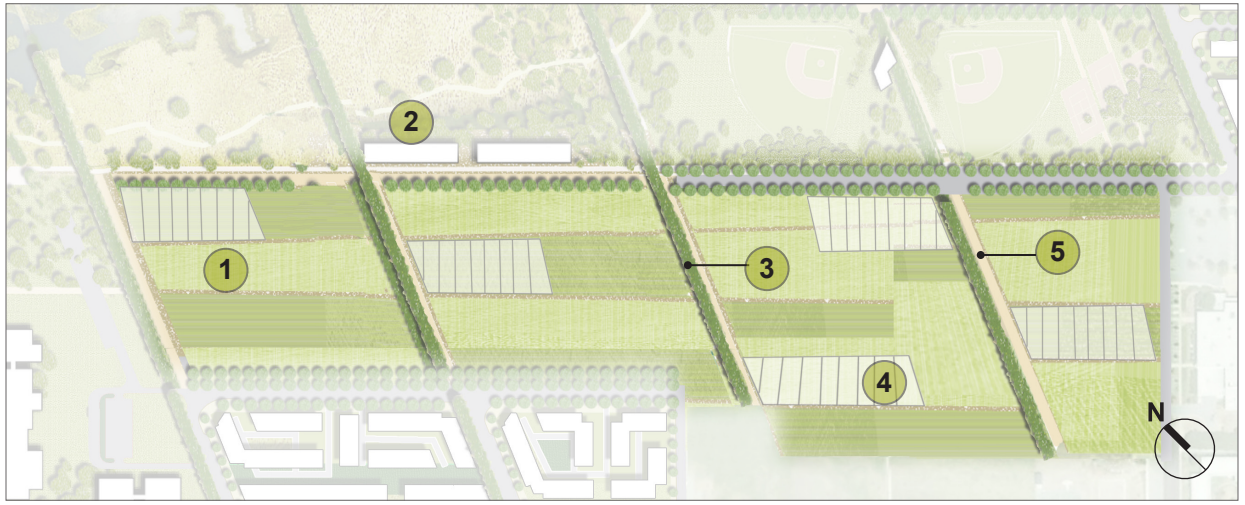


Figure T1.r: An illustrative concept for The Urban Agricultural Park

STANDARDS

PROGRAM & DESIGN

T1.17.1
An organic agricultural park shall be placed in this area of the island, and should range in size between 12 - 20 acres. Allowable farming practices include small animal husbandry, various crop cultivation, aquaculture and orchards.

An example of an educational farming program

An example of a community farming program

An example of urban farming

T1.17.2
Design and agricultural production shall be controlled so the operation does not create discomfort for adjacent residential uses.

T1.17.3
Educational programming facilities shall be located within the organic agricultural park.

T1.17.4
Windrow trees shall be planted along the pathways within the farm.

T1.17.5
The following amenities shall be provided within the park: pathways, picnic areas, seating, bicycle parking, trash and recycling bins.

T1.17.6
Maintenance storage facilities shall be incorporated into building program areas. They shall only store items specific to the maintenance of Treasure Island open spaces.

T1.17.7
Lighting fixtures used in park areas shall adhere to standards in Section T5.12.

GUIDELINES

PAVING

T1.17.8
Gravel or asphalt roads are permitted within the agricultural park. Permeable paving is encouraged.

T1.17.9
Asphalt or decomposed granite paths should be used for pedestrian pathways.

LIGHTING

T1.17.10
Accent lighting is encouraged at pedestrian gathering areas.

PLANTING & EARTHWORK

T1.17.11
The agricultural park should be planted with rotating crops selected by growers.

FURNISHING

T1.17.12
Furnishings in the park should be of a consistent style and character and constructed of durable materials.

SPECIAL FEATURES

T1.17.13
Barns, greenhouses, maintenance facilities and storage buildings related to agricultural production and plant propagation are allowed within the agricultural park.

T1.17.14
All green houses or other plant propagation facilities should have power, water, and drainage.

T1.17.15
Restroom facilities should be considered within the Urban Agricultural Park.

T1.17.16
Shade structures and wind shelters should be used in areas of gathering.

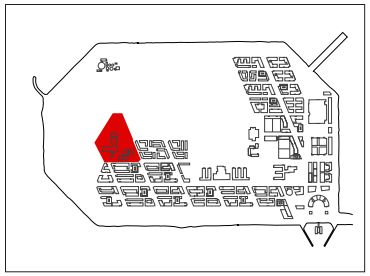
T1.17.17
Recycling and composting facilities should be located on site.

T1.17.18
Wind turbines and other forms of energy production to support farm activities are permitted within the agricultural park. Some forms of energy generation could require additional environmental review as per local, regional, state, or federal law.

T1.17.19
Art should be incorporated into the design of the agricultural park.

T1.18 School Open Space

The existing Treasure Island School, grounds, and parking area are intended to be reconfigured and retrofitted with an eye to sustainable design and education. The play yard is intended to be enhanced with irrigated grass areas, informal ball fields, and gardens that support the school mission, including but not limited to an ecologically-supporting native plant or agricultural education garden. Parking for staff and visitors would include drop-off areas for cars and shuttles, with trees planted for wind buffers on the northern edge. Specific design of the school facility will be done in conjunction with the school operator and the school community.



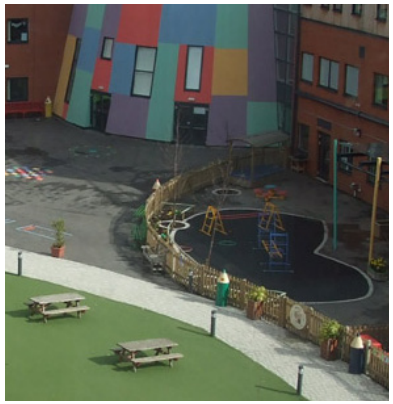
1. Existing Treasure Island School buildings
2. Windrow
3. Urban Agricultural Park
4. The Wilds
5. Windrow Street

Figure T1.s: An illustrative concept for School Open Space

STANDARDS

PROGRAM & DESIGN

T1.18.1
A multi-use play space shall be provided to accommodate all types of sports and recreational activities.



An example of multi-use and flexible play structures in a school play area

T1.18.2
The school play yard shall be fenced to provide security but not inhibit the visual connection to the landscape beyond.

T1.18.3
Outdoor learning spaces shall be located within the school park area.

T1.18.4
The following amenities shall be provided within the school site: seating, lighting, bicycle parking, and trash and recycling bins.

T1.18.5
Parking appropriate for activity levels shall be provided.

T1.18.6
Lighting fixtures used in park areas shall adhere to standards in Section T5.12.

GUIDELINES

PAVING

T1.18.7
Concrete should be used in major path areas.

T1.18.8
Asphalt should be allowed for court areas.

T1.18.9
Unit paving should be used in special social areas.

LIGHTING

T1.18.10
Parking areas should be lighted to match adjacent street lighting.

T1.18.11
Pedestrian areas should be lit for safety.

PLANTING & EARTHWORK

T1.18.12
Shade trees should be planted throughout the school yard.

T1.18.13
Ornamental Planting should be planted in landscape areas.

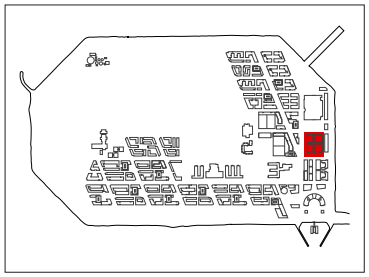
T1.18.14
Turf for play areas should be planted.

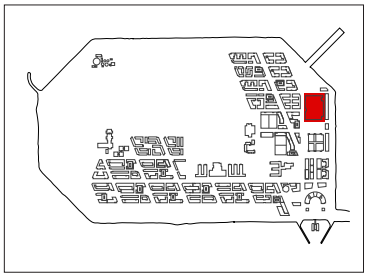
FURNISHING

T1.18.15
Furnishings in the open space should be of a consistent style and character and constructed of durable materials.

T1.19 Building 2 + 3 Landscape

The landscape concept for the areas around Buildings 2 and 3 is intended to promote an active and comfortable pedestrian environment, support the services and uses within the building, and utilize low planting as an attractive foreground to the buildings.





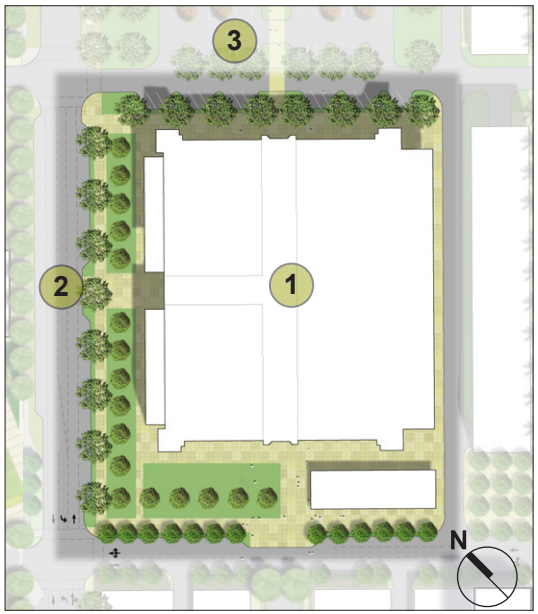


Figure T1.t: Building 2 Plan

Figure T1.u: Building 3 Plan

1. Existing building
2. California Street
3. Area between Building 2 and 3

STANDARDS

PROGRAM & DESIGN

T1.19.1
Access to building entrances shall be clear and accessible.

T1.19.2
Stormwater planters shall be used around both buildings.

T1.19.3
Pedestrian areas around Building 3 shall be screened from service areas.

T1.19.4
Lighting fixtures used around Building 2 and 3 shall adhere to standards in Section T5.12.

GUIDELINES

PAVING

T1.19.5
Enhanced concrete should be used along pedestrian path areas.

T1.19.6
Unit paving should be used in special social areas.

LIGHTING

T1.19.7
There should be 12-foot-tall pedestrian pole lighting for safety, spaced 30 feet apart.

T1.19.8
Accent lighting should be used on special features.

PLANTING & EARTHWORK

T1.19.9
Existing displaced olive trees from around Building 3, California Street or from elsewhere on Treasure Island should be relocated along the California Street façades.

T1.19.10
Low planting consisting of native plants and shrubs should be used along the base of the buildings.

FURNISHING

T1.19.11
Seating elements such as moveable chairs, seatwalls and tables are encouraged.

STREETS
Treasure Island

T2

This chapter is divided into the following sections.

T2.1 Treasure Island Street Design Principles

T2.2 Streetscape Zones

T2.3 Street Elements and Design Considerations

T2.4 Island Wide Systems

T2.5 Specific Street Design Layouts

Treasure Island's street system is an essential layer of the public and open space network. Treasure Island will serve as a model for "complete streets." This means its streets will serve a multitude of social, recreational and ecological needs by integrating social activities, multiple modes of transportation, and sustainable landscape features such as stormwater management. Sidewalk zones are designed as safe and universally accessible pedestrian transit routes that are an integral part of the transportation system. Roadways are planned to prioritize bicycle transit and public transportation while efficiently directing vehicles to parking destinations. Plantings, materials, furnishings and details are intended to enrich the pedestrian experience and meet goals for sustainability performance and long term durability.

Illustrative example of Treasure Island's streetscape character.

T2.1 TREASURE ISLAND STREET DESIGN PRINCIPLES

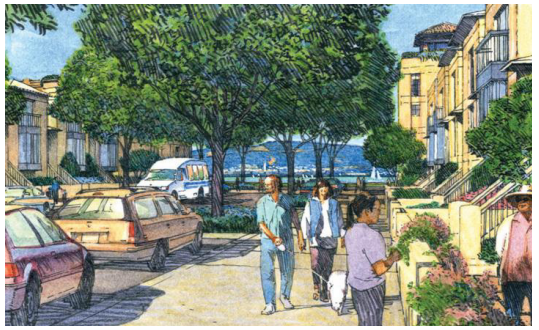
Treasure Island is planned to provide a pedestrian-oriented living environment. Decisions such as density, land use, the location of public transit, vehicle circulation, the scale of streets, the amount and location of parks and open space, and building placement and massing are all predicated on creating a public realm that prioritizes the pedestrian experience. The quality of a city or neighborhood's civic life is largely defined by what happens in its streets.

A lively street that is vibrant with social interaction is fundamental to creating a sense of community, which encourages better stewardship of our cities. Streets can be made more social by offering places for people to gather, walk and bike in a safe and well-tended environment. Encouraging people to use streets for diverse activities – to socialize, people watch, exercise, garden, or travel – is an essential idea in the Treasure Island plan. Reducing the dominance of vehicle movement through the public realm is an important part of making the environment friendlier to pedestrians. Streets standards and guidelines in this chapter of the Design for Development call for slow and safe vehicle movement so that drivers defer to pedestrians. They also call for maintenance and materials requirements that enhance durability and sustainability. Street maintenance requirements will be approved by the agencies responsible.

Treasure Island has the opportunity to coordinate and integrate many of the systems and networks that, when treated separately, are problematic in existing city streets. Its design will take into account varying modes of transportation, and utility infrastructure will be integrated into the physical design. Tree planting zones, utility corridors, stormwater planters, lighting and furnishings will all be coordinated to reinforce the pedestrian experience instead of encumbering it.

Streets on Treasure Island are envisioned as functional and meaningful environments that are more than the sum of their parts. This means that while successful street design relies on a careful analysis of the required components to support its function, it also relies on the well-coordinated arrangement of those components into a complete and integrated environment. With this in mind, this design for Treasure Island's street system identifies the various elements that may occur in the streets, and arranges them to relate well both to each other and to the people who will occupy the street.

An example of stormwater planters



An illustrative example of a typical Treasure Island streetscape

T2.2 STREETSCAPE ZONES

Streetscape Zones are used to define the use of the area between the curb and the face of a building. There are five distinct types of Streetscape Zones referenced throughout the street standards and guidelines that follow in Section T2.5:

- **Edge Zone.** This zone delineates the extent of vehicular use and allows for passengers to load into parked cars. Edge Zones will be 6 inches minimum in areas where there is adjacent paving to accommodate loading. In areas with planting or other elements that may conflict with door swings in the adjacent Furnishing Zone, the Edge Zone will be 18 inches minimum.
- **Furnishing Zone.** This is a strip that can organize the diverse range of elements that are present in the streets in an orderly fashion so as not to conflict with the pedestrian throughway. The width of the Furnishing Zone may vary depending on the intensity of activity in the street and the elements that are placed within it. Standards and guidelines typically call for the Furnishing Zone to be paved with unit pavers or concrete. The Furnishing Zone is intended to have street trees or other plantings where possible. Planting can be an effective way to soften the look and feel of the streetscape, though maintenance and durability must be considered. Planting strips on Treasure Island streets are typically limited to areas directly around some of the street trees and areas where adjacent on-street parking does not occur. Where planting strips occur next to parking areas, a pass-through pathway will be provided. Lawn will not be planted in planting strips.
- **Throughway Zone.** This zone will be wide enough to accommodate the anticipated level of pedestrian traffic, free from obstructions, and paved for universal access. As the primary movement and gathering space in the public realm, the widths will at all times be wide enough for two people to walk side by side or pass one another, and will be wider where pedestrian traffic is high. Sidewalk width and comfort is greatly affected by the adjacent conditions: setbacks, buffer zones and parking. Materials will be attractive, durable and easily maintained, including the ability to be replaced and patched over time in a way that will not diminish the integrity of the original design intent.
- **Frontage Zone.** This is an area adjacent to the building that provides a transition from the activity inside the building to the street. Frontage Zones within retail areas on Treasure Island will be provided to accommodate outdoor display and signage. Generally, Frontage Zones will not be required in the residential areas of Treasure Island since setbacks will be incorporated to achieve the desired transition.
- **Setback Zone.** Setbacks can provide an important transition from public streets to activities within the buildings, and can create a sense of a wider public realm without increasing the amount of impervious paving. Building designs in the Design for Development typically encourage the activation of the public realm by providing outdoor use areas within the setback zone on most streets. In addition, planting between the edge of the public right-of-way and the building face can be a very effective way of softening and greening the streets, creating diversity in the landscape along the street and providing sustainable functions. See Chapter 4T (Building Envelope) and 5T (Building Design) for specific setback requirements.

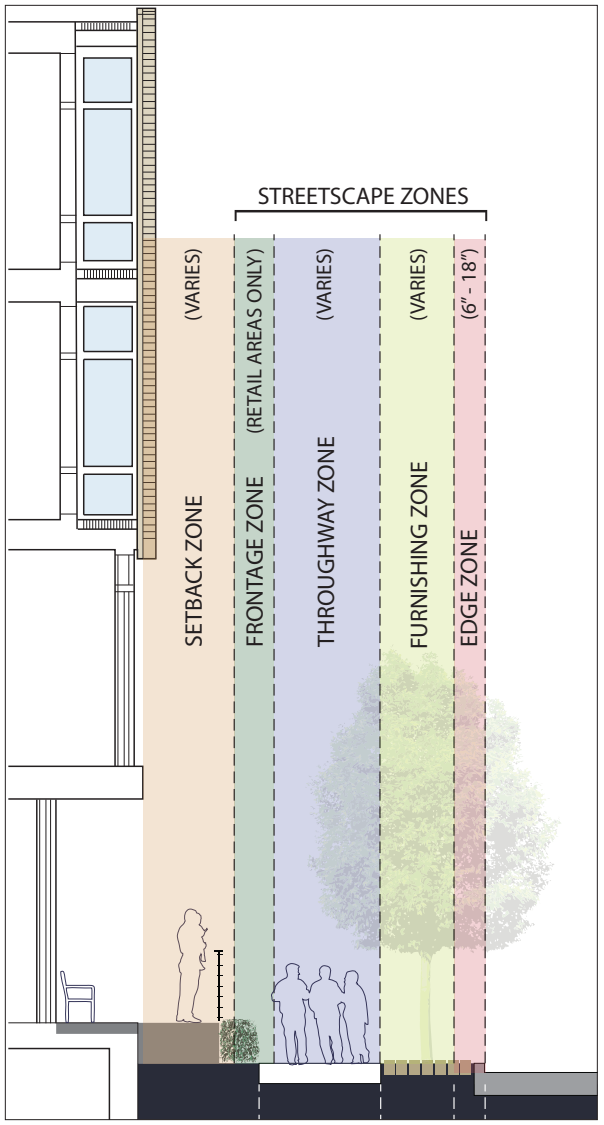


Figure T2.a: For illustrative purposes only.

T2.3 STREET ELEMENTS AND DESIGN CONSIDERATIONS

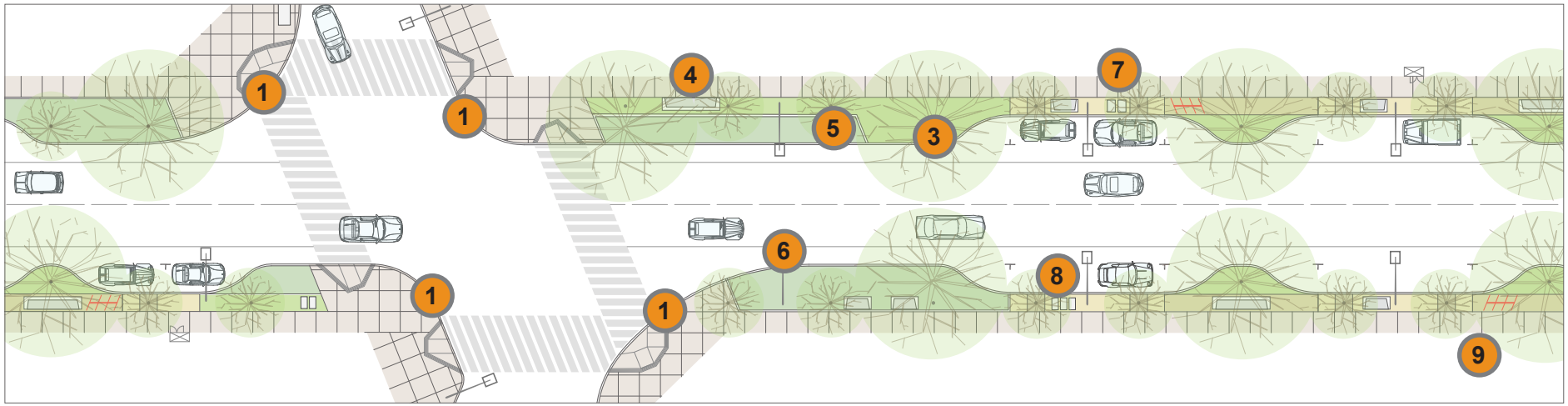


Figure T2.b: Typical Treasure Island Streetscape Elements

T2.3.1 Corners and Intersections 1

STANDARDS

T2.3.1.1
All intersections shall adhere to City of San Francisco standards for signage and street markings.

GUIDELINES

T2.3.1.2
All utilities should be hidden from sight lines at corners and be put below grade when possible.

T2.3.1.3
All crosswalks marking should use continental style striping.

T2.3.2 Bike Racks 2

GUIDELINES

T2.3.2.1
Bike racks should be provided within the Furnishing Zone (Figure T2.a) and located to coincide with building entry locations.

T2.3.3 Street Trees 3

GUIDELINES

T2.3.3.1
Street trees should be planted in the Furnishing Zone (Figure T2.a) or in the parking lane where bulb outs occur.

T2.3.4 Seating and gathering elements 4

The design of the streets on Treasure Island should encourage social interaction by providing places for people to sit, gather and interact along the streets.

GUIDELINES

T2.3.4.1
Seating elements should be incorporated into stormwater planters, bulb outs, and within the Furnishing Zone. (Figure T2.a)

T2.3.5 Stormwater Planters 5

The comprehensive stormwater treatment system on Treasure Island is envisioned to include bio-filtration planters to intercept stormwater from roadways and sidewalks areas. Bio-filtration planters are recessed planting areas that filter and clean stormwater before it enters the storm drain pipe system. The planters are envisioned to attractively compliment the streetscape design, adding texture and variety and performing an important ecological function.

STANDARDS

T2.3.5.1

If parking is provided adjacent to the planters, there shall be an adequate Edge Zone of 18 inches minimum (Figure T2.a).

GUIDELINES

T2.3.5.2
Stormwater planters should typically be located in the parking strip as bulb outs, or in the Furnishing Zone (Figure 2T.a).

T2.3.5.3
Where possible, the planters should incorporate a seating element such as a bench.

T2.3.5.4
Stormwater plantings should typically include appropriate soil mixes, under drainage, and native plants tolerant of fluctuating levels of precipitation.

T2.3.6 Street Lighting 6

Street lighting is important for creating a pedestrian environment that feels safe, comfortable and attractive. The light level, scale and placement of light fixtures are important to the feel of the public realm.

GUIDELINES

T2.3.6.1
Street lights should range between 20-30 feet in height to create a pedestrian-scaled environment.

T2.3.6.2
Spacing of lights should provide appropriate light distribution.

T2.3.6.3
Lights should be placed in the Furnishing Zone (Figure T2.a) adjacent to the curb.

T2.3.6.4
The location of street lighting should not conflict with trees.

T2.3.7 Utility Vaults and Rooms 7

GUIDELINES

T2.3.7.1
When vaults are required to be placed within the streetscape zones, they should be located within the Furnishing Zone. (Figure T2.a)

T2.3.7.2
Utilities for public right of way improvements should not interfere with tree spacing.

T2.3.7.3
Proper access and clearance should be given to private utility rooms adjacent to public sidewalks. When feasible, utility rooms should be grouped around driveway curb cuts.

T2.3.8 Newspaper stands 8

GUIDELINES

T2.3.8.1
Newspaper stands should be placed in the Furnishing Zone (Figure T2.a).

T2.3.9 Parking meters 9

On-street parking helps to create a physical barrier between the pedestrian and moving vehicles, and are envisioned to occur on most streets on Treasure Island.

GUIDELINES

T2.3.9.1
All parking meter devices should be located in the Furnishing Zone (Figure T2.a), with combined meter stations when feasible.

T2.3.10 Shuttle Service

Figure 1.3.m shows the proposed transit shuttle routes through Treasure Island. Shuttles will operate between Treasure Island and the intermodal transit facility where connections to regional transit can be accessed.

GUIDELINES

T2.3.10.1

On-island shuttle waiting areas are recommended to have adequate signage indicating shuttle routes and schedules, as well as benches for waiting.

T2.3.10.2
Shuttle stop locations should be determined in conjunction with development.

T2.4 ISLAND-WIDE SYSTEMS

T2.4.1 Street Plan

Although specific roadway locations and open space configurations may change, this illustrative map identifies street names and right of ways for all streets on Treasure Island. Specific street designs and characteristics are described further in section T2.5.

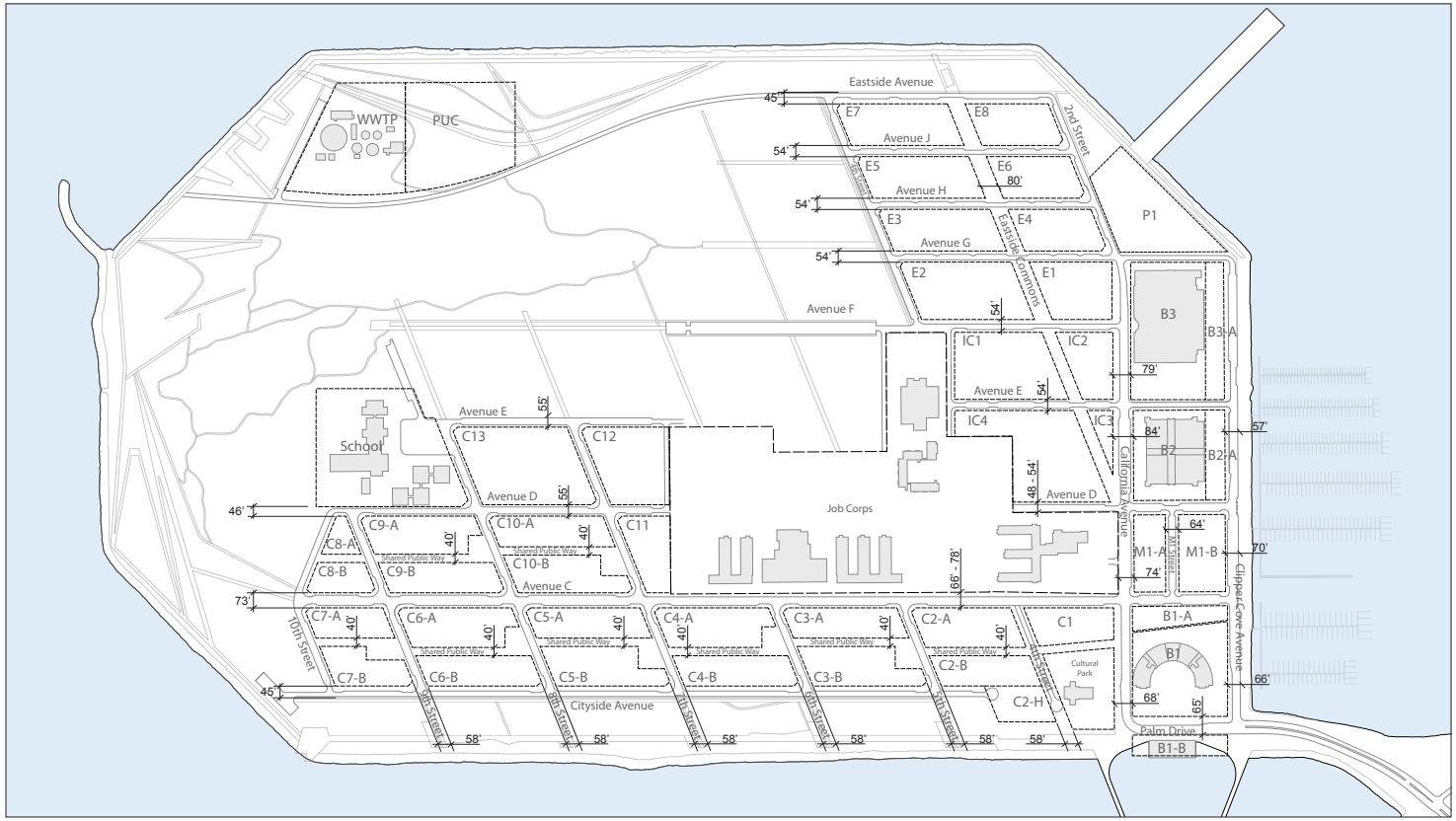


Figure T2.c: Street map for identification purposes only. Specific roadway locations, open space configuration and final dimensions may vary.

T2.4.2 Conceptual Street Tree Plan

This diagram identifies street tree planting types, as identified in Figure T2.e, for the Treasure Island street network. Standards for preferred species and permitted alternatives, along with species images, are also listed in Figure T2.e.

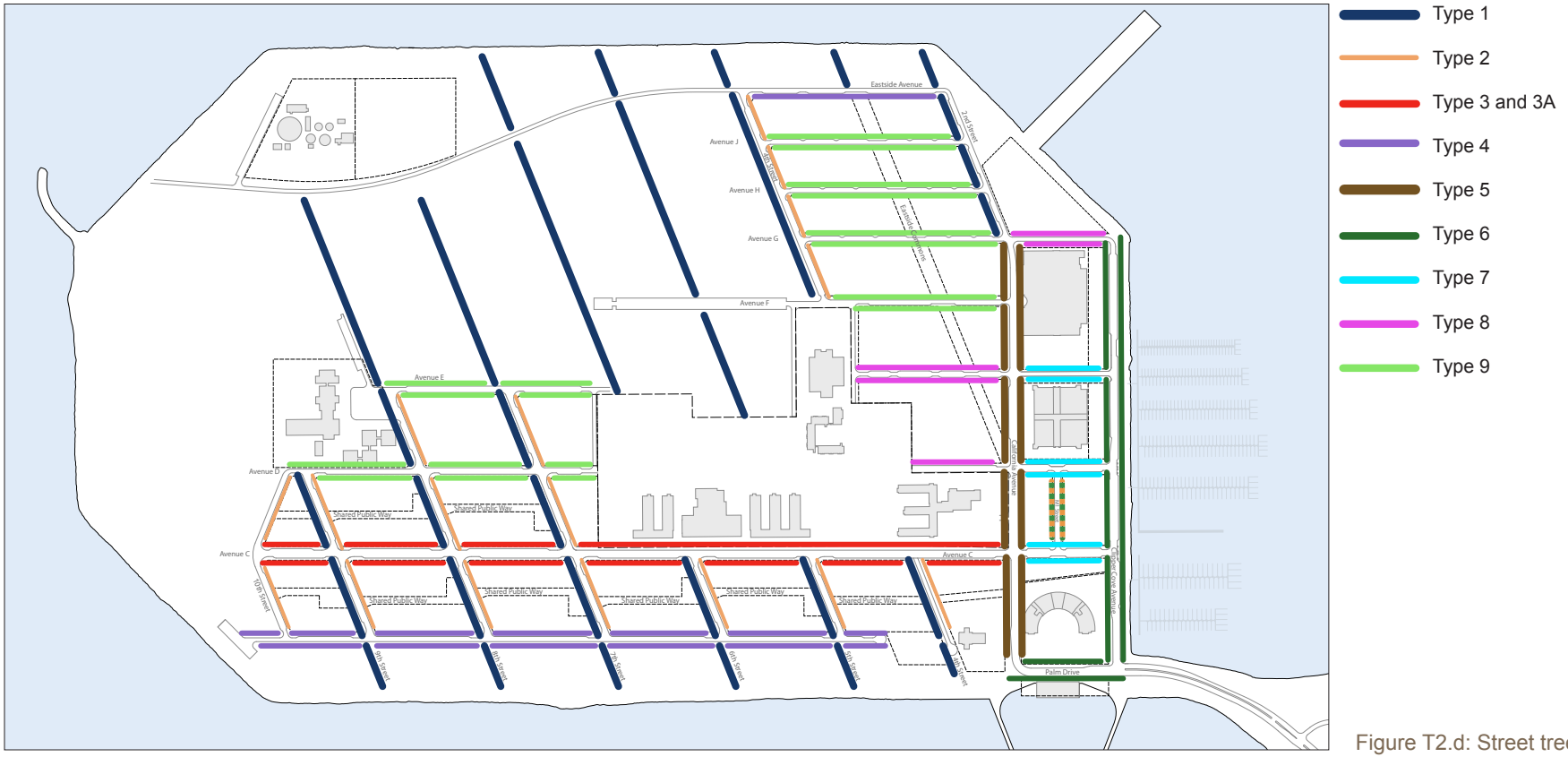


Figure T2.d: Street tree plan.

T2.4.3 Street Tree Species List and Images

STANDARDS

All trees shall be suitable for the specific micro climate and soils conditions of the site, adaptable to natural precipitation, require minimum supplemental irrigation requirements, have long term durability, and create habitat.

STREET TYPE + DESCRIPTION	SPECIES	TREE IMAGES
TYPE 1 - **Windrow Street - Large** The Windrow streets are intended to be the most iconic and visible streets on the island. Windrow streets will orientate residents and visitors, strengthen the urban form of the island and help dissipate the strong summer winds. Windrow planting is intended to extend beyond the neighborhood blocks and engage the open space on the island.	PREFERRED SPECIES *Eucalyptus citriodora* Lemon Scented Gum ALTERNATE SPECIES *Lophostemon conferius* Brisbane Box *Eucalyptus saligna* Sydney Blue Gum	
TYPE 2 - **Windrow Street - Small** Along the windrow streets an asymmetrical street section is intended with a large windrow tree dominating the northern side of each street. Opposite of that tree is a small ornamental flower tree.	PREFERRED SPECIES *Tristaniopsis laurina 'Elegant'* Water Gum ALTERNATE SPECIES *Prunus serrulata* Japanese Cherry *Acacia stenophylla* Shoestring Acacia *Maytenus boaria 'Green Showers'* Mayten	
TYPE 3 - **Avenue C** AVENUE C is planned to be an iconic residential neighborhood street. Tree Type 3 is intended to be a broad grand street tree with a spreading growth characteristics. This tree should be planted where bulb-outs occur along the street.	PREFERRED SPECIES *Fraxinus americana 'Autumn Purple'* White Ash ALTERNATE SPECIES *Magnolia campeblIii* Campbell Magnolia *Pinus pinea* Italian Stone Pine *Cupressus macrocarpa* Monterrey Cypress	

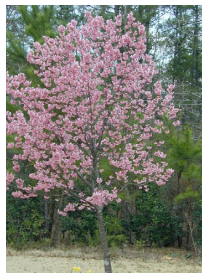
STREET TYPE + DESCRIPTION	SPECIES	TREE IMAGES
TYPE 3A - **Avenue C** Tree Type 3A is intended to planted within the Furnishing Zone and compliment the larger Type 3 street that will be planted within the bulb outs along the street.	PREFERRED SPECIES *Prunus serrulata* Japanese Cherry ALTERNATE SPECIES *Melaleuca quinquenervia* Paperbark Tree *Lagunaria patersonii* Primerose Tree *Lyonothamnus fl. asplenifolius* Catalina Ironwood	
TYPE 4 - **Cityside and Eastside Avenue** Trees along Cityside and Eastside Avenue are intended to shape the formal space of the street but also allow views out from the residential units to the adjacent parks and San Francisco Bay.	PREFERRED SPECIES *Washingtonia robusta* Mexican Fan Palm ALTERNATE SPECIES *Brahea armata 'Clara'* Guadalupe Palm *Phoenix canariensis* Canary Date Palm *Trachycarpus fortunei* Chusan Palm	
TYPE 5 - **California Avenue** California Avenue is the primary street on Treasure Island and serves all of the neighborhoods on the island. The street planting is meant to be large, bold and civic. Street trees should define the street and have a significant presence on adjacent retail buildings.	PREFERRED SPECIES *Fraxinus americana 'Autumn Purple'* White Ash ALTERNATE SPECIES *Platanus acerifolia 'Columbia'* London Plane Tree *Brachychiton populneus* Bottle Tree *Lophostemon confertus* Brush Box	

Figure T2.e: Street tree species list chart.

STREET TYPE + DESCRIPTION	SPECIES	TREE IMAGES
TYPE 6 - **Palm Drive and Clipper Cove Avenue** Palm Drive and Clipper Cove are intended to be the visual gateways of Treasure Island. These streets should provide a threshold for visitor and residents and signify ones arrival onto Treasure Island.	PREFERRED SPECIES *Phoenix canariensis* Canary Date Palm *Jubaea chilensis* Chilean Wine Palm	
TYPE 7 - **Retail Main Streets** Street trees for these retail streets should be showy, ornamental flowering species that enliven the character of the retail district.	PREFERRED SPECIES *Prunus serrulata* Japanese Cherry ALTERNATE SPECIES *Tristania laurina* Water Gum *Acacia stenophylla* Shoestring Acacia *Maytenus boaria 'Green Showers'* Mayten	

STREET TYPE + DESCRIPTION	SPECIES	TREE IMAGES
TYPE 8 - **Island Center Streets** Non-retail island center streets are responsible for pedestrian circulation and vehicle loading into parking garages and residential units. Large street trees should be used to minimize the impact of the building massing on the pedestrian realm.	PREFERRED SPECIES *Arbutus 'marina'* Strawberry Tree ALTERNATE SPECIES *Platanus acerifolia 'Columbia'* London Plane Tree *Eucalyptus ficifolia* Red Flowering Gum *Lyonothamnus fl. asplenifolius* Catalina Ironwood	
TYPE 9 - **Cityside and Eastside** Neighborhood Streets Street trees within the neighborhoods blocks should form a strong identity, be scaled appropriately and vary from block to block. Color, foliage and texture are all important qualities and should be found in each street tree planted on the neighborhood streets.	PREFERRED SPECIES *Melaleuca linariifolia* Snow in summer ALTERNATE SPECIES *Quercus virginiana* Coast Live Oak *Arbutus 'marina'* Strawberry Tree *Koelreuteria bipinnata* Chinese Flame Tree	

T2.5 SPECIFIC STREET DESIGN LAYOUTS

All designs for specific streets below contain both a typical street section (looking horizontally up the street) and an illustrative street plan (viewed from above). The dimensions of all street sections are consistent with standards for that street. Other drawings and photo-simulations on streets sections and street plans are only illustrative examples.

Treasure Island Street Key Map

- California Avenue
  - (B1 Block - T2.6)
  - (M1 Block - T2.7)
  - (B2 Block - T2.8)
  - (B3 Block - T2.9)
- Avenue C
  - (Avenue C North - T2.10)
  - (Avenue C South - T2.11)
- Windrow Streets (T2.12)
- Cityside Avenue (T2.13)
- Eastside Avenue (T2.13)
- Cityside Neighborhood Streets (T2.14)
- Eastern Neighborhood Garden Streets (T2.15)
- Clipper Cove Avenue
  - (B1 Block - T2.16)
  - (M1 Block - T2.17)
  - (B2 & B3 Block - T2.18)
- M1 Retail Main Street (T2.19)
- Island Center Streets (T2.20)
- Palm Drive (B1 Block - T2.21)
- Shared Public Way (T2.22)
- Mid-block Easements (T2.23)

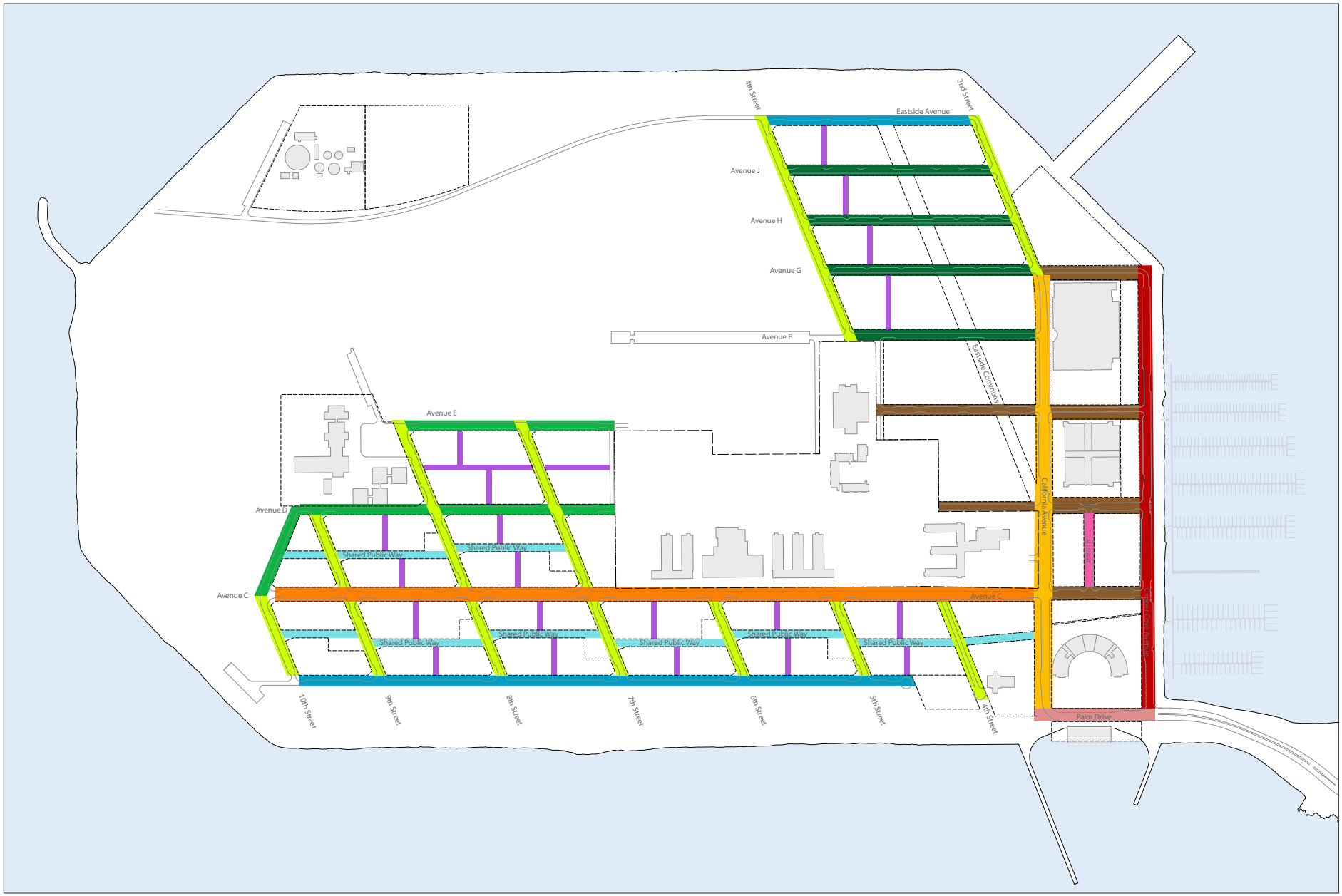
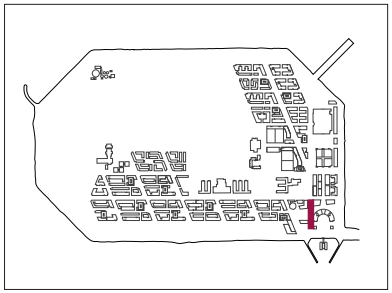


Figure T2.f: Treasure Island Street Key Plan

T2.6 California Avenue– B1 Block

California Avenue is a primary circulation street and will be designed to accommodate multiple modes of transportation. California Avenue has several different edge conditions as it moves from west to east through a diverse cross section of land uses and building types including the historic buildings, as shown in the following Figures.



California Avenue is a primary circulation street and should be designed to accommodate multiple modes of transportation.

Figure T2.g: Typical California Avenue-B1 Block Street Section

STANDARDS

T2.6.1

1. Street lane widths shall be as per figures indicated with each street description.
2. Curb and gutter shall comply with the San Francisco City Standard.
3. Throughway Zone - Sidewalk widths per section, paving material shall be standard concrete.
4. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six-foot wide unobstructed Throughway Zone.
5. Minimum tree size is 24 inch box
6. Streetlights - Pole height range of 20 feet to 30 feet.
7. Stormwater planters - shall be incorporated into all zones of the street section where necessary.
8. Parking meters shall comply with City Standards and utilize combined meter stations.
9. Setbacks - Refer to section T4.2.
10. Street trees are required and shall be spaced at 40 feet apart on center (maximum).
11. With the exception of its terminations at Palm Drive and at Eastside Drive, California Street shall have a 10-foot-wide turning lane at intersections along its entire length.

12. Right of Way: 68 feet

13. Vehicle Width: 11 feet

14. Bike Lane: 5 feet

15. Parking Dimension: N/A

16. Furnishing Zone: 5 feet

17. Throughway Zone: 8 feet

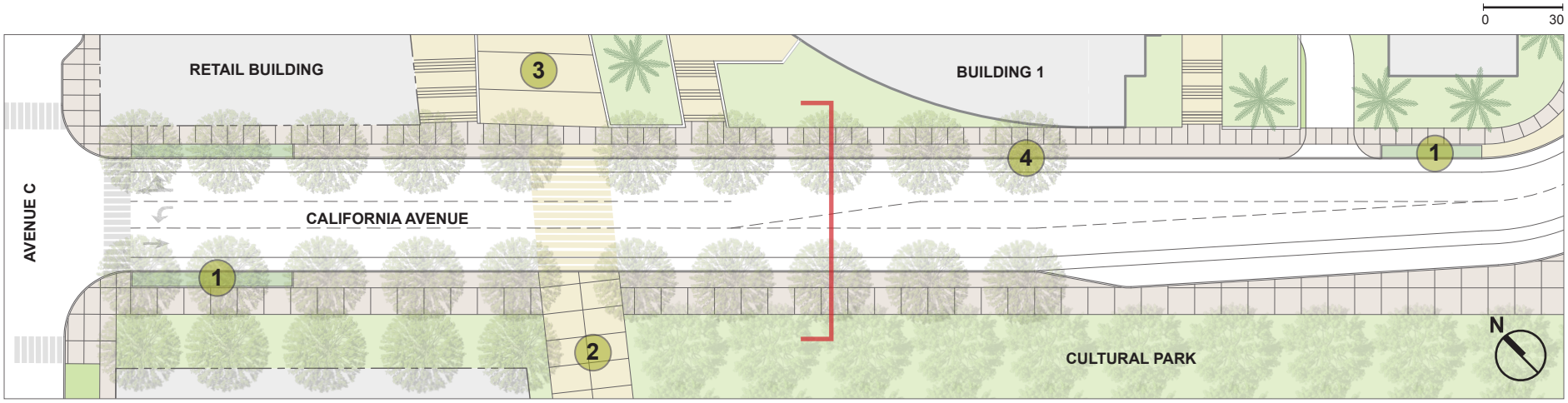


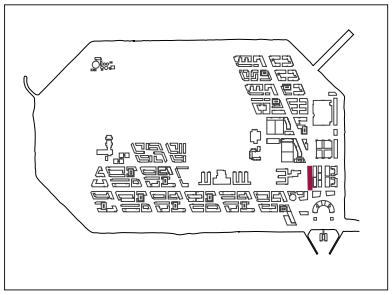
Figure T2.h: Illustrative California Avenue-B1 Block Streetscape Plan

1. Stormwater Planters
2. Shared Public Way
3. Marina Plaza
4. Large Street Trees

GUIDELINES

T2.6.2 Throughway Zone	T2.6.3 Furnishing Zone	T2.6.4 Street Trees	T2.6.5 Setback Zone	T2.6.6 Special Notes
1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.	1. The Furnishing Zone should be planted in sections where there is no adjacent on street parking. 2. When the Furnishing Zone is not planted it should be paved to match the Throughway Zone. 3. Tree planters should be paved with cobble. 4. Stormwater planters should be incorporated as required for treatment.	1. Existing Eucalyptus should be retained where feasible. 2. As shown in the Street Tree Species List, figure T2.e, Type 5 street trees should be used along California Avenue. 3. For full tree species guidelines, refer to the Species List, figure T2.e	1. Widths vary with existing buildings. 2. Plantings should be coordinated with building designs, and may vary over the length of the streets. 3. Paving is encouraged along retail buildings.	1. Stormwater planters should incorporate a seating element. 2. Pedestrian crossing should be accommodated between the Shared Public Way and Marina Plaza.

T2.7 California Avenue– M1 Block



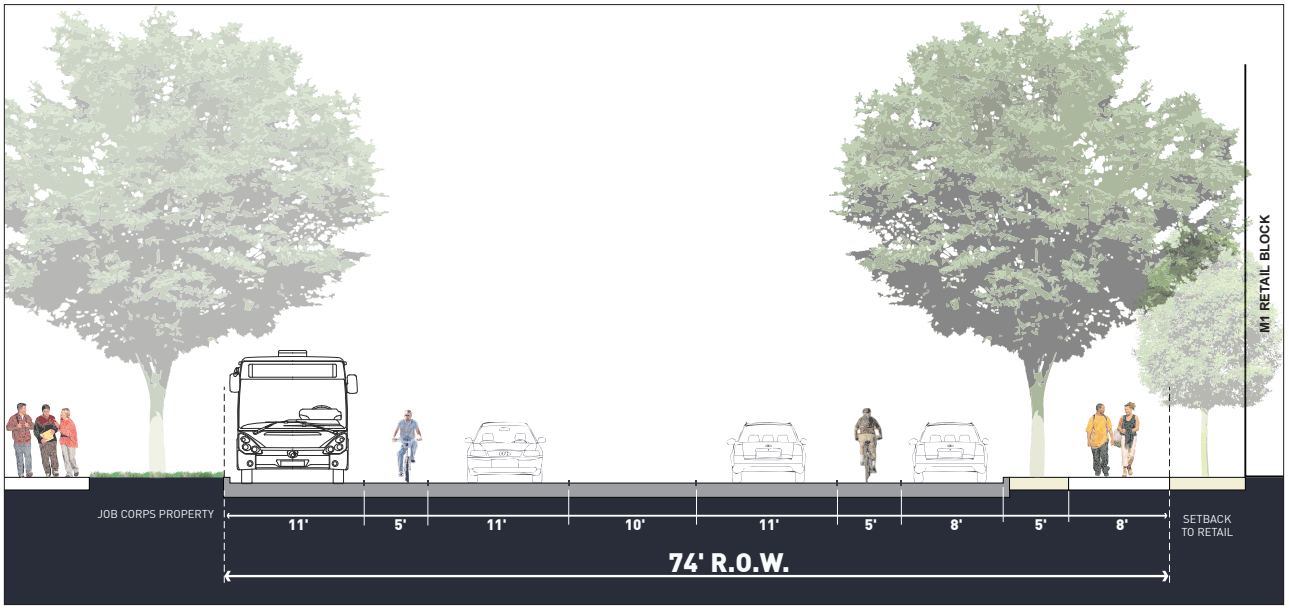


Figure T2.i: Typical California Avenue-M1 Block Street Section

STANDARDS

T2.7.1

1. Street lane widths shall be as per figures indicated with each street description.
2. Curb and gutter shall comply with the San Francisco City Standard.
3. Throughway Zone - Sidewalk widths per section, paving material shall be standard concrete.
4. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six-foot wide unobstructed Throughway Zone.
5. Minimum tree size is 24 inch box
6. Streetlights - Pole height range of 20 feet to 30 feet.
7. Stormwater planters - shall be incorporated into all zones of the street section where necessary.
8. Parking meters shall comply with City Standards and utilize combined meter stations.
9. Setbacks - Refer to section T4.2.
10. Street trees are required and shall be spaced at 40 feet apart on center (maximum).
11. With the exception of its terminations at Palm Drive and at Eastside Drive, California Street shall have a 10-foot-wide turning lane at intersections along its entire length.

12. Right of Way: 74 feet

13. Vehicle Width: 11 feet

14. Bike Lane: 5 feet

15. Parking Dimension: 8 feet

16. Furnishing Zone: 5 feet

17. Throughway Zone: 8 feet

18. Bus Layover Zone: 11 feet

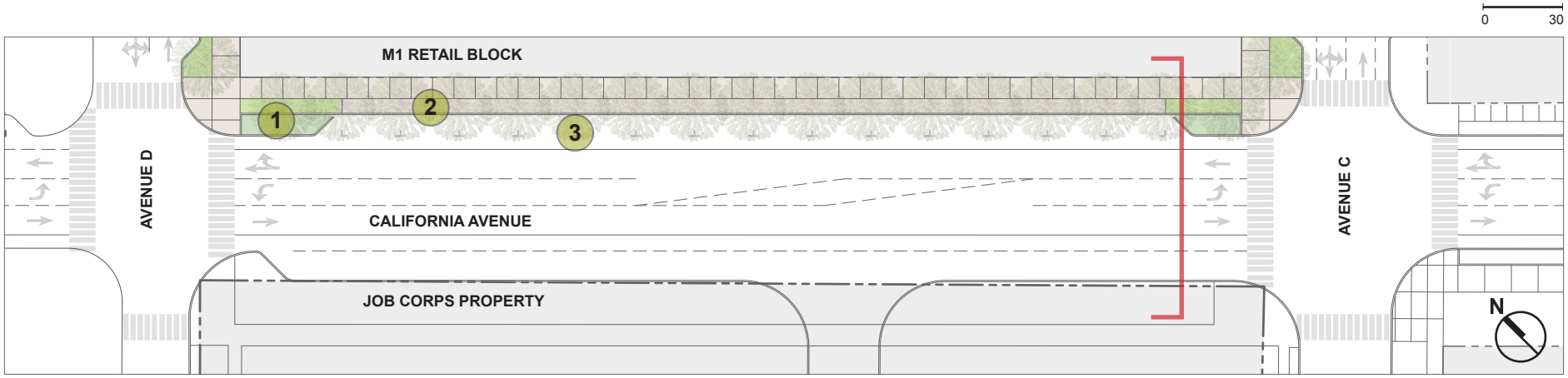


Figure T2.j: Illustrative California Avenue-M1 Block Streetscape Plan

1. Stormwater Planters
2. Furnishing Zone
3. Street Trees

GUIDELINES

T2.7.2 Throughway Zone

1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.

T2.7.3 Furnishing Zone

1. The Furnishing Zone should be planted in sections where there is no adjacent on street parking.
2. When the Furnishing Zone is not planted it should be paved to match the Throughway Zone.
3. Tree planters should be paved with cobble.
4. Stormwater planters should be incorporated as required for treatment.

T2.7.4 Street Trees

1. Existing Eucalyptus should be preserved where feasible.
2. As shown in the Street Tree Species List, figure T2.e, Type 5 street tree should be used along California Avenue.
3. For full tree species guidelines, refer to the Species List, figure T2.e.

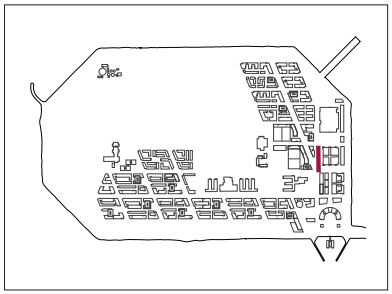
T2.7.5 Setback Zone

1. Plantings should be coordinated with building designs, and may vary over the length of the streets.
2. Paving may be used along retail buildings.

T2.7.6 Special Notes

1. Stormwater planters should incorporate a seating element.

T2.8 California Avenue–
B2 Block



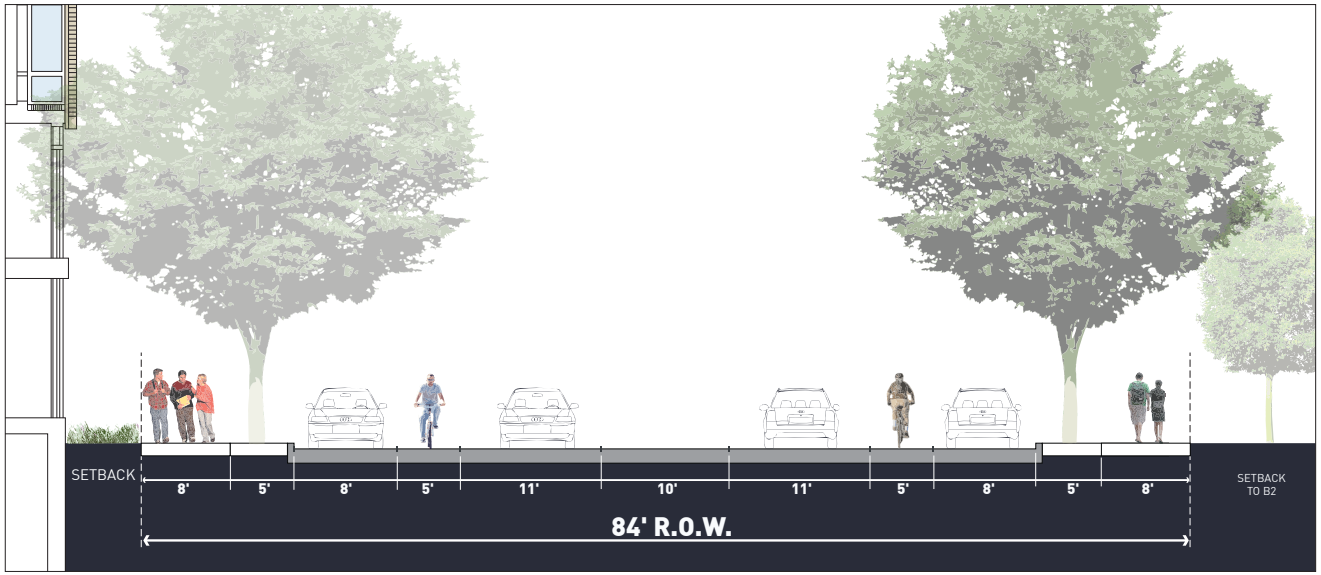


Figure T2.k: Typical California Avenue-B2 Block Street Section

STANDARDS

T2.8.1

1. Street lane widths shall be as per figures indicated with each street description.
2. Curb and gutter shall comply with the San Francisco City Standard.
3. Throughway Zone - Sidewalk widths per section, paving material shall be standard concrete.
4. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six-foot wide unobstructed Throughway Zone.
5. Minimum tree size is 24 inch box.
6. Streetlights - Pole height range of 20 feet to 30 feet.
7. Stormwater planters - shall be incorporated into all zones of the street section where necessary.
8. Parking meters shall comply with City Standards and utilize combined meter stations.
9. Setbacks - Refer to section T4.2.
10. Street trees are required and shall be spaced at 40 feet apart on center (maximum).
11. With the exception of its terminations at Palm Drive and at Eastside Drive, California Street shall have a 10-foot-wide turning lane at intersections along its entire length.

12. Right of Way: 84 feet

13. Vehicle Width: 11 feet

14. Bike Lane: 5 feet

15. Parking Dimension: 8 feet

16. Furnishing Zone: 5 feet

17. Throughway Zone: 8 feet

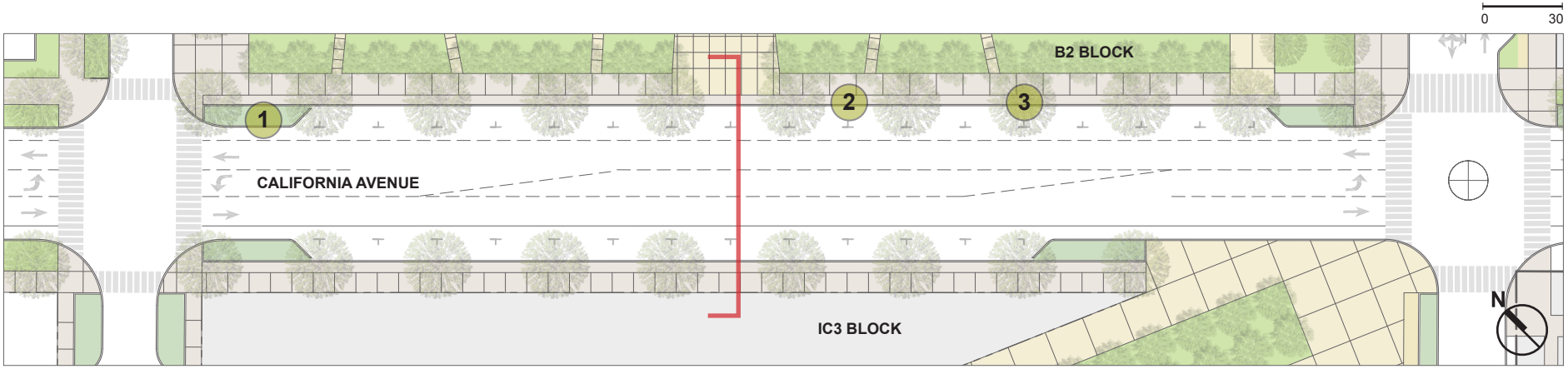


Figure T2.I: Illustrative California Avenue B2 Block Streetscape Plan

1. Stormwater Planters
2. Furnishing Zone
3. Street Trees

GUIDELINES

T2.8.2 Throughway Zone

1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.

T2.8.3 Furnishing Zone

1. The Furnishing Zone should be planted in sections where there is no adjacent on street parking.
2. When the Furnishing Zone is not planted it should be paved to match the Throughway Zone.
3. Tree planters should be paved with cobble.
4. Stormwater planters should be incorporated as required for treatment.

T2.8.4 Street Trees

1. Existing Eucalyptus should be preserved where feasible.
2. As shown in the Street Tree Species List, figure T2.e, Type 5 street tree should be used along California Avenue.
3. For full tree species guidelines, refer to the Species List, figure T2.e.

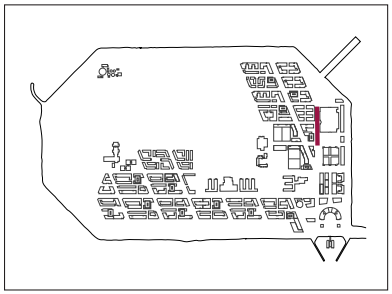
T2.8.5 Setback Zone

1. Plantings should be coordinated with building designs, and may vary over the length of the streets.
2. Paving may be used along retail buildings.

T2.8.6 Special Notes

1. Stormwater planters should incorporate a seating element.

T2.9 California Avenue– B3 Block



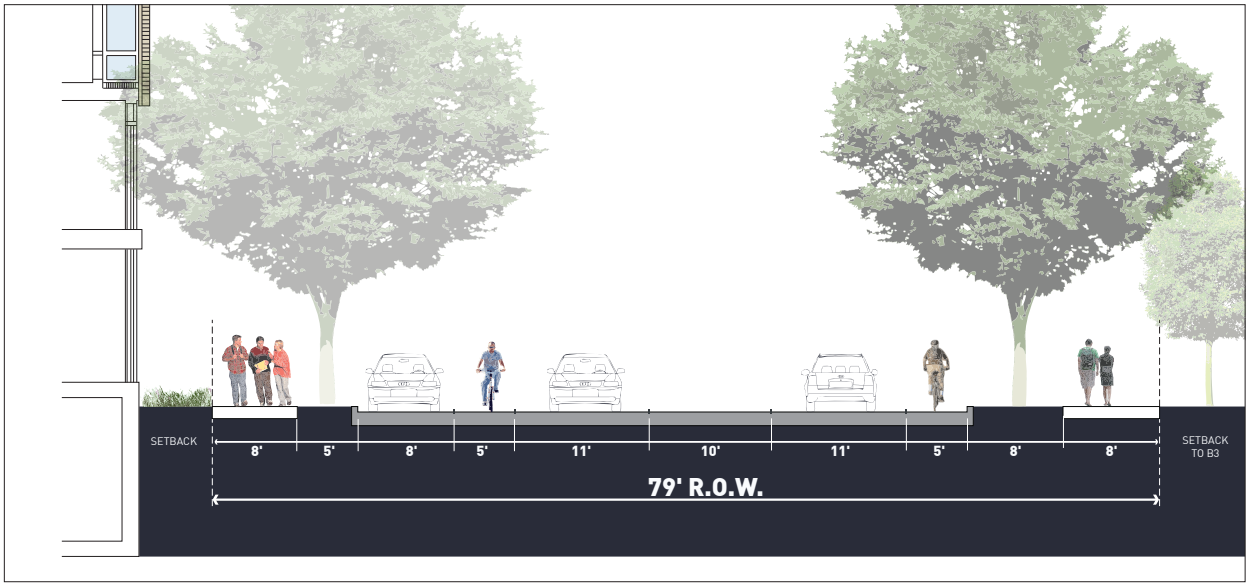


Figure T2.m: Typical California Avenue-B3 Block Street Section

STANDARDS

T2.9.1

1. Street lane widths shall be as per figures indicated with each street description.
2. Curb and gutter shall comply with the San Francisco City Standard.
3. Throughway Zone - Sidewalk widths per section, paving material shall be standard concrete.
4. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six foot wide unobstructed Throughway Zone.
5. Minimum tree size is 24 inch box
6. Streetlights - Pole height range of 20 feet to 30 feet.
7. Stormwater planters - shall be incorporated into all zones of the street section where necessary.
8. Parking meters shall comply with City Standards and utilize combined meter stations.
9. Setbacks - Refer to section T4.2.
10. Street trees are required and shall be spaced at 40 feet apart on center (maximum).
11. With the exception of its terminations at Palm Drive and at Eastside Drive, California Street shall have a 10-foot-wide turning lane at intersections along its entire length.

12. Right of Way: 79 feet
13. Vehicle Width: 11 feet
14. Bike Lane: 5 feet
15. Parking Dimension: 8 feet
16. Furnishing Zone: 5 feet
17. Throughway Zone: 8 feet

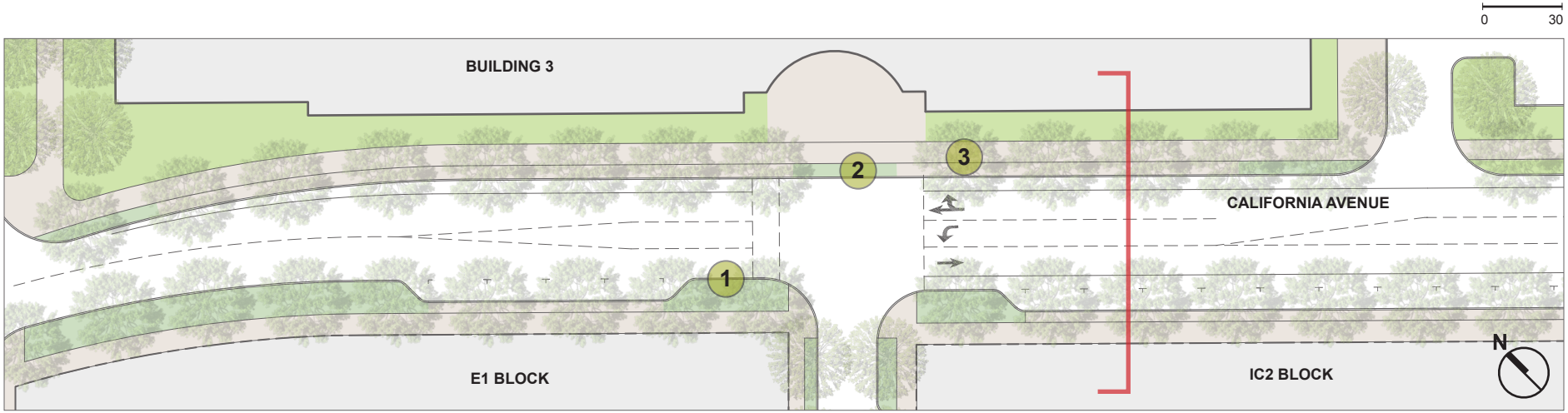


Figure T2.n: Illustrative California Avenue B3 Block Streetscape Plan

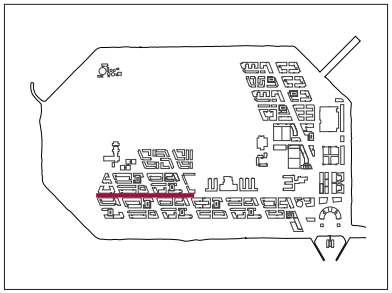
1. Stormwater Planters
2. Furnishing Zone
3. Street Trees

GUIDELINES

T2.9.2 Throughway Zone	T2.9.3 Furnishing Zone	T2.9.4 Street Trees	T2.9.5 Setback Zone	T2.9.6 Special Notes
1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.	1. The Furnishing Zone should be planted in sections where there is no adjacent on street parking. 2. When the Furnishing Zone is not planted it should be paved to match the Throughway Zone. 3. Stormwater planters should be incorporated as required for treatment.	1. Existing Eucalyptus should be preserved where feasible. 2. As shown in the Street Tree Species List, figure T2.e, Type 5 street tree should be used along California Avenue. 3. For full tree species guidelines, refer to the Species List, figure T2.e.	1. Plantings should be coordinated with building designs, and may vary over the length of the streets. 2. Paving may be used along retail buildings.	1. Stormwater planters should incorporate a seating element.

T2.10 Avenue C – North

Avenue C is a primary neighborhood street for the Cityside Neighborhood. Generous sidewalks and Furnishing Zones will create a pleasant experience for all modes of transit. This portion of Avenue C has residential uses on both sides of the street and large trees in street bulb-outs that are complemented with small flowering trees that add to the overall pedestrian nature of the street.



Avenue C is a primary neighborhood street for the Cityside Neighborhood.

Figure T2.o: Typical Avenue C-North Streetscape Section

STANDARDS

T2.10.1

1. Street lane widths shall be as per figures indicated with each street description.
2. Curb and gutter shall comply with the San Francisco City Standard.
3. Throughway Zone - Sidewalk widths per section, paving material shall be standard concrete.
4. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six-foot wide unobstructed Throughway Zone.
5. Minimum tree size is 24 inch box
6. Streetlights - Pole height range of 20 feet to 30 feet.
7. Stormwater planters - shall be incorporated into all zones of the street section where necessary.
8. Parking meters shall comply with City Standards and utilize combined meter stations.
9. Setbacks - Refer to section T4.2.
10. There shall be bulb out planters spaced at a maximum of every 66 feet apart on center (bulb out geometries shall conform to San Francisco City Standards).
11. Street trees are required and shall be spaced at 30 feet apart on center (maximum).

12. Right of Way: 72 feet
13. Vehicle Width: 12 feet
14. Bike Lane: 5 feet
15. Parking Dimension: 8 feet
16. Furnishing Zone: 5.5 feet
17. Throughway Zone: 6 feet

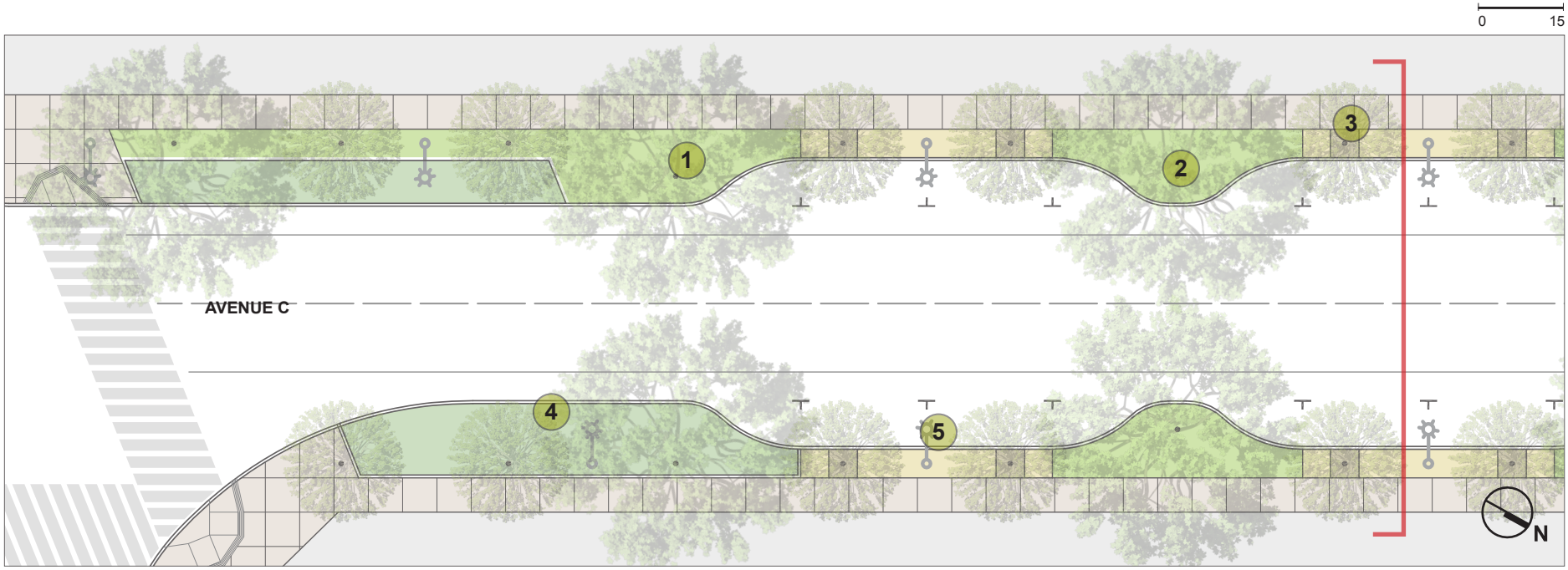


Figure T2.p: Illustrative Avenue C-North Streetscape Plan

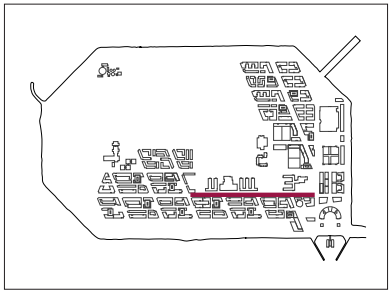
1. Furnishing Zone
2. Bulb Out w/ Tree
3. Street Tree
4. Stormwater Planter
5. Street Light

GUIDELINES

T2.10.2 Throughway Zone	T2.10.3 Furnishing Zone	T2.10.4 Street Trees	T2.10.5 Setback Zone	T2.10.6 Special Notes
1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.	1. The Furnishing Zone should be planted in sections where there is no adjacent on street parking. 2. Cobble paving or unit paver where not planted is recommended. 3. Tree planters should be paved with cobble. 4. Stormwater planters should be incorporated as required for treatment.	1. Type 3 street tree should be planted in all bulb outs. 2. Type 3A street tree should be planted within the Furnishing Zone. 3. For full tree species guidelines, refer to the Species List, figure T2.e.	1. Plantings should be coordinated with building designs, and may vary over the length of the streets.	1. Stormwater planters should incorporate a seating element. 2. Bulb outs tree planters and stormwater planters should occur within the parking lane.

T2.11 Avenue C – South

Avenue C is a primary neighborhood street for the Cityside Neighborhood. Generous sidewalks and Furnishing Zones will create a pleasant experience for all modes of transit. This portion of Avenue C has residential uses on one side of the street and the Job Corps campus on the other. Both sides of the street will have large trees in street bulb-outs that are complemented with small flowering trees on the residential side that add to the overall pedestrian nature of the street.



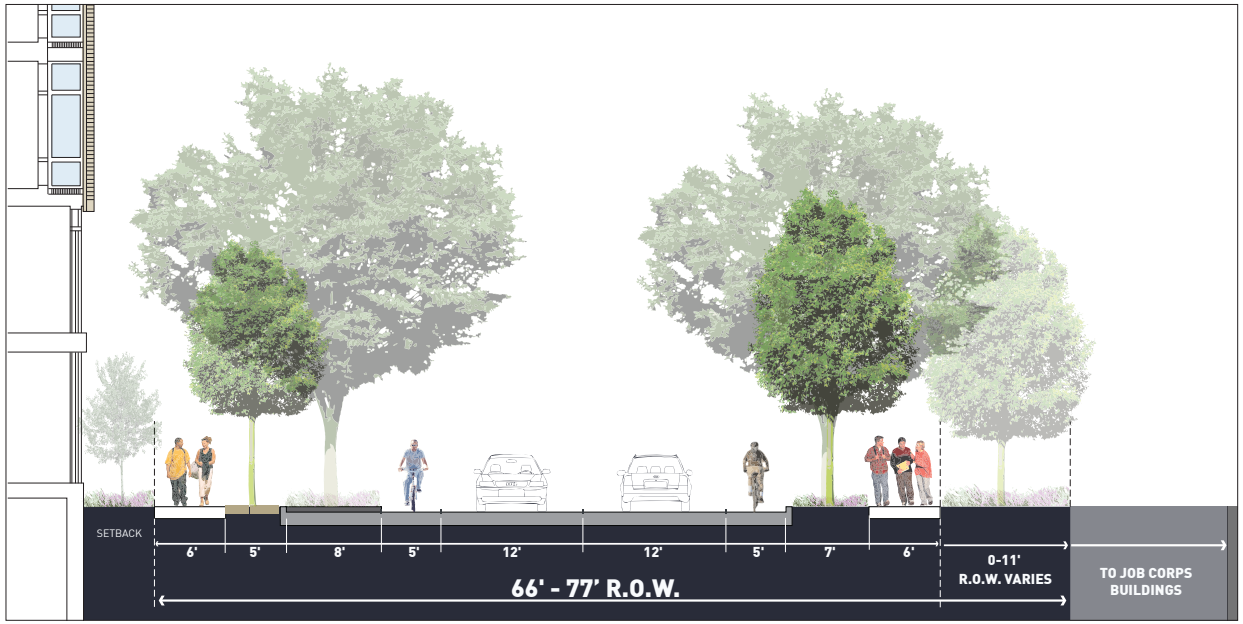


Figure T2.q: Typical Avenue C-South Streetscape Section

STANDARDS

T2.11.1

1. Street lane widths shall be as per figures indicated with each street description.
2. Curb and gutter shall comply with the San Francisco City Standard.
3. Throughway Zone - Sidewalk widths per section, paving material shall be standard concrete.
4. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six-foot wide unobstructed Throughway Zone.
5. Minimum tree size is 24 inch box
6. Streetlights - Pole height range of 20 feet to 30 feet.
7. Stormwater planters - shall be incorporated into all zones of the street section where necessary.
8. Parking meters shall comply with City Standards and utilize combined meter stations.
9. Setbacks - Refer to section T4.2.
10. There shall be bulb out planters spaced at a maximum of every 66 feet apart on center (bulb out geometries shall conform to San Francisco City Standards).
11. Street trees are required and shall be spaced at 30 feet apart on center (maximum).

12. Right of Way: 66 feet - 77 feet

13. Vehicle Width: 12 feet

14. Bike Lane: 5 feet

15. Parking Dimension: 8 feet

16. Furnishing Zone: 5.5 feet - 7 feet

17. Throughway Zone: 6 feet

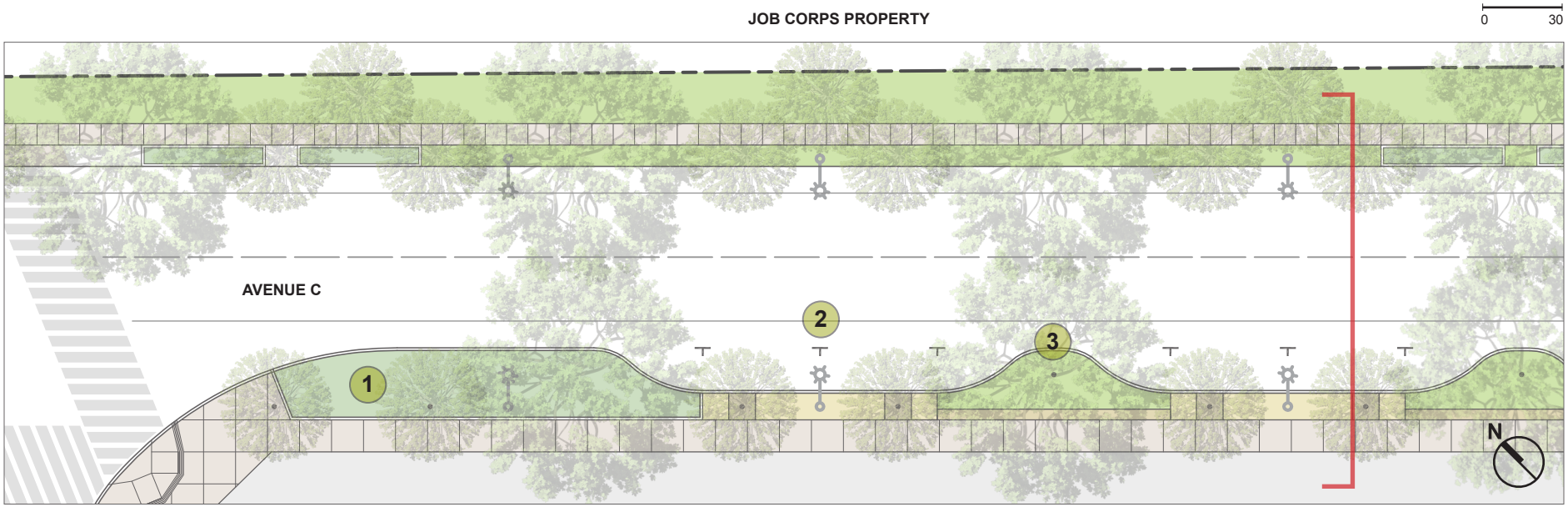


Figure T2.r: Illustrative Avenue C-South Streetscape Plan

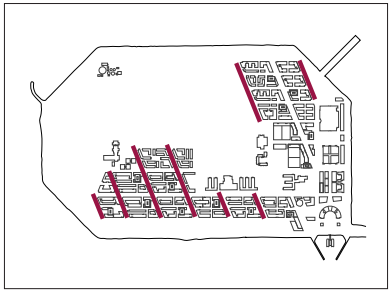
1. Stormwater Planters
2. Street Light
3. Bulb Out with Tree

GUIDELINES

T2.11.2 Throughway Zone	T2.11.3 Furnishing Zone	T2.11.4 Street Trees	T2.11.5 Setback Zone	T2.11.6 Special Notes
1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.	1. The Furnishing Zone should be planted in sections where there is no adjacent on street parking. 2. Cobble paving or unit paver where not planted is recommended. 3. Tree planters should be paved with cobble. 4. Stormwater planters should be incorporated as required for treatment.	1. Type 3 street tree should be planted in all bulb outs. 2. Type 3A street tree should be planted within the Furnishing Zone. 3. Preserve existing trees within the Job Corps Frontage Zone and Setback Zone where possible. 4. For full tree species guidelines, refer to the Species List, figure T2.e.	1. Plantings should be coordinated with building designs, and may vary over the length of the streets.	1. Stormwater planters should incorporate a seating element. 2. Bulb outs, tree planters and stormwater planters should occur within the parking lane. 3. Right of way improvements along Job Corps property should be coordinated with Job Corps.

T2.12 Windrow Streets

Windrow Streets are oriented to receive southern sun and buffer the prevailing wind patterns of Treasure Island. The street configuration is asymmetrical so that larger windrow trees can be planted on the windward side of the street.



Windrows Streets are orientated at 68 degrees to the streets that run north-south on Treasure Island

Figure T2.s: Typical Windrow Streetscape Section

STANDARDS

T2.12.1

1. Street lane widths shall be as per figures indicated with each street description.
2. Curb and gutter shall comply with the San Francisco City Standard.
3. Throughway Zone - Sidewalk widths per section, paving material shall be standard concrete.
4. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six-foot wide unobstructed Throughway Zone.
5. Minimum tree size is 24 inch box.
6. Streetlights - Pole height range of 20 feet to 30 feet.
7. Stormwater planters - shall be incorporated into all zones of the street section where necessary.
8. Parking meters shall comply with City Standards and utilize combined meter stations.
9. Setbacks - Refer to section T4.2.
10. There shall be bulb out planters spaced at a maximum of every 66 feet apart on center (bulb out geometries shall conform to San Francisco City Standards).
11. Street trees are required and shall be spaced at 30 feet apart on center (maximum).
12. The streetscape section shall be asymmetrical, with wider Throughway and Furnishing zones on the windrow side.

13. Right of Way: 58 feet
14. Vehicle Width: 10 feet
15. Bike Lane: N/A
16. Parking Dimension: 7 feet
17. Furnishing Zone: 4 feet - 6 feet
18. Throughway Zone: 6 feet - 8 feet

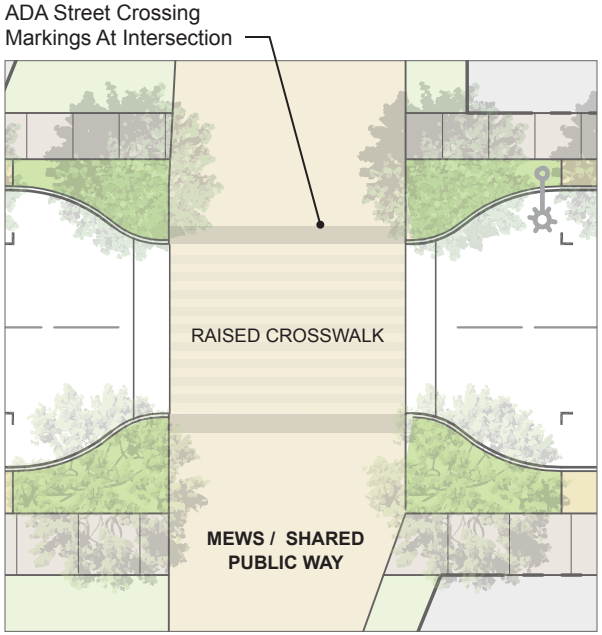


Figure T2.t: Illustrative streetscape plan at intersection of Shared Public Way and Windrow Street crossing.

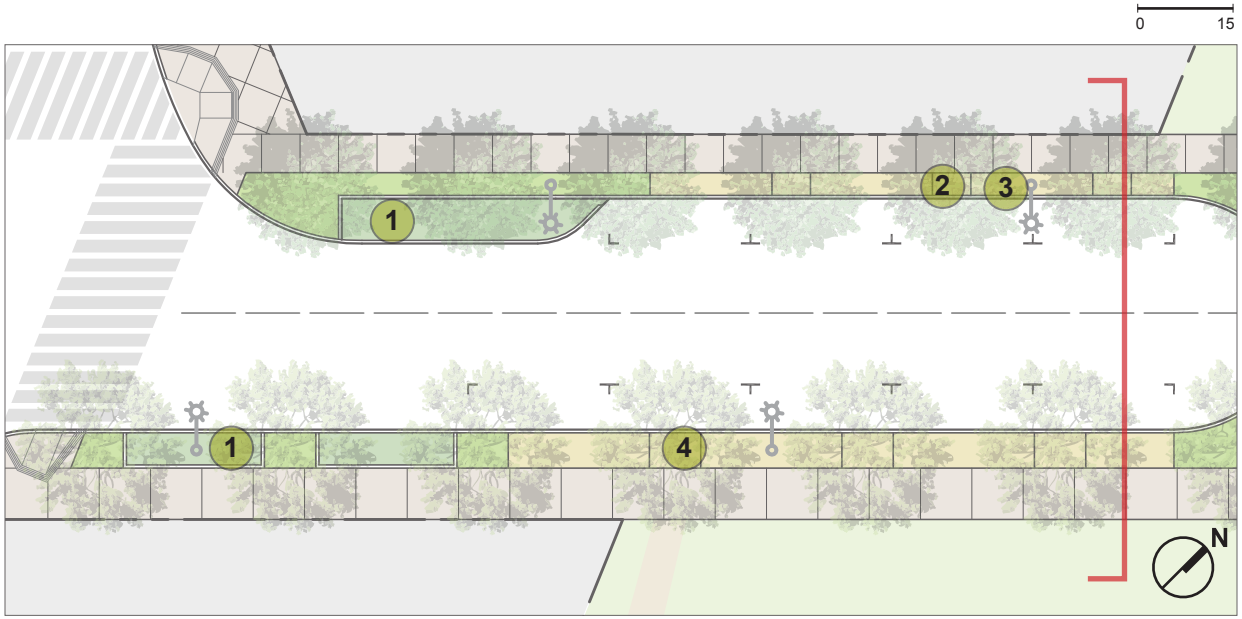


Figure 2T.u: Illustrative Windrow Streetscape Plan

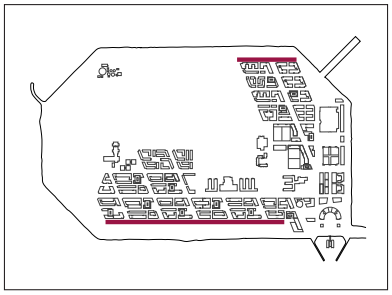
1. Stormwater Planter
2. Small Ornamental Street Tree
3. Furnishing Zone
4. Windrow Tree

GUIDELINES

T2.12.2 Throughway Zone	T2.12.3 Furnishing Zone	T2.12.4 Street Trees	T2.12.5 Setback Zone	T2.12.6 Special Notes
1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.	1. The Furnishing Zone should be planted in sections where there is no adjacent on street parking. 2. Cobble paving or unit paver where not planted is recommended. 3. Tree planters should be paved with cobble. 4. Stormwater planters should be incorporated as required for treatment.	1. Type 1 street trees should be planted on the north side of the street. 2. Type 2 street trees should be planted on the south side of the street. 3. For full tree species guidelines, refer to the Species List, figure T2.e.	1. Plantings should be coordinated with building designs, and may vary over the length of the streets. 2. Private use areas are encouraged, especially at the wider setback area on the western block.	1. Stormwater planters should incorporate a seating element.

T2.13 Cityside Avenue & Eastside Avenue

Cityside Avenue is located on the western portion of Treasure Island, between the Cityside Shoreline Park and the residential blocks of the Cityside neighborhood on the west. Eastside Avenue is located on the eastern portion of Treasure Island, between Eastern Shoreline Park and the Eastside neighborhood. These palm-lined streets will define the urban edge between the residential parcels and the open space of Treasure Island.



Cityside Avenue and Eastside Avenue

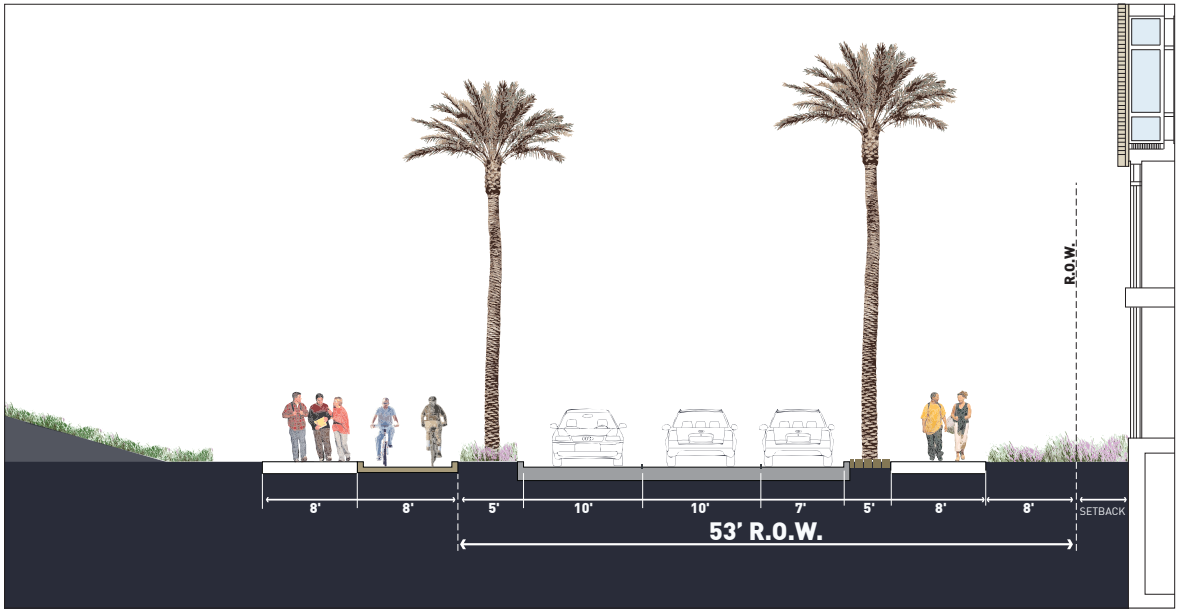


Figure T2.v: Typical Cityside Avenue & Eastside Avenue Streetscape Section

STANDARDS

T2.13.1

1. Street lane widths shall be as per figures indicated with each street description.
2. Curb and gutter shall comply with the San Francisco City Standard.
3. Throughway Zone - Sidewalk widths per section, paving material shall be standard concrete.
4. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six-foot wide unobstructed Throughway Zone.
5. Minimum tree size is 24 inch box.
6. Streetlights - Pole height range of 20 feet to 30 feet.
7. Stormwater planters - shall be incorporated into all zones of the street section where necessary.
8. Parking meters shall comply with City Standards and utilize combined meter stations.
9. Setbacks - Refer to section T4.2.
10. Street trees are required and shall be spaced at 40 feet apart on center (maximum).
11. A Class I bike path is required within the adjacent waterfront parks so as to avoid bike lanes on Cityside and Eastside Avenues.

12. Right of Way: 53 feet

13. Vehicle Width: 10 feet

14. Bike Lane: N/A

15. Parking Dimension: 7 feet

16. Furnishing Zone: 5 feet

17. Throughway Zone: 8 feet

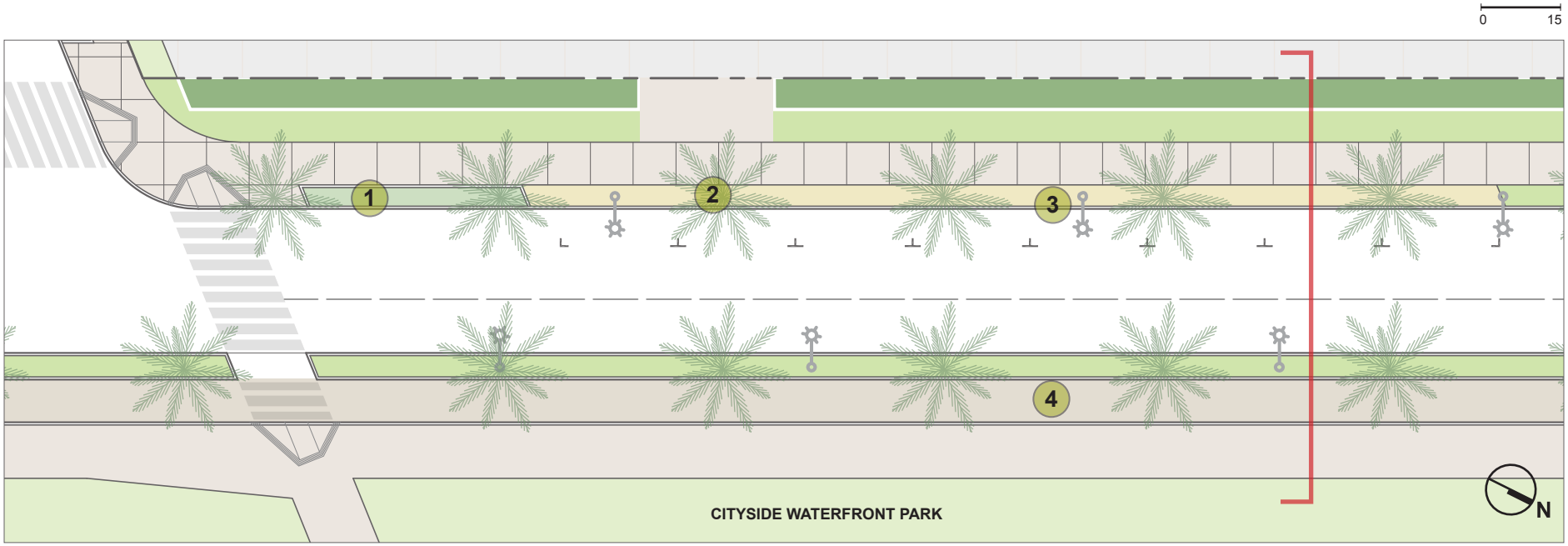


Figure T2.w: Illustrative Cityside Avenue & Eastside Avenue Streetscape Plan

1. Stormwater Planter
2. Palm Tree
3. Furnishing Zone
4. Bike Path

GUIDELINES

T2.13.2 Throughway Zone

1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.

T2.13.3 Furnishing Zone

1. The Furnishing Zone should be planted in sections where there is no adjacent on street parking.
2. When the Furnishing Zone is not planted it should be paved to match the Throughway Zone.
3. Tree planters should be paved with cobble.
4. Stormwater planters should be incorporated as required for treatment.

T2.13.4 Street Trees

1. Type 4 street trees should be planted along the length of the street.
2. Sand soil mix appropriate for Palm Trees should be used.
3. For full tree species guidelines, refer to the Species List, figure T2.e.

T2.13.5 Setback Zone

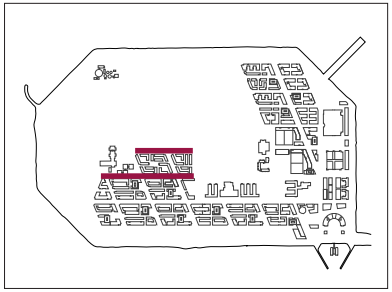
1. The landscaped zone in the setback should be treated as a continuous planting design for the entire length of the street to provide continuity.

T2.13.6 Special Notes

1. Stormwater planters should incorporate a seating element.
2. A Class 1 bike path is recommended within the adjacent Cityside Waterfront Park as part of the park design, so that bike lanes on this street are not required.
3. Sidewalk improvements on the water side will be within the Cityside Park.
4. Stormwater planters should be incorporated near street corners.

T2.14 Cityside Neighborhood Streets

The secondary streets of the Cityside neighborhood have less vehicular, bike and pedestrian intensity than other streets. Tree plantings and materials will reinforce the identity of the neighborhoods.



These are the neighborhood streets located in the Cityside Neighborhood

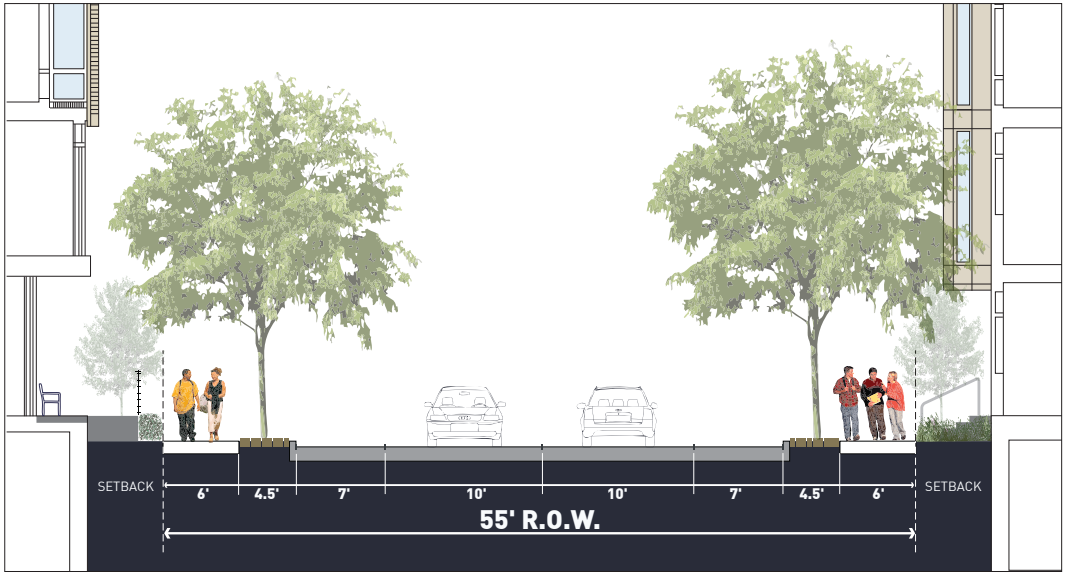


Figure T2.x: Typical Cityside Neighborhood Streetscape Section

STANDARDS

T2.14.1

1. Street lane widths shall be as per figures indicated with each street description.
2. Curb and gutter shall comply with the San Francisco City Standard.
3. Throughway Zone - Sidewalk widths per section, paving material shall be standard concrete.
4. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six-foot wide unobstructed Throughway Zone.
5. Minimum tree size is 24 inch box
6. Streetlights - Pole height range of 20 feet to 30 feet.
7. Stormwater planters - shall be incorporated into all zones of the street section where necessary.
8. Parking meters shall comply with City Standards and utilize combined meter stations.
9. Setbacks - Refer to section T4.2.
10. Street trees are required and shall be spaced at 40 feet apart on center (maximum).

11. Right of Way: 55 feet

12. Vehicle Width: 10 feet

13. Bike Lane: N/A

14. Parking Dimension: 7 feet

15. Furnishing Zone: 4.5 feet

16. Throughway Zone: 6 feet

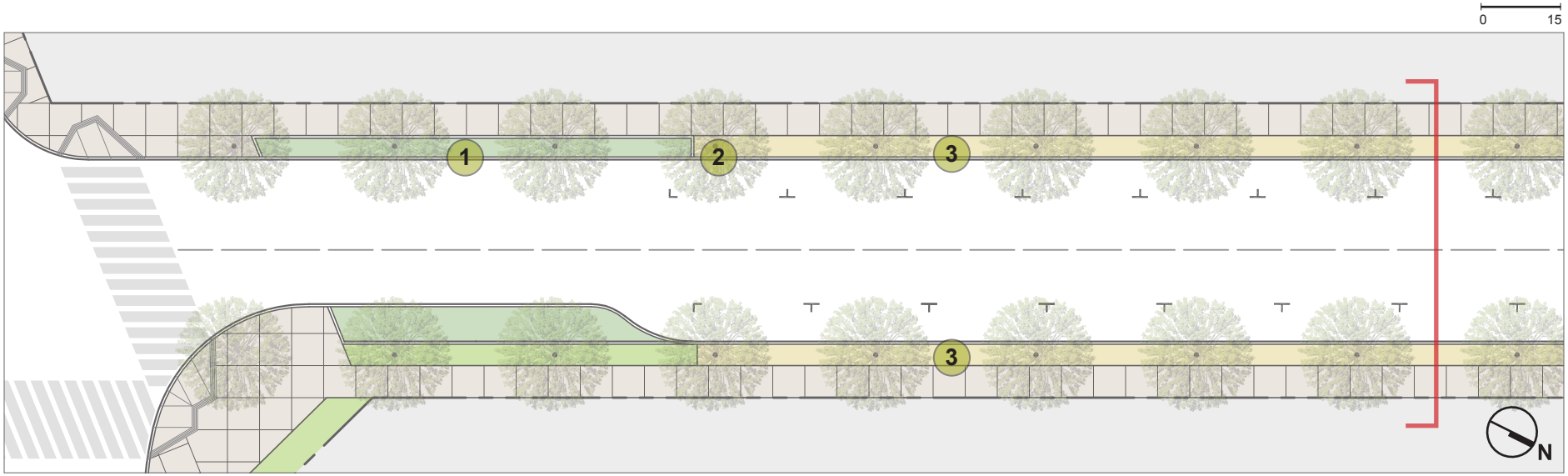


Figure T2.y: Illustrative Cityside Neighborhood Streetscape Plan

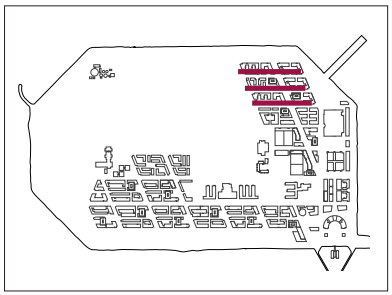
1. Stormwater Planter
2. Street Tree
3. Furnishing Zone

GUIDELINES

T2.14.2 Throughway Zone	T2.14.3 Furnishing Zone	T2.14.4 Street Trees	T2.14.5 Setback Zone	T2.14.6 Special Notes
1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.	1. The Furnishing Zone should be planted where there is no adjacent on-street parking. 2. Cobble paving or unit paver where not planted is recommended. 3. Tree planters should be paved with cobble. 4. Stormwater planters should be incorporated as required for treatment.	1. Type 10 street tree should be planted within the Furnishing Zone. 2. Species could vary from street to street, but should be consistent on a single street. 3. For full tree species guidelines, refer to the Species List, figure T2.e.	1. Plantings should be coordinated with building designs, and may vary over the length of the streets. 2. Private use areas are encouraged.	1. Stormwater planters should incorporate a seating element.

T2.15 Eastside Neighborhood Garden Streets

The Eastside Neighborhood Garden Streets feature an asymmetrical section that allows for wider planting areas in the Furnishing Zone to create a lush residential neighborhood.



These secondary Garden Streets in the Eastside Neighborhood run north-south.

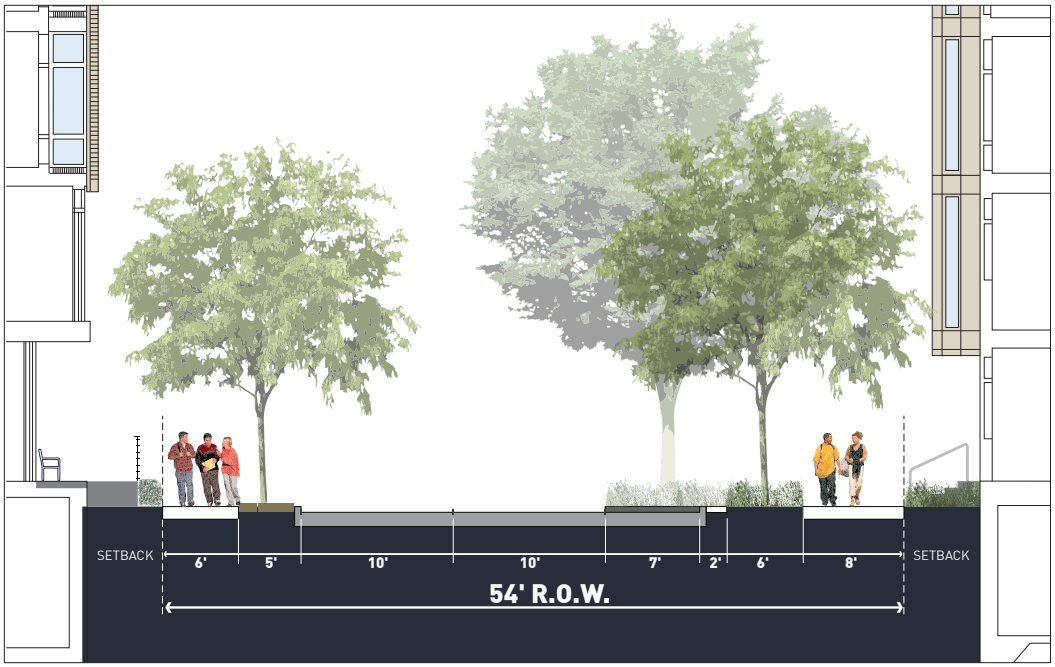


Figure T2.z: Typical Eastside Neighborhood Garden Street Streetscape Section

STANDARDS

T2.15.1

1. Street lane widths shall be as per figures indicated with each street description.
2. Curb and gutter shall comply with the San Francisco City Standard.
3. Throughway Zone - Sidewalk widths per section, paving material shall be standard concrete.
4. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six-foot wide unobstructed Throughway Zone.
5. Minimum tree size is 24 inch box
6. Streetlights - Pole height range of 20 feet to 30 feet.
7. Stormwater planters - shall be incorporated into all zones of the street section where necessary.
8. Parking meters shall comply with City Standards and utilize combined meter stations.
9. Setbacks - Refer to section T4.2.
10. Street trees are required and shall be spaced at 40 feet apart on center (maximum).

11. Right of Way: 54 feet

12. Vehicle Width: 10 feet

13. Bike Lane: N/A

14. Parking Dimension: 7 feet

15. Furnishing Zone: 5 feet - 8 feet

16. Throughway Zone: 6 feet - 8 feet

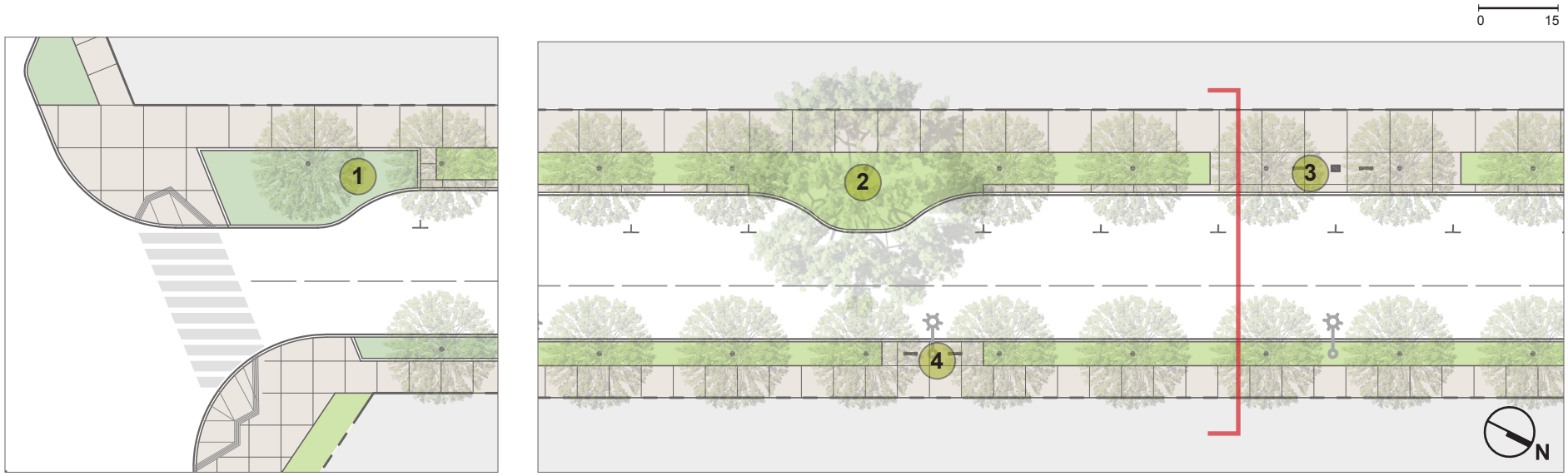


Figure T2.aa: Illustrative Eastside Neighborhood Garden Street Streetscape Plan

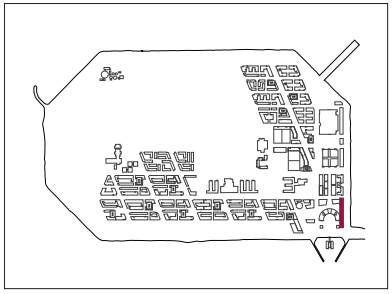
1. Stormwater Planter
2. Bulb Out with Tree
3. Furnishing Zone
4. Street Light

GUIDELINES

T2.15.2 Throughway Zone	T2.15.3 Furnishing Zone	T2.15.4 Street Trees	T2.15.5 Setback Zone	T2.15.6 Special Notes
1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.	1. Cobble paving or unit pavers are recommended on the southwest side of the street. 2. Planting is recommended on the northeast side of the street, with a widened curb Edge Zone. 3. When the Furnishing Zone is not planted, it should be paved to match the Throughway Zone. 4. Tree planters should be paved with cobble. 5. Stormwater planters should be incorporated as required for treatment.	1. Type 10 street tree should be planted within the Furnishing Zone. 2. Species may vary from street to street, but should be consistent on a single street. 3. For full tree species guidelines, refer to the Species List, figure T2.e.	1. Plantings should be coordinated with building designs, and may vary over the length of the streets. 2. Private use areas are encouraged.	1. Stormwater planters should incorporate a seating element. 2. The asymmetrical streetscape design provides a wider sidewalk zone on the sunnier side of the street. 3. Mid block bulb outs accommodate larger trees and stormwater planters. 4. Stormwater planters should be incorporated near corners and within the Furnishing Zone.

T2.16 Clipper Cove Avenue– B1 Block

Clipper Cove Avenue is located south of the Island Center District with a variety of mixed uses along its length including retail, residential, commercial, and marina activities. Across the street from the island side and its mix of uses is the Clipper Cove Promenade open space.



Clipper Cove Avenue runs parallel to California Avenue and is the southernmost street on Treasure Island

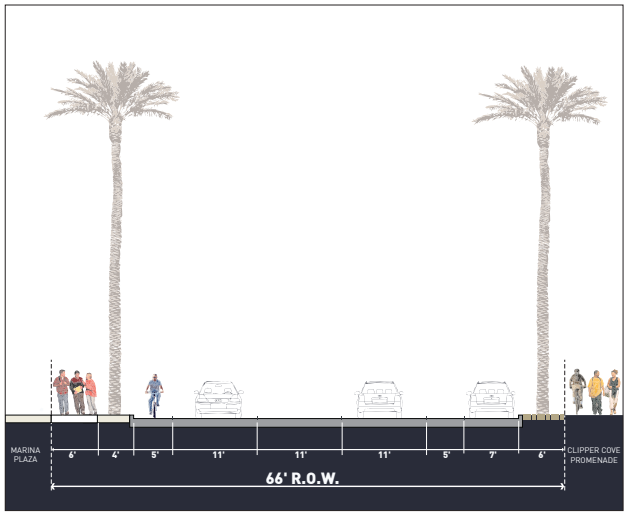


Figure T2.bb: Clipper Cover Avenue-B1 Block Street Section 1

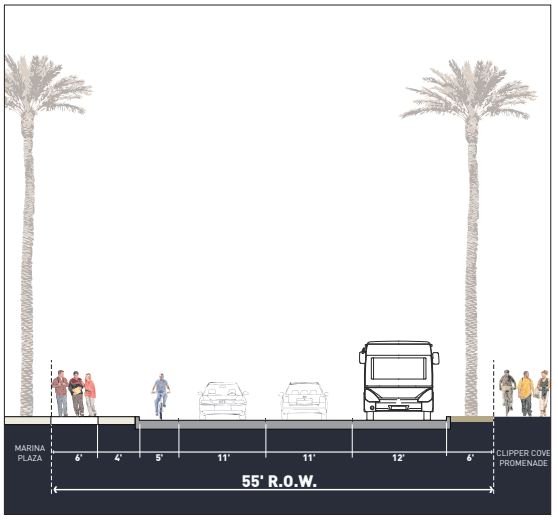


Figure T2.cc Clipper Cover Avenue-B1 Block Street Section 2

STANDARDS

T2.16.1

1. Street lane widths shall be as per figures indicated with each street description.
2. Curb and gutter shall comply with the San Francisco City Standard.
3. Throughway Zone - Sidewalk widths per section, paving material shall be standard concrete.
4. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six-foot wide unobstructed Throughway Zone.
5. Minimum tree size is 24 inch box
6. Streetlights - Pole height range of 20 feet to 30 feet.
7. Stormwater planters - shall be incorporated into all zones of the street section where necessary.
8. Parking meters shall comply with City Standards and utilize combined meter stations.
9. Setbacks - Refer to section T4.2.
10. Street trees are required and shall be spaced at 40 feet apart on center (maximum).

11. Right of Way: 55 feet - 66 feet	
12. Vehicle Width: 11 feet	
13. Bike Lane: 5 feet	
14. Parking Dimension: 8 feet	
15. Furnishing Zone: 5.5 feet - 6 feet	
16. Throughway Zone: 6 feet	

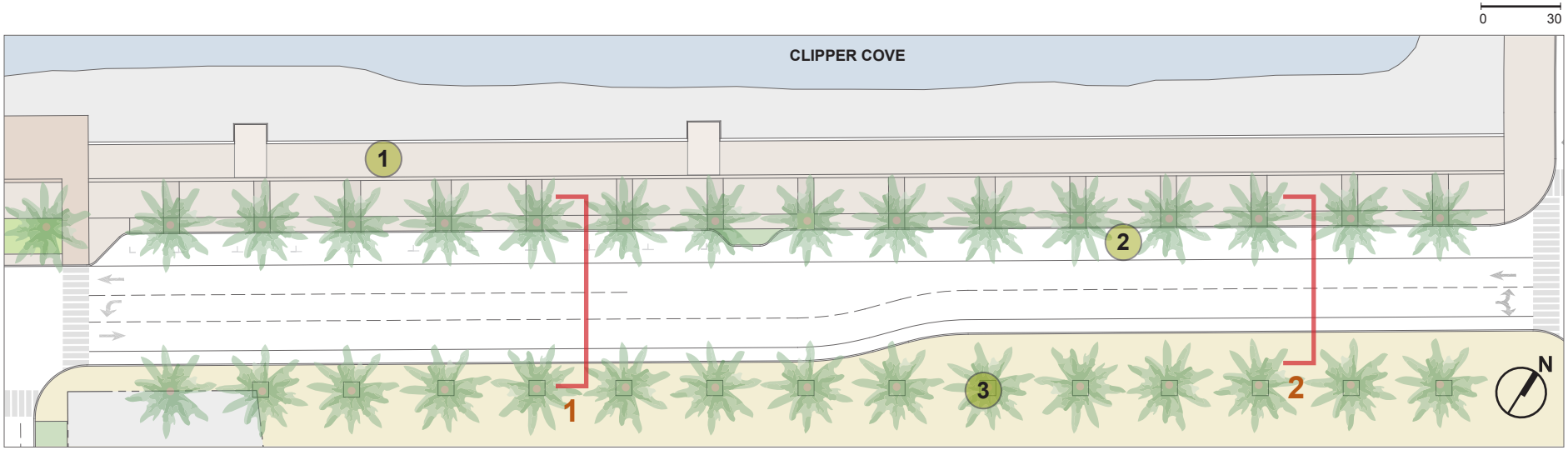


Figure T2.dd: Illustrative Clipper Cove Avenue-B1 Block Streetscape Plan

1. Promenade
2. Bus Stop
3. Palm Tree

GUIDELINES

T2.16.2 Throughway Zone

1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.

T2.16.3 Furnishing Zone

1. The Furnishing Zone should be planted in sections where there is no adjacent on street parking.
2. When the Furnishing Zone is not planted it should be paved to match the Throughway Zone.
3. Tree grates should be used at tree locations.
4. Stormwater planters should be incorporated as required for treatment.
5. Unit pavers are recommended.

T2.16.4 Street Trees

1. Type 6 street tree should be planted within the Furniture Zone.
2. For full tree species guidelines, refer to the Species List, figure T2.e.

T2.16.5 Setback Zone

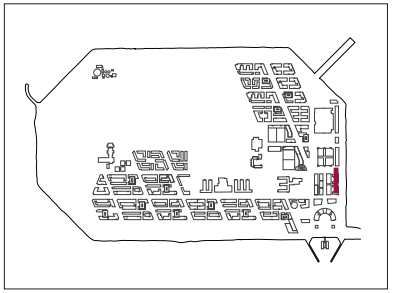
1. Plantings should be coordinated with building designs, and may vary over the length of the streets.
2. Private use areas are encouraged.

T2.16.6 Special Notes

1. Sidewalk improvements on the water side are within the Clipper Cove Promenade design guidelines.
2. Stormwater planters should be incorporated near corners and within the Furnishing Zone.

T2.17 Clipper Cove Avenue– M1 Block

Clipper Cove Avenue is located south of the Island Center District with a variety of mixed uses along its length including retail, residential, commercial, and marina activities. Across the street from the mixed use island side is the Clipper Cove Promenade open space.



Clipper Cove Avenue runs parallel to California Avenue and is the southernmost street on Treasure Island

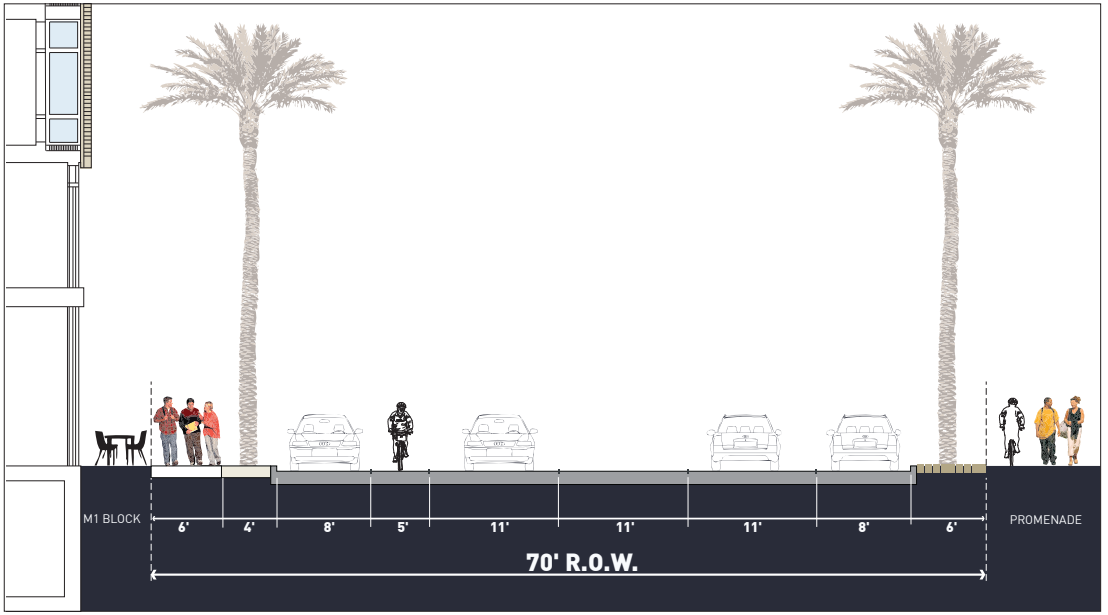


Figure T2.ee: Typical Clipper Cove Avenue-M1 Block Street Section

STANDARDS

T2.17.1

1. Street lane widths shall be as per figures indicated with each street description.
2. Curb and gutter shall comply with the San Francisco City Standard.
3. Throughway Zone - Sidewalk widths per section, paving material shall be standard concrete.
4. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six-foot wide unobstructed Throughway Zone.
5. Minimum tree size is 24 inch box
6. Streetlights - Pole height range of 20 feet to 30 feet.
7. Stormwater planters - shall be incorporated into all zones of the street section where necessary.
8. Parking meters shall comply with City Standards and utilize combined meter stations.
9. Setbacks - Refer to section T4.2.
10. Street trees are required and shall be spaced at 40 feet apart on center (maximum).
11. Clipper Cove Avenue shall have a 10-foot-wide turning lane.

12. Right of Way: 70 feet

13. Vehicle Width: 11 feet

14. Bike Lane: 5 feet

15. Parking Dimension: 8 feet

16. Furnishing Zone: 4 feet - 6 feet

17. Throughway Zone: 6 feet

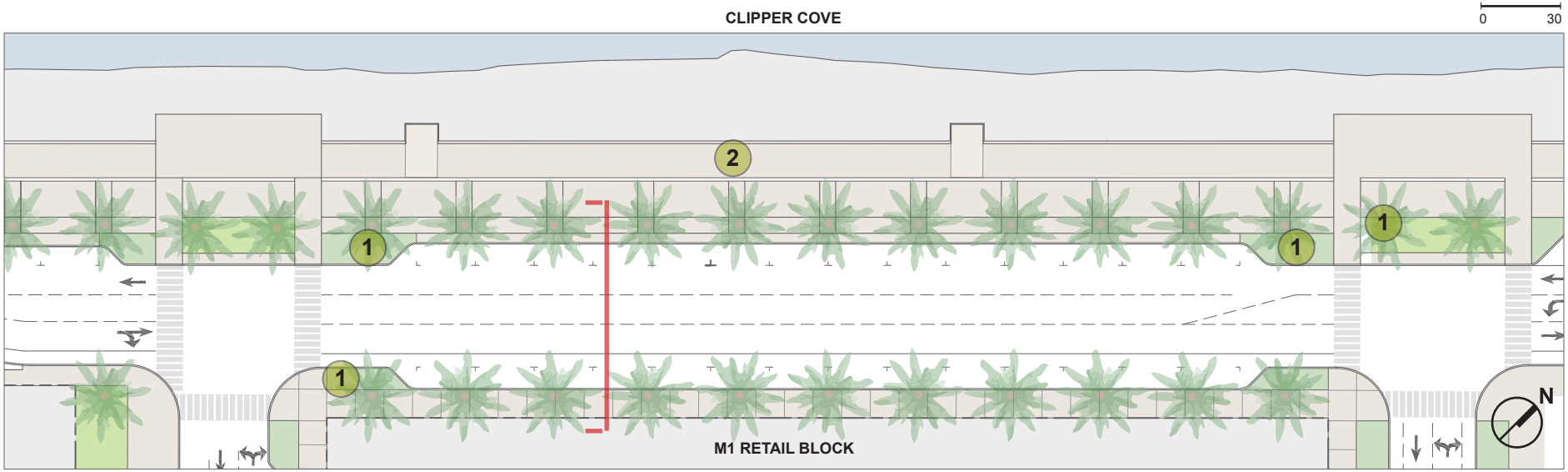


Figure T2.ff: Illustrative Clipper Cove Avenue-M1 Block Streetscape Plan

1. Stormwater Planter
2. Promenade

GUIDELINES

T2.17.2 Throughway Zone

1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.

T2.17.3 Furnishing Zone

1. The Furnishing Zone should be planted in sections where there is no adjacent on street parking.
2. When the Furnishing Zone is not planted it should be paved to match the Throughway Zone.
3. Tree grates should be used at tree locations.
4. Stormwater planters should be incorporated as required for treatment.
5. Unit pavers are recommended.

T2.17.4 Street Trees

1. Type 6 street tree should be planted within the Furnishing Zone.
2. For full tree species guidelines, refer to the Species List, figure T2.e.

T2.17.5 Setback Zone

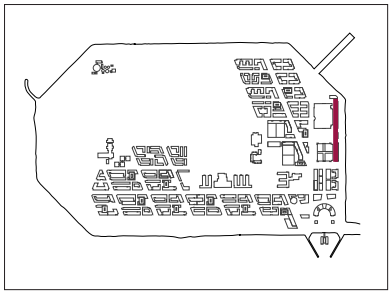
1. Plantings should be coordinated with building designs, and may vary over the length of the streets.
2. Private use areas are encouraged.

T2.17.6 Special Notes

1. Sidewalk improvements on the water side are within the Clipper Cove Promenade design guidelines.
2. Stormwater planters should be incorporated near corners and within the Furnishing Zone.

T2.18 Clipper Cove Avenue– B2 and B3 Blocks

Clipper Cove Avenue is located south of the Island Center District with a variety of mixed uses along its length including retail, residential, commercial, and marina activities. Across the street from the mixed use island side is the Clipper Cove Promenade open space. This section of the street is adjacent to retail and residential uses.



Clipper Cove Avenue runs parallel to California Avenue and is the southernmost street on Treasure Island

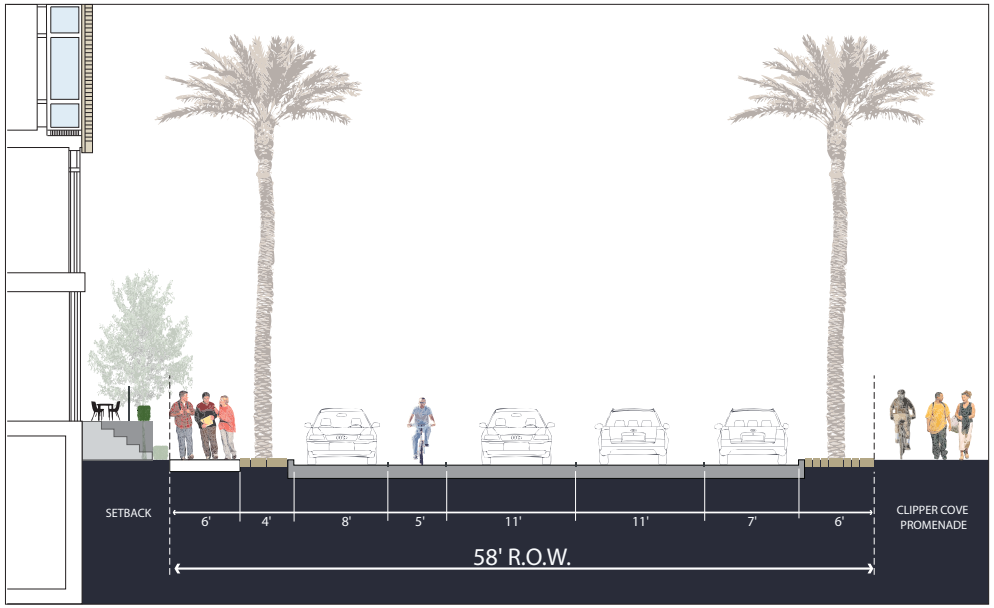


Figure T2.gg: Typical Clipper Cove Avenue-B2/B3 Blocks Street Section

STANDARDS

T2.18.1

1. Street lane widths shall be as per figures indicated with each street description.
2. Curb and gutter shall comply with the San Francisco City Standard.
3. Throughway Zone - Sidewalk widths per section, paving material shall be standard concrete.
4. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six-foot wide unobstructed Throughway Zone.
5. Minimum tree size is 24 inch box
6. Streetlights - Pole height range of 20 feet to 30 feet.
7. Stormwater planters - shall be incorporated into all zones of the street section where necessary.
8. Parking meters shall comply with City Standards and utilize combined meter stations.
9. Setbacks - Refer to section T4.2.

10. Right of Way: 58 feet

11. Vehicle Width: 11 feet

12. Bike Lane: 5 feet

13. Parking Dimension: 7 feet

14. Furnishing Zone: 4 feet - 6 feet

15. Throughway Zone: 6 feet

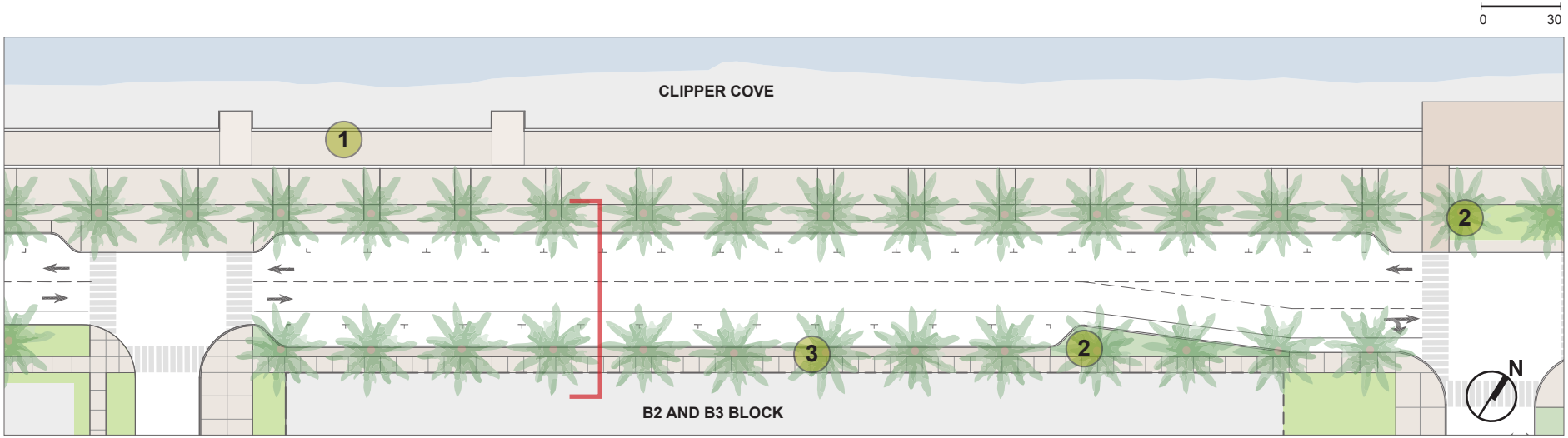


Figure T2.hh: Illustrative Clipper Cove Avenue-B2/B3 Blocks Streetscape Plan

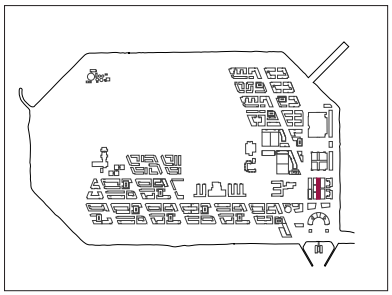
1. Promenade
2. Stormwater Planter
3. Palm Tree

GUIDELINES

T2.18.2 Throughway Zone	T2.18.3 Furnishing Zone	T2.18.4 Street Trees	T2.18.5 Setback Zone	T2.18.6 Special Notes
1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.	1. The Furnishing Zone should be planted in sections where there is no adjacent on street parking. 2. When the Furnishing Zone is not planted it should be paved to match the Throughway Zone. 3. Tree grates should be used at tree locations. 4. Stormwater planters should be incorporated as required for treatment. 5. Unit pavers are recommended.	6. Type 6 street tree should be planted within the Furniture Zone. 7. For full tree species guidelines, refer to the Species List, figure T2.e.	1. Plantings should be coordinated with building designs, and may vary over the length of the streets. 2. Private use areas are encouraged.	1. Sidewalk improvements on the water side are within the Clipper Cove Promenade design guidelines. 2. Stormwater planters should be incorporated near corners and within the Furnishing Zone.

T2.19 M1 Retail Main Street

This street is the primary pedestrian route through the island's main retail area. The street will be designed for pedestrian comfort and urban vibrancy.



The Retail Street is located on the M1 block and runs from the Marina Plaza to Building 2.

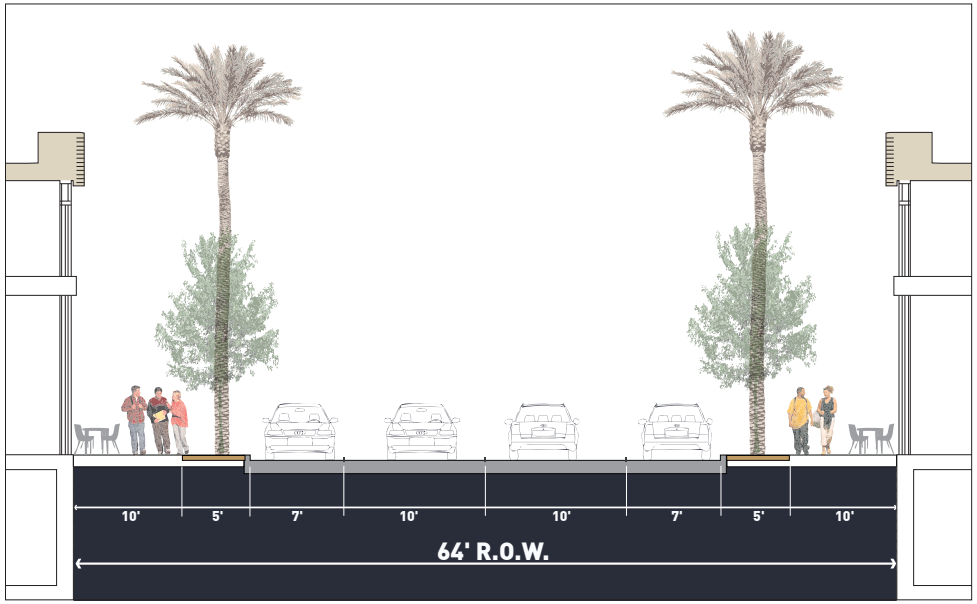


Figure T2.ii: Typical M1 Retail Main Street Section

STANDARDS

T2.19.1

1. Street lane widths shall be as per figures indicated with each street description.
2. Curb and gutter shall comply with the San Francisco City Standard.
3. Throughway Zone - Sidewalk widths per section, paving material shall be standard concrete.
4. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six-foot wide unobstructed Throughway Zone.
5. Minimum tree size is 24 inch box
6. Streetlights - Pole height range of 20 feet to 30 feet.
7. Stormwater planters - shall be incorporated into all zones of the street section where necessary.
8. Parking meters shall comply with City Standards and utilize combined meter stations.
9. Setbacks - Refer to section T4.2.
10. Palms shall be planted along the Throughway Zone.

11. Right of Way: 64 feet

12. Vehicle Width: 10 feet

13. Bike Lane: N/A

14. Parking Dimension: 7 feet

15. Furnishing Zone: 5 feet

16. Throughway Zone: 5 feet

17. Frontage Zone: 5 feet

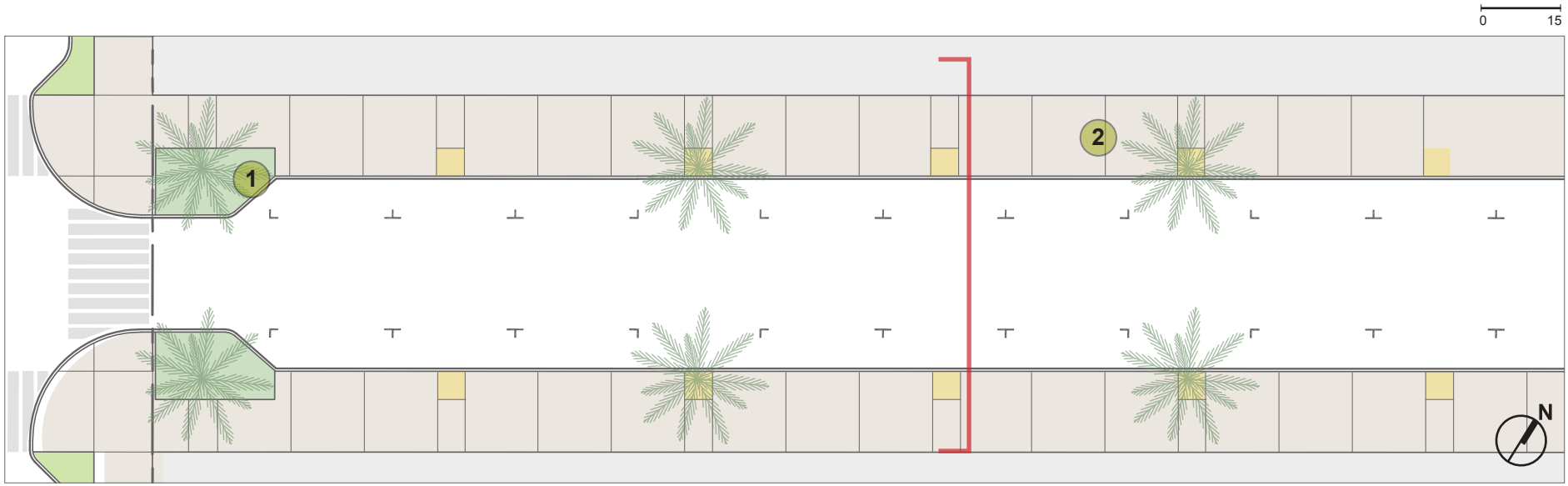


Figure T2.jj: Illustrative M1 Retail Main Street Streetscape Plan

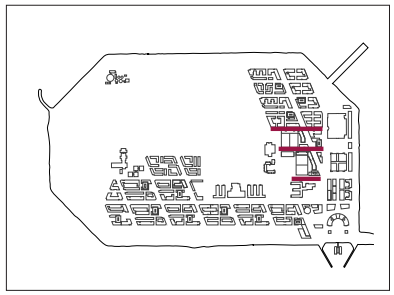
1. Stormwater Planter with Palm
2. Furnishing Zone

GUIDELINES

T2.19.2 Throughway Zone	T2.19.3 Furnishing Zone	T2.19.4 Street Trees	T2.19.5 Setback Zone	T2.19.6 Special Notes
1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.	1. The Furnishing Zone should be planted in sections where there is no adjacent on street parking. 2. When the Furnishing Zone is not planted it should be paved to match the Throughway Zone. 3. Tree grates should be used at tree locations. 4. Stormwater planters should be incorporated as required for treatment. 5. Unit pavers are recommended.	1. Type 6 and 7 street tree should be planted along the retail street. 2. Trees should be installed to promote healthy growth, including (but not limited to) adequate space within the Furnishing Zone, appropriate soil depth, sub-surface drainage, and tree staking. 3. For full tree species guidelines, refer to the Species List, figure T2.e.	1. Paving may be used along retail buildings. 2. Pots, movable planters and freestanding signs are discouraged. 3. Furnishings and merchandise displays are encouraged.	1. Stormwater planters should be incorporated near corners and within the Furnishing Zone. 2. Structural soil is recommended.

T2.20 Island Center Streets

Island Center streets are generally characterized as streets that have both a residential and a retail function.



These streets are located north of California Avenue in the Island Center Neighborhood.

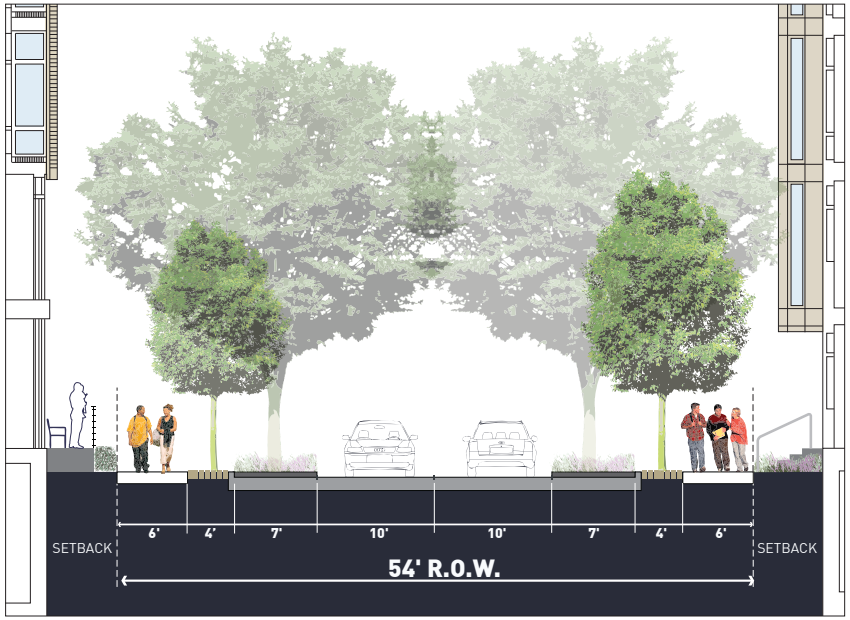


Figure T2.kk: Typical Island Center Street Section

STANDARDS

T2.20.1

1. Street lane widths shall be as per figures indicated with each street description.
2. Curb and gutter shall comply with the San Francisco City Standard.
3. Throughway Zone - Sidewalk widths per section, paving material shall be standard concrete.
4. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six-foot wide unobstructed Throughway Zone.
5. Minimum tree size is 24 inch box
6. Streetlights - Pole height range of 20 feet to 30 feet.
7. Stormwater planters - shall be incorporated into all zones of the street section where necessary.
8. Parking meters shall comply with City Standards and utilize combined meter stations.
9. Setbacks - Refer to section T4.2.
10. Street trees are required and shall be spaced at 40 feet apart on center (maximum).

11. Right of Way: 54 feet

12. Vehicle Width: 10 feet

13. Bike Lane: N/A

14. Parking Dimension: 7 feet

15. Furnishing Zone: 4 feet

16. Throughway Zone: 6 feet

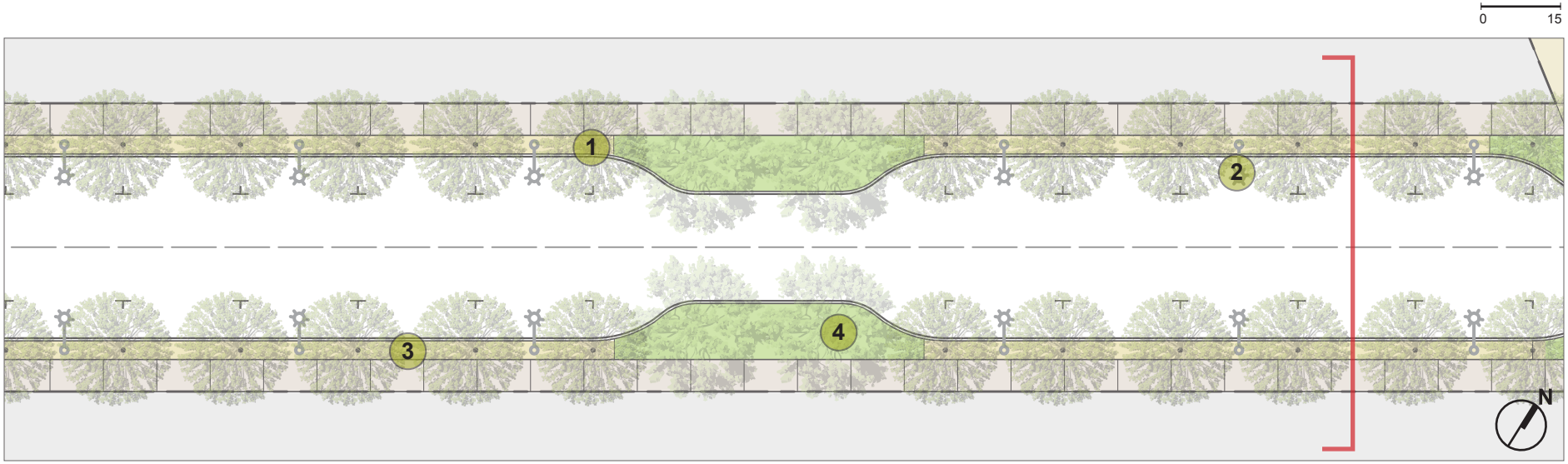


Figure T2.II: Illustrative Island Center Streetscape Plan

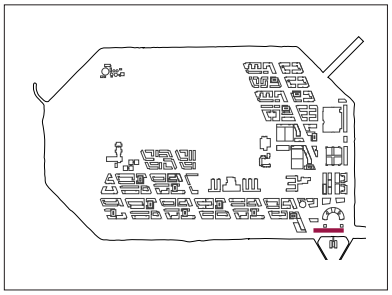
1. Street Tree
2. Street Light
3. Furnishing Zone
4. Bulb Out with Street Tree

GUIDELINES

T2.20.2 Throughway Zone	T2.20.3 Furnishing Zone	T2.20.4 Street Trees	T2.20.5 Setback Zone	T2.20.6 Special Notes
1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.	1. The Furnishing Zone should be planted in sections where there is no adjacent on street parking. 2. When the Furnishing Zone is not planted it should be paved to match the Throughway Zone. 3. Tree planters should be paved with decomposed granite or similar. 4. Stormwater planters should be incorporated as required for treatment. 5. Standard concrete or unit paving is recommended.	1. Type 9 street should be planted within the Furniture Zone. 2. Trees should be installed to promote healthy growth, including (but not limited to) adequate space within the Furnishing Zone, appropriate soil depth, sub-surface drainage, and tree staking. 3. For full tree species guidelines, refer to the Species List, figure T2.e.	1. Plantings should be coordinated with building designs, and may vary over the length of the streets. 2. Private use areas are encouraged adjacent to residential buildings.	1. Stormwater planters should be incorporated near corners and within Furnishing Zones. 2. Structural soil is recommended where the Furnishing Zone is cast in place.

T2.21 Palm Drive – Building 1

Palm Drive is the primary point of entry on Treasure Island for all vehicles, bikes and pedestrians coming from the ferry. As such it will be distinguished as a grand urban space with its street as a secondary element to the plaza. Landscape treatments for the throughway zones will be integrated into the design of the adjacent plaza spaces.



Palm Drive is located west of Building 1

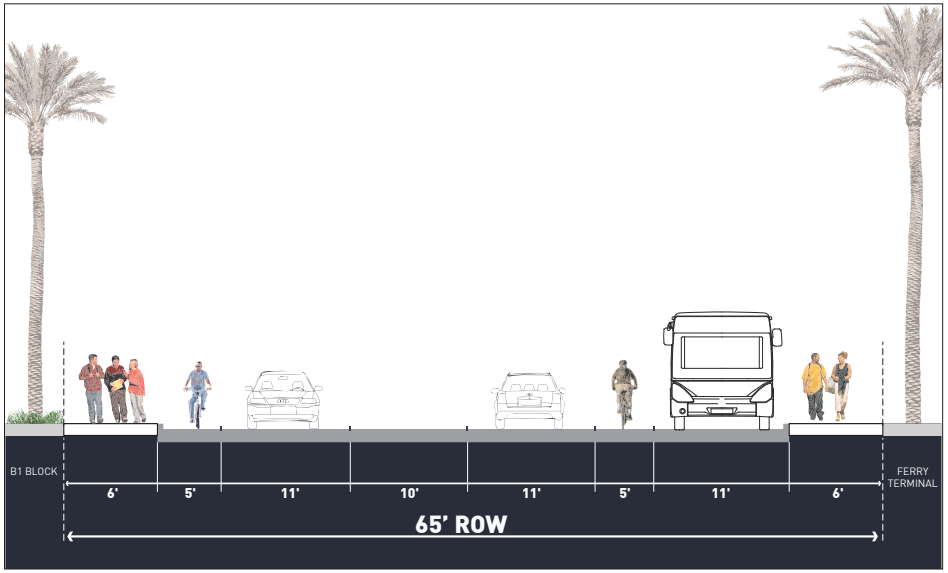


Figure T2.mm: Typical Palm Drive Street Section

STANDARDS

T2.21.1

1. Street lane widths shall be as per figures indicated with each street description.
2. Elevated tables or other traffic-calming pedestrian crossings are allowed.
3. Curb and gutter shall comply with the San Francisco City Standard.
4. Throughway Zone - Sidewalk widths per section, paving material shall be standard concrete.
5. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six-foot wide unobstructed Throughway Zone.
6. Minimum tree size is 24 inch box
7. Streetlights - Pole height range of 20 feet to 30 feet.
8. Stormwater planters - shall be incorporated into all zones of the street section where necessary.
9. Parking meters shall comply with City Standards and utilize combined meter stations.
10. Setbacks - Refer to section T4.2.
11. Refer to Open space sections T1.3.1, T1.3.2

12. Right of Way: 65 feet
13. Vehicle Width: 11 feet
14. Bike Lane: 5 feet
15. Parking Dimension: N/A
16. Furnishing Zone: N/A
17. Throughway Zone: 6 feet

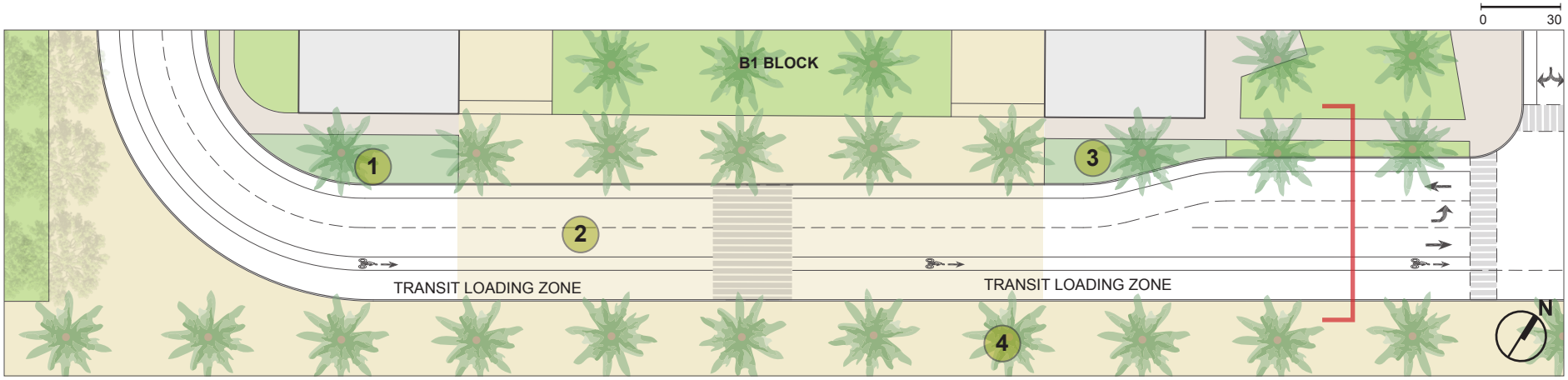


Figure T2.nn: Illustrative Palm Drive Streetscape Plan

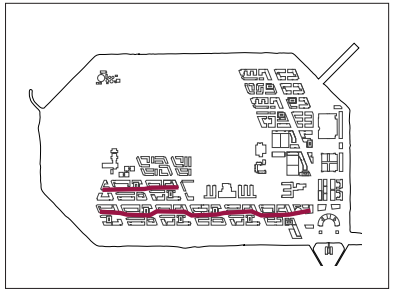
1. Stormwater Planter
2. Special Paving Street Section
3. Stormwater Planter
4. Palm Tree

GUIDELINES

T2.21.2 Throughway Zone	T2.21.3 Furnishing Zone	T2.21.4 Street Trees	T2.21.5 Setback Zone	T2.21.6 Special Notes
1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.	1. The Furnishing Zone should be planted in sections where there is no adjacent on street parking. 2. When the Furnishing Zone is not planted it should be paved to match the Throughway Zone. 3. Tree planters should be paved with cobble or street tree grate. 4. Stormwater planters should be incorporated as required for treatment.	5. Type 6 street trees should be planted. 6. For full tree species guidelines, refer to the Species List, figure T2.e.	1. Plantings should be coordinated with building designs, and may vary over the length of the streets. 2. Private use areas are encouraged.	1. Stormwater planters should incorporate a seating element. 2. Refer to Open Space Chapters for standards and guidelines for Waterfront Plaza and Building 1 Plaza. 3. Traffic calming measures are encouraged at pedestrian crossing, including an elevated table crossing or other measures.

T2.22 Shared Public Way

The Shared Public Way is a new street typology for the City of San Francisco being implemented on Treasure Island. On Treasure Island, the Shared Public Way is sometimes called “the Mews”. It is meant to favor pedestrian activity with limited vehicular access and low vehicle speeds. Shared Public Ways prioritize pedestrian use of the entire right-of-way while allowing occasional slow-moving vehicles to access local land uses and parking, and provide necessary services. Treasure Island’s Shared Public Ways will be designed with special paving, a variety of amenities, landscaping, seating, and pockets of on-street loading (not parking), to create an environment that encourages public space use and slows occasional vehicles.



The Shared Public Way is located in the Cityside Neighborhood.

Illustrative Shared Public Way perspective.

STANDARDS		
T2.22.1		
1. Street lane widths shall be as per figures indicated with each street description.	**5.** Stormwater planters - shall be incorporated into all zones of the street section where necessary.	**8.** Total Right of Way Width: 40 feet
2. Encroachments into ROW for pedestrian, retail-oriented, transit, or other types of seating shall maintain a minimum six-foot wide unobstructed Throughway Zone.	**6.** Setbacks - Refer to section T4.2.	**9.** Vehicle Lane Width: 12 feet minimum
3. An 18-inch landscape buffer shall be provided between the emergency vehicle lane and any private open space.	**7.** Minimum tree size is 24-inch box.	**10.** Emergency Vehicle Lane Width: 20 feet minimum
4. Streetlights - Pole height range of 20 feet to 30 feet.		**11.** Pedestrian Lane Width: 4 feet - 20 feet
		12. Setback Zone: 0 feet-6 feet

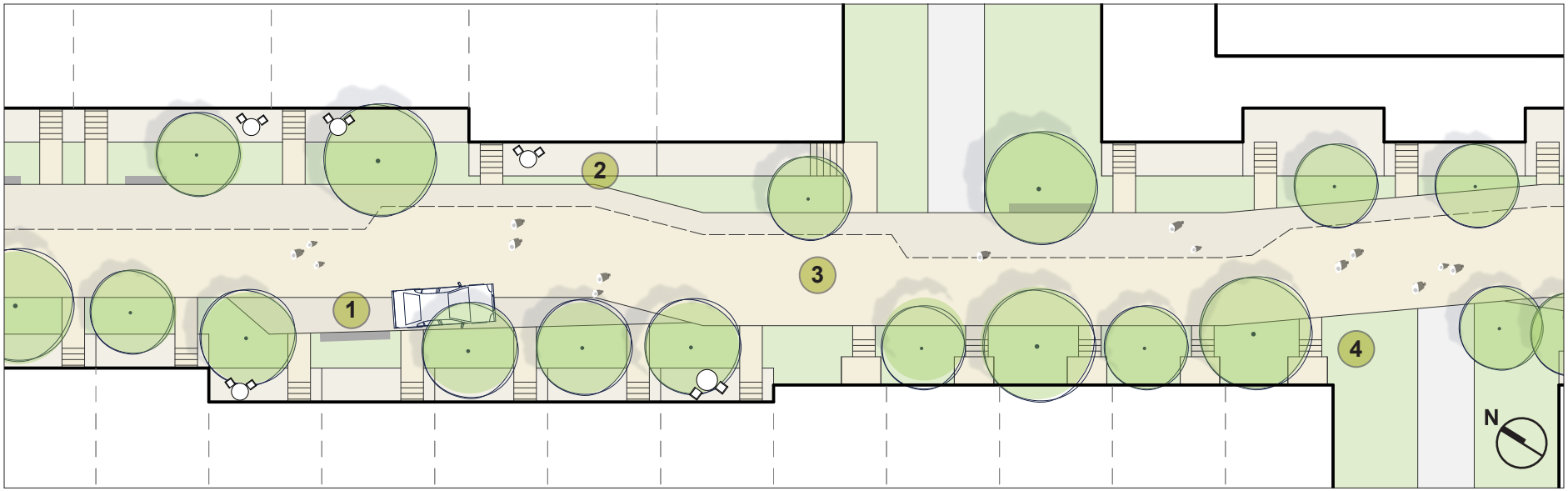


Figure T2.oo: Illustrative Shared Public Way Streetscape Plan

1. Loading Zone
2. Elevated Deck
3. 20' Paved Path
4. Stoops

GUIDELINES (continued on next page)

T2.22.2 Right of Way

1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.
2. Vehicle lane should be provided within the Emergency Vehicle Lane zone.
3. The Pedestrian Lane may be provided within the Emergency Vehicle Lane but should be outside of the Vehicle Lane.

T2.22.3 Furnishing Zone

1. Streetscape elements should be included to encourage public use of the space.
2. Private trash facilities and bins should not be accessed or visible from the Shared Public Way.

T2.22.4 Street Trees

1. Street trees are encouraged.
2. Tree plantings should be integrated with the landscape design of each parcel, instead of being uniform along the entire length of the street.
3. For full tree species guidelines, refer to the Species List, figure T2.e.

T2.22.5 Setback Zone

1. Barriers higher than 36 inches are discouraged within the Setback Zone.
2. There should be a 3-foot average Setback Zone along Shared Public Ways, ranging from 0 feet to 6 feet. Refer to section T4.2 for more on the Setback Zone.

T2.22.6 Special Notes

1. Stormwater planters should incorporate a seating element.
2. Lighting should be pedestrian scaled and of similar type and style to other lighting along Shared Public Ways.

In general, Shared Public Ways are streets and alleys designed as single-surface, shared spaces for multiple uses and activities that:

- Prioritize use of the street for pedestrians and public space over vehicular through travel.
- Calm vehicle traffic to minimize hazards to pedestrians and nuisances to neighbors.
- Accommodate small numbers of vehicles at low speeds as necessary for local access to building entries and driveways, on-street parking, loading, service and emergency access, and deliveries.
- Provide clarity as appropriate for people with visual impairments regarding the shared pedestrian/vehicular nature of the space.

Standards and guidelines for certain elements such as paving and lighting provide continuity for the entire length of the street, while other elements such as plants and furnishings create diversity, variety and interest by being different with each building design. The intent for Treasure Island's Shared Public Ways is that they be designed to emphasize their pedestrian and bicycle-accessible public space character, and be clearly differentiated from conventional automobile-oriented streets.

GUIDELINES (cont.)

T2.22.7 Traffic Calming

1. Narrowing the portion of the street where vehicles are allowed as much as possible is encouraged.
2. Where suitable, meandering paths of vehicle and bicycle travel employing horizontal shifts through the alignment of the lane, placement of landscaping, bollards, street furniture, parking and other streetscape elements are encouraged.
3. Setting the level of the Shared Public Way so as to be co-planer with the level of the adjacent sidewalks such that vehicles and bicycles must ascend a driveway apron to access the Shared Public Way is encouraged.
4. Paving the entire right-of-way with a special surface or surface to differentiate the right-of-way from standard streets is encouraged. Special paving could be either smooth or vibration-free.

T2.22.8 Public Space Orientation

1. Use of alternative paving materials or distinct, coherent paving patterns is encouraged, helping the entire right of way to read as a single, unified space.
2. Paving design should be consistent for the entire length of a Shared Public Way right-of-way, through all of the blocks.
3. Public Rights of Way should include streetscape elements such as furnishings, trees, and stormwater planters that provide public space amenities and encourage public use of the space.
4. Streetscape amenities should be located and spaced in a way that allows visual permeability and barrier-free pedestrian movement through the entire right-of-way.
5. Individual parcels should provide opportunities for public gathering within the right-of-way improvement area.
6. Small plazas or vehicle-free public spaces within the right-of-way are encouraged. These spaces could alternate from side to side, and contain space for active or passive recreational activities.

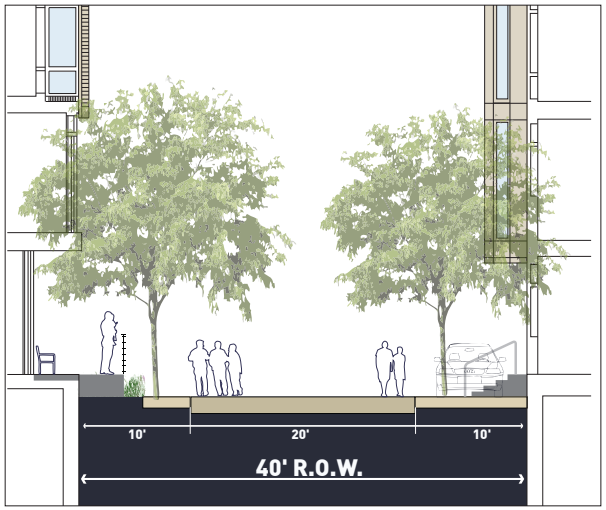


Figure T2.pp: Shared Public Way Street Section 1

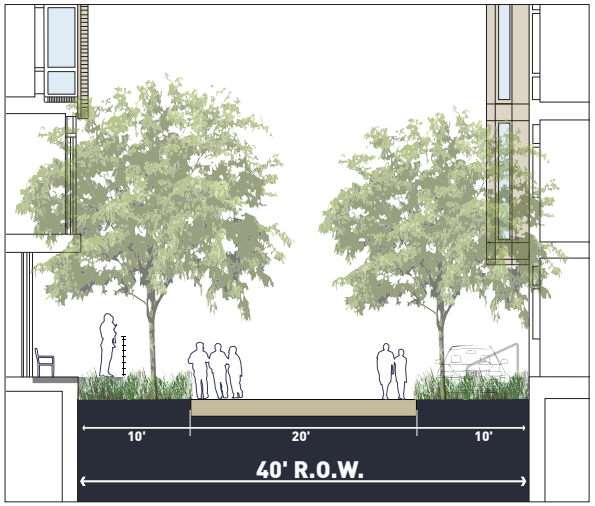


Figure T2.qq: Shared Public Way Street Section 2

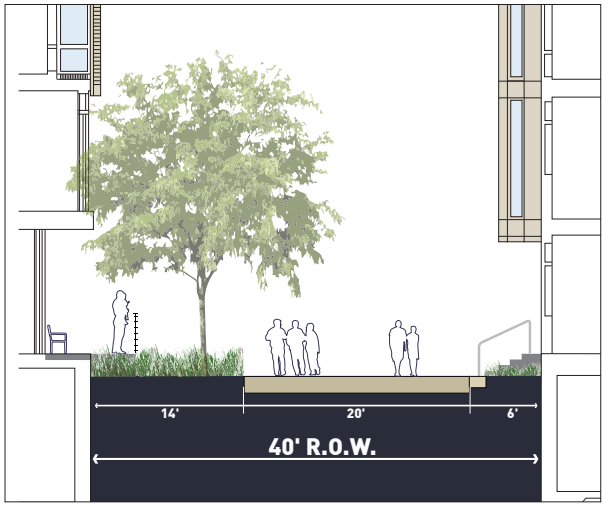


Figure T2.rr: Shared Public Way Street Section 3

GUIDELINES (cont.)

T2.22.9 Visual/Tactile Detection	T2.22.10 Drainage	T2.22.11 Plantings	T2.22.12 Lighting
1. Visual/tactile surface and architectural treatments should provide a delineation or demarcation between shared and pedestrian-only portions of the Shared Public Way. 2. Visual/tactile detection should be incorporated where a sidewalk interfaces with a vehicular entrance to a shared public way, at curb ramps, where pedestrian routes are adjacent to hazardous vehicular areas, and where no curb is provided. By San Francisco City definition and technical criteria, shared public ways are not hazardous vehicular areas.	1. Drainage on Shared Public Ways should be located towards the edge of the right-of-way, with stormwater planters integrated with site furnishings to filter stormwater and provide gathering spaces along the street.	1. Planting designs should be unique for each parcel.	1. Street lights should be of a uniform type and style for the entire length of the street, with secondary accent lights unique to each parcel.

T2.23 Mid-block Easements

Mid-block Easements are intended to provide pedestrian-focused connections within the streets network at mid block locations. They are publicly accessible private easements, to be designed and implemented by building parcel developers but entirely accessible to the public. These easements will support and enliven the pedestrian experience between the street and the Shared Public Way. Mid-block Easements are intended to serve both pedestrian and vehicular movements.

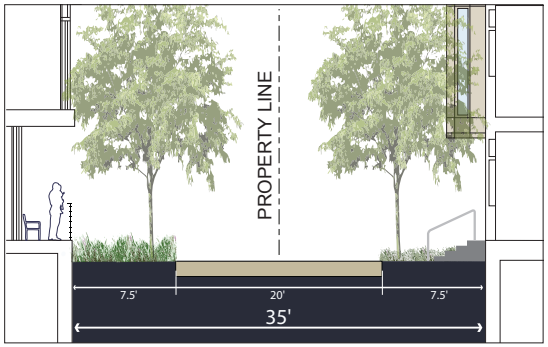
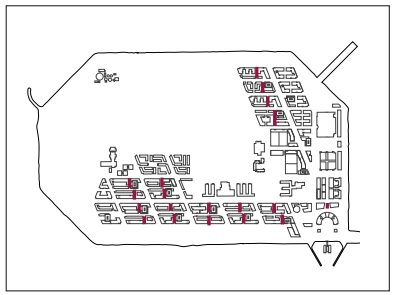


Figure T2.ss: Mid-block Easement Section 1

1. Unit Entry
2. Walkway



Mid-Block streets located between Windrow Streets within the Cityside Neighborhood Blocks

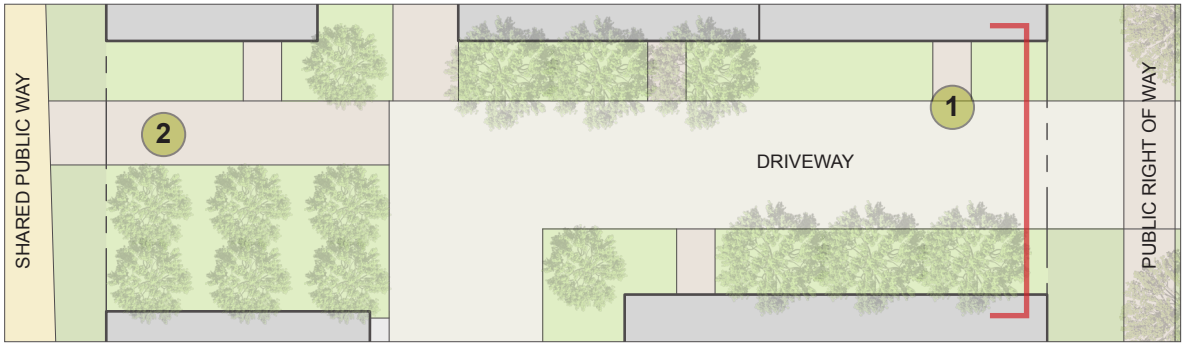


Figure T2.tt: Mid-block Easement 1 illustrative plan, designed for both pedestrian and vehicular use.

STANDARDS

T2.23.1

1. Vehicle access is allowed to parking garages only; not permitted through to Shared Public Way.
2. Mid-block alleys shall be lit to a level that is safe for pedestrians and vehicle movement.
3. When appropriate trees shall be planted in landscape areas. For tree characteristics and species, refer to Street Tree Plan and Species List in previous section.
4. Streetlights or building-mounted street lighting shall range in height from 15 feet to 25 feet.
5. Minimum tree size is 24-inch box.
6. If Mid-block Easement is to be shared by pedestrians and vehicles accessing parking garages, the minimum width shall be 35-feet.

7. Right of Way: 16 feet - 40 feet
8. Vehicle Width: N/A
9. Bike Lane: N/A
10. Parking Dimension: N/A
11. Furnishing Zone: N/A
12. Throughway Zone: N/A

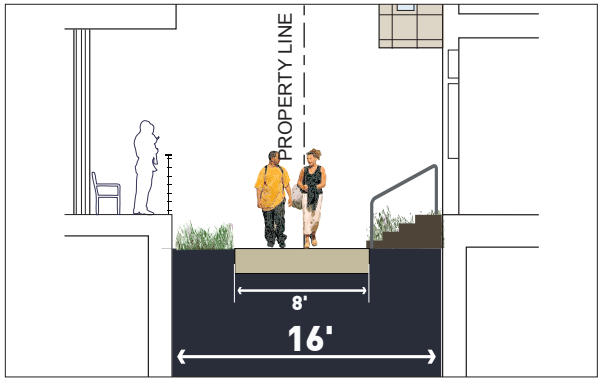
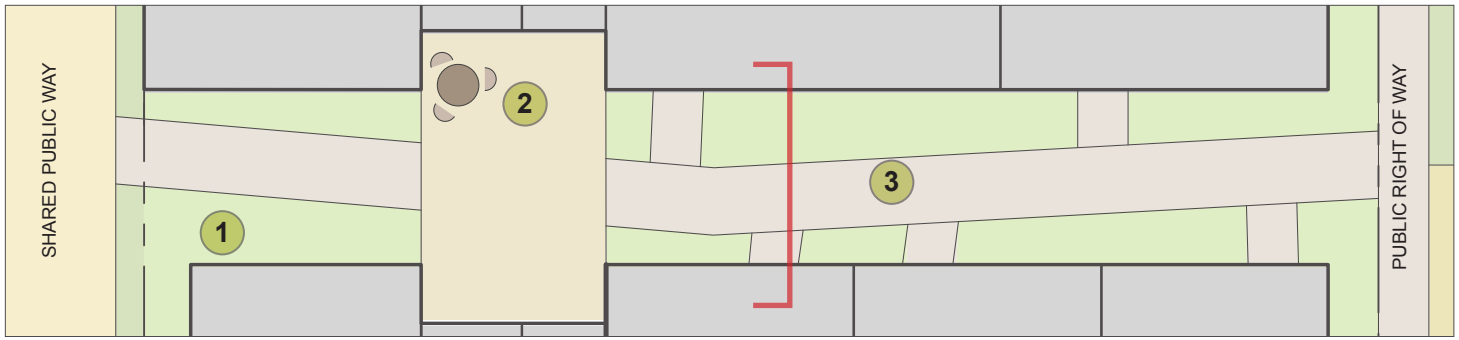


Figure T2.uu: 16-foot-wide Mid-block Easement Section 2



1. Landscape Area
2. Entry Plaza
3. Pathway

Figure T2.vv: 16-foot-wide Mid-block Easement 2 illustrative plan, designed for pedestrian use only.

GUIDELINES

T2.23.2 Right of Way	T2.23.3 Furnishing Zone	T2.23.4 Street Trees	T2.23.5 Setback Zone	T2.23.6 Special Notes
1. Alternatives to standard paving are encouraged and should include enhanced concrete paving, concrete pavers and stone.	1. N/A	1. Plantings and/or small street trees are encouraged.	1. Barriers higher than 36 inches tall are discouraged within Mid-block- alleys.	1. Stormwater planters should incorporate a seating element. 2. Street furnishing should be of similar character and style. 3. Stormwater planters - shall be incorporated into all zones of the street section.

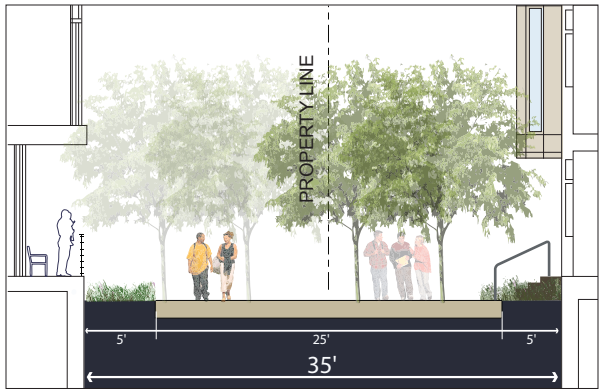


Figure T2.ww: 35-foot-wide Mid-block Easement Section 3

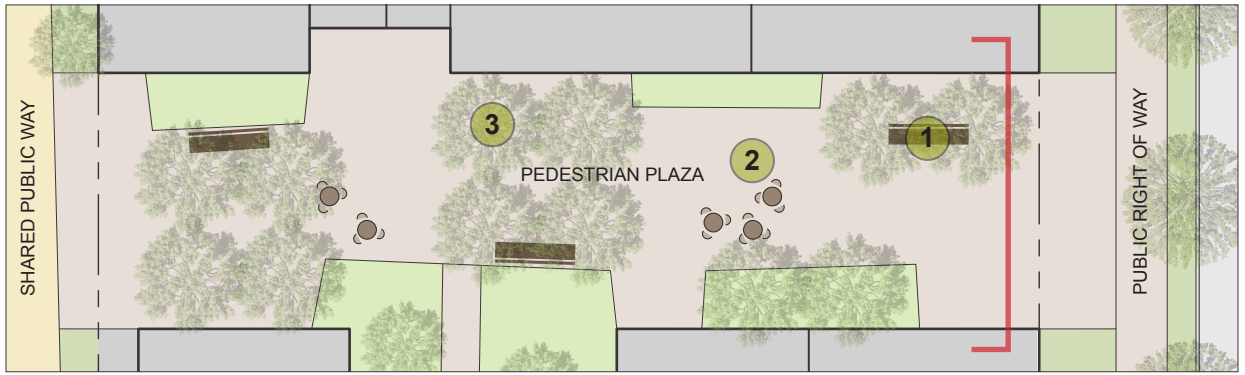


Figure T2.xx: 35-foot-wide Mid-block Easement 3 illustrative plan, designed for pedestrian use only.

1. Fixed Benches
2. Moveable Seating
3. Plaza Trees

LAND USE
Treasure Island

T3

The land use design standards and guidelines below support the goal of creating vital, distinctive, and walkable neighborhoods. The Design for Development not only allows for a mixed-use district (Island Center) with a rich variety of uses, but also a distribution of neighborhood-supportive uses in both of the residential districts – Cityside and Eastside. The permitted land uses for Treasure Island described below are consistent with the Special Use District.

This chapter is organized into four categories:

T3.1 Tideland Trust

T3.2 Designated Land Uses

T3.3 Other Land Uses

T3.4 Land Use Standards and Guidelines

T3.1 TIDELANDS TRUST

Treasure Island, with its extensive waterfront, is subject to the Tidelands Trust doctrine administered by the State of California. Under the Tidelands Trust doctrine, title to tidelands and lands under navigable waters is held in trust by the State for the benefit of the people of California. The Tidelands Trust doctrine has been developed primarily through case law and interpretations of that law by the California State Lands Commission and Attorney General. The Tidelands Trust effectively acts as a type of zoning by limiting the Permitted uses of lands subject to the Trust. Uses of Trust lands are generally limited to waterborne commerce, navigation, fisheries, water-oriented recreation, including commercial facilities that must be located on or adjacent to water, and environmental preservation and recreation, such as natural resource protection, wildlife habitat and study, and facilities for fishing, swimming, and boating. Ancillary or incidental uses that promote trust uses or accommodate public enjoyment of Tidelands Trust lands, are also permitted, such as hotels, restaurants and specialty retail. Residential and general office uses are generally not permitted uses on Tidelands Trust lands. TIDA (Treasure Island Development Authority) is the trustee for the Tidelands Trust, pursuant to the Treasure Island Conversion Act of 1997, enacted by the State legislature. The Tidelands Trust doctrine and the terms of the trust under the Conversion Act are referred to in this Design for Development as the "Tidelands Trust."

Section 8 of the Conversion Act prohibits TIDA from granting, conveying, giving or alienating any of the Tidelands Trust property under its jurisdiction. However, the Conversion Act authorizes TIDA to enter into leases of Tidelands Trust property for up to 66 years for uses consistent with the Tidelands Trust. TIDA may also enter into interim leases (no more than five years) for Tidelands Trust property not immediately needed for trust uses, subject to certain findings and so long as the proposed use would not interfere with the Tidelands Trust.

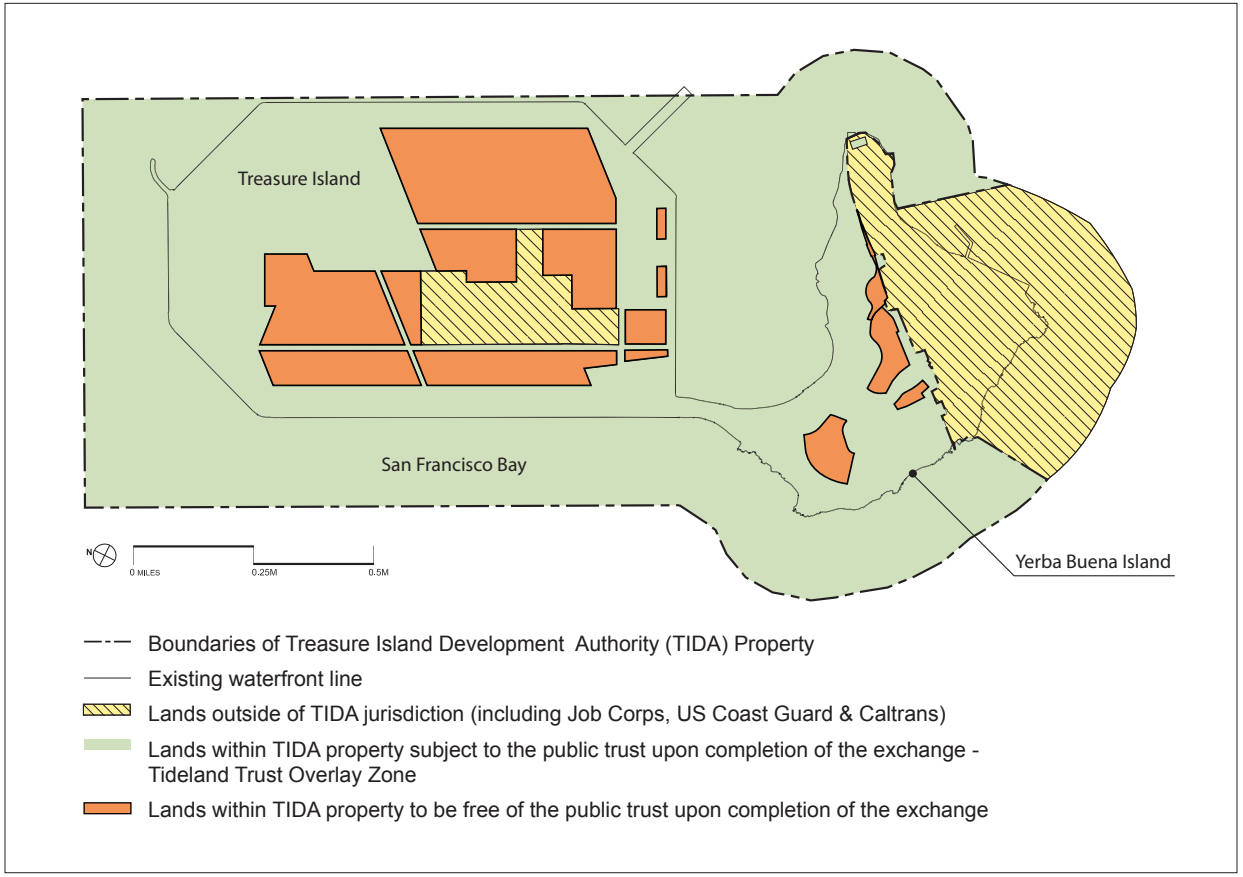


Figure T3.a: Tidelands Trust Map

Figure T3.a shows the areas within Treasure Island that will be subject to the Tidelands Trust and those excluded from it upon completion of the Tidelands Trust exchange authorized under the Treasure Island Public Trust Exchange Act (Chapter 543, Stats. of 2004). These Tidelands Trust areas are designated on the key plan (Figure T3.d) as a "Tidelands Trust Overlay Zone." Within the Tidelands Trust Overlay Zone, any use that is "Permitted" or "Island Conditional" in the underlying zone is also subject to a determination by TIDA that the use is consistent with the Tidelands Trust. This review, which will occur in connection with the approval of a third-party lease or the use by TIDA itself, will consider a number of factors specific to the proposed use. Without limitation, considerations may include whether the use is water-related or ancillary to the Tidelands Trust, the overall mix of uses within a particular building, the project design, the amount of public access provided, whether the use is proposed within a National Register historic resource and whether the use is allowed as an interim non-trust use or otherwise permitted under the Conversion Act.

T3.2 DESIGNATED LAND USES

STANDARDS

T3.2.1
The key plan (Figure T3.d) to the Treasure Island Land Use Table (Table T3.c) illustrates the location of four separate land use zones on Treasure Island. These four zones are:

- Treasure Island Residential (TI-R)
- Treasure Island Mixed Use (TI-MU)
- Treasure Island Open Space (TI-OS)
- Treasure Island Public Services/Civic/Institutional (TI-PCI)

T3.2.2
Allowable uses within these zones are described as either Permitted or Island Conditional Uses, as provided below.

T3.2.3
Permitted uses are listed uses that are allowed as of right and do not require discretionary action for establishment of the use except to the extent such uses are located within the Tidelands Trust Overlay Zone which requires a determination of Trust consistency under Standard T.3.4.2.

T3.2.4
Island conditional uses are listed uses that require approval of an Island Conditional Use Permit from the TIDA Board, for property within the Tidelands Trust Overlay Zone, and from the Planning Commission, for property outside of the Tidelands Trust Overlay Zone, in accordance with the procedures set forth in the Special Use District.

T3.2.5
Excluded uses are listed uses in Section T3.4.8 that might fit within a broad category of Permitted or Island Conditional Uses but are expressly prohibited.

T3.2.6
All land within the Tidelands Trust Overlay Zone, as shown in Figure T3.a, shall be subject to the Tidelands Trust doctrine as administered by the State of California. The Tidelands Trust doctrine does not apply to the following areas shown on Figure T3.a: lands outside of TIDA's jurisdiction (including Job Corps parcel) or lands within TIDA property to be free of the public trust upon completion of the exchange.

T3.2.7
The Tidelands Trust Overlay Zone illustrates the areas of the island subject to the Tidelands Trust after completion of all of the Tidelands Trust exchanges contemplated under the Exchange Act. To the extent property not included in the Tidelands Trust Overlay Zone would be subject to the Tidelands Trust prior to the applicable exchange, the restrictions of the Tidelands Trust Overlay Zone will apply until the exchange is effected. To the extent property shown in the Tidelands Trust Overlay Zone would not be subject to the Tidelands Trust prior to the applicable exchange, the restrictions of the Tidelands Trust Overlay Zone will not apply until the exchange is effected.

T3.3 OTHER LAND USES*

STANDARDS

T3.3.1
If a use is not specifically identified in the Treasure Island Land Use Table (Table T3.c) and is not listed as an Excluded Use under Section T3.4, the Executive Director (for property located within the Tidelands Trust Overlay Zone), or the Planning Director (for property not located within the Tidelands Trust Overlay Zone) shall have the authority to determine whether or not such use fits within one of the Permitted or Island Conditional Uses. The determination shall be based upon the use characteristics and compatibility of that use with the most appropriate land use designation, the intent of the Special Use District and this Design for Development. The Executive Director and Planning Director shall interpret the intent of all uses as stated in Section 4: Implementation.

T3.2.2
TIDA shall provide for the reasonable continuance, modification and/or termination of uses and structures existing as of the date of adoption of the Special Use District and this Design for Development that do not comply with the Special Use District or the Design for Development, provided that such use or structure is generally compatible with the development and uses authorized under the Special Use District and Design for Development. The Executive Director (for property located within the Tidelands Trust Overlay Zone), or the Planning Director (for property not located within the Tidelands Trust Overlay Zone) may authorize additions, alterations, reconstruction, rehabilitation, reuse of vacant buildings or changes in use of land or buildings for uses that do not conform to the Special Use District, subject to a determination that such authorization would not impede the orderly development of the Development Plan Area.

*Not expressly listed in the Treasure Island Land Use Table (Table T3.c)

T3.4 LAND USE STANDARDS AND GUIDELINES

The following section introduces the land use standards and guidelines for development on Treasure Island. Table T3.c lists the Permitted (P) and Island Conditional Uses (IC), by Land Use zones as indicated on Figure T3.d. The guidelines are organized by district (Island Center, Cityside, Eastside and Open space) so as to give direction on the desired mix of uses. In each of those districts, guidelines are also provided for neighborhood supportive uses and sustainable infrastructure facilities, which may be located in any of these districts.

STANDARDS

T3.4.1
Within the Tidelands Trust Overlay Zone, all uses allowed in the underlying base zone (e.g. Treasure Island Mixed Use, Treasure Island Open Space, etc. as shown in Table T3.c) other than residential are allowed as Permitted or Island Conditional Uses, subject to additional review for Tidelands Trust consistency pursuant to Section T.3.4.2.

T3.4.2
All uses within the Tidelands Trust Overlay Zone are subject to further review by TIDA for compliance with the Tidelands Trust, which will depend on factors specific to the proposed use, such as whether the use is water-oriented, visitor-serving, accessory to a Trust use, or proposed within an historic resource listed on the National Register (or in a contributory building so listed). All uses within the Tidelands Trust Overlay Zone are subject to further review by TIDA for compliance with the Tidelands Trust, as more particularly described in Section T3.1. This review, which will occur in connection with the approval of a third-party lease or the use by TIDA itself, will consider a number of factors specific to the proposed use. Without limitation, considerations may include whether the use is water-related or ancillary to the Tidelands Trust, the overall mix of uses within a particular project, the project design, the amount of public access provided, whether the use is proposed within a National Register historic resource and whether the use is allowed as an interim non-trust use pursuant to the Conversion Act.

T3.4.3
All uses within the Cultural Park must be compatible with the Tidelands Trust Overlay Standards, and shall only include the following, subject to additional review by TIDA for Tidelands Trust consistency pursuant to Section T.3.4.2:

- Public uses that directly support Treasure Island's role as a regional destination;
- A non-denominational chapel utilizing the existing structure at this location;
- Uses supporting the exploration of arts and culture, science, and sustainability such as museums, public art installations, and the performing arts; and/or
- Food and beverage service ancillary to Cultural Park uses

T3.4.4
Within any open water areas within TIDA's jurisdiction, all water-related uses and structures shall be permitted (e.g. piers, marinas, breakwaters, watercraft launch facilities), subject to all required regulatory approvals (including BCDC).

T3.4.5
Any type of non-residential land use within a Treasure Island Mixed-Use, Treasure Island Open Space, or Treasure Island Public Services/Civic/Institutional zoning designation operating after hours (between 2am to 6 am) shall secure an Island Conditional Use Permit. Any non-residential use within a Treasure Island Residential land use area operating between the hours of 12 a.m. to 6 a.m. shall secure an Island Conditional Use Permit.

T3.4.6
Following are the land use standards for industrial and infrastructure buildings, including adaptive reuse of buildings in Blocks B1, B2 and B3:

- Must not generate any offending odors
- Must comply with San Francisco Noise Control Ordinance, Article 29, San Francisco Police Code.
- Must provide a community outreach education opportunity informing visitors of the contribution made by the facilities to the economic and/or environmental sustainability of the island, using interpretive signage or other public outreach.

T3.4.7
Excluded uses, as listed below, are uses that might have fit within a broad category of Permitted or Island Conditional Uses but are expressly prohibited:

- Drive-through facilities
- Adult entertainment
- General Advertising

ISLAND CENTER

T3.4.8
Retail pavilions are allowed in Block B3 between Building B3 and B2 and on Block B1.

T3.4.9
Financial Services uses may occupy no more than 5,000 square feet contiguously at ground floor level. These uses are encouraged as a second floor use above ground floor retail.

T3.4.10
Greenhouses and plant nurseries are permitted as ancillary to retail establishments or food production facilities on Block B2 only.

T3.4 LAND USE STANDARDS AND GUIDELINES

The following section introduces the land use standards and guidelines for development on Treasure Island. Table T3.c lists the Permitted (P) and Island Conditional Uses (IC), by Land Use zones as indicated on Figure T3.d. The guidelines are organized by district (Island Center, Cityside, Eastside and Open space) so as to give direction on the desired mix of uses. In each of those districts, guidelines are also provided for neighborhood supportive uses and sustainable infrastructure facilities, which may be located in any of these districts.

STANDARDS

T3.4.1
Within the Tidelands Trust Overlay Zone, all uses allowed in the underlying base zone (e.g. Treasure Island Mixed Use, Treasure Island Open Space, etc. as shown in Table T3.c) other than residential are allowed as Permitted or Island Conditional Uses, subject to additional review for Tidelands Trust consistency pursuant to Section T.3.4.2.

T3.4.2
All uses within the Tidelands Trust Overlay Zone are subject to further review by TIDA for compliance with the Tidelands Trust, which will depend on factors specific to the proposed use, such as whether the use is water-oriented, visitor-serving, accessory to a Trust use, or proposed within an historic resource listed on the National Register (or in a contributory building so listed). All uses within the Tidelands Trust Overlay Zone are subject to further review by TIDA for compliance with the Tidelands Trust, as more particularly described in Section T3.1. This review, which will occur in connection with the approval of a third-party lease or the use by TIDA itself, will consider a number of factors specific to the proposed use. Without limitation, considerations may include whether the use is water-related or ancillary to the Tidelands Trust, the overall mix of uses within a particular project, the project design, the amount of public access provided, whether the use is proposed within a National Register historic resource and whether the use is allowed as an interim non-trust use pursuant to the Conversion Act.

T3.4.3
All uses within the Cultural Park must be compatible with the Tidelands Trust Overlay Standards, and shall only include the following, subject to additional review by TIDA for Tidelands Trust consistency pursuant to Section T.3.4.2:

- Public uses that directly support Treasure Island's role as a regional destination;
- A non-denominational chapel utilizing the existing structure at this location;
- Uses supporting the exploration of arts and culture, science, and sustainability such as museums, public art installations, and the performing arts; and/or
- Food and beverage service ancillary to Cultural Park uses

T3.4.4
Within any open water areas within TIDA's jurisdiction, all water-related uses and structures shall be permitted (e.g. piers, marinas, breakwaters, watercraft launch facilities), subject to all required regulatory approvals (including BCDC).

T3.4.5
Any type of non-residential land use within a Treasure Island Mixed-Use, Treasure Island Open Space, or Treasure Island Public Services/Civic/Institutional zoning designation operating after hours (between 2am to 6 am) shall secure an Island Conditional Use Permit. Any non-residential use within a Treasure Island Residential land use area operating between the hours of 12 a.m. to 6 a.m. shall secure an Island Conditional Use Permit.

T3.4.6
Following are the land use standards for industrial and infrastructure buildings, including adaptive reuse of buildings in Blocks B1, B2 and B3:

- Must not generate any offending odors
- Must comply with San Francisco Noise Control Ordinance, Article 29, San Francisco Police Code.
- Must provide a community outreach education opportunity informing visitors of the contribution made by the facilities to the economic and/or environmental sustainability of the island, using interpretive signage or other public outreach.

T3.4.7
Excluded uses, as listed below, are uses that might have fit within a broad category of Permitted or Island Conditional Uses but are expressly prohibited:

- Drive-through facilities
- Adult entertainment
- General Advertising

ISLAND CENTER

T3.4.8
Retail pavilions are allowed in Block B3 between Building B3 and B2 and on Block B1.

T3.4.9
Financial Services uses may occupy no more than 5,000 square feet contiguously at ground floor level. These uses are encouraged as a second floor use above ground floor retail.

T3.4.10
Greenhouses and plant nurseries are permitted as ancillary to retail establishments or food production facilities on Block B2 only.

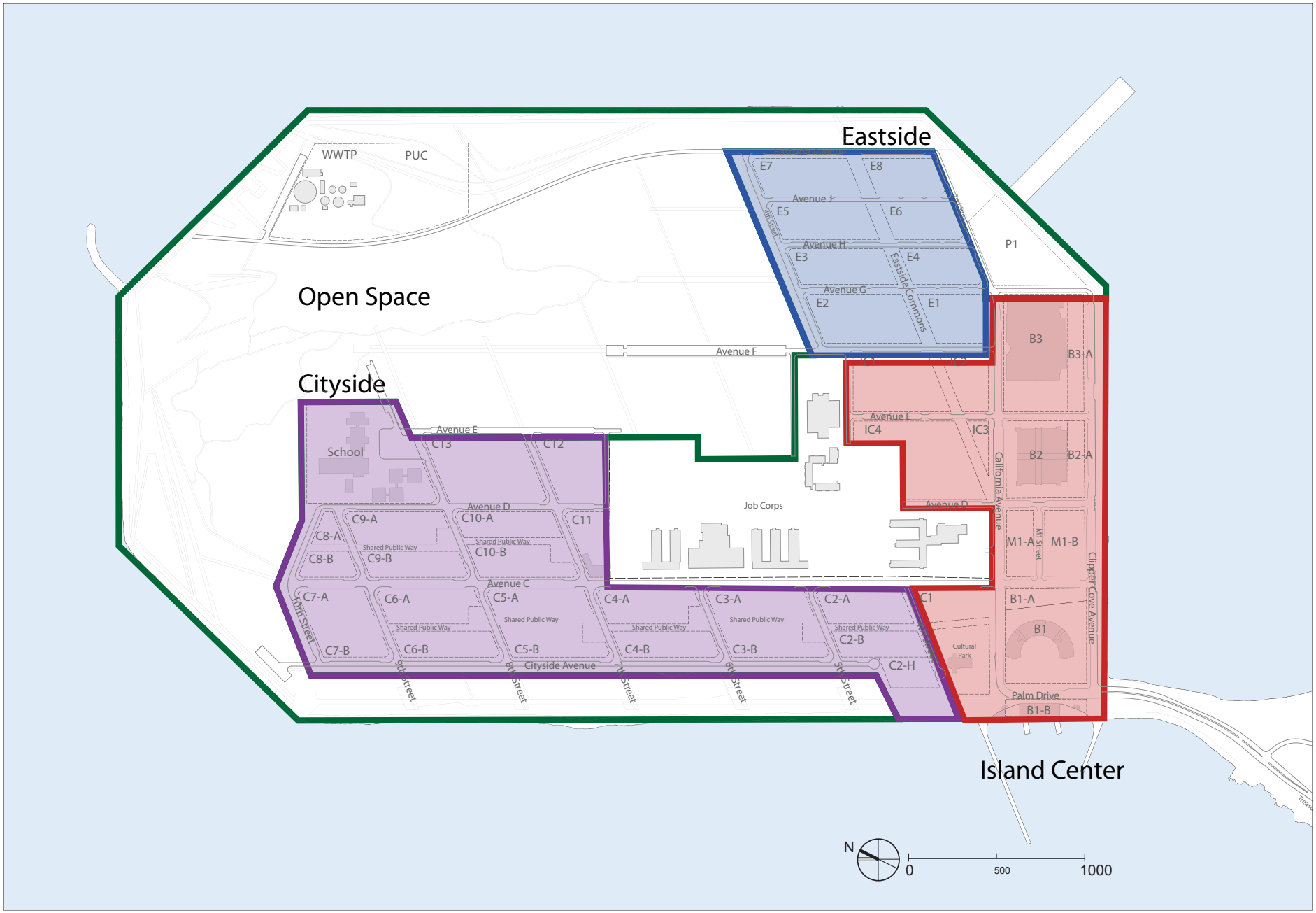


Figure T3.b: Treasure Island District Map

GUIDELINES

Land use guidelines included here serve two intents: first, to highlight island-wide land uses that are supportive of neighborhoods and that support sustainable practices, and second, to identify uses that are particularly encouraged in specific districts of Treasure Island. Districts are shown in Figure T3.b.

NEIGHBORHOOD SUPPORTIVE USES

T3.4.11
Neighborhood supportive facilities are encouraged in each of the island districts (as shown in Figure T3.b) including community services and retail, day care and senior care, libraries, educational facilities, recreational facilities, and/or uses for city services.

T3.4.12
Uses should be located in close proximity to populations being served (eg. family housing, senior housing etc.), with a ground-floor public entry adjacent to public rights-of-way or open space. In most cases, neighborhood supportive uses should be located on the ground floor.

T3.4.13
Uses should be easily accessible by pedestrian and bicycle routes and transit. Potential negative effects whether from noise, air quality, or visual character conflicts should be avoided or minimized.

ISLAND CENTER

T3.4.14
Retail and art-oriented uses are encouraged in blocks B2 and B3 along the edge facing blocks B2-A and B3-A (i.e., along B2 and B3 Artisan Walk).

T3.4.15
A multi-purpose plaza in block B3, adjacent to block B2, is encouraged; it would support parking, retail and restaurant pavilions, farmers markets, and art shows. The desire is to continue vibrancy of street-level activity from block B1 all the way through to block B3.

T3.4.16
A grocery store is encouraged on block B2.

T3.4.17
A hotel is encouraged on block M1-B.

T3.4.18
Entertainment and cultural uses, such as theaters, museums, or sports facilities, are encouraged in block B3. Interim uses such as parking are permitted.

T3.4.19
Office use is encouraged on blocks M1-A and IC4.

T3.4.20
Residential use above ground floor retail or commercial uses is encouraged on Blocks B1-A, B2-A, B3-A, and C1.

CITYSIDE

T3.4.21
Priority location for the neighborhood-serving retail and community facilities should be adjacent to neighborhood parks to activate park edges.

T3.4.22
Secondary location for the neighborhood-serving retail should be along the Shared Public Way.

EASTSIDE

T3.4.23
Priority location for the neighborhood-serving retail and community facilities should be adjacent to the Eastside Commons, to activate the park edges.

OPEN SPACE

T3.4.24
Uses that support diverse year-round use of the open space areas and that contribute to the success of open space and Tidelands Trust-compatible activities are encouraged. Such uses may include public gathering, recreational equipment rental, historic and environmental interpretation and education, and facilities in support of land stewardship activities such as stormwater treatment, urban farming, and energy conservation/production.

SUSTAINABLE INFRASTRUCTURE SYSTEMS & FACILITIES

T3.4.25
Continuing innovation in sustainable infrastructure systems on Treasure Island is encouraged.

T3.4.26
Two settings are planned for sustainable infrastructure uses: 1) independent location of facilities outside the residential or mixed use land use area, and 2) integration of facilities into residential and mixed use land use areas and where feasible into buildings primarily planned for other uses (referred to as micro-utilities).

T3.4.27
Where systems and facilities are integrated into buildings with other uses, those micro-utilities should:

- Reflect the island-wide priority for innovative, efficient facilities with long term feasibility;
- Support the creation of a pedestrian environment of interest, comfort and safety through the design of ground floor entries, fenestration, walls and landscape;
- Make sustainable features a visible part of daily life and community education and awareness on the island, using interpretive signage or other public outreach;
- Avoid nuisance effects of noise, air pollution, vibration, smell, and visual conflict.

T3.4.28
More detailed building design guidance for such uses is provided in Chapter 5T.

Table T3.c: Treasure Island Land Use Standards Table

Land Use	TI-R	TI-MU	TI-OS	TI-PCI	P = Permitted Use; IC = Island Conditional Use Permit Required; * and/or † = See Comments Treasure Island Residential (TI-R); Treasure Island Mixed Use (TI-MU) Treasure Island Open Space (TI-OS); Treasure Island Public Services/Civic/Institutional (TI-PCI)
	Zone				Comments
Residential					
1. Dwelling Units	**P**	**P**			
2. Group Housing*	**P**	**P**			*Within any residential structures owned or controlled by the Treasure Island Homeless Development Initiative or its successor
3. Live/Work Units	**P**	**P**			
4. Senior or Assisted Living	**P**	**P**			
5. Supportive Housing*	**P**	**P**			*Within any residential structures owned or controlled by the Treasure Island Homeless Development Initiative or its successor
Retail Sales and Services					
6. Acupuncture, Acupressure, or Chiropractor Establishment	**IC*†**	**P**			*Not to exceed 10,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
7. Animal Services, Enclosed Building	**IC**	**IC**			
8. Automobile Rental	**P*†**	**P**			*Not to exceed 2,500 SF, including any exterior space used for automobile storage, per single tenant; †Service counter limited to ground floor only. Rental vehicles may be stored in multilevel structure. Above ground structures, will be governed by the standards & guidelines for such structures in T5.
9. Automobile Services (Gas and Service Stations and Wash)	**IC†**	**IC**		**IC**	†Limited to ground floor only
10. Bars	**IC*†**	**IC**			*Not to exceed 15,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
11. Beauty or Cosmetology Salon	**P*†**	**P**			*Not to exceed 10,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
12. Cafes, Delicatessens, and Bakeries	**P†**	**P**	**IC**		†Limited to location on the first two floors, with direct entries from ground floor
13. Farmer's Market	**P**	**P**	**P**	**P**	
14. Financial Service	**P**	**P**			
15. Financial Services (Limited)	**P**	**P**			
16. Full-service, Counter-service and Self-service Restaurants	**P***	**P**	**IC**		*Not to exceed 5,000 SF
17. Grocery Store	**P*†**	**P**			*Not to exceed 5,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
18. Health Club, Private Resident Accessory Use	**P**	**P**			
19. Home Occupation	**P**	**P**			
20. Tourist Hotel		**P**	**IC**		
21. Health Clubs, Fitness Centers, Gyms and Athletic Clubs	**P(IC*)†**	**P**	**IC***	**P**	*Island Conditional Use Permit required if facility is greater than 15,000 SF; †limited to location on the first two floors, with direct entries from ground floor
22. Laundromat	**P†**	**P**			†Limited to ground floor only
23. Dry Cleaning Facility	**P(IC*)†**	**P(IC*)**			*Island Conditional Use Permit required if dry cleaning facility has an on-site plant; †limited to ground floor only
24. Liquor Stores	**IC**	**IC**			
25. Massage Establishments	**IC**	**IC**			

Table T3.c: (Continued)

	TI-R	TI-MU	TI-OS	TI-PCI	P = Permitted Use; IC = Island Conditional Use Permit Required; * and/or † = See Comments Treasure Island Residential (TI-R); Treasure Island Mixed Use (TI-MU) Treasure Island Open Space (TI-OS); Treasure Island Public Services/Civic/Institutional (TI-PCI)
Land Use	Zone				Comments
26. Offices, Professional, Medical, and Business	P*†	P		P	*Not to exceed 5,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
27. Pharmacy	IC*†	P			*Not to exceed 5,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
28. Medical Cannabis Dispensary		IC†			†Not permitted within the immediate proximity of schools, childcare & similar facilities.
29. Radio Broadcasting Facility		IC			
30. Retail Sales and Services, Local-Serving	P*†	P			*Not to exceed 15,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
31. Retail Sales and Services, Visitor Serving		P	IC		
32. Retail, Restaurants, Kiosks, Pushcarts, and other uses*		P	P		*Uses accessory to and supportive of recreation and open space uses, consistent with the Open Space Area standards and guidelines set forth in Chapter T1
33. Walk-Up facilities	P†	P			†Limited to ground floor only
Assembly and Entertainment					
34. Amusement Enterprises		P			
35. Live Telecast and Filming		P			
36. Nighttime Entertainment		P(IC*)			*Island Conditional Use Permit required if establishment operates after-hours (2-6 am)
37. Recreation Buildings, including pool halls, skating, indoor sports or bowling facilities ◊		P	P(IC*)		◊ Not including Health Clubs, Fitness Centers, Gyms and Athletic Clubs covered under “Retail Sales & Services”; *Not to exceed 20,000 SF for any single tenant
38. Theaters (movie or live performance)		P	IC*		*Not to exceed 20,000 SF for any single tenant
Institutional, Educational and Arts Activities					
39. Arts activities in commercial, community, or live/work spaces	IC	P	IC	P	
40. Child Care, Family Facility	P	P		P	
41. Child Care Center	P*†	P		P	*Not to exceed 15,000 SF for any single tenant; †limited to location on ground floor only
42. Community Clubhouse, Neighborhood Center, Community Cultural Center, or other community resource not publicly owned but open for public use.	IC	P	IC	P	
43. Institutional and Education Facilities, 15,000 S.F. or less	IC	P	IC	P	
44. Institutional and Education Facilities, more than 15,000 S.F.		P		P	
45. Mortuary		IC			
46. Museums, Interpretative Centers and Cultural Facilities		P	IC	P	
47. Outpatient Medical Clinics		P			
48. Private Club	IC*	P†			*Not to exceed 15,000 SF for any single tenant; †limited to location only above ground floor
49. Religious Institutions	IC*	IC	IC	P	*Not to exceed 15,000 SF for any single tenant
50. Sailing and Water Sport Educational Activity		P	P		
51. Small residential/senior care facility licensed by the State	P*	P			*Not to exceed 15,000 SF for any single tenant

Table T3.c: (Continued)

	TI-R	TI-MU	TI-OS	TI-PCI	P = Permitted Use; IC = Island Conditional Use Permit Required; * and/or † = See Comments Treasure Island Residential (TI-R); Treasure Island Mixed Use (TI-MU) Treasure Island Open Space (TI-OS); Treasure Island Public Services/Civic/Institutional (TI-PCI)
Land Use	Zone				Comments
52. Social service/philanthropic enterprises	**IC*(P*†)**	**IC*(P*†)**			*Not to exceed 15,000 SF for any single tenant. † Permitted use for TIHDI.
53. Vocational/Job Training Facility	**IC*(P*†)**	**IC*(P*†)**	**IC***	**IC*(P*†)**	*Not to exceed 15,000 SF for any single tenant. † Permitted use for TIHDI.
Parking					
54. Bicycle Storage	**P**	**P**	**P**	**P**	
55. Community garages ◊	**P**	**P**		**P**	◊ Limited to the storage of private passenger automobiles belonging to Treasure Island residents, visitors, and workers, and meeting the siting and design requirements, car-share requirements, and otherwise complying with the provisions of Chapter T6 of this document
56. Accessory Parking Facilities ◊	**P**	**P**		**P**	◊ Off-street parking, either surface or structured, that is accessory to a Permitted or Island Conditional Use, subject to the requirements of Chapter T6 of this document, in terms of location and quantity.
57. Parking accessory to use of open space and sports fields ◊	**P**	**P**	**P**		◊ Surface or structured
Manufacturing and Processing/Industrial/Laboratory Uses					
58. Life Sciences ◊		**IC**			◊ Limited to administrative office and research and development facilities not requiring any additional regulatory approvals for emissions or hazards not otherwise required of general office use
59. Laboratory ◊		**IC**			◊ Limited to administrative office and research and development facilities not requiring any additional regulatory approvals for emissions or hazards not otherwise required of general office use
60. PDR (Production, Distribution and Repair)		**IC**			
61. Small scale food manufacturing and processing		**P***	**IC***		*Not to exceed 20,000 SF for any single tenant;
Civic, Public, Open Space, and Public Service Uses					
62. Ambulance		**IC**			
63. Civic Use		**P**		**P**	
64. Community Recycling Collection Center	**IC**	**IC**	**P**	**P**	
65. Composting Facilities			**P**	**P**	
66. Corporation Yard			**P***	**P***	*Not to exceed 2 acres in size
67. Fire/police Stations		**P**	**P**	**P**	
68. Greenhouse or Plant Nursery ◊		**P***	**P**	**P**	◊ For propagation of plants for landscaping, accessory to urban farm or for educational purposes; *Permitted when attached to food production or with retail establishment
69. Hiking and Walking Trails	**P**	**P**	**P**	**P**	
70. Library	**P***	**P***		**P**	*Not to exceed 20,000 SF
71. Micro-Utilities	**P**	**P**	**P**	**P**	
72. Open lots or enclosed storage for public service use			**IC**	**P**	
73. Open space Maintenance Facility ◊			**P**	**IC**	◊ For support of open space program on Treasure Island and Yerba Buena Island, and compliant to the standards and guidelines for each specific open space area listed in Chapter T1.
74. Playground	**P***	**P**	**P**	**P**	*See Open Space Chapter T1 for programming and size standards

Table T3.c: (Continued)

	TI-R	TI-MU	TI-OS	TI-PCI	P = Permitted Use; IC = Island Conditional Use Permit Required; * and/or † = See Comments Treasure Island Residential (TI-R); Treasure Island Mixed Use (TI-MU) Treasure Island Open Space (TI-OS); Treasure Island Public Services/Civic/Institutional (TI-PCI)
Land Use	Zone				Comments
75. Public Parks	P*	P	P	P	*See Open Space Chapter T1 for programming and size standards
76. Sports Fields			P		
77. Stormwater and Wastewater Treatment Wetlands			P	P	
78. Low Impact Development for Stormwater (e.g. Water Garden, Bioswales, Cisterns or Similar Features)	P	P	P	P	
79. Renewable Energy Generation Facilities, Building Integrated*	P	P	IC	P	*Including, but not limited to, PV and wind power generation
80. Renewable Energy Generation Facilities, Distributed*			IC	IC	*Including, but not limited to, PV and wind power generation
81. Telecommunications Antennae and Equipment ◊	P	P	P	P	◊ See Building Design Chapter T5 for placement standards
82. Transit Facilities	P	P	P	P	
83. Urban Farm		P*	P		*Permitted when associated with retail in Block B2
84. Wastewater Treatment Plant and related facilities	IC	IC	IC	P	
Temporary Uses					
85. Booths for charitable, patriotic, or welfare purposes	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(3)
86. Exhibitions, Festivals, Circuses, Concerts, or Neighborhood Carnivals	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(3)
87. Open-air sales of agriculturally produced seasonal decorations including, but not necessarily limited to, Christmas trees and Halloween pumpkins	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(3)
88. Meeting Rooms and Event Staging	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(3)
89. Automobile and truck parking and loading accessory to an authorized temporary use	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(3)
Interim Uses					
90. Rental or sales offices incidental to a given new development, provided that it be located in the development or a temporary structure	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(4)
91. Structures and uses incidental to environmental cleanup and staging	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(4)
92. Temporary structures and uses incidental to the demolition, deconstruction or construction of a structure, building, infrastructure, group of buildings, or open space, including but not limited to staging of construction materials and equipment	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(4)
93. Storage	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(4)
94. Automobile and truck parking and loading related to construction activities related to Horizontal Development and Vertical Development	P*	P*	P*	P*	*Subject to authorization under Section 249.52(e)(4)

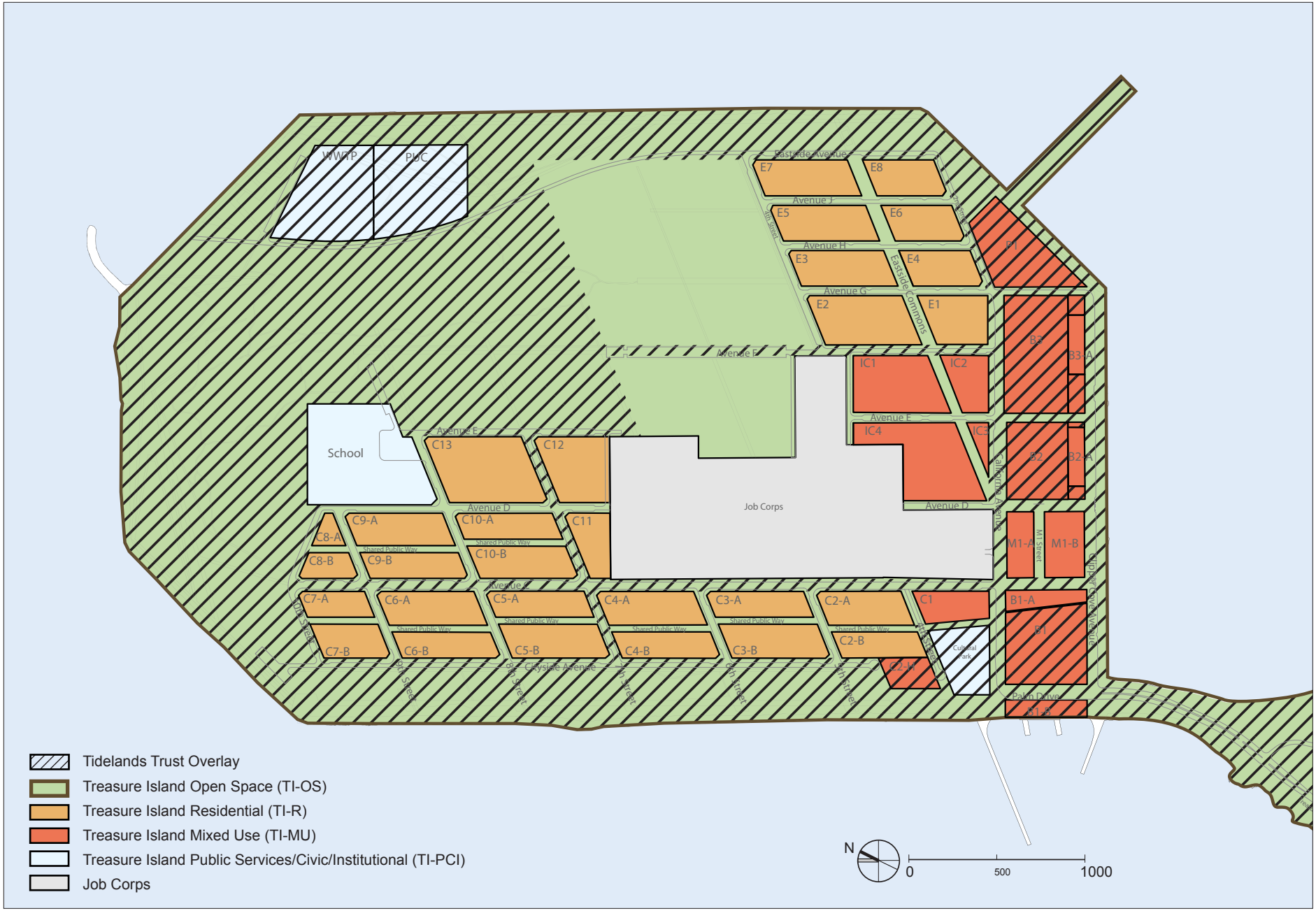


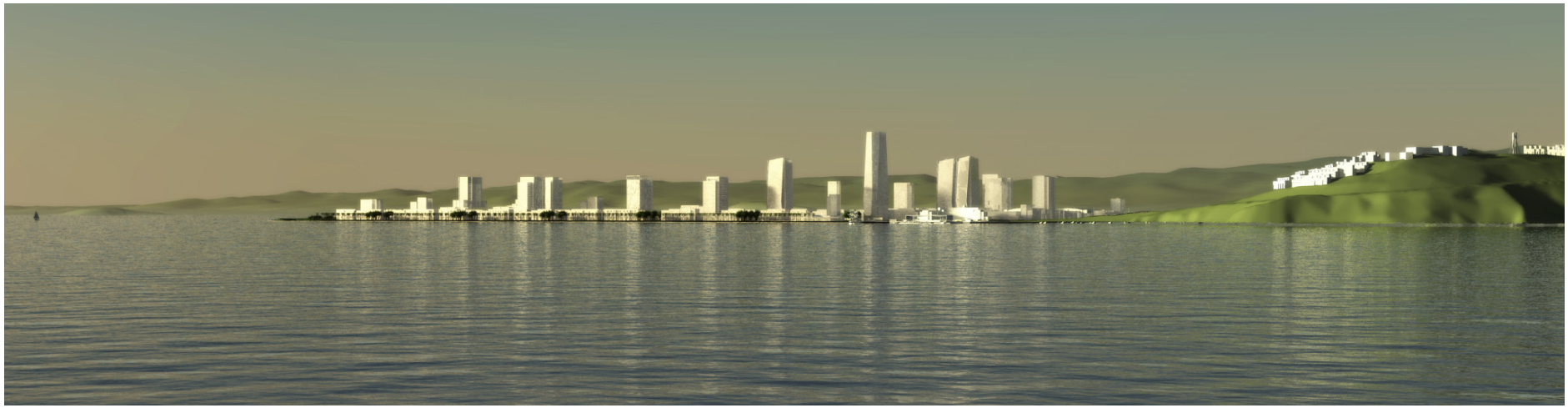
Figure T3.d: Key Plan to the Treasure Island Land Use Table

BUILDING ENVELOPE
Treasure Island

T4

This chapter includes the standards and guidelines for building envelope, bulk and location. These requirements are intended to focus density near transit, services and amenities, create places that are appropriately scaled to the pedestrian, shield public places from prevailing winds, and form a visually appealing skyline. The shape of individual building types is intended to produce well-proportioned forms with a pedestrian scale that allow for a high degree of human comfort, even in an environment with frequent strong winds. Standards and guidelines are organized into the following sub-sections:

T4.1 Development Blocks and Easements
T4.2 Setbacks
T4.3 Streetwall
T4.4 Maximum Height
T4.5 Building Separation
T4.6 Bulk and Massing
T4.7 Sunlight
T4.8 Wind
T4.9 Vessel Traffic Service



T4.1 DEVELOPMENT BLOCKS & EASEMENTS

The design of development blocks and required easements on Treasure Island is intended to form a network of connected streets and public ways. This gives people a variety of engaging routes to choose from and encourages walking. Figure T4.c provides a dimensional definition for the site plan. It identifies the various blocks and easements referenced in the Standards and Guidelines that follow, though stated dimensions are subject to change by the final Tentative Map. Development areas described in this section, including height limits and setbacks, have been identified with consideration to the relationship of new construction to adjacent historic buildings.

STANDARDS

T4.1.1
Development areas are identified on the Development Block and Easement Plan (Figure T4.c).

T4.1.2
Typical development block corner conditions are defined in Figure T4.a, and identified on the Development Block and Easement Plan.

T4.1.3
The type and location of neighborhood parks are identified on the Development Block and Easement Plan (Figure T4.c). Chapter T1 Open Space includes detailed standards and guidelines for parks.

T4.1.4
Required easements and allowable easement zones are identified on the Development Block and Easement Plan (Figure T4.c). Easements are permitted anywhere and in any configuration within the allowable easement zone, as long as they provide a connection between public rights-of-ways at both ends. However, the easement on Block B1 must be specifically located and dimensioned as shown in Figure T4.d.

T4.1.5
Easements must be open to the sky and are intended to serve as dedicated throughways that are publicly accessible at all times. Easements must have a predominantly pedestrian character, but may be used for limited vehicular access. Easements must be a minimum width of 16 feet and a maximum of 35 feet, with the exception of the following: The easement through Block B1, which shall be 64 feet wide east of Building 1 to its intersection with Avenue C, and 80 feet wide west of Building 1 to its intersection with Palm Drive.

T4.1.6
Cityside and Eastside easements must be separated from the edge of the nearest right-of-way by a minimum of 150', as measured from the edge of the easement (as demonstrated in Figures T4.a and T4.c).

T4.1.7
Buildings within blocks B1, B2 and B3 are only permitted within allowable building zones as identified in Figure T4.d. A maximum total of four (4) 400 square foot buildings are permitted within the pavilion zones in the Building 1 Plaza.

T4.1.8
Development Block C13 shall have a required easement in the east-west direction similar to those required for the other Cityside development blocks, however it shall not be laid out in a continuous straight line but shall be offset at or near its midpoint similar to the easement offsets indicated for the other blocks (see Figure T4.b).

T4.1.9
Development Blocks C12 & C13 shall have a required easement in the north-south direction of between 20-feet minimum and 40-feet maximum to be located in the center 1/3 of the development block (see Figure T4.b)

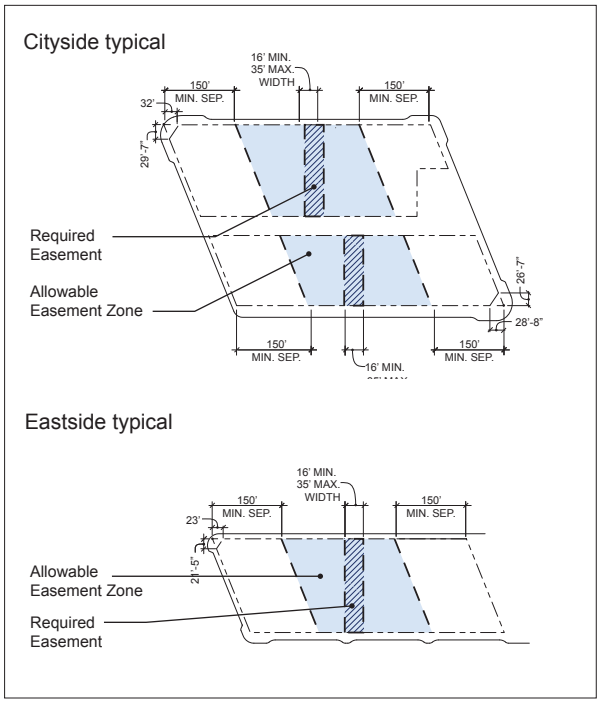


Figure T4.a: Eastside and Cityside Typical Block Plans

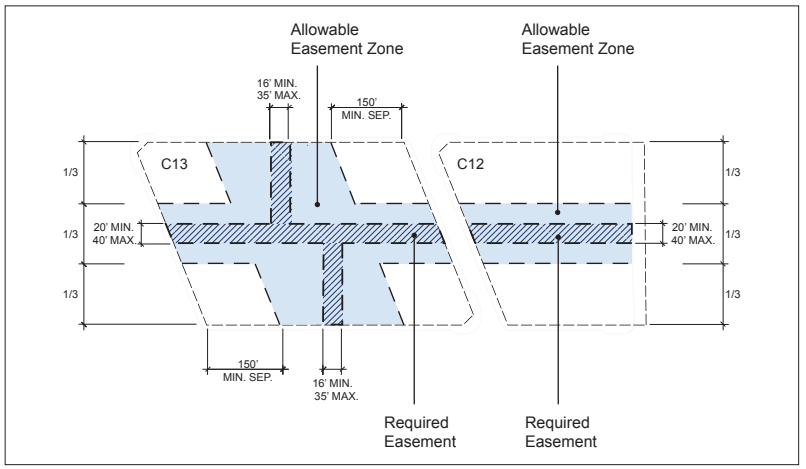


Figure T4.b: Block C12 & C13 Easement Zones

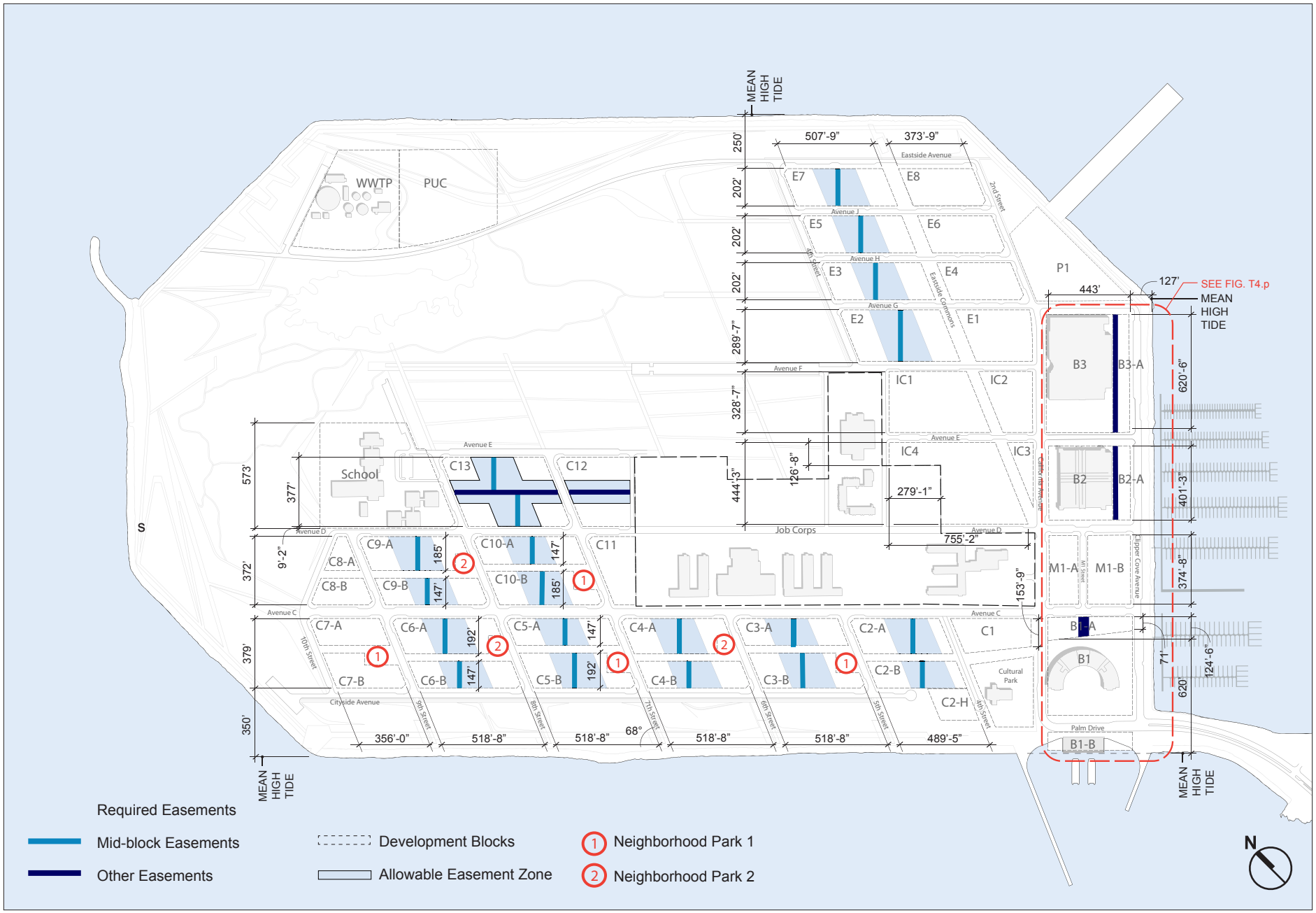


Figure T4.c: Development Block and Easement Plan

GUIDELINES

T4.1.10
Buildings within the pavilion zone, located in the Building 1 Plaza, should either integrate the existing retaining wall into their overall architectural expression or remain completely free and clear from the existing landscape wall (Figure T4.d).

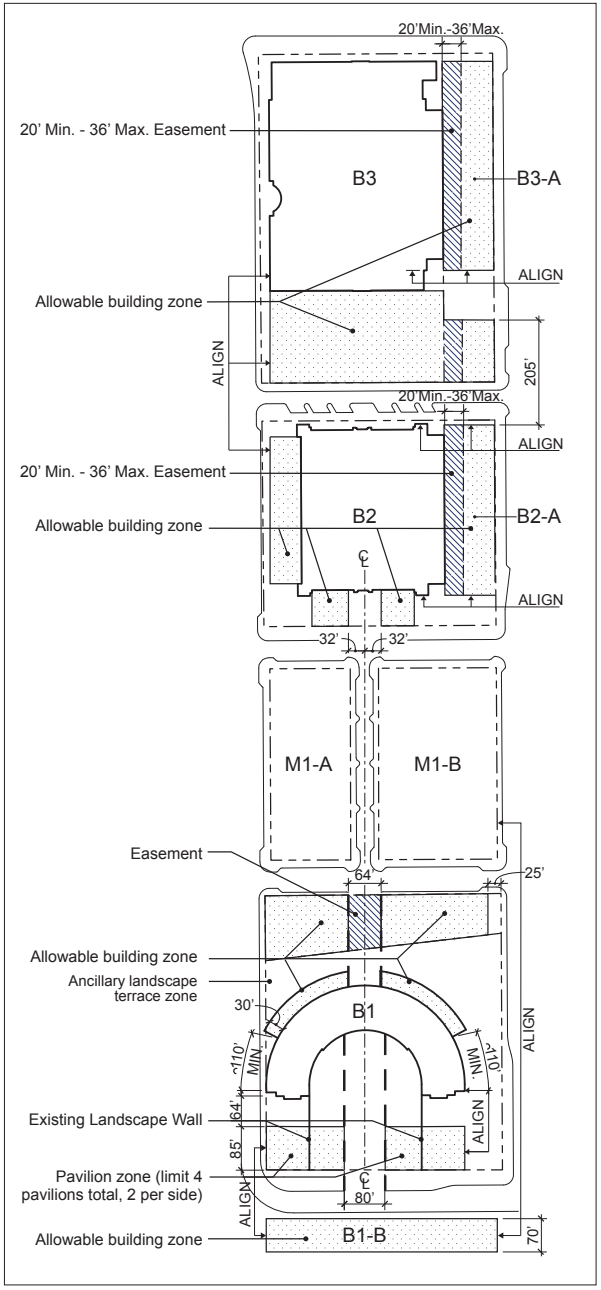


Figure T4.d: B1, M1, B2 and B3 Demonstrative Block Plans

T4.2 SETBACKS

Setbacks are intended to provide a comfortable buffer between the street and the interior of ground floor residences and to ensure that commercial streets are comfortably contained. Residential setbacks are intended to include stairs, stoops, private gardens and patios that will foster use and thus social interaction among neighbors. Refer to section 5T for standards and guidelines related to the use and design of this space.

STANDARDS

T4.2.1
The development of every parcel shall adhere to the required setbacks shown on the Setback Plan (Figure T4.e). Indicated setbacks are minimums. Additional setbacks may be used, provided they comply with streetwall requirements (Figure T4.h).

T4.2.2
The extent of the front setback of each building or structure shall be taken as the horizontal distance, measured perpendicularly, from the property line.

T4.2.3
The location and size of the neighborhood parks on Blocks C3, C4, C5, C6, C7, C9 and C10, as shown in Figure T4.c, are approximate. The setbacks shall be measured from the edge of the park perimeter as finally determined.

T4.2.4
Provide a minimum setback of eight feet (8') from the property line of a parcel where such property line shall serve as the center line of a required (or otherwise provided) Mid-block Easement or pedestrian easement.

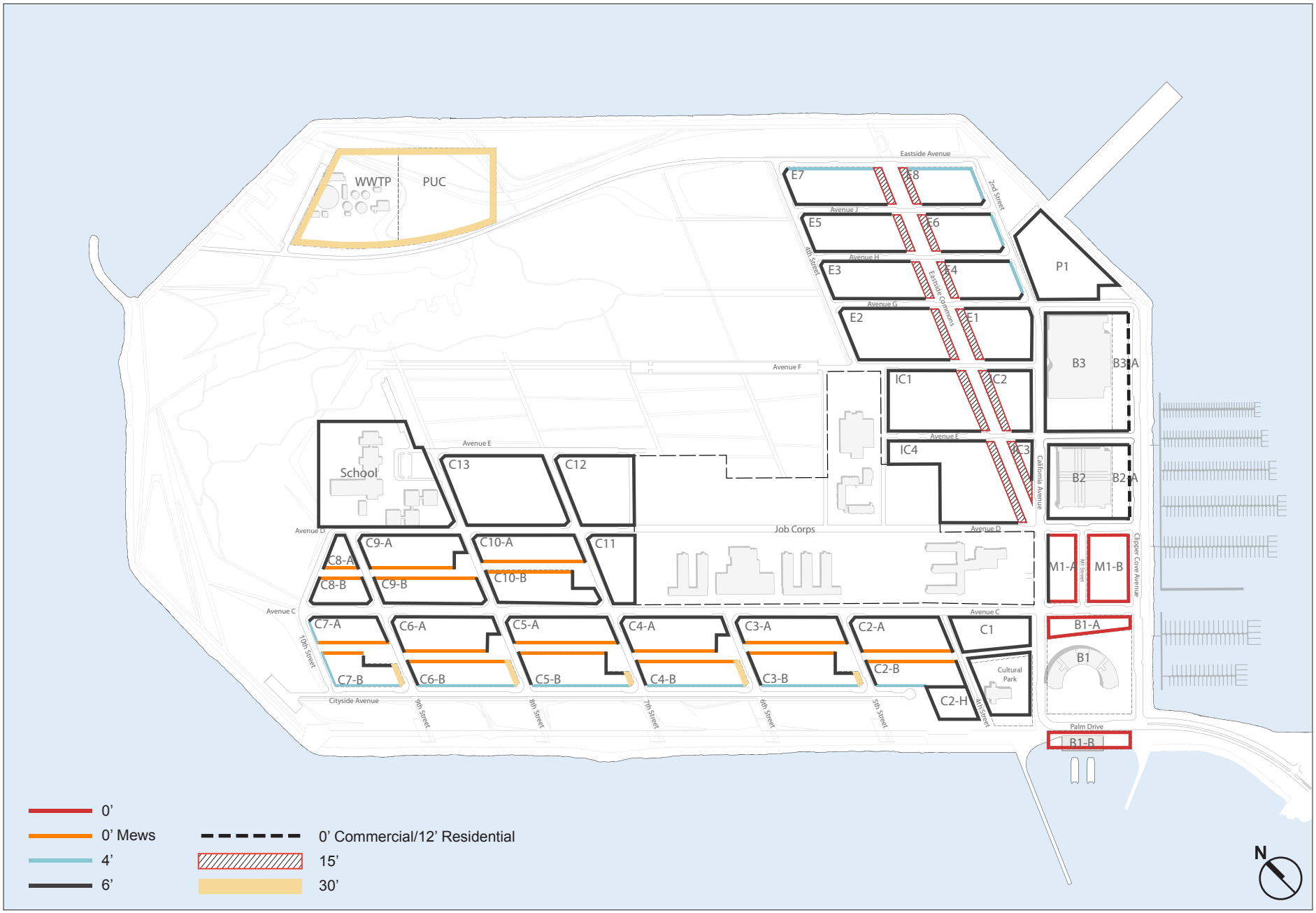


Figure T4.e: Setback Plan (For information on allowable encroachments and projections into setback area, see Table T5.b)

T4.3 STREETWALL

Streetwall requirements ensure buildings create clearly defined edges to the public realm. The individual character of streets and open spaces is influenced by the varying percentage of building massing that is built to the setback line. Thus, the streetwall requirements are a major component of the placemaking strategy for Treasure Island.

STANDARDS

T4.3.1
Buildings must meet the minimum streetwall percentage requirements (Figure T4.h). In order to meet the streetwall requirements, buildings must be built up to the setback line at no less than the minimum percentage of street frontage at the minimum streetwall height above finish grade indicated on the Streetwall Plan (Figure T4.h). Streetwall standards and calculations apply to each building, as opposed to being aggregated over the length of a block.

T4.3.2
A building's streetwall percentage is calculated as the sum of those portions of the building built up to the setback line at the minimum streetwall height divided by the total property street frontage (Fig. T4.f).

T4.3.3
Minor variations along the streetwall are allowed and count towards the overall streetwall requirements. Minor variations include covered pass-throughs and recessed building entries up to two (2) stories in height; recessed balconies; vertical recesses up to three feet (3') deep and four feet (4') wide; enclosed building area encroachments and projections; and building setbacks no further than two feet (2') from the setback line (Fig. T4.g).

T4.3.4
Public open spaces, rights-of-way, and easements, as indicated on the Development Block and Easement Plan (Figure T4.c), are excluded from streetwall calculations.

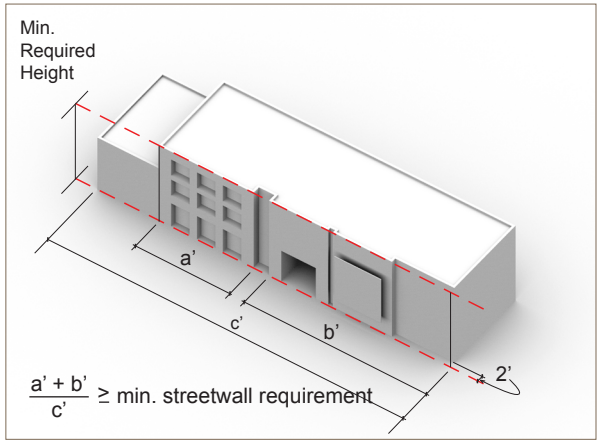


Figure T4.f: Streetwall calculation example

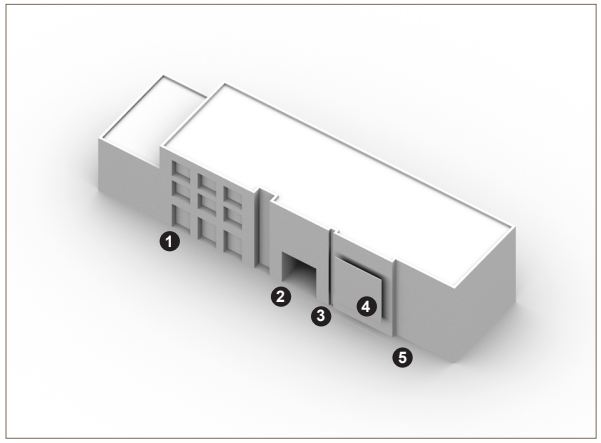


Figure T4.g: An example of minor variations in a streetwall

1. Recessed entries and balconies
2. Pass-throughs (up to 2 stories)
3. Vertical recesses (no greater than 3'x4' in plan)
4. Building projections
5. Minor setback (no further than two feet from the setback line)

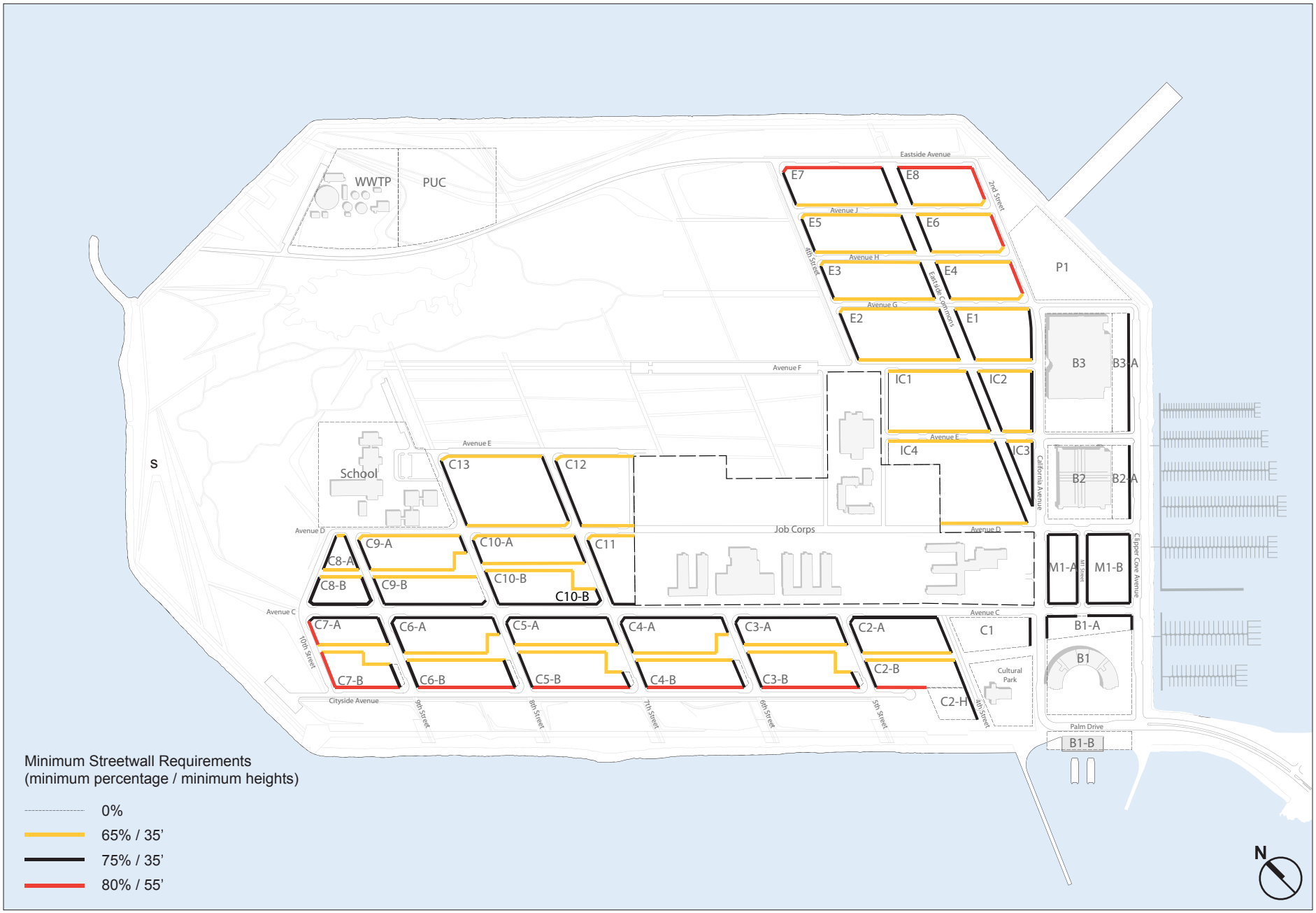


Figure T4.h: Streetwall Plan

T4.3.5
Those portions of a building taller than 60 feet along the Cityside Avenue must step back a minimum of 20 feet from the setback line (Figure T4.i).

T4.3.6
Buildings taller than 60 feet fronting on Cityside Avenue are not obligated to meet indicated streetwall requirements for those portions of the building frontage that exceed 60 feet in height (Figure T4.j).

T4.3.7
Buildings fronting on Cityside Avenue that fall within the 240 feet flex zone and which are part of a development project with a building taller than 60 feet, may have less than the indicated 55 feet streetwall height requirement, but must have a streetwall height of no less than 35 feet above grade in order to count towards the 80% streetwall requirement for Cityside Avenue (Figure T4.j).

T4.3.8
To encourage a meandering spatial character along the Shared Public Way, buildings may have a setback up to a maximum average of three feet (3') average from the property line along the street frontage and still count towards the overall streetwall requirement (Figure T4.k). Building setbacks greater than three feet (3') up to six feet (6') maximum and which are parallel to the property line are limited to a maximum of 100 linear feet or 50% of street frontage along the street frontage, whichever is smaller (Figure T4.l).

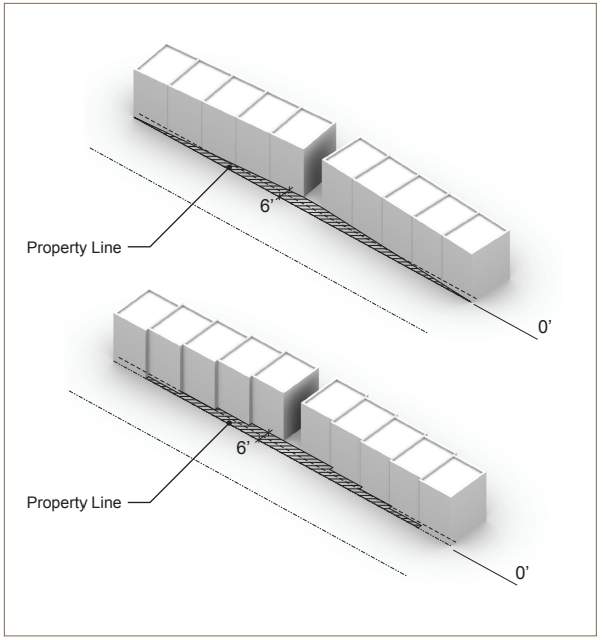


Figure T4.k: Shared Public Way streetwall example - 3 foot average maximum

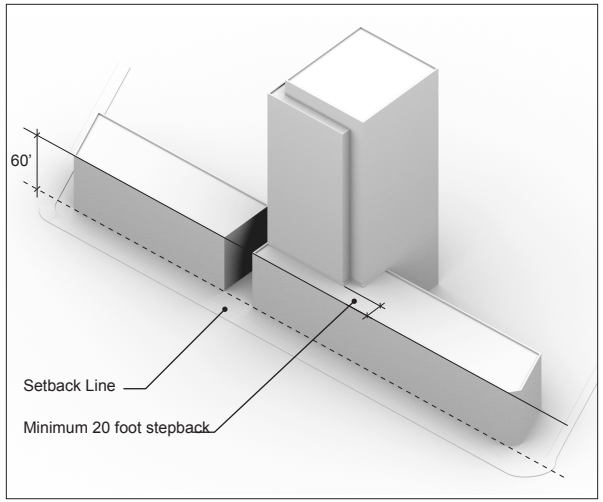


Figure T4.i: Cityside tower stepback

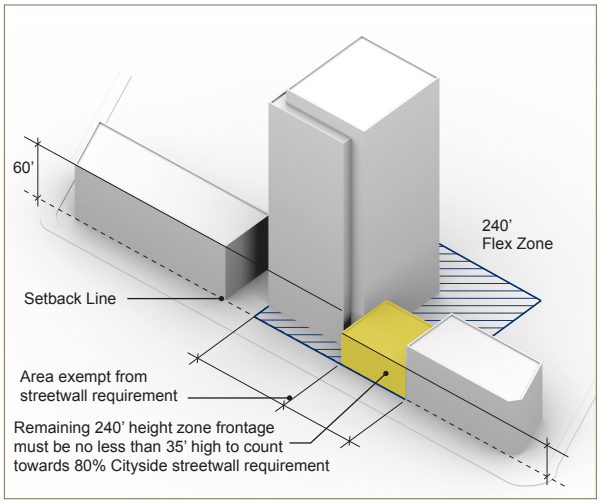


Figure T4.j: Cityside tower parcel streetwall example

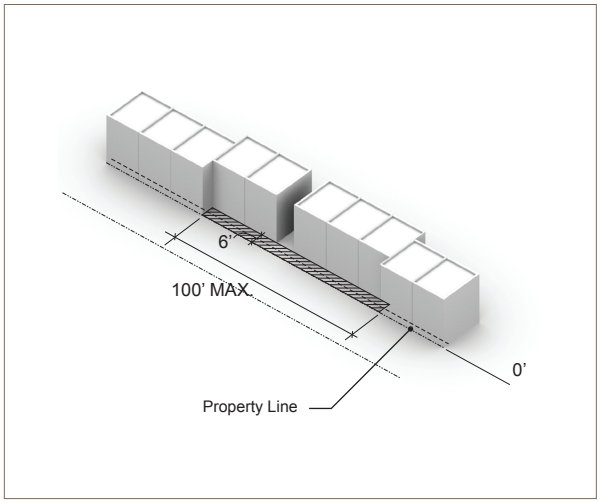


Figure T4.l: Mews streetwall example - Building setbacks greater than three feet and parallel to the property line are limited to a maximum of 100 square feet or 50% of street frontage.

T4.3.9
Buildings fronting on the Shared Public Way that exceed the 40 foot maximum height limit as is permitted in standard T4.4.7 must step-back at a ratio of 1.2 feet in a horizontal dimension, from the building face along the Shared Public Way, for every one foot (1') above the 40 foot maximum height limit (Figure T4.m).

T4.3.10
Buildings fronting on the M1 block Retail Main Street must:

a) step back at a ratio of one foot (1') in a horizontal dimension, from the building face along the Retail Main Street, and for every one foot (1') above 35 feet from grade (Figure T4.o);

b) step back at a ratio of one foot (1') in a horizontal dimension from the building face facing Avenue C or D within 50 feet of the corner of M1 Street for every foot above 35 feet from grade (Figure T4.n).

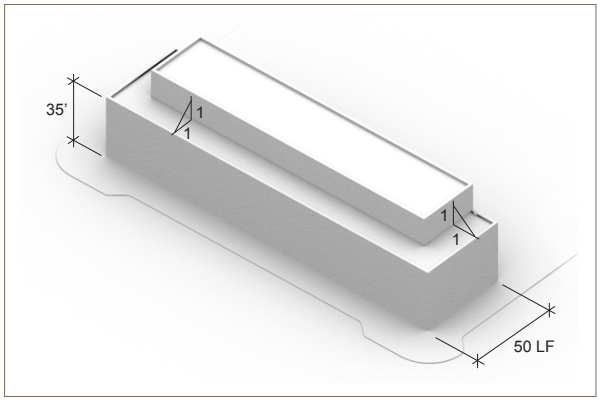


Figure T4.n: Retail Main Street Stepback wraps corners

T4.3.11
Easements must have a minimum streetwall of 20%, all of which must be located within 25 feet of intersections with public rights-of-way except easements through blocks B2-A and B3-A.

T4.3.12
Openings in the streetwall greater than 20 feet wide and open to the sky are not permitted within 50 feet of the intersection of two public rights-of-way.

GUIDELINES

T4.3.13
Buildings taller than 60 feet along Cityside Avenue are encouraged to incorporate a connected low-rise massing that corresponds to the 55 foot minimum streetwall height indicated on the Streetwall Plan (Figure T4.h), in order to help reduce uncomfortable wind conditions at the pedestrian level. This is demonstrated in Figure T4.i.

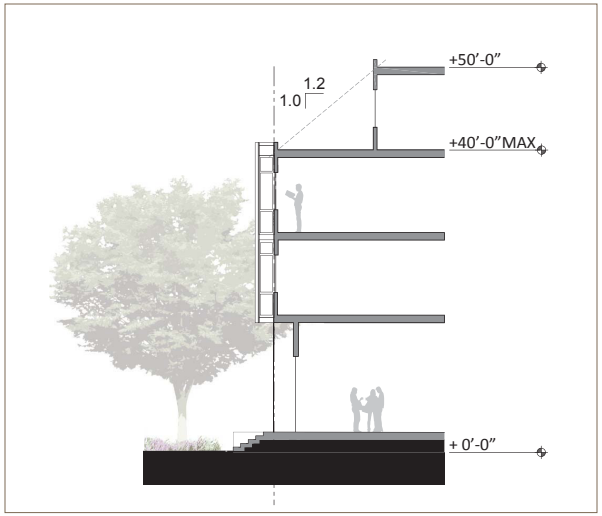


Figure T4.m: Shared Public Way stepback above 40 feet

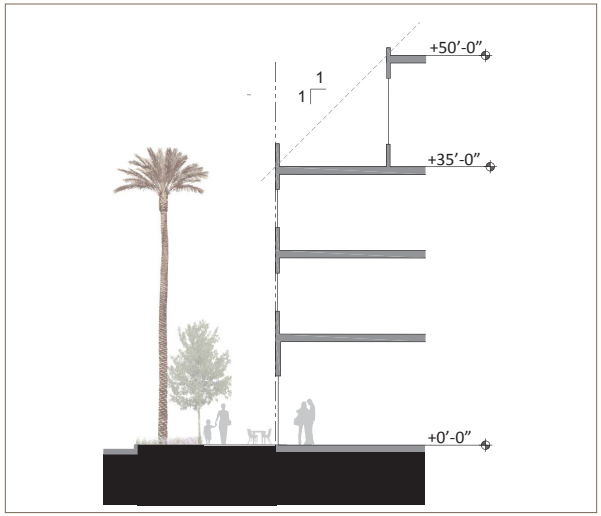


Figure T4.o: Retail Main Street Stepback above 35 feet

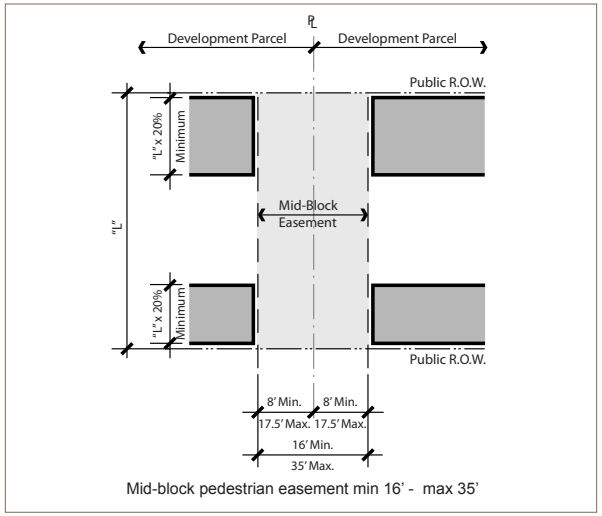


Figure T4.p: An example of a streetwall along easements

T4.4 MAXIMUM HEIGHT

Maximum height requirements establish the predominant heights of development and the location of taller buildings. Height zones on Treasure Island focus the greatest density near transit, provide a comfortable pedestrian environment that is visually and socially engaging, and craft an attractive skyline that will be viewed from around the Bay Area. Height zones describe the three-dimensional maximum height envelopes without defining specific locations, numbers or shapes of buildings or parcels. Flex height zones allow for a variety of buildings types to be built up to the indicated maximum height as long as they conform to the relevant and applicable standards in T4.5, Building Separation, and T4.6, Bulk and Massing.

STANDARDS

T4.4.1
The height of structures shall not exceed the applicable maximum height as indicated on the Maximum Height Plan (Figure T4.q). Height limits are to be measured from the average finish grade, along the full parcel perimeter, to the roof of the top occupied floor of each building.

T4.4.2
Flex Height Zones have been established to allow for the flexibility in locating tall buildings within the overall built form of the island. The Flex Height Zones allow for a variety of building types to be built up to the indicated maximum height for their zone as long as they conform to the relevant applicable standards in T4.6, Bulk and Massing, and Table T4.1, Bulk and Massing Controls Matrix. The location of tall buildings to each other and the lower buildings is controlled by building separation requirements in T4.5, Building Separation.

T4.4.3
Sloped roofs are to be measured to the midpoint of the vertical dimension of the roof.

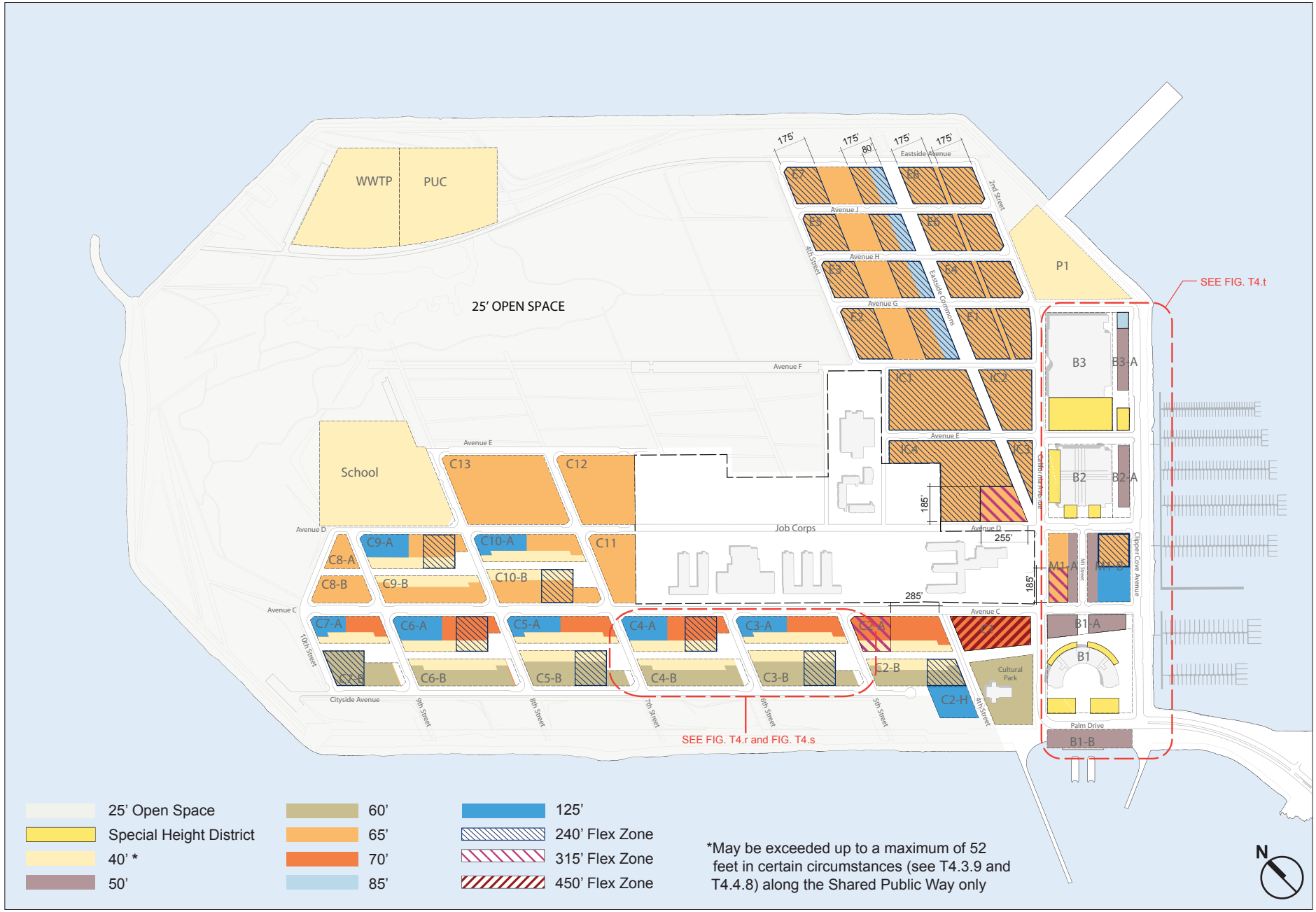


Figure T4.q: Maximum Height Plan

T4.4.4
Buildings that are located within an allowable development block as indicated on Figure T4.d shall not exceed the applicable maximum height as indicated on Figure T4.q. Maximum Height Plan and related Detail Height Plans Figure T4.r, T4.s and T4.t.

T4.4.5
Those portions of a building that may project above the applicable maximum height are

- Parapets up to four feet (4') in height above the roof of the last habitable floor.
- For buildings less than 125 feet tall, mechanical enclosures and other rooftop support facilities that occupy less than 20% of the roof area up to 15 feet in height above the roof of the last habitable floor.
- For buildings taller than 125 feet, mechanical enclosures and other rooftop support facilities that occupy less than 50% of the roof area, up to 30 feet in height above the roof of the last habitable floor.
- For buildings taller than 125 feet, wall planes extensions that are either 50% physically and visibly permeable or translucent, up to 30 feet above the roof of the last habitable floor.

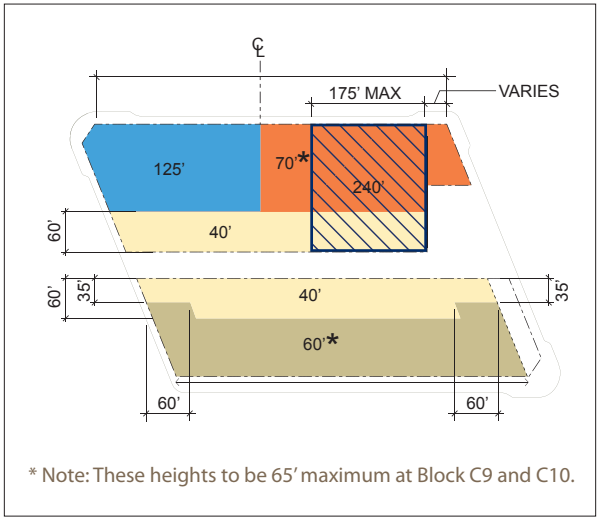


Figure T4.r: Maximum Height - Typical Cityside Block Type 1 Blocks C4, C6

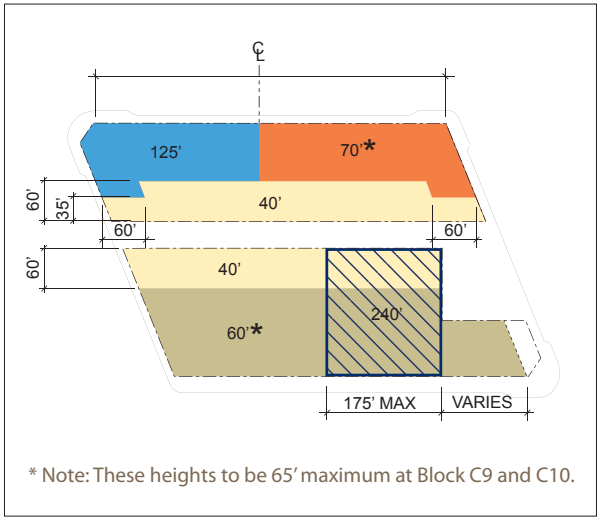


Figure T4.s: Maximum Height - Typical Cityside Block Type 2 Blocks C3, C5, C7 and similar

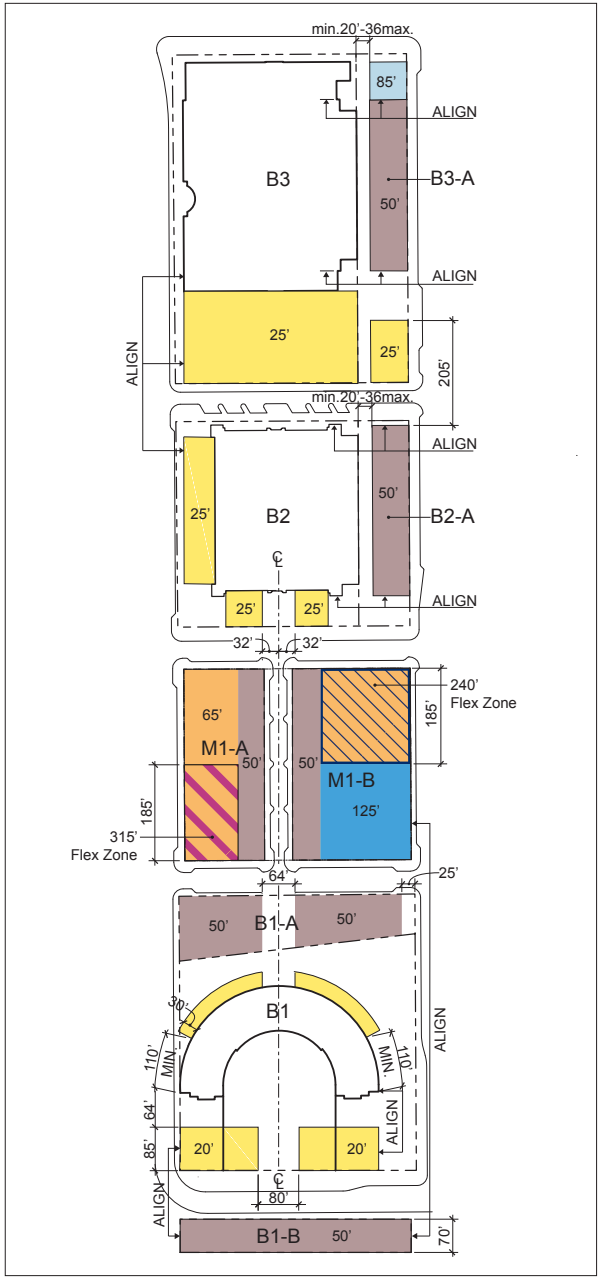


Figure T4.t: Detail Height Plan - Blocks B1, M1, B2, and B3

T4.4.6
Components contributing to environmental sustainability, such as renewable power generation, may project above the applicable maximum height if they do not significantly alter the apparent height and mass of the building.

T4.4.7
Buildings on blocks E1, E2, E3, E4, E5, E6, E7 and E8 taller than 85' shall be located on a corner lot.

T4.4.8
Buildings fronting on the Shared Public Way that fall within the 40' maximum height zone may exceed the indicated maximum height, up to a height of 52 feet from grade. Those portions of a building fronting on the Shared Public Way that do exceed the indicated 40 foot maximum height must conform to standard T4.3.9 and are limited to no more than 60% of building roof area, in segments no greater than 40 LF parallel to the street frontage with a minimum separation of 10 feet (Figure T4.u). Railings, planters and visually permeable building elements no greater than 42 inches above the roof are exempt from stepback requirements.

T4.4.9
Buildings or structures located within the allowable building zone adjacent to and east of Building 1 (Figure T4.t) shall not exceed a maximum height established as the finish floor of Building 1 as shown in Figure T4.v. Guardrails, handrails, trellises, canopies and awnings are allowed within this allowable building zone up to the height of the eastern façade marquee of Building 1 (Figure T4.v).

T4.4.10
The 25 foot Open Space Special Height District is established for structures to be built in the open space areas of the island. Temporary structures to remain in place 6 months or less, structures with a plan area of 500 square feet or less, sculptural structures that have a positive contribution to the visual quality of the public realm, or structures that contribute to the island's sustainability goals are exempt from the indicated height limit.

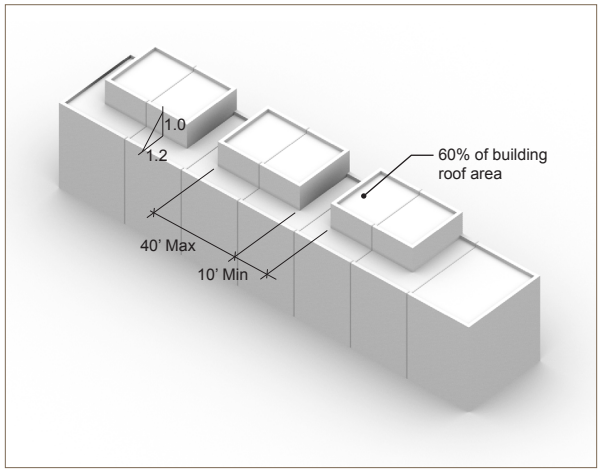


Figure T4.u: Shared Public Way stepback example

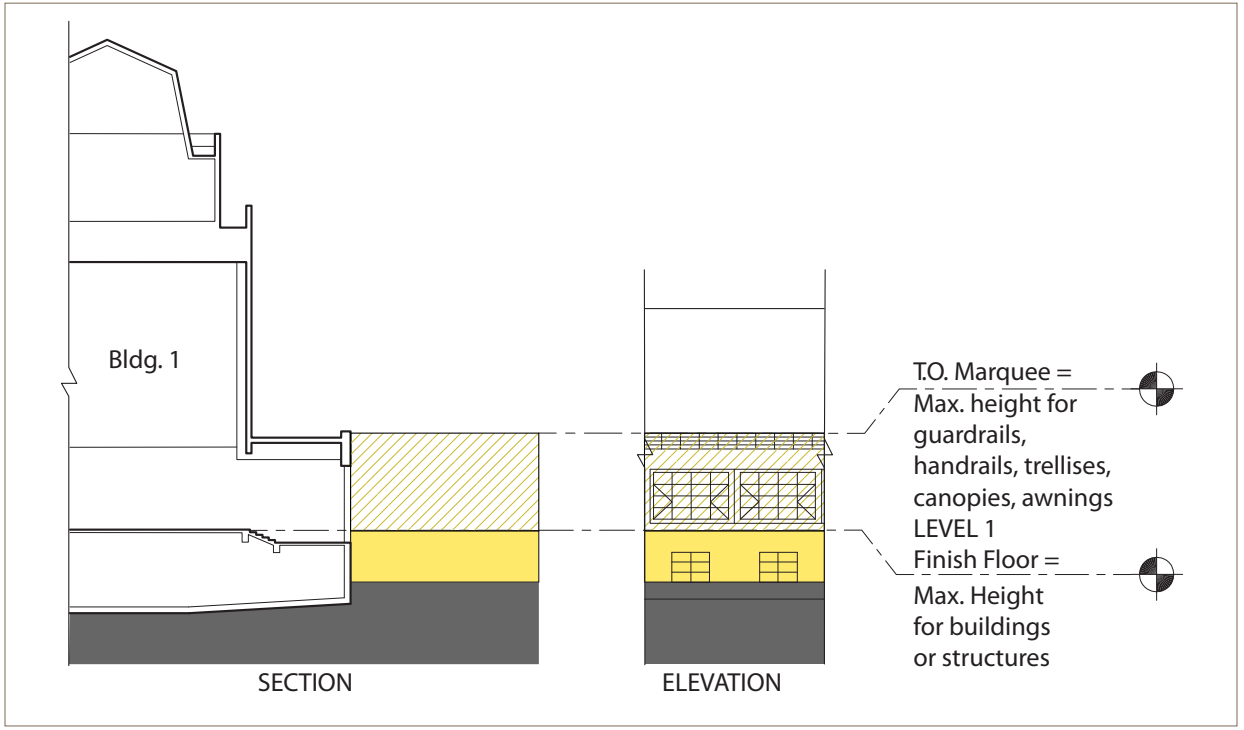


Figure T4.v: Maximum height for allowable building zone adjacent to and east of Building One

T4.5 BUILDING SEPARATION

Tower separation rules are intended to provide ample views of the sky for pedestrians, to minimize shadowing of the public realm, and to protect views and privacy of individual dwelling units.

STANDARDS

T4.5.1
Buildings taller than 125 feet located within a flex height zone and taller than the underlying height zone shall maintain a minimum distance of 115 feet clear from any portion of another building taller than its underlying height zone. This distance is to be measured by a 115 feet circular offset from the inscribed building perimeter at its outermost points on all levels above the underlying height zone (Figure T4.w). This 115 feet distance shall not apply to buildings located on blocks C1, C2-B, C2-H and M1 as they relate to each other and to buildings located on neighboring blocks.

T4.5.2
Buildings located within a flex height zone that are located on blocks IC1, IC2, IC3 and IC4 and E1, E2, E3, E4, E5, E6, E7 and E8 shall maintain a clear corridor extending a minimum distance of 500 feet perpendicularly to any other building taller than 85 feet (Figure T4.x). The corridors shall be aligned orthogonally, perpendicular and parallel to the north-south avenues (e.g. Avenue E), and extend from the buildings furthermost points regardless of orientation (Figure T4.y). Figures T4.z and T4.aa illustrate two examples of possible tower locations within the above referenced development blocks which comply with the separation requirements of Standards T4.5.1 and T4.5.2. This 500 feet distance shall not apply to buildings located on blocks B1, B2, B3 and M1 as they relate to each other and to buildings located on neighboring blocks.

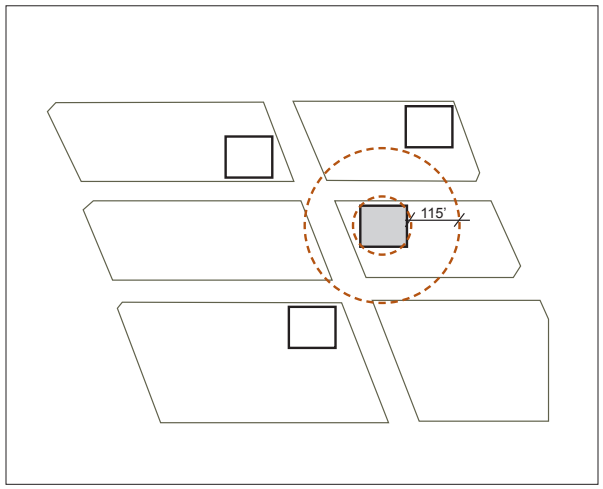


Figure T4.w: Eastside building separation example (minimum of 115 feet)

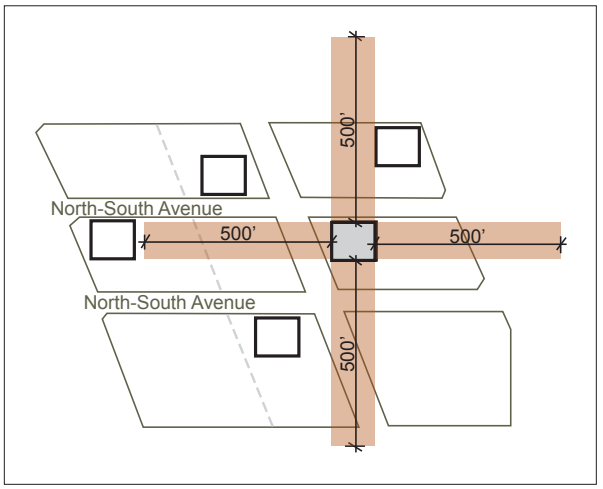


Figure T4.x: Eastside clear corridor example (minimum of 500 feet)

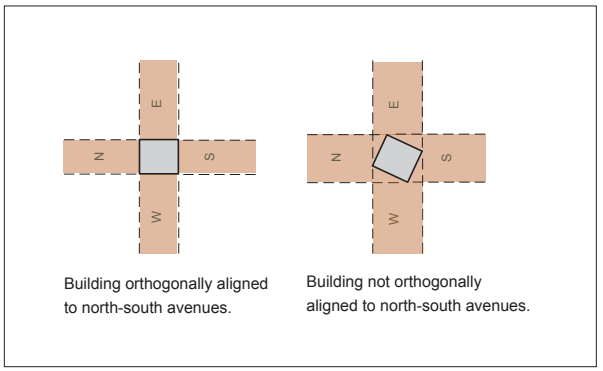


Figure T4.y: Tower orientation and clear corridor measurement example

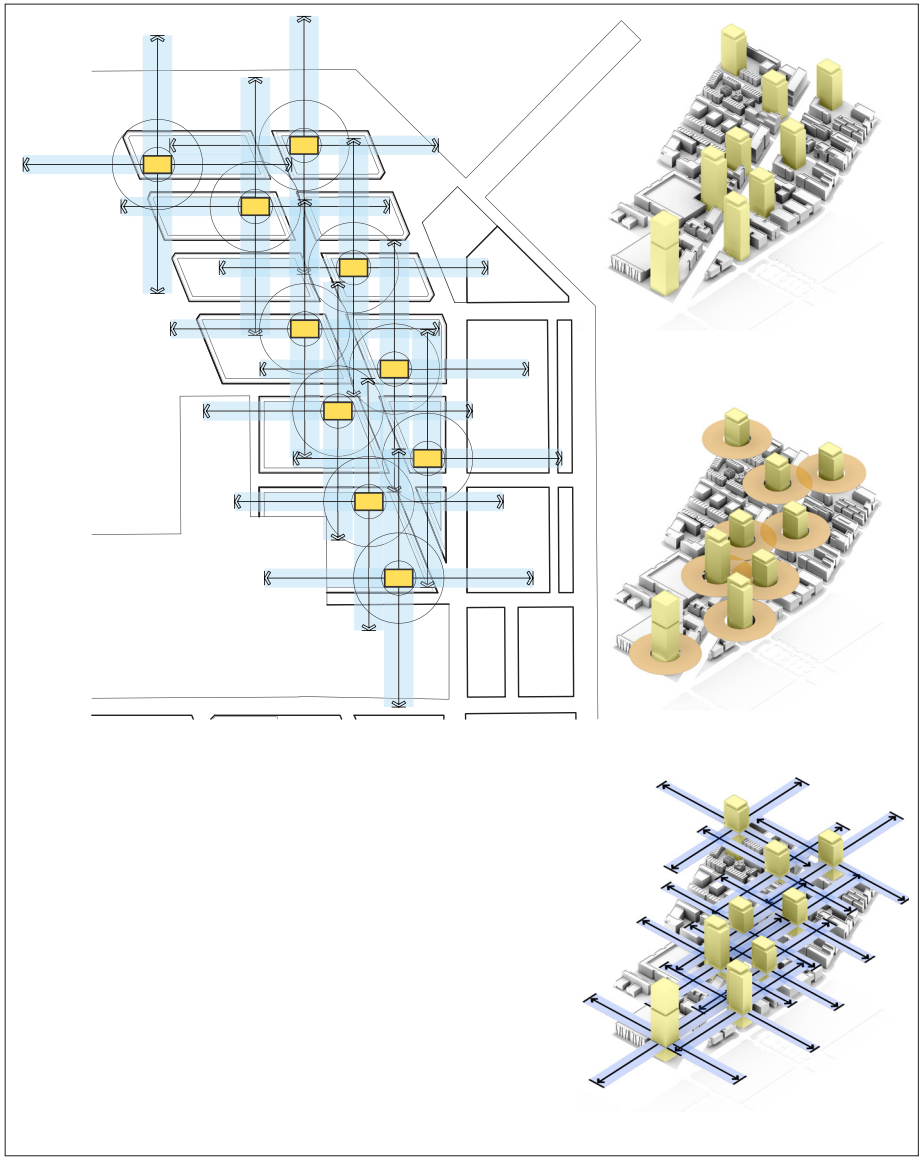


Figure T4.z: Example 1 of possible tower locations compliant with separation requirements

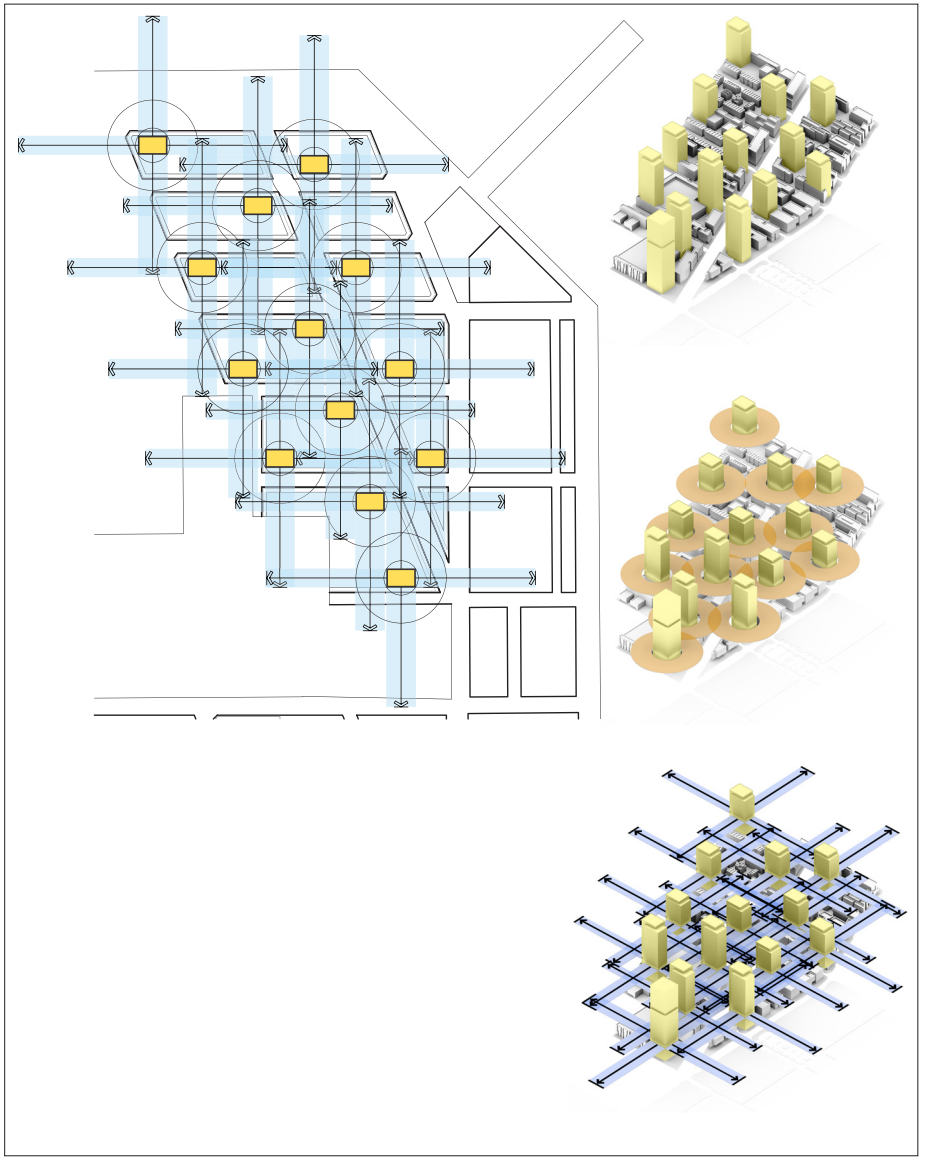


Figure T4.aa: Example 2 of possible tower locations compliant with separation requirements

T4.6 BULK AND MASSING

The following standards and guidelines on bulk and massing have been established to support the creation of a neighborhood form that is comfortable for people, enhances views both to and from the island, and establishes a signature identity of a compact, visually engaging urban environment. The objective of bulk and massing controls is to create buildings that will be pedestrian scaled and visually well proportioned by defining: maximum floor plates, plan lengths, apparent faces and diagonals; building design elements that constitute a change in apparent face; and controls for sculpting the tallest buildings on Treasure Island.

There are supplemental standards and guidelines for tall towers, which must respond to a unique set of issues due to their high degree of visibility from around the Bay Area. Tall towers are meant to be well proportioned, visually attractive, high quality design landmarks composed of simple geometries with tops that are visually engaging and accentuate smaller volumes as they rise towards the sky. As with all buildings on Treasure Island, tall towers are expected to engage the public and pedestrian realm by providing active bases and articulating facades with a high degree architectural detailing which promote a sense of vibrancy.

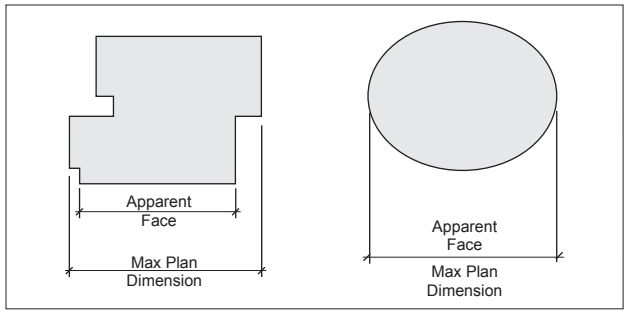
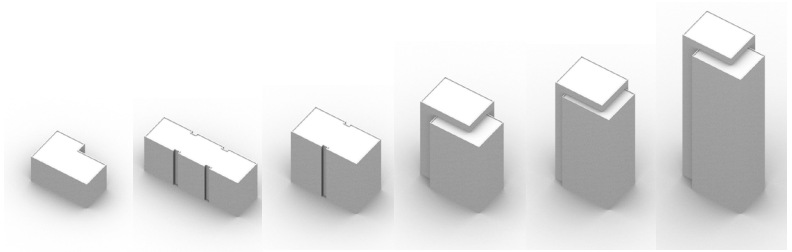


Figure T4.bb: Max Plan Dimension and Max Apparent Face

Table T4.1: Bulk + Massing Controls Matrix



BUILDING HEIGHT	Up to 60 ft	61-85 ft	86-125 ft	126-180 ft*	181-240 ft*	241-450 ft
MAX FLOOR PLATE	NA	NA	10,500 sf	12,000 sf	10,500 sf	12,000 sf
MAX PLAN LENGTH	NA	200 ft	140 ft	140 ft*	140 ft*	140 ft
MAX APPARENT FACE	120 ft Typical 25-30 ft Shared Public Way	75	100 ft	105 ft*	100 ft*	105 ft
MAX DIAGONAL	NA	NA	NA	170 ft	160 ft	170 ft
CHANGE IN APPARENT FACE	Two feet (2') deep X three foot (3') wide Notch, two foot (2') setback of building massing or major change in fenestration pattern and / or material.	Five feet (5') deep X ten foot (10') wide notch, five foot (5') setback of building massing in combination with a major change in fenestration pattern and / or material.		Ten feet (10') deep X ten foot (10') wide notch, ten foot (10') setback of building massing in combination with a major change in fenestration pattern and / or material.		

*Buildings within the Cityside District taller than 125 feet are limited to maximum plan dimensions of 120 feet and maximum apparent faces of 100 feet, parallel to the western shoreline.

STANDARDS

T4.6.1
All buildings, except as permitted under T4.6.5 below, shall comply with the bulk and massing maximums for their height category indicated in Table T4.1.

T4.6.2
The maximum plan dimension as described in Table T4.1 is defined as the maximum linear horizontal dimension of a building or structure, at a given level, between the outside surfaces of its exterior walls. The maximum plan dimension of a building or structure is the greatest plan dimension parallel to the long axis of the building (Figure T4.bb).

T4.6.3
To help reduce the overall bulk of building massing and produce buildings that are visually well proportioned the apparent face width for specific building types is limited as indicated in Table T4.1 and generally varies by building height.

T4.6.4
Tall towers on Treasure Island are defined as those buildings that are taller than 300 feet.

T4.6.5
Due to the potential need for additional service core area within towers taller than 300 feet, supplemental allowances may be permitted for increased maximum: floor plates; plan lengths; apparent face widths; and diagonal dimensions, provided the proposed buildings comply with all other Standards and Guidelines. (See Section 4.1.4 Exception Process for procedures to obtain supplemental allowances)

T4.6.6
In order to respond to their high degree of visibility from around the Bay Area, towers taller than 300 feet shall be well proportioned, producing slender forms as viewed from 360 degrees. To accentuate the vertical nature of tall towers, at least some portion of the tower shall be expressed for the entire height of the tower.

GUIDELINES

T4.6.7
All buildings taller than 85 feet should have a minimum of 25% of their perimeter extend directly to the ground.

T4.6.8
Buildings taller than 85 feet should incorporate a minimum ten-foot (10') height difference between separately articulated volumes or wall planes.

T4.6.9
Towers taller than 300 feet should utilize a minimum of one of the three tower form strategies indicated in Figure T4.dd. The three tower form strategies encourage building designs that are slender, accentuate smaller volumes and result in distinctive forms that reinforce the notion of Treasure Island as a unique destination.

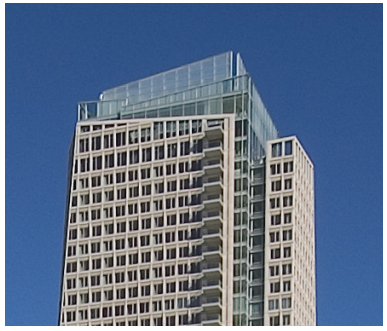
T4.6.10
Towers taller than 300 feet should be visually attractive landmarks constructed of high quality materials and architectural detailing. Façade elements should be related to the pedestrian realm in scale and where feasible they should be integrated into the building's overall sustainability strategy and/or provide private outdoor space for residents.

T4.6.11
Recognizing the visible nature of towers taller than 300 feet on Treasure Island, tower tops are intended to be visually engaging and accentuate smaller volumes as they rise towards the sky. A variety of strategies may be employed to achieve this objective including, but not limited to: stepped forms, wall plane extensions and sculpted tops (Figure T4.cc).

T4.6.12
The main tower on Treasure Island, located on development block C1, is intended to read as a campanile, marking the island center. In order to achieve this desired skyline, objective towers located within the 315' Flex Zone height limit should not be taller than 70% of the height of the main tower on development block C1.

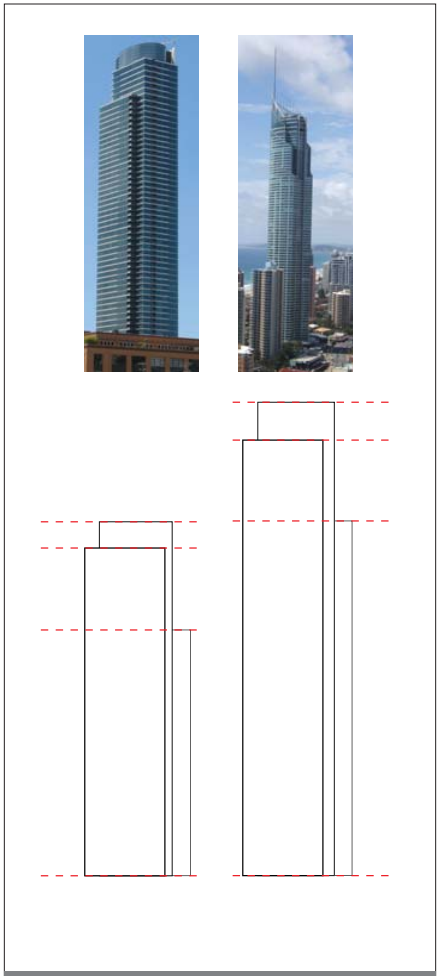
Example of a sculpted top with vertical fins on facade

Example of a stepped top with horizontal slab edges



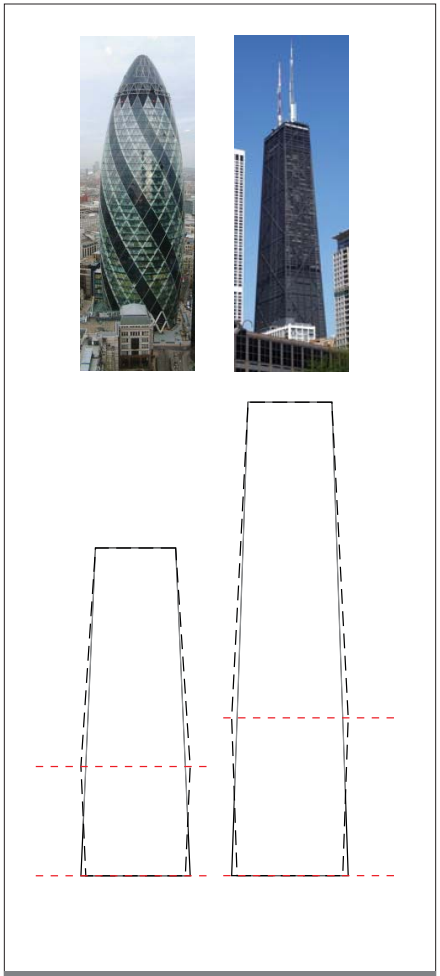
Example of wall plane extensions with balconies

Figure T4.cc: Stepped Forms, Wall Plane Extensions and Sculpted Tops



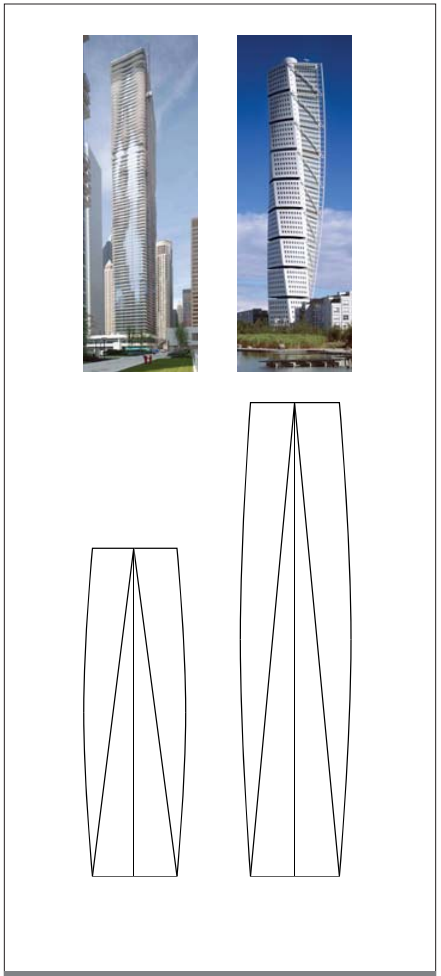
STEPPED

Tall Towers that reduce their floor plan area at upper floors should utilize this stepping strategy to help accentuate their verticality and reduce the apparent mass of the towers as they reach the sky.



TAPERED

Tall Towers that result in tapered forms should produce a tower form that is visibly narrower towards the top of the tower than at the bottom.



SCULPTED

Tall Towers that produce a sculpted form should include one of the following:

- Individual floor plans that never repeat
- A minimum floor plan rotation - .2° / floor
- A minimum floor plan offset - avg. 6" horizontal / floor

Figure T4.dd: Bulk reduction strategies

T4.7 SUNLIGHT

The shape and location of buildings, and their relationship to public open spaces as allowed by the Design for Development standards, has been strongly influenced by previously conducted studies of sun and shadow. Tests of sun and shadow conditions allowed by the Building Envelope specified in Chapter T4 have confirmed advantageous urban district shadow conditions with reasonable limits on shadow on public open spaces during the active months of the year and most active times of day.

STANDARDS

T4.7.1
No shadow studies are required for buildings conforming to the standards outlined in this document.

GUIDELINES

T4.7.2
Individual projects should seek to minimize shadowing of internal courtyards.

T4.8 WIND

Although varying seasonally and by time of day, winds affecting Treasure Island come predominantly from the west and are frequent and strong enough to be an important consideration in their potential effects on the public realm. A number of strategies intended to help reduce wind speeds within the public realm have been incorporated into the overall land use plan. These strategies, along with specific neighborhood and building design strategies, are intended to reduce wind speeds throughout the Island and are as follows:

- The street grid is oriented with east-west streets rotated southward, to baffle against prevailing westerly winds along those streets.
- The Eastside Commons and Cityside neighborhood parks have been specifically located within the development blocks for protection from wind coming off of the Bay.
- The key commercial areas of the project, including the Marina Plaza and Promenade, are located on the leeward side of the Island Core.

STANDARDS

T4.8.1
All projects must comply with Mitigation Measure M-WS-4. (Please see Appendix A6 to this Design for Development which restates the mitigation measure from the Final Environmental Impact Report for the Treasure Island / Yerba Buena Island Redevelopment Project.)

GUIDELINES

T4.8.2
Buildings greater than 100 feet in height should incorporate additional design measures, where practicable, to further reduce wind speeds in pedestrian and public areas, while balancing other design objectives as stated in this document.

T4.8.3
Some design measures may help to decrease wind speeds in some locations. When considering measures to reduce wind speeds at the pedestrian level, designers should prioritize wind improvements in locations in the following order:

- Neighborhood Parks / Eastside Commons
- Retail street on Block M1 / Shared Public Ways
- Cultural Park / Marina Plaza / Marina Promenade
- Neighborhood Streets
- Entrances to adjacent buildings
- Private open space on adjacent buildings

T4.8.4
Design measures for wind protection may include:

- Buildings greater than 100 feet in height can attach a low-rise building / podium or wind canopy to the windward side of the building to limit downdrafts washing off the tower face into the public realm.
- Dense hedgerows, tree groves, wind screens, and earth berms, where appropriate, can provide local wind protection to public rights-of-way and public open spaces.
- Buildings greater than 100 feet in height should be generally oriented and profiles shaped to reduce downdraft from the prevailing winds onto the public realm.

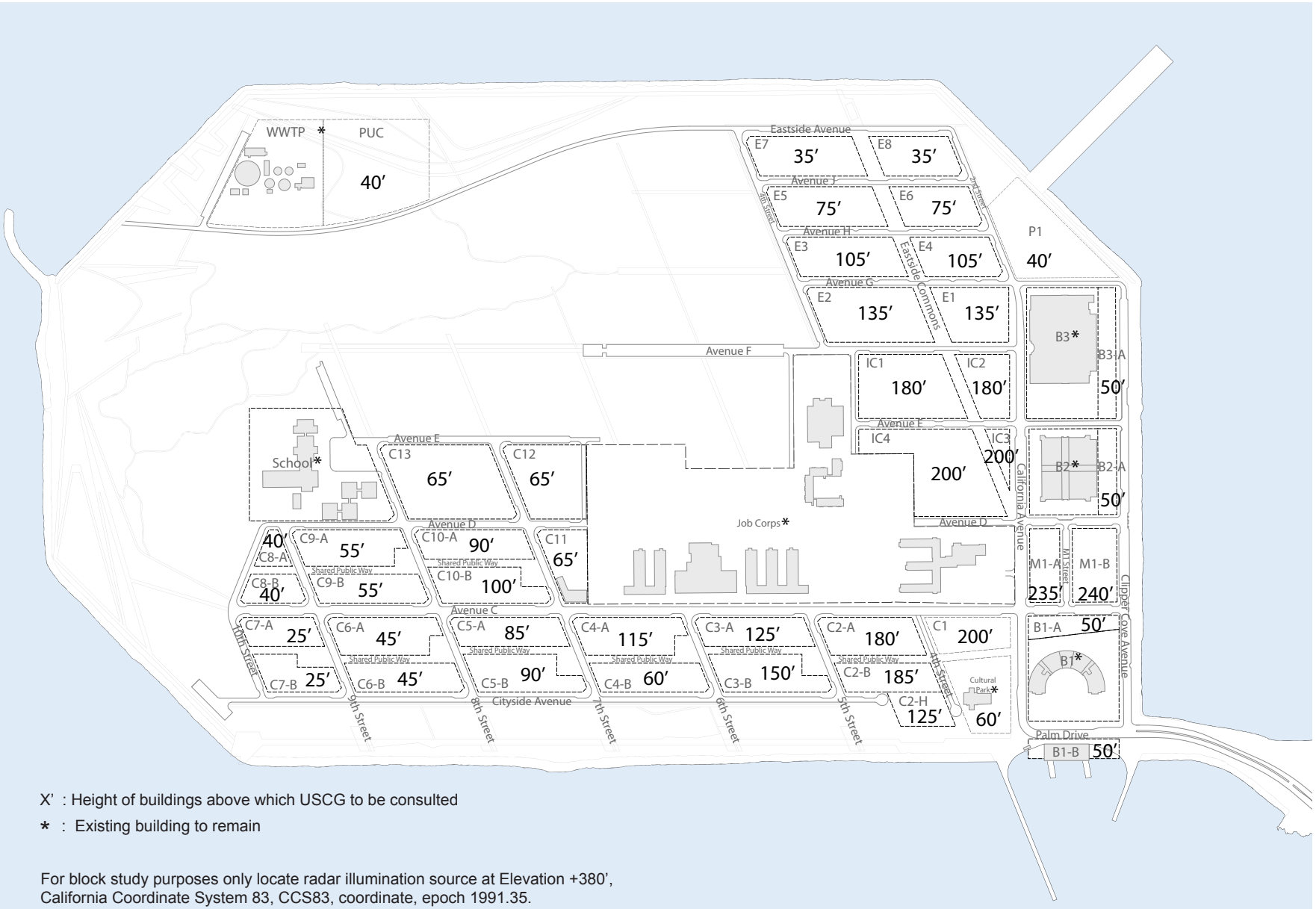
T4.9 VESSEL TRAFFIC SERVICE

The primary mission of Vessel Traffic Service (VTS) San Francisco is to coordinate the safe, secure and efficient transit of vessels in San Francisco Bay. So as to ensure its operation the following standards shall apply:

STANDARDS

T4.9.1
Buildings whose height does not exceed the applicable maximum height on the Maximum Height Plan, subject to projections permitted under Standard T4.4.5, but do exceed the applicable height on the Heights Requiring Consultation Plan (see Figure T4.ee) inclusive of any projections, are permitted but require consultation with TIDA and the US Coast Guard to determine whether the building may interrupt direct contact between the U.S. Coast Guard's Vessel Traffic Service (VTS) and vessels in the Bay's shipping channels.

T4.9.2
In the event that the consultation determines that the building would interrupt the VTS's direct contact, the applicant must alter the building so it does not do so, or make other arrangements to avoid doing so. Such arrangements include, but are not limited to: upgrading the VTS equipment, locating VTS equipment on the roof the of the building, or relocating VTS equipment to a new location.



X' : Height of buildings above which USCG to be consulted

* : Existing building to remain

For block study purposes only locate radar illumination source at Elevation +380',
California Coordinate System 83, CCS83, coordinate, epoch 1991.35.

Figure T4.ee: Heights Requiring Consultation Plan

BUILDING DESIGN
Treasure Island

T5

T5.1 ARCHITECTURAL VISION

The heart of the design vision for Treasure Island is the creation of a series of distinctive, pedestrian-oriented, high-density and sustainable neighborhoods that have time-tested virtues but also accommodate emerging trends in building design, sustainability and household makeup. As defined by other chapters in the Design for Development, each neighborhood on Treasure Island will house a diverse population in a mix of low-, mid- and high-rise buildings. These will be built around an extensive network of public space, one of Treasure Island's most important place-making elements. The building design standards and guidelines presented here are built around the primacy and fundamental importance of Treasure Island's public space network, ensuring it is lively, humane, socially-interactive, safe, and full of vibrant life at the ground level and above. The definition of quality for Treasure Island buildings therefore starts with their responsiveness to the public realm, including the spatial comfort and sensory interest they provide to it. It also includes the degree to which buildings are able to achieve livability and sustainability for their inhabitants. The architectural vision embodied in this Chapter T5's standards and guidelines does not assume or prescribe any particular architectural style beyond the goal of creating buildings that reflect the time and place in which they are built. Variety for variety's sake is discouraged and is not a Treasure Island development principle. Each building should contribute to the larger order of the Island of which it is but one part.

An illustrative view of Treasure Island from San Francisco

The three broad goals for building design within this overarching vision are: Sustainable Building Design; Engaging the Public Realm; and Pedestrian Scale. They form the basis and rationale for the Building Design Standards and Guidelines in this chapter.

Sustainable Building Design

Enhancing long-term sustainability is one of the key principles guiding this Design for Development, and Treasure Island's architectural design has been envisioned with this goal in mind. Detailed standards for building energy use, water use, material selection, construction activity best practices, and other aspects of green building are included in the companion Green Building Specifications for Treasure and Yerba Buena Islands (referred to as "Green Building Specifications" in the standards and guidelines below). However, one of the linchpins of successful green building is an integrated design process that considers sustainability from the very beginning. Therefore, rather than treating the Green Building Specifications as a simple code overlay to conventional construction, the intent of Chapter T5's standards and guidelines is to thoroughly integrate sustainability and green building techniques into all buildings from the beginning of design, through construction, to building occupancy and daily use.

Various standards and guidelines throughout Chapter T5 aim to reduce resource and energy consumption, encourage water and solid waste recycling, integrate renewable energy generation, enable rainwater capture, support walking and other alternatives to private automobile use, and support occupant and environmental health. Green building techniques in buildings are intended to be integrated with neighborhood- and island-wide infrastructure such as integrated stormwater and wastewater treatment or regenerated ecology or a potential district power cogeneration plant. Together, all of these elements will effectively lower resource and energy requirements, reduce greenhouse gas emissions, and enhance long-term sustainability.

Engaging the Public Realm

Private development on Treasure Island is intended to reinforce and enhance the public pedestrian and open space system. This can occur primarily through the design and articulation of the building wall, the uses that the building encloses, and the space between the building and the sidewalk (referred to here as the "setback zone"). The design intent for buildings is that they do more than simply create the spatial enclosure to the public realm – they should also help enliven it. Visibly active ground floor uses, open and accessible front entries, usable private open space, properly fashioned overlook of private space to public, and the quality of the landscape and building materials all add to the richness of the public realm experience.

An illustrative example of a mix of residential building types

Pedestrian Scale

Walking is one of the most fundamental human activities, with broad benefits for health, environmental sustainability, and social capital. Emphasis on a pedestrian scale is to ensure that buildings on Treasure Island, in their design, their planting, and the materiality of the public realm they adjoin, contribute to a humanistic, comfortable, well-proportioned and convivial community. A building's scale and visual interest – especially the first 35 feet above grade, which is most readily seen and felt by the pedestrian – are crucial to achieving this goal. Thoughtful crafting of façades to express life within the building, the use and articulation of materials, the use of color and texture, and taking advantage of the unique building corners created by the plan geometry can all add a level of detail and human scale that enriches the street level character for the pedestrian.

Standard and Guideline Organization

The building design standards and guidelines that follow describe the elements of quality necessary to provide physical, psychological and visual comfort in the built form of Treasure Island. They are organized into eleven categories, the first three of which are the three broad goals described above:

- **T5.2 Sustainable Building Design**
- **T5.3 Engaging the Public Realm**
- **T5.4 Pedestrian Scale**
- **T5.5 Bird Safe Design**
- **T5.6 Materials**
- **T5.7 Building Corners**
- **T5.8 Articulated Building Roofscapes**
- **T5.9 Special Use Buildings**
- **T5.10 Industrial and Infrastructure Buildings**
- **T5.11 Historic Buildings**
- **T5.12 Lighting**
- **T5.13 Signage**

T5.2 SUSTAINABLE BUILDING DESIGN

With the rapid development of sustainable building products, the palette of available sustainable building materials will continue to expand. Over the course of the Design for Development's implementation, traditional building materials will be replaced by materials more sustainable in their physical composition and designed use. The creative integration of such materials will be a part of the unique story of Treasure Island, and are to be encouraged as long as they are thoughtfully integrated. Drainage and stormwater management techniques integrated into the public and transition zones around buildings are envisioned to be visually clear and understandable, enabling the public to better understand the story detailed into the language of the building. Specific examples of sustainable design principles that could be applied to building façades include sun screens, solar power generating systems, green walls, and wind protection elements, among others.

STANDARDS

SUSTAINABLE DESIGN

T5.2.1
All new buildings shall be subject to the Green Building Specifications for Treasure and Yerba Buena Islands as described in Appendix A5.

T5.2.2
All buildings shall use regionally appropriate vegetation that does not require permanent irrigation for landscaping in public and private open spaces, rooftops and green walls.

T5.2.3
Stormwater runoff for buildings shall be managed in compliance with the applicable stormwater control plan for Treasure Island and this document's Green Building Specifications.

T5.2.4
Buildings are required to provide "solar ready" infrastructure such as solar panel standoffs, conduit, and roof water spigots that minimize the cost and effort of adding solar capacity at a later date, as per the Green Building Specifications.

GUIDELINES

SUSTAINABLE DESIGN

T5.2.5
Whenever possible, incorporate visible elements of sustainability – such as green roofs, green walls, or photovoltaic panels – into the fabric of the building and landscape. Larger elements in particular should contribute to the cohesive whole of the building and site design.

T5.2.6
All buildings are encouraged to maximize the use of natural ventilation and free cooling in order to minimize energy use.

T5.2.7
Buildings should attempt to optimize building orientation to benefit from winter solar gain and minimize summer heat effects.

T5.2.8
Buildings should use "cool" exterior siding, roofing, and paving material with relatively high solar reflective index to minimize solar heat gain, wherever possible.

T5.2.9
The use of exterior shading devices above podium levels at proper orientations to augment passive solar design and to provide control of solar gain is recommended.

T5.2.10
The use of elements that contribute to environmental sustainability as a façade material, such as building-integrated photovoltaics or green walls, is encouraged.

An example of sun shades integrated into the building envelope

T5.2.11
Green roofs should be insulated to minimize heat and noise transfer, and should use regionally appropriate plant species to minimize water consumption. Drip or bubbler systems to establish green roof plants are permitted, but once the planting has been established the temporary irrigation systems should be removed.

T5.2.12
Elements of the sustainable building design should be integrated into the open space concept.

An example of a fully planted green roof

T5.2.13
Landscape irrigation achieved through a grey water system is acceptable.

T5.2.14
Private open spaces that are visually and/or physically connected to the public realm should integrate the design concept and sustainable principles of the adjacent public spaces.

An example of elements of sustainable building design integrated into the podium's open space concept

T5.2.15
The landscape elements should utilize drought tolerant plantings and minimize reliance on a permanent irrigation system.

SUSTAINABLE RETAIL/MIXED-USE DESIGN

T5.2.16
Use of passive techniques to maximize interior daylighting, such as transom windows and light shelves, are encouraged.

T5.2.17
Awnings and signage should be incorporated into storefronts to provide shade.

An example of awnings as shade control devise

T5.3 ENGAGING THE PUBLIC REALM

Setback Zone

Standards and guidelines below apply to the setback zone (Figure T5.a), which is the space between the building and the sidewalk. The intention of these standards and guidelines is to ensure that private development reinforces and enhances the public realm and the pedestrian system. Important concepts for accomplishing this include visibly active ground floor uses, open and accessible front entries, usable private open space, properly fashioned overlook of private space to public, and the quality of landscape and building materials.

STANDARDS

SETBACK ZONE

The development of every parcel shall adhere to the required setbacks illustrated on the Setback Plan (Figure T4.e). Dimensions for the Setback Zone and allowable encroachments and projection are described in Table T5.b and illustrated in Figure T5.a.

T5.3.1
In order to create positive interactions between every building and the street, public way, or public open space, all ground floor residential units facing a publicly accessible street or open space are required to provide an individual front entry to those spaces. Alternatively, the primary living space or a private outdoor space can be oriented toward the publicly accessible street or open space. The frontages along Cityside Avenue are exempt from the requirement for individual entries or private outdoor space.

T5.3.2
Although individual entries to ground floor units are preferred, the alternative of providing primary living space, or private open space, oriented toward a publicly accessible street or open space will be allowed only where such living or private

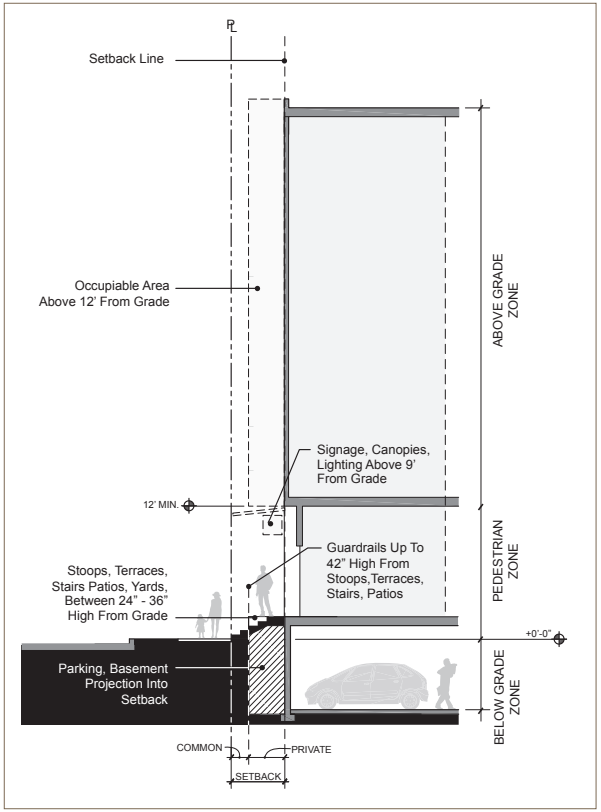


Figure T5.a: Setback diagram for Table T5.b

open space will permit or encourage positive interaction between the ground floor residential unit and the adjoining public space.

An example of entry elements integrated into building vocabulary

Streets with a setback of	0’			0’ Mews			4’			6’			12’			15’			30’		
	R.O.W	Setback		R.O.W	Setback		R.O.W	Setback		R.O.W	Setback		R.O.W	Setback		R.O.W	Setback		R.O.W	Setback	
		Common	Private		Common	Private		Common	Private		Common	Private		Common	Private		Common	Private		Common	Private
		0’	0’		0’	min -0’ max -5’ avg		0’	4’		1’	5’		2’	10’		5’	10’		24’	6’
Allowable	Encroachment	Projection		Encroachment	Projection		Encroachment	Projection		Encroachment	Projection		Encroachment	Projection		Encroachment	Projection		Encroachment	Projection	
Above Grade Zone																					
Enclosed Building Area	2’	NA		2’	2’		NP	4’		NP	4’		NP	4’		NP	4’		NP	4’	
Unenclosed Building Area	2’	NA		2’	2’		NP	4’		NP	4’		NP	5’		NP	5’		NP	6’	
Architectural Elements	2’	NA		2’	2’		NP	2’		NP	2’		NP	2’		NP	2’		NP	2’	
Signage	4’	NA		2’	2’		NP	4’		NP	4’		NP	4’		NP	4’		NP	4’	
Lighting	4’	NA		2’	2’		NP	4’		NP	4’		NP	4’		NP	4’		NP	4’	
Pedestrian Zone																					
Canopies	2’ from curb line	NA		6’	P		10’	4’		2’ from curb line	P		2’ from curb line	10’		2’ from curb line	P		NP	6’	
Stairs, Stoops	NP	NA		6’	P		NP	4’		NP	5’		NP	10’		NP	10’		NP	6’	
Patios, Yards, Terraces	NP	NA		6’	P		NP	4’		NP	5’		NP	10’		NP	10’		NP	6’	
Fences and Walls (up to 42” from grade)	NP	NA		6’	P		NP	4’		NP	5’		NP	10’		NP	10’		NP	6’	
Signage	6’	NA		2’	2’		NP	4’		NP	4’		NP	4’		NP	4’		NP	4’	
Lighting	6’	NA		2’	2’		NP	4’		NP	4’		NP	4’		NP	4’		NP	4’	
Below Grade Zone																					
Garage, Basements	NP	NA		NP	P		NP	4’		NP	5’		NP	10’		NP	10’		NP	6’	

Note: Unless otherwise stated these encroachments and projections shall apply to residential, community or retail/mixed-use buildings.

NA : Not Applicable
P : Permitted without dimensional limitation
NP : Not Permitted

Table T5.b: Allowable encroachments and projections. (See Figure T4.e for allowable setbacks.)

T5.3.3
In residential areas, the frequency of the entries must relate to the size of the unit fronting the street, and shall occur on average every 12 to 30 feet along public rights-of-way. Two entries may be ganged together.

T5.3.4
Building setbacks are divided into common and private setback areas. Private setback areas are intended, but not required, for use by adjacent individual residential dwelling units. Common setback areas must be treated as a unified planted landscape area that is required to be implemented and maintained by the building owner. This is demonstrated in Figure T5.a and is indicated in Table T5.b.

An example of layered landscape and hardscape for low-rise entry

An example of ground-level unit entries integrated into the building palette of materials

T5.3.5
Private setback areas shall be used for active outdoor uses including, but not limited to stoops; entry stairs; patios; terraces; and private yard.

T5.3.6
Encroachment within the public right-of-way and projections within the setback are permitted as indicated in Table T5.b and in accordance with Standards T5.3.2 through T5.3.7.

T5.3.7
Enclosed habitable projections may extend beyond building build-to lines, or encroach into required setbacks or into the public rights-of-way only above 12 feet from grade, as indicated in Table 5.b. Such permitted habitable projections or bays may be provided so as to read as either discrete or aggregated expressions (as illustrated in Figure T5.b, T5.c and T5.d) with the following conditions:

- Discrete bay expressions: The maximum combined face area of such projections shall not exceed 55% of the overall face area of the buildings. No individual projection may exceed 12-feet in width and the minimum separation between projections shall not be less than three feet (3').
- Aggregated bay expressions: The maximum face area of an aggregated projection shall not exceed 40% of the overall face area of the building, with the maximum width of such projection not exceeding 75 feet along the street frontage.
- Combined discrete and aggregated bay expressions: Where a combination of such expressions is used, the overall face area of all projections shall not exceed 55%, with the aggregated projection not exceeding 40% of the overall face area and being restricted to the 75 foot maximum width along the street frontage

T5.3.8
Awnings, canopies, marquees, signs, shading devices, cornices, lighting and other similar architectural building elements may only encroach into the public right-of-way and/or project into the setback above ten feet (10') from grade (Figure T5.a).

T5.3.9
Ground floor residential units fronting a dedicated right-of-way, dedicated open space, or pedestrian walkway shall be raised between 24 to 36 inches above adjacent grade to provide a sense of separation and privacy for building occupants (Figure T5.a).

T5.3.10
Basement levels of buildings or sub-surface parking garages are permitted to project into the private portion of the setback as indicated in Table T5.b, provided an adequate soil depth and drainage is provided, or the subsurface area is incorporated as part of a terrace or other usable landscape area that is integrated into the overall architectural and landscape design of the building (Figure T5.a).

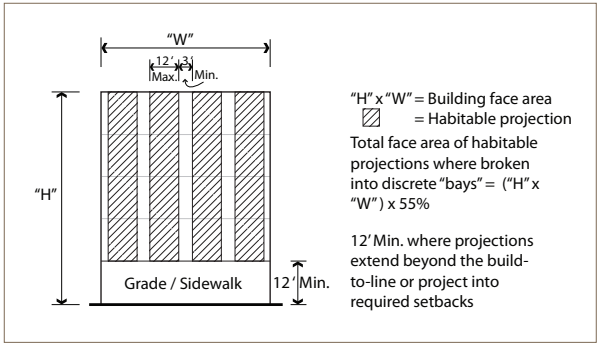


Figure T5.b: Discrete building projections

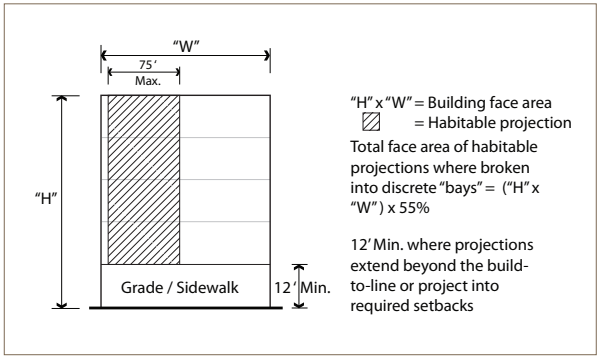


Figure T5.c: Vertical aggregated building projections

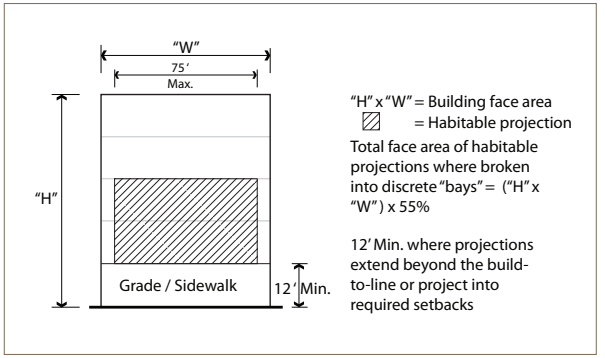


Figure T5.d: Horizontal aggregated building projections

T5.3.11
Ground floor residential units in townhouses, low-rise and mid-rise buildings that front on a dedicated right of way, dedicated open space and/or pedestrian walkway shall provide a minimum of 60 square feet of usable private open space, level with the first habitable floor of a unit within the private setback zone.

T5.3.12
Buildings taller than 85 feet and adjacent to neighborhood parks or the Eastside Commons must include active ground floor uses for a minimum of 50% of the building frontage that are visible from and oriented towards the neighborhood parks and Eastside Commons. These uses may include, but are not limited to community use; retail; health club; private open space; or other similar uses. Lobbies greater than 20 feet in face width are not considered an active use.

T5.3.13
Commercial or community uses within a residential structure

An example of a setback zone landscape appropriate for the Eastside Commons

shall follow the same guidelines and standards as defined in Retail/Mixed-Use of this section.

T5.3.14
Exposed parking, garage entries, service, mechanical, circulation or loading shall be limited to a maximum of 50 linear feet aggregate or 20% of a façade's length, whichever is less. For townhouses with garages accessed from the street, their garages are exempt from this standard.

T5.3.15
Side-by-side two-car garage doors are prohibited in townhouses or townhouse-style units.

SETBACK RETAIL/MIXED-USE ZONE

T5.3.16
Retail ground floor uses that incorporate outdoor seating and dining are permitted, so long as the associated sidewalk Throughway Zone, as defined in Chapter T2, is maintained clear.

GUIDELINES

SETBACK ZONE

T5.3.17
The orientation of residential and retail / mixed-use building entries should support and enliven the public character and features of the island's streets and open spaces.

T5.3.18
Residential units adjacent to any public right-of-way, including the Shared Public Way, should be designed to provide a level of privacy from the street while at the same time maintaining visibility to the street.

T5.3.19
Primary building entries are encouraged along Cityside Avenue.

T5.3.20
The use of continuous plantings of a height between four and eight feet (4'–8') above sidewalk grade to create a hedge is discouraged. However, trees are permitted provided they maintain visibility beneath their respective canopies.

T5.3.21
Architectural elements such as stairs, railings, low walls and planters should use materials and details that are similar to those of the building to which they are a part of.

T5.3.22
Views from Shared Public Ways and Mid-block Easements into back gardens or semi-private open spaces, as well as significant transparency at the shared community sites and lobbies of the multi-unit buildings are encouraged to enrich the pedestrian experience.

T5.3.23
Trash and recycling facilities and other utility services should be provided for all buildings in a location that balances residential access, convenient pick-up, maintenance, and screening from the active pedestrian zones of the street. Dedicated off-street loading docks are discouraged.

T5.3.24
Exit door alcoves on the sidewalk are discouraged, unless they share space with any active surveillance such as primary entrances or active community uses.

T5.3.25
Ground floor setback areas adjacent to mixed-use and non residential façades should be treated as sidewalk extensions, providing additional walking area and area for benches, café tables, or landscape.

T5.3.26
If a guard rail is required for a private open space, the railing should be designed to be as open as permitted by code. Clear glass panels are permitted but they cannot be more than 75% of the total aggregate of guard rail.

An example of a garage entry integrated into building vernacular

T5.3.27
Garage and service entries should be located to minimize their impact on the comfortable use and value of the surrounding buildings and public realm.

SETBACK RETAIL/MIXED-USE ZONE

T5.3.28
Non-restaurant/food service tenants are encouraged to use the outdoor dining zone to display merchandise so as to reduce the barrier between inside and outside.

T5.3.29
Service entries into the buildings on B2-A and B3-A should be located on the east or west façades, and should be screened.

T5.3.30
A common service/exit corridor is encouraged to run along the northern edge of the M1-A retail building only and along the southern edge of the M1-B retail building only.

T5.4 PEDESTRIAN SCALE

Standards and guidelines below are intended to create a pedestrian-friendly building scale through the design of façades, fenestration, building materials, and building corners. There is a particular focus on creating appropriate scale and visual interest in buildings, especially for the first 35 feet above grade, where the relationship to the pedestrian is the strongest.

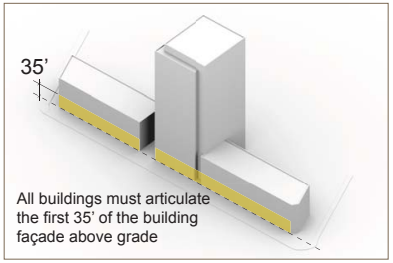
Façade design and fenestration

Façade design establishes the connection between the interior and exterior environments in every type of building and can help to create a strong sense of identity and vitality in specific neighborhoods of Treasure Island. Critical to quality façade design are the holistic conceptualization of building scale and massing, materials and detailing, and entries and fenestration. Incorporation of passive sustainable design techniques in building façades can maximize technical performance by lowering energy consumption, improving occupant comfort, and implementing on-site energy generation.

STANDARDS

FAÇADE DESIGN AND FENESTRATION

T5.4.1
The first 35 feet of the building façade above grade facing onto a public right-of-way must include a level of architectural detailing that will relate to the pedestrian. This may include but is not limited to architectural elements such as canopies, awnings, overhangs, projections, recesses, signage, lighting, greater dimensional depth of façade elements, material and surface change and texture, and/or active uses. This standard is intended to require buildings to respect and address the pedestrian environment, but it is not intended to imply that buildings must include a cornice line, datum, change in material or base line at 35 feet above grade.



A demonstration of an active pedestrian level

T5.4.2
Minimum percentage of façade area facing onto a public right-of-way that must be transparent for the first 35 feet above grade:

- 50% for multi-family residential
- 50% for residential townhouse-style units
- 25% only for residential townhouse-style units with garages accessed directly from the street
- 65% for all other non-residential uses

T5.4.3
Vertical bay elements that project into the setback zone shall be glazed on at least two sides of the projection. The glazing shall comprise at least 50% of each wall.

RETAIL/MIXEDUSE FAÇADE DESIGN AND FENESTRATION

T5.4.4
Building blank walls, i.e. those areas where there are not entries or windows, are limited to a width not greater than five feet on the Retail Main Street.

T5.4.5
75% of all building façades between two feet (2’) and eight feet (8’) in height from grade must be fenestrated with clear untinted glass.

T5.4.6
Pavilions located on Block B2-A, if enclosed, shall have a minimum of 70% glass on all sides.

T5.4.7
Block B3-A retail must have storefronts on all four sides, with a minimum of 50% glazing on the east, west, and north sides and a minimum of 75% glazing on the south side.

T5.4.8
All retail uses shall have a minimum ceiling and glazing height of 12 feet.

OFFICE AND HOTEL FAÇADE DESIGN AND FENESTRATION

T5.4.9
50% of all building façades between two feet (2’) and eight feet (8’) in height from grade must be fenestrated with clear untinted glass.

T5.4.10
Any hotel on Block C2-H shall orient the main entry to the Cultural Park and articulate that entry as a major public entrance.

FENESTRATION AT MID-BLOCK EASEMENTS

T5.4.11
At Mid-block Easements unprotected opening fenestration shall be provided as a percentage (%) of the area of the exterior wall facing the easement. For floors above the first story this shall be provided at a minimum of 25% and a maximum of 75% (unlimited if greater than 40 feet from the face of the opposing building). For the first story the minimum area of unprotected openings shall be 25% with no limit for maximum area.

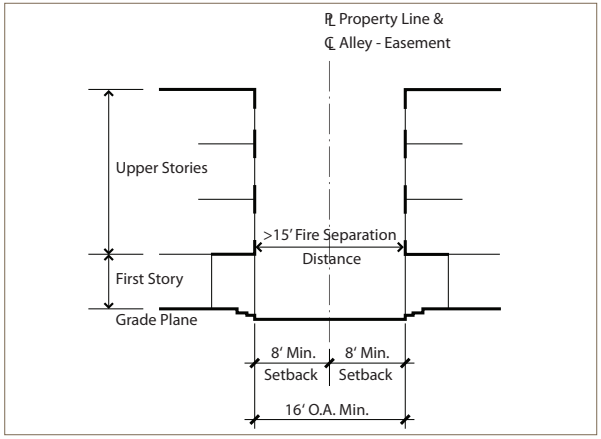


Figure T5.e: Unprotected opening/setback for Mid-block Easement

GUIDELINES

FAÇADE DESIGN AND FENESTRATION

T5.4.12
Buildings with any façades longer than 50 feet should modulate and articulate the façade to add visual interest to the street wall (see Chapter T4.3). Façade articulation can be achieved through a change in material, texture or fenestration. Modulation can include but is not limited to:

- Covered pass-throughs and recessed building entries up to 2 stories in height
- Recessed balconies
- Vertical recesses up to 3 feet deep and 4 feet wide
- Enclosed building area encroachments and projections
- Minor setbacks no greater than 2 feet from the setback line

T5.4.13
A building's architectural treatment should be varied and articulated to create interest and diversity along public ways. Building façades should share features and architectural character with their adjacent neighbors, yet be individualized and not redundant. Potential variation may be achieved through:

- Recesses, projections and step-backs
- Changes in height, floor level and roof form
- Window reveals, cornice treatments and parapets
- Changes in color and material
- Varied setbacks, horizontal and vertical elements, fenestration changes and other architectural devices to break the massing.

An example of elegantly proportioned fenestration

T5.4.14
Fenestration should be simple, human-scale, elegantly proportioned and generous. Circular, trapezoidal and triangular windows are discouraged.

T5.4.15
West and south facing façades should be designed with a combination of overhangs, horizontal sun shades and vertical shading, such as fins, that are integrated into the building envelope to balance solar access with the need to control heat gain.

T5.4.16
Entry doors that face the public right-of-way should incorporate weather protection, either by being recessed into the building face or having an awning or other element project over the entry.

T5.4.17
Garage and service entries should be integrated into the vocabulary of openings within the building façade.

T5.4.18
Townhouses that incorporate garages accessed directly from the street should have sufficient street frontage and/or design characteristics to assure that the unit entry and other ground-level residential activities establish the prominent image for the townhouse while limiting the visual presence of garage doors

T5.4.19
Lighting that is integrated into façades should provide the desired affect without emphasizing the light source.

T5.4.20
Particularly in low- and mid-rise buildings and tower bustles, individually-expressed ground-level entries should be designed as part of the larger building form.

An example of quality materials and fenestration that express individual unit types

T5.4.21
The scale and rhythm of the façade should express the height and configuration of the residential unit within through techniques such as architectural detail, color, massing, and fenestration.

T5.4.22
Where stacked dwelling units are identical, the window patterns should be varied to create larger or distinctive window groupings at top floors.

T5.4.23
Multi-unit buildings should be designed with prominent entry lobbies that provide visual interest, orientation, and a sense of invitation and welcome from adjacent streets or public ways.

T5.4.24
Tall buildings may be expressed as vertical shafts coming down to the ground, while taking care to create a pedestrian scale at their base. In those instances where tall buildings are not attached to low-rise massing along the ground level, the ground floors should be transparent and include welcoming lobbies and visually open amenity spaces for tower residents, neighborhood commercial, or community space. Refer to T5.3.12.

T5.4.25
A low-rise bustle around a tower should use a similar palette of materials, colors, and fenestration as the tower to create a unified composition.

T5.4.26
The ground floors of neighborhood towers should be articulated as a two- or three-story expression.

T5.4.27
Residential buildings taller than 85 feet are encouraged to include a minimum of two balconies per floor, located on opposing faces of the building.

RETAIL/MIXED-USE DESIGN AND FENESTRATION

T5.4.28
Podium courtyards should be inviting common spaces, incorporating the individual patios for adjacent ground floor units, and should be accessible from them. They may feature amenities for residents such as gardens, pools, or spaces for children. They should feature both paved and planted areas, and the lighting should balance energy conservation, security and light trespass to adjacent units.

An example of retail transparency expressing the volume of the space beyond

An example of retail transparency at the street level

T5.4.29
To maintain pedestrian scale, building façades should be modulated with setbacks or a change of material or fenestration every 75 feet or less.

T5.4.30
Glazing should be non-reflective and less than 10% tinted, with a light transmittance of at least 90%.

T5.4.31
Awnings and signage should be incorporated into storefronts to provide shade and variation (See T5.2.17 and T5.12 Signage).

OFFICE AND HOTEL DESIGN AND FENESTRATION

T5.4.32
To maintain pedestrian scale, building façades should be modulated with setbacks or a change of material or fenestration every 75 feet or less.

T5.4.33
Glazing should be non-reflective and less than 10% tinted, with a light transmittance of at least 90%.

T5.4.34
Offices should be designed with inviting, well-lit and secure lobbies open to and entered from the streets, and large, well-proportioned, operable fenestration at the upper levels.

T5.4.35
Hotel developments should have active frontages with public functions, such as restaurants or retail, to create a strong connection between the public realm and the building interiors.

T5.4.36
At hotels where a substantial length of windowless wall is found to be unavoidable, some combination of eye-level displays, contrast in wall treatment, offset wall line, outdoor seating, and/or engaging landscaping should be employed.

T5.4.37
Hotels are encouraged to include a minimum of two balconies per floor, located on opposing faces of the buildings.

An example of awnings and signage providing shade and variation

T5.5 BIRD SAFE DESIGN

Treasure Island and Yerba Buena Island are islands located in the center of the San Francisco Bay, and both are home to resident bird populations and provide foraging habitat for migrating birds. The project's sustainability goals include maintaining and expanding the ecological and bio-diversity of the two islands. Evidence has demonstrated that bird collisions with buildings are real threat to birds that can be significantly reduced through design. In response, the Environmental Impact Report for the project includes a cutting-edge mitigation measure that requires every building in the project be designed to bird safe standards, considering façade design, fenestration, lighting design, rooftop design, and lighting operations. The mitigation measure also enables evolving technology to be incorporated into the project, recognizing that bird safe design is an emerging field and new, more effective techniques for addressing bird strikes may be available in the future.

STANDARDS

T5.5.1
All projects must comply with Mitigation Measure M-BI-4a. (Please see Appendix A6 to this Design for Development, which restates the Mitigation Measure from the Final Environmental Impact Report for the Treasure Island / Yerba Buena Island Redevelopment Project.)

T5.6 MATERIALS

Over the course of the Design for Development's implementation, the palette of available materials will evolve as new materials are developed. However, materials selected for building should adhere to the following guidelines.

STANDARDS

MATERIALS

T5.6.1
Due to the marine environment of Treasure Island, materials selected should demonstrate superior performance related to moisture protection, low maintenance requirements, durability, and ultraviolet resistance.

An example of quality weather-resistant materials used in cohesive design

An example of operable fenestration and high-quality materials

GUIDELINES

MATERIALS

T6.5.2
To minimize building envelope failures, exterior siding installed using a rainscreen is encouraged.

T6.5.3
Buildings should be composed of a well controlled and balanced palette of colors and textures. The primary color palette should be weighted toward lighter and more neutral colors. Deep and saturated colors are permitted but should make up less than 40% of the building façade exclusive of the glazing system.

An example of color and materials used to express individuality

RETAIL/MIXED-USE MATERIALS

T5.6.4
Ground level façades should be designed with high-quality materials that offer color, variety, wear resistance, and visual interest to the pedestrian (such as stone, tile masonry, brick, or terracotta).

An example of high quality materials that create visual interest

T5.7 BUILDING CORNERS

Treasure Island's unique non-orthogonal block geometry will provide numerous opportunities for buildings to engage the intersections in distinctive ways. Building corners are subject to the following guidelines and standards.

STANDARDS

T5.7.1
The block corners of Treasure Island are unique and play an important role in the identity of the island. Therefore, no exposed parking, service, mechanical, auto circulation, or loading is permitted within 60 feet of any of the block corners.

GUIDELINES

T5.7.2
A higher percentage of glazing than is used in other locations should be considered.

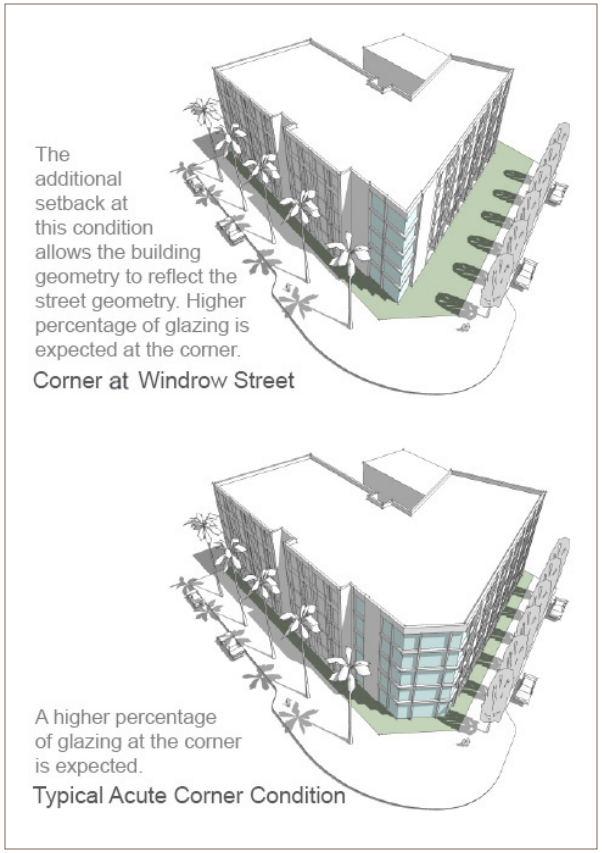
An example of building corners using a higher percentage of glazing

T5.7.3
Residential units that occupy a corner location should have the primary living spaces located in the corner. Acute corners should function like lanterns for the intersection, bringing additional eyes to the street and a heightened level of visual interest. The location of ground floor unit entries is also encouraged at these location.

T5.7.4
The building materials – as well as the fenestration size and mullion pattern – should turn the corner.

T5.7.5
In the case of a neighborhood-serving or amenity space in the building's corner, the ground level space should engage the public realm with additional paving, landscape and seating opportunities as well as potential entries to these spaces.

T5.7.6
A variety of geometric approaches to the building corners is encouraged. On the right are two potential responses to the acute corner condition.



Example of Acute Building Corners

T5.8 ARTICULATED BUILDING ROOFSCAPES

The standards and guidelines below apply to rooftops on Treasure Island. Rooftops – by virtue of solar access, weather exposure and high visibility – have multiple opportunities to enhance Treasure Island. They can incorporate innovative new techniques in solar heating and power generation. They can mitigate heat island effect and other negative microclimate issues by providing insulation and solar reflectance, and vegetated roofs can also treat stormwater and sequester carbon. Well-designed roofs can act as a social amenity for residents while enhancing the viewscape for surrounding neighbors.

STANDARDS

ROOF DESIGN

T5.8.1
Rooftop mechanical equipment greater than four feet (4') in height shall be screened. Screening shall be incorporated into the overall architectural character of the building and be at least of equal height to the mechanical equipment that it screens.

An example of penthouse and mechanical elements integrated with usable rooftop open space

T5.8.2
The roof tops of all buildings that may be overlooked by others will be considered as a "fifth façade" and shall be carefully designed to be viewed from taller buildings.

T5.8.3
All roof styles — pitched, shed, flat, vaulted, with or without parapets and/or overhangs — are permitted.

T5.8.4
Any light source located on roofs shall be a full cutoff type. See Section T5.12 for additional standards and guidelines about lighting.

T5.8.5
Buildings are required to provide "solar ready" infrastructure such as solar panel standoffs, conduit or plumbing rough-ins that minimize the cost and effort of adding solar capacity at a later date per the Green Building Specifications. As an alternative, infrastructure shall be provided for solar hot water panels according to the Green Building Specifications.

RETAIL/MIXED-USE ROOF DESIGN

T5.8.6
Pavilions located on Blocks B1 and B2 shall have all mechanical and other normally roof top mounted equipment contained in an enclosed roof well that is screened from above.

GUIDELINES

ROOF DESIGN

T5.8.7
Buildings using a sloped roof are encouraged to use a roof pitch that does not exceed 1/3 (rise over run) and minimizes north facing roof space, to optimize the ability to solar retrofit.

T5.8.8
Roof gardens are an encouraged option for building roofs, as a means to provide additional living, recreation, and entertainment space for building occupants.

T5.8.9
Expressive and sculptural roof forms are encouraged to provide visual interest to pedestrians and on the skyline.

Examples of expressive and sculptural roof forms

T5.8.10
The tops of all tall buildings on Treasure Island are encouraged to be distinctive in order to enrich the skyline and to enhance the role of the building as a landmark within its neighborhood. (See Guideline T4.6.12 for examples)

T5.8.11
Neighborhood tower penthouse floors and roof top amenities should take into consideration the dominant wind direction so that placement can contribute to protecting usable open spaces. (See wind impact mitigation Guidelines T4.8.2 and T4.8.4)

T5.9 SPECIAL USE BUILDINGS

Several community-serving structures are proposed for Treasure Island. Some are shown on the Illustrative Plan in Section 1 with an understanding of their approximate future locations; these include the Ferry Terminal, the potential Cultural Building, and the Sailing Center. Other community-serving facilities include police and fire stations and a water treatment facility, though the specific locations are yet to be determined.

Sailing Center

The Sailing Club is located on Block P1. Any structure associated with this use will be overlooked by the adjacent residential development, so special care will apply to the structure's placement and character so as not to negatively impact the adjacent properties.

GUIDELINES

T5.9.1
The main building should have a high degree of transparency, particularly along areas with high levels of pedestrian traffic.

An example of a high degree of transparency with a simple expressive roof

T5.9.2
The building's roof should be a simple expressive roof form free from mechanical encumbrance.

T5.9.3
Service-related or mechanical elements should be carefully screened from adjacent residential properties.

T5.9.4
Any accessory buildings or storage should be integrated with the building design and shielded or oriented away from the public realm, particularly along areas with high levels of pedestrian activity.

Police / Fire Station

The police / fire station is a building with very specific program needs that will directly affect the building design and expression. The design of this structure and other community facilities will balance internal security requirements with the public access requirements. All general building standards and guidelines pertain.

GUIDELINES

T5.9.5
Because of the civic nature of the police/fire station, it should be designed as multi-use facilities that encourages public space for community activities.

T5.9.6
The building should be designed to welcome the public in, and to actively engage the surrounding streetscape.

Ferry Terminal

The Ferry Terminal is located on Block B1-B to the west of historic Building 1 and marks the arrival point to Treasure Island. Furthermore, it will be one of the first structures encountered at virtually all arrivals, whether by ferry, bus, bike or car, and so will play a major role in shaping the identity of the island. Refer to Chapter T1 and section T5.11, Historic Buildings, for standards and guidelines relating to the Ferry Terminal and surrounding historic structures.

GUIDELINES

T5.9.7
The new Ferry Terminal will also function as a multi-modal transfer point and shelter for on- and off- island bus routes. The maximum height of new construction on Block B1-B is 50', as shown on Figure T4.t. The design objectives for the new Ferry Terminal relative to Building 1 are to reinforce the role of Block B1 as an important arrival point for ferry and bus riders; to distinguish the new terminal from the existing architectural style of Building 1; and to maintain partial views between San Francisco and Building 1. The design of the new Ferry Terminal should allow viewers on the plaza within the retaining walls of Building 1 to have a sense of the presence of the water and ferry boats to the west.

T5.9.8
Building(s) equal to or less than 25 feet in height should meet the view objective by providing an opening along the central axis of B1 or through building transparency, so long as this can be done consistent with requirements for ferry operations, security, and applicable regulations.

T5.9.9
Buildings(s) greater than 25 feet but not exceeding 50 feet should provide both for views through the central corridor as well as above 25 feet. These view objectives could be met by one or more of the following techniques, so long as this can be done consistent with requirements for ferry operations, security, and applicable regulations: by providing a high degree of building transparency, by designing shorter pavilions beneath a taller freestanding roof, by providing gaps between buildings or portions of the building along the B1 central axis.

T5.9.10
Other design treatments that meet the overall objectives that are not listed here are also permitted.

T5.10 INDUSTRIAL AND INFRASTRUCTURE BUILDINGS

Waste Water Treatment Plant

The water treatment plant is envisioned as a singular group of structures whose architecture, layout and character are derived from the building's functional requirements, and which serves as a background element in the larger open space system.

GUIDELINES

T5.10.1
The wastewater treatment plant should incorporate public view and/or access and an interpretative center.

T5.10.2
Any towers should be incorporated into building architecture and buildup areas. Free-standing, highly visible towers are discouraged.

T5.10.3
As much as possible, the style and design of the facility should be derived from and should celebrate the industrial aesthetic associated with the building typology and operation.

T5.10.4
The plant's location should result in the complex being visible from all sides. It should be designed with the same level of detail and refinement of material selection on all sides, and should be carefully integrated with the surrounding landscape or integrated into open space concept berms.

T5.10.5
Any security measures necessary to protect these installations should integrate into the building vocabulary (i.e. fencing or physical separation).

Photovoltaic Arrays

These standards and guidelines apply to building-mounted photovoltaic arrays - whcih are allowed throughout Treasure Island - and single-purpose, ground-mounted photovoltaic arrays, which are allowed in certain circumstances.

STANDARDS

T5.10.6
Building-mounted photovoltaic arrays (either on building roofs or as an integrated building component) or single-use ground-mounted arrays under 10,000 square feet are permitted throughout Treasure Island, subject to all applicable architectural, open space and other standards and guidelines from the Design for Development.

T5.10.7
Single-purpose, ground-mounted photovoltaic arrays over 10,000 square feet are allowed as shown on the map in Appendix A4.

GUIDELINES

T5.10.7
For single-use, ground-mounted arrays over 10,000 square feet, a glare analysis should be performed to assess the potential impacts on adjacent developments.

T5.10.8
Any control rooms associated with a single-use, ground-mounted array in an open space location should be visually integrated into the landscape design.

Industrial and Infrastructure Buildings

GUIDELINES

T5.10.9
The style and design of the building should be derived from the industrial aesthetic associated with the building typology and use.

T5.10.10
Service-related or mechanical elements should be carefully screened from adjacent residential properties.

All Structures located in Tidelands Trust Overlay Zone Parks and Open Space

The potential types and uses for structures that may want to be located in the various parks and open spaces within the Tidelands Trust Overlay Zone are difficult to anticipate. However, the following is a set of performance-based standards and guidelines that apply to all structures proposed to be located within these lands.

STANDARDS

T5.10.11
Any building in a public park or open space must serve an accessory function to the park or to the infrastructure.

T5.10.12
Utility or maintenance structures serving a park or open space shall to the greatest extent possible be integrated into the landscape and complement the concept of the adjacent park or open space.

T5.10.13
All utility installations shall integrate an educational component into the building program and be accessible to the general public.

T5.10.14
Any structure in a park or open space must be designed with the same level of detail and refinement of material selection on all sides of the building.

T5.10.15
If open space intended for active use is located adjacent to a park, it should be carefully integrated into the landscape concept of the park, including the material and plant palette.

T5.10.16
Physical barriers are prohibited except where required for public health and safety.

Above-Grade Parking Structures

Parking at Treasure Island is encouraged to be subterranean or in individual garages. (For individual at-grade garages serving townhouses, see Chapter T6.) All above-grade parking structures shall be screened per the standards and guidelines below. Refer to Chapter T6 for General Parking standards.

STANDARDS

T5.10.17
Exposed structured parking at street level is not permitted across a public right-of-way from any residential development.

T5.10.18
All parking structures must either:

1. Be screened from the public right of way by usable building space that is a minimum of 18 feet deep, or
2. Be set back a minimum of ten feet (10') from the public right of way, include high quality materials, have an exterior wall with landscaping that screens 50% of the surface within three years, and have a maximum exterior wall length along the street of 100 linear feet.

An example of a landscaped parking garage screen

An example of a parking garage with pedestrian-friendly street frontage

T5.10.19
At residential and mixed-use buildings facing Mid-block Easements the requirement for screening by useable space or by set-back may be omitted providing the following conditions are met:

- Exposed parking structure façades shall be screened and designed with attention to detail compatible with the building in which it is located.
- The maximum length of screened parking facing the easement does not exceed 100 linear feet.
- The maximum height of screened parking facing the easement does not exceed 20 feet above grade.

T5.10.20
Exposed parking in structures on C11, IC1, and IC4 is allowed only on building façades that do not face a public right of way or any sort, regardless of the land use on the other side of the right of way. If any exposed parking structures are built in those locations, their façades shall be screened and designed with attention to detail compatible with adjacent buildings.

T5.10.21
All exposed-to-the-sky parking stalls shall have shading or screening of one of the following types: trellises, solar collectors, PV trellises, trees, glass canopies, Teflon-coated fabric shade structures or similar devices. See Section T5.11 for additional standards and guidelines about lighting.

T5.10.22
All parapet edges of the parking trays, including the roof, shall be high enough to screen adjacent properties from vehicle headlights. The lighting of the top roof deck is critical. If pole-mounted, all fixtures shall have a full cut-off angle. The use of low-level lighting is acceptable, but it shall light the deck surface, not the adjacent residential units.

An example of parking garage screening of non-street frontage

T5.9.23
Low-albedo materials are not permitted as the roofing of a top parking deck.

GUIDELINES

T5.10.24
Parking entries should be attractive and well lit at night.

T5.10.25
There should be a maximum of two vehicle entries on any total linear block face. For full parking standard, see Section T6, Parking and Loading.

T5.10.26
Pathways and stairways linking parking structures to public ways should be attractive, well lit, and secure. Where feasible, the design of parking structures should promote the use of public sidewalks and mid-block connections.

T5.10.27
Because many parking garages are relatively open, lighting of the parking trays is a very important visual element. Wherever possible, indirect lighting should be used to light all interior areas of the garage, so long as sufficient lighting exists to provide adequate security and sense of safety for users.

T5.10.28
With the exception of blocks C11, IC1 and IC4, all parking structures are encouraged to be wrapped with townhouse-style housing, building lobbies, retail and commercial uses, and parking podium access stairs and elevators, so as to screen the parking garages from view.

T5.11 HISTORIC BUILDINGS

Three of the buildings remaining from the 1939 Golden Gate International Exposition ("GGIE" or "Exposition"), Buildings 1, 2, and 3, have been individually listed in the National Register of Historic Places. Although these buildings do not constitute a historic district, they are individually significant as the best remaining examples of buildings constructed for the Exposition and as highly successful examples of Art Moderne style architecture from the late 1930s.

The historic resource boundary of each building has been identified in the National Register nomination and is illustrated in Figure T5.c. Each boundary roughly corresponds with the footprint of the historic building. While new construction is permitted adjacent to the National Register-listed buildings, height and setback guidelines have been established to ensure that new construction does not overwhelm or dominate the historic resources. This section includes Goals, Standards and Guidelines for both the historic buildings themselves and for new construction immediately adjacent to the buildings (i.e. on blocks B1, B1-A, B1-B, B2, B2-A, B3, and B3-A).

Goals for Historic Buildings and Adjacent New Construction

Standards and guidelines for both historic buildings and adjacent new construction are intended to achieve the following goals:

- Retain the three National Register-listed buildings' status as important and distinctive within the Island Center.
- Form a framework for the Island Center with the three National Register-listed buildings.
- Comply with the Secretary of the Interior's Standards for Rehabilitation (Secretary's Standards) for any rehabilitation of historic buildings.
- Use new construction near the historic buildings to create a town-center scale and a central core that enables rehabilitation of the historic buildings.
- Reinforce the character of the historic buildings through the controls for bulk and massing for new buildings on blocks B1, B2, B3, B1A, B1-B, B2-A and B3-A, as set forth in this Section.
- Maintain the orthogonal street grid west of California Avenue, which derives from the Exposition.
- Add additional alleys and streets in the Island Center to promote a pedestrian scale and encourage interaction with and movement through the historic buildings.

Treatment for Adjacent New Construction

Buildings 1, 2, and 3 are individually listed historic resources and do not constitute a historic district. Therefore, new construction adjacent, but not attached, to the historic buildings on blocks B1, B1-A, B1-B, B-2, B2-A, B3, and B3-A is not required to follow the Secretary's Standards. The following Standards and Guidelines have been developed to ensure that adjacent new construction respects nearby historic resources and enables the principles for the historic buildings to be achieved.

Building 1

Buildings 2 and 3

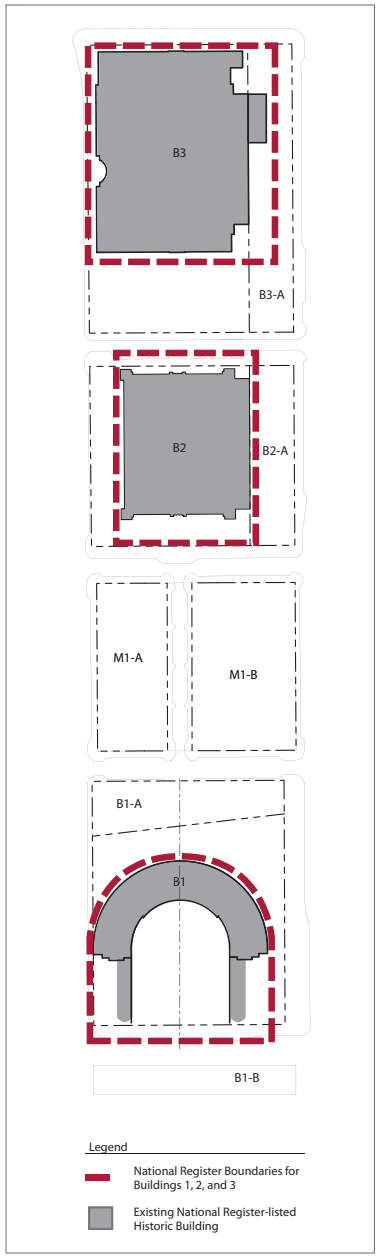


Figure T5.f: Block names and National Register boundaries

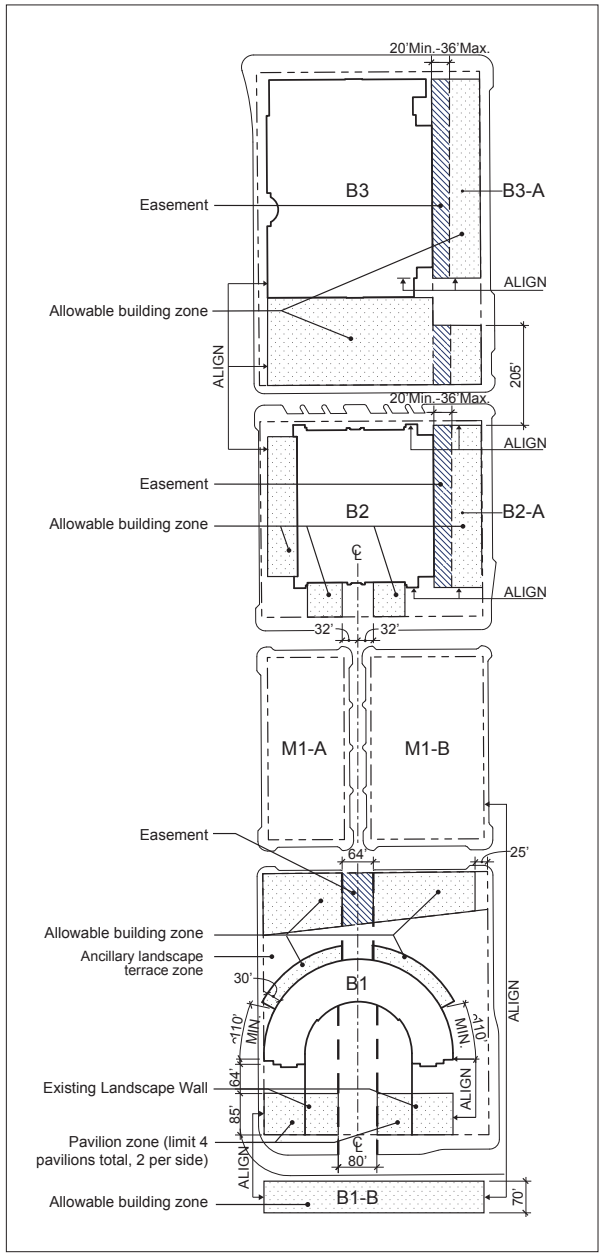


Figure T5.g: B1, M1, B2 and B3 Demonstrative Block Plans

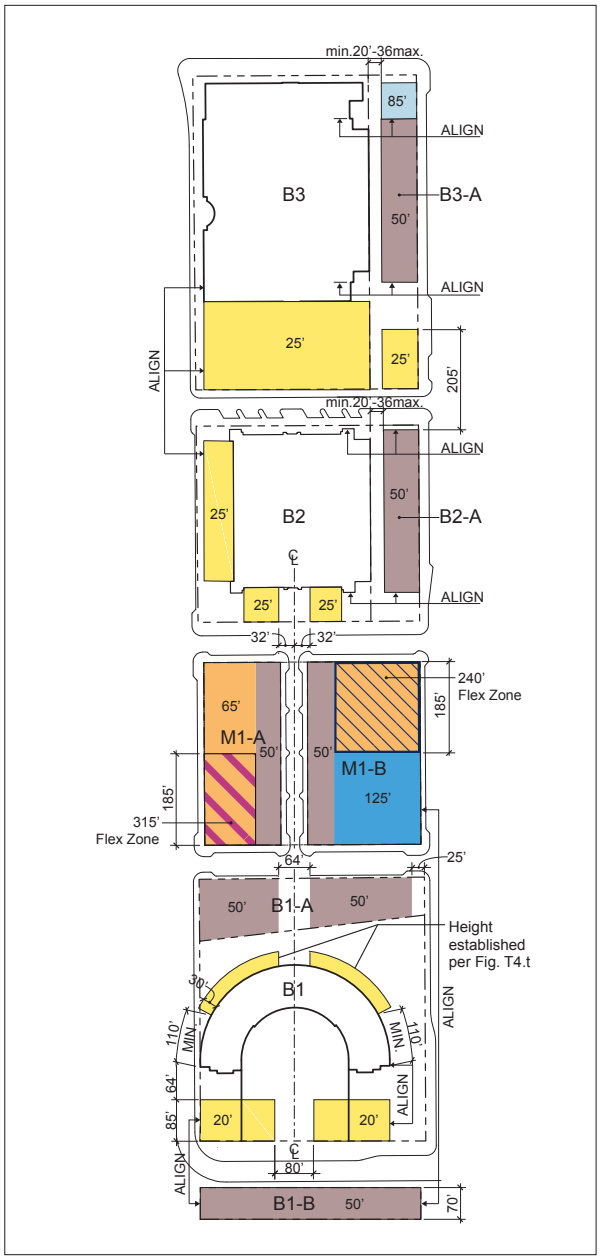


Figure T5.h: Maximum Height - Blocks B1, M1, B2, and B3

STANDARDS

BUILDINGS 1, 2 AND 3

T5.11.1
Buildings 1, 2, and 3 shall be rehabilitated in accordance with the Secretary of the Interior's Standards for Rehabilitation (Secretary's Standards).

Existing Building 1 Courtyard

Existing Building 1 Lobby

T5.11.2
An addition to Building 1 is permitted within the allowable building zone immediately behind (east) of Building 1, as identified in Figure T4.d and Figure T4.t, so long as such additions comply with the Secretary's Standards. The height of the addition is limited to no taller than the top of the marquee above the first story windows on the east façade of Building 1, as illustrated on Figure T4.v.

T5.11.3
An easement of at least 64 feet in width is required between Building 1 and Building 2 along their central axes in order to maintain clear unobstructed public easement between the two historic buildings. On Block M1, this easement shall be a dedicated public street with permitted vehicular access. The easement of 80 feet is required between Building B1 and Palm Drive, along the central axis of Building B1.

T5.11.4
Additions to Buildings 2 and 3 are permitted within the allowable building zones identified in Figure T4.d and Figure T4.t, so long as such additions comply with the Secretary's Standards.

Existing Building 2 façade

Existing Building 2 Entry

NEW CONSTRUCTION

T5.11.5
New construction within blocks B1, B1-A, B1-B, B2, B2-A, B3, and B3-A is limited to the allowable building zones indicated in Figure T4.t.

T5.11.6
New construction within blocks B1, B1-A, B1-B, B2, B2-A, B3, and B3-A is limited to the heights indicated in Figure T4.t.

T5.11.7
New construction in the pavilion zone located on Block B1 to the west of Building 1 is limited to four (4) pavilions of no more than 400 square feet each within the allowable building zone. Up to two pavilions are permitted on either side of the central Building 1 east-west axis.

T5.11.8
Any new construction located within the allowable building zones on blocks B-2, and B-3 that is not physically attached to an historic building must be separated from that building by at least 20'.

GUIDELINES

BUILDINGS 1, 2, AND 3

T5.11.9
Where character-defining historic landscape elements are identified within the National Register boundaries of Buildings 1, 2, and 3, efforts should be made to maintain these elements where possible.

T5.11.10
Building 111 (which is currently attached to Building 3 on its south side) and the two-story addition on the southeast corner of Building 3 may be removed.

NEW CONSTRUCTION

T5.11.11
Pavilions constructed within the pavilion zone west of Building 1 on Block B1 should respect the existing retaining walls, either by remaining free and clear of these features or by incorporating the walls into the pavilion façade. The retaining walls should not be blocked or eliminated by the pavilions.

T5.11.12
For more about façade transparency, service entries, and other building components that impact the pedestrian realm, see Section T5.3, Engaging the Public Realm and Section T5.4, Pedestrian Scale.

T5.11.13
Pavilions located on B1 should be largely transparent and minimize the impact on any single façade from service functions. However, it is recognized that the east façade is the most likely location to accommodate service.

T5.11.14
M1-A and M1-B retail may have trellises project into the upper level stepback.

T5.11.15
M1-A and M1-B building façades should be modulated into bays every 75 feet or less.

T5.11.16
Any new construction located within the allowable building zones on blocks B-2 and B-3 that is not physically attached to an historic building should read visually as new construction.

An example of new construction highlighted against the old

T5.11.17
Block B1-B, to the west of Building 1, is reserved for the new Ferry Terminal. Guidelines for this building are found in Guidelines T5.9.

T5.12 LIGHTING

Standards and guidelines for exterior lighting in new development on Treasure Island are centered around 1) Providing adequate lighting to enhance safety in the public ream, 2) Conserving energy and resources, 3) Minimizing light trespass and obtrusive light, 4) Preserving the nighttime environment by curtailing lighting pollution, and 5) Protecting the environment from adverse effects of electric light sources. Exterior, interior, signage, façade and roof lighting will all be evaluated through the context of the above overarching goals. The definitions and standards described below, such as cutoff ratings and zone classifications, are all aides in creating a better nighttime environment for Treasure Island. Those goals and standards also apply to lighting in open spaces and along the water's edge, to minimize artificial lighting of Bay water surrounding the project site.

An example of lighting with cutoff control

An example of street-level lighting that matches the style and proportion of the building

Minimizing Light Pollution

STANDARDS

T5.12.1
All new site lighting shall incorporate cut-off control to enable compliance with the Green Building Specifications attached to this Design for Development, as well as the "Lighting Zone" credit requirements found in the U.S. Green Building Council's current LEED for New Construction. All luminaires shall be at least semi-cutoff with non-cutoff types only as permitted subject to review and approval. Definitions of cutoff control are as follows:

- Full cutoff: Zero candela intensity occurs at an angle of 90 degrees above nadir, or greater. Additionally, no more than 10% candela intensity occurs at an angle greater than 80 degrees above nadir.
- Cutoff: No more than 2.5% candela intensity occurs at an angle greater than 90 degrees above nadir, and 10% at an angle greater than 80 degrees above nadir.
- Semi-Cutoff: No more than 5% candela intensity occurs at an angle greater than 90 degrees above nadir, and 20% at an angle greater than 80 degrees above nadir.
- Non-Cutoff: No candela limitation.

An example of directed site lighting

T5.12.2
Lighting Power Densities (LPD) shall out-perform ASHRAE 90.1 1999 standards by 20% – or shall comply with the referenced standard in current USGBC LEED documentation.

T5.12.3
Traditional "glowtop" luminaires may not be used, as they are a significant source of light pollution.

GUIDELINES

T5.12.4
Lighting layouts should be functional for the intended tasks. Local and distant observers should not be affected by glare from lighting local public spaces.

T5.12.5
Site lighting calculations should be performed based on photometric data from manufacturers.

T5.12.6
Luminaires that direct light downward towards the intended task are encouraged.

T5.12.7
Lighting adjacent to the shoreline, on walkway promenades adjacent the water's edge or on piers projecting into the Bay should be limited in intensity to that needed for use of those areas, and shielded from casting illumination on Bay waters to the extent feasible.

Minimizing Light Trespass

STANDARDS

T5.12.8
All exterior lighting must be suitable for a given "Lighting Zone" as defined by USGBC and IESNA. It is expected that most of the Treasure Island development area will be LZ2. Lighting zones are defined as follows:

- LZ1: Dark (Park and Rural Settings). No more than 0.01 horizontal and vertical foot-candles at the site boundary and beyond. Also, 0% of total initial luminaire lumens are emitted at an angle of 90 degrees above nadir or greater.
- LZ2: Low (Residential Areas). No more than 0.10 horizontal and vertical foot-candles at the site boundary and 0.01 horizontal foot-candles 10-feet beyond the site boundary. Also, 2% of total initial luminaire lumens are emitted at an angle of 90 degrees above nadir or greater.
- LZ3: Medium (Commercial/Industrial, High Density Residential). No more than 0.20 horizontal and vertical foot-candles at the site boundary and 0.10 horizontal foot-candles 10-feet beyond the site boundary. Also, 5% of total initial luminaire lumens are emitted at an angle of 90 degrees above nadir or greater.
- LZ4: High (Major City Centers, Entertainment Districts). No more than 0.60 horizontal and vertical foot-candles shall be allowed at the site boundary, with no more than 0.01 horizontal foot-candles 15 feet beyond the site boundary. Also, 10% of total initial luminaire lumens must be emitted at an angle of 90 degrees above nadir or greater.

T5.12.9
Maximum candela values for photometric distributions of interior luminaires shall fall within the building (i.e. not through skylights, windows or other building fenestration).

T5.12.10
Each photometric for every luminaire type shall be reviewed for compliance to standards.

GUIDELINES

T5.12.11
All lighting adjacent to the Bay should be designed and oriented so that lighting projects inward toward the shoreline, thus minimizing light trespass into adjacent waters. The height of lights on docks should minimize light over the water and maximize light on the dock.

T5.12.12
Lighting of walls, ceilings and other surfaces should be applied judicially. It is also encouraged that all such surfaces that are visible to the exterior be studied for luminance ratios and glare, since illuminated surfaces rather than the light source itself can often be the major source of glare from a building.

Lighting Control

GUIDELINES

T5.12.13
Lighting in all public spaces should be controlled via an astronomic time clock.

Luminaire Ratings

GUIDELINES

T5.12.14
Luminaires should be selected with rating considerations as determining factors.

Luminaire Efficiency and Efficacy

GUIDELINES

T5.12.15
Luminaires should demonstrate at least 60-80 lumens per watt source efficacy.

T5.12.16
The following codes should apply to lighting installations:

- ASHRAE 90.1
- California Title 24
- IESNA Recommended light levels

T5.12.17
If alternate or equal fixtures are suggested during the submittal process, they should have greater efficiency in comparison to originally specified products.

T5.12.18
ASHRAE 90.1 2004 recommendations should be out-performed by 20% where applicable in order to comply with green building standards.

T5.13 SIGNAGE

Signage plays a key role in giving the public realm character and aesthetic impact. The signage standards and guidelines here are meant to create a lively street frontage to encourage pedestrian activity and help way-finding. Commercial signs are intended to identify a business in an attractive and functional manner and help customers find the specific business location; they are not intended to serve as general advertising. The following standards and guidelines apply to all exterior permanent and temporary signs installed on Treasure Island, including signs or advertisements on the exterior of buildings; any awnings, canopies, or banners which are visible from public streets, sidewalks, or waterways; and interior signs designed or arranged to be primarily visible from the outside of any building or structures.

All Signs

STANDARDS

T5.13.1
All signs shall be integrated into the building design and compatible with their surroundings.

T5.13.2
All signs shall clearly inform pedestrians and motorists of business names, but not detract from the architectural quality of individual buildings.

T5.13.3
Signs shall be in proportion to the size of business store frontage.

Identifying Signs

Signs are intended to tell only the name, address and lawful use of the premises upon which they are located or affixed.

STANDARDS

T5.13.4
Per storefront, there shall be a maximum of one identifying sign, which shall be smaller than 20 square feet.

Wall Signs

A wall sign is a sign painted directly on the wall or placed flat against a building wall with its copy parallel to the wall to which it is attached and not protruding more than the thickness of the sign cabinet.

STANDARDS

T5.13.5
Eligibility. A wall sign shall be granted to commercial uses occupying buildings facing the streets and are limited to one sign per business on each street frontage. Commercial uses occupying a building adjacent to a driveway may not qualify for a second wall sign. However, a commercial use occupying a building whose only exposure is from a driveway or parking lot shall be allowed one wall sign. Businesses that demonstrate that the entry off a driveway or parking lot is used by customers shall be eligible for a wall sign.

T5.13.6
Size. Wall signs shall be proportionate to the street frontage of the businesses they identify, with a maximum size in no case larger than:

- 20 square feet for individual business signs.
- Fifty square feet for joint business directory signs identifying the occupants of a commercial building and located next to the entrance.
- 5 feet in height, or height of the wall to which it is attached, but in each case is limited to the lesser of the two instances.

In either case, the height of the sign shall not exceed five feet (5').

T5.13.7
Placement. Wall signs may not extend above the building parapet, soffit, the eave line or the roof of the building, or the window sill of the second story.

T5.13.8
Signs above window displays. When a commercial complex provides spaces for signs above window displays, these signs will be compatible in shape, scale of letter, size, color, lighting, materials and style.

T5.13.9
Waivers. To waive any of the above restrictions, an applicant must demonstrate that a wall sign is creative, artistic and an integral part of the architecture.

Projecting Signs

A projecting sign is one whose furthermost point used in measuring its area, as defined in T5.13.37, extends beyond a street property line or a building setback line. A sign placed flat against a wall of a building parallel to a street, including a Mid-block Easement or Shared Public Way, will not be deemed to project for purposes of this definition. A sign on an awning, canopy or marquee projects to the extent that such sign extends beyond a street property line or a building setback line.

STANDARDS

T5.13.10
There shall be a maximum of one projecting sign for every 25 linear feet of parallel street frontage.

T5.13.11
Projecting signs shall be a minimum of eight feet (8') above the sidewalk.

T5.13.12
Projecting signs shall not be larger than ten (10) square feet for establishments with only one projecting sign. When an establishment has more than one projecting sign, each projecting sign will not be larger than six (6) square feet.

T5.13.13
Projecting signs shall project less than 75% of the distance from the building to the curb, or six feet and six inches (6'-6") whichever is less.

An example of integrated function and signage

Examples of blade signage

Signs on Awnings and Marquees

STANDARDS

T5.13.14
Signs on awnings and marquees are permitted in lieu of wall and projecting signage.

T5.13.15
Size shall be less than 20 square feet in area.

T5.13.16
Awning sides shall be open ended.

T5.13.17
Lettering, if any, shall consist of contrasting colors and be applied/painted directly onto the vertical plane of awning valence.

Window Signs

A window sign is one painted directly on the surface of a window glass or placed in front of or behind the surface of a window glass.

STANDARDS

T5.13.18
Permanent and temporary window sign extents are limited to 1/3 of the total window area.

T5.13.19
Acceptable materials for window signs are vinyl or paint, applied to the inside face of glass.

GUIDELINES

T5.13.20
Every effort should be made to integrate window signs with window displays.

Nameplates

STANDARDS

T5.13.21
There shall be a maximum of one nameplate per non-commercial use.

T5.13.22
Business nameplates for live/work units or home occupations in residential zones are permitted.

T5.13.23
Nameplates shall be located near public entry points on the ground floor only, with a maximum size of two (2) square feet.

Temporary Signs

STANDARDS

T5.13.24
There shall be a maximum of one temporary non-illuminated or indirectly illuminated sale or lease sign for each street frontage of the total parcel involved, not exceeding a height of ten feet (10') if freestanding and not above the roofline if attached to a building, and having an area not exceeding six (6) square feet for each lot or for each 3,000 square feet in such total parcel, whichever ratio permits the larger area, provided that no such sign will exceed 18 square feet in area. Any sale or lease sign must be removed within seven (7) days following removal of the property from the market.

T5.13.25
Temporary non-illuminated signs of persons and firms connected with work on buildings under actual construction or alteration, giving their names and information pertinent to the project, not exceeding a height of 12 feet, with the combined area of all such signs not to exceed ten (10) square feet for each street frontage of the project.

T5.13.26
Public service signs limited to six (6) square feet in area displayed on the inside of windows or glass doors for a limited time are permitted. A public service sign shall be defined as a non-commercial sign devoted to a religious, charitable, cultural, governmental, or educational purpose.

T5.13.27
Political signs limited to six (6) square feet in area are permitted and must be removed within ten (10) days after an election.

T5.13.28
Signs noticing a public event must be removed immediately after the event has taken place.

Prohibited Signs

STANDARDS

T5.13.29
The following sign restrictions apply on Treasure Island:

- **Signs on the public right-of-way.** Per Proposition G, general advertising signs are not permitted in the public right-of-way except as integrated in MUNI or DPW street furnishings.
- **Roof-mounted signs.** Roof-mounted signs are prohibited. A roof-mounted sign is defined as a sign or any portion thereof erected or painted on or over the roof covering any portion of a building, and either supported on the roof or on an independent structural frame or sign tower, or located on the side or roof of a penthouse, roof tank, roof shed, elevator housing or other roof structure.
- **Free-standing signs**. Free-standing signs, which are signs that are in no part supported by a building, are prohibited. The only exceptions are free-standing signs in conjunction with a sign program for one of the historic buildings, or free-standing interpretive signs integrated into the design of open space.
- **Billboards.** Billboards are prohibited.
- **Moving signs.** Animated, moving, flashing, blinking, reflecting, revolving, or other similar signs or signs that incorporate these elements are prohibited.
- **Pennants, wind, and inflated signs.** Pennants, wind, and inflated signs are prohibited.
- **Phone numbers.** Phone numbers are prohibited from permanent, exterior signs.
- **Acrylic-faced channel letters.** Acrylic-faced channel letters are not permitted on any sign.

Lighted Signs

STANDARDS

T5.13.30
Exposed junction boxes, lamps, tubing, conduits, or raceways are not permitted.

T5.13.31
Signage shall be externally or halo-illuminated.

T5.13.32
Neon is permitted, if approved by TIDA's Executive Director.

GUIDELINES

T5.13.33
Illuminated signage should be directed towards the pedestrian or intended audience, with no spill light or light pollution to adjacent and neighboring spaces.

T5.13.34
Photometric distribution of illuminated signage should be checked for compliance with light characteristics and cutoff ratings, unless there is a specific need to direct light upward.

Street Numbers

STANDARDS

T5.13.35
City-assigned numbers shall be installed on all buildings.

T5.13.36
Street numbers shall not count towards permitted sign area.

Calculating Sign Area

STANDARDS

T5.13.37
Size and other standards are defined by sign type. In evaluating compliance with size standards, sign area for different types of signs is calculated as follows:

- **All signs except on windows, awnings and marquees.** The area of all signs except windows, awnings and marquees shall be the entire area within a single continuous rectangular perimeter formed by extending lines around the extreme limits of writing, representation, emblem, or any figure of similar character, including any frame or other material or color forming an integral part of the display or used to differentiate such sign from the background against which it is placed; excluding the necessary supports or uprights on which such sign is placed but including any sign tower. Where a sign has two or more faces, the area of all faces will be included in determining the area of the sign, except that where two such faces are placed back to back and are at no point more than two feet from one another, the area of the sign will be taken as the area of one face if the two faces are of equal area, or as the area of the larger face if the two faces are of unequal area. The area of signs besides those on windows, awnings and marquees is described in standards T5.13.4, T5.13.6, T5.13.12 and T5.13.23 and in standards T5.13.24-37
- **Signs on windows.** The area of any sign painted directly on a window shall be the area within a rectangular perimeter formed by extending lines around the extreme limits of writing, representation, or any figure of similar character depicted on the surface of the window. The area of any sign placed on or behind the window glass is described in standard T5.13.11.
- **Signs on awnings or marquees.** The area of any sign on an awning or marquee shall be the total of all signage on all faces of the structure. All sign copy on each face shall be computed within one rectangular perimeter formed by extending lines around the extreme limits of writing, representation, or any figure of similar character depicted on the surface of the face of the awning or marquee. The area of any sign on an awning or marquee is described in standard T5.13.14.

Exemptions

STANDARDS

T5.13.38

The following uses are exempt from the Standards and Guidelines in this chapter:

- Legally required posters, notices or signs
- International, national, state, city, county (or other political subdivision), or maritime house flags
- Port or City signs
- SFMTA signs or state-installed traffic or directional signs

Signage on Historic Buildings

At the time of the renovation of the historic Buildings 1, 2 and 3, it is intended that a special sign program be developed for each building, recognizing the unique character of each building and appropriate for the uses intended.

PARKING AND LOADING
Treasure Island

T6

This chapter provides standards and guidelines for vehicular parking and loading access for Treasure Island. It also includes guidance on how parking can minimize its affects on the public realm and become better integrated with building design. In keeping with the overarching goal of sustainability, this chapter includes standards and guidelines for bicycle parking and car-sharing. The main sub-sections of the chapter are:

T6.1 Parking

T6.2 Loading

T6.3 Curb Cut and Garage Entry

T6.1 PARKING

STANDARDS

OFF-STREET PARKING:

T6.1.1

Off-Street Parking Controls. Off-street parking shall not be required for any use, and the quantities of off-street parking specified in Table T6.a shall serve as the maximum amount of off-street parking that may be provided as accessory to the uses specified, calculated on an aggregate basis within the Development Plan Area for each use. Any off-street parking space dedicated for use as a car-share parking space shall not be counted toward the total parking permitted as accessory in this chapter.

T6.1.2

Parking Spaces. Parking spaces may be either independently accessible or space-efficient, except as required elsewhere in the Building Code for spaces specifically designated for persons with physical disabilities. Space-efficient parking is parking in which vehicles are stored and accessed by valet, mechanical stackers or lifts, certain tandem spaces, or other space-efficient means, except as noted in the standards and guidelines for Above-Grade Parking Structures in T5.10.

- Accessory off-street parking spaces for residential and non-residential uses may be located either on the same development block as the building served, or off-site within the Development Plan Area.

Use or Activity	Maximum Number of Off-Street Car Parking Spaces*
Residential	1 for each dwelling unit calculated on an aggregate basis for all dwelling units constructed within the Development Plan Area, but in no event more than 8,000 residential accessory spaces within the combined Treasure Island and Yerba Buena Island Development Plan Area.
Office/Commercial	1 for every 1,000 square feet of gross floor area calculated on an aggregate basis for all office/commercial uses (other than retail, hotel and marina) but in no event more than 302 office/commercial accessory spaces within the combined Treasure Island and Yerba Buena Island Development Plan Area.
Retail	2 for every 1,000 square feet of gross floor area calculated on an aggregate basis for all retail uses, but in no event more than 414 retail accessory spaces within the Treasure Island portion of Development Plan Area.
Hotel	0.4 for every hotel room calculated on an aggregate basis for all hotel uses on Treasure Island, but in no event more than 180 hotel accessory spaces on Treasure Island.
Marina	0.6 for every slip constructed within the Development Plan Area calculated on an aggregate basis, but in no event more than 236 Marina accessory spaces within the Treasure Island portion of Development Plan Area.

*Allocation of parking spaces within the Development Plan Area shall be pursuant to the DDA, as further described in Chapter 4 hereof (Implementation)

Table T6.a: Off-street parking permitted as accessory

- Off-street parking spaces shall have no minimum area or dimension requirements, except as required elsewhere in the Building Code (e.g. for spaces specifically designated for persons with physical disabilities).
- Driveways and building entrances or exits to off-street parking shall have a maximum linear width of 11 feet parallel to the street if accommodating one direction of travel, and maximum linear width of 22 feet parallel to the street if accommodating both an exit and an entrance. Entrances and/or exits that are shared with loading and service access may be 12 feet wide.

  The entrances and exits noted above are separated from curb-cuts, which are those portions of the ingress/egress adjacent to the public right-of-way, and is subject to standards and guidelines in Section T6.3, Curb Cut and Garage Entry.
- Above grade off-street parking in residential or mixed-use buildings shall be wrapped with residential or other allowable active uses (see T5.10.18.2).
- Above grade off-street parking allowed in residential or mixed-use buildings shall not be readily visible from public streets or their sidewalks, pedestrian paths, Shared Public Ways, or Mid-block Easements (see T5.10.18.1).

T6.1.3
Rules for Calculation of Parking Spaces:

- When the calculation of the permitted number of parking spaces results in a fractional number, a fraction of one half (1/2) or more shall be adjusted to the next higher whole number of spaces, and a fraction of less than one half (1/2) shall be disregarded.
- The measurement of gross floor area shall be as defined in this Design for Development, except that accessory parking spaces and driveways, and maneuvering areas incidental thereto, shall not be counted.
- In the case of mixed uses in the same structure, on the same lot or in the same development, or more than one type of activity involved in the same use, the maximum off-street parking amounts set forth in Table T6.a shall be calculated for the various uses or activities computed separately, including fractional values. Retail amenities located within a hotel that are not restricted to use by hotel guests, including without limitation, restaurants, retail shops and services and spas, shall be considered a Retail use for purposes of calculating off-street parking spaces.
- All parking spaces, whether independently accessible or space-efficient (including provided by valet, mechanical stackers or lifts, and tandem) shall count as individual parking spaces toward the limits established in Table T6.a.

T6.1.4
Unbundled Parking. All off-street parking spaces accessory to residential uses with common access in new structures of ten (10) dwelling units or more, shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that parking spaces are marketed and sold or rented as separate and optional additions to the base advertised or listed purchase or lease price for residential units alone, and the price for residential units with parking shall be marketed and sold or rented at a higher price than residential units without parking. Unbundled parking spaces may be created by condominium map as individual units, as limited common elements or exclusive use rights, but in except as provided below must be transferable separately from the residential units. The Executive Director (for projects located within the Tidelands Trust Overlay Zone) or the Planning Director (for projects located outside the Tidelands Trust Overlay Zone) is authorized to approve an exception to the requirement that parking spaces be unbundled for any affordable housing development where it can be shown that bundled parking is a financing requirement for the affordable housing project.

T6.1.5
Interim Parking. Surface parking as a temporary or interim use is permitted in accordance with Table T3.c.

GUIDELINES

OFF-STREET PARKING

T6.1.6
Access to off-street parking spaces should be designed so as to facilitate access to the subject property while minimizing transit, bicycle, and pedestrian conflicts.

T6.1.7
Except in cases of parking within Buildings 2 & 3 and above-grade parking structures identified in T5.10, off-street parking should be constructed below grade to minimize impact on the public and private realms.

T6.1.8
Mechanical vents and utilities related to parking should minimize visual and noise impacts on public streets.

T6.1.9
Garage and service entries should include either opaque or translucent garage door panels. Portions of the garage visible from the public realm should reflect the same architectural character employed throughout the rest of the building.

	Minimum Number of Bicycle Parking Spaces Required
Dwelling units in all Districts	For projects up to 50 dwelling units: 1 Class 1 space for every 2 dwelling units
	For projects over 50 dwelling units, 25 Class 1 spaces, plus 1 Class 1 space for every 4 additional dwelling units over 50.
Group Housing	1 Class 1 space for every 3 bedrooms
Dwelling units dedicated to senior citizens or physically disabled persons	None required

Table T6.b: Bicycle parking spaces for residential uses

Commercial Use	Minimum Number of Bicycle Parking Spaces Required
New commercial buildings whose primary use consists of medical or other professional services, general business offices, financial services, business and trade schools, and development or manufacturing.	Where the gross square footage of the floor area exceeds 10,000 square feet but is no greater than 20,000 feet, 3 bicycle spaces are required, of which at least 1 must be a Class 1 space.
	Where the gross square footage of the floor area exceeds 20,000 square feet but is no greater than 50,000 feet, 6 bicycle spaces are required, of which at least 2 must be Class 1 spaces.
	Where the gross square footage of the floor area exceeds 50,000 square feet, 12 bicycle spaces are required of which at least 4 must be Class 1 spaces.
New commercial buildings whose primary use consists of retail, eating and drinking, or personal services.	Where the gross square footage of the floor area exceeds 25,000 square feet but is no greater than 50,000 feet, 3 bicycle spaces are required, of which at least 1 must be a Class 1 space.
	Where the gross square footage of the floor area exceeds 50,000 square feet but is no greater than 100,000 feet, 6 bicycle spaces are required of which at least 2 must be Class 1 space
	Where the gross square footage of the floor area exceeds 100,000 square feet, 12 bicycle spaces are required, of which at least 4 must be Class 1 spaces.

Table T6.c: Bicycle parking spaces for commercial uses

STANDARDS

BICYCLE PARKING:

T6.1.10
Residential Uses. For buildings having four (4) or more dwelling units with common access, bicycle parking shall be provided in the minimum quantities specified in Table T6.b, regardless of whether off-street car parking is available. The maximum requirement is 400 spaces per building. Bicycle parking required by this chapter shall be provided to building occupants and tenants for their use at no cost or fee. Where residential buildings include an enclosed off-street parking facility on the same development block as the building served, a minimum of 50% of the required Class 1 bicycle parking spaces shall be provided within the off-street parking facility.

T6.1.11
Commercial Uses. New commercial buildings that exceed 10,000 square feet shall provide bicycle parking for that building in the minimum quantities specified in Table T6.c. For purposes of this chapter, commercial shall mean commercial and industrial. Where commercial buildings include an enclosed off-street parking facility on the same development block as the building served, a minimum of 50% of the required Class 1 bicycle parking spaces shall be provided within the parking facility.

T6.1.12
Definitions. Class 1 Bicycle Parking Spaces are facilities that protect the entire bicycle, its components, and accessories against theft and against inclement weather, including wind-driven rain. Examples of this type of facility include lockers, check-in facilities, monitored parking, restricted access parking, and personal storage. Class 2 Bicycle Parking Spaces are bicycle racks which permit the locking of the bicycle frame and one wheel to the rack, and which support the bicycle in a stable position.

T6.1.13
Layout:

- Spaces requiring bicycles to be parked in a vertical position may be provided.
- Required bicycle parking spaces shall not be provided within dwelling units or balconies or private open space that is not publicly accessible.
- Bicycle spaces may be provided in parking garages.

T6.1.14
Mixed-Use Buildings. Where a new commercial building includes residential use, the building's total non-residential square footage shall be used in calculating how many, if any, bicycle parking spaces are required for commercial uses, and the building's total number of dwelling units shall be used in calculating how many, if any, bicycle parking spaces are required for residential use.

STANDARDS

CAR SHARING

Definitions. For purposes of this section, the following definitions shall apply:

- A **car-share service** is a mobility enhancement service that provides an integrated citywide network of neighborhood-based motor vehicles available only to members by reservation on a daily or hourly basis, or in smaller intervals, and at variable rates. Car-sharing is designed to complement existing transit and bicycle transportation systems by providing a practical alternative to private motor vehicle ownership, with the goal of reducing over-dependency on individually owned motor vehicles. Car-share vehicles must be located at unstaffed, self-service locations (other than any incidental garage valet service), and generally be available for pick-up by members 24 hours per day. A car-share service shall provide automobile insurance for its members when using car-share vehicles and shall assume responsibility for maintaining car-share vehicles.
- A **car-share parking** space is any parking space generally complying with the standards set forth for the district in which it is located and dedicated for current or future use by any car-share organization through a deed restriction, condition of approval, or license agreement. Such deed restriction, condition of approval, or license agreement must grant priority use to any car-share organization that can make use of the space, although such spaces may be occupied by other vehicles so long as no car-share organization can make use of them. Any car-share parking space provided for under this chapter must be provided as an independently accessible parking space. In new parking facilities that do not provide any independently accessible spaces other than those spaces required for disabled parking, car-share parking may be provided on vehicle lifts so long as the parking space is easily accessible on a self-service basis 24 hours per day to members of the car-share organization. Property owners may enact reasonable security measures to ensure such 24-hour access does not jeopardize the safety and security of the larger parking facility where the car-share parking space is located, so long as such security measures do not prevent practical and ready access to the car-share parking spaces.
- A **car-share vehicle** is a vehicle provided by a car-share organization for the purpose of providing a car-share service.

An example of a car-share vehicle

T6.1.15
For newly constructed buildings, if parking is provided, car-share parking spaces shall be provided in the amount specified in Table T6.d and Table T6.e.

T6.1.16
The required car-share spaces shall be made available, at no cost, to a car-share organization for purposes of providing car-share services for its car-share service subscribers. The car-share spaces may be provided either (i) on the building site, (ii) on another off-street or on-street site located within 800 feet of the building site, at the election of owner, or (iii) at such other site as is approved by the Executive Director (for projects located within the Tidelands Trust Overlay Zone) or the Planning Director (for projects located outside the Tidelands Trust Overlay Zone) based on a determination that the subject building occupants will have reasonably convenient access to car-share service and that the proposed location of one or more of the required car-share spaces would allow for more-efficient use of the car-share system.

Number of Residential Units	Number of Required Car-Share Parking Spaces
0--49	0
50--200	1
201 or more	2, plus 1 for every 200 additional dwelling units over 200

Table T6.d: Required car-sharing parking spaces for residential uses

Number of Parking Spaces Provided for Non-Residential Uses or in a Non-Accessory Parking Facility	Number of Required Car-Share Parking Spaces
0--24	0
25--50	1
51 or more	2, plus 1 for every 50 additional parking spaces over 50

Table T6.e: Required car-sharing parking spaces non-residential uses

T6.2 LOADING

STANDARDS

LOADING

T6.2.1
Freight loading spaces shall be provided in the minimum quantities specified in Table T6.f.

T6.2.2
Freight loading spaces required for any use shall be located within a designated loading zone located on streets, Mid-block Easements, or a parking field adjacent to the use, or be located off-street within the building being served, subject to Guidelines T6.2.9 through T6.2.16. Dimensional and operational requirements for each type of freight loading space are set forth in Section T6.2.6 (On-street Loading) and T6.2.7 (Off-street Loading) below.

T6.2.3
A designated 8-foot (8') by 20-foot (20') on-street short-term trash and recycling container storage area shall be provided for every multi-unit building. When not being used for storage of trash containers, this designated on-street space may be used for short-term parking by vehicles in connection with building maintenance or services. This designated short-term storage area shall be clearly identified by signage or striping in accordance with standards or guidelines noted elsewhere in this document.

T6.2.4
For blocks C2 to C7, C9, C10, C13, and E1 to E7, a minimum of two (2) on-street loading zones shall be provided for each development block, located within the mid-third of each longer side of the block (or north-south aligned adjoining street). Where a loading zone serving a development parcel is located off-street, adequate means of ingress/egress to an adjoining street or Mid-block Easement shall be provided, but in no instance may the Shared Public Way be used for loading zone access.

T6.2.5
Service entries and other back-of-house activities shall not be accessed from Cityside Avenue or Eastside Avenue.

T6.2.6
On-Street Freight Loading and Service Vehicle Requirements:

- Freight loading spaces accommodated on-street to satisfy the requirements set forth in Table T6.f shall be of adequate size and provided in a manner that will not obstruct vehicular, transit, bicycle and pedestrian circulation, as determined by the Executive Director (for projects located within the Tidelands Trust Overlay Zone) or the Planning Director (for projects located outside the Tidelands Trust Overlay Zone).
- On-street freight loading shall not be permitted to occur within the designated transit loop circling Blocks B1 and M1 and passing by the intermodal transit hub, as shown on Figure 1.3.m, unless it can be accommodated outside the travel path of transit vehicles or can be limited to hours of operation that do not conflict with operational transit requirements as determined by the Executive Director (for projects located within the Tidelands Trust Overlay Zone) or the Planning Director (for projects located outside the Tidelands Trust Overlay Zone).
- The Executive Director (for projects located within the Tidelands Trust Overlay Zone) or the Planning Director (for projects located outside the Tidelands Trust Overlay Zone) shall review the design of all on-street loading facilities to ensure that they are designed to minimize conflicts with transit, bicycle and pedestrians. Possible conditions to minimize transit, bicycle and pedestrian conflicts may include requiring a dedicated loading zone located outside of the path of travel of vehicular, bicycle, pedestrian and transit routes, or limiting hours of operation for freight loading zones located within vehicular, bicycle, pedestrian and transit routes to avoid conflicts.

T6.2.7
Off-Street Freight Loading and Service Vehicle Requirements. In general, off-street loading is discouraged except where a project only has street access on a transit street and providing curb-side loading would impede transit service. Where off-street freight loading is provided, the following requirements apply:

- The first off-street loading space provided to satisfy the requirements set forth in Table T6.f shall have a minimum width of ten feet (10'), a minimum length of 25 feet, and a minimum vertical clearance, including entry and exit, of 12 feet.

- Every additional off-street freight loading space provided to satisfy the requirements set forth in Table T6.f shall have a minimum length of 35 feet, a minimum width of 12 feet, and a minimum vertical clearance, including entry and exit, of 14 feet, except as provided below:
- Minimum dimensions specified herein shall be exclusive of platform, driveways, and maneuvering areas, except that minimum vertical clearance must be maintained to accommodate variable truck height due to driveway grade.
- Two service vehicle spaces may be substituted for each required off-street freight loading space. Each substituted service vehicle space shall have a minimum width of eight feet (8'), a minimum length of 20 feet, and a minimum vertical clearance of seven feet (7').
- Access to loading spaces shall be designed so as to facilitate access to the subject property while minimizing transit, bicycle, and pedestrian conflicts.
- Any off-street parking and loading zone and access provided within the historic buildings B1, B2, and B3 shall be evaluated in conjunction with requirements to conform to the Secretary of the Interior's Standards for these buildings.

T6.2.8

Rules for Calculation of Loading Spaces:

- When the calculation of the required number of loading spaces results in a fractional number, a fraction of one half (1/2) or more shall be adjusted to the next higher whole number of spaces, and a fraction of less than one half (1/2) shall be disregarded.
- The measurement of gross floor area shall be as defined in this Design for Development, except that non-accessory loading spaces and driveways, and maneuvering areas incidental thereto, shall not be counted.
- In the case of mixed uses in the same structure, on the same lot or in the same development, or more than one type of activity involved in the same use, the on-street loading requirements in Standard T6.2.6 shall be calculated seperately for the various uses in the building, including fractional values.

GUIDELINES

LOADING

T6.2.9

In the selection between an off-street location and an on-street location for loading, on-street loading is recommended, in order to reduce the number of curb cuts.

T6.2.10

Off-street loading zone driveways, where provided, should be located away from major pedestrian routes and intersections and shared with parking entrances, where possible.

T6.2.11

A loading zone(s) should be located in the same development block as the use served and, where located off-street, should provide adequate means of ingress/egress to a street or Mid-block Easement, but in no instance may the Shared Public Way be used for loading zone access.

T6.2.12

Entrances to off-street loading facilities should be minimized in size and designed with visual buffers from pedestrian areas, where feasible.

T6.2.13

Entrances to off-street loading facilities should include either opaque or translucent garage door panels.

T6.2.14

Where access to the off-street loading shares the same access as the off-street parking, sufficient space should be provided on the property so that the loading area and related vehicle(s) do not interfere with vehicles entering and exiting the off-street parking facility.

T6.2.15

Trash and recycling facilities and other utility services should be provided for all buildings in a location that balances residential access, convenient pick-up, maintenance, and screening from the active pedestrian zones of the street.

T6.2.16

As shown in Figure T6.j, the preferred location for the on-street short-term trash and recycling container storage area is adjacent to off-street parking driveway curb-cuts, eliminating the need for a separate trash container curb-cut.

Use or Activity	Gross Floor Area of Structure or Use (square feet)	Minimum Number of Freight Loading Spaces Required
Retail stores, wholesaling, manufacturing, and all other uses primarily engaged in the handling of goods.	0--10,000	0
	10,001--60,000	1
	60,001--100,000	2
	over 100,000	3, plus 1 for each additional 80,000 square feet
Offices, hotels, apartments, and all other uses not included above	0--100,000	0
	100,001--200,000	1
	200,001--500,000	2
	over 500,000	3, plus 1 for each additional 400,000 square feet

Table T.6.f: Freight loading spaces required

T6.3 CURB CUT AND GARAGE ENTRY

STANDARDS

T6.3.1
Final locations of curb cuts shall be determined through the subdivision map processes.

T6.3.2
Figure T6.k describes the location where curb cuts are not allowed, discouraged, or subject to special conditions.

T6.3.3
Curb cuts to access off-street parking and loading serving multi-unit buildings shall be a minimum of 12 feet wide and no greater than 22 feet wide, as shown in Figures T6.h through T6.j.

T6.3.4
Curb cuts to access off-street parking for an individual residential unit with a front loaded garage (e.g. a townhouse) shall be a minimum of 10 feet wide and be no greater than 12 feet wide at face of curb, as shown in Figure T6.h.

T6.3.5
If providing access to two adjoining individual residential units (e.g. townhouses), the curb cuts may be combined so long as the curb cut is no greater than 22 feet wide at the face of the curb, as shown in Figures T6.i.

T6.3.6
Minimum separation between adjoining curb-cuts shall allow sufficient room for street trees and adhere to street-specific tree spacing requirements described in Chapter T2, so as to create a consistent tree canopy along the street.

T6.3.7
The aggregate width of individual curb cuts serving garages for individual residential units such as townhouses shall not exceed 10% of the length of any side of any block fronting a public right-of way, and shall be ganged to the extent possible as shown in Figure T6.i.

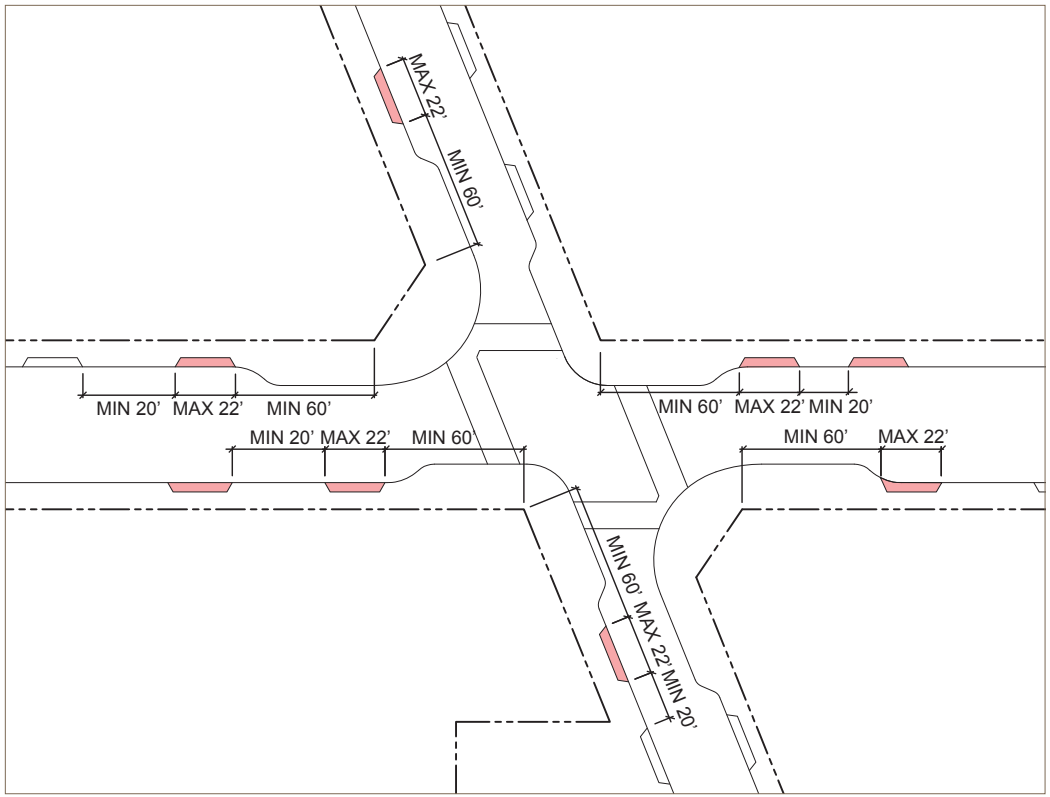


Figure T6.g: Enlarged Curb Cuts Plan

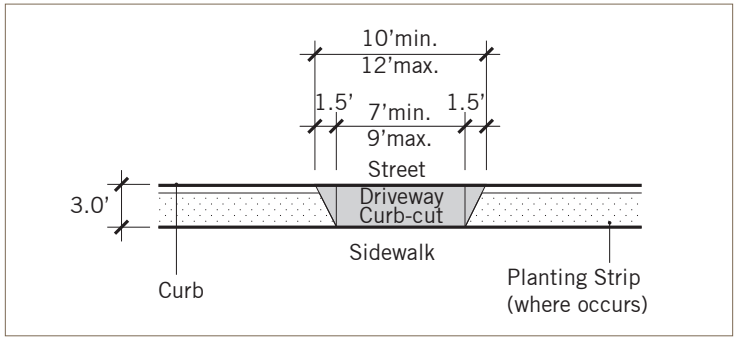


Figure T6.h: Curb cut serving individual townhouse garage

T6.3.8
Whenever possible, curb cuts providing access to off-street parking and loading shall not be located along Cityside Avenue or Eastside Avenue except to allow for Mid-block Easements. As shown in Figure T6.k, curb cuts should be located on adjacent streets instead.

T6.3.9
As described in Figure T6.k, curb cuts are not permitted along the Shared Public Way, except if no other access to a parcel is available. Such exceptions are limited to two per block.

T6.3.10
Service entries and other back-of-house activities shall not front Clipper Cove, and preferably be accessed from a service alley.

T6.3.11
To provide adequate space for stormwater management measures and ensure pedestrian safety and comfort, curb cuts should be located at a minimum of 60 feet away from corners as shown in Figure T6.g.

GUIDELINES

T6.3.12
Curb cuts for off-street parking and loading zones should be located and minimized in width to minimize transit, bicycle, and pedestrian conflicts. Figure T6.k shows locations where curb-cuts are prohibited or discouraged.

T6.3.13
Curb cuts should minimize disruption to the cadence of street trees so as to maintain a consistent tree canopy for the pedestrian environment.

T6.3.14
Individual curb cuts serving garages for individual residential units such as townhouses are discouraged from public streets and are encouraged instead to be entered from a collective parking court or drive ways within blocks.

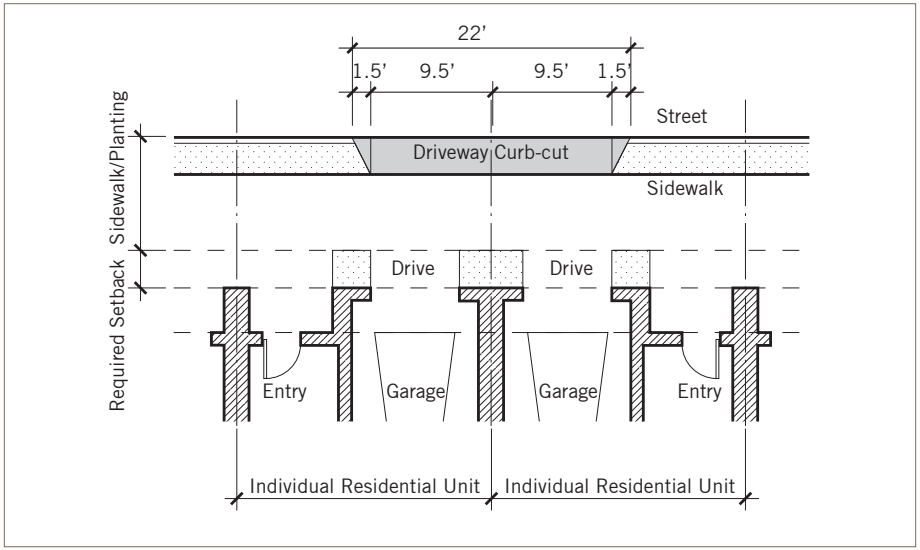


Figure T6.i: Curb cut serving paired townhouse garages

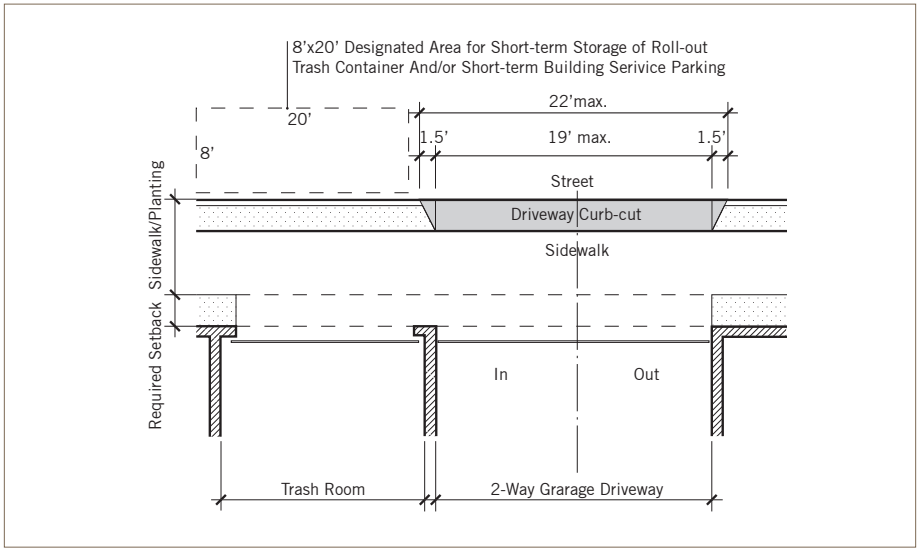


Figure T6.j: Multi-vehicle garage curb cut plan including on-street trash container storage

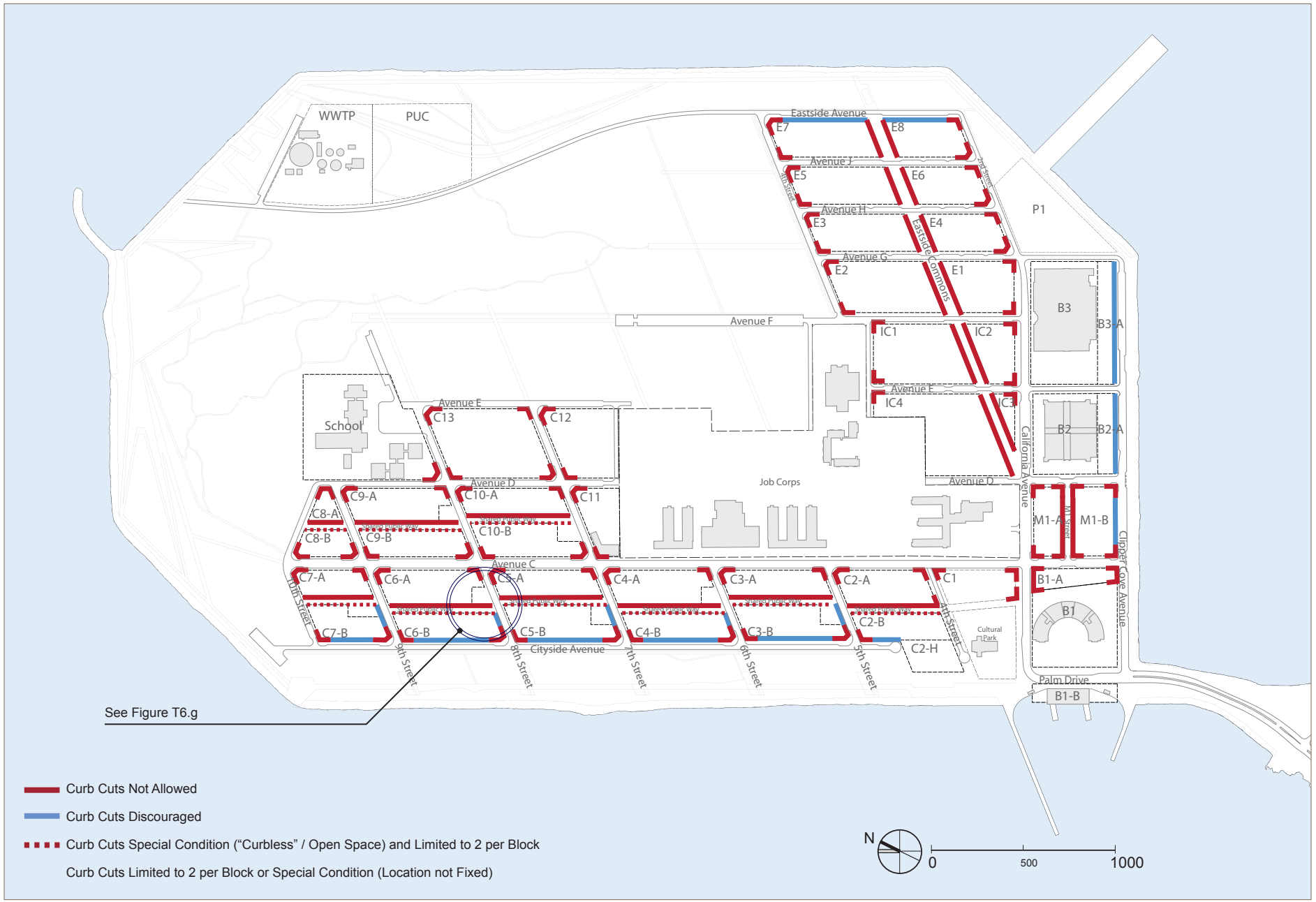


Figure T6.k: Treasure Island Curb Cuts Plan

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OVERVIEW
Yerba Buena Island

Y0

Y0.1 CHARACTER

Yerba Buena Island, located in the center of San Francisco Bay, offers a superb setting to cultivate a unique residential district. Yerba Buena Island will complement Treasure Island, providing a natural setting with extensive public open space, development that is sensitive to topography and existing ecology, and breath-taking views to and from the island. The vision for Yerba Buena Island is to create a conservation-based development pattern through the careful siting of distinctive, medium-density housing in compact, pedestrian-oriented blocks, the rehabilitation of historic resources, the development of a hotel site, and the development of the new regionally accessible Hilltop Park.

Future development will occur only in limited areas of Yerba Buena Island and is restricted primarily to areas of pre-existing development, incorporating the grades and topography resulting from the removal of existing construction. Most of the island will remain reserved for public use and habitat conservation, under the purview of a Habitat Management Plan and the California State Tidelands Trust doctrine. The southeast portion of the island will remain under control of the U.S. Coast Guard.

Y0.2 DEFINING ELEMENTS

Yerba Buena Island's unique character is defined by several major elements, many of which distinguish it from Treasure Island:

- It is a natural island with dramatic topography, open space, spectacular views, and a richly-evolved but eroded landscape.
- Major physical alterations have been made to the island's natural topography. These include the existing Bay Bridge tunnel, access roads such as the viaduct above the island's west shoreline, and some grading for existing and historical development.
- The steep natural topography has limited the amount of development on the island, so large portions of the island remain undeveloped and have significant tree coverage.
- The island's hilltop offers a regional destination with unparalleled views.
- Yerba Buena is the gateway to Treasure Island for those approaching by car, bus, and (in future) on foot and by bicycles via the east span of the Bay Bridge.
- The U.S. Coast Guard will remain on the southeast portion of the island indefinitely.

Yerba Buena Island Illustrative Plan

Y0.3 NEIGHBORHOOD & PARK DEVELOPMENT AREAS

Yerba Buena Island is comprised of two primary areas (See Figure Y0.a):

1. Hillside
2. Senior Officers' Quarters Historic District (SOQHD)

Located within Hillside are specific development areas, also called "blocks" (see Figures Y0.a and Y0.b). A description of these follows, along with a map identifying their locations.

Hillside

Encompassing the western and upper portions of Yerba Buena Island, this area is composed of five separate development blocks:

- **Block 1Y** (No. 1 on Figure Y0.b): Located on the west-facing slope of the island, roughly on the same development footprint as the former housing units 300 - 331 on Nimitz and Macalla Courts, Block 1Y is anticipated to be comprised primarily of town houses stepping down the hillside. Publicly accessible drive courts will follow the island's topographical contours, and pedestrian paths and stairways, perpendicular to the contours, will cross through Block 1Y to connect Treasure Island Road to the Hilltop Park above.
- **Block 2Y** (No. 4 on Figure Y0.b): Located on the west or "downhill" side of Yerba Buena Road, roughly on the same development footprint of the existing buildings 221, 325 & 327A, Block 2Y is anticipated to be the site of a small hotel/spa/conference facility facing the San Francisco waterfront and integrated with the redeveloped Hilltop Park on the opposite side of the road.
- **Block 3Y** (No. 3 on Figure Y0.b): Located roughly on the same development footprint as the existing housing units 106 - 115 on Forest Road below Signal Road, Block 3Y is anticipated to be comprised of town houses placed on either side of publicly accessible drive courts that follow the island's topographical contours. It will incorporate a pedestrian path and stairway, perpendicular to the contours, which will serve as an alternate connection between the Treasure Island Drive causeway and Hilltop Park above.
- **Block 4Y** (No. 2 on Figure Y0.b): Located roughly on the same development footprint as the existing Buildings 240 and 274 south of Macalla Road between Yerba Buena Road and North Gate Drive, Block 4Y is anticipated to be comprised of town houses or potentially a mid-rise building stepping down the hillside. Publicly accessible drive courts will follow the island's topographical contours, with pedestrian paths and stairways perpendicular to the contours connecting Hilltop Park above with the Senior Officers' Quarters Historic District (SOQHD) below.
- **Hilltop Park** (No. 5 on Figure Y0.b): A new park located on the hilltop currently occupied by a water tank and the former vessel observation tower, Building 229, at the top of Signal Road, will be integrated with the redeveloped park on Yerba Buena Road, which incorporates existing buildings 66, 324, 326 & 328 as well as tank 162T. Hilltop Park is intended to be programmed and designed as a destination point, with picnic facilities, view overlooks, open lawn areas, and recreation amenities.

Senior Officers' Quarters Historic District (SOQHD)

Located on the northeastern portion of the island below the eastern landing of the Bay Bridge, this area is composed of three separate development blocks:

- **SOQHD-Senior Officers' Quarters Historic District** (No. 6 on Figure Y0.b): Also known as the "Great Whites," the SOQHD is located on the northeastern portion of the island below the eastern landing of the Bay Bridge. This area consists of ten existing buildings (Quarters 1 through 7, as well as Buildings 83, 205, and 230) and specific contributing landscape features surrounding them. The area is proposed for adaptive re-use in a manner consistent with historic preservation best practices and the Tidelands Trust principles. As part of reuse, the area's historic landscaping and gardens will be maintained and enhanced to create a more desirable destination with picnic areas, interpretative signage, and garden walks.
- **Block 5Y:** Located adjacent to the new on- and off-ramps serving the San Francisco Bay Bridge, this parcel is designated as the potential site for a future emergency services building should development on Yerba Buena Island require it. No other development is proposed for Block 5Y.
- **Block 6Y:** Located across from existing Quarters 1 and just outside the formal boundaries of the SOQHD, this public service parcel development site 6Y (see Figure Y0.b) could be the site of a future Yerba Buena Island public safety building.
- **Block 7Y:** The "Torpedo Storehouse," located at the eastern most tip of Yerba Buena Island, is proposed for adaptive reuse in a manner consistent with the Tidelands Trust (See Figure Y0.b). Although outside the boundaries of the SOQHD, it is addressed here for planning purposes.

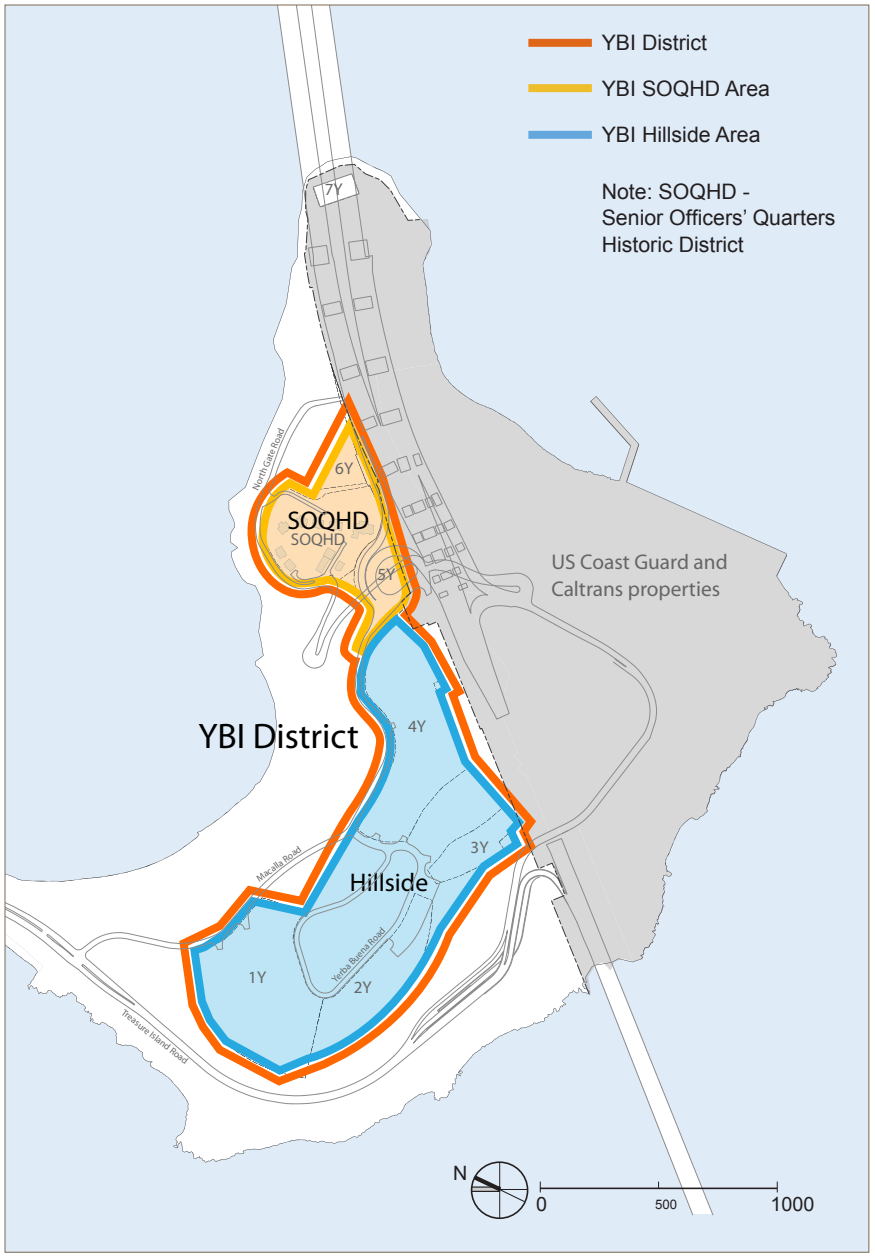


Figure Y0.a: Neighborhoods within the Yerba Buena District

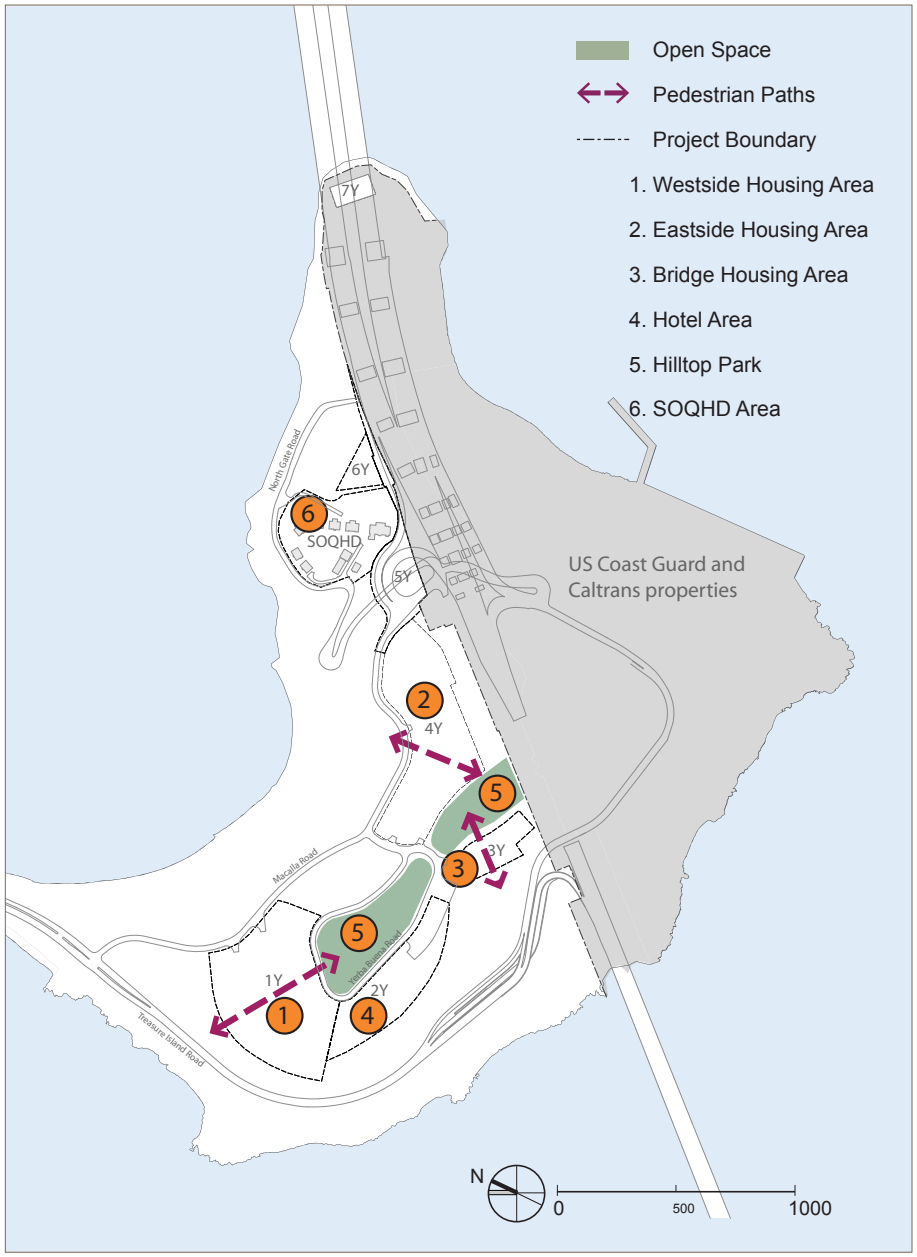


Figure Y0.b: Yerba Buena Island development areas and features

PUBLIC OPEN SPACE

Yerba Buena Island

Y1

The design for open space on Yerba Buena Island is intended primarily to restore and enhance native habitat and improve park areas. Vista points and overlooks from the parks, bluffs and trails will be integrated within habitat areas, with the Hilltop Park and its sweeping panoramic views of the Bay serving as a destination for picnics, recreation and sightseeing. The historic character of contributing landscape elements in the Senior Officers' Quarters Historic District (SOQHD) will be maintained. Trail access throughout the island will be enhanced and expanded to allow visitors to hike through native habitat areas such as coastal bluffs, oak woodlands, and natural beaches.

This chapter is divided into the following sections.

1. **Y1.1 Habitat Management Plan Areas**
2. **Y1.2 Hilltop Park**
3. **Y1.3 Senior Officers' Quarters Historic District**
4. **Y1.4 Beach Park**

Y1.5 Trail Network

Figure Y1.a: Yerba Buena Island Public Open Space Areas

Y1.1 HABITAT MANAGEMENT PLAN (HMP) AREAS

The majority of open space on Yerba Buena Island is intended to be managed under a Habitat Management Plan geared toward the restoration and enhancement of the island's ecological resources.

1. Ecological Habitat
2. Existing Oak Woodland
3. Trail Network

Figure Y1.b: Illustrative concept for the Yerba Buena Island Habitat Management Plan area

STANDARDS

PROGRAM & DESIGN

Y1.1.1
Within the Habitat Management Plan (HMP) areas landscape improvements shall follow the recommendations of the HMP, which is on file with TIDA.

Y1.1.2
Trail access in sensitive habitat areas shall be prohibited.

Y1.1.3
New planting shall be done with native plant material.

Y1.1.4
Grading disturbance shall be kept to the minimum extent feasible to provide slope stabilization, drainage control (including storm water management) and access trails.

GUIDELINES:

PAVING

Y1.1.5
Paving material of trails should be selected by anticipated level of use and relationship to adjacent habitat areas.

LIGHTING

Y1.1.6
No lighting is recommended on trails within the HMP areas.

PLANTING AND EARTHWORK

Y1.1.7
Protection of existing planting and earthwork features is encouraged.

FURNISHING

Y1.1.8
Benches should be provided at vista points.

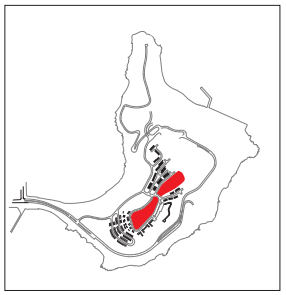
Y1.1.9
Trash and recycling facilitates should be provided at locations where pick up is convenient.

SPECIAL FEATURES

Y.1.1.10
Interpretive signage should be located at vista points and points of interest.

Y1.2 HILLTOP PARK

Hilltop Park is intended to be programmed and designed as a local and regional destination point, with picnic facilities, view overlooks, open lawn areas, and recreation amenities. It will be important to consider prevailing wind orientation, topography and views when siting various amenities and activity areas within the park. Universal access and visitor parking shall also be incorporated into the park design.



1. Park Lookout
2. Picnic Area
3. Flexible Lawn
4. Hilltop Lookout

Figure Y1.c: Illustrative Hilltop Park concept

STANDARDS

PROGRAM & DESIGN

Y1.2.1
Features which support program uses such as a regional park, picnic areas, overlooks, interpretive signage, flexible event spaces, restrooms, benches, picnic tables, trash and recycling bins, bicycle racks and drinking fountains, shall be provided.

Y1.2.2
Parking for 6 - 12 vehicles shall be provided on or off street.

Y1.2.3
Lighting fixtures used in park areas shall adhere to standards and guidelines listed in Section Y5.9, Lighting.

GUIDELINES:

PAVING

Y1.2.4
Pedestrian paths should be constructed with a durable all weather material; asphalt is acceptable.

LIGHTING

Y1.2.5
Pedestrian scaled pole lights should be used at pedestrian areas.

Y1.2.6
Accent lighting is encouraged at pedestrian areas and special features.

PLANTING AND EARTHWORK

Y1.2.7
Grading should be designed to minimize disturbance of existing features and utilizing existing wall features is encouraged.

Y1.2.8
Retaining existing healthy trees is encouraged.

Y1.2.9
Native planting is strongly encouraged.

Y1.2.10
Ornamental native planting should be used in landscape areas.

Y1.2.11
Drought-resistant turf grass is encouraged; the use of turf that requires irrigation is discouraged.

FURNISHING

Y1.2.13
Cafes and other buildings that support the park's intended programming are permitted.

SPECIAL FEATURES

Y1.2.13
Informational signage should be used at important nodes and activity areas.

Y1.2.14
Art should be integrated into the design of the park.

Y1.3 SENIOR OFFICERS' QUARTERS HISTORIC DISTRICT (SOQHD)

The Senior Officers' Quarters Historic District (SOQHD) includes several historic Navy officers' quarters, also called "Great Whites," as well as several related contributing landscape features. These contributing landscape features consist of the expansive greensward (grass-covered area) in front of Quarters 1 through 3, a formal terraced garden behind Quarters 1, the central terraced garden behind Quarters 2 through 5, the formal terraced garden on the south side of Quarters 6 and 7, planting beds set adjacent to each residence, and multiple walkways, patios, and masonry walls.

Landscape features are intended to be preserved and enhanced in a way that maintains their historical character and is compatible with the ultimate reuse of the Great Whites themselves. Remaining portions of the gardens are intended to support the desirability of the SOQHD as a destination for visitors, with picnic areas, interpretative signage, and garden walks.

1. Event Lawn Parking and Storm Water Infiltration
2. "Great Whites" and Associated Landscape

Figure Y1.d: Illustrative SOQHD concept

Senior Officers' Quarters with contributing historic lawn

STANDARDS

PROGRAM & DESIGN

Y1.3.1
The landscape within the SOQHD shall be improved to support the new programs of the historic buildings and to provide public access.

Y1.3.2
Garden designs shall reinforce the character of the historic district through the maintenance of contributing historic landscape features and substitution of in-kind features (size, scale, type) where replacement is necessary.

Y1.3.3
Contemporary elements may be incorporated to feature sustainability or support new uses, and shall do so in a way that clearly contrasts with the historic areas.

Y1.3.4
For full lighting standards and guidelines, please refer to section Y5.9, Lighting.

GUIDELINES

PAVING

Y1.3.5
Historic paving materials should be repaired and maintained within the boundaries of the historic district. When replacement paving is necessary, materials should be consistent with the overall character (including pattern and type) of the historic paving, yet read as contemporary elements.

LIGHTING

Y1.3.6
Lighting should be provided on pathways surrounding the historic buildings and should be pedestrian-scaled.

PLANTING AND EARTHWORK

Y1.3.7
Historic landscape features should be maintained to maintain the character of the contributing landscape features within the historic district, including the greensward, formal gardens, planting beds, walkways, patios, and masonry walls. Historical documentation should be consulted to determine which materials date to the period of significance, as well as to inform the selection of new and replacement materials where necessary to ensure that they are consistent with the overall character (size, scale, type) of the historic landscape elements.

SPECIAL FEATURE

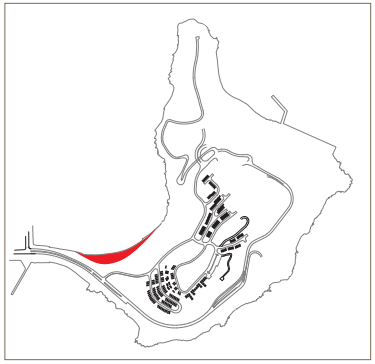
Y.1.3.8
Parking to accommodate the program requirements of adaptive re-use of the historic buildings is acceptable. For full parking standards see Y6, Parking and Loading.

Y.1.3.9
Interpretive signage should be used at pedestrian nodes.

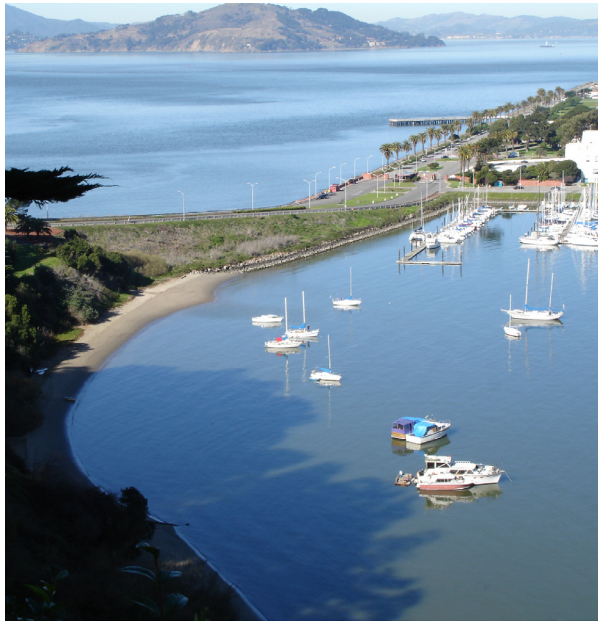
Y.1.3.10
Benches should be provided at vista points.

Y1.4 BEACH PARK

The Beach Park will provide access to Clipper Cove and be accessed from a parking lot and pedestrian pathway off of Treasure Island Road.



1. Parking
2. Beach Access Path
3. Beach



Existing Clipper Cove Beach

Figure Y1.e: Illustrative Beach Park concept

STANDARDS

PROGRAM & DESIGN

Y1.4.1
Beach access shall be provided.

Y1.4.2
Benches, picnic tables, trash and recycling bins, bicycle racks and drinking fountains are required.

Y1.4.3
Lighting fixtures used in pedestrian areas shall adhere to standards and guidelines listed in Section Y5.9, Lighting.

GUIDELINES:

PROGRM

Y1.4.4
A site for a community-serving building is encouraged within the park.

PAVING

Y1.4.5
Pathways connecting to island trail system should be paved.

Y1.4.6
Unit paving or special concrete in special social areas is encouraged.

Y1.4.7
New retaining walls should either be featured with design elements constructed of architectural concrete or screened with planting.

LIGHTING

Y1.4.8
Pedestrian areas should be lit for safety. No lighting is recommended on the beach area.

FURNISHING

Y1.4.9
Benches, picnic tables, and bike parking are encouraged near the parking lot and should be kept off the beach.

Y1.5 TRAIL NETWORK

The trail network will provide pedestrian access to various points on Yerba Buena Island. Trails range in scale from casual hiking paths to paved lookout locations.

STANDARDS

PROGRAM & DESIGN

Y1.4.1
Proposed trails shall be planned in accordance with the Habitat Management Plan, which is on file with TIDA.

Y1.4.2
Bay Trail portion of Yerba Buena Island trail network shall be paved with asphalt or other hardened surface and have a clear painted or textured demarcation between bicycle and pedestrian zones.

GUIDELINES

PAVING

Y1.4.3
Trails should range from stabilized dirt paths to concrete.

LIGHTING

Y1.4.4
No lighting is recommended on trails within the Habitat Management Plan area.

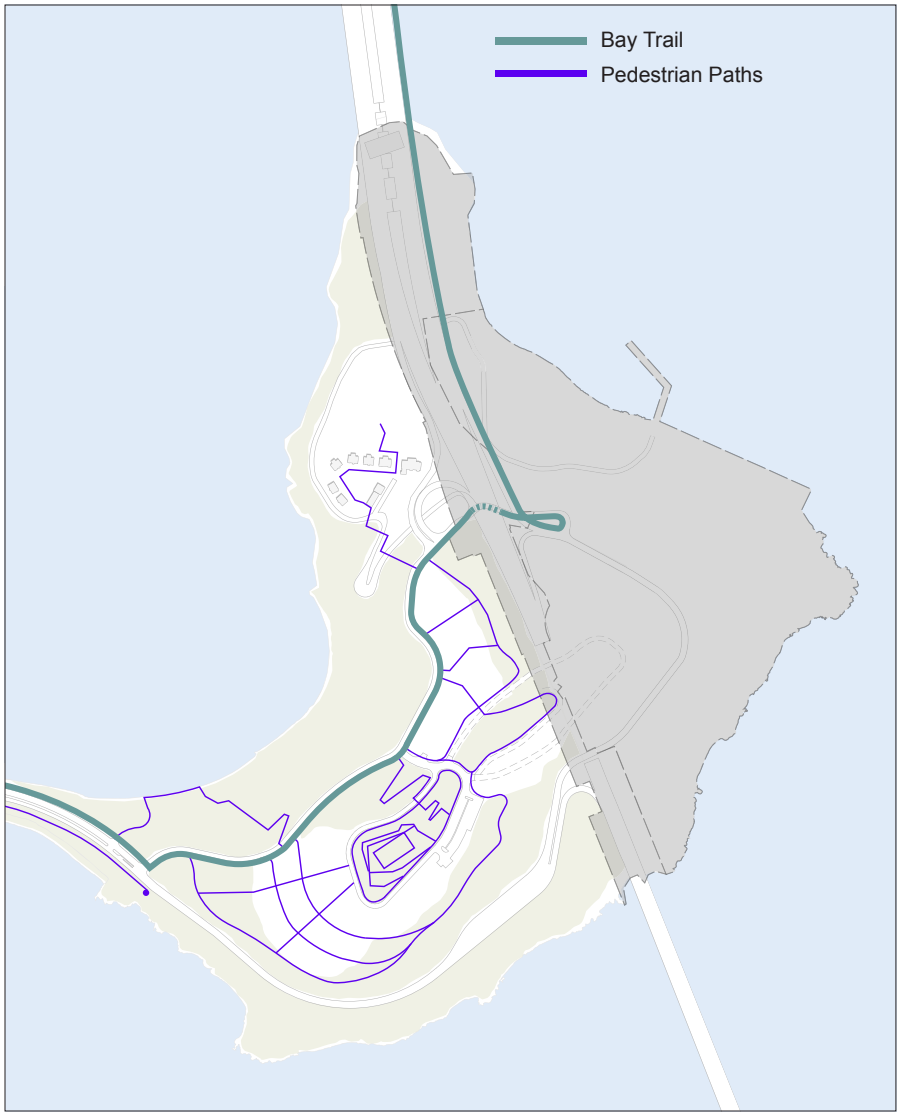


Figure Y1.f: Pedestrian Network Framework

STREETS
Yerba Buena Island

Y2

Yerba Buena Island streets are intended to function as multi-modal transportation corridors, with different uses emphasized on different street types. In keeping with Yerba Buena Island's natural and highly vegetated character, streetscapes and plantings on Yerba Buena Island are generally intended to be native landscapes abutting and lining streets and sidewalks, as opposed to the more typical street tree plantings to be found on Treasure Island. Existing rights of way, structures, and topography have largely constrained Yerba Buena Island's street system to areas of pre-existing development.

This chapter is divided into the following sections.

Y2.1 Street Network

Y2.2 Shuttle Service

Y2.3 Lighting

Y2.4 Crosswalks and Intersections

Y2.5 Yerba Buena Island Streets

Aerial view of Yerba Buena Island.

Y2.1 STREET NETWORK

Figure Y2.a is a key plan showing the location of the planned street network on Yerba Buena Island. Most street locations rely on pre-existing grading and topography.

- Treasure Island Road - Causeway
- Treasure Island Road
- Hillcrest Road
- Macalla Road
- South Gate Road
- North Gate Drive
- Yerba Buena Road
- Publicly Accessible Drive Courts
  (Final Location to be Determined)
  (Described in Chapter Y5)
- Publicly Accessible Pedestrian Paths And Stairs
  (Final Location To Be Determined)
  (Described in Chapter Y5)
- Key Intersections
  (See section Y2.4 Crosswalks and Intersections for Standards and Guidelines)

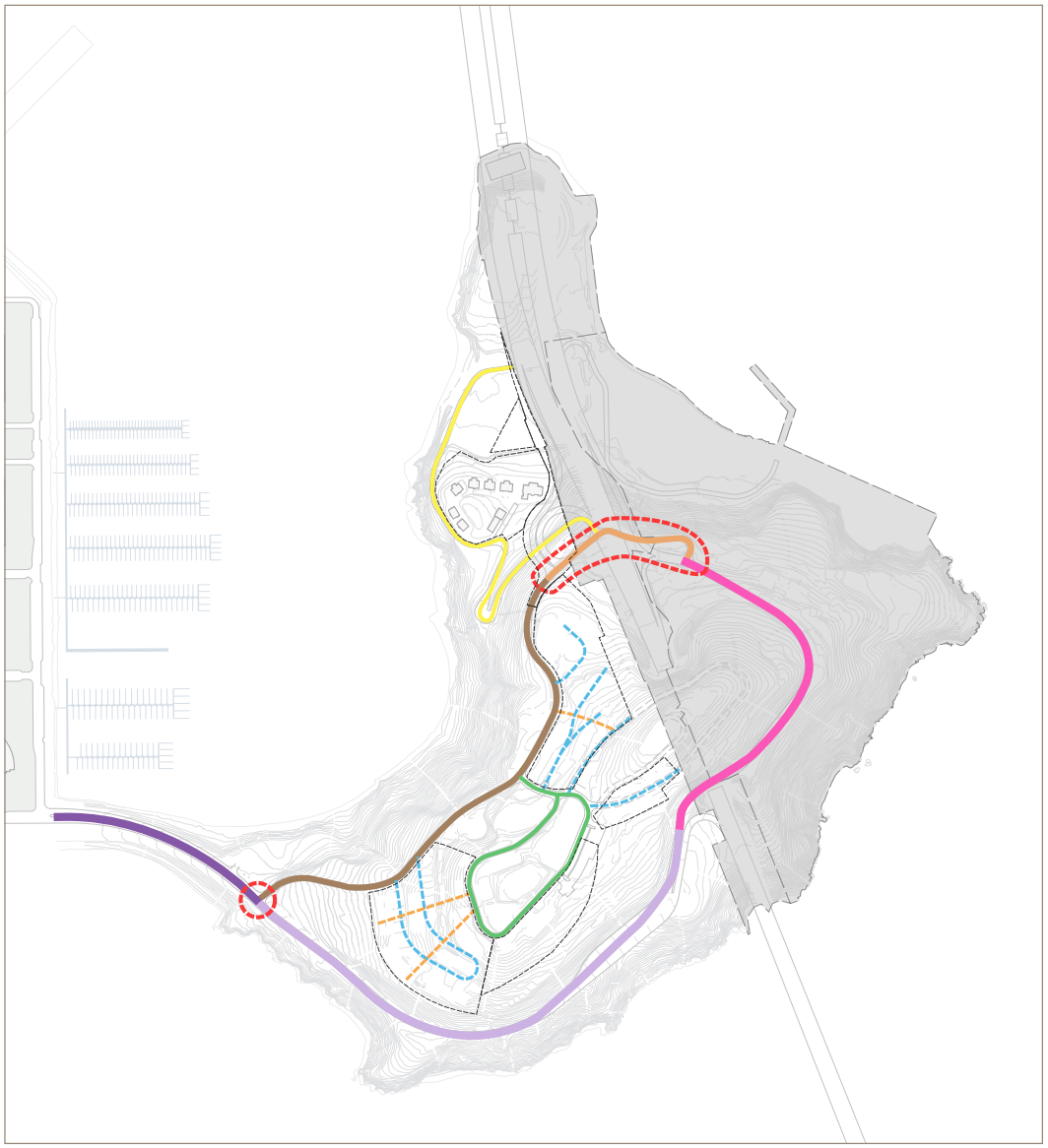


Figure Y2.a: Illustrative map of Yerba Buena Island streets and typologies

Y2.2 SHUTTLE SERVICE

Figure 1.3.m, Transit Service Framework, shows the proposed transit shuttle routes through Yerba Buena Island. Shuttles will operate between Yerba Buena Island and the intermodal transit facility on Treasure Island where connections to regional transit can be accessed.

GUIDELINES

Y2.2.1
On-island shuttle waiting areas are recommended to have adequate signage indicating routes as well as benches for waiting.

Y2.2.2
Shuttle stop locations to be determined in conjuction with development.

Y2.3 LIGHTING

STANDARDS

Y2.3.1
Street lighting shall comply with City of San Francisco standards for light levels and acceptable fixtures.

Y2.3.2
Light shall be regularly spaced at intervals of between 50 feet and 100 feet.

Y2.3.3
Lights shall be of a consistent type and style along each street.

Y2.3.4
Streetlights shall have a pole height range of 20 feet to 30 feet.

Y2.4 CROSSWALKS AND INTERSECTIONS

These standards and guidelines pertain to all crosswalks and intersections on Yerba Buena Island. Figures Y2.b and Y2.c show an illustrative plan of two of the most prominent intersections on the island - the Bay Bridge Interchange and the intersection between Macalla Road and Treasure Island Road.

STANDARDS

Y2.4.1
Crosswalks or other pedestrian crossings shall be located only in areas where there is sufficient pedestrian and driver visibility to enable safe pedestrian crossings. Crosswalks, street design, or pathway design that encourages unsafe pedestrian crossings is prohibited.

Y2.4.2
Pavement markings at all interesections shall adhere to the City of San Francisco standards.

GUIDELINES

Y2.4.3
Additional lighting is encouraged at all intersections where pedestrian paths cross vehicle lanes.

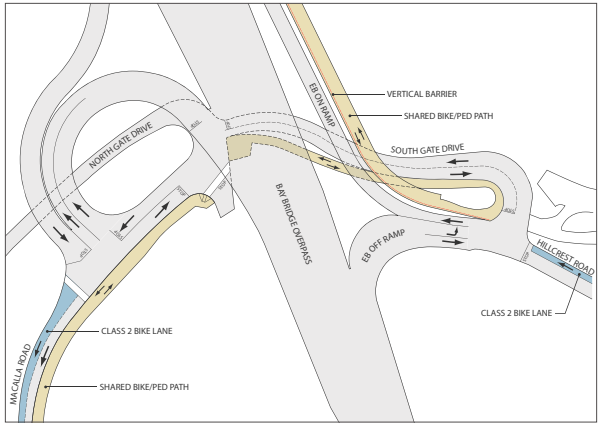


Figure Y2.b: Design for the area shown in the illustrative plan will be prepared and implemented by others, including Caltrans.

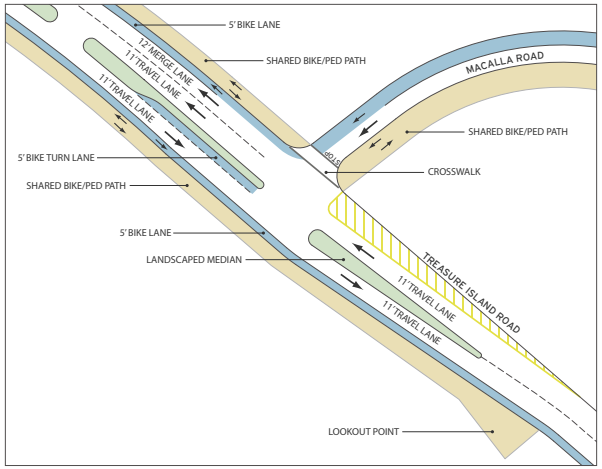
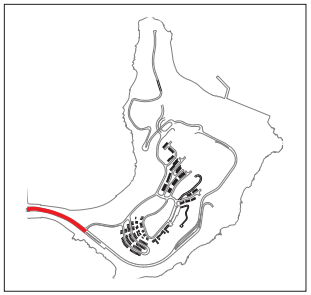


Figure Y2.c: Illustrative plan of the intersection of Macalla Road and Treasure Island Road. This illustrative plan adheres to relevant standards and guidelines in the Design for Development.

Y2.5 YERBA BUENA ISLAND STREETS

Y2.5.1 Treasure Island Road

Treasure Island Road is broken into two distinct sections, a causeway segment and a viaduct section. The causeway portion connects Treasure Island to Yerba Buena Island and is served by Macalla Road and the viaduct portion from the Bay Bridge. The causeway landscape is intended to be consistent with the more natural character of Yerba Buena Island, with vehicle and bicycle lanes in both directions separated by a landscaped median. The viaduct portion of Treasure Island is to remain unchanged except for re-striping to add a Class 2 bicycle facility in one direction connecting to the new portion of the Bay Bridge.



Treasure Island Road-Causeway is the main entry onto Treasure Island from Yerba Buena Island.

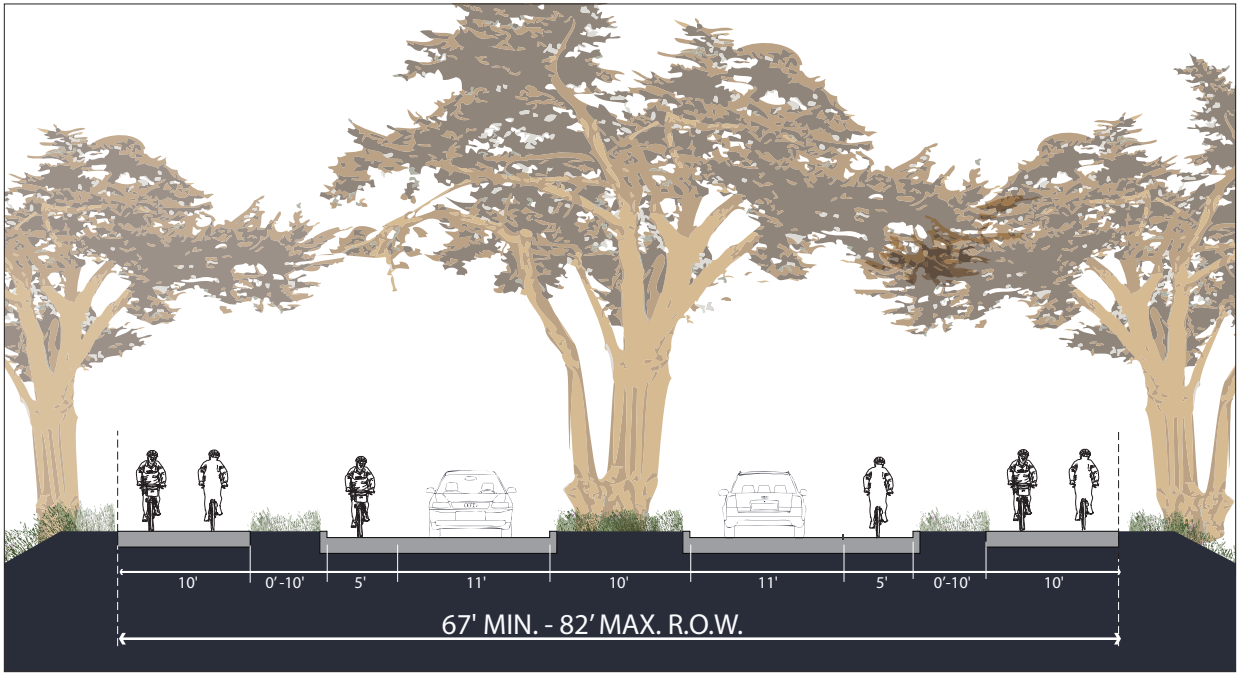


Figure Y2.d: Treasure Island Road-Causeway, typical streetscape section

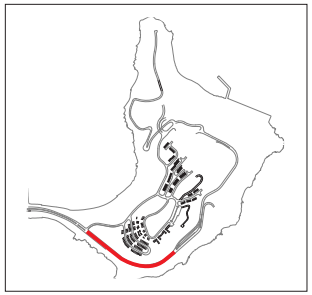
STANDARDS

Y2.5.1.1
Street lane and sidewalk widths for Treasure Island Road-Causeway and Treasure Island Road-Viaduct shall be as indicated in respective street sections.

Y2.5.1.2
Curb and gutter shall comply with the San Francisco City Standard.

Y2.5.1.3
Stormwater shall be treated within bio retention areas adjacent to roadways.

Y2.5.1.4
Street trees shall adhere to the prescriptions set forth in the Yerba Buena Island Habitat Management Plan, which is on file with TIDA.



Treasure Island Road-Viaduct connects Hillcrest Road with Macalla Road and the Treasure Island Road-Causeway.

GUIDELINES

Y2.5.1.5
Supplemental lighting within the right-of-way is discouraged.

Y2.5.1.6
Retaining walls, where located separately from these improvements, should incorporate planting and be integrated into the overall landscaping.

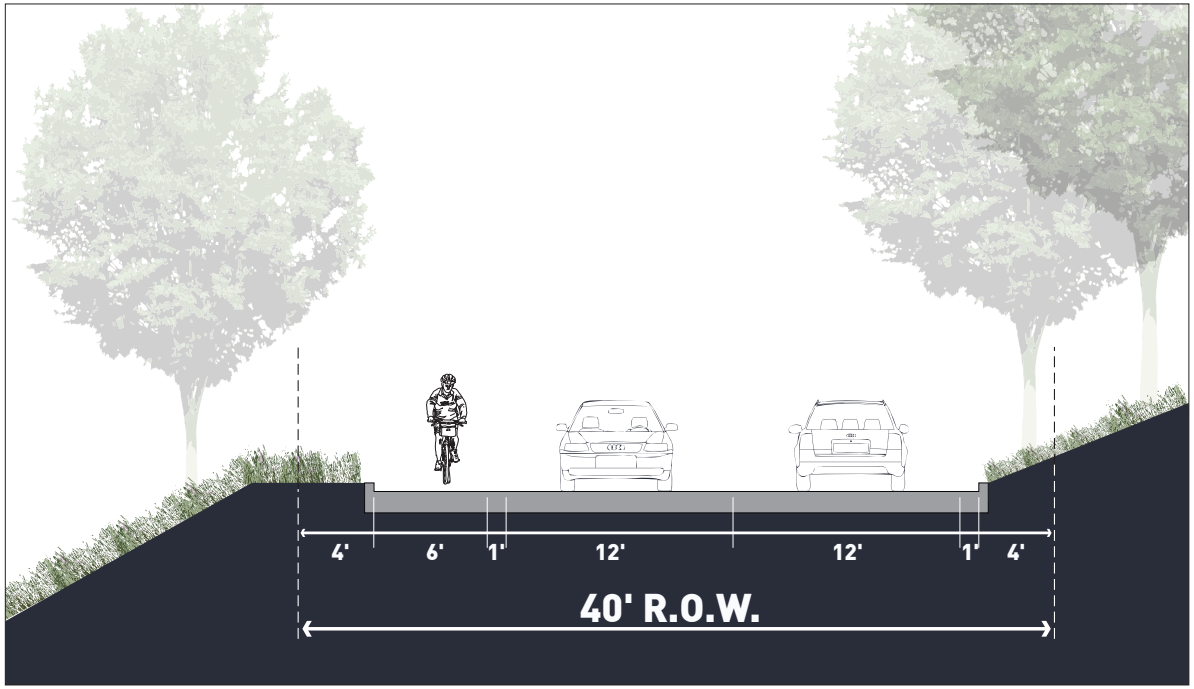
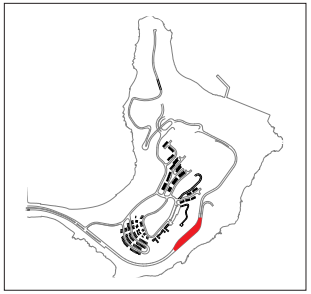


Figure Y2.e: Treasure Island Road-Viaduct, typical streetscape section



Treasure Island Road-Viaduct connects Hillcrest Road with the Treasure Island Road-Causeway.

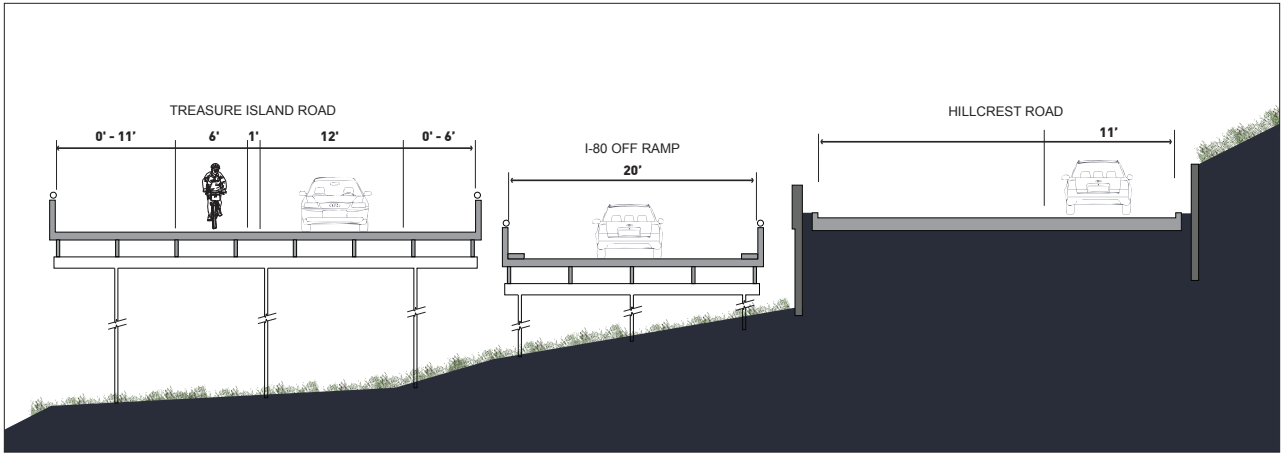
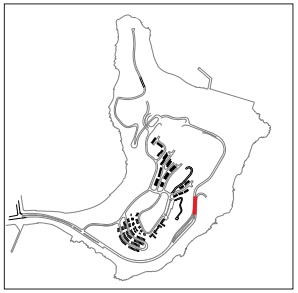


Figure Y2.f: Treasure Island Road-Viaduct, streetscape section



Hillcrest Road above the viaduct serves both the Bay Bridge on and off ramps.

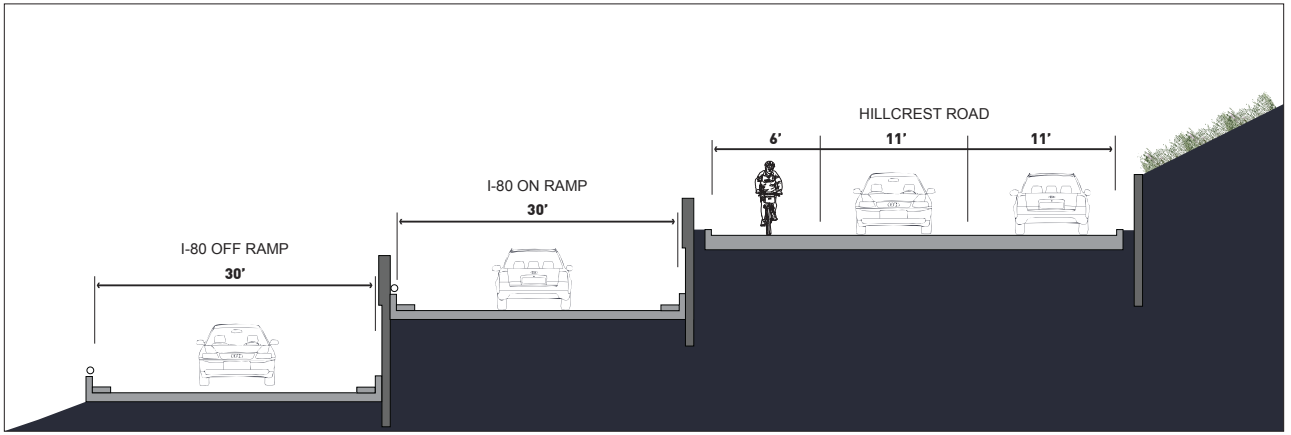
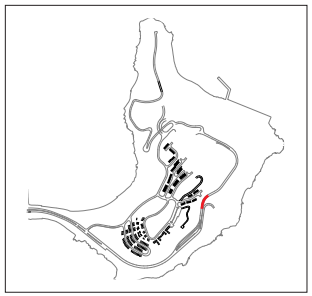


Figure Y2.g: Hillcrest Road above the Treasure Island Road-Viaduct

Y2.5.2 Hillcrest Road

Hillcrest Road connects Treasure Island Road to the new eastbound ramp of the Bay Bridge and runs through Coast Guard Property. Changes to this road include lane restriping to accommodate a one-way Class 2 bicycle lane.



Hillcrest Road is a continuation of Treasure Island Road serves as the connector to the Bay Bridge on-ramp.

STANDARDS

Y2.5.2.1
Street lane and sidewalk widths shall be as indicated in street sections.

Y2.5.2.2
Curb and gutter shall comply with the San Francisco City Standards.

Y2.5.2.3
Stormwater shall be treated within bio retention areas adjacent to roadways.

GUIDELINES

Y2.5.2.4
Supplemental lighting within the right-of-way is discouraged.

Y2.5.2.5
Retaining walls, where located separately from these improvements, should incorporate planting and be integrated into the overall landscaping.

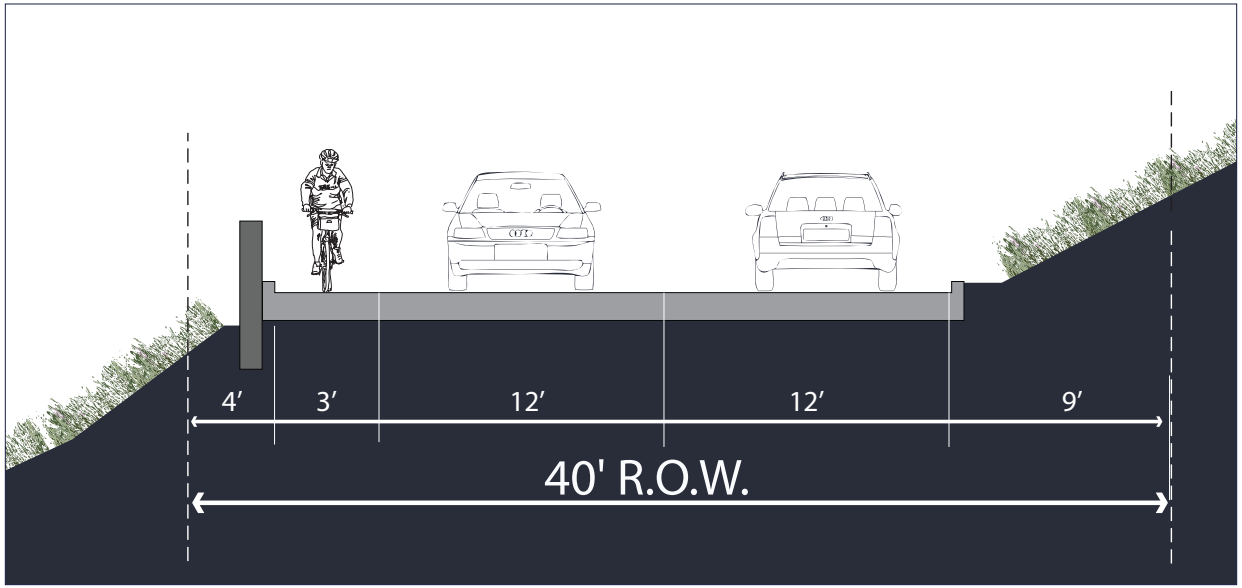
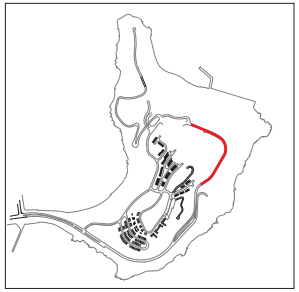


Figure Y2.h: Hillcrest Road streetscape section



Hillcrest Road connects Treasure Island Road to the new eastbound ramp of the new Bay Bridge.

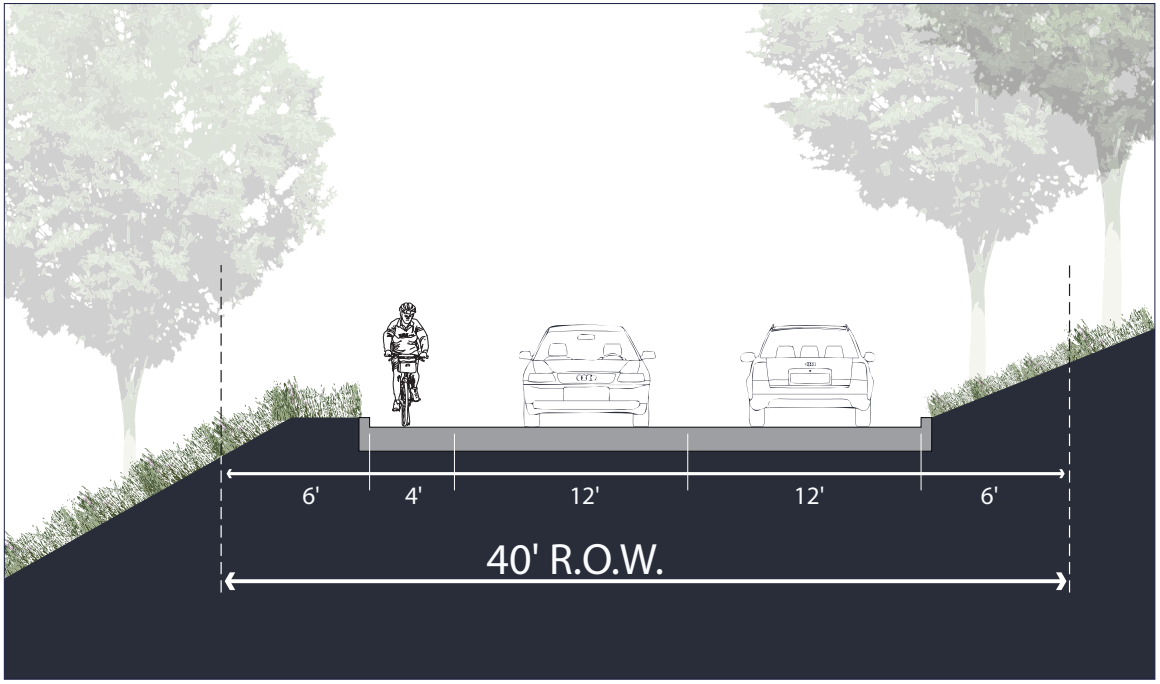
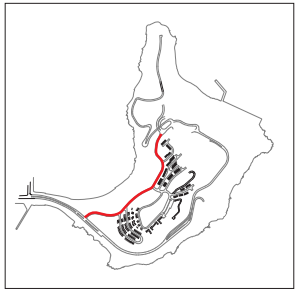


Figure Y2.i: Hillcrest Road typical streetscape section

Y2.5.3 Macalla Road

Macalla Road is a primary vehicular access street for both Yerba Buena Island and Treasure Islands. It is intended to accommodate one-way vehicle traffic and will also include a Class 1 mixed-use path and a one-way Class 2 bike lane.



Macalla Road is a one way road that is the primary road for traffic between the Bay Bridge, Yerba Buena Island, and Treasure Island.

STANDARDS

Y2.5.3.1
Street lane and sidewalk widths shall be as indicated in street sections.

Y2.5.3.2
Curb and gutter shall comply with the San Francisco City Standard.

Y2.5.3.3
Stormwater shall be treated within bio-retention areas adjacent to roadways.

Y2.5.3.4
Street trees shall adhere to the prescriptions set forth in the Yerba Buena Island Habitat Management Plan.

GUIDELINES

Y2.5.3.5
Supplemental lighting within the right-of-way is discouraged.

Y2.5.3.6
Retaining walls, where located separately from these improvements, should incorporate planting and be integrated into the overall landscaping.

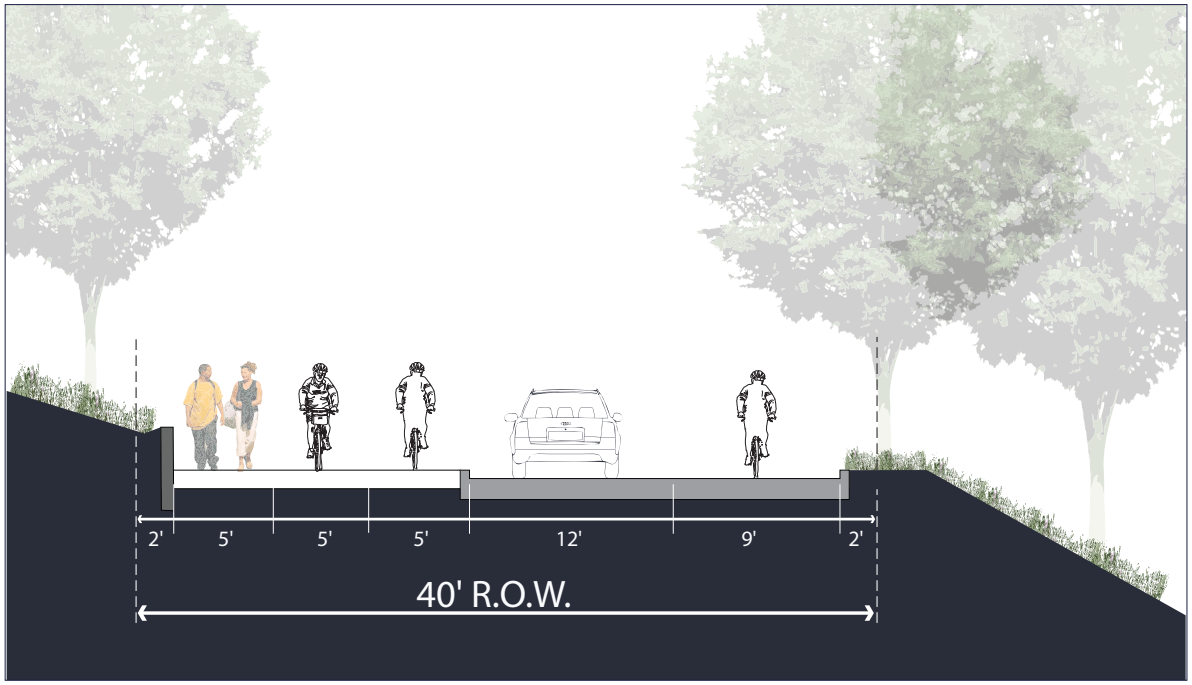
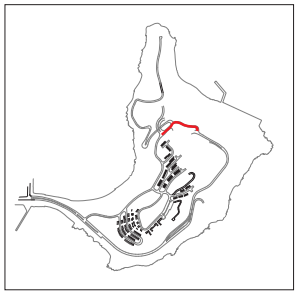


Figure Y2.j: Macalla Road typical streetscape section

Y2.5.4 South Gate Road

South Gate Road connects Macalla Road to the new eastbound ramp of the Bay Bridge. It is a two-way road with an adjacent Class 1 bicycle path, being constructed as part of the East Span Seismic Safety Project.



South Gate Road connects traffic between Macalla Road and the new eastbound on-ramp for the Bay Bridge.

STANDARDS

Y2.5.4.1
Street lane and sidewalk widths shall be as indicated in street sections.

Y2.5.4.2
Curb and gutter shall comply with the San Francisco City Standard.

GUIDELINES

Y2.5.4.3
Supplemental lighting within the right-of-way is discouraged.

Y2.5.4.4
Retaining walls, where located separately from these improvements, should incorporate planting and be integrated into the overall landscaping.

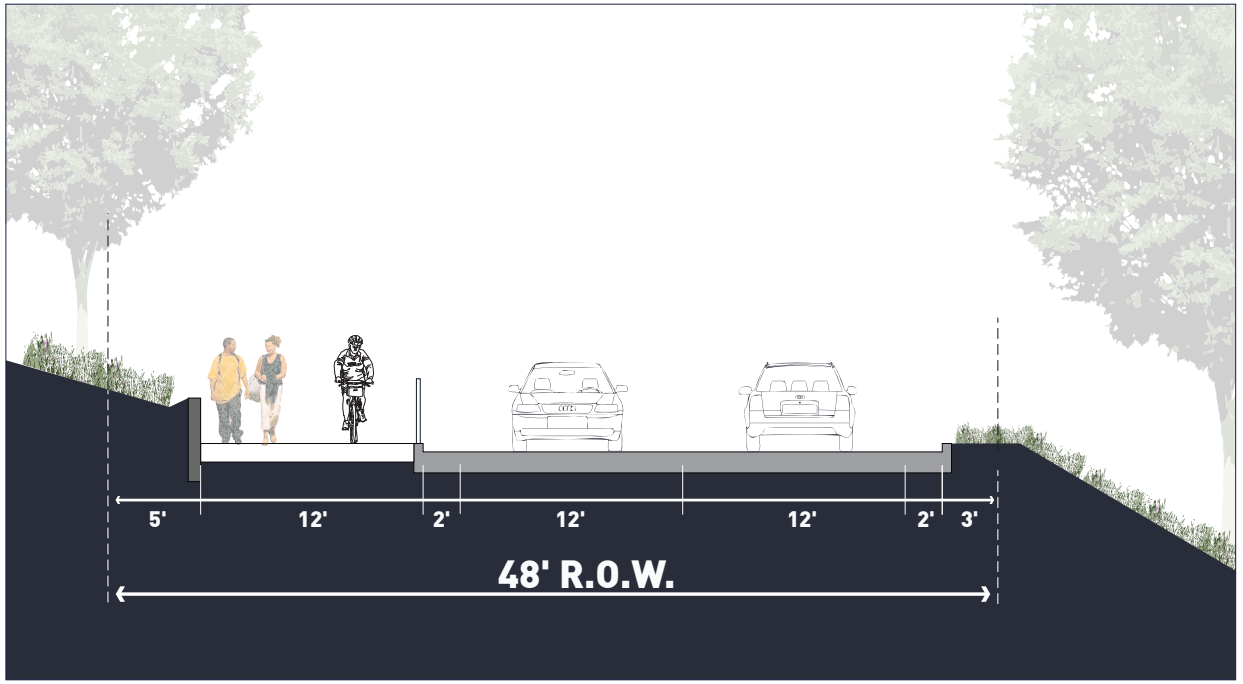
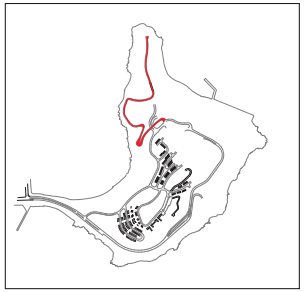


Figure Y2.k: South Gate Road typical streetscape section

Y2.5.5 North Gate Drive

North Gate Drive will continue to be maintained in its current condition, providing vehicle access to the Senior Officers' Quarters Historic District, the Torpedo Storehouse and the Coast Guard Station beyond. Pedestrian access will be provided by a separate pedestrian trail and pathway system.



North Gate Drive is an existing road that provides access to the SOQHD on the northeast side of Yerba Buena Island, as well as the Coast Guard Station.

STANDARDS

Y2.5.5.1
Street lane widths shall be as indicated in street sections.

GUIDELINES

Y2.5.5.2
Supplemental lighting is discouraged.

Y2.5.5.3
Retaining walls, where located separately from these improvements, should incorporate planting and be integrated into the overall landscaping.

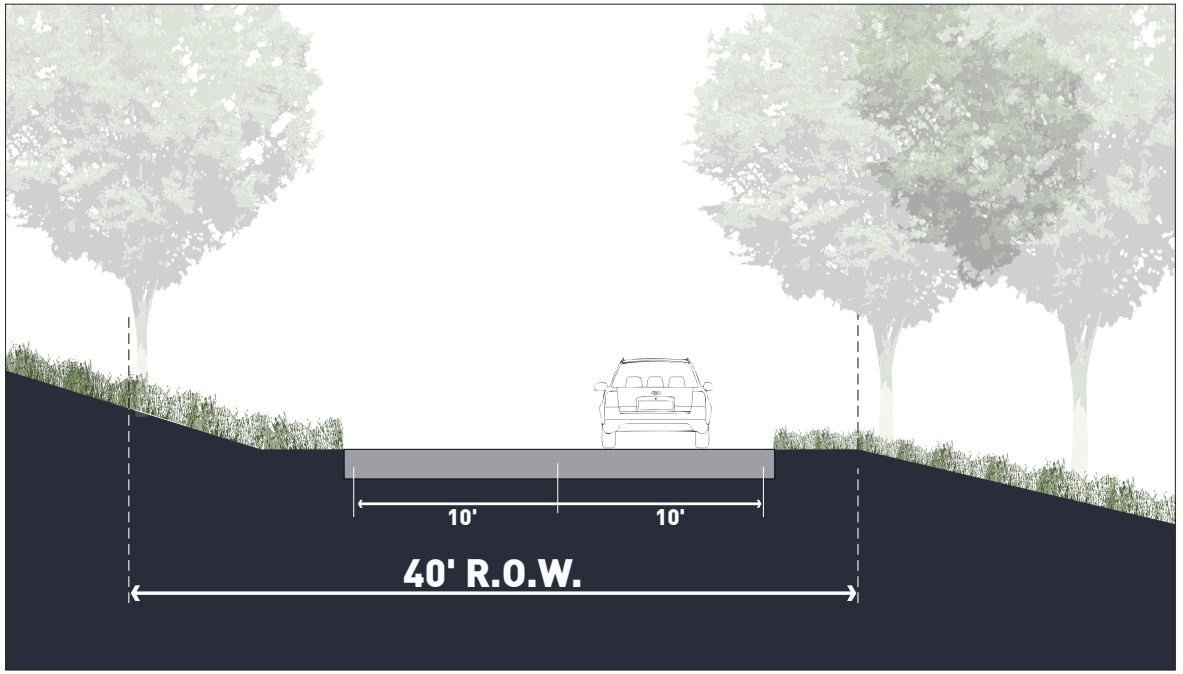
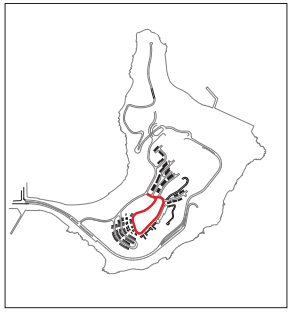


Figure Y2.I: North Gate Drive typical streetscape section

Y2.5.6 Yerba Buena Road

Yerba Buena Road is located at the top of Yerba Buena Island and provides vehicular and pedestrian access to the Hilltop Park. Yerba Buena Road is a one-way vehicular road with sidewalks on one side.



Yerba Buena Road is located at the top of Yerba Buena Island and encircles Hilltop Park.

STANDARDS

Y2.5.6.1
Street lane and sidewalk widths shall be as indicated in street sections.

Y2.5.6.2
Curb and gutter shall comply with the San Francisco City Standard.

Y2.5.6.3
Streetlights shall have a pole height range of 20 feet to 30 feet.

Y2.5.6.4
Stormwater shall be treated within bio-retention areas adjacent to roadways.

Y2.5.6.5
Street trees shall adhere to the prescriptions set forth in the Yerba Buena Island Habitat Management Plan, which is on file with TIDA.

GUIDELINES

Y2.5.6.6
Supplemental lighting within the right-of-way is discouraged.

Y2.5.6.7
Bicycle racks are recommended near multi-unit building entrances.

Y2.5.6.8
Retaining walls, where located separately from these improvements, should incorporate planting and be integrated into the overall landscaping.

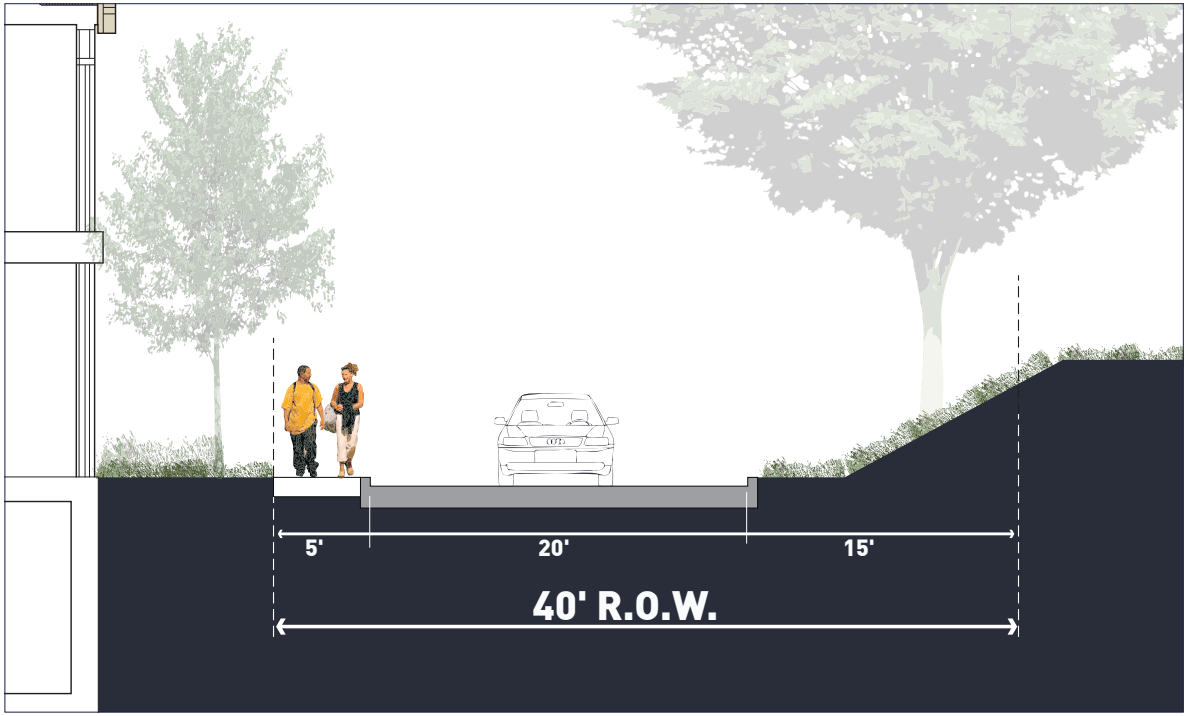


Figure Y2.m: Yerba Buena Road typical streetscape section

LAND USE
Yerba Buena Island

Y3

The land use design standards and guidelines below describe the programmatic elements of the plan, and are intended to support the goal of creating vital, distinctive, and walkable neighborhoods. The permitted land uses for Yerba Buena Island described below are consistent with the Special Use District.

This chapter is organized into four categories:

Y3.1 Tidelands Trust

Y3.2 Designated Land Uses

Y3.3 Other Land Uses

Y3.4 Land Use Standards

Y3.1 TIDELANDS TRUST

Yerba Buena Island is subject to the Tidelands Trust doctrine administered by the State of California. Under the Tidelands Trust doctrine, title to tidelands and lands under navigable waters is held in trust by the State for the benefit of the people of California. The Tidelands Trust doctrine has been developed primarily through case law and interpretations of that law by the California State Lands Commission and Attorney General. The Tidelands Trust effectively acts as a type of zoning by limiting the permitted uses of lands subject to the Trust. Uses of Trust lands are generally limited to waterborne commerce, navigation, fisheries, water-oriented recreation, including commercial facilities that must be located on or adjacent to water, and environmental preservation and recreation, such as natural resource protection, wildlife habitat and study, and facilities for fishing, swimming, and boating. Ancillary or incidental uses that promote trust uses or accommodate public enjoyment of Tidelands Trust lands, are also permitted, such as hotels, restaurants and specialty retail. Residential and general office uses are generally not permitted uses on Tidelands Trust lands. TIDA (Treasure Island Development Authority) is the trustee for the Tidelands Trust, pursuant to the Treasure Island Conversion Act of 1997, enacted by the State legislature. The Tidelands Trust doctrine and the terms of the trust under the Conversion Act are referred to in this Design for Development as the “Tidelands Trust.”

Section 8 of the Conversion Act prohibits TIDA from granting, conveying, giving or alienating any of the Tidelands Trust property under its jurisdiction. However, the Conversion Act authorizes TIDA to enter into leases of Tidelands Trust property for up to 66 years for uses consistent with the Tidelands Trust. TIDA may also enter into interim leases (no more than five years) for Tidelands Trust property not immediately needed for trust uses, subject to certain findings and so long as the proposed use would not interfere with the Tidelands Trust.

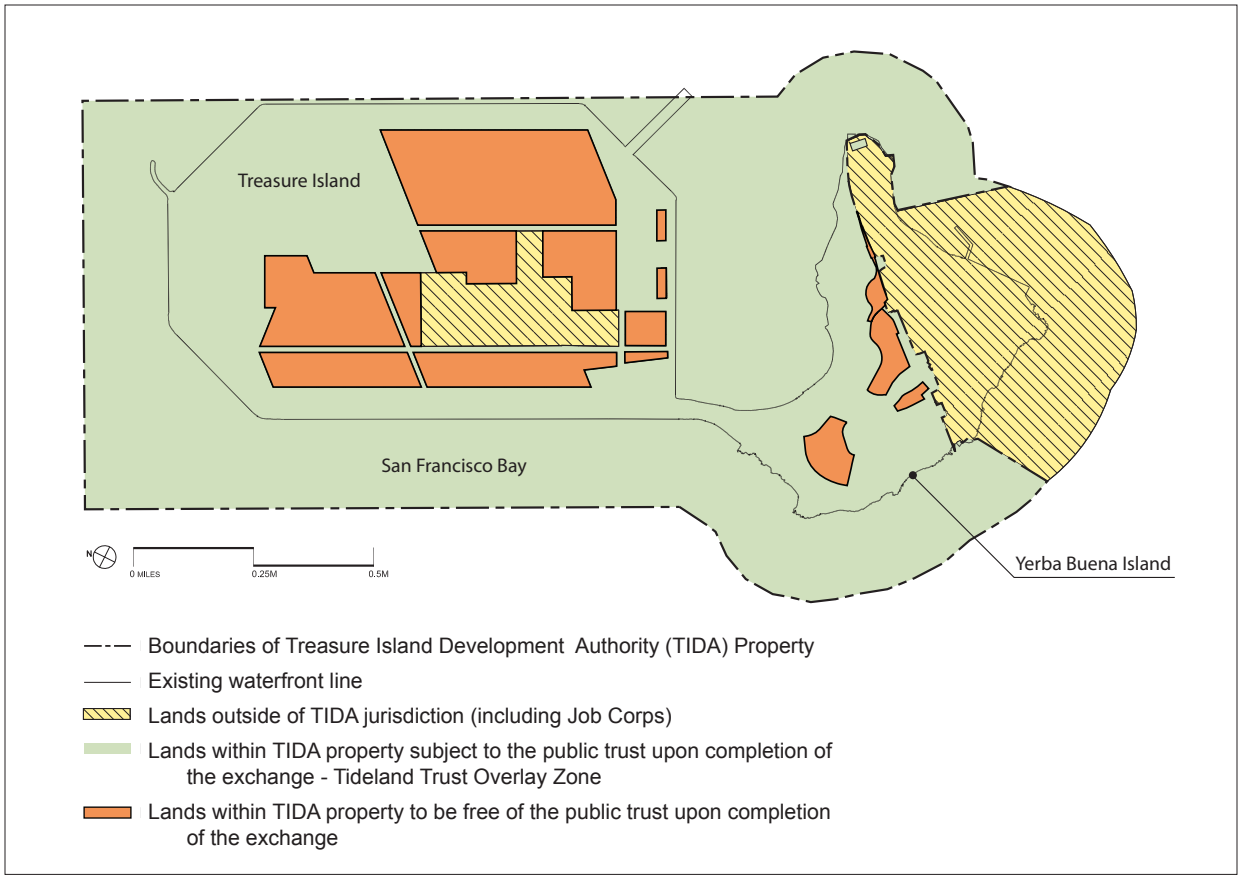


Figure Y3.a: Tidelands Trust Map

Y3.2 DESIGNATED LAND USES

Figure Y3.a shows the areas within Yerba Buena Island that will be subject to the Tidelands Trust and those excluded from it upon completion of the Tidelands Trust exchange authorized under the Treasure Island Public Trust Exchange Act (Chapter 543, Stats. of 2004). These Tidelands Trust areas are designated on the Key Plan (Figure Y3.c) as a "Tidelands Trust Overlay Zone." Within the Tidelands Trust Overlay Zone, any use that is "Permitted" or "Island Conditional" in the underlying zone is also subject to a determination by TIDA that the use is consistent with the Tidelands Trust. This review, which will occur in connection with the approval of a third-party lease or the use by TIDA itself, will consider a number of factors specific to the proposed use. Without limitation, considerations may include whether the use is water-related or ancillary to the Tidelands Trust, the overall mix of uses within a particular project, the project design, the amount of public access provided, whether the use is proposed within a National Register historic resource and whether the use is allowed as an interim non-trust use pursuant to the Conversion Act.

STANDARDS

Y3.2.1
The Key Plan (Figure Y3.c) of Yerba Buena Island Land Use illustrates the location of four separate land use zones on Yerba Buena Island, as defined in the Yerba Buena Island Land Use Table (Table Y3.b). These four zones are:

- Residential
- Mixed Use
- Open Space
- Public Services, Civic, Institutional

Y3.2.2
Allowable uses within land use zones are described in the Yerba Buena Island Land Use Table (Table Y3.b) as either permitted or Island Conditional uses, as defined below:

Y3.2.3
Permitted uses are listed uses that are allowed as of right and do not require discretionary action for establishment of the use except to the extent such uses are located within the Tidelands Trust Overlay Zone which requires a determination of Trust consistency under Standard Y3.4.2.

Y3.2.4
Island Conditional uses are listed uses that require approval of a Island Conditional Use Permit from the TIDA Board, for property within the Tidelands Trust Overlay Zone, and from the Planning Commission, for property outside of the Tidelands Trust Overlay Zone, in accordance with the procedures set forth in the Special Use District.

Y3.2.5
Excluded uses are listed uses (in Y3.4.6) that might fit within a broad category of Permitted or Island Conditional uses but are expressly prohibited.

Y3.2.6
All land within the Tidelands Trust Overlay Zone, as shown in Figure Y3.a, shall be subject to the Tidelands Trust doctrine as administered by the State of California. The Tidelands Trust doctrine does not apply to the following areas shown on Figure Y3.a: lands excepted from TIDA property or lands free of the public trust upon completion of the exchange.

Y3.2.7
The Tidelands Trust Overlay Zone illustrates the areas of the island subject to the Tidelands Trust after completion of all of the Tidelands Trust exchanges contemplated under the Exchange Act. To the extent property not included in the Tidelands Trust Overlay Zone would be subject to the Tidelands Trust prior to the applicable exchange, the restrictions of the Tidelands Trust Overlay Zone will apply until the exchange is effected. To the extent property shown in the Tidelands Trust Overlay Zone would not be subject to the Tidelands Trust prior to the applicable exchange, the restrictions of the Tidelands Trust Overlay Zone will not apply until the exchange is effected.

Y3.3 OTHER LAND USES*

(*not expressly listed in the Yerba Buena Island Land Use Table)

STANDARDS

Y3.3.1
If a use is not specifically identified in the Yerba Buena Land Use Table (Table Y3.b) and is not listed as an Excluded Use under Section Y3.4, the Executive Director (for property located within the Tidelands Trust Overlay Zone), or the Planning Director (for property not located within the Tidelands Trust Overlay Zone) shall have the authority to determine whether or not such use fits within one of the Permitted or Island Conditional uses. The determination shall be based upon the use characteristics and compatibility of that use with the most appropriate land use designation, the intent of the Special Use District and this Design for Development. The Executive Director and Planning Director shall interpret the intent of all uses as stated in Section 4: Implementation.

Y3.3.2
TIDA shall provide for the reasonable continuance, modification and/or termination of uses and structures existing as of the date of adoption of the Special Use District and this Design for Development that do not comply with the Special Use District or the Design for Development, provided that such use or structure is generally compatible with the development and uses authorized under the Special Use District and Design for Development. The Executive Director (for property located within the Tidelands Trust Overlay Zone), or the Planning Director (for property not located within the Tidelands Trust Overlay Zone) may authorize additions, alterations, reconstruction, rehabilitation, reuse of vacant buildings or changes in use of land or buildings for uses that do not conform to the Special Use District, subject to a determination that such authorization would not impede the orderly development of the Development Plan Area.

Y3.4 LAND USE STANDARDS

The following section provides land use standards for development on Yerba Buena Island. Table Y3.b shows permitted (P) and Island Conditional (IC) land uses for the land use zones defined in Figure Y3.c.

STANDARDS

Y3.4.1
Within the Tidelands Trust Overlay Zone, all uses allowed in the underlying base zone (e.g. Yerba Buena Island Mixed Use, Open Space, etc. as shown in Figure Y3.c) other than residential are allowed as Permitted or Island Conditional uses, subject to additional review for Tidelands Trust consistency pursuant to Standard Y3.4.2.

Y3.4.2
All uses within the Tidelands Trust Overlay Zone are subject to further review by TIDA for compliance with the Tidelands Trust, as more particularly described in Section Y3.1. This review, which will occur in connection with the approval of a third-party lease or the use by TIDA itself, will consider a number of factors specific to the proposed use. Without limitation, considerations may include whether the use is water-related or ancillary to the Tidelands Trust, the overall mix of uses within a particular project, the project design, the amount of public access provided, whether the use is proposed within a National Register historic resource and whether the use is allowed as an interim non-trust use pursuant to the Conversion Act.

Y3.4.3
Restoration and adaptive reuse of all historic structures on Yerba Buena shall be used for commercial or public-serving use. Restoration and adaptive reuse of all National Register-listed historic structures on Yerba Buena Island shall conform to the standards and guidelines of this document regarding historic resources as discussed in Chapter Y5.

Y3.4.4
Any non-residential use within the Yerba Buena Island Mixed-Use, Yerba Buena Island Open Space and Yerba Buena Island Public Services / Civic / Institutional use areas operating after hours (between 2am to 6 am) shall secure a Island Conditional use permit. Any non-residential use within a Yerba Buena Island Residential use area operating between the hours of 12 a.m. to 6 a.m. shall secure a Island Conditional Use Permit.

Y3.4.5
Within any open water areas within TIDA's jurisdiction, all water-related uses and structures shall be permitted (e.g. piers, marinas, breakwaters, watercraft launch facilities), subject to all required regulatory approvals (including BCDC).

Y3.4.6
Excluded uses, as listed below, are uses that might have fit within a broad category of permitted uses or Island Conditional Uses but are expressly prohibited:

- Drive-through facilities
- Adult entertainment
- General Advertising

Table Y3.b: Yerba Buena Island Land Use Standards Table

	YBI-R	YBI-MU	YBI-OS	YBI-PCI	P = Permitted Use; IC = Island Conditional Use Permit Required; * and/or † = See Comments Yerba Buena Residential (YBI-R); Yerba Buena Mixed Use (YBI-MU) Yerba Buena Open Space (YBI-OS); Yerba Buena Public Services/Civic/Institutional (YBI-PCI)
Land Use	Zone				Comments
Residential					
1. Dwelling Units	**P**	**P**			
2. Group Housing*	**P**	**P**			*Within any residential structures owned or controlled by the Treasure Island Homeless Development Initiative or its successor
3. Live/Work Units	**P**	**P**			
4. Senior or Assisted Living	**P**	**P**			
5. Supportive Housing*	**P**	**P**			*Within any residential structures owned or controlled by the Treasure Island Homeless Development Initiative or its successor
Retail Sales and Services					
6. Acupuncture, Acupressure, or Chiropractor Establishment	**IC*†**	**P**			*Not to exceed 10,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
7. Animal Services, Enclosed Building	**IC**	**IC**			
8. Automobile Rental	**P*†**	**P**			*Not to exceed 2,500 SF, including any exterior space used for automobile storage, per single tenant; †Service counter limited to ground floor only. Rental vehicles may be stored in multilevel structure. Above ground structures, will be governed by the standards & guidelines for such structures in Y5.
9. Automobile Services (Gas and Service Stations and Wash)	**IC†**	**IC**		**IC**	†Limited to ground floor only
10. Bars	**IC*†**	**IC**			*Not to exceed 15,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
11. Beauty or Cosmetology Salon	**P*†**	**P**			*Not to exceed 10,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
12. Cafes, Delicatessens, and Bakeries	**P†**	**P**	**IC**		†Limited to location on the first two floors, with direct entries from ground floor
13. Farmer's Market	**P**	**P**	**P**	**P**	
14. Financial Service	**IC**	**P**			
15. Financial Services (Limited)	**IC**	**P**			
16. Full-service, Counter-Service and Self-Service restaurants	**P***	**P**	**IC**		*Not to exceed 5,000 SF
17. Grocery Store	**P*†**	**P**			*Not to exceed 5,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
18. Health Club, Private Resident Accessory Use	**P**	**P**			
19. Home Occupation	**P**	**P**			
20. Tourist Hotel		**P**	**IC**		
21. Health Clubs, Fitness Centers, Gyms and Athletic Clubs	**P(IC*)**	**P**	**IC***	**P**	*Island Conditional Use Permit required if facility is greater than 15,000 SF; †limited to location on the first two floors, with direct entries from ground floor
22. Laundromat	**P†**	**P**			†Limited to ground floor only
23. Dry Cleaning Facility	**P(IC*)†**	**P(IC*)**			*Island Conditional Use Permit required if dry cleaning facility has an on-site plant; †limited to ground floor only
24. Liquor Stores	**IC**	**IC**			

Table Y3.b: (cont.)

	YBI-R	YBI-MU	YBI-OS	YBI-PCI	P = Permitted Use; IC = Island Conditional Use Permit Required; * and/or † = See Comments Yerba Buena Residential (YBI-R); Yerba Buena Mixed Use (YBI-MU) Yerba Buena Open Space (YBI-OS); Yerba Buena Public Services/Civic/Institutional (YBI-PCI)
Land Use	Zone				Comments
25. Massage Establishments	**IC**	**IC**			
26. Offices, Professional, Medical, and Business	**P*†**	**P**		**P**	*Not to exceed 5,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
27. Pharmacy	**IC*†**	**P**			*Not to exceed 5,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
28. Medical Cannabis Dispensary		**IC†**			†Not permitted within the immediate proximity of schools, childcare & similar facilities.
29. Radio Broadcasting Facility		**IC**			
30. Retail Sales and Services, Local-Serving	**P*†**	**P**			*Not to exceed 15,000 SF for any single tenant; †limited to location on the first two floors, with direct entries from ground floor
31. Retail Sales and Services, Visitor Serving		**P**	**IC**		
32. Retail, Restaurants, Kiosks, Pushcarts, and other uses*		**P**	**P**		*Uses accessory to and supportive of recreation and open space uses, consistent with the Open Space Area standards and guidelines set forth in Chapter Y1
33. Walk-Up facilities	**P†**	**P**			†Limited to ground floor only
Assembly and Entertainment					
34. Amusement Enterprises		**P**			
35. Live Telecast and Filming		**P**			
36. Nighttime Entertainment		**P(IC*)**			*Island Conditional Use Permit required if establishment operates after-hours (2-6 am)
37. Recreation Buildings, including pool halls, skating, indoor sports or bowling facilities ◊		**P**	**P(IC*)**		◊ Not including Health Clubs, Fitness Centers, Gyms and Athletic Clubs covered under “Retail Sales & Services”; *Not to exceed 20,000 SF for any single tenant
38. Theaters (movie or live performance)		**P**	**IC***		*Not to exceed 20,000 SF for any single tenant
Institutional, Educational and Arts Activities					
39. Arts activities in commercial, community, or live/work spaces	**IC**	**P**	**IC**	**P**	
40. Child care, family facility	**P**	**P**		**P**	
41. Child care, local serving facility	**P*†**	**P**		**P**	*Not to exceed 15,000 SF for any single tenant; †limited to location on ground floor only
42. Community Clubhouse, Neighborhood Center, Community Cultural Center, or other community resource not publicly owned but open for public use.	**IC**	**P**	**IC**		
43. Institutional and Education Facilities, 15,000 S.F. or less	**IC**	**P**	**IC**	**P**	
44. Institutional and Education Facilities, more than 15,000 S.F.		**IC**	**IC**	**P**	
45. Mortuary		**IC**			
46. Museums, Interpretative Centers and Cultural Facilities		**P**	**IC**	**P**	
47. Outpatient Medical Clinics		**P**			
48. Private Club	**IC***	**P†**			*Not to exceed 15,000 SF for any single tenant; †limited to location only above ground floor
49. Religious Institutions	**IC***	**IC**	**IC**		*Not to exceed 15,000 SF for any single tenant
50. Sailing and Water Sport Educational Activity		**P**	**P**		

Table Y3.b: (cont.)

	YBI-R	YBI-MU	YBI-OS	YBI-PCI	P = Permitted Use; IC = Island Conditional Use Permit Required; * and/or † = See Comments Yerba Buena Residential (YBI-R); Yerba Buena Mixed Use (YBI-MU) Yerba Buena Open Space (YBI-OS); Yerba Buena Public Services/Civic/Institutional (YBI-PCI)
Land Use	Zone				Comments
51. Small residential/senior care facility licensed by the State	**P***	**P**			*Not to exceed 15,000 SF for any single tenant
52. Social service/philanthropic enterprises	**IC*(P*†)**	**IC*(P*†)**			*Not to exceed 15,000 SF for any single tenant. † Permitted use for TIHDI.
53. Vocational/Job Training Facility	**IC*(P*†)**	**IC*(P*†)**	**IC***	**IC*(P*†)**	*Not to exceed 15,000 SF for any single tenant. † Permitted use for TIHDI.
Parking					
54. Bicycle Storage	**P**	**P**	**P**	**P**	
55. Community garages ◊	**P**	**P**	**IC**		◊ Limited to the storage of private passenger automobiles belonging to Treasure Island residents, visitors, and workers, and meeting the siting and design requirements, car-share requirements, and otherwise complying with the provisions of Chapter Y6 of this document
56. Accessory Parking Facilities ◊	**P**	**P**		**P**	◊ Off-street parking, either surface or structured, that is accessory to a Permitted or Island Conditional Use, subject to the requirements of Chapter Y6 of this document, in terms of location and quantity.
57. Parking accessory to use of open space and sports fields ◊	**P**	**P**	**P**	**P**	◊ Surface or structured
Civic, Public, Open Space, and Public Service Uses					
58. Ambulance		**IC**			
59. Civic Use		**P**		**P**	
60. Community Recycling Collection Center	**IC***	**IC**	**IC**	**IC**	*Not to exceed 15,000 SF for any single tenant
61. Composting facilities			**P**	**P**	
62. Corporation yard			**P***	**P***	* Not to exceed 2 acres in size
63. Fire/police stations		**P**	**P**	**P**	
64. Greenhouse or plant nursery ◊		**P***	**P**	**P**	◊ For propagation of plants for landscaping, accessory to urban farm or for educational purposes; *Permitted when attached to food production or with retail establishment
65. Hiking and Walking Trails	**P**	**P**	**P**	**P**	
66. Library	**P***	**P***		**P**	*Not to exceed 20,000 SF
67. Micro-Utilities	**P**	**P**	**IC**	**P**	
68. Open lots or enclosed storage for public service use			**IC**	**P**	
69. Open space Maintenance Facility ◊			**P**	**IC**	◊ For support of open space program on Treasure Island and Yerba Buena Island, and compliant to the standards and guidelines for each specific open space area listed in Chapter Y1.
70. Playground	**P***	**P**	**P**	**P**	*See Open Space Chapter Y1 for programming and size standards
71. Public Parks	**P***	**P**	**P**	**P**	*See Open Space Chapter Y1 for programming and size standards
72. Sports Fields			**P**		
73. Stormwater and wastewater treatment wetlands			**P**	**P**	
74. Low Impact Development for Stormwater (e.g. Water Garden, Bioswales, Cisterns or Similar Features)	**P**	**P**	**P**	**P**	
75. Sustainable energy generation facilities, Building Integrated	**P**	**P**	**IC**	**P**	
76. Sustainable energy generation facilities, Distributed			**IC**	**IC**	

Table Y3.b: (cont.)

	YBI-R	YBI-MU	YBI-OS	YBI-PCI	P = Permitted Use; IC = Island Conditional Use Permit Required; * and/or † = See Comments Yerba Buena Residential (YBI-R); Yerba Buena Mixed Use (YBI-MU) Yerba Buena Open Space (YBI-OS); Yerba Buena Public Services/Civic/Institutional (YBI-PCI)
Land Use	Zone				Comments
77. Telecommunications Antennae and equipment ◊	**P**	**P**	**P**	**P**	◊ See Building Design Chapter 5Y for placement standards
78. Transit Facilities	**P**	**P**	**P**	**P**	
79. Urban Farm		**P***	**P**		*Permitted when associated with retail in Block B2
80. Wastewater treatment plant and related facilities	**IC**	**IC**	**IC**	**P**	
Temporary Uses					
81. Booths for charitable, patriotic, or welfare purposes	**P***	**P***	**P***	**P***	*Subject to authorization under Section 249.52(e)(3)
82. Exhibitions, festivals, circuses, concerts, or neighborhood carnivals	**P***	**P***	**P***	**P***	*Subject to authorization under Section 249.52(e)(3)
83. Open-air sales of agriculturally produced seasonal decorations including, but not necessarily limited to, Christmas trees and Halloween pumpkins	**P***	**P***	**P***	**P***	*Subject to authorization under Section 249.52(e)(3)
84. Meeting Rooms and Event Staging	**P***	**P***	**P***	**P***	*Subject to authorization under Section 249.52(e)(3)
85. Automobile and truck parking and loading accessory to an authorized temporary use	**P***	**P***	**P***	**P***	*Subject to authorization under Section 249.52(e)(3)
Interim Uses					
86. Rental or sales offices incidental to a given new development, provided that it be located in the development or a temporary structure	**P***	**P***	**P***	**P***	*Subject to authorization under Section 249.52(e)(4)
87. Structures and uses incidental to environmental cleanup and staging	**P***	**P***	**P***	**P***	*Subject to authorization under Section 249.52(e)(4)
88. Temporary structures and uses incidental to the demolition, deconstruction or construction of a structure, building, infrastructure, group of buildings, or open space, including but not limited to staging of construction materials and equipment	**P***	**P***	**P***	**P***	*Subject to authorization under Section 249.52(e)(4)
89. Storage	**P***	**P***	**P***	**P***	*Subject to authorization under Section 249.52(e)(4)
90. Automobile and truck parking and loading related to construction activities related to Horizontal Development and Vertical Development	**P***	**P***	**P***	**P***	*Subject to authorization under Section 249.52(e)(4)

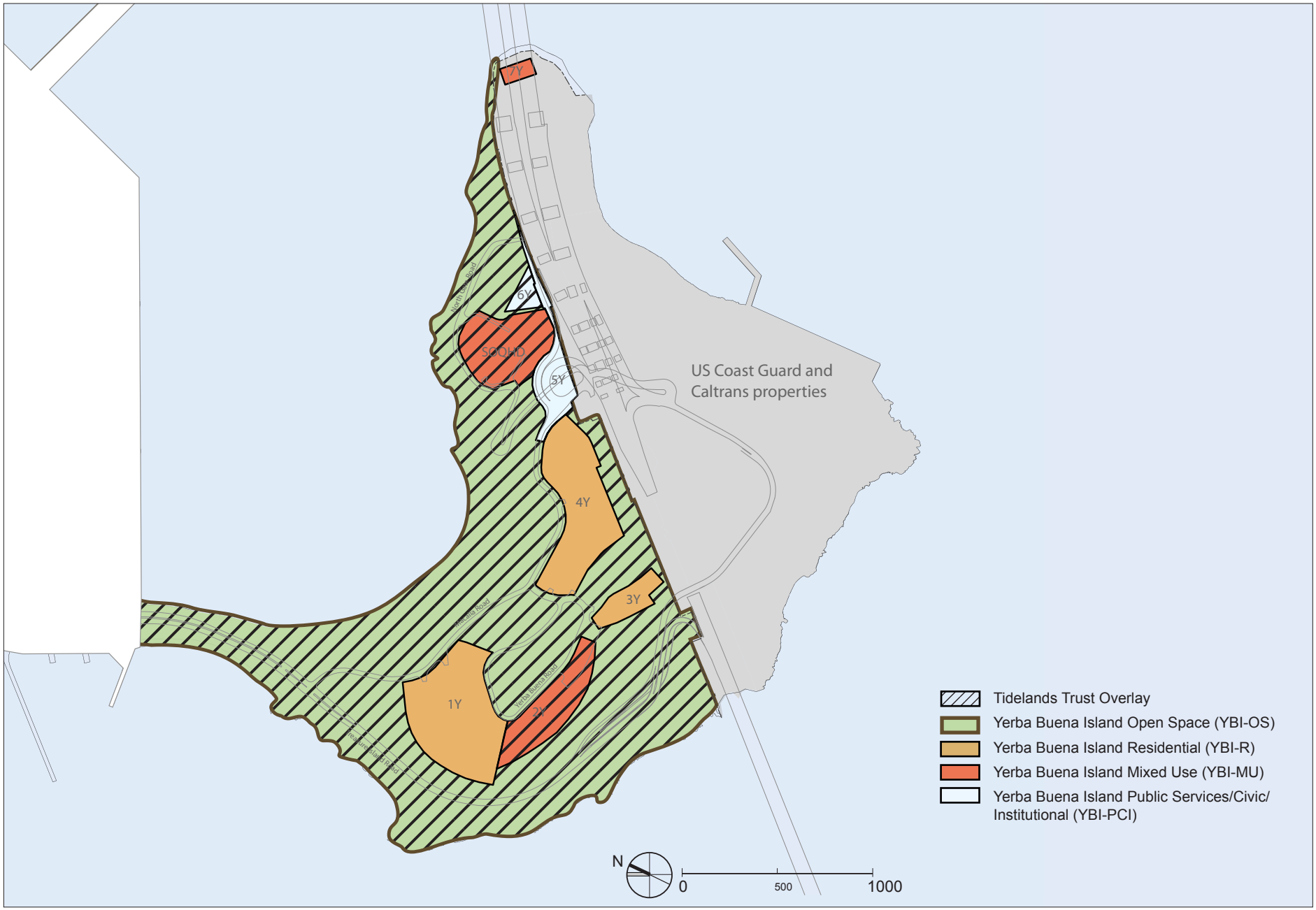


Figure Y3.c: Key Plan of Yerba Buena Island Land Use Table

BUILDING ENVELOPE
Yerba Buena Island

Y4

The following rules on building placement and form support the design vision for Yerba Buena Island and are capable of supporting a variety of building types that have the desired location and relationship with the public realm. In direct contrast to the flat surface of Treasure Island, the varied terrain of Yerba Buena Island poses a very different set of challenges that requires special focus on slope conditions, with the relationships among buildings, streets, paths and stairways being designed to respect the existing slopes and character of the island so as to minimize, to the greatest extent possible, grading and disturbances to the existing vegetation. The objective is to encourage pedestrian activity, enhance views from public spaces and buildings, and establish a signature identity of sustainable, compact development and comfortable, inviting public spaces.

This chapter is organized into eight categories:

Y4.1 Design Intent

Y4.2 Building Placement

Y4.3 Building Form

Y4.4 Height

Y4.5 Bulk & Massing

Y4.6 Setbacks

Y4.7 Sunlight

Y4.8 Wind

Y4.1 DESIGN INTENT

On Yerba Buena Island, the relationship between new buildings and the public realm is intended to be informed by design principles similar to those that guided Berkeley and Oakland's early 20th century hillside neighborhoods. These design principles emphasized the notion that both vehicle circulation and lot layout should respect and work with existing contours, in contrast to the orthogonal grid and parcel overlay of San Francisco which is used regardless of terrain.

Proposed development (housing, hospitality services, the reuse of existing historic structures and the new hilltop park) will be encouraged and required to respect its natural setting, integrate into the existing topography and habitat, provide public streets and hillside pathways, preserve large native trees and landform structures wherever possible, and take advantage of view opportunities. Designs for new housing and hotel developments are also intended to enhance views of the island from the City, Bay Bridge, and East Bay.

Yerba Buena Island is envisioned as a new open space destination boasting a regional park with viewing and interpretive spaces at the top of the hill, linked by a system of pedestrian access ways connecting adjacent new development as well as Treasure Island. Therefore, it will be important that the design of new buildings is synergistic with these public uses, and that it respects the public view sheds established by the State Lands Commission to protect views from the Hilltop Park.

Yerba Buena Island (foreground) and Treasure Island

Y4.2 BUILDING PLACEMENT

The following building placement standards and guidelines are designed to be sensitive to the steep natural topography of Yerba Buena Island.

STANDARDS

Y4.2.1
The creation of large discrete graded benches cut perpendicular to the existing topographical contours, so as to accommodate combination building pads and roadways or drive-courts, is prohibited (see Figure Y4.b). Graded benches should run parallel with (i.e. should follow) the contours.

Y4.2.2
Graded benches cut perpendicular to the existing contours shall not exceed 70 feet gross in width, allowing for retaining wall footing on the uphill side of the bench (65-feet net from edge of bench on the "downhill" side to the face of retaining wall on the "uphill" side of the bench). (See Figure Y4.a)

GUIDELINES

Y4.2.4
Any future development on Yerba Buena Island should, to the greatest extent possible, incorporate the same grades and topography that result from the removal of pre-existing construction at these sites.

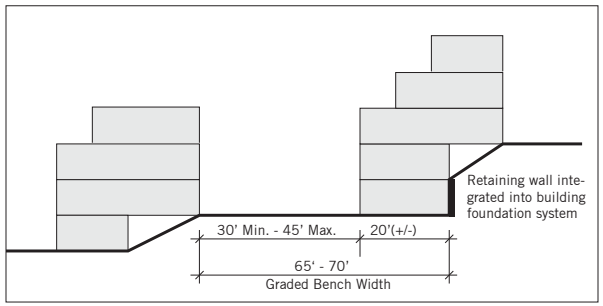


Figure Y4.a: A demonstration of a graded bench perpendicular to contours

Y4.2.5
New development shall integrate building pads and roadways or drive courts into the predominant island topography by integrating to the greatest extent possible any required retaining walls into the building foundation systems (see Figures Y4.a and Y4.b).

Y4.2.6
New housing layout should respond to the layout principles outlined for the three development areas shown in Figures Y4d-f:

- Block 1Y: See Figure Y4.e for concept layout.
- Block 3Y: See Figure Y4.d for concept layout.
- Block 4Y: See Figure Y4.f for concept layout.

Y4.2.7
The Hotel/spa/conference center mixed-use development area (See Figure Y5.b for concept layout) should be located within the Hillside neighborhood with new construction placement and forms as outlined in Chapter Y5's Hotel and Mixed-use Building Design Standards and Guidelines.

Y4.2.8
The Senior Officers' Quarters (SOQHD) Historic District area should be a mixed-use development area, with new construction placement informed by the guidelines outlined in Chapter Y5's SOQHD Historic District Building Design guidelines (See Figure Y5.d for concept layout).

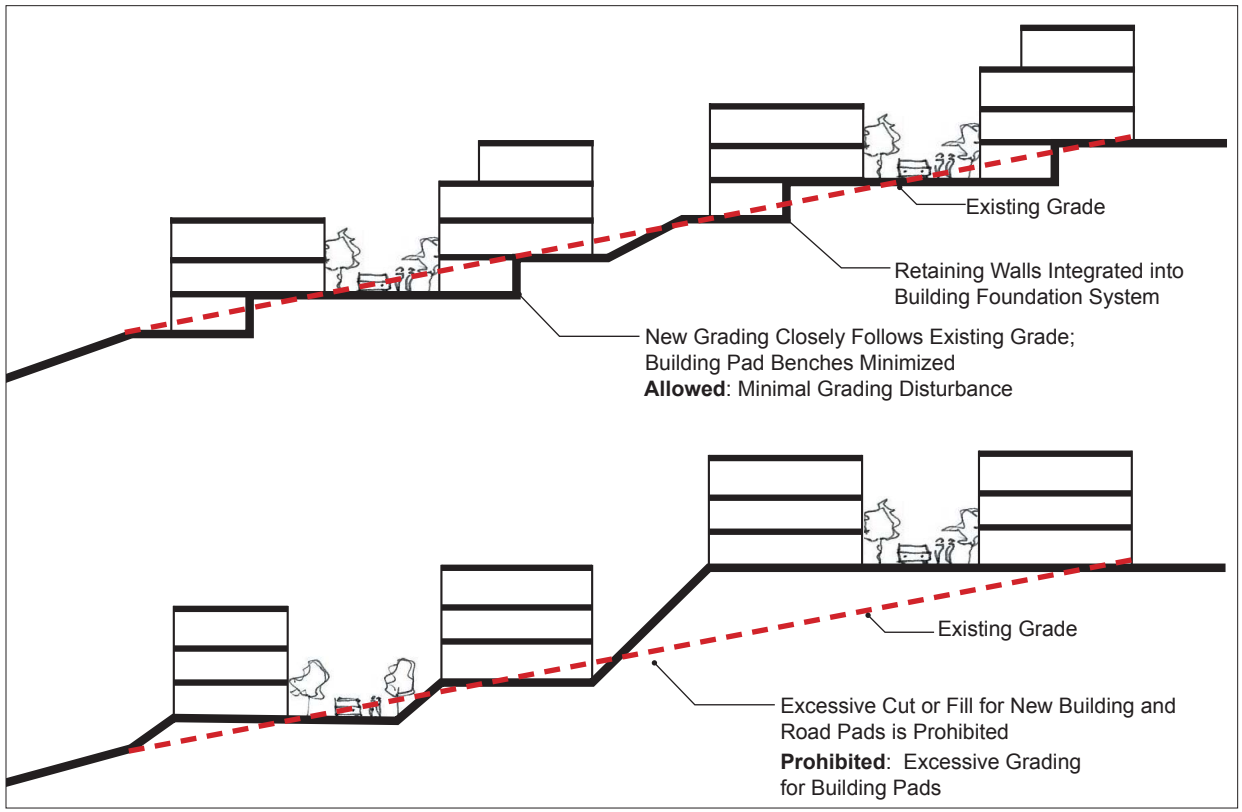


Figure Y4.b: Grading Diagram

Figure Y4.c: Key Plan

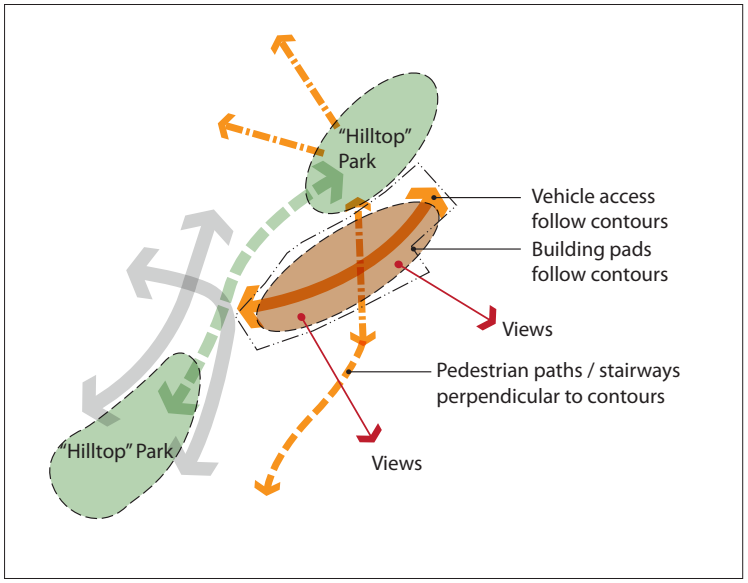


Figure Y4.d Block 3Y Development Area illustrative concept

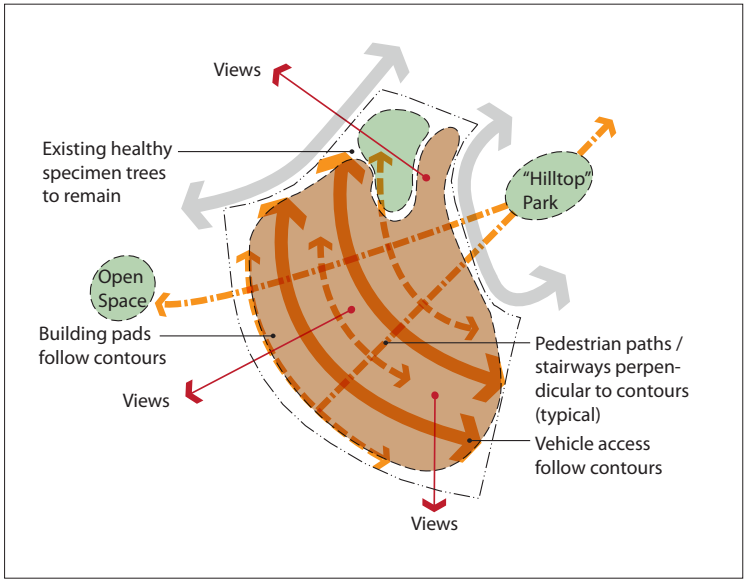


Figure Y4.e: Block 1Y Development Area illustrative concept

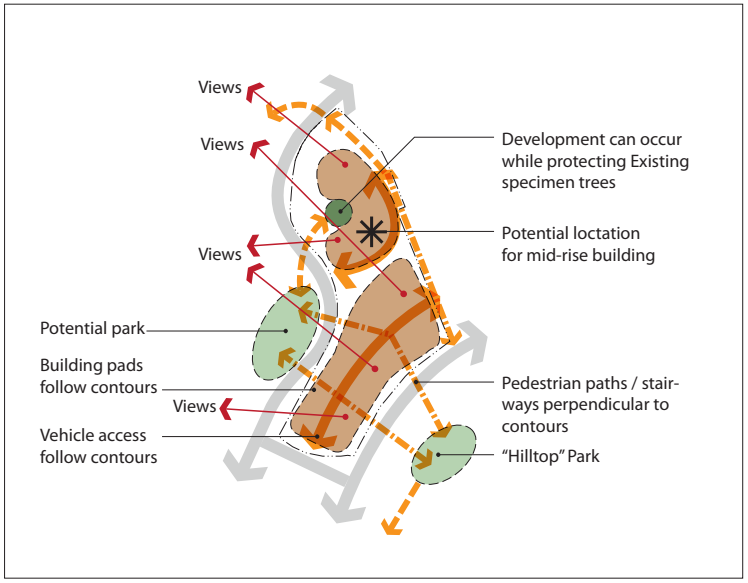


Figure Y4.f: Block 4Y Development Area illustrative concept

Y4.3 BUILDING FORM

Development on Yerba Buena Island is envisioned as integrating naturally with its surrounding environment.

GUIDELINES

Y4.3.1
New buildings should be predominantly stacked forms with aggregated footprints that preserve slopes, views, and trees.

Y4.3.2
New building construction should incorporate public and private paths and stairways.

Y4.3.3
Buildings may be either larger single integral structures, composed of stepped forms, or individual structures laid out in response to the natural slope and view corridors. These should take into account existing topography, maximize potential views from each unit, and create a sense of safety and distinction throughout the public realm.

Y4.3.4
Construction on Yerba Buena Island should minimize disruption of the island's natural areas. Where disruption or removal of landscape features within the Habitat Management Area is unavoidable, an architectural and landscape plan should be implemented to rehabilitate the disturbed areas in conformance with Yerba Buena Island Habitat Management Plan, which is on file with TIDA.

Y4.3.5
The scale of the new buildings should be such that, in addition to responding to slope through aggregated stepped forms, they do not project significantly above a mature native coastal oaks tree canopy. Although the non-native eucalyptus canopy is higher, their numbers will gradually be reduced over time through the Habitat Management Plan, such that the native oaks may be the predominant tree species. Exceptions to this are made for a potential mid-rise residential building on Block 4Y and for a potential mixed-use building on parcel Y2.

An example of building form responding to slope

An example of stacked aggregate forms

Yerba Buena Island Illustrative Plan

Y4.4 HEIGHT

The Maximum Height Plan (Figure Y4.k), which indicates the boundaries of developable site areas on Yerba Buena Island, defines maximum allowable building envelope heights.

STANDARDS

Y4.4.1
The height of all new buildings and structures on Yerba Buena Island is governed by the following:

- The Maximum Height Plan (see Figure Y4.k)
- The Tidelands Trust View Cone (see Figures Y4.i and Y4.j and Y4.4.3 below)
- Only those exceptions as noted in Sections Y4.n and Y4.p below can be made to the Maximum Height Plan, and in no instance are building obstructions allowed to extend into the Tidelands Trust View Cone referenced above.

Y4.4.2
Building height shall be measured from an average grade line connecting the base of the building at the bottom or downhill side to the top or uphill side (see Figure Y4.g). For sloped or pitched roofs the height shall be measured at the mid-point between the eave and ridge line of the roof (see Figure Y4.h).

Y4.4.3
New buildings shall not obstruct or intrude into the Tidelands Trust View Cones as observed from the public hilltop areas on Yerba Buena Island as framed by existing structures as of January 1, 2010. “Public hilltop areas” are the western most hilltop on Yerba Buena Island, having an elevation of approximately 325 feet, and the eastern most hilltop on Yerba Buena Island, having an elevation of approximately 345 feet. The Tidelands Trust View Cones are as denoted in Figures Y4.i and Y4.j.

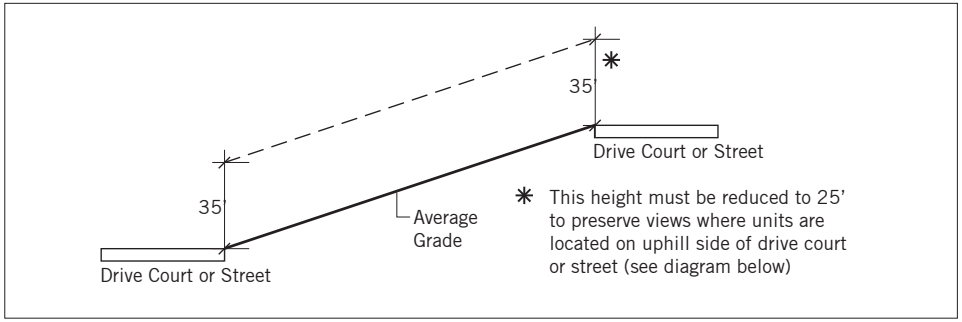


Figure Y4.g: A demonstration of height above average grade

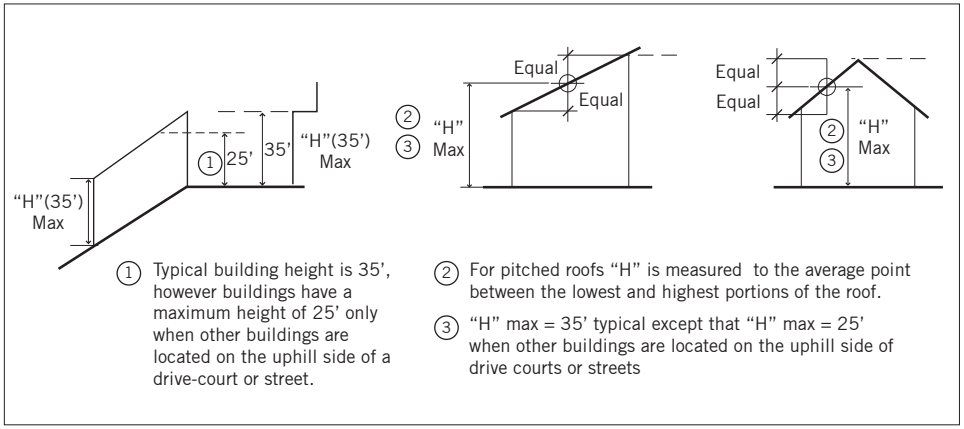


Figure Y4.h: A demonstration of height measurement at roofline

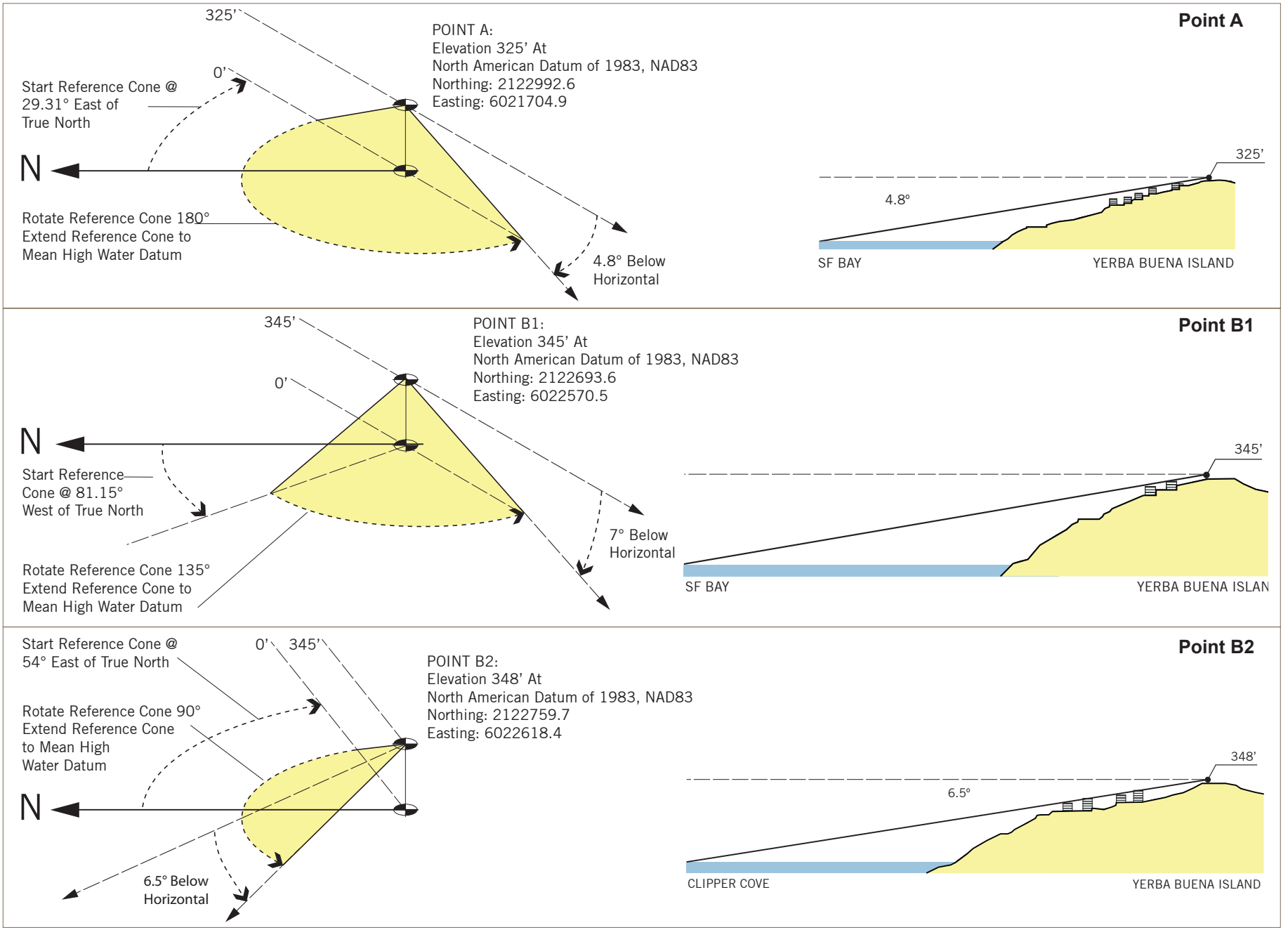


Figure Y4.i: Tidelands Trust View Cone Sections

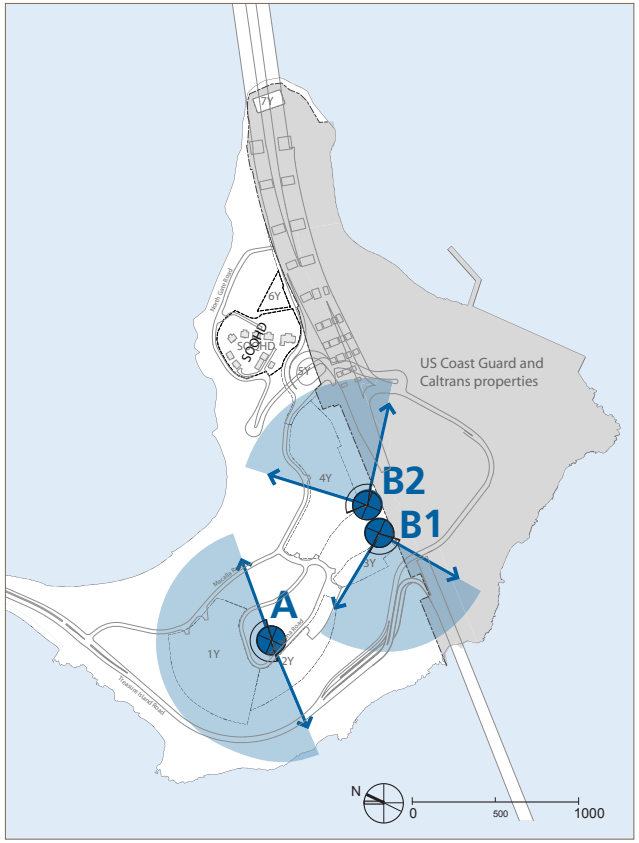


Figure Y4.j: Key Plan for Tidelands Trust View Cones

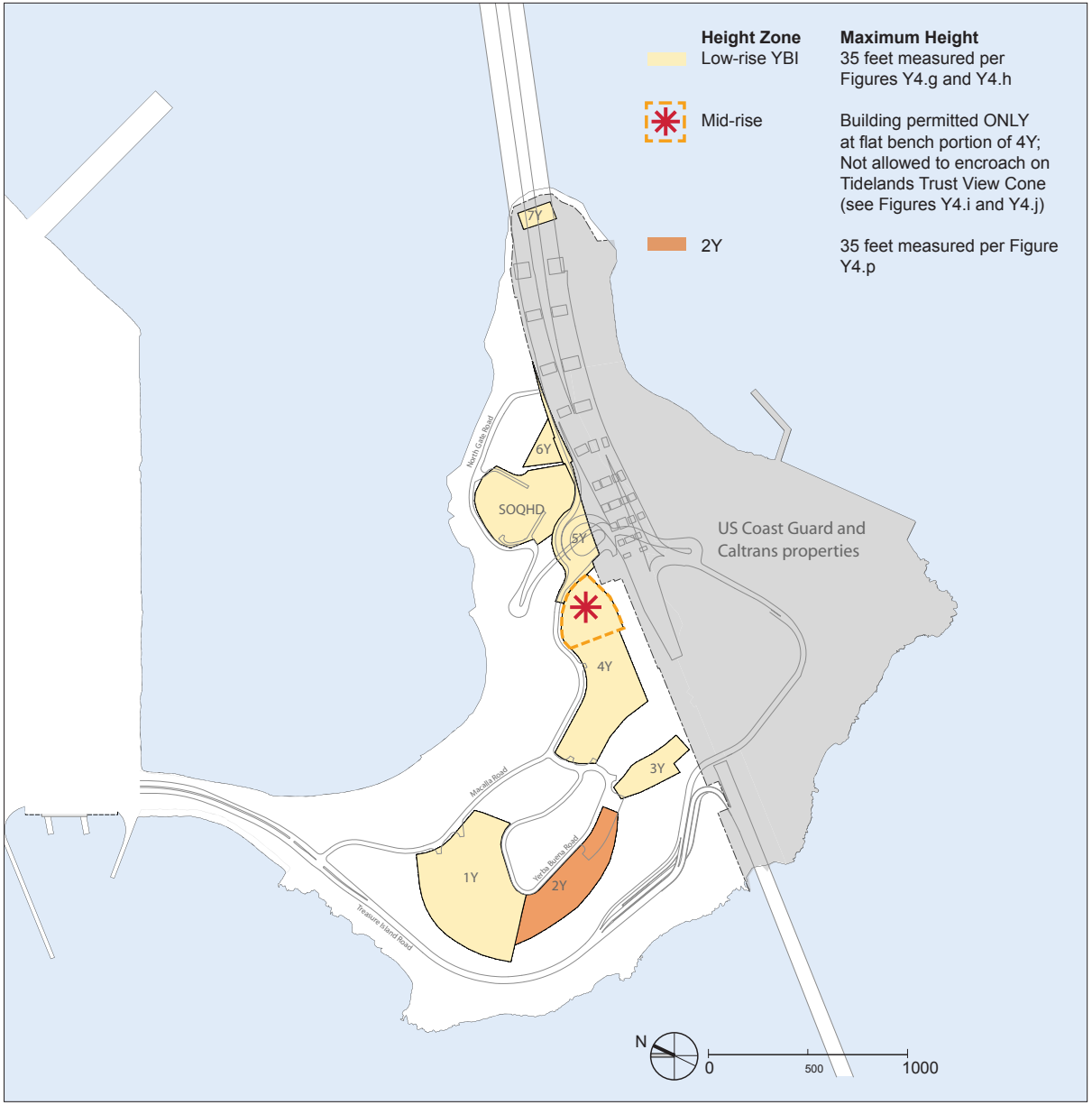


Figure Y4.k: Yerba Buena Island Maximum Height Plan

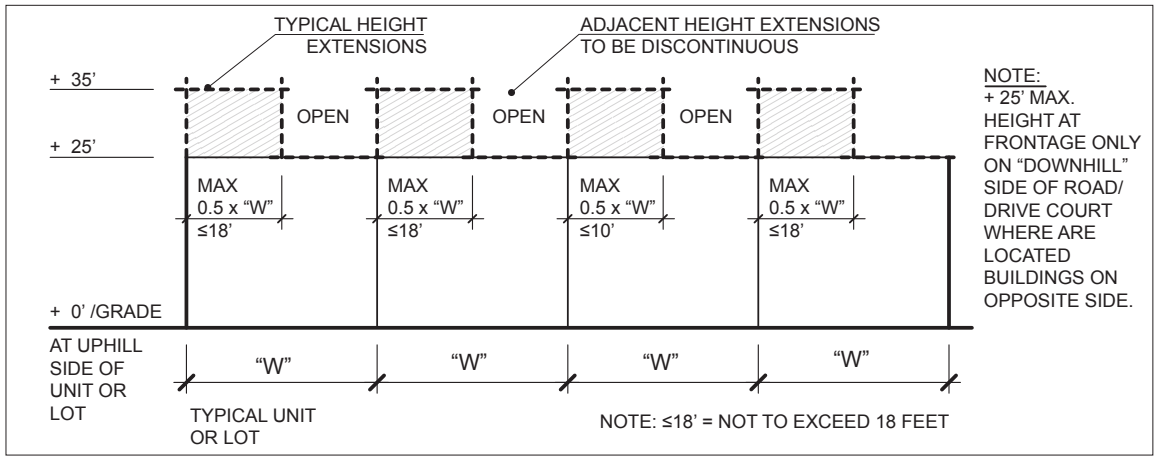


Figure Y4.l: Elevation diagram of building frontage on the "downhill" side of a road or Drive Court with buildings located on opposite or "uphill" side

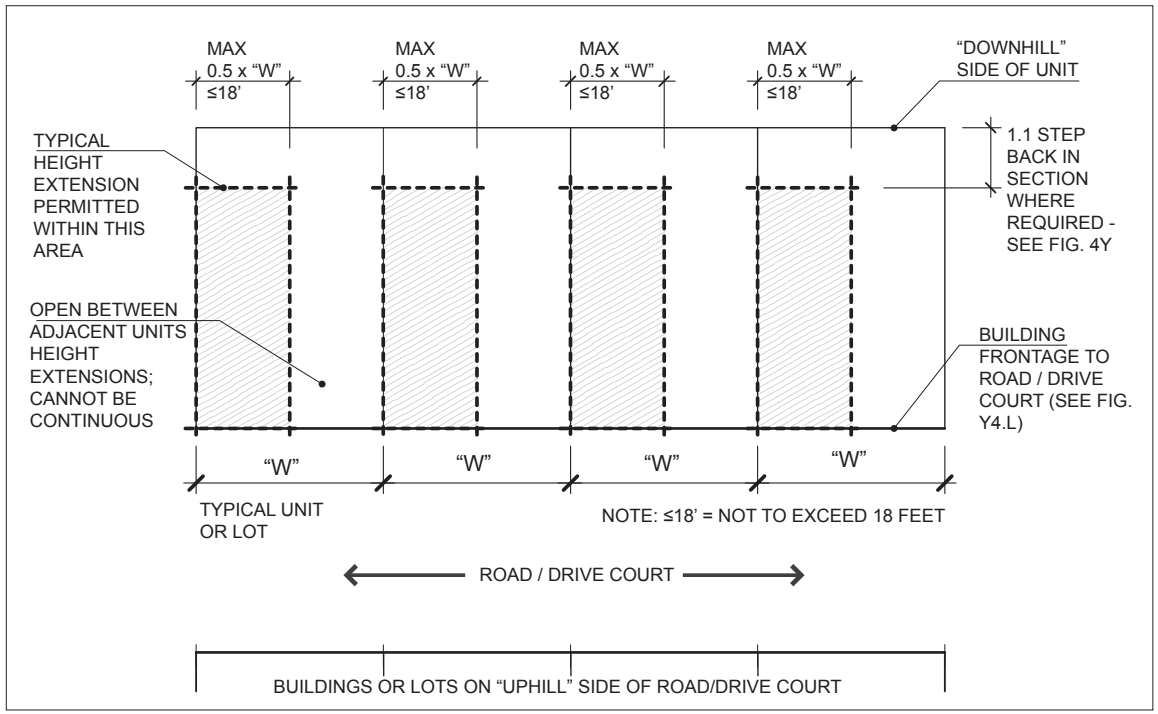


Figure Y4.m: Plan diagram of units/lots described in Figure Y.4.l on "downhill" side of road or Drive Court

Y4.4.4
Buildings fronting the "downhill" edge of a street or drive court where buildings on the uphill side are allowed shall have a maximum height of 25 feet. However, for a maximum width of 50% of each residential townhouse unit or lot, but in no instance wider than 18 linear feet increments, this maximum height may be increased to 35 feet (see Figures Y4.l and Y4.m).

Y4.4.5
The height extension referenced in Y4.4.4 above cannot be joined to a similar extension on an adjoining unit or lot; all height extensions must be discrete or independent from each other. The height extensions to 35 feet must be configured in such a manner that they allow potential views from adjacent uphill units or lots both over and through the subject unit or lot. The intent is to maintain the potential views of buildings or lots on the opposite side of the road or drive court to the greatest extent possible (see Figures Y4.l and Y4.m).

Y4.4.6
On Parcel 2Y, buildings shall not exceed the standards identified in the Maximum Height Plan (Figure Y4.k) except as noted below, and in no instance shall extend into the Tidelands Trust View Cone. For building frontage on Yerba Buena Road, the standards noted above in Y4.4.4 (25 foot maximum with height extensions as noted) shall apply. For building frontage on the lower or downhill portions, the 35' foot maximum height may be measured at a reference point 30 feet inboard from the downhill face of the building (see Figure Y4.p).

Y4.4.7
On Parcel 4Y a mid-rise building shall be permitted within the mid-rise building zone, as indicated on the Maximum Height Plan, so long as no part of the structure encroaches on the Tidelands Trust View Cone (see Figure Y4.i, Y4.j and Y4.n).

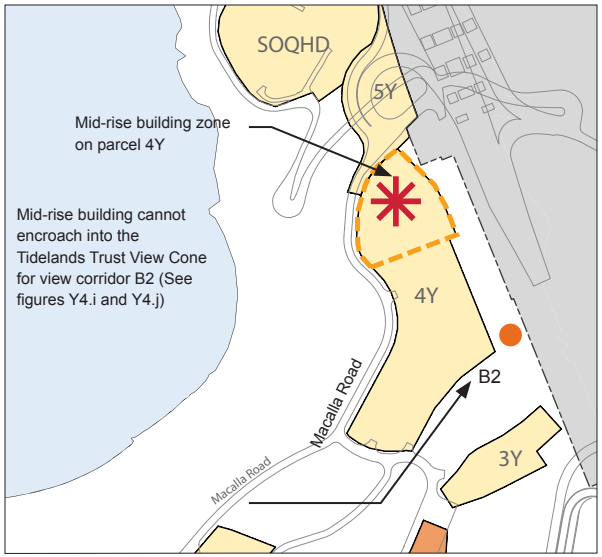


Figure Y4.n: Demonstration of mid-rise building location on parcel 4Y

GUIDELINES

Y4.4.8
The heights of buildings should be stepped, aggregated forms responding to slope and views.

Y4.4.9
The heights of buildings should avoid significant over-topping of the coastal oak canopy. However, certain exceptions are noted for Parcels 2Y and 4Y. Refer to the Yerba Buena Island Habitat Management Plan for specifics on the native trees and vegetation of Yerba Buena Island. A copy of this plan is on file with TIDA.

Y4.4.10
Buildings and associated development should minimize obstruction of potential views from adjacent buildings or units (See Figure Y4.q).

Y4.4.11
If a mid-rise building is placed on Parcel 4Y, it should protect views of Clipper Cove from adjacent buildings or development on Parcel 4Y (see Figure Y4.n).

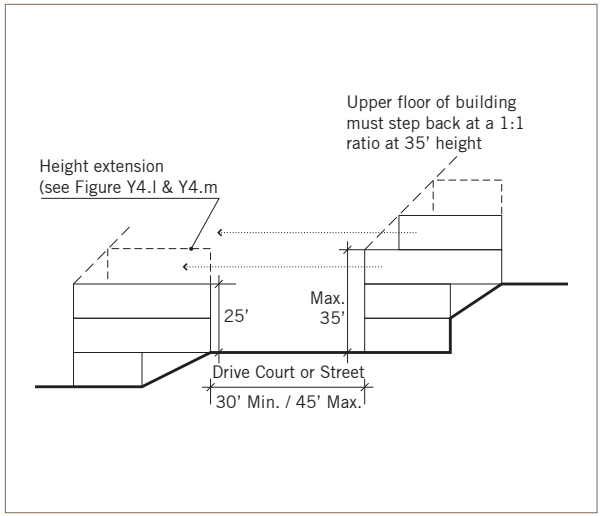


Figure Y4.o: Maximum height condition along road or Drive Court

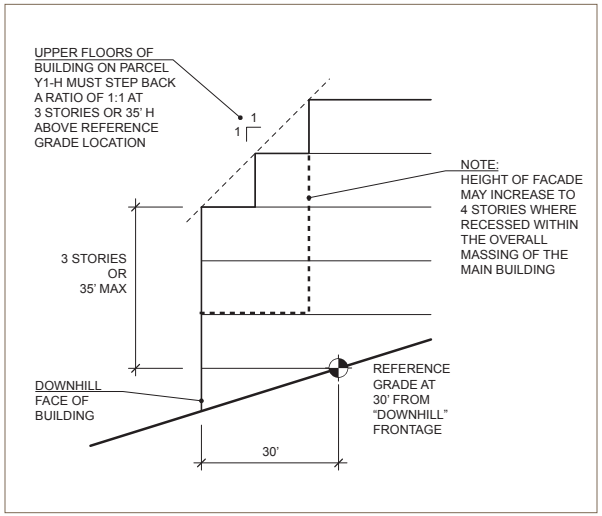


Figure Y4.p: Demonstration of maximum downhill frontage height at Parcel 2Y only

Y4.5 BULK AND MASSING

The intent for building bulk and massing on Yerba Buena Island is for low-slung buildings with modularity that is adaptable to the vertical and horizontal changes of the terrain, including slope and vegetation. The primary purpose of bulk and massing regulations is to protect local views within and from the island, as well as views to the island from across the Bay.

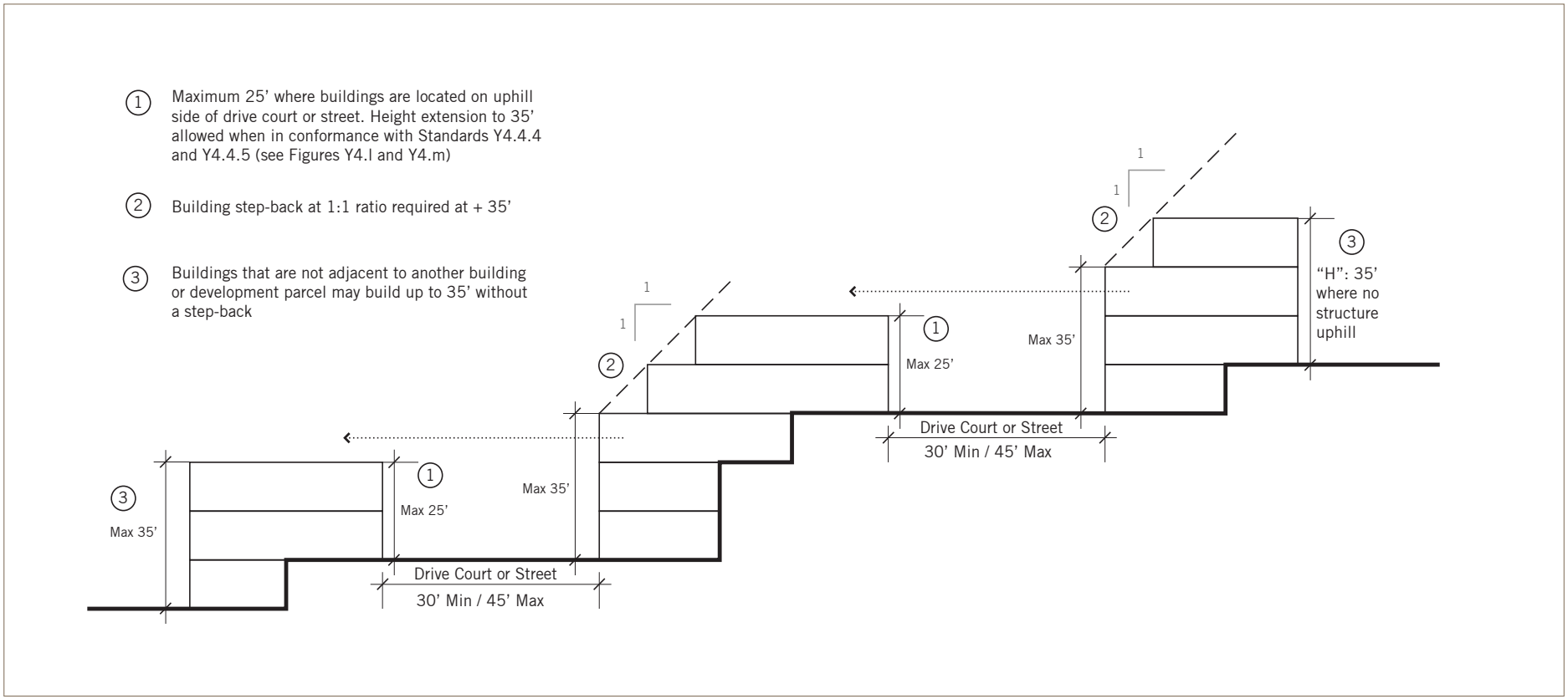


Figure Y4.q: Demonstration of height and massing related to views

STANDARDS

Y4.5.1
Low-rise buildings may extend to 35 feet above grade. Above this height, they are required to step back a minimum distance of ten feet (10') horizontal above the third floor for every 10 feet (10') vertical (See Figure Y4.q).

Y4.5.2
See Standards Y4.4.4 and Y4.4.5 for massing of buildings placed on the "downhill" side of a drive court with buildings located on the "uphill" of the shared drive court. Figure Y4.q is a demonstration of these standards.

Y4.5.3
Buildings shall be no longer than 150 feet in length. The maximum plan dimension of a building or structure is the greatest plan dimension parallel to the long axis of the building at a given level.

Y4.5.4
To produce well proportioned and finely grained buildings, the maximum apparent face or elevation length for specific building types shall be limited to 75'. A change in maximum apparent face or elevation length may include strategies such as a major change in fenestration pattern and/or material in combination with a minimum five-foot (5') setback of building massing or a continuous vertical recess no less than five feet (5') deep and five feet (5') wide.

Y4.5.5
On Parcel 4Y only, a mid-rise building (refer to Appendix A1 for definition) conforming to Standard Y4.4.7, shall comply with the standards outlined in T4.6, Bulk and Massing for Treasure Island (see Table T4.1).

Y4.5.6
On development blocks 1Y, 2Y, 3Y and 4Y, a minimum of one (1) cross stairway or pathway running perpendicular to the topographical contours no closer than 150' from either end of the parcel measured parallel to the contours is required to break the overall apparent building mass of a development. These pedestrian cross paths and stairways shall be integrated into the island-wide pedestrian trail system referenced in Chapter Y1.

GUIDELINES

Y4.5.7
Massing should follow and step with the terrain of the island. Building massing above 35 feet in height should step back so that the massing responds to the island's terrain; this will increase opportunities to provide views and maintain the island's profile and character.

An example of hillside housing

Y4.5.8
Buildings with a large mass and an undifferentiated footprint should be avoided.

Y4.5.9
More than one cross stairway or pathway running perpendicular to the topographical contours is encouraged at each block for the breaking of overall building mass. These pedestrian cross paths and stairways should be integrated into the island-wide pedestrian trail system referenced in Chapter Y1.

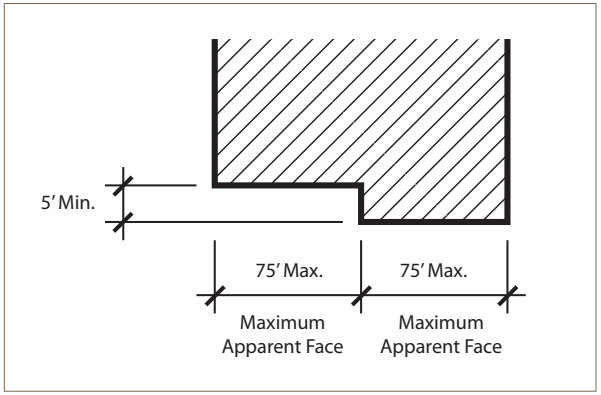


Figure Y4.r: Maximum apparent face change with setback

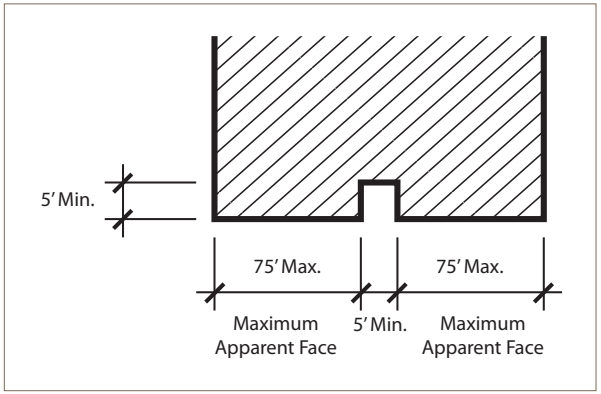


Figure Y4.s: Maximum apparent face change with recess

Y4.6 SETBACKS

The setback distance between a building and the right-of-way determines if there is an appropriate transition from public to private realm. Yerba Buena Island has larger development areas, or “blocks”, than Treasure Island, and many streets and publicly accessible ways will be located within private property. Setback standards and guidelines below apply only to the perimeter of these blocks where they are adjacent to public roads, trails or adjoining other development parcels, as shown in the Setback Plan (Figure Y4.e).

STANDARDS

Y4.6.1
Blocks must adhere to required setbacks as illustrated on the Setback Plan (see Figure Y4.e).

Y4.6.2
A minimum 20-foot setback is required from the right-of-way of all public streets, except Yerba Buena Road, which requires a minimum 10-foot (10’) setback.

Y4.6.3
A minimum ten-foot (10’) setback is required from the shared boundary line between adjoining development Parcels 1Y and 2Y for a total of 20 feet between opposing building faces.

GUIDELINES

Y4.6.4
Landscaping located within required setbacks from public streets or publicly accessible drive courts, paths and stairs should follow the Guidelines for streetscape zones noted in section T2.2 for Treasure Island.

Y4.6.5
To encourage an active street front, a safe environment, and visual interest, buildings fronting public streets or publicly accessible drive courts, paths and stairs should follow the Guidelines for the Setback Zone noted in Chapter Y5.4.

Figure Y4.t: Yerba Buena Island Setback Plan

Y4.7 SUNLIGHT

The design standards and guidelines outlined in this document have been prepared with the objective of ensuring sunlight access to public open spaces and limiting the area and duration of shadow. Since the height of buildings on Yerba Buena Island is further limited by the Tidelands Trust View Cone, the building envelope will result in minimal shadow impact on public open spaces.

STANDARDS

Y4.7.1
No shadow studies are required for buildings conforming to the standards outlined in this document.

GUIDELINES

Y4.7.2
Individual projects should minimize shadowing of internal courtyards, pedestrian passages, and stairways.

Y4.8 WIND

Although varying seasonally and by time of day, winds affecting Yerba Buena Island come predominantly from the west and are frequent and strong enough to be an important consideration in their potential effects on the public realm. A number of existing conditions, such as minimizing disturbances to the existing vegetation to the greatest extent possible, as well as avoiding significant over-topping of the coastal oak canopy, help reduce wind speeds within the public realm and are incorporated into the overall land use plan. These existing conditions and strategies are intended to reduce wind speeds throughout the Yerba Buena Island public and private realm

GUIDELINES

Y4.8.1
Integrate new development into the existing topography.

Y4.8.2
The relationships among buildings, streets, paths and stairways should be designed with respect for the existing slopes so as to minimize disturbance to existing adjacent trees to the greatest extent possible.

BUILDING DESIGN
Yerba Buena Island

Y5

Y5.1 ARCHITECTURAL VISION

The design vision for Yerba Buena Island is of a sustainable, conservation-based development pattern with a signature identity created through the careful siting of distinctive and compact pedestrian-oriented, predominantly low-rise, medium-density housing built around a framework of public spaces and paths. The most important place-making component of this design vision is integrating the public open space with the new buildings, so as to ensure a lively, humane, socially-interactive and safe public realm that is related to its specific geographic location. Enhancing and maintaining views from public spaces and buildings is also important. Yerba Buena Island has sloped terrain, and the intent for future development of buildings, streets, paths and stairways – as reflected in standards and guidelines throughout Section 3 – is that they respect and preserve the existing topography and character of the island, minimizing grading and disturbances to existing vegetation.

The four broad goals for building design within this over-arching vision are: building forms and styles that reflect their time and place and avoid variety for variety's sake; sustainable building design; engaging the public realm; and creating a positive pedestrian experience. The following building design standards and guidelines aim to implement the architectural vision and goals for Yerba Buena Island. They are organized into nine categories:

Y5.2 Building Form and Style
Y5.3 Sustainable Building Design
Y5.4 Engaging the Public Realm
Y5.5 Pedestrian Scale
Y5.6 Roofscapes
Y5.7 Buildings by Use
Y5.8 Bird Safe Design
Y5.9 Lighting
Y5.10 Signage

Y5.2 BUILDING FORM AND STYLE

Style

The architectural vision does not assume or prescribe any particular architectural style, beyond the goal of creating buildings that reflect the time and place in which they are built. The intent of these guidelines is to accommodate emerging trends and new ways of conceptualizing contemporary housing in architectural practice and to realize the richness of place that evolves incrementally over time.

GUIDELINES

STYLE

Y5.2.1
Due to the character of Yerba Buena Island, new buildings should be predominantly stacked aggregated forms, responding to the topography, landscape and view potential of their location.

Y5.2.2
Contemporary architecture is preferred and encouraged. Contemporary interpretations of traditional local vernacular styles are acceptable. Pastiche representations of traditional styles are discouraged.

An example of a contemporary interpretation of a traditional local vernacular style

Y5.2.3
Locally-inflected expressions of the culture of world architecture are encouraged, as are vital reinvented forms of local architectural culture, such as building projections or bays and shade devices.

Y5.2.4
The pursuit of a particular style should not preempt or obscure the need for selecting materials and details that create durable buildings which will age gracefully.

CONSISTENCY VERSUS VARIETY

These guidelines recognize and allow for the fact that development will take place over many years, with contributions from many participants. It is the intention of these guidelines that the island's incremental construction process and evolutionary growth create a richness of look and feel that is free of narrow prescriptions of style or sculptural form.

Y5.2.5
Variety for variety's sake is discouraged and is not a Yerba Buena Island development principle.

Y5.2.6
The location and massing of buildings, as well as the interface between buildings and public spaces, should provide spatial comfort within the public realm.

Y5.2.7
Individual building expression should contribute to the larger order of cohesive neighborhoods.

Y5.3 SUSTAINABLE BUILDING DESIGN

Specific green buildings standards for topics such as energy and water use, materials selection, environmental siting, and other construction techniques are included in the companion Green Building Specifications for Treasure and Yerba Buena Islands. It is anticipated that these standards will be flexible over time in response to ongoing research and development of new building and material technology, enabling a variety of passive designs and active systems to be employed as proven methods are brought to market. However, the intent for Yerba Buena Island is that all buildings enhance its long-term sustainability through both their construction and their subsequent use by occupants.

STANDARDS

Y5.3.1
All new buildings shall be subject to the Green Building Specifications for Treasure and Yerba Buena Islands, to be vetted at the permit stage (see A5.Green Building Specification).

Y5.3.2
All buildings shall use regionally appropriate vegetation that does not require permanent irrigation for landscaping in public and private open spaces, rooftops and green walls.

Y5.3.3
Stormwater runoff for buildings shall be managed in compliance with the applicable stormwater control plan for Treasure Island and this document's Green Building Specifications.

GUIDELINES

Y5.3.4
Whenever possible, incorporate visible elements of sustainability – such as green roofs, green walls, or photovoltaic panels – into the fabric of the building and landscape. Larger elements in particular should contribute to the cohesive whole of the building and site design.

An example of renewable energy generation used to call attention to sustainability objectives

Y5.3.5
All buildings are encouraged to maximize the use of natural ventilation and free cooling in order to minimize energy use.

Y5.3.6
Buildings should optimize building orientation to benefit from winter solar gain and minimize summer heat effects.

Y5.3.7
Wherever possible, buildings should use "cool" exterior siding, roofing, and paving material with relatively high solar reflective index to minimize solar heat gain.

Y5.3.8
The use of exterior shading devices at proper orientations to augment passive solar design and to provide control of solar gain is recommended.

Y5.3.9
Façades containing thermal insulation at levels that exceed code are encouraged.

Y5.3.10
The use of elements that contribute to environmental sustainability as a façade material, such as building-integrated photovoltaics or green walls, is encouraged.

Y5.3.11
Green roofs should be insulated to minimize heat and noise transfer, and should use regionally appropriate plant species to minimize water consumption. Drip or bubbler systems to establish green roof plants are permitted, but once the planting has been established the temporary irrigation systems should be removed.

Y5.3.12
Elements of the sustainable building design should be integrated into the open space concept.

Y5.3.13
Landscape irrigation achieved through a grey water system is acceptable.

Y5.3.14
Private open spaces that are visually and/or physically connected to the public realm should integrate the design concept and sustainable principles of the adjacent public spaces.

Y5.3.15
The landscape elements should utilize drought tolerant plantings and minimize reliance on a permanent irrigation system.

Y5.3.16
Use of passive techniques to maximize interior daylighting, such as transom windows and light shelves, are encouraged.

Y5.3.17
Awnings and signage should be incorporated into storefronts to provide shade.

Y5.4 ENGAGING THE PUBLIC REALM

In order to ensure that the publicly accessible areas are comfortable and appealing to pedestrians, buildings should incorporate design elements that engage the pedestrian and create a feeling that the street, path or stairway is supported with activity. To ensure that this goal is realized, there should be a meaningful relationship between these elements and the building program within.

Buildings which include setbacks create spaces for active and passive outdoor uses or the incorporation of landscape features. In addition, buildings on opposite corners of a public way have the potential to provide a framework for "gateways" or transitions to other adjacent public or private spaces. A cohesive design strategy that integrates the building design with the public way design adds to the quality of the public realm and the pedestrian experience.

The design of the setback zone or transition between buildings and the public way will be considered with respect to the character of the adjoining public realm and the anticipated use by the building occupants. It is the intent of this section to provide guidance for how buildings relate to adjacent streets, open spaces and publicly accessible paths and stairways.

Setback Zone

To encourage an active street front, a safe environment, and visual interest, buildings should have frequent ground floor entries. In residential areas, the frequency of the entries should relate to the size of the unit fronting the street, and should occur on average every 12 to 30 feet along public rights-of-way; two entries can be ganged together. The plan requires individual entries for all ground floor units, and private gardens or landscaped common spaces where possible, to create positive interactions between every building and the street, public way, public open space, private drive court, path, pathway or stairway it faces.

GUIDELINES

Y5.4.1

Residential units that front on publicly accessible drive courts, pedestrian paths, or stairways are encouraged to employ stoops, balconies, terraces, gardens, or front yards.

Y5.4.2

Residential units along publicly accessible drive-courts, open space, pedestrian path or stairways should provide a frontage design response that integrates the design of the adjacent public way, so as to provide a level of privacy from the street while maintaining visibility to the public way.

Y5.4.3

The orientation and entries of buildings should support and enliven the public character and features of the island's streets (public and private), pedestrian path system and adjoining open spaces.

Y5.4.4

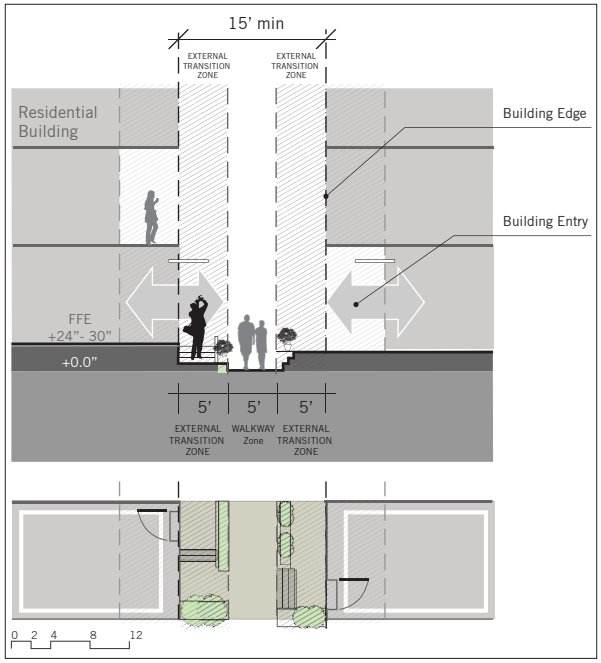
Building entries fronting on to the publicly accessible pathway should be of a welcoming character and visible to the public. For standards and guidelines relating to building entries see Y5.5.20 - Y5.5.27.

An example of buildings and publicly-accessible pathway with intermediate landing

Y5.4.5

Ground floor residential units fronting a dedicated right-of-way, open space, pedestrian path or stairway walkway should, slope permitting, be raised between 24 to 30 inches above adjacent grade so as to provide a sense of separation and privacy for building occupants.

Y5.4.6
The setback zone between the public way and the residential units may be utilized for private individual unit open space.



A demonstration of the Publicly Accessible Path and Stairway transition zone

Y5.4.7
Continuous plantings of a height between four and eight feet (4' – 8') block visibility between the street and building, and are therefore discouraged. Trees are permitted provided they maintain visibility beneath their respective canopies.

Y5.4.8
Architectural elements such as stairs, railings, low walls and planters should integrate similar materials and details as are employed in the individual building vocabulary.

An example of a recessed entry and balcony integrated into the building

Y5.4.9
Building elements (bays) which project into the Setback Zone should be glazed on at least two sides of the projection. The glazing should comprise at least 50% of each wall.

Y5.4.10
Entry doors which face the public right of way should either be recessed into the building face or have an awning or deck element project over the entry for weather protection.

Y5.4.11
Building projections are encouraged above the ground floor and such projections shall be at least 10 feet above the adjacent grade. These may project up to four feet (4') into required setbacks, over drive courts, paths or stairways. The extent of the building projections shall be limited to a maximum of one-third (33%) of the overall area of dominant building facade, without limitation to width or height. Where located over paths or stairways consideration shall be given to maintaining (not blocking) distant views.

Publicly Accessible Drive Courts, Paths and Stairs

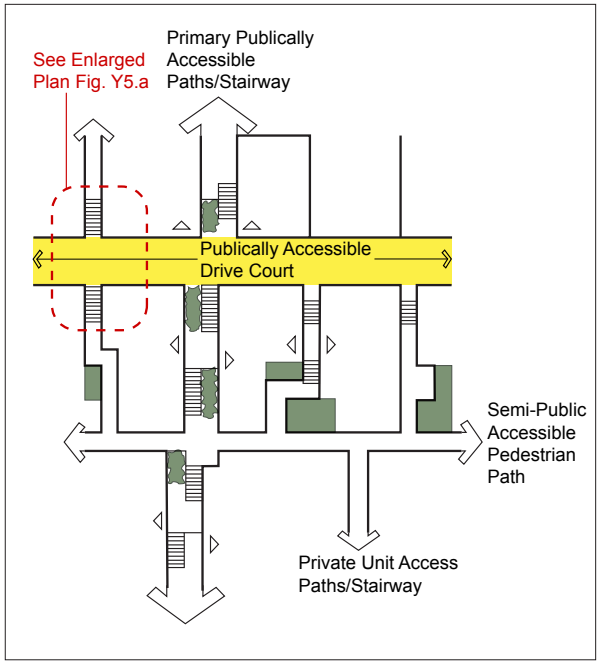
The final layout of publicly accessible drive courts and pedestrian paths and stairs is not presently set in any specific location. However, this section includes guidelines for how buildings should relate and respond to their associated edges.

- **Publicly accessible Drive Courts** are located entirely within the neighborhood development area parcels and are private shared vehicular and pedestrian access zones serving the adjacent housing units which open on to the drive courts. These are addressed below in more detail.
- **Publicly accessible Paths and Stairs** are part of an island-wide system of paths and trails which link the primary open spaces on Yerba Buena Island. Key linkages within this system are between Treasure Island Road up to the Hilltop Park, and from the Hilltop Park down to the SOQHD. Although much of this pedestrian pathway linkage occurs within public open space, key components are the publicly accessible but privately developed and owned pedestrian paths and stairways and which run through the residential and mixed-use development parcels. These are addressed below in more detail.

Note: Public Streets on Yerba Buena Island such as Treasure Island Road, Hillcrest Road, Macalla Road, South Gate Road, North Gate Drive, Yerba Buena Road addressed in Chapter Y2: Street System. Secondary public streets, such as Forest Road and Signal Road, which are accessible only to emergency vehicles, pedestrians and cyclists, are addressed in Chapter Y1: Open Space.

Publicly Accessible Drive Courts

Drive courts are privately owned publicly accessible vehicular and pedestrian access zones shared by adjacent housing units. These drive courts are predominantly parallel to the site contours, alternating with pedestrian paths and providing access to both down-slope and up-slope development parcels (see Figure Y5.a).



Publicly accessible drive court illustrative concept

STANDARDS

Y5.4.12
Lane widths and dimensions shall be as per Figure Y5.a, and comply with all relevant requirements for fire apparatus access roads as noted in the California Fire Code. For reference purposes the minimum width and turnaround requirements shall comply with Appendix D Table D103.4 of the 2010 California Fire Code.

GUIDELINES

Y5.4.13
There should not be a grade change (i.e., curb and sidewalk) between pedestrian zones at the perimeter and a vehicular zone in the center of drive courts. The intent of this is to create a shared auto and pedestrian plaza on one horizontal surface.

Y5.4.14
Pedestrian zones and vehicle zones on drive courts are encouraged to use different paving materials.

Y5.4.15
The exclusive use of asphalt in the drive aisles of drive courts is discouraged. Drive court paving should incorporate modular or pervious paving systems.

Y5.4.16
Street trees and landscaping should be incorporated into the pedestrian zones.

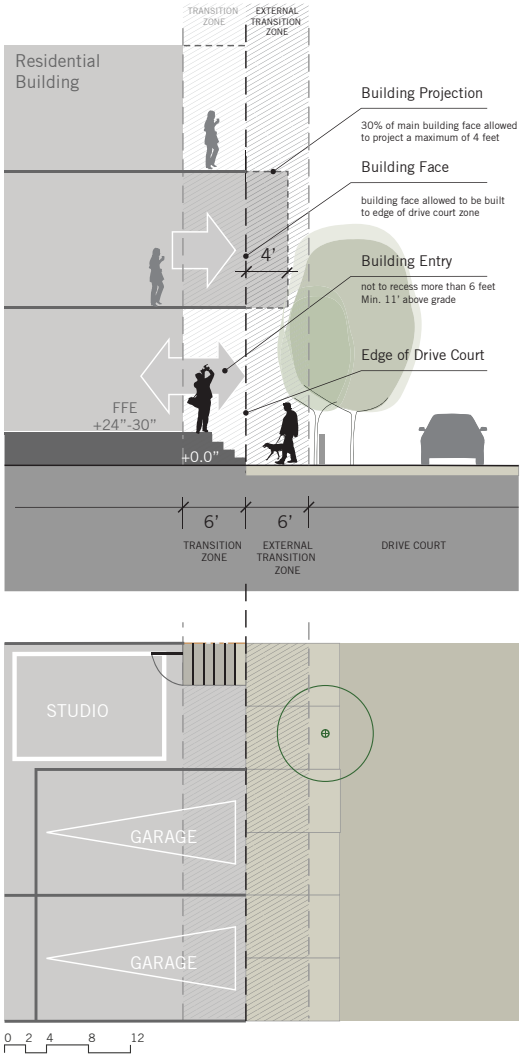
Y5.4.17
Paving in pedestrian and external transition zone areas should be pervious.

Y5.4.18
Street furniture in the drive courts, including signage, bike racks, seating, and lighting, should be designed uniformly within each neighborhood and in a contemporary rather than historicist style. These elements should also be coordinated with those at pedestrian stairs and passages.

Y5.4.19
Adjacent residential entries and vehicular entries should be designed paying careful attention to how they front the drive courts. Pedestrian entry setbacks, overhangs and raised vestibules are encouraged.

Y5.4.20
Unit entries should be obvious and inviting; garage doors should not dominate the drive courts.

An example of a townhouse entry onto a drive court



A demonstration of the Drive Court transition zones

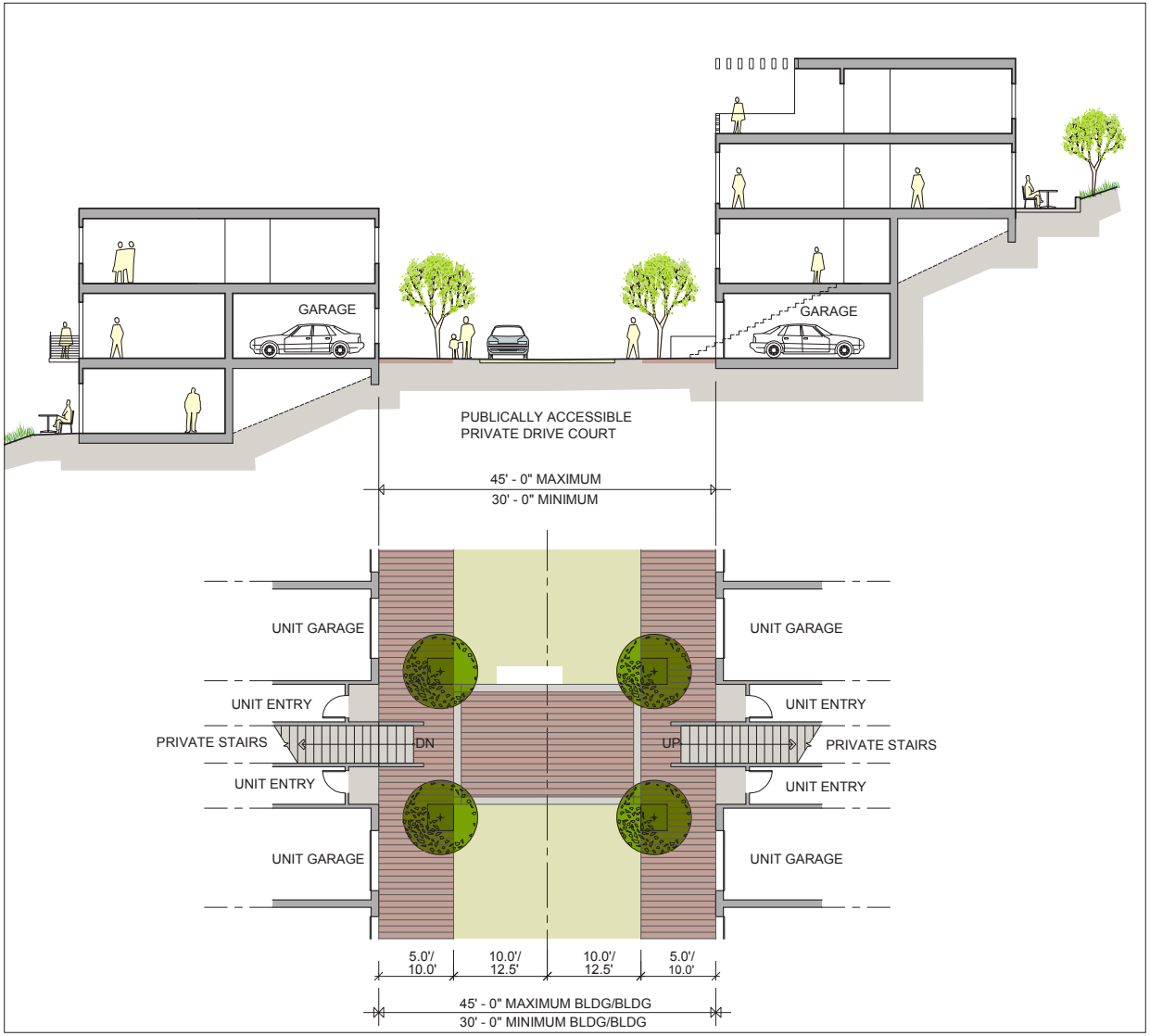
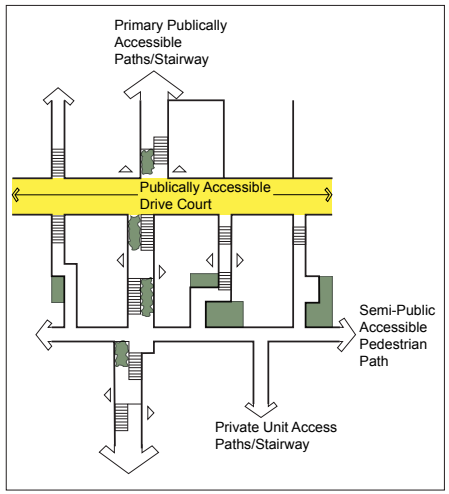


Figure Y5 a: Publicly Accessible Drive Court Illustrative Plan and Section

Pedestrian Paths and Stairs

The publicly accessible pedestrian paths and stairways are a casual pedestrian walkway system that is part of the public realm and is integrated into the design of the buildings located on either side. These pathways primarily follow the contours of the existing Yerba Buena Island topography, on occasion intersecting with cross stairways and alternating with drive courts located above and below them.

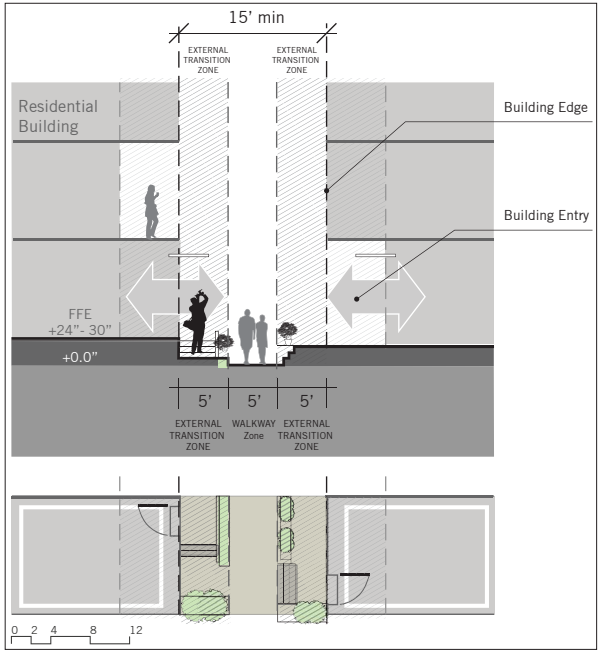


Pedestrian path & public stairway illustrative concept

The publicly accessible cross stairways and paths are a critical component of the vision for building design presented here. These stairways break up building mass and create architecturally framed view corridors from Yerba Buena Island to the coveted vistas beyond. They also help to link together the many parts of Yerba Buena Island and the stepped development parcels. The stairs and especially their landings create places for interaction. They will be used for additional residential access; to link drive courts and neighborhoods in a manner accessible to the public; and as places for exercise, relaxation, and serendipitous encounters.

STANDARDS

Y5.4.21
Primary or required publicly accessible paths or stairways shall provide a minimum of 15 feet of clearance between adjacent building faces, including transition zones. The pathway or stairway itself shall have a minimum width of 5 feet.



A demonstration of the publicly accessible path or stairway width

Y5.4.22
Private (not publicly accessible) paths and stairways shall have a minimum width of four feet (4').

Y5.4.23
Enclosed gates, fencing, and walls used to demarcate private open space fronting public streets or publicly accessible pathways and stairways shall not exceed a maximum height of 4 feet (4') above grade, and shall not extend into the right-of-way or path of travel.

GUIDELINES

Y5.4.24
Pedestrian paths and stairways should be developed and designed as part of an integrated architecture and landscape plan.

An example of integrated buildings and paths

Y5.4.25
Pedestrian paths and stairways should be coordinated with adjacent interior private building spaces and any patios or required unit open spaces. A sense of privacy should be maintained for these adjacent spaces either through built means or associated landscaping.

Y5.4.26
Publicly accessible routes, such as the path leading from Treasure Island to the Yerba Buena Hilltop Park, should align, where possible, with predominant views to landmarks of the San Francisco Bay (such as Alcatraz and Angel Islands).

Y5.4.27
Special attention should be given to the design of the stairway landings and their connection to adjacent structures and potential view corridors, with the understanding that they have the potential to become a very dynamic part of the wider Yerba Buena Island experience. Stairs and landings should be designed in a way that frames distant views and creates a sense of alternating compression and release for pedestrians.

Y5.4.28
View corridors created by the stairways should be respected by adjacent architectural forms. Cross stairs should be in straight runs or in offset runs that maintain the view corridor.

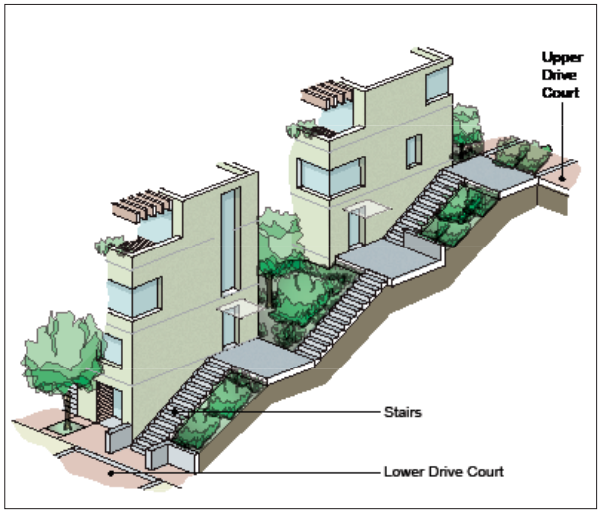
Y5.4.29
Projections into the stair area and bridges across the stair area should be used judiciously and may not fully block the view corridor. Any such physical projections should avoid blocking views from the stair landings.

Y5.4.30
Careful attention should be paid to how and where these pedestrian paths cross the perpendicular stairways and associated landings. Planting areas, landings, and seating areas are encouraged to provide respite and interest along the cross stairways and paths.

Y5.4.31
Paths and stairways leading from private residences to the publicly accessible pedestrian paths or stairways should use subtle transitional devices – a slight change in grade, for example, or a change in the path's direction or width – to demarcate that the pathway is transitioning from the public to private realm.

Y5.4.32
Street furniture, including signage, seating, and lighting, should be designed uniformly within each neighborhood and in a contemporary rather than historicist style. These elements should also be coordinated with those at drive courts and pedestrian stairs.

Y5.4.33
Material use and character should be uniform and coordinated with the adjacent architecture.



Stairway illustrative concept

An example of a public stairway between hillside buildings

Retaining Walls at Drive Courts, Paths and Stairways

GUIDELINES

Y5.4.34
Retaining walls should, wherever possible, be integrated into the building's foundation structural system.

Y5.4.35
Retaining walls, where required for site structures such as paths, stairways or drive courts, should be integrated into the overall building and hardscape or landscape design, and should be given the same level of thought and design as these other elements.

Y5.4.36
Retaining walls, where located separately from other improvements, should incorporate planting and be integrated into the overall landscaping.

An example of a retaining wall integrated into the building architecture

Private Open Space

GUIDELINES

Y5.4.37
Ground floor residential units in townhouses, low-rise and mid-rise buildings that front on a dedicated right of way, open space or pedestrian path shall provide a minimum of 60 square feet of usable private open space.

Y5.4.38
Private open spaces should be located in such a way as to serve the unit for which it is being allocated and readily accessible from a unit's living space.

Y5.4.39
Private open spaces should provide outdoor amenities for residents.

Y5.5 PEDESTRIAN SCALE

Façade design and fenestration

Façade design represents the connection between the interior and exterior environments in every type of residential building. Appropriately designed facades can help focus and reinforce a sense of vitality in specific areas within a neighborhood. Buildings on Yerba Buena Island are intended to have a human scale along sidewalks, drive courts, public paths and stairways, and to reinforce and enhance the pedestrian system through the design and articulation of the frontage zone or setback zones. Variations in facade planes, open and accessible front entries, and well-chosen landscape and building materials are also all helpful strategies for enhancing the richness of the pedestrian experience.

GUIDELINES

Y5.5.1
Each particular building's architectural pattern language should reflect its use.

Y5.5.2
A building's architectural treatment should be varied and articulated to create interest and diversity along public ways. Building façades should share features and architectural character with their adjacent neighbors, yet be individualized and not redundant. Potential variation may be achieved through: recesses, projections and step-backs; changes in height, floor level and roof form; window reveals, cornice treatments and parapets; changes in color and material; varied setbacks, horizontal and vertical elements, fenestration changes and other architectural devices to break the massing.

An example of varied architectural facade treatment

Y5.5.3
Differences in the architectural character of buildings located in different development areas is encouraged. Buildings should reflect the time and place in which they are built and visually suggest the incremental process of their development.

Y5.5.4
Buildings with any façades longer than 50 feet should use modulation and façade articulation to create a detailed and interesting street wall. All building façades facing publicly accessible rights-of-way should have windows and doors. Blank walls longer than 12 feet are strongly discouraged.

Y5.5.5
Fenestration should be simple, human-scale, elegantly proportioned and generous. Circular, trapezoidal and triangular windows are discouraged.

Y5.5.6
Building façades should be designed to take advantage of best practices with respect to passive solar design principles, including maximizing natural ventilation and interior day lighting.

Y5.5.7
West and south facing façades should be designed with a combination of overhangs and vertical shading, such as fins, that are integrated into the building envelope to balance solar access with the need to control heat gain.

An example of window shading

Y5.5.8
Lighting that is integrated into façades should provide the desired affect without emphasizing the light source (i.e. glowing sources, dots or digital displays are discouraged).

Materials

Building designs that successfully incorporate quality building materials and specify quality construction techniques are appropriate to the Yerba Buena Island setting as well as complementing the quality of the historic buildings on the island. The selection of building materials should respond to the harsh marine environment of the island.

STANDARDS

Y5.5.9
Non-traditional materials are allowed provided that they are consistent with design character and sustainability goals.

Y5.5.10
Glazing shall be non reflective and less than 10% tinted.

Y5.5.11
Black asphalt roofing is not permitted. However, darker hued colors are permitted so as to integrate with the surrounding vegetation and where overlooked by adjoining or uphill units.

Y5.5.12
Building materials and construction methods shall comply with the standards outlined in Section 4.2.2 Building Materials and Construction Methods for Exterior Wildfire Exposure.

GUIDELINES

Y5.5.13
Attention should be give to how structures meet the varied site topography at Yerba Buena Island. Issues to consider include transition of materials, durability of pedestrian-accessible materials, and scale.

Y5.5.14
Careful attention should be given to façade-base condition at sloped sites. Where the wall meets a staircase or sloped topography, the wall material should continue down the face to a condition parallel to the sloping or stepping grade.

An example of a structure meeting a stairway

Y5.5.15
Due to the harsh marine environment of Treasure Island, materials selected should demonstrate superior performance related to moisture protection, low maintenance requirements, durability, and ultraviolet resistance.

Y5.5.16
High-quality, durable exterior finishes that respond to the unique marine environment of Yerba Buena Island are required.

Color

The building colors on Yerba Buena Island are intended to respond to their unique hillside location within a heavily vegetated environment. Whereas the guidelines below encourage light colored hues, it is intended that these integrate with surrounding flora, avoiding excessive contrast or brightness.

GUIDELINES

Y5.5.17
The predominant impression of building color on Yerba Buena Island should be one of lightness and warmth. However, a wide latitude for interpretation should be permitted to ensure that a monochromatic palette does not stifle building differentiation and visual interest or preclude buildings to blend with the vegetative nature of the island.

Examples of lighter hue building colors with complimentary accents

Y5.5.18
The use of sustainable elements such as integrated photovoltaic systems or green walls as a façade material is encouraged.

Y5.5.19
Building color and building accent color should be selected with careful thought to adjacent buildings, and with regard to neighborhood character, surrounding vegetation, and distant views from Treasure Island, the Bay Bridge, downtown San Francisco, and the East Bay. The dominant building color palette should be weighted to the lighter side of the color spectrum, with complimentary accent colors for building projections, recesses or wall planes used for up to 35% of the surface area. Where buildings are being constructed within the same development area, the building colors should be complimentary. Contrasting dominant building colors are discouraged.

Building Entrances

Frequent ground-floor building entries encourage an active street front, a safe environment, and visual interest. Appropriate setbacks activate and enliven the public realm, and provide a transition between public and private uses.

STANDARDS

Y5.5.20
All ground floor units facing a publicly accessible street or open space shall provide an individual front entry to those spaces, or orient the primary living space and a private outdoor space to the right-of-way.

Y5.5.21
All buildings shall include a setback zone between public rights of way and private living spaces to facilitate the activation of public areas.

Y5.5.22
Entries into residential units off of a dedicated right of way, open space, pedestrian path or stairway, if not located on sloped terrain, may be raised between zero and four feet (0’ - 4’) above grade (depending on site conditions).

An example of a recessed unit entry off public right-of-way

GUIDELINES

Y5.5.23
Where provided, recessed entries should have a maximum depth and a minimum frontage width of six feet (6’).

Y5.5.24
Pedestrian, personal vehicle and service access should be thoughtfully designed to enhance the pedestrian experience on Yerba Buena Island, be located to facilitate personal convenience and safety, or be located and/or screened, as appropriate, so as to enhance rather than detract from the quality of the visual character of the neighborhood.

Y5.5.25
Residential entrances, whether to an individual residence or to a multi-unit building, should be designed to enhance the visual quality of the pedestrian experience, be located for user convenience, and be well lighted and observed easily from adjacent public spaces to maximize user safety.

Y5.5.26

Building service areas – including loading areas, trash and recycle dumpsters, and garage access locations – should be located where they will not negatively impact the pedestrian environment.

Y5.5.27

The incorporation of building entrances into building and site design should be considered at the early stages of the design process.

Y5.5.28

Exit door alcoves on the sidewalk are discouraged, unless they share space with any active surveillance such as primary entrances or active community uses.

Y5.6 ROOFSCAPES

Roof Design

Rooftops – by virtue of solar access, weather exposure and high visibility – have multiple opportunities to enhance Yerba Buena Island. The unique landforms of the development areas on Yerba Buena Island will result in very visible roof forms and surfaces, meaning roofs will often function as a 'fifth façade'. Well designed roofs can act as a social amenity for residents while enhancing the viewscape for surrounding neighbors. They can incorporate innovative new techniques in solar heating and power generation. They can mitigate heat island effect and other negative micro climate issues by providing insulation and solar reflectance, and vegetated roofs can also treat stormwater and sequester carbon.

STANDARDS

Y5.6.1
Buildings are required to provide "solar ready" infrastructure such as solar panel standoffs, conduit or plumbing rough-ins that minimize the cost and effort of adding solar capacity at a later date per the Green Building Specifications. As an alternative, infrastructure shall be provided for solar hot water panels according to the Green Building Specifications.

Y5.6.2
All rooftop mechanical equipment shall be screened. Screening shall be incorporated into the overall architectural character of the building and be at least of equal height to the mechanical equipment that it screens.

Y5.6.3
Any light source located on roofs shall be a full cutoff type.

Y5.6.4
All roof styles – pitched, shed, flat, vaulted, and with or without parapets or overhangs – are permitted. However, where buildings are being constructed within the same development area, building roof styles should be complimentary, and widely different roof styles within a discrete neighborhood are discouraged.

GUIDELINES

Y5.6.5
"Cool roofs" – typically defined by insulation and waterproofing layers with a durable top layer that has a relatively high solar reflective index (SRI) – should be the baseline standard for all roofs on Yerba Buena Island. Roofs with pitches from flat to 1/3 (rise over run) shall have an SRI of 78 or better, and roofs with a pitch steeper than 1/3 shall have an SRI of 29 or better. Strategies that allow reduced contrast between roof color and adjacent tree canopy but which meet overall sustainability performance goals for roofs are allowed.

Y5.6.6
Roofs should utilize recycled roofing materials whereever possible.

Y5.6.7
Pitched roofs are encouraged to not exceed 1/3 (rise over run) and minimize north-facing roof space.

An example of pitched roofs

Y5.6.8
The roofs of townhouse and low-rise building that are overlooked by adjacent uphill buildings should be designed with special attention to their visual appearance from above.

Y5.6.9
Roof gardens are encouraged, and are primarily meant to provide additional living, recreation, and entertainment spaces.

An example of roof gardens acting as "fifth facade"

Y5.6.10
Green roofs should be insulated to minimize heat and noise transfer and use regionally appropriate plant species to minimize water consumption requirements. Drip or bubbler systems to establish green roof plants are permitted. Once the planting has been established a system shall be provided to ensure compliance with standards in Section 4.2.2, Building Materials and Construction Methods for Exterior Wildfire Exposure.

An example of green roofs

Y5.6.11
Materials that reduce heat island effect but also mitigate glare are encouraged.

Y5.6.12
Wherever possible, roof mechanical exhaust vent and equipment projections should be clustered and/or placed in areas where their visual impact will be minimized.

Y5.7 BUILDINGS BY USE

Residential Building Design

STANDARDS

Y5.7.1
All new residential buildings shall be subject to the Green Building Specifications for Treasure and Yerba Buena Islands.

Y5.7.2
For the mid-rise structure allowed on Parcel 4Y, all parking shall be either subterranean or contained within the building. Where contained within the building, it shall be wrapped by residential or other permitted uses or be screened by architectural designs which incorporate it into the building whole on elevations facing Macalla Road or the balance of the development on Parcel Y4. The mid-rise parking structure may be exposed only on the south face where fronting the Bay Bridge, except that all interior garage lighting shall be shielded from view.

GUIDELINES

Y5.7.3
Site-specific design that reflects a building's specific location is encouraged.

Y5.7.4
Buildings should be predominantly stacked forms with aggregated footprints, responding to slope, views and paths. Buildings should be either larger single integral structures composed of stepped forms, or individual structures laid out responding to the natural slope and view corridors.

Y5.7.5
Trash and recycling facilities and other utility services should be provided for all buildings in a location that balances residential access, convenient pick-up, maintenance, and screening from the active pedestrian zones of the street, and which does not negatively impact the pedestrian environment.

Y5.7.6
Elements such as patios, indoor-outdoor living rooms or dining areas that can provide a sense of activation to the adjacent public realm are encouraged.

Y5.7.7
Residential units that front on a dedicated right-of-way, dedicated open space or pedestrian walkway should have, where possible, a primary entrance and windows from primary living spaces oriented towards these spaces. All unit entries should open off one of these way public realm spaces.

Y5.7.8
The design of public realm amenity spaces (for example, postal pick-up areas or community notice boards) should be designed to relate to the adjacent and surrounding structures.

Hotel and Mixed-use Building Design

The west or “downhill” side of Yerba Buena Road, on roughly the same development footprint as existing buildings on Block 2Y, is the potential site of a small hotel/spa/conference facility facing the San Francisco waterfront, integrated with the redeveloped Hilltop Park on the opposite side of the road. This structure, or any other mixed-use or non-residential building, should engage the landscape through design, in a manner similar to that described for residential structures. Since the site of the potential hotel/spa/conference building is within the Tidelands Trust Overlay Zone, its design should contribute positively to public use as a regional destination.

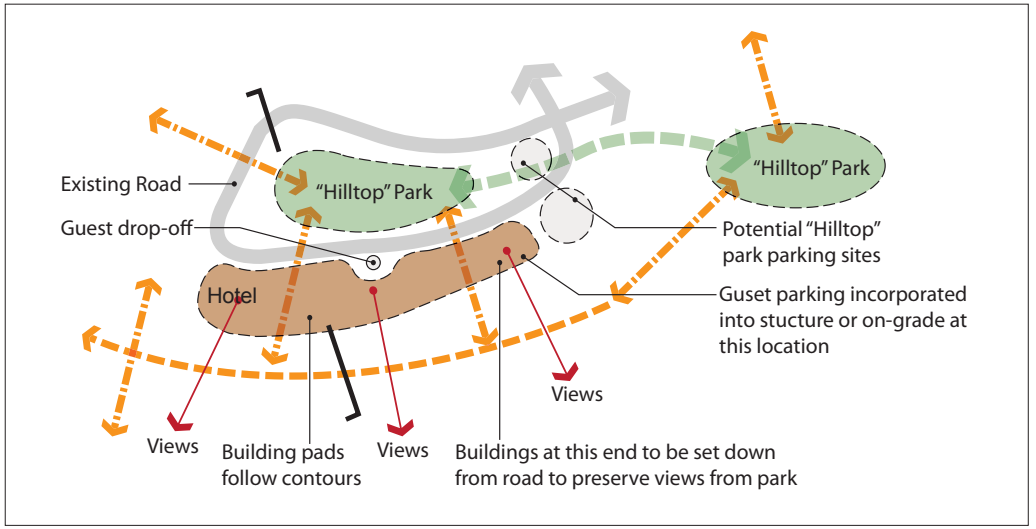


Figure Y5.b: Block 2Y Development Area Concept diagram

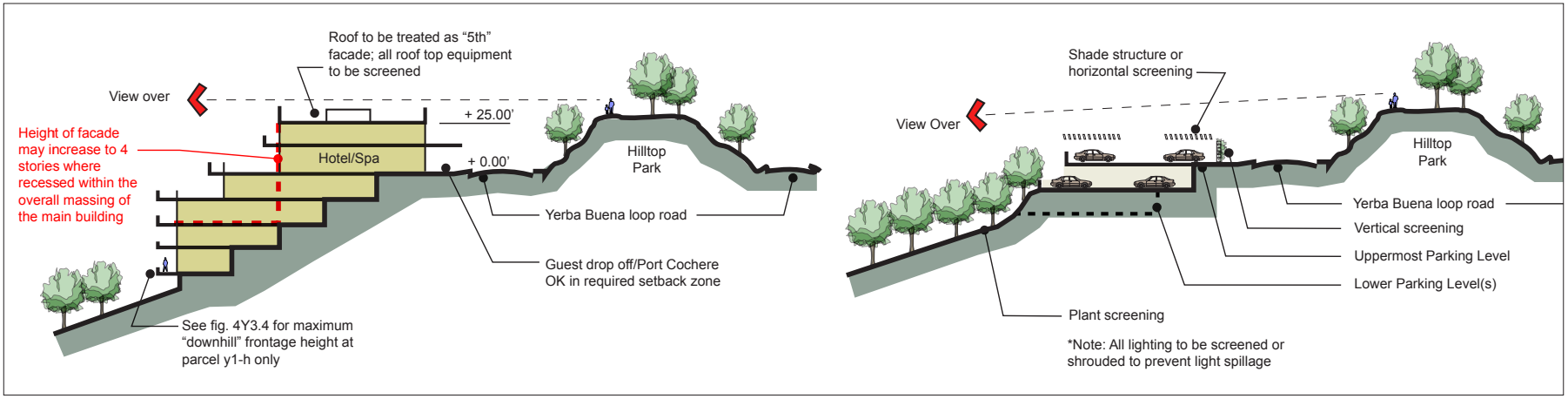


Figure Y5.c: Section diagram at building (left) and parking structure (right)

STANDARDS

Y5.7.9
Where any portion of a hotel or mixed-use building is located within the Tidelands Trust View Cone, referred to in Chapter Y4, its overall height and related roof mounted equipment and screening must conform to Standard Y4.4.3.

GUIDELINES

Y5.7.10
Structures should respect the existing topography and landscape features, responding to slopes and views. Buildings should be either larger single integral structures composed of stepped forms, or individual structures laid out responding to the natural slope and view corridors. Large masses with large single undifferentiated footprints should be avoided.

An example of a stepped aggregate form

Y5.7.11
In recognition of the adjacent Hilltop Park, the new structures should preserve views to the greatest extent possible from the Hilltop Park over their roofs (see Figures Y5.c). Any such roofs visible from the adjacent Park should be considered as a "fifth facade", complying with the requirements of Section Y5.6, Roofscapes.

Y5.7.12
All roof-mounted equipment and duct work should be screened from view. The maximum length of facade should not exceed 150' without a break so as to increase view opportunities from Yerba Buena Road towards San Francisco (also refer to Chapter Y4 Tidelands Trust View Cone plan and sections).

An example of a facade screening or planting

Y5.7.13
Breaking up buildings with pedestrian staircases and access pathways complying with Guidelines Y5.4.24 through Y5.4.33 is recommended.

Y5.7.14
Transition and setback areas adjacent to mixed-use and non-residential facades on the ground floor should be treated as sidewalk extensions, providing more walking area and areas for benches, cafe tables, etc.

Senior Officers' Quarters Historic District (SOQHD) Building Design

All historic resources on Yerba Buena Island are subject to the following standards and guidelines.

STANDARDS

Y5.7.15
Rehabilitation of historic resources (including structures in the SOQHD, Quarters 10, and Buildign 262) shall follow the Secretary of the Interior's Standards for Rehabilitation.

Y5.7.16
New construction within the SOQHD shall follow the Secretary of the Interior's Standards for Rehabilitation.

GUIDELINES

NEW CONSTRUCTION WITHIN THE HISTORIC DISTRICT

Y5.7.17
Prior to the design of adjacent new construction, the historic setting should be considered to ensure that important character-defining elements are retained. The location, size, scale, and design of new construction should be consistent with the character of the SOQHD.

Central Terraced Garden associated with Quarters 2-5, existing condition

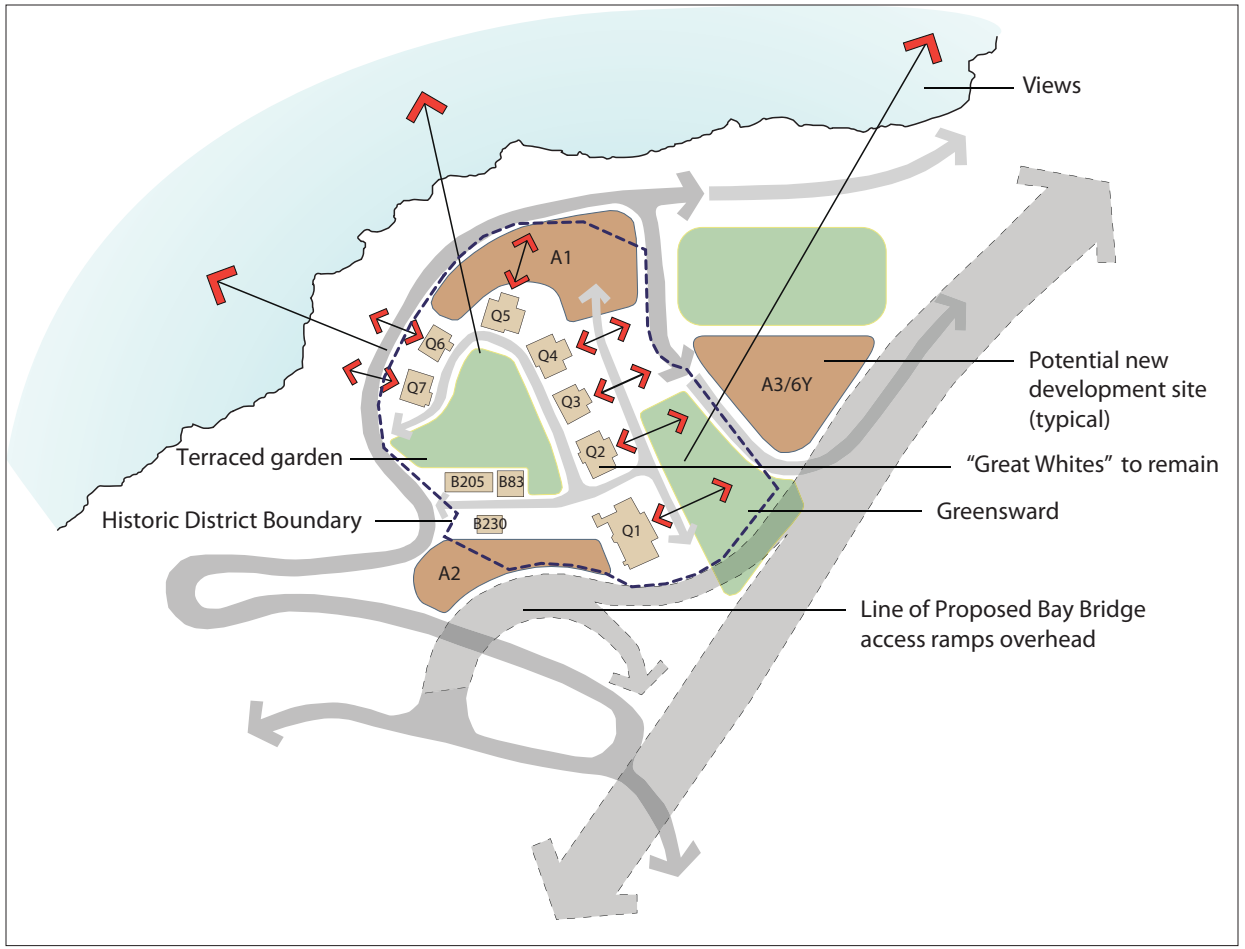


Figure Y5.d: Senior Officers' Quarters Historic District illustrative concept

Y5.7.18
New construction should employ contemporary design compatible with the size, scale, and aesthetic character of the adjacent historic property.

New Development Sites within and adjacent to the SOQHD are as follows:

Y5.7.19
Site A-1 (see Figure Y5.d for the locations of the development area outlined below)

- This site is located on a steep slope below Quarters 5 (Q5), within the historic district boundary. Based on the steep topography, this site would not be appropriate for substantial development. However, if necessary, this site could accommodate supporting buildings or structures for the SOQHD.
- Due to the location of site A-1 within the SOQHD, development of this site should follow the guidelines for new construction within the historic district (Y5.7.17 and Y5.7.18).

Quarters 5, existing condition

Y5.7.20
Site A-2 (see Figure Y5.d for the locations of the development area outlined below)

- This site is located behind Building 230 (garage/caretaker's quarters, B230 on diagram), which is a contributing building within the SOQHD. Approximately half of the site is located within the SOQHD boundary. This site could accommodate new development or a compatible addition to the back of Building 230.
- Due to the location of site A-2 within the SOQHD, development of this site should follow the guidelines for new construction within the SOQHD (Y5.7.17 and Y5.7.18).

Building 230, existing condition

Y5.7.21
Site A-3/Parcel 6Y (see Figure Y5.d for the locations of the development area outlined below)

- Site A-3/Parcel 6Y is planned to serve as parking and a potential fire station if needed. This site is located outside of the SOQHD boundary, adjacent to the Greensward. Development of this site should include at least 30-40% open space to serve as a retention basin.
- Site A-3/Parcel 6Y, which is outside of the SOQHD boundary, should be governed by the other standards and guidelines set forth in this Design for Development.

Quarters 1, existing condition

Civic and Community Facilities and Fire Station

In the future, various community-serving facilities – such as a fire station, water storage tanks, Hilltop Park-related structures and other miscellaneous structures – may be added on Yerba Buena Island. However, specific locations for these facilities have yet to be determined.

GUIDELINES

Y5.7.22
Whereas the fire station is a building with very specific program needs, its design and expression should balance requirements for security and public access. All general building standards and guidelines pertain.

Y5.7.23
Civic and community facilities, including the fire station, should be designed as multi-use facilities that encourage public use and include space for community activities.

Y5.7.24
Civic and community facilities, including the fire station, should be designed to welcome the public in, and to actively engage the surrounding streetscape.

Y5.7.25
Service-related or mechanical elements should be carefully screened from adjacent residential properties.

Y5.7.26
Any accessory buildings or storage should be integrated with the building design and shielded or oriented away from the public realm, particularly along areas with high levels of pedestrian activity.

All structures located in Tidelands Trust Overlay Zone Parks and Open Space

The potential types and uses for structures that may want to be located in the various parks and open spaces within the Tidelands Trust Overlay Zone are difficult to anticipate. However, the following is a set of performance-based standards and guidelines that apply to all structures proposed to be located within these lands.

STANDARDS

Y5.7.27
Any building in a park or open space must serve a function that is accessory to the primary function of the park.

Y5.7.28
Utility or maintenance structures shall be integrated into the landscape and complement the adjacent park or open space.

Y5.7.29
Functional elements of any utility structure that cannot be concealed in the landscape must be composed and detailed to express their purpose while making a single architectural statement.

Y5.7.30
All utility installations shall integrate an educational component into the program and be accessible to the general public.

Y5.7.31
The placement of any structure must take into consideration the acoustic and visual impacts on any adjacent residential and commercial developments so as not to create a nuisance.

Y5.7.32
Any structure must be designed with the same level of detail and refinement of material selection on all sides of the building.

An example of a park related structure

Y5.7.33
The exterior usable open space must be carefully integrated into the landscape concept of the adjacent park including the material and plant palette.

Y5.7.34
Physical barriers are prohibited except where required for public health and safety.

Y5.7.35
Any mechanical equipment, loading and storage areas must be screened or integrated into the architectural language of the building.

Y5.8 BIRD SAFE DESIGN

Treasure Island and Yerba Buena Island are islands located in the center of the San Francisco Bay, and both are home to resident bird populations and provide foraging habitat for migrating birds. The project's sustainability goals include maintaining and expanding the ecological and bio-diversity of the two islands. Evidence has demonstrated that bird collisions with buildings are real threat to birds that can be significantly reduced through design. In response, the Environmental Impact Report for the project includes a cutting-edge mitigation measure that requires every building in the project be designed to bird safe standards, considering façade design, fenestration, lighting design, rooftop design, and lighting operations. The mitigation measure also enables evolving technology to be incorporated into the project, recognizing that bird safe design is an emerging field and new, more effective techniques for addressing bird strikes may be available in the future.

STANDARDS

Y5.8.1
All projects must comply with Mitigation Measure M-BI-4a. (Please see Appendix A5 to this Design for Development, which restate the Mitigation Measure from the Final Environmental Impact Report for the Treasure Island / Yerba Buena Island Redevelopment Project.)

Y5.9 LIGHTING

Lighting standards and guidelines for new development on Yerba Buena Island are centered around 1) Safety in the public realm, 2) Conserving energy and resources, 3) Minimizing light trespass and obtrusive light, 4) Preserving the nighttime environment by curtailing lighting pollution, and 5) Protecting the environment from adverse effects of electric light sources. Exterior, interior, signage, facade and roof lighting are all intended to contribute to the above overarching goals. Standards and guidelines are intended to create a better nighttime environment on Yerba Buena Island ensure a good night view from Treasure Island, the San Francisco waterfront, and the East Bay.

Minimizing Light Pollution

STANDARDS

Y5.9.1
All luminaires shall be at least semi-cutoff with non-cutoff types only as permitted subject to review and approval. Definitions of cutoff control are as follows:

Y5.9.2
Full cutoff: Zero candela intensity occurs at an angle of 90 degrees above nadir, or greater. Additionally, no more than 10% candela intensity occurs at an angle greater than 80 degrees above nadir.

- Full cutoff: Zero candela intensity occurs at an angle of 90 degrees above nadir, or greater. Additionally, no more than 10% candela intensity occurs at an angle greater than 80 degrees above nadir.
- Cutoff: No more than 2.5% candela intensity occurs at an angle greater than 90 degrees above nadir, and 10% at an angle greater than 80 degrees above nadir.
- Semi-Cutoff: No more than 5% candela intensity occurs at an angle greater than 90 degrees above nadir, and 20% at an angle greater than 80 degrees above nadir.
- Non-Cutoff: No candela limitation.

Y5.9.3
Lighting Power Densities (LPD) shall out-perform ASHRAE 90.1 1999 standards by 20% – or shall comply with the referenced standard in current USGBC LEED documentation.

Y5.9.4
Traditional “glowtop” luminaires may not be used, as they are a significant source of light pollution.

GUIDELINES

Y5.9.5
Lighting layouts should be functional for the intended tasks. Local and distant observers should not be affected by glare from lighting local public spaces.

Y5.9.6
Site lighting calculations should be performed based on photometric data from manufacturers.

Y5.9.7
It is encouraged that luminaires be chosen which direct light downward towards the intended task.

Minimizing Light Trespass

STANDARDS

Y5.9.8
All lighting must be suitable for given "Lighting Zone" as defined by USGBC and IESNA. It is expected that most of the Yerba Buena Island development area will be LZ2. Lighting zones are defined as follows:

- **LZ1: Dark** (Park and Rural Settings) No more than 0.01 horizontal and vertical foot-candles at the site boundary and beyond. Also, 0% of total initial luminaire lumens are emitted at an angle of 90 degrees above nadir or greater.
- **LZ2: Low** (Residential Areas) No more than 0.10 horizontal and vertical foot-candles at the site boundary and 0.01 horizontal foot-candles 10-feet beyond the site boundary. Also, 2% of total initial luminaire lumens are emitted at an angle of 90 degrees above nadir or greater.
- **LZ2: Low** (Residential Areas) No more than 0.10 horizontal and vertical foot-candles at the site boundary and 0.01 horizontal foot-candles 10-feet beyond the site boundary. Also, 2% of total initial luminaire lumens are emitted at an angle of 90 degrees above nadir or greater.
- **LZ4: High** (Major City Centers, Entertainment Districts) No more than 0.60 horizontal and vertical foot-candles at the site boundary and 0.01 horizontal foot-candles 15-feet beyond the site boundary. Also, 10% of total initial luminaire lumens are emitted at an angle of 90 degrees above nadir or greater.

Y5.9.9
No more than 0.10 horizontal and vertical foot-candles shall be allowed at the site boundary, with no more than 0.01 horizontal foot-candles 10 feet beyond the site boundary.

Y5.9.10
Maximum candela values for photometric distributions of interior luminaires shall fall within the building (i.e. not through skylights, windows or other building fenestration).

Y5.9.11
Each photometric for every luminaire type shall be reviewed for compliance to standards.

GUIDELINES

Y5.9.12
Lighting of walls, ceilings and other surfaces should be applied judicially, and it's encouraged that all such surfaces that are visible to the exterior should be studied for luminance ratios and glare. Lit surfaces can often be the major source of glare from a building, rather than the light source itself.

Lighting Control

GUIDELINES

LIGHTING CONTROL:

Y5.9.13
Lighting in all public spaces should be controlled via an astronomic time clock.

LUMINAIRE RATINGS:

Y5.9.14
Luminaires should be selected with rating considerations as determining factors.

LUMINAIRE EFFICIENCY AND EFFICACY:

Y5.9.15
Luminaires should demonstrate at least 60-80 lumens per watt source efficacy.

Y5.9.16
The following codes should apply to lighting installations:

- ASHRAE 90.1
- California Title 24
- IESNA Recommended light levels

Y5.9.17
If alternate or equal fixtures are suggested during the submittal process, they should have greater efficiency in comparison to originally specified product.

Y5.9.18
ASHRAE 90.1 2004 recommendations should be out-performed by 20% where applicable in order to comply with green building standards.

Y5.10 SIGNAGE

Signage plays a key role in giving the public realm character and aesthetic impact. The signage standards and guidelines here are meant to encourage pedestrian activity and help way-finding. Signs are intended to identify a business or activity in an attractive and functional manner, not to serve as general advertising. The following standards and guidelines apply to all exterior permanent and temporary signs installed on Yerba Buena Island, including signs or advertisements on the exterior of buildings; any awnings, canopies, or banners which are visible from public streets, sidewalks, or waterways; and interior signs designed or arranged to be primarily visible from the outside of any building or structures.

All Signs

STANDARDS

Y5.10.1
All signs shall be integrated into the building design and compatible with their surroundings.

Y5.10.2
All signs shall clearly inform pedestrians and motorists of business names, but not detract from the architectural quality of individual buildings.

Y5.10.3
Signs shall be in proportion to the size of business store frontage.

Identifying Signs

Signs are intended to tell only the name, address and lawful use of the premises upon which they are located or affixed.

STANDARDS

Y5.10.4
Per storefront, there shall be a maximum of one identifying sign smaller than 20 square feet.

Wall Signs

A wall sign is a sign painted directly on the wall or placed flat against a building wall with its copy parallel to the wall to which it is attached and not protruding more than the thickness of the sign cabinet.

STANDARDS

Y5.10.5
Eligibility: A wall sign will be granted to commercial uses occupying buildings facing the streets and are limited to one sign per business on each street frontage. Commercial uses occupying a building adjacent to a driveway will not qualify for a second wall sign. However, a commercial use occupying a building whose only exposure is from a driveway or parking lot will be allowed one wall sign. Businesses that demonstrate that the entry off a driveway or parking lot is used by customers will be eligible for a wall sign.

Y5.10.6
Size. Wall signs shall be proportionate to the street frontage of the businesses they identify, with a maximum size in no case larger than:

- 20 square feet for individual business signs.
- Fifty square feet for joint business directory signs identifying the occupants of a commercial building and located next to the entrance.
- No more than 5 feet (5') in height, or height of the wall to which it is attached.

Y5.10.7
Placement. Wall signs may not extend above the building parapet, soffit, the eave line or the roof of the building, or the window sill of the second story.

Y5.10.8
Signs above window displays. When a commercial complex provides spaces for signs above window displays, these signs will be compatible in shape, scale of letter, size, color, lighting, materials and style.

Y5.10.9
Waivers. To waive any of the above restrictions, an applicant must demonstrate that a wall sign is creative, artistic and an integral part of the architecture.

Projecting Signs

A projecting sign is one whose furthermost point used in measuring its area, as defined in Y5.9.35, extends beyond a street property line or a building setback line. A sign placed flat against a wall of a building parallel to a street or other publicly accessible right-of-way will not be deemed to project for purposes of this definition. A sign on an awning, canopy or marquee projects to the extent that such sign extends beyond a street property line or a building setback line.

STANDARDS

Y5.10.10
There shall be a maximum of one projecting sign for every 25 linear feet of parallel street frontage.

Y5.10.11
Projecting signs shall be a minimum of eight feet (8') above the sidewalk.

Y5.10.12
Projecting signs shall not be larger than ten (10) square feet for establishments with only one projecting sign. When an establishment has more than one projecting sign, each projecting sign will not be larger than six (6) square feet.

Y5.10.13
Projecting signs shall project less than 75% of the distance from the building to the curb, or 6 feet and 6 inches (6'-6"), whichever is less.

Signs on Awnings and Marquees

STANDARDS

Y5.10.14
Signs on awnings and marquees are permitted in lieu of wall and projecting signage.

Y5.10.15
Size will be less than 20 square feet in area.

Y5.10.16
Awning sides will be open ended.

Y5.10.17
Lettering, if any, will consist of contrasting colors and be applied or painted directly onto the vertical plane of awning valence.

Window Signs

A window sign is one painted directly on the surface of a window glass or placed in front of or behind the surface of a window glass.

STANDARDS

Y5.10.18
Permanent and temporary window signs are limited to 1/3 of the total window area.

Y5.10.19
Acceptable materials for window signs are vinyl or hand-painted, applied to the inside face of glass.

Nameplates

STANDARDS

Y5.10.20
There shall be a maximum of one nameplate per non-commercial use.

Y5.10.21
Business nameplates for live/work units or home occupations in residential zones are permitted.

Y5.10.22
Nameplates shall be located near public entry points on the ground floor only, with a maximum size of two (2) square feet.

Temporary Signs

STANDARDS

Y5.10.23
There shall be a maximum of one temporary non-illuminated or indirectly illuminated sale or lease sign for each street frontage of the total parcel involved, not exceeding a height of ten feet (10') if freestanding and not above the roofline if attached to a building, and having an area not exceeding six (6) square feet for each lot or for each 3,000 square feet in such total parcel, whichever ratio permits the larger area, provided that no such sign will exceed 18 square feet in area. Any sale or lease sign must be removed within seven (7) days following removal of the property from the market.

Y5.10.24
Temporary non-illuminated signs of persons and firms connected with work on buildings under actual construction or alteration, giving their names and information pertinent to the project, not exceeding a height of 12 feet, with the combined area of all such signs not to exceed ten (10) square feet for each street frontage of the project.

Y5.10.25
Public service signs limited to six (6) square feet in area displayed on the inside of windows or glass doors for a limited time are permitted. A public service sign shall be defined as a non-commercial sign devoted to a religious, charitable, cultural, governmental, or educational purpose.

Y5.10.26
Political signs limited to six (6) square feet in area are permitted and must be removed within ten (10) days after an election.

Y5.10.27
Signs noticing a public event must be removed immediately after the event has taken place.

Prohibited Signs

STANDARDS

Y5.10.28
The following sign restrictions apply on Yerba Buena Island:

- **Signs on the public right-of-way.** Per Proposition G, general advertising signs are not permitted in the public right-of-way except as integrated in MUNI or DPW street furnishings.
- **Roof-mounted signs.** Roof-mounted signs are prohibited. A roof-mounted sign is defined as a sign or any portion thereof erected or painted on or over the roof covering any portion of a building, and either supported on the roof or on an independent structural frame or sign tower, or located on the side or roof of a penthouse, roof tank, roof shed, elevator housing or other roof structure.
- **Free-standing signs**. Free-standing signs, which are signs that are in no part supported by a building, are prohibited. The only exceptions are free-standing signs in conjunction with a sign program for one of the historic buildings, or free-standing interpretive signs integrated into the design of open space.
- **Billboards.** Billboards are prohibited.
- **Moving signs.** Animated, moving, flashing, blinking, reflecting, revolving, or other similar signs or signs that incorporate these elements are prohibited.
- **Pennants, wind, and inflated signs.** Pennants, wind, and inflated signs are prohibited.
- **Vehicle signs.** Signs attached to or painted on vehicles parked and visible from the public right-of-way are prohibited if the vehicle is parked more often than it is used as a means for actual transportation.
- **Phone numbers.** Phone numbers are prohibited from permanent, exterior signs.
- **Acrylic-faced channel letters.** Acrylic-faced channel letters are not permitted on any sign.

Lighted Signs

STANDARDS

Y5.10.29
Exposed junction boxes, lamps, tubing, conduits, or raceways are not permitted.

Y5.10.30
Signage shall be externally or halo illuminated.

Y5.10.31
Neon is permitted, if approved by TIDA's Executive Director.

Street Numbers

STANDARDS

Y5.10.32
City-assigned numbers will be installed on all buildings.

Y5.10.33
Street numbers shall not count towards permitted sign area.

Calculating Sign Area

STANDARDS

Y5.10.34
Size and other standards are defined by sign type. In evaluating compliance with size standards, sign area for different types of signs is calculated as follows:

- **All signs except on windows, awnings and marquees.** The area of all signs except windows, awnings and marquees shall be the entire area within a single continuous rectangular perimeter formed by extending lines around the extreme limits of writing, representation, emblem, or any figure of similar character, including any frame or other material or color forming an integral part of the display or used to differentiate such sign from the background against which it is placed; excluding the necessary supports or uprights on which such sign is placed but including any sign tower. Where a sign has two or more faces, the area of all faces will be included in determining the area of the sign, except that where two such faces are placed back to back and are at no point more than two feet from one another, the area of the sign will be taken as the area of one face if the two faces are of equal area, or as the area of the larger face if the two faces are of unequal area.

- **Signs on windows.** The area of any sign painted directly on a window will be the area within a rectangular perimeter formed by extending lines around the extreme limits of writing, representation, or any figure of similar character depicted on the surface of the window. The area of any sign placed on or behind the window glass will be as described above in Y5.8.1

- **On awnings or marquees**. The area of any sign on an awning or marquee will be the total of all signage on all faces of the structure. All sign copy on each face will be computed within one rectangular perimeter formed by extending lines around the extreme limits of writing, representation, or any figure of similar character depicted on the surface of the face of the awning or marquee.

Exemptions

STANDARDS

Y5.10.35
The following uses are exempt from the Standards and Guidelines in this chapter:

- Legally required posters, notices or signs
- International, national, state, city, county (or other political subdivision), or maritime house flags
- Port or City signs
- SFMTA signs or state-installed traffic or directional signs

Signage on Historic Buildings

At the time of the renovation of the SOQHD, the Torpedo Storehouse, and Quarters 10, it is intended that a special sign program may be developed for each building, recognizing the unique character of each building and appropriate for the uses intended.

GUIDELINES

WINDOW SIGNS

Y5.10.36
Every effort should be made to integrate window signs with window displays.

LIGHTED SIGNS

Y5.10.37
Illuminated signage should be directed towards the pedestrian or intended audience, with no spill light or light pollution to adjacent and neighboring spaces.

Y5.10.38
Photometric distribution of illuminated signage should be checked for compliance with light characteristics and cutoff ratings, unless there is a specific need to direct light upward.

PARKING & LOADING
Yerba Buena Island

Y6

This chapter provides standards and guidelines for vehicular parking and loading access for Yerba Buena Island. It also includes guidance on how parking can minimize its affects on the public realm and become better integrated with building design. In keeping with the overarching goal of sustainability, this chapter includes standards and guidelines for bicycle parking and car-sharing. The main sub-sections of the chapter are:

Y6.1 Parking

Y6.2 Loading

Y6.3 Curb Cut and Garage Entry

Y6.1 PARKING

STANDARDS

OFF-STREET PARKING:

Y6.1.1

Off-Street Parking Controls. Off-street parking shall not be required for any use, and the quantities of off-street parking specified in Table Y6.a shall serve as the maximum amount of off-street parking that may be provided as accessory to the uses specified, calculated on an aggregate basis within the Development Plan Area for each use. Any off-street parking space dedicated for use as a car-share parking space shall not be counted toward the total parking permitted as accessory in this chapter.

Y6.1.2

Parking Spaces. Parking spaces may be either independently accessible or space-efficient, except as required elsewhere in the Building Code for spaces specifically designated for persons with physical disabilities. Space-efficient parking is parking in which vehicles are stored and accessed by valet, mechanical stackers or lifts, certain tandem spaces, or other space-efficient means, except as noted under standards and guidelines in Y5.7, Buildings by Use.

- Accessory off-street parking spaces for residential and non-residential uses may be located either on the same development block as the building served, or off-site within the Development Plan Area.
- All off-street parking spaces shall have no minimum area or dimension requirements, except as required elsewhere in the Building Code (e.g. for spaces specifically designated for persons with physical disabilities).
- Off-street parking entrances and exits shall have a maximum linear width of 11 feet parallel to the street if accommodating one direction of travel, and maximum linear width of 24 feet parallel to the street if accommodating both an exit and entrance at one opening. Entrances and/or exits that are shared with loading and service access may be 12 feet wide.
- Above grade off-street parking allowed in residential and mixed-use buildings shall not be readily visible from public streets or private drive courts, and where such off-street parking is located at or above the grade within a residential or mixed-use building, the parking shall be wrapped with residential or other allowable active uses as far as possible within topographical constraints.

Use or Activity	Maximum Number of Off-Street Car Parking Spaces*
Residential	1 for each dwelling unit calculated on an aggregate basis for all dwelling units constructed within the Development Plan Area, but in no event more than 8,000 residential accessory spaces within the combined Treasure Island and Yerba Buena Island Development Plan Area
Office/Commercial	1 for every 1,000 square feet of gross floor area calculated on an aggregate basis for all office/commercial uses (other than retail, hotel and marina) but in no event more than 302 office/commercial accessory spaces within the combined Treasure Island and Yerba Buena Island Development Plan Area
Retail	2 for every 1,000 square feet of gross floor area calculated on an aggregate basis for all retail uses
Hotel	0.8 for every hotel room calculated on an aggregate basis for all hotel uses on Yerba Buena Island, but in no event more than 40 hotel accessory spaces on Yerba Buena Island.

*Allocation of parking spaces within the Development Plan Area shall be pursuant to the DDA, as further described in Chapter 4 hereof (Implementation)

Table Y6.a: Off-street parking permitted as accessory

Y6.1.3

Rules for Calculation of Parking Spaces:

- When the calculation of the permitted number of parking spaces results in a fractional number, a fraction of one half (1/2) or more shall be adjusted to the next higher whole number of spaces, and a fraction of less than one half (1/2) may be disregarded.
- The measurement of gross floor area shall be as defined in this Design for Development, except that non-accessory parking spaces and driveways, and maneuvering areas incidental thereto, shall not be counted.
- In the case of mixed uses in the same structure, on the same lot or in the same development, or more than one type of activity involved in the same use, the maximum off-street parking amounts set forth in Table Y6.a shall be calculated for the various uses or activities computed separately, including fractional values. Retail amenities located within a hotel that are not restricted to use by hotel guests, including without limitation, restaurants, retail shops and services and spas, shall be considered a Retail use for purposes of calculating off-street parking spaces.
- All parking spaces, whether independently accessible or space-efficient (including provided by valet, mechanical stackers or lifts, and tandem) shall count as individual parking spaces toward the limits established in Table Y6.a.

Y6.1.4

Unbundled Parking. All off-street parking spaces accessory to residential uses with common access in new structures of ten (10) dwelling units or more, shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that parking spaces are marketed and sold or rented as separate and optional additions to the base advertised or listed purchase or lease price for residential units alone, and the price for residential units with parking shall be marketed and sold or rented at a higher price than residential units without parking. Unbundled parking spaces may be created by condominium map as individual units, as limited common elements or exclusive use rights, but in except as provided below must be transferable separately from the residential units. The Executive Director (for projects located within the Tidelands Trust Overlay Zone), or the Planning Director (for projects located outside the Tidelands Trust Overlay Zone) is authorized to approve an exception to the requirement that parking spaces be unbundled for any affordable housing development where it can be shown that bundled parking is a financing requirement for the affordable housing project.

Y6.1.5

Interim Parking. Surface parking as a temporary or interim use is permitted in accordance with Table Y3.b, found in Chapter Y3, Land Use.

BICYCLE PARKING:

Y6.1.6

Residential Uses. For buildings having four (4) or more dwelling units with common access, bicycle parking shall be provided in the minimum quantities specified in Table Y6.b, regardless of whether off-street car parking is available. The maximum requirement is 400 spaces per building. Bicycle parking required by this chapter shall be provided to building occupants and tenants for their use at no cost or fee. Where residential buildings include an enclosed off-street parking facility, a minimum of 50% of the required Class 1 bicycle parking spaces shall be provided within the off-street parking facility.

Y6.1.7

Commercial Uses. New commercial buildings that exceed 10,000 square feet shall provide bicycle parking for that building in the quantities specified in Table Y6.c. Commercial buildings shall offer either Class 1 bicycle parking or Class 2 bicycle parking, or a combination of Class 1 and Class 2. For purposes of this chapter, commercial shall mean commercial and industrial. Where commercial buildings include an enclosed off-street parking facility, a minimum of 50% of the required Class 1 bicycle parking spaces shall be provided within the parking facility.

Y6.1.8

Definitions. Class 1 Bicycle Parking Spaces are facilities which protect the entire bicycle, its components, and accessories against theft and against inclement weather, including wind-driven rain. Examples of this type of facility include lockers, check-in facilities, monitored parking, restricted access parking, and personal storage. Class 2 Bicycle Parking Spaces are bicycle racks which permit the locking of the bicycle frame and one wheel to the rack, and which support the bicycle in a stable position.

Y6.1.9

Layout: A) Provided spaces may require that bicycles be parked in a vertical position. B) Required bicycle parking spaces shall not be provided within dwelling units, balconies, or private open space that is not publicly accessible. C) Bicycle spaces may be provided in parking garages.

Y6.1.10

Mixed-Use Buildings: Where a new commercial building includes residential use, the building's total non-residential square footage shall be used in calculating how many, if any, bicycle parking spaces are required for commercial uses, and the building's total number of dwelling units shall be used in calculating how many, if any, bicycle parking spaces are required for residential use.

	Minimum Number of Bicycle Parking Spaces Required
Dwelling units in all Districts	For projects up to 50 dwelling units: 1 Class 1 space for every 2 dwelling units
	For projects over 50 dwelling units, 25 Class 1 spaces, plus 1 Class 1 space for every 4 additional dwelling units over 50.
Group Housing	1 Class 1 space for every 3 bedrooms
Dwelling units dedicated to senior citizens or physically disabled persons	None required

Table Y6.b: Required bicycle parking for residential uses

Commercial Use	Minimum Number of Bicycle Parking Spaces Required
New commercial buildings whose primary use consists of medical or other professional services, general business offices, financial services, business and trade schools, and development or manufacturing.	Where the gross square footage of the floor area exceeds 10,000 square feet but is no greater than 20,000 feet, 3 bicycle spaces are required, of which at least 1 must be a Class 1 space.
	Where the gross square footage of the floor area exceeds 20,000 square feet but is no greater than 50,000 feet, 6 bicycle spaces are required, of which at least 2 must be Class 1 spaces.
	Where the gross square footage of the floor area exceeds 50,000 square feet, 12 bicycle spaces are required of which at least 4 must be Class 1 spaces.
New commercial buildings whose primary use consists of retail, eating and drinking, or personal services.	Where the gross square footage of the floor area exceeds 25,000 square feet but is no greater than 50,000 feet, 3 bicycle spaces are required, of which at least 1 must be Class 1 spaces.
	Where the gross square footage of the floor area exceeds 50,000 square feet but is no greater than 100,000 feet, 6 bicycle spaces are required, of which at least 2 must be Class 1 spaces.
	Where the gross square footage of the floor area exceeds 100,000 square feet, 12 bicycle spaces are required, of which at least 4 must be Class 1 spaces.

Table Y6.c: Required bicycle parking for commercial uses

CAR SHARING

Definitions. For purposes of this section, the following definitions shall apply:

- **A car-share service** is a mobility enhancement service that provides an integrated citywide network of neighborhood-based motor vehicles available only to members by reservation on a daily or hourly basis, or in smaller intervals, and at variable rates. Car-sharing is designed to complement existing transit and bicycle transportation systems by providing a practical alternative to private motor vehicle ownership, with the goal of reducing over-dependency on individually owned motor vehicles. Car-share vehicles must be located at unstaffed, self-service locations (other than any incidental garage valet service), and generally be available for pick-up by members 24 hours per day. A car-share service shall provide automobile insurance for its members when using car-share vehicles and shall assume responsibility for maintaining car-share vehicles.
- **A car-share parking space** is any parking space generally complying with the standards set forth for the district in which it is located and dedicated for current or future use by any car-share organization through a deed restriction, condition of approval, or license agreement. Such deed restriction, condition of approval, or license agreement must grant priority use to any car-share organization that can make use of the space, although such spaces may be occupied by other vehicles so long as no car-share organization can make use of them. Any car-share parking space provided for under this chapter must be provided as an independently accessible parking space. In new parking facilities that do not provide any independently accessible spaces other than those spaces required for disabled parking, car-share parking may be provided on vehicle lifts so long as the parking space is easily accessible on a self-service basis 24 hours per day to members of the car-share organization. Property owners may enact reasonable security measures to ensure such 24-hour access does not jeopardize the safety and security of the larger parking facility where the car-share parking space is located, so long as such security measures do not prevent practical and ready access to the car-share parking spaces.
- **A car-share vehicle** is a vehicle provided by a car-share organization for the purpose of providing a car-share service.

Y6.1.11

For newly constructed buildings, if parking is provided, car-share parking spaces shall be provided in the amount specified in Tables Y6.d and Y6.e.

Y6.1.12

The required car-share spaces shall be made available, at no cost, to a car-share organization for purposes of providing car-share services for its car-share service subscribers. The car-share spaces may be provided either (i) on the building site, (ii) on another off-street or on-street site located within 800 feet of the building site, at the election of owner, or (iii) at such other site as is approved by the Executive Director (for projects located within the Tidelands Trust Overlay Zone), or the Planning Director (for projects located outside the Tidelands Trust Overlay Zone) based on a determination that the subject building occupants will have reasonably convenient access to car-share service and that the proposed location of one or more of the required car-share spaces would allow for more-efficient use of the car-share system.

Number of Residential Units	Number of Required Car-Share Parking Spaces
0--49	0
50--200	1
201 or more	2, plus 1 for every 200 additional dwelling units over 200

Table Y6.d: Required car-share parking spaces for residential uses

Number of Parking Spaces Provided for Non-Residential Uses or in a Non-Accessory Parking Facility	Number of Required Car-Share Parking Spaces
0--24	0
25--50	1
51 or more	2, plus 1 for every 50 additional parking spaces over 50

Table Y6.e: Required car-share parking spaces for non-residential uses

GUIDELINES

OFF-STREET PARKING

Y6.1.13
Access to off-street parking spaces should be designed so as to facilitate access to the subject property while minimizing transit, bicycle, and pedestrian conflicts.

Y6.1.14
Entrances and exits to off-street parking garages should be integrated with the building so that garage entrances are either flush with or recessed from the primary building face.

Y6.1.15
Entrances and exits to off-street parking garages on Parcel 2Y should be located upon the subject development parcel. The uppermost level of any parking structure should not be at a higher elevation than the adjoining Yerba Buena Road; additional parking levels should be constructed below this uppermost level. Vertical screening should be provided between the uppermost level of parking and Yerba Buena Road. In addition, horizontal screening (which may include shade structures) is encouraged so as to provide screening of this parking level from the adjacent Hilltop Park viewing points (see Figure Y6.g). Lighting should be screened or shrouded in such a way that light spillage is not observed from the adjoining Hilltop Park viewing points, from Treasure Island Road below the subject property or from distant off-island views such as from the Bay Bridge or the San Francisco waterfront.

Y6.1.16
Mechanical vents and utilities related to parking should minimize visual and noise impacts on public streets and adjacent residential development.

Y6.1.17
Garage and service entries should include either opaque or translucent garage door panels. Portions of the garage visible from the public realm should reflect the same architectural character employed throughout the rest of the building.

Y6.1.18
Exit door alcoves on the sidewalk are discouraged, unless they share space with any active surveillance such as primary entrances or active community uses.

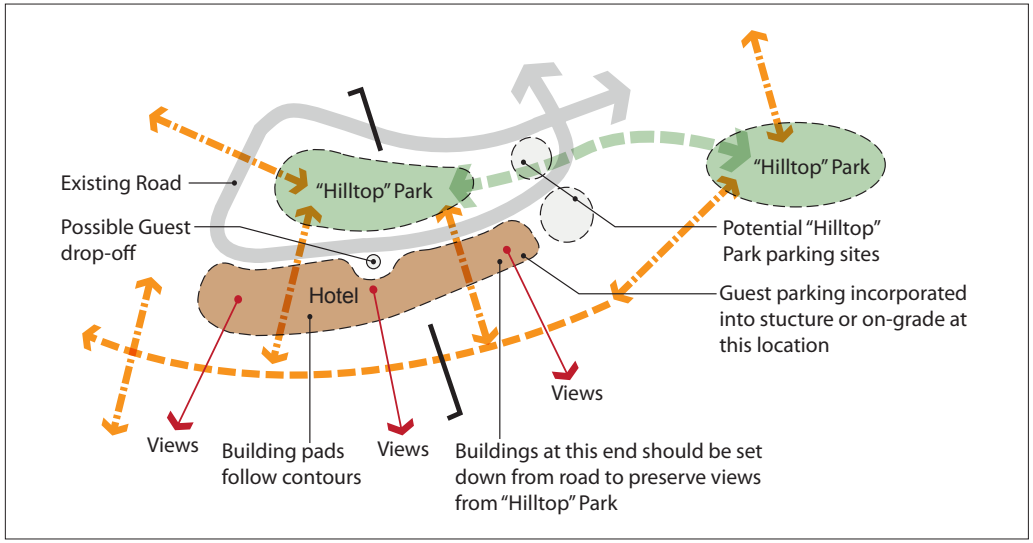


Figure Y6.f: Block 2Y Development Area Concept diagram

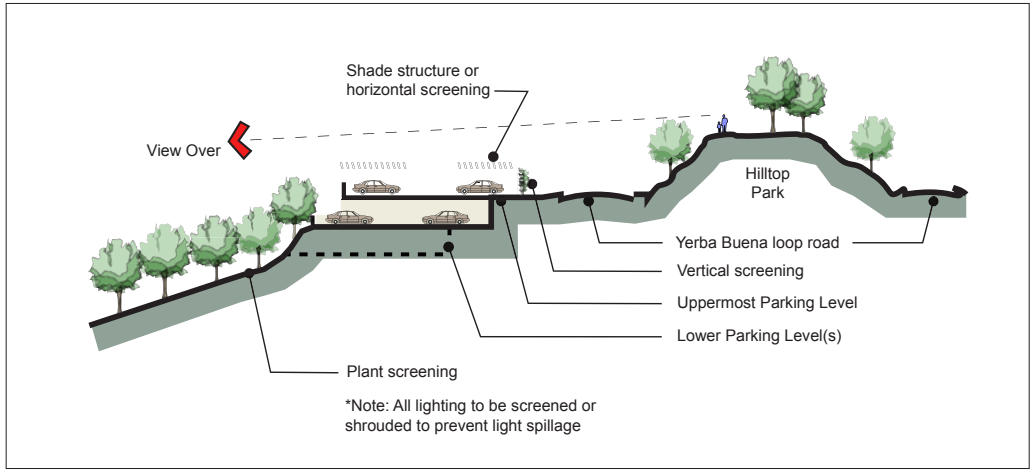


Figure Y6.g: Section Diagram at Parcel 2Y Parking Structure

Y6.2 LOADING

STANDARDS

Y6.2.1
Freight loading spaces shall be provided in the minimum quantities specified in Table Y6.h.

Y6.2.2
Freight loading spaces required for any use shall be located within a designated loading zone located on adjacent streets or access alleys or in an adjacent parking field, or be located off-street within the building being served subject to Guidelines Y6.2.6 through Y6.2.12. In no case shall they be located on drive courts. Dimensional and operational requirements for each type of freight loading space are set forth in Section Y6.2.3 (on-street loading) and Y6.2.4 (off-street loading) below.

Y6.2.3
On-Street Freight Loading and Service Vehicle Requirements

- Every freight loading space accommodated on-street to satisfy the requirements set forth in Figure Y6.h shall be of adequate size and provided in a manner that will not obstruct vehicular, transit, bicycle and pedestrian circulation, as determined by the Executive Director (for projects located within the Tidelands Trust Overlay Zone), or the Planning Director (for projects located outside the Tidelands Trust Overlay Zone).
- The Executive Director (for projects located within the Tidelands Trust Overlay Zone), or the Planning Director (for projects located outside the Tidelands Trust Overlay Zone) shall review the design of all on-street loading facilities to ensure that they are designed to minimize conflicts with transit, bicycle and pedestrians. Possible conditions to minimize transit, bicycle and pedestrian conflicts may include requiring a dedicated loading zone located outside of the path of travel of vehicular, bicycle, pedestrian and transit routes, or limiting hours of operation for freight loading zones located within vehicular, bicycle, pedestrian and transit routes to avoid conflicts.

Y6.2.4
Off-Street Freight Loading and Service Vehicle Requirements: In general, off-street loading is discouraged except where a project only has street access on a transit street and providing curb-side loading would impede transit. Where off-street freight loading is provided, the following requirements apply:

- The first off-street loading space provided to satisfy the requirements set forth in Table Y6.h shall have a minimum width of ten feet (10'), a minimum length of 25 feet, and a minimum vertical clearance, including entry and exit, of 12 feet.
- Every additional off-street freight loading space provided to satisfy the requirements set forth in Table Y6.h shall have a minimum length of 35 feet, a minimum width of 12 feet, and a minimum vertical clearance, including entry and exit, of 14 feet, except as provided below:
- Minimum dimensions specified herein shall be exclusive of platform, driveways, and maneuvering areas, except that minimum vertical clearance must be maintained to accommodate variable truck height due to driveway grade.
- Two service vehicle spaces may be substituted for each required off-street freight loading space. Each substituted service vehicle space shall have a minimum width of eight feet (8'), a minimum length of 20 feet, and a minimum vertical clearance of seven feet (7').
- Access to loading spaces shall be designed so as to facilitate access to the subject property while minimizing transit, bicycle, and pedestrian conflicts.
- Any off-street parking and loading zone and access provided within SOQMD, Quarters 10, and the Torpedo House shall be evaluated in conjunction with requirements to conform to the Secretary of the Interior's Standards for these buildings.

Y6.2.5
Rules for Calculation of Loading Spaces:

- When the calculation of the required number of loading spaces results in a fractional number, a fraction of one half (1/2) or more shall be adjusted to the next higher whole number of spaces, and a fraction of less than one half (1/2) shall be disregarded.
- The measurement of gross floor area shall be as defined in this Design for Development, except that non-accessory loading spaces and driveways, and maneuvering areas incidental thereto, shall not be counted.
- In the case of mixed uses in the same structure, on the same lot or in the same development, or more than one type of activity involved in the same use, the loading requirements Y6.2.4 shall be calculated for the various uses or activities computed separately, including fractional values.

Use or Activity	Gross Floor Area of Structure or Use (square feet)	Minimum Number of Freight Loading Spaces Required
Retail stores, wholesaling, manufacturing, and all other uses primarily engaged in the handling of goods.	0--10,000	0
	10,001--60,000	1
	60,001--100,000	2
	over 100,000	3, plus 1 for each additional 80,000 square feet
Offices, hotels, apartments, and all other uses not included above	0--100,000	0
	100,001--200,000	1
	200,001--500,000	2
	over 500,000	3, plus 1 for each additional 400,000 square feet

Table Y6.h: Required freight loading spaces

GUIDELINES

Y6.2.6
In the selection between an off-street location and an on-street location for loading, on-street loading is recommended, in order to reduce the number of curb cuts.

Y6.2.7
Off-street loading zone driveways, where provided, should be located away from major pedestrian routes and intersections and shared with parking entrances, where possible.

Y6.2.8
A loading zone(s) should be located in the same development block as the use served. Where located off-street, should provide adequate means of ingress/egress to a street or access alley.

Y6.2.9
Entrances to off-street loading facilities should be minimized in size and designed with visual buffers from pedestrian areas, where feasible.

Y6.2.10
Garage and service entries should include either opaque or translucent garage door panels. Portions of the garage visible from the public realm should reflect the same architectural character employed throughout the rest of the building.

Y6.2.11
Exit door alcoves on the sidewalk are discouraged, unless they share space with any active surveillance such as primary entrances or active community uses.

Y6.2.12
Where off-street loading is provided, adequate reservoir space should be provided on private property for entrance of vehicles to off-street parking and loading zones, except with respect to spaces independently accessible directly from the street.

Y6.2.13
Trash/recycling facilities and other utility services should be provided for all buildings in a location that balances residential access, convenient pick-up, maintenance, and screening from the active pedestrian zones of the street.

Y6.3 CURB CUT AND GARAGE ENTRY

The following standards and guidelines for curb cuts and garage entries apply to public streets only. Drive courts and streets will comply with the requirements of the San Francisco Fire Department for emergency vehicle access. In addition privately owned drive courts shall comply with the relevant requirements for fire apparatus access roads as noted in the California Fire Code. For Standards and Guidelines relating to Public Accessible Drive Courts see Standard Y5.4.12 and Guideline Y5.4.13 through Y5.4.20. Figure Y6.l shows the Yerba Buena Island Curb Cut Plan reflected in the following standards.

STANDARDS:

Y6.3.1
Final locations of curb cuts shall be determined through the subdivision map processes.

Y6.3.2
Figure Y6.l describes the location where curb cuts are not allowed.

Y6.3.3
Curb cuts to access off-street parking and loading serving multi-unit buildings shall be a minimum of 12 feet wide and no greater than 22 feet wide, shown in Figures Y6.j.

Y6.3.4
Curb cuts to access off-street parking for individual residential units with a front-loaded garage (e.g. townhouses) shall be a minimum of 10 feet wide and be no greater than 12 feet wide as shown in Figure Y6.k.

Y6.3.5
If providing access to two adjoining individual residential units (e.g. townhouses), the curb cuts may be combined so long as the curb cut is no greater than 22 feet wide, as shown in Figure Y6.i.

Y6.3.6
Minimum separation between adjoining curb-cuts shall allow sufficient room for street trees. Tree spacing requirements for each street as described in Chapter Y2 shall be adhered to, so as to create a consistent tree canopy along the street.

Y6.3.7
Townhouses that incorporate on-street garages shall have a sufficient street frontage and/or design characteristics to assure that the unit entry and other ground-level residential activities establish the predominant image for the townhouse while limiting the visual presence of garage doors.

An example of garages on a publicly accessible drive court

Y6.3.8
All surface parking related to Block 2Y shall be screened from views from the Hilltop Park. (Refer to Guidelines Y6.1.15 and Figure Y6.g.)

Y6.3.9
Garage doors serving enclosed parking for individual townhouses shall be restricted to single-wide garage doors; double-wide garage doors are not permitted.

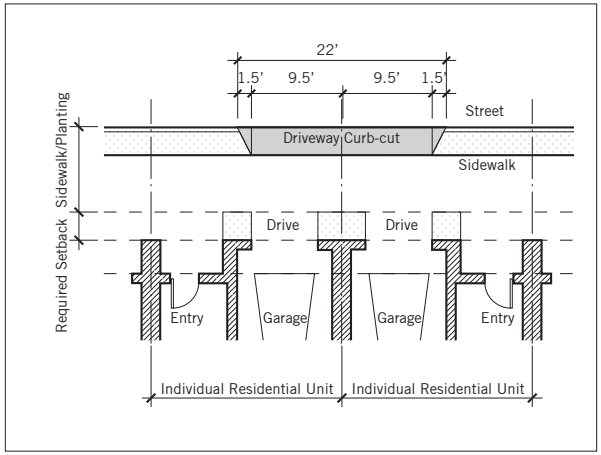


Figure Y6.i: Curb cut serving paired townhouse garages

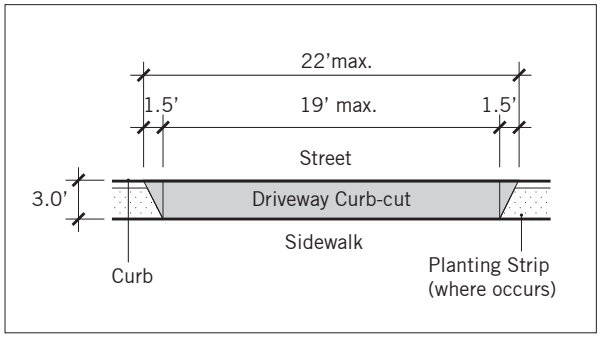


Figure Y6.j: Curb cut serving a parking garage driveway for a multi-unit building

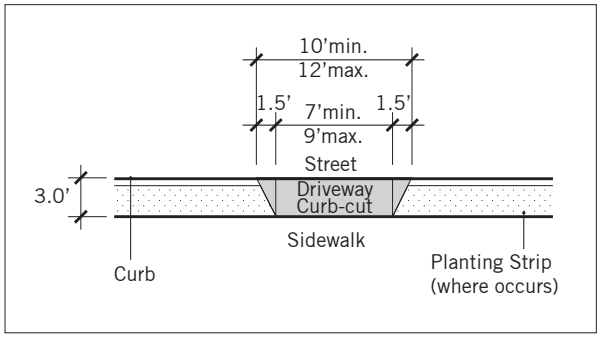


Figure Y6.k: Curb cut serving individual townhouse garage

GUIDELINES

Y6.3.10
Curb cuts for off-street parking and loading zones should be located and minimized in width to minimize transit, bicycle, and pedestrian conflicts.

Y6.3.11
To provide adequate space for stormwater management measures and ensure pedestrian safety and comfort, curb cuts should be located at a minimum of 15 feet away from corners.

Y6.3.12
Curb cuts should minimize disruption to the cadence of street trees so as to maintain a consistent tree canopy for the pedestrian environment.

Y6.3.13
Garage and service entries, when not in a drive-court configuration, can have a negative impact on aesthetic quality and property value. They should not be located on the dominant or primary elevation but should instead be located so as to maintain a comfortable public realm and avoid negatively impacting the visual environment for adjoining units.

Y6.3.14
Vehicular entries should be integrated architecturally into the building façade. Devices such as vertical alignment with building forms, window placement, and balcony configuration above entries are encouraged so that entries do not appear to have been placed randomly in the building façade.

Y6.3.15
Garage doors for adjoining units fronting onto private drive courts should be paired ("twinned") or, if the site topography requires it, be separated by a unit entry; continuous garage door openings of three or more are strongly discouraged. Tree planting between garage doors and at residential entries is encouraged. See Chapter Y5 for additional information regarding private drive courts.

Y6.3.16
Large exposed surface parking areas are discouraged and should be subterranean or wrapped when possible.

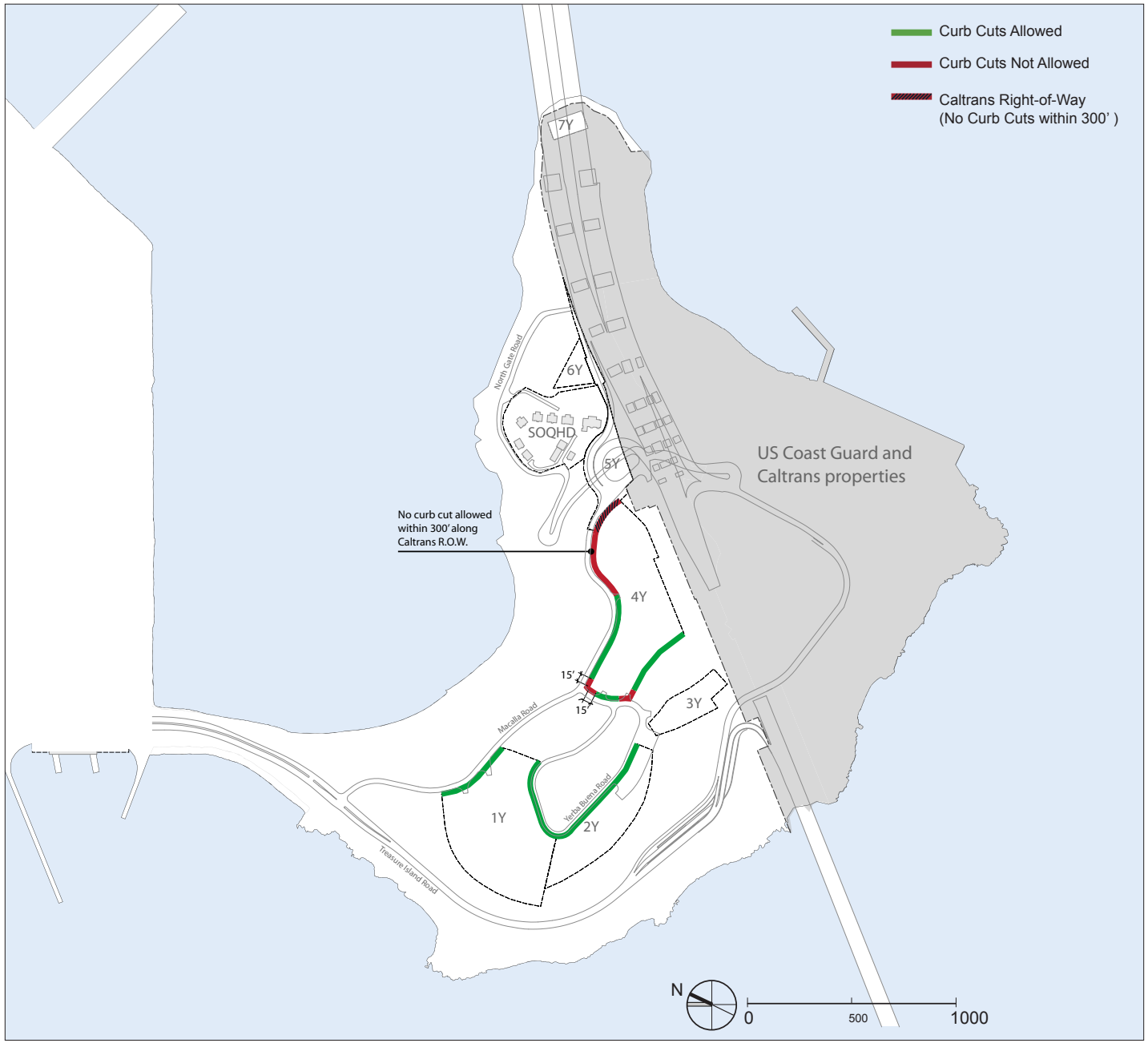


Figure Y6.I: Yerba Buena Island Curb Cuts Plan

IMPLEMENTATION

4.0

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GENERAL IMPLEMENTATION 4.1

4.1.1 SPECIAL USE DISTRICT

The Special Use District for Treasure Island / Yerba Buena Island refers to and invokes this Design for Development document containing detailed design standards and guidelines for all development within the Development Plan Area. This Design for Development was adopted by the Planning Commission and incorporated by reference into the Development Agreement by and between the City and Master Developer, approved by Ordinance by the Board of Supervisors.

4.1.2 DISPOSITION AND DEVELOPMENT AGREEMENTS

To ensure that this Design for Development is followed for all development within the Development Plan Area, TIDA also intends to enter into Disposition and Development Agreements ("DDAs") for all improvements, including both infrastructure, or "horizontal," and buildings, or "vertical," improvements. The basic terms of the DDAs are described and defined in the following paragraphs.

Horizontal Disposition and Development Agreement

The Horizontal Disposition and Development Agreement (the "Horizontal DDA") will be between TIDA and the Master Developer for Treasure Island and Yerba Buena Island (the "Master Developer"). The Horizontal DDA provides the Master Developer with the right to develop Treasure Island and Yerba Buena Island consistent with the Special Use District and the Design for Development and obligates the Master Developer to construct the horizontal infrastructure, including:

- Demolishing most of the buildings and improvements on the site and completing any required site remediation beyond that performed by the U.S. Government ;
- Performing geotechnical stabilization of areas within the Development Plan Area that are proposed for development of either buildings or streets;
- Grading the site to prepare it for development;
- Making transportation improvements (including construction of streets, bikeways and pedestrian paths, a transit hub, a ferry quay, and parking garages);
- Constructing utility distribution systems on Treasure and Yerba Buena Islands, including water and wastewater systems, storm drainage systems, and dry utilities; and
- Constructing public parks and open space.

The Horizontal DDA will include supporting documents and plans to develop the horizontal infrastructure on both Treasure and Yerba Buena Islands in accordance with the relevant provisions of this Design for Development that apply to horizontal improvements – particularly Open Space (Chapters T1 and Y1), Streets (Chapters T2 and Y2) and Land Use (Chapters T3 and Y3). The DDA with

the Master Developer will ensure that Master Developer constructs all improvements consistent with this Design for Development, as more particularly described in the "Design Review Process" Section below. The Horizontal DDA will provide for the Master Developer to develop Treasure and Yerba Buena Islands in a number of major phases and sub-phases over a period of years.

Vertical Disposition and Development Agreement

All developers of new buildings and structures, including affordable housing developers, on privately owned or leased property on Treasure Island and Yerba Buena Island (the "Vertical Developers') will be required to enter into a Vertical Disposition and Development Agreement, or Lease Disposition and Development Agreement for property on Public Trust Land (collectively referred to as the "Vertical DDA") between the Master Developer, the Vertical Developer and TIDA. Unlike the Horizontal DDA, which applies to all horizontal improvements across the Development Plan Area, TIDA anticipates entering into multiple Vertical DDAs – one for each land parcel to be leased or sold to third parties for development in the Project Area. Like the Horizontal DDA, each Vertical DDA also affords certain rights to and imposes certain obligations on the Vertical Developer. The rights granted by the Vertical DDA are principally the right to construct a certain amount of development (e.g. a specified number of dwelling units, or square feet of office or retail space). The obligations imposed by the Vertical DDA include constructing that development in compliance with the Special Use District, the relevant provisions of this Design for Development that apply to vertical improvements – particularly Land Use (Chapter T3 and Y3), Building Envelope (Chapters T4 and Y4), Building Design (Chapters T5 and Y5) and Parking and Loading (Chapters T6 and Y6) – and the Green Building Specifications. The Vertical DDA further requires that the Vertical Developer comply with the design review process set forth in the Special Use District, as described in the section immediately following this section.

Each Vertical DDA will also address the amount of inclusionary affordable housing required, if any, to be built on that parcel, the maximum amount of off-street parking permitted to be constructed on that parcel, access and other development easements, and any on-site community facilities (e.g. child-care, community meeting rooms and neighborhood parks) that must be completed as part of the vertical improvements.

4.1.3 DESIGN REVIEW PROCESS

Horizontal Review Process

TIDA will review all horizontal development proposals (regardless of whether the proposal relates to property located within or outside the Tidelands Trust Overlay Zone) for consistency with the Design for Development and all other applicable provisions of the DDA through the design review and document approval procedure (DRDAP) included as part of the Horizontal DDA. .

TIDA's review of horizontal development under the DRDAP is in addition to, and does not waive the requirements of, subdivision review and approval by the City, as specified in the Subdivision Map Act and in the Treasure Island/ Yerba Buena Island Subdivision Code. However, submittal requirements under the DRDAP and the Treasure Island/Yerba Buena Island Subdivision Code have been coordinated, with the intention that the number and types of submittals under the DRDAP and the Subdivision Map Act by the Master Developer, Vertical Developer and subsequent property owners be minimized and unnecessary duplication of time and effort avoided. TIDA has entered into a Development Agreement, as well as an Interagency Cooperation Agreement, which agreements are intended to ensure that TIDA and the City departments responsible for processing applications under the Treasure Island/Yerba Buena Island Subdivision Code understand what submissions will be required and to ensure that all reviewing entities process applications in a timely and coordinated manner that is consistent with the DRDAP.

Vertical Review Process

TIDA (for property located within the Tidelands Trust Overlay Zone) or the Planning Department (for property located outside the Tidelands Trust Overlay Zone) will review all vertical development proposals for consistency with the Special Use District and the Design for Development through the procedures set forth in the Special Use District.

4.1.4 HISTORIC RESOURCES

Historic resources on the Islands are identified in Section 1.4 Places. T5.11 and Y5.7.15-16 of the Design for Development. Because all historic resources on Treasure Island and Yerba Buena Island are located on Tidelands Trust property, the Special Use District provides TIDA with jurisdiction over design review of these historic resources.

Chapters T5 and Y5 of this Design for Development set forth requirements for design related to historic resources, including requirements that rehabilitation of resources listed on the National Register of Historic Places comply with the Secretary of the Interior's Standards for Rehabilitation (the Secretary's Standards). TIDA shall conduct review to ensure that any alterations to historic resources on Treasure Island or Yerba Buena Island, or new construction within the contributing sites of such historic resources, as delineated in Chapters T5 and Y5 of this Design for Development, comply with the standards and guidelines set forth in Chapters T5 and Y5 which require adherence to the Secretary's Standards. For projects undertaken by any entity or person other than TIDA, TIDA shall conduct its review in accordance with the procedures set forth in the Special Use District and this Design for Development. In reviewing and approving design submittals for historic resources, this Design for Development requires that TIDA first consult with a qualified professional preservation architect, planner, architectural historian or other professional experienced in the application of the Secretary's Standards to adaptive reuse projects (the "Preservation Specialist"). For projects undertaken directly by TIDA, TIDA shall not approve any historic resource rehabilitation project without first consulting a Preservation Specialist as to the proposed project's compliance with the Secretary's Standards.

If a historic rehabilitation project would involve certain federal or state decisions, including federal funding or projects that apply for the 20% federal tax credit for historic rehabilitation, such actions will be subject to review, recommendation and approval by the State Historic Preservation Office ("SHPO") and the National Park Service to the extent provided by applicable laws. In the event of a difference in the interpretation of the application of the Secretary's Standards between TIDA, the SHPO, and/or the National Park Service with respect to such tax credit application and project, the interpretation of the National Park Service or the SHPO will prevail.

4.1.5 OFFICE DEVELOPMENT LIMITATIONS

The Special Use District provides that Planning Code Section 320-325 (Office Development Limitations) applies to the Islands. Accordingly, no office development project contemplated by this Design for Development may be disapproved either for inconsistency with Planning Code Sections 320-325 or, in favor of another office development project that is located outside the Development Plan Area and subject to Planning Code Sections 320-325; provided, however, that no office development project shall be approved that would cause the then applicable annual limitation contained in Planning Code Section 321 to be exceeded; taking into account priority commitments for available annual office space previously granted by the Planning Commission to the development projects at Mission Bay (Planning Commission Resolution No. 14702) and Candlestick/Hunters Point (Planning Commission Resolution No. ___).

Upon such determination, the Planning Commission shall issue a project authorization for such project. To the extent that the project is within the Tidelands Trust Overlay Zone, and therefore subject to TIDA review and approval, the decision on the design of any particular new office development project reviewed pursuant to this Section shall be binding on TIDA.

The requirements for Planning Commission approval of office development described above shall be applicable unless application would be prohibited by California or local law.

4.1.6 PARKING ALLOCATION

This Design for Development allows construction of both on-street and off-street car parking. The Horizontal DDA anticipates that any off-street car parking will be provided through a combination of both off-street accessory parking facilities located within individual development projects (to be constructed by the Vertical Developer pursuant to a Vertical DDA) and within a number of centralized parking garages that will serve a mix of uses (which may be constructed by the Master Developer pursuant to the Horizontal DDA). Some accessory parking may be also provided on off-street surface lots, either on an interim basis or, for particular uses such as open space, on a permanent basis.

Maximum off-street car parking accessory to residential, office/commercial, retail, hotel and marina uses are governed by Chapters T6 (for Treasure Island) and Y6 (for Yerba Buena Island). These Chapters provide a maximum car parking ratio for each listed use; these ratios are applied on an aggregate basis across the Development Plan Area for all development of the listed land use type.

The Horizontal DDA includes a process to distribute parking and ensure that no more than the maximum amount of car parking for each listed use will be developed within the Development Plan Area: The Horizontal DDA process requires the following:

1. Prior to conveyance of Property by TIDA to the Master Developer for a Major Phase, the Master Developer shall project the number of residential units and commercial square footage to be developed within the Major Phase, as well as the number of car parking spaces to be allocated to that Major Phase.
2. At the time of each land sale or ground lease to a vertical developer, the Master Developer in turn shall allocate a maximum number of car parking spaces available to that project, and specify what portion of those space(s) are to be developed on the property by each Vertical Developer, and what portion are to be located in a centralized facility. These terms will be documented in the Vertical DDA. In no event can the aggregate amount of parking spaces allocated to Vertical Developers in that Major Phase exceed the total number of parking spaces permitted under that Major Phase.
3. Prior to the conveyance of each subsequent Major Phase, TIDA shall have the ability to review the completed amount of development and parking developed in the prior Major Phase, as well as the projected development and parking for the next Major Phase. TIDA shall have the ability to restrict development of car parking spaces within the Development Plan Area for the subsequent Major Phase to the extent it would exceed the maximum car parking for each listed use set forth in this Design for Development.
4. Compliance with the parking requirements of the Special Use District and this Design for Development shall be reviewed by Planning or TIDA, as applicable, in accordance with the procedures of the Special Use District.

4.1.7 INCLUSIONARY HOUSING

The DDA includes a Housing Plan that governs the development of affordable housing on the Islands. As set forth in the DDA and provided in the Development Agreement, TIDA shall administer the housing program set forth in the Housing Plan, including approval of the location and allocation of inclusionary units. Without limiting the foregoing or anything else in this Design for Development, the provisions of Planning Code Section 315 et seq. expressly do not apply to the Islands and the Planning Commission shall have no independent review of compliance of Vertical Development with the Housing Plan.

4.1.8 GENERAL PROVISIONS

4.1.7.1

Applicability of State and Federal Law. To the extent that the standards or guidelines set forth in this Design for Development are preempted by state or federal law, including, without limitation, the Americans with Disabilities Act or Title 24 of the California Code of Regulations (California Physical Access Laws), the applicable State or Federal Code shall prevail.

4.1.7.2

Process for Amendment. The Planning Commission may initiate and adopt amendments to the Design for Development or may approve amendments to the Design for Development upon application by the Treasure Island Development Authority ("TIDA") or upon initiation by either agency or upon application by an owner of property (or his or her authorized agent) within Treasure Island or Yerba Buena Island to the extent that such amendments are consistent with this Special Use District, the General Plan and the approved Development Agreement. Prior to acting upon any such amendment, the Planning Commission shall refer the proposed amendment to the TIDA Board for review and recommendation.

4.1.7.3

Interpretation. In the event of an ambiguity or of circumstances not specifically provided for in this Design for Development, the Planning Director shall interpret the intent of the standards and guidelines contained herein. The Executive Director (for uses located within the Tidelands Trust Overlay Zone) or the Planning Director (for uses located outside the Tidelands Trust Overlay Zone) shall have the authority to determine whether a land use not specifically listed within the Permitted and Special Uses of Chapters 3T and 3Y generally fits within a category of a permitted or special use and is consistent with the intent of the Special Use District and this Design for Development and may be allowed as a permitted or special use.

4.1.7.4

Environmental Impact. Because the Environmental Impact Report (EIR) prepared and certified for the development of Treasure Island and Yerba Buena Island Project is both a "project" EIR and a "program" EIR, it is anticipated that the approval of each subsequent application consistent with this Design for Development shall not require the preparation of new environmental documents, unless otherwise required pursuant to Public Resources Code Section 21166, as same may be amended from time to time.

4.1.7.5

In the event of a conflict between the terms of this Design for Development and the Mitigation Measures included as part of the Mitigation Monitoring and Reporting Plan adopted by the Board of Supervisors (File No. _____) and TIDA (Resolution No. _____), the terms of the Mitigation Measures shall prevail.

VEGETATION FIRE MANAGEMENT PLAN 4.2

Yerba Buena Island

The following standards and guidelines addressing the management of vegetation adjacent to building structures shall apply to development on Yerba Buena Island only. They are intended to provide examples of fuel modification and building improvement measures that can be used to create defensible space areas around buildings or structures, as well as to reduce the likelihood of fire transfer between vegetation and structure fuels or the ignition of structure materials. Research and experience have shown that fuel reduction around a building, in combination with specific building improvements, increases the probability of its surviving a wildfire. Fuel reduction through vegetation management is the key to creating a good defensible space, while the implementation of specific building improvements related to roofing and exterior finish materials, as well as the protection of building openings, reduces the ability of fire to transfer from vegetation to building structure fuels or to cause the ignition of building materials.

This chapter is organized into three categories:

4.2.1 Creation of Defensible Space

4.2.2 Building Materials and Construction Methods for Exterior Wildfire Exposure

4.2.3 Definitions

The scope and purpose of the Vegetation Fire Management standards and guidelines are as follows:

Scope: This chapter addresses the mitigation of conditions on Yerba Buena Island where a wildfire burning in vegetative fuels may readily transmit fire to buildings and threaten to destroy life, overwhelm fire suppression capabilities, or result in large property losses.

Purpose: The purpose of this chapter is 1) to provide minimum standards and guidelines to increase the ability of buildings on Yerba Buena Island to resist the intrusion of flame or burning embers being projected by a vegetation fire, and 2) to contribute to a systematic reduction in conflagration losses through the use of performance and prescriptive requirements.

4.2.1 CREATION OF DEFENSIBLE SPACE

Creation of defensible space through vegetation management usually means reducing the amount of fuel around the building or structure, providing separation between fuels, and/or reshaping retained fuels by trimming. Defensible space can be created removing dead vegetation, separating fuels, and pruning lower limbs.

In all cases, fuel reduction means arranging the tree, shrubs and other fuels sources in a way that makes it difficult for fire to transfer from one fuel source to another. It does not mean cutting down all trees and shrubs, or creating a bare ring of earth across the property.

STANDARDS

4.2.1.1
A firebreak shall be maintained by removing and clearing away all flammable vegetation and other combustible growth within 30 feet of each building or structure. Single specimens of trees or other vegetation may be retained provided they are well spaced (ten feet [10'] between tree crowns), well pruned, and create a condition that avoids spread of fire to other vegetation or to a building or structure.

4.2.1.2
Dead and dying woody surface fuels and aerial fuels within the 30-foot zone defensible space shall be removed. Loose surface litter, normally consisting of fallen leaves or needles, twigs, bark, cones, and small branches, shall be permitted to a depth of three inches (3").

GUIDELINES

4.2.1.3
These guidelines are primarily intended to eliminate trees, bushes, shrubs and surface debris that are completely dead or with substantial amounts of dead branches or leaves/needles that would readily burn.

4.2.1.4
Downed logs or stumps anywhere within 30 feet from the building or structure, when embedded in the soil, may be retained when isolated from other vegetation.

4.2.1.5
Grass generally should not exceed four inches (4") in height. However, homeowners may keep grass and other forbs (wild-flowers) less than 18 inches in height above the ground when these grasses are isolated from other fuels or where necessary to stabilize the soil and prevent erosion.

4.2.1.6
To achieve defensible space while retaining a stand of larger trees with a continuous tree canopy, apply the treatments noted below in 4.2.1.7 and 4.2.1.8.

4.2.1.7
Generally, remove all surface fuels greater than four inches (4") in height.

4.2.1.8
Remove lower limbs of trees ("prune") to at least six feet (6') up to 15 feet (or the lower 1/3 branches for small trees). Properties with greater fire hazards, such as steeper slopes or more severe fire danger, may require pruning heights in the upper end of this range.

4.2.1.9
Replace highly flammable vegetation such as pine, eucalyptus, juniper and fir trees with lower growing, less flammable species.

4.2.1.10
Vegetation removal can cause soil disturbance, soil erosion, re-growth of new vegetation, and introduce non-native invasive plants. Always keep soil disturbance to a minimum, especially on steep slopes.

4.2.1.11
Remove vines from the walls of buildings or structures.

4.2.1.12
Move shrubs and other landscaping three feet (3') away from the sides of buildings or structures.
Exception: Not required when such shrubs and other landscaping is irrigated by a programmable drip or sprinkler landscape irrigation system.

4.2.1.13
Prune branches and shrubs within ten feet (10') of chimneys and stove pipes.

4.2.1.14
Avoid using bark and wood chip mulch.
Exception: May be used when landscaping area is irrigated by a programmable sprinkler-type landscape irrigation system.

4.2.1.15
Clear away leaves, trash and other combustible materials from underneath projecting decks and porches.

4.2.1.16
PG&E, or authorized utility company, should clear branches from power lines.

4.2.2 BUILDING MATERIALS AND CONSTRUCTION METHODS FOR EXTERIOR WILDFIRE EXPOSURE

The following is a summary of measures involving building materials and construction methods designed to address exposure to wildfire and the prevention of fire transfer from vegetation to building fuels.

STANDARDS

4.2.2.1
Standards of quality. The State Fire Marshal standards listed below and as referenced in this chapter are located in the California Referenced Standards Code, Part 12 and Chapter 35 of this code: **SFM 12-7A-1**, Exterior Wall Siding and Sheathing; **SFM 12-7A-2**, Exterior Window; **SFM 12-7A-3**, Under Eave; **SFM 12-7A-4**, Decking.

4.2.2.2
Automatic Fire Sprinklers. Any new construction, or new additions to existing structures requiring a permit, shall be required to install automatic fire sprinklers or other approved automatic suppression system throughout the structure complying with NFPA 13, NFPA 13R, NFPA 13D as appropriate or other SFFD approved standard.

ROOFING

4.2.2.3
General. Roofs shall have a Class A minimum fire resistance and shall have a roofing assembly installed in accordance with its listing and the manufacturer's installation instructions. Wooden shakes and shingles are prohibited roof coverings regardless of the assembly rating of the roof system.

4.2.2.4
Roof coverings. Where the roof profile allows a space between the roof covering and roof decking, the spaces shall be constructed to prevent the intrusion of flames and embers, be fire-stopped with approved materials or have one layer of 72 pound (32.4 kg) mineral-surfaced non-perforated cap sheet complying with ASTM D3909 installed over the combustible decking.

4.2.2.5
Roof valleys. When provided, valley flashings shall be not less than 0.019-inch (0.48 mm) (No. 26 galvanized sheet gage) corrosion-resistant metal installed over a minimum 36-inch-wide (914 mm) underlayment consisting of one layer of 72 pound (32.4 kg) mineral-surfaced non-perforated cap sheet complying with ASTM D3909 running the full length of the valley.

4.2.2.6
Roof gutters. Roof gutters shall be provided with the means to prevent the accumulation of leaves and debris in the gutter.

4.2.2.7
Spark Arrestors. All chimneys of fireplaces, stoves, barbecues or heating appliances using solid fuel shall be provided with an approved spark arrestor. The net free area of the spark arrestor shall be not less than four times the net free area of the outlet of the chimney. The spark arrestor shall have heat and corrosion resistance equivalent to twelve-gauge wire, nineteen gauge galvanized wire, or twenty-four-gauge stainless steel. Openings shall not permit the passage of spheres having a diameter larger than one-half inch and shall not block the passage of spheres having a diameter of less than three-eighths inch. The arrestor shall be securely attached to the chimney or stovepipe and shall be adequately supported. The use of bands, mollies, masonry anchors or mortar ties are recommended depending upon the individual need.

ATTIC VENTILATION

4.2.2.8
General. Roof and attic vents shall resist the intrusion of flame and embers into the attic area of the structure, or shall be protected by corrosion-resistant, noncombustible wire mesh with openings a minimum of 1/8 inch (3.2 mm) and shall not exceed 1/4 inch (6 mm), or its equivalent.

4.2.2.9
Eave or cornice vents. Vents shall not be installed in eaves and cornices. *Exception:. Eave and cornice vents may be used provided they resist the intrusion of flame and burning embers into the attic area of the structure.*

4.2.2.10
Eave protection. Eaves and soffits shall be protected by ignition-resistant materials or noncombustible construction on the exposed underside.

EXTERIOR WALLS

4.2.2.11
General. Exterior walls shall be approved noncombustible or ignition-resistant material, heavy timber construction or shall provide protection from the intrusion of flames and embers in accordance with standard SFM 12-7A-1.

4.2.2.12
Exterior wall coverings. Exterior wall coverings shall extend from the top of the foundation to the roof, and terminate at two inch (50.8 mm) nominal solid wood blocking between rafters at all roof overhangs, or in the case of enclosed eaves, terminate at the enclosure.

4.2.2.13
Exterior wall openings. Exterior wall openings shall be in accordance with standards 4.2.2.14, 4.2.2.15, and 4.2.2.16 below.

4.2.2.14
Exterior wall vents. Unless otherwise prohibited by other provisions of these standards, vent openings in exterior walls shall resist the intrusion of flame and embers into the structure or vents shall be screened with a corrosion-resistant, noncombustible wire mesh with 1/4 inch (6 mm) openings, or its equivalent.

4.2.2.15
Exterior glazing and window walls. Exterior windows, window walls, glazed doors, and glazed openings within exterior doors shall be insulating-glass units with a minimum of one tempered pane, or glass block units, or have a fire-resistance rating of not less than 20 minutes, when tested according to NFPA 257, or conform to the performance requirements of SFM 12-7A-2.

4.2.2.16
Exterior door assemblies. Exterior door assemblies shall conform to the performance requirements of standard SFM 12-7A-1 or shall be of approved noncombustible construction, or solid core wood having stiles and rails not less than 1-3/8 inches thick with interior field panel thickness no less than 1-1/4 inches thick, or shall have a fire-resistance rating of not less than 20 minutes when tested according to NFPA 252.
Exception: Noncombustible exterior fire-retardant treated wood vehicle access doors are not required to comply with this standard.

DECKING

4.2.2.16
Decking surfaces. Decking, surfaces, stair treads, risers, and landings of decks, porches, and balconies where any portion of such surface is within ten feet (3048 mm) of the primary structure shall comply with one of the following methods:

- Shall be constructed of ignition-resistant materials and pass the performance requirements of SFM 12-7A-4, Parts A and B.
- Shall be constructed with heavy timber, exterior fire-retardant-treated wood or approved noncombustible materials.
- Shall pass the performance requirements of SFM 12-7A-4, Part A, 12-7A-4.7.5.1 only with a net peak heat release rate of 25kW/sq-ft for a 40-minute observation period and:
  a. Decking surface material shall pass the accelerated weathering test and be identified as exterior type, in accordance with ASTM D-2898 and ASTM D-3201 and;
  b. The exterior wall covering to which it the deck is attached and within 10-feet (3048 mm) of the deck shall be constructed of approved noncombustible or ignition resistant material.
  Exception: Walls are not required to comply with this subsection if the decking surface material conforms to the ASTM E-84 Class B flame spread standard.

4.2.2.17
The use of paints, coatings, stains, or other surface treatments are not an approved method of protection as required in this chapter.

UNDER FLOOR AND APPENDAGE PROTECTION

4.2.2.18
Underside of appendages and floor projections. The underside of cantilevered and overhanging appendages and floor projections shall maintain the ignition-resistant integrity of exterior walls, or the projection shall be enclosed to the grade.

4.2.2.19
Unenclosed under floor protection. Buildings shall have all under floor areas enclosed to the grade with exterior walls in accordance with Standards 4.2.2.11 through 4.2.2.16.
Exception: The complete enclosure of under floor areas may be omitted where the underside of all exposed floors, exposed structural columns, beams and supporting walls are protected as required with exterior ignition-resistant material construction or be heavy timber.

ANCILLARY BUILDINGS AND STRUCTURES

4.2.2.20
Ancillary buildings and structures. Ancillary buildings and structures and detached accessory structures shall comply with the provisions of these standards.

UTILITY CONNECTIONS

4.2.2.21
Underground utility connections. Provisions shall be made for the undergrounding of all utilities serving the property, including but not limited to electrical, telephone and cable television, by the installation of appropriately sized underground conduits extending from the street to the property or building structure.

4.2.2.22
Utilities. Utilities, pipes, furnaces, water heaters or other mechanical devices located in an exposed under floor area of a building or structure shall be enclosed with material as required for exterior one hour fire resistive construction. Adequate covered access openings for servicing and ventilation of such facilities shall be provided as required by appropriate codes.

4.2.3 DEFINITIONS

The definitions for some of the terms used in these standards and guidelines are as follows.

Aerial fuels:

All live and dead vegetation in the forest canopy or above surface fuels, including tree branches, twigs and cones, snags, moss, and high brush. Examples include trees and large bushes.

Building or structure:

Any structure used for support or shelter of any use or occupancy.

Defensible space:

The area within the perimeter of a parcel where basic wildfire protection practices are implemented, providing the key point of defense from an approaching wildfire or escaping structure fire. The area is characterized by the establishment and maintenance of emergency vehicle access, emergency water reserves, street names and building identification, and fuel modification measures.

Flammable and combustible vegetation:

Fuel as defined in these guidelines.

Fuel vegetative material:

Live or dead, this is vegetative material that is combustible during normal summer weather. For the purposes of these guidelines, it does not include fences, decks, woodpiles, trash, etc.

Ignition-resistant material:

This is any product which, when tested in accordance with ASTM E 84 for a period of 30 minutes, shall have a flame spread of not over 25 and show no evidence of progressive combustion. In addition, the flame front shall not progress more than 10½ feet (3200 mm) beyond the centerline of the burner at any time during the test. Materials shall pass the accelerated weathering test and be identified as exterior type, in accordance with ASTM D 2898 and ASTM D 3201. All materials shall bear identification showing the fire performance rating thereof. That identification shall be issued by ICC-ES or a testing facility recognized by the State Fire Marshal having a service for inspection of materials at the factory. Fire-Retardant-Treated Wood or noncombustible materials shall satisfy the intent of this section. The enforcing agency may use other definitions of ignition-resistant material that reflect wildfire exposure to building materials and/or their materials, performance in resisting ignition.

Ladder fuels:

Fuels that can carry a fire vertically between or within a fuel type.

Surface fuels:

Loose surface litter on the soil surface, normally consisting of fallen leaves or needles, twigs, bark, cones, and small branches that have not yet decayed enough to lose their identity; also grasses, forbs, low and medium shrubs, tree seedlings, heavier branches and downed logs.

Wildfire:

Any uncontrolled fire spreading through vegetative fuels that threatens to destroy life or property.

Wildfire exposure:

Wildfire exposure is radiant heat, convective heat, direct flame contact, and/or burning embers being projected by vegetation fire to a structure and its immediate environment.

APPENDIX

5.0

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DEFINITIONS

A1

The following definitions apply to this Treasure Island and Yerba Buena Island Design for Development.

Adult Entertainment

An amusement and entertainment use which includes the following: adult bookstore, as defined by Section 791 of the San Francisco Police Code; adult theater, as defined by Section 791 of the Police Code; and encounter studio, as defined by Section 1072.1 of the Police Code, as in effect as of the date of adoption of this Plan.

Agriculture (Urban Farm)

A use that involves the cultivation of herbs, fruits, flowers, or vegetables, including the cultivation and tillage of soil and the production, cultivation, growing, and harvesting of any agricultural, floricultural, or horticultural commodity, on a scale that is primarily hand tended and organic without the use of chemical pesticides or heavy farm machinery. Agriculture (Urban Farm) includes community gardens where multiple users have the use of the agricultural plot, and may include associated activities involving bees, chickens and small livestock.

Amusement Enterprise

An amusement and entertainment use which provides amusement game devices such as video games, pinball machines, or other such similar mechanical and electronic amusement devices, in a quantity which exceeds that specified as an Accessory Use in Section 1036.31 of the San Francisco Police Code, as in effect as of the date of adoption of this Plan.

Animal Services

An animal-care use which provides medical care and accessory boarding services for animals, not including a commercial kennel.

Arts Activities and Spaces

Arts activities shall include performance, exhibition (except exhibition of films), rehearsal, production, post-production, and schools of any of the following: dance, music, dramatic art, film, video, graphic art, painting, drawing, sculpture, small-scale glass works, ceramics, textiles, woodworking, photography, custom-made jewelry or apparel, and other visual, performance and sound arts and crafts. This designation shall also include commercial arts and art-related business service uses including, but not limited to, recording and editing services; small-scale film and video developing and printing; titling; video and film libraries; special effects production; fashion and photo stylists; production, sale and rental of theatrical wardrobes; set designs and production; film sound stages and production facilities; and studio property production and rental companies. Art spaces shall include studios, workshops, galleries, museums, archives, and other similar spaces customarily used principally for arts activities, exclusive of Theaters, dance halls, and any other establishment where liquor is customarily served during performances.

Automobile Rental

A retail use which provides vehicle rentals, whether conducted within a building or on an open lot.

Back-of-Walk

The edge of a sidewalk that abuts the development parcel/area. Commonly used to demarcate the boundary between a public right-of-way and private development parcel.

Bar

A principal retail use, not located in a restaurant, that provides on-site alcoholic beverage sales for drinking on the premises. This includes bars serving beer, wine and/or liquor to the customer where no person under 21 years

of age is admitted (with Alcoholic Beverage Control "ABC" licenses 42,48, or 61) as well as drinking establishments serving liquor (with ABC licenses 47 or 49) in conjunction with other uses which admit minors, such as theaters and other entertainment.

Blank Wall

Any streetwall area that is not transparent, including solid doors and mechanical area wall(s).

Block

An area of land bounded by public rights-of-way as designated numerically on the Project Boundary, Block, and Street Grid maps.

Building

Any structure having a roof supported by columns or walls and intended for supporting or sheltering any use or permanent occupancy.

Building Entry

The point of a building associated with accessibility of the user, not including service or loading access.

Building Envelope

The overall exterior shape of a building of structure; the proportion aspect of the elements of the form.

Building Face

The major or primary plane of the exterior wall of the building. The term is often used in context with its relationship to an adjacent street or public area.

Building Height

The vertical distance between the average finish grade, measured along the full parcel perimeter, to the roof of the top occupied floor of each building.

The height standards and the definition of those portions of a building that may project above the applicable maximum height are noted under sub-chapter T4.4 and Y4.4.

Building Projection

Any portion of the building projecting from the building face at twelve feet (12') above grade, or from a point above the ground floor.

Bulk

The maximum physical dimensions of built volume. Standards include: maximum diagonal and plan dimensions, and maximum floor plate area.

Catering Establishment

A home and/or business service that involves the preparation and delivery of goods such as the following items: food, beverages, balloons, flowers, plants, party decorations and favors, cigarettes, and candy.

Centralized Parking Facility

A structured parking facility, which may be above- or below-grade, constructed for the purpose of providing off-street parking for uses within the Development Plan Area.

Corner

The first fifty feet of a block measured from the intersection of two or more streets.

Curb Return

The tangent point at which the curved portion of a street curb returns from a corner or curb-extension / bulb-out to a straight or regular condition.

Curb Cut

The area in which the street curb is lowered to the street grade in order to accommodate vehicular access into a block, parcel, or area.

Development Plan Area

All areas of Treasure Island and Yerba Buena Island that are subject to the Special Use District.

Design Guidelines

Design recommendations and preferred elements for both private and public design and construction activities at Treasure Island and Yerba Buena Island. Projects that are consistent with these recommendations will implement the goals and objectives for physical improvements at the Treasure Island and Yerba Buena Island, which have been endorsed and adopted by the Citizens Advisory Committee and all appropriate City Agencies. Design Guidelines are not mandatory requirements.

Development Standards

The specific rules or measures establishing a level of quality or quantity, or a condition, that must be complied with or satisfied, and which will govern the development and build-out of the Development Plan Area. Development Standards are mandatory requirements unless an exception is granted.

Drive Court

A shared path of travel for vehicles into a development parcel; typically framed by buildings on either edge.

Driveway

A path of travel for vehicles to access development parcels; typically associated with private residences.

Dwelling Unit

A room or group of rooms that is designed for residential occupancy for 32 consecutive days or more, with or without shared living spaces, such as kitchens, dining facilities or bathrooms.

Façade

Any vertical exterior face or wall of a building that is adjacent to or fronts on a street, public or semi-private right-of-way, park, or plaza.

Grocery Store

- (A) An individual retail food establishment that: (A)Offers a diverse variety of unrelated, non-complementary food and non-food commodities, such as beverages, dairy, dry goods, fresh produce and other perishable items, frozen foods, household products, and paper goods; and/or (B) offers specialty food products, such as baked goods, pasta, cheese, confections, coffee, meat, seafood, produce, artisanal goods and other specialty food products, and may also offer additional food and non-food commodities related or complementary to the specialty food products
- (B) May provide beer, wine, and/or liquor sales for consumption off the premises with a California Alcoholic Beverage Control Board License type 20 (off-sale beer and wine) or type 21 (off-sale general) within no more than 15% of the gross square footage of the retail establishment (including all areas devoted to the display and sale of alcoholic beverages)
- (C) Prepares minor amounts or no food on-site for immediate consumption; and
- (D) Markets the majority of its merchandise at retail prices.

Gross Floor Area

The sum of the gross areas of the several floors of a building or buildings, measured from the exterior faces of exterior walls or from the centerlines of walls separating two buildings. Where columns are outside and separated from an exterior wall (curtain wall) which encloses the building space or are otherwise so arranged that the curtain wall is clearly separate from the structural members, the exterior face of the curtain wall shall be the line of measurement, and the area of the columns themselves at each floor shall also be counted.

A. Except as specifically excluded in this definition, “gross floor area” shall include, although not be limited to, the following:
   1. Basement and cellar space, including tenants’ storage areas and all other space except that used only for storage or services necessary to the operation or maintenance of the building itself;
   2. Elevator shafts, stairwells, exit enclosures and smokeproof enclosures, at each floor;
   3. Floor space in penthouses except as specifically excluded in this definition;
   4. Attic space (whether or not a floor has been laid) capable of being made into habitable space;
   5. Floor space in balconies or mezzanines in the interior of the building;
   6. Floor space in open or roofed porches, arcades or exterior balconies, if such porch, arcade or balcony is located above the ground floor or first floor of occupancy above basement or garage and is used as the primary access to the interior space it serves;
   7. Floor space in accessory buildings, except for floor spaces used for accessory off-street parking or loading spaces as described herein, and driveways and maneuvering areas incidental thereto; and
   8. Any other floor space not specifically excluded in this definition.

B. “Gross floor area” shall not include the following:
   1. Basement and cellar space used only for storage or services necessary to the operation or maintenance of the building-itself;
   2. Attic space not capable of being made into habitable space;
   3. Elevator or stair penthouses, accessory water tanks or cooling towers, and other mechanical equipment, appurtenances and areas necessary to the operation or maintenance of the building itself, if located at the top of the building or separated therefrom only by other space not included in the gross floor area;
   4. Mechanical equipment, appurtenances and areas, necessary to the operation or maintenance of the building itself (i) if located at an intermediate story of the building and forming a complete floor level; or (ii) if located on a number of intermediate stories occupying less than a full floor level, provided that the mechanical equipment, appurtenances and areas are permanently separated from occupied floor areas and in aggregate area do not exceed the area of an average floor as determined by the Redevelopment Agency
   5. Outside stairs to the first floor of occupancy at the face of the building which the stairs serve, or fire escapes;
   6. Floor space used for accessory off-street parking and loading spaces and driveways and maneuvering areas incidental thereto;
   7. Arcades, plazas, walkways, porches, breezeways, porticos and similar features (whether roofed or not), at or near street level, accessible to the general public and not substantially enclosed by exterior walls; and accessways to public transit lines, if open for use by the general public; all exclusive of areas devoted to sales, service, display, and other activities other than movement of persons;

8. Balconies, porches, roof decks, terraces, courts and similar features, except those used for primary access as described in Paragraph (a)(6) above, provided that:

   If more than 70 percent of the perimeter of such an area is enclosed, either by building walls (exclusive of a railing or parapet not more than three feet eight inches high) or by such walls and interior lot lines, and the clear space is less than 15 feet in either dimension, the area shall not be excluded from gross floor area unless it is fully open to the sky (except for roof eaves, cornices or belt courses which project not more than two feet from the face of the building wall).

   If more than 70 percent of the perimeter of such an area is enclosed, either by building walls (exclusive of a railing or parapet not more than three feet eight inches high), or by such walls and interior lot lines, and the clear space is 15 feet or more in both dimensions, (1) the area shall be excluded from gross floor area if it is fully open to the sky (except for roof eaves, cornices or belt courses which project no more than two feet from the face of the building wall), and (2) the area may have roofed areas along its perimeter which are also excluded from gross floor area if the minimum clear open space between any such roof and the opposite wall or roof (whichever is closer) is maintained at 15 feet (with the above exceptions) and the roofed area does not exceed 10 feet in depth; (3) in addition, when the clear open area exceeds 625 square feet, a canopy, gazebo, or similar roofed structure without walls may cover up to 10 percent of such open space without being counted as gross floor area.

   If, however, 70 percent or less of the perimeter of such an area is enclosed by building walls (exclusive of a railing or parapet not more than three feet eight inches high) or by such walls and interior lot lines, and the open side or sides face on a yard, street or court whose dimensions satisfy the requirements of this Code and all other applicable codes for instances in which required windows face upon such yard, street or court, the area may be roofed to the extent permitted by such codes in instances in which required windows are involved;

   On lower, nonresidential floors, elevator shafts and other life-support systems serving exclusively the residential uses on the upper floors of a building;

9. One-third of that portion of a window bay which extends beyond the plane formed by the face of the facade on either side of the bay but not to exceed seven square feet per bay window as measured at each floor;
10. Ground floor area devoted to building or pedestrian circulation and building service;
11. An interior space provided as an open space feature in accordance with the requirements herein;

Group Housing

Providing lodging or both meals and lodging, without individual cooking facilities, by prearrangement for a week or more at a time and housing six or more persons in a space not defined by this Code as a dwelling unit. Such group housing shall include but not necessarily be limited to a boardinghouse, guesthouse, rooming house, lodging house, residence club, commune, fraternity and sorority house group housing for religious orders or group housing for medical and educational institutions, whether on a separate lot or part of an institution, as defined and regulated by this Code. The density limitations for group housing, by district, shall be as set forth in Section 208 of this Code.

Guidelines

See Design Guidelines

Historic Resources

Buildings or structures listed on the National Register of Historic Places, either individually or as contributors to a National Register-listed Historic District.

Health Clubs, Fitness Centers, Gyms and Athletic Clubs

Health Clubs, Fitness Centers, Gyms and Athletic Clubs means a building or facility which is used for sports, health and recreational uses by the general public or by members not restricted to living within a specified area (as in a homeowner's association or multiple-family development) and which normally charges a fee or admissions charge. Such facilities include, but are not limited to, tennis or racquetball courts, swimming pools, weight training, exercise classes, health spas and other similar uses.

Home Business

A work-related use in a Dwelling Unit intended for sole-proprietor businesses.

Horizontal DDA

A Disposition and Development Agreement entered into between TIDA and the master developer for the Horizontal Development of the Development Plan Area.

Horizontal Development

Horizontal improvements, including infrastructure, facilities , transportation facilities, streetscape and open space improvements that the master horizontal developer is required to construct under the terms of a Disposition and Development Agreement between TIDA and the master developer.

Island Conditional Use

Uses that require approval by the Executive Director or Planning Director in accordance with subsection (h) of the Special Use District.

Laboratory

A. Laboratory shall mean space within any structure intended or primarily suitable for scientific research. The space requirements of uses within this category include specialized facilities and/or built accommodations that distinguish the space from office uses, light manufacturing, or heavy manufacturing. Examples of laboratories include the following:

B. Chemistry, biochemistry, or analytical laboratory;

C. Engineering laboratory;

D. Development laboratory;

E. Biological laboratories including those classified by the Centers for Disease Control (CDC) and National Institutes of Health (NIH) as Biosafety level 1, Biosafety level 2, or Biosafety level 3;

F. Animal facility or vivarium, including laboratories classified by the CDC/NIH as Animal Biosafety level 1, Animal Biosafety level 2, or Animal Biosafety level 3;

G. Support laboratory;

H. Quality assurance/Quality control laboratory;

I. Core laboratory.

Landing

The area associated with a stairway or ramp that provides reprieve from the ascent or descent of the vertical change; typically flat, and sometimes wider than said stairway or ramp.

Life Sciences

Life Science is an industry that involves the integration of natural and engineering sciences and advanced biological techniques using organisms, cells, and parts thereof for products and services. This includes the creation of products and services used to analyze and detect various illnesses, the design of products that cure illnesses, and/or the provision of capital goods and services, machinery, instruments, software, and reagents related to research and production. Life Science uses may utilize office, laboratory, light manufacturing, or other types of space. Life Science laboratories typically include biological laboratories and animal facilities or vivaria, as described in the definition of Laboratory, subsection (d) and (e).

Liquor Store

A retail use which sells beer, wine, or distilled spirits to a customer in an open or closed container for consumption off the premises and which needs a State of California Alcoholic Beverage Control Board License type 20 (off-sale beer and wine) or type 21 (off-sale general) This classification shall not include retail uses that (1) are both (a) classified as a grocery store and (b) have a gross floor area devoted to alcoholic beverages that is no greater than 15% of the gross square footage of the establishment (including all areas devoted to the display and sale of alcoholic beverages)

Live/Work Unit

A building or portion of a building combining residential living space with an integrated work space principally used by one or more of the residents. Live/Work Units are subject to the same land use controls as Dwelling Units.

Local-Serving Retail

Retail uses providing goods and services to the population within the immediate neighborhood.

Major Phase of development

Each major phase of development identified in the phasing plan attached to the Horizontal DDA.

Maximum Plan Dimension

The maximum linear horizontal dimension of a building or structure at a given level, between the outside surfaces of its exterior walls. The maximum plan dimension of a building or structure is the greatest plan dimension parallel to the long axis of the building, as shown in Figure T4.aa.

Medical Cannabis Dispensary

Medical Cannabis Dispensary shall be as defined in Section 3301(f) of the San Francisco Health Code, as it may be amended from time to time.

Shared Public Way

Dedicated public rights-of-way primarily designed for pedestrian use, which also permit vehicles and bicycles to share the open space.

Micro-Utility

A small scale utility or treatment plant other than “Sustainable Energy Generation Facilities-Building Integrated”, that are integrated into the design of a building or in an adjacent neighborhood.

Mid-rise Building

For the purpose of these Standards and Guidelines a mid-rise building shall be considered as being a building of moderate height. For Treasure Island this is defined as any building in excess of 70-feet above the grade plane but lower than 125-feet above the grade plane. For Yerba Buena Island this is defined as any building in excess of 55-feet but lower than 75-feet at its uppermost habitable floor.

Modulation

Major variation in the massing, height, or setback of a building (as a means of breaking up a structure's perceived bulk).

Nighttime Entertainment

An assembly and entertainment use, including dance halls, discotheques, nightclubs, private clubs, and other similar evening-oriented entertainment activities (but excluding Adult Entertainment), that requires dance hall keeper police permits or place of entertainment police permits which permits are not limited to non-amplified live entertainment. Nighttime Entertainment uses shall include Restaurants and Bars which present such activities, but shall not include any Arts Activities or spaces as defined by this Design for Development, any Theater performance space which does not serve alcoholic beverages during performances, or any temporary uses permitted by this Design for Development.

Office Use

A space within a structure intended or primarily suitable for occupancy by persons or entities which perform for their own benefit or provide to others at that location, administrative services, design services, business and professional services, financial services, medical services, multimedia, software development, web design and information technology.

Open-Air Sales

A retail use involving open-air sale of new and/or used merchandise, except vehicles, but including agricultural products, crafts, and art work.

Open Recreation

An outdoor area provided for the recreational uses of patrons of a commercial establishment.

Outdoor Activity Area

An area, not including primary circulation space or any public street, located outside of a building or in a courtyard and provided for the use or convenience of patrons of a commercial establishment including, but not limited to, sitting, eating, drinking, dancing, and food-service activities.

Parking

A parking facility serving uses located on either parcels or blocks occupied by said facility or on other parcels or blocks.

Planning Director

The director of the San Francisco Department of Planning.

Publicly Accessible Path Zone

The zone of public access through a private development parcel, centered around a pedestrian path.

Publicly Accessible Pathway

The paved portion of the pedestrian pathway that is associated with the Publicly Accessible Path Zone.

Renewable Energy Generation Facilities – Building-Integrated

A generating system integrated into the design of a residential building, commercial building, or adjacent neighborhood that may use a variety of renewable energy sources and/or products for the production of power for use on-site and/or by non-commercial users or for sale to the grid, accessory to on-site use of power.

Renewable Energy Generation Facilities – Distributed

A small- or mid-scale renewable energy generating system located at or near the customer site. The broad term encompasses technologies such as microturbines, reciprocating engines, fuel cells, photovoltaic panels, and wind turbines. Types of energy sources may include, but are not limited to, thermal, wind, solar, hydro, natural gas, methane, and other sources as determined by the Executive Director, but shall not include petroleum, diesel fuels or coal.

Restaurant

A full-service or self-service retail facility primarily for eating use; which provides ready-to-eat food to customers for consumption on or off the premises; which may or may not provide seating; and which may include a Bar. Food may be cooked or otherwise prepared on the premises.

Retail Sales and Services

A commercial use which provides goods and/or services directly to the customer, including Outdoor Activity Areas and Open Air Sales Areas. It may provide goods and/or services to the business community, provided that it also serves the general public.

Setback

A. The required or actual horizontal distance between the property line and the nearest face of the building.

B. The area defined by such dimension.

Special Use District

Planning Code Section___, known as the Treasure Island / Yerba Buena Island Special Use District, as amended from time to time.

Standards

See Development Standards.

Stepback

A. The required or actual distance between the vertical edges of a building above a specified height, or between the vertical edge of a building and the property line above a specific height.

B. The area defined by such dimension.

Stoop

The upper landing portion of a stairway typically associated with a building entry that has a raised ground floor.

Storage

A use which stores goods and materials used by households or businesses at other locations, but which does not include junk, waste, salvaged materials, automobiles, inflammable or highly combustible materials. A storage building for household or business goods may be operated on a self-serve basis.

Street

A right-of-way permanently dedicated to common and general use by the public, including automobiles, as described in the Development Plan Area Block and Street Grid Maps.

Streetwall

The aggregate effect of the façades of buildings along a property line adjacent to a public street or open space. The typical context for this term is in defining the public realm and framing or engaging the street.

Structure

Anything constructed or erected which requires fixed location on the ground or attachment to something having fixed location on the ground.

Terrace

A raised, flat platform associated with and providing egress from a [usually residential] building.

Theater

An assembly and entertainment use, other than Adult Entertainment, which displays motion pictures, slides, or closed-circuit television pictures, or is used as live theater performance space.

Tidelands Trust

The public trust for commerce, navigation and fisheries, whereby title to tidelands and lands under navigable waters are held in trust for the benefit of the people of California. The Tidelands Trust also includes the common law public trust and the public trust created pursuant to the Treasure Island Conversion Act of 1997.

Transit Facilities

A facility located along transit routes for passenger pick-up, drop-off or transfer but excluding areas for vehicle maintenance, repair, layover or storage. These facilities may include shelters, benches, signs, small-scale building structures such as to provide security and protection from weather.

Vertical DDA

A Disposition and Development Agreement between TIDA or the master developer and a developer of Vertical Development within the Development Plan Area.

Vertical Development

Individual buildings or structures developed pursuant to a Vertical DDA.

Walk-Up Facility

A structure designed for provision of pedestrian-oriented services, located on an exterior building wall, including window service, self-service operations, and automated bank teller machines (“ATMs”).

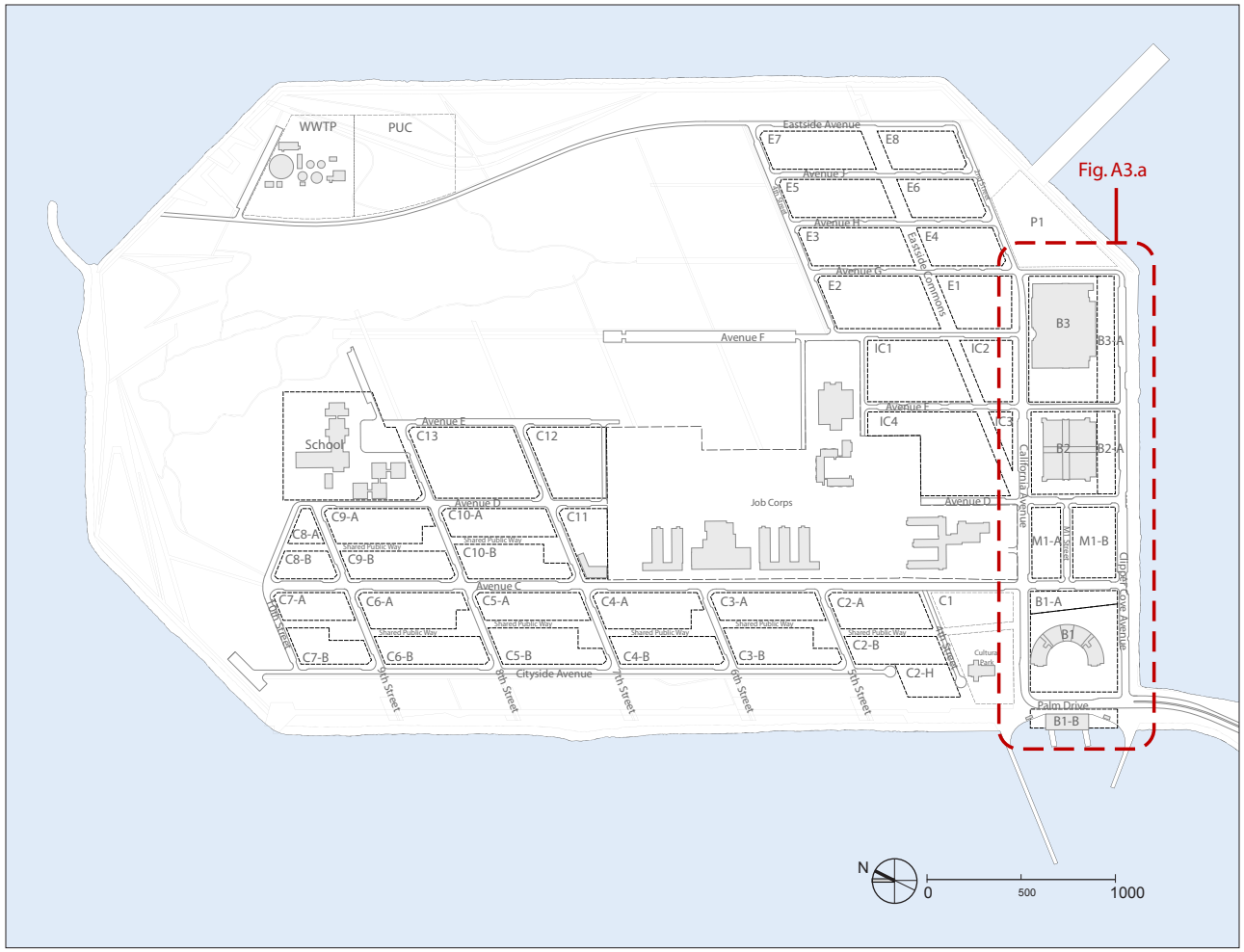
DOCUMENT REVIEW AND DESIGN APPROVAL PROCESS

A2

Content TBD.

HISTORIC RESOURCES

A3



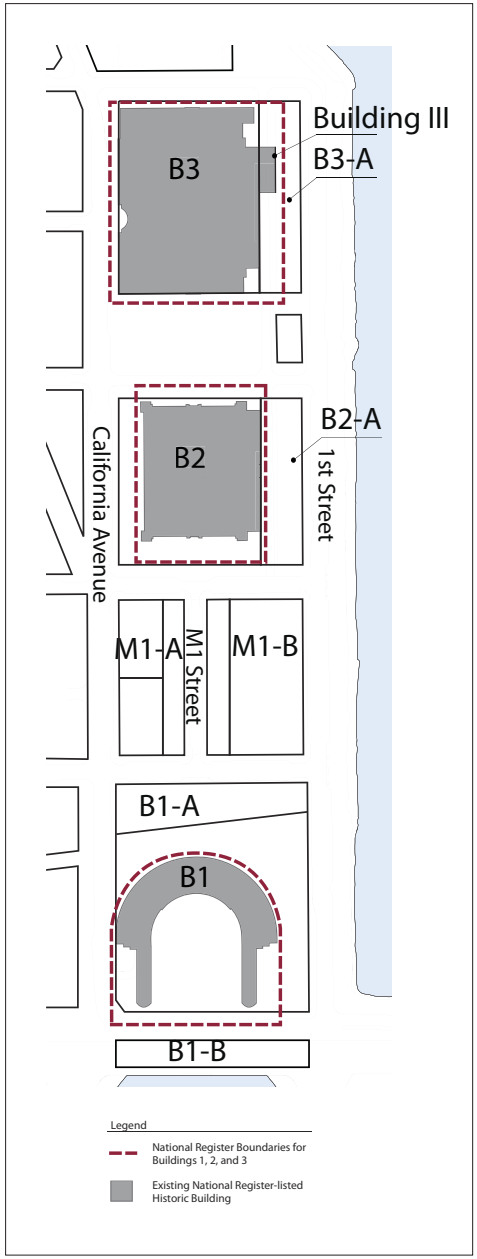


Figure A3.a: Historic resources boundaries for Treasure Island buildings

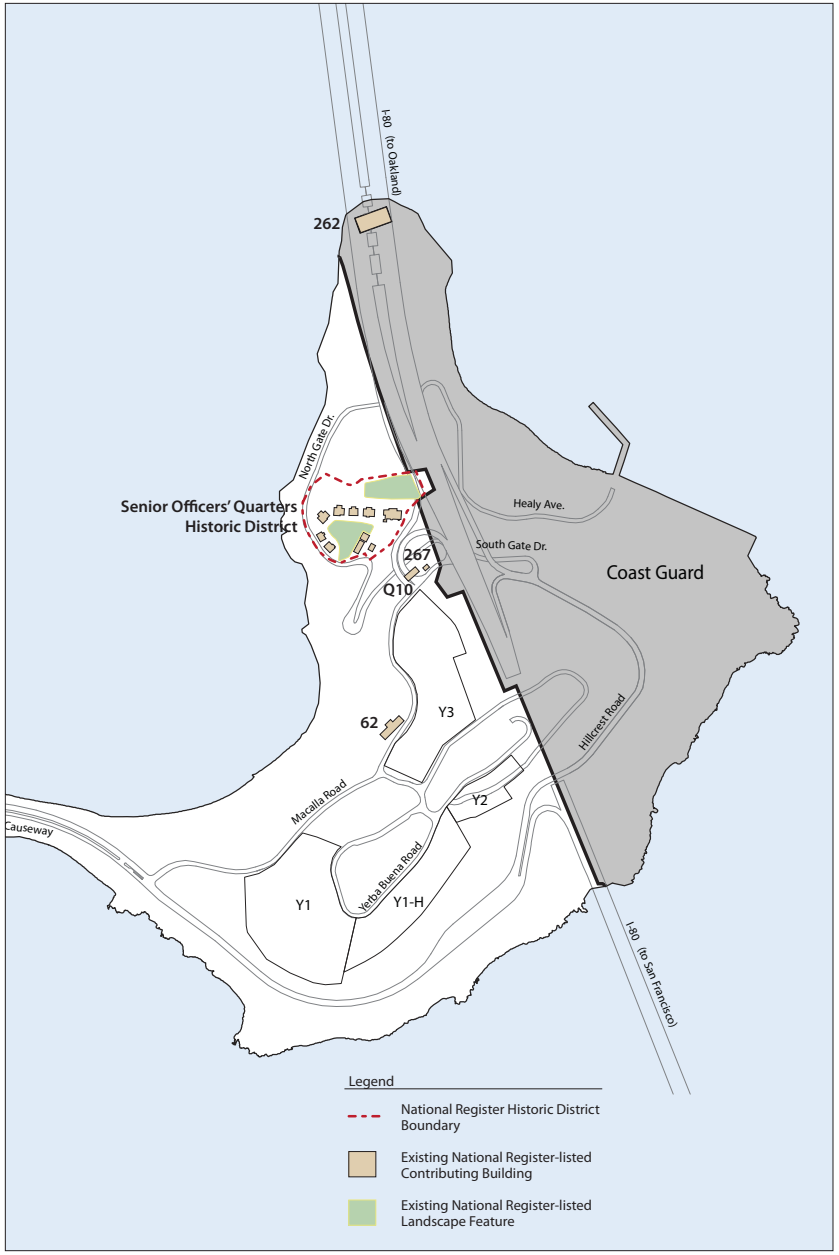


Figure A3.b: Historic resources boundaries for SOQHD

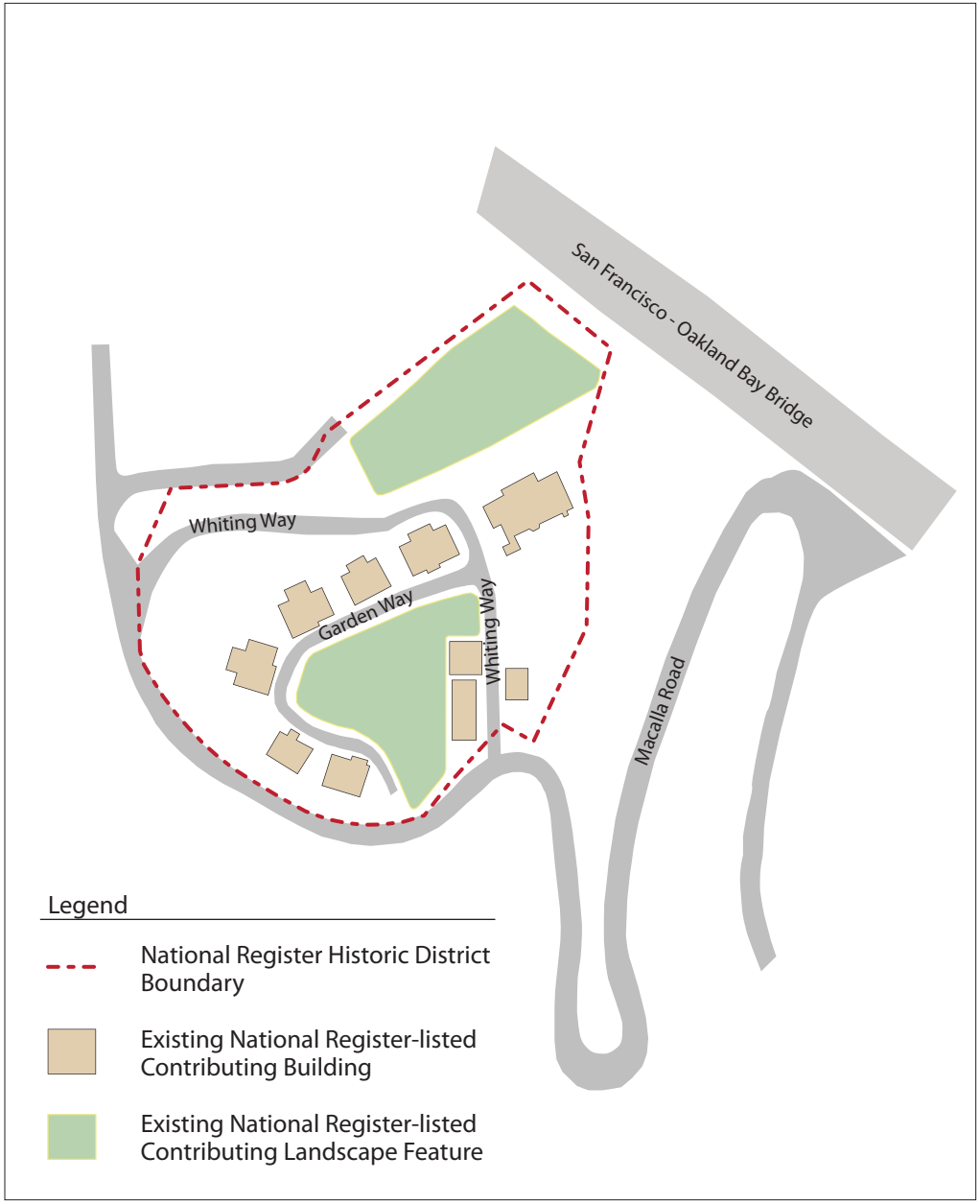


Figure A3.c: Plan of SOQHD

RESOLUTIONS

A4

Content TBD.

GREEN BUILDING SPECIFICATIONS A5

Criteria	Minimum Performance Required	Specification Source
Energy		
Energy Performance	15% compliance margin over Title 24 Part 6 2008 California Energy Standards OR (for LEED) 15% or more compliance over ASHRAE 90.1 2007	SF GBO LEED ND 2009: GIB c2
Renewable Energy	At least 1% of building energy costs to be offset by on-site renewable energy (meeting LEED EA 2) OR engage in a 2-year renewable energy contract for 100% of building energy OR achieve an additional 10% greater compliance over Title 24 Part 6 2008 (for a total of 25%)	SF GBO LEED BD&C 2009: EA c2 LEED ND 2009: GIB c11
Refrigerant Management	Either do not use refrigerants or select refrigerants and heating, ventilation, air conditioning and refrigeration (HVAC&R) equipment that minimize or eliminate the emission of compounds that contribute to ozone depletion and climate change. Install HVAC, refrigeration and fire suppression equipment that do not contain Chlorofluorocarbons (CFCs). Install HVAC, refrigeration and fire suppression equipment that do not contain Halons. Alternatively, meet LEED BD&C 2009: EA c4	SF GBO LEED BD&C 2009: EA p3 & c4
Waste		
Construction Debris Management	Diversion of at Least 75% of construction debris from landfills and incinerators back to the manufacturing process or reuse at appropriate sites (see LEED MR 2.2); prepare a construction waste management plan	SF GBO & EIR: Improvement Measure I-GHG-1 LEED ND 2009: GIB p4
Recycling & Composting	On-site area for separation, storage, and loading of trash, recyclables, and compostable waste, except for townhouses	SF GBO

Water		
Water Use Reduction	30% reduction in use of potable water from the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements (see LEED BD&C 2009: WE 3.1)	SF GBO LEED ND 2009: GIB c3 LEED BD&C 2009: WE 3.1
Storm Water Management & Connection	Adhere to SFPUC "Best Management Practices" (which includes a construction activity pollution prevention plan that meets LEED BD&C 2009: SS p1) and "Stormwater Design Guidelines" and meet or exceed SS c6.1 & c6.2. Stormwater runoff for buildings shall be managed in compliance with the TI Stormwater Control Plan	SF GBO TI D4D T5.2.2 LEED BD&C: SS p1, c6.1 & .2 LEED ND 2009: GIB c8 Infrastructure Plan: 12
Recycled Water (Purple Pipe) Connections	Connect to and use TI supplied recycled water for appropriate/prescribed purposes, including toilets, irrigation, cooling towers, and all other acceptable non-potable water uses. Establish exterior recycled water connections for irrigation of private gardens, car washing, and other nonpotable uses	Infrastructure Plan: 11
Landscaping		
Planting & Irrigation	All buildings shall use regionally appropriate, non-invasive, drought tolerant, vegetation that does not require permanent irrigation for landscaping in public and private open spaces, rooftops and green walls.	TI D4D T2.4.3 & T5.2.2; LEED ND 2009: SLL c7, c8 & c9 and GIB c4
Integrated Pest Management	Follow specifications in TI or YBI habitat management plan regarding implementation of a pesticide management plan that will only use non-toxic pesticides, such that are listed on SFE's Reduced Risk Pesticide List	San Francisco Integrated Pest Management Ordinance
Trees	Support tree-lined/shaded streets by planning, planting, and maintenance of non-invasive tree species. Follow specifications to avoid the disturbance of trees identified by San Francisco's Landmark Tree Program	LEED ND 2009: NPD c14; San Francisco's Landmark Tree Program
Building & Site Design		
Car Sharing	For all new buildings providing parking, car-share parking spaces are required in both Residential (over 49 residential units) and Non-Residential (over 24 parking space) buildings. (see tables T6.d & .e in the D4D).	TI D4D T6.1.1 & .4 and car sharing standards that follow them
Bike Parking & Storage	Include the minimum number of bicycle parking spaces required for commercial and residential properties as referenced in tables T6.b & c of the D4D. Where off-street parking facilities are provided, 50% of Class 1 spaces shall be provided within the parking facility	TI D4D T6.1.11-15

Roof Space	If renewable energy is not integrated into the building, then all buildings are required to provide "solar ready" infrastructure such as solar panel standoffs, conduit, and roof water spigots that minimize the cost and effort of adding solar capacity at a later date or by a third party.	TI D4D T5.2.4 LEED BD&C 2009: SS c7.2
Parking Shading	All exposed-to-the-sky parking decks shall have shading or screening on one of the following types: trellises, solar collectors, PV trellises, trees, glass canopies, Teflon-coated fabric shade structures or similar devices. Additionally, low-albedo materials are not permitted as the roofing of a top parking deck	D4D T5.9.22 & .23 LEED BD&C 2009: SS c7.2
Flood Prevention	Finished first floor and garage entrances should be elevated to a minimum of 42" above current Base Flood Elevation (BFE). This includes an allowance for 36" sea level rise and 6" freeboard	Infrastructure Plan 5.3.1.2.1
Historic Preservation	Buildings 1, 2 & 3 shall be rehabilitated in accordance with the Secretary of the Interior's Standards for Rehabilitation (Secretary's Standards)	D4D T5.10.1 LEED ND 2009: GIB c5 & c6
Materials and Indoor Air Quality		
Combustion Venting	For residential buildings that are eligible for LEED for Homes, meet LEED for Homes EQ 2.1 which prescribes basic combustion venting measures	LEED for Homes EQ 2.1
Low-Emitting Materials	Use only low-emitting adhesives, sealants, paints, coatings, and carpets (see LEED EQ 4.1, 4.2, and 4.3). Additionally, all interior composite wood and agrifiber products to contain no added urea formaldehyde resins	SF GBO LEED BD&C 2009: EQ c4.1 to c4.4
Local Building Materials	Use building materials or products that have been extracted, harvested or recovered, as well as manufactured, within 500 miles of the project site for a minimum of 10%, based on cost, of the total materials value. If only a fraction of a product or material is extracted, harvested, or recovered and manufactured locally, then only that percentage (by weight) can contribute to the regional value.	EIR: Improvement Measure I-GHG-1 LEED BD&C 2009: MR c5
Concrete	Use concrete containing 30% or more fly ash, slag, or other fill that is either recycled or generally considered to be environmentally beneficial and structurally sufficient	LEED BD&C 2009: MR c4

Other		
Lighting	Lighting Power Densities (LPD) shall out-perform ASHRAE 90.1 1999 standards by 20%--or shall comply with the reference standard in current USGBC LEED documentation. Traditional "glowtop" luminaires may not be used, as they are as significant source of light pollution. All lighting must be suitable for a given "Lighting Zone" as defined by USGBC and IESNA (it is expected that most of the TI development area will be LZ2). Rooftop light sources shall be a full cutoff type.	D4D T5.7.4, T5.11.2, .3, .7, .8, & .9; LEED ND 2009: GIB c17 LEED BD&C 2009: SS c8
Broadband Connectivity	Follow any applicable Treasure Island specifications in regards to design, partnerships and installation of information networks that will encourage sufficient broadband connectivity in buildings	Sustainability plan, Chapter 5 - Information & Communication Technologies (ICT)
Public Transportation Encouragement	Establishment of a comprehensive transit pass built into the housing costs of residents and hotel room rates for hotel patrons that ensures a reliable transit funding stream and reduces “out of pocket” costs for transit use.	Transportation Plan (2006)
Appliances	All eligible appliances installed prior to occupancy need to be Energy Star certified	
Construction Equipment	Use alternatively fueled (e.g., biodiesel, electric) construction equipment for at least 15 percent of the fleet	EIR: Improvement Measure I-GHG-1

The Treasure Island/Yerba Buena Island Green Building Specifications are a list of performance requirements for vertical developers. If applicable regulations such as CALGreen and the San Francisco Green Building Ordinance are revised such that they exceed these minimum standards, then those new, more stringent requirements will apply. The specification source document is provided so that vertical developers can check the current version for the most current requirements.

REFERENCED EIR MITIGATION MEASURES A6

EIR Mitigation Measure M-WS-4: Ongoing Review and Mitigation of Hazardous Wind Impacts

1. Prior to schematic design approval of the building(s) on any parcel within the Project, TIDA (if the building is located within the Tidelands Trust Overlay Zone) or the Planning Department (if the building is located outside the Tidelands Trust Overlay Zone) shall require that a qualified wind consultant shall review and compare the exposure, massing, and orientation of the proposed building(s) on the subject parcel to the building(s) on the same parcel in the representative massing model of the Proposed Project tested in the wind tunnel as part of this EIR and in any subsequent wind testing. The wind consultant shall identify and compare the potential impacts of the proposed building(s) relative to those described in this EIR.

   The wind consultant's analysis and evaluation shall consider the proposed building(s) in the context of the "Current Project," which, at any given time during construction of the Project, shall be defined as the building masses used in the representative massing model of the Proposed Project, as described in this EIR, except as modified to replace appropriate building massing models with the corresponding as-built designs of all previously-completed structures and the then-current designs of approved but yet unbuilt structures. Finally, the proposed building(s) shall be compared to its equivalent current setting (the Current Project scenario):

   a. If the qualified wind consultant concludes that the building design(s) would not create a new wind hazard and would not contribute to a wind hazard identified by prior wind testing, no further review would be required.

   b. If the qualified wind consultant concludes that the building design(s) could create a new wind hazard or could contribute to a wind hazard identified by prior wind testing, but in the consultant's professional judgment can be modified to prevent it from doing so, the consultant shall propose changes or supplements to the design of the proposed building(s) to achieve this result. The consultant may consider measures that include, but are not limited to, changes in design, building orientation, and/or the addition of street furniture, as well as consideration of the proposed landscaping.

      The wind consultant shall work with the project sponsor and/or architect to identify specific feasible changes to be incorporated into the Project. To the extent the consultant's findings depend on particular building or landscaping features, the consultant shall specifically identify those essential features. The project sponsor shall incorporate those features into the building's/buildings' design and landscaping plans. If the wind consultant can then conclude that the modified building's/buildings' design and landscaping would not create a new wind hazard or contribute to a wind hazard identified in prior wind testing, no further review would be required.

      Although a goal of this effort is to limit the wind effects of the building(s) to (1) cause the same or fewer number of hours of wind hazard in the immediate vicinity compared to the building(s) on that parcel as identified by prior wind testing, and (2) subject no more area to hazardous winds than was identified by prior wind testing, it should not be expected that all of the wind hazard(s) identified in prior wind testing would be eliminated by this measure.

   c. If, at this point in the analysis, the consultant concludes that the building(s) would cause a new wind hazard or increase a wind hazard identified in prior wind testing, and if the consultant concludes that the new or additional wind hazard is not likely to be eliminated by measures such as those described above, the consultant may

determine that additional wind tunnel testing would be required. Wind tunnel testing would also be required if the consultant, due to complexity of the design or the building context, is unable to determine whether likely wind hazards would be greater or lesser than those identified in prior wind testing.

In the event the building's design would appear to increase the hours of wind hazard or extent of area subject to hazard winds, the wind consultant shall identify design alterations that could reduce the hours or extent of hazard. The wind consultant shall work with the developer and/or architect to identify specific alterations to be incorporated into the project. It is not expected that in all cases that the wind hazard(s) identified in this EIR would be completely eliminated. To the extent the wind consultant's findings depend on particular building design features or landscaping features in order to meet this standard, the consultant shall identify such features, and such features shall be incorporated into the design and landscaping.

2. If wind testing of an individual or group of buildings is required, the building(s) shall be wind tested in the context of a model (subject to the neighborhood group geographic extent described below) that represents the Current Project, as described in Item 1, above. Wind testing shall be performed for the building's/buildings' "Neighborhood" group, i.e. the surrounding blocks (at least three blocks wide and several blocks deep) within which the wind consultant determines wind hazards caused by or affected by the building(s) could occur. The testing shall include all the test points in the vicinity of a proposed building or group of buildings that were tested in this EIR, as well as all additional points deemed appropriate by the consultant to determine the building's/buildings' wind performance. The wind testing shall test the proposed building design in the Current Project scenario, as well as test the existing Current Project scenario, in order to clearly identify those differences that would be due to the proposed new building.

   In the event that wind testing shows that the building's design would cause an increase in the hours of or extent of area subject to hazard winds in excess of that identified in prior wind testing, the wind consultant shall work with the project sponsor, architect and/or landscape architect to identify specific feasible alterations to be incorporated into the building(s). To the extent that avoiding an increase in wind hazard relies on particular building design or landscaping features, these building design or landscaping features shall be incorporated into the design by the project sponsor. The ability of the design alterations to reduce the wind hazard shall be demonstrated by wind tunnel testing of the modified design.

   Although a goal of this effort should be to limit the building's/buildings' wind effect to (1) cause the same or fewer number of hours of wind hazard in the immediate vicinity compared to the building(s) on that parcel as identified by prior wind testing, and (2) subject no more area to hazardous winds than was identified by prior wind testing, it should not be expected that all of the wind hazard(s) identified in the prior wind testing or in the current wind testing under this mitigation measure would be eliminated.

3. TIDA (if the building is located within the Tidelands Trust Overlay Zone) or the Planning Department (if the building is located outside the Tidelands Trust Overlay Zone) shall document undertaking the actions described in this mitigation measure. TIDA shall maintain records that include, among others: the technical memorandum from the EIR; all written recommendations and memoranda, including any reports of wind testing results, prepared by the wind consultant(s) in the conduct of the reviews and evaluations described in this mitigation measure; and memoranda or other written proofs that all constructed buildings incorporate the requisite design mitigations that were specified by the wind consultant(s).

EIR Mitigation Measure M-BI-4a: Minimizing Bird Strikes

Prior to the issuance of the first building permit for each building in the Proposed Project, TIDA (if the building is located within the Tidelands Trust Overlay Zone) or the Planning Department (if the building is located outside the Tidelands Trust Overlay Zone) shall have a qualified biologist experienced with bird strikes review and approve the design of the building to ensure that it sufficiently minimizes the potential for bird strikes. TIDA (if the building is located within the Tidelands Trust Overlay Zone) or the Planning Department (if the building is located outside the Tidelands Trust Overlay Zone) may consult with resource agencies such as the California Department of Fish and Game or others, as it deems appropriate.

The building developer shall provide to TIDA (if the building is located within the Tidelands Trust Overlay Zone) or the Planning Department (if the building is located outside the Tidelands Trust Overlay Zone) a written description of the measures and features of the building design that are intended to address potential impacts on birds. Building developers are encouraged to coordinate with TIDA (if the building is located within the Tidelands Trust Overlay Zone) or the Planning Department (if the building is located outside the Tidelands Trust Overlay Zone) early in the design process regarding design features intended to minimize bird strikes. The design shall include some of the following measures or measures that are equivalent to, but not necessarily identical to, those listed below, as new, more effective technology for addressing bird strikes may become available in the future:

- Employ design techniques that create "visual noise" via cladding or other design features that make it easy for birds to identify buildings as such and not mistake buildings for open sky or trees;

- Decrease continuity of reflective surfaces using "visual marker" design techniques, which techniques may include:
  - Patterned or fritted glass, with patterns at most 28 centimeters [11-inches] apart,
  - One-way films installed on glass, with any picture or pattern or arrangement that can be seen from the outside by birds but appear transparent from the inside,
  - Geometric fenestration patterns that effectively divide a window into smaller panes of at most 28 centimeters [11-inches], and/or
  - Decals with patterned or abstract designs, with the maximum clear spaces at most 28 centimeters [11-inches] square.
- Up to 40 feet high on building facades facing the shoreline, decrease reflectivity of glass, using design techniques such as plastic or metal screens, light-colored blinds or curtains, frosting of glass, angling glass towards the ground, UV-A glass, or awnings and overhangs;
- Eliminate the use of clear glass on opposing or immediately adjacent faces of the building without intervening interior obstacles such that a bird could perceive its flight path through the glass to be unobstructed;
- Mute reflections in glass using strategies such as angled glass, shades, internal screens, and overhangs; and
- Place new landscapes sufficiently away from glazed building facades so that no reflection occurs. Alternatively, if planting of landscapes near a glazed building façade is desirable, situate trees and shrubs immediately adjacent to the exterior glass walls, at a distance of less than 3 feet from the glass. Such close proximity will obscure habitat reflections and will minimize fatal collisions by reducing birds' flight momentum.

Lighting

TIDA (if the building is located within the Tidelands Trust Overlay Zone) or the Planning Department (if the building is located outside the Tidelands Trust Overlay Zone) shall similarly ensure that the design and specifications for buildings and sports facilities/playing fields implement design elements to reduce lighting usage, change light direction, and contain light. These include, but are not limited to, the following considerations:

- Avoid installation of lighting in areas where not required for public safety;
- Examine and adopt alternatives to bright, all-night, floor-wide lighting when interior lights would be visible from the exterior or exterior lights must be left on at night, including:
  - Installing motion-sensitive lighting,
  - Installing task lighting,
  - Installing programmable timers, and
  - Installing fixtures that use lower-wattage, sodium, and blue-green lighting.
- Install strobe or flashing lights in place of continuously burning lights for obstruction lighting.
- Use rotating beams instead of continuous light; and
- Where exterior lights are to be left on at night, install fully shielded lights to contain and direct light away from the sky, as illustrated in the City of Toronto's Bird Friendly Building Guidelines.

Antennae, Monopole Structures, and Rooftop Elements

TIDA (if the building is located within the Tidelands Trust Overlay Zone) or the Planning Department (if the building is located outside the Tidelands Trust Overlay Zone) shall ensure, as a condition of approval for every building permit, that buildings minimize the number of and co-locate rooftop-antennas and other rooftop equipment, and that monopole structures or antennas on buildings, in open areas, and at sports and playing fields and facilities do not include guy wires.

Educating Residents and Occupants

TIDA (if the building is located within the Tidelands Trust Overlay Zone) or the Planning Department (if the building is located outside the Tidelands Trust Overlay Zone) shall ensure, as a condition of approval for every building permit, that the permit applicant agrees to provide educational materials to building tenants and occupants, hotel guests, and residents encouraging them to minimize light transmission from windows, especially during peak spring and fall migratory periods, by turning off unnecessary lighting and/or closing window coverings at night. TIDA shall review and approve the educational materials prior to building occupancy.

Documentation

TIDA (if the building is located within the Tidelands Trust Overlay Zone) or the Planning Department (if the building is located outside the Tidelands Trust Overlay Zone) shall document undertaking the activities described in this mitigation measure and maintain records that include, among others, the written descriptions provided by the building developer of the measures and features of the design for each building that are intended to address potential impacts on birds, and the recommendations and memoranda prepared by the qualified biologist experienced with bird strikes who reviews and approves the design of the building or sports facilities / playing fields to ensure that it sufficiently minimizes the potential for bird strikes.