



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: December 19, 2017
TO: James Abrams and Enrique Landa
FROM: Joshua Switzky, Planning Department
RE: PPA Case No. 2017-011878PPA for
1201A Illinois Street /Potrero Power Station


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CA 94103-2479

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Please find the attached Preliminary Project Assessment (PPA) for the address listed above. You may contact the staff contact, John M. Francis, at (415) 575-9147 or john.francis@sfgov.org, to answer any questions you may have, or to schedule a follow-up meeting.



Joshua Switzky, Senior Planner



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Project Assessment

Date: December 19, 2017
Case No.: **2017-011878PPA**
Project Address: 1201A Illinois Street / Potrero Power Station
Block/Lot: 4175/017, 4175/018, 4232/006
Zoning: M-2 (Heavy Industrial),
PDR-1-G (Production, Distribution & Repair-1-General)
Height-Bulk: 40-X
Area Plan: Central Waterfront Area Plan
Project Applicant: James Abrams, J. Abrams Law, P.C.
415-999-4402
Project Sponsor: Enrique Landa, California Barrel Company/Associate Capital
415-796-8945
Staff Contact: John M. Francis – 415-575-9147
john.francis@sfgov.org

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DISCLAIMERS:

This Preliminary Project Assessment (PPA) letter provides feedback to the project sponsor from the Planning Department regarding the proposed project described in the PPA application submitted on September 15, 2017, as summarized below. This PPA letter identifies Planning Department review requirements for the proposed project, including those related to environmental review, approvals, neighborhood notification and public outreach, the Planning Code, project design, and other general issues of concern for the project. Please be advised that the PPA application does not constitute an application for development with the Planning Department. The PPA letter also does not represent a complete review of the proposed project, does not grant a project approval of any kind, and does not in any way supersede any required Planning Department approvals listed below.

The Planning Department may provide additional comments regarding the proposed project once the required applications listed below are submitted. While some approvals are granted by the Planning Department, some are at the discretion of other bodies, such as the Planning Commission or Historic Preservation Commission. Additionally, it is likely that the project will require approvals from other City agencies such as the Department of Building Inspection, Public Works, the Municipal Transportation Agency, Department of Public Health, San Francisco Public Utilities Commission, and others. The information included herein is based on the PPA application and plans, the Planning Code, General Plan, Planning Department policies, and local, state, and federal regulations as of the date of this document, all of which are subject to change.

PROJECT DESCRIPTION:

The proposed project consists of the redevelopment of approximately twenty-nine acres in the Central Waterfront on the site of the former Potrero Power Station (PPS) and an existing PG&E switchyard. The

site would be developed into a new mixed-use community with new uses including residential; commercial (including office, research and development, and retail); hotel; Production, Distribution, and Repair (PDR); community facilities; and parking. The proposed project also includes new open space/recreational use, shoreline access (including a new dock), new public roads, and circulation improvements. One existing structure on the site—the Stack—is proposed for preservation, while a second—Unit 3—is being studied for adaptive reuse.

Overall, the proposed project would construct 5.4 million gross square feet (gsf) in seven phases over a ten year period. Currently, the proposed project is within the conceptual design phase, and is subject to change upon further review and refinement with the Planning Department and other public agencies, community outreach, market conditions, and the environmental review process.

As detailed by the project sponsor, California Barrel Company, the proposed project development characteristics are included in Table 1 below. Note that the PG&E switchyard site is not currently controlled by the Project Sponsor but PG&E has provided an authorization letter to include that site in the project for the purposes of environmental review.

The most recent industrial use of the site was a power generation plant operated by Mirant Potrero LLC (and earlier by PG&E), which ended operations in 2011. Currently the site contains vacant land, several industrial structures that are no longer in use, and a structure that contains offices for the project sponsor. The PG&E switchyard in the northwest corner of the site along Illinois and 22nd Streets remains active as an element of PG&E's power generation and distribution infrastructure.

TABLE 1
POTRERO POWER STATION MIXED-USE DEVELOPMENT PROJECT CHARACTERISTICS^a

Project Characteristic	Metric	
Project Site Size and Shape	Dimensions	
Area	29.0 acres	
Maximum Length and Width	Approximately 1,650 feet by 950 feet	
Proposed Land Use Program^b	Area (gsf)	
Residential	2,682,427	
Commercial (Retail)	107,439	
Commercial (Office)	597,723	
Commercial (R&D/life science)	645,738	
Commercial (Hotel)	241,574	
Commercial (PDR)	45,040	
Community Facilities	100,938	
Parking	946,981	
Total Building Area	5,367,860 gsf	
Proposed Dwelling Units	Number	Percentage (approximate)
Studio	388	14.5%
1-Bedroom	1,159	43.2%
2-Bedroom	867	32.3%
3-Bedroom	268	10.0%
Total Dwelling Units	2,682	100%
Proposed Parking	Number	
Vehicle Parking Spaces ^c	2,622	
Car Share Spaces	50	
Bicycle Parking ^d		
Bicycle Parking Class 1	1,567	
Bicycle Parking Class 2	262	
Total Bicycle Parking	1,829	
Open Space	Area (gsf)	
Publically Accessible Open Space	Approximately 6.3 acres	
Private Open Space	36 square feet per unit if located on balcony, or 48 square feet per unit if commonly accessible to residents	
Building Characteristics	Area (gsf)	
Stories	5 to 30 stories	
Height	65 to 180 feet; one building at 300 feet	
Ground Floor	All blocks would include ground floor active/retail/production space	
Basements	All development blocks would allow but not require one below-grade level of vehicle parking spaces ^e	

TABLE 1 (CONTINUED)
POTRERO POWER STATION MIXED-USE DEVELOPMENT PROJECT CHARACTERISTICS^a

NOTES:

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

^a All numbers in this table are approximate.

^b The proposed project includes a number of Flex Blocks, for which either residential or certain commercial uses may ultimately be selected. The numbers shown in this table show the anticipated development of the flex blocks, assuming either residential or commercial development at each flex block. The EIR will discuss the potential for variation in the total amount of residential and commercial development on the Flex Blocks.

^c 0.6 space per residential unit; one space per 1,500 square feet of commercial office, R&D/life science, or PDR uses; 3 spaces per 1,000 square feet of grocery store use.

^d The number of bicycle parking spaces reflects Planning Code requirements, as follows.

- Residential: One Class 1 bicycle parking space for each dwelling unit up to 100 plus one space for every four units in excess of 100; one Class 2 bicycle parking space for every 20 dwelling units.
- Office: One Class 1 bicycle parking space for every 5,000 square feet of occupied floor area; two Class 2 bicycle parking spaces up to 5,000 square feet of OFA plus one for each 50,000 square feet of OFA in excess of 5,000 square feet.
- Laboratory and PDR: One Class 1 bicycle parking space for every 12,000 square feet of OFA; two Class 2 bicycle parking spaces up to 50,000 square feet of OFA, and an additional two for laboratory spaces in excess of 50,000 square feet of OFA.
- Retail: One Class 1 bicycle parking space per 7,500 square feet of OFA; two Class 2 bicycle parking spaces plus one per 2,500 square feet up to 50,000 square feet.
- Hotel: One Class 1 space per 30 rooms; one Class 2 space per 30 rooms and one Class 1 space per 5,000 square feet of conference space.

^e Basement parking is accounted for in the above line item for parking.

SOURCE: California Barrel Company, EEA PPA Application Package, Potrero Power Station Mixed Use Development, October 2017

BACKGROUND

The project site is within the Central Waterfront Area Plan area of the Eastern Neighborhoods. The Eastern Neighborhoods Area Plans cover the Mission, East South of Market (SoMa), Showplace Square/Potrero Hill, and Central Waterfront neighborhoods. On August 7, 2008, the Planning Commission certified the *Eastern Neighborhoods Programmatic Final Environmental Impact Report (Eastern Neighborhoods PEIR)*. The Eastern Neighborhoods Area Plans and its associated rezoning became effective December 19, 2008.

At the time of the Area Plan adoption, the site was still in operation as a power station and, as a result, its industrial zoning was left in place. However, the Plan noted that the power station was anticipated to cease operations and that a future community planning process should help determine exactly how the site would be repurposed and what zoning would be appropriate. Furthermore, the Settlement Agreement signed in 2009 between the City and Mirant Potrero, LLC, the last operator of the power station, also specifically called for the development of a reuse plan for the site. As such, the Department supports redevelopment of the site that responds to community input and complements existing and future adjacent development. A final determination of consistency with the Eastern Neighborhoods Area Plans would be made during the environmental review process.

PLANNING DEPARTMENT APPROVALS:

The proposed project requires the following Planning Department approvals. These approvals may be reviewed in conjunction with the required environmental review, but may not be granted until after the required environmental review is completed. For the sake of the directions provided below, "Master Plan Adoption" refers to the initial set of approvals that set forth the overall zoning controls and

agreements that will provide overarching entitlement for the anticipated development. Given the uniqueness of the proposal, the approvals described below are classified into three levels:

- (I) **“Master Plan Adoption”** that would entitle the broad land use program and building envelopment allowances at a master plan level;
- (II) **“Development Phase”** approval that would enable a given phase to move forward; and
- (III) **“Building Construction”** Phase. For this phase, comments assume typical set of requirements as any other project under the land use jurisdiction of the Planning Department.

(I) ACTIONS REQUIRED AT MASTER PLAN ADOPTION

1. **Planning Code Text and Zoning Map Amendments.** The Potrero Power Station Site is located primarily within the M-2 (Heavy Industrial) Zoning District and 40-X Height and Bulk District, although the Port-owned bulb of land on the far southeast corner of the site is within the PDR-1-G (Production, Distribution & Repair-1-General). These zoning, height, and bulk controls were kept in place by the Eastern Neighborhoods Central Waterfront Area Plan (effective January 2009), in anticipation of being rezoned as part of a more localized strategy for PPS. Though the proposed land uses could potentially be permitted within the existing zoning, housing would require a Conditional Use Authorization, and both housing and office uses would be generally inconsistent with the intention of the current industrial zoning. Therefore, the Planning Department recommends that the site be rezoned, applying new or existing mixed use district(s) in which the proposed land uses are principally permitted. Due to the uniqueness of the proposal, it will likely be necessary to establish a Special Use District (SUD) on the site. Additionally, the proposed project is seeking building heights taller than the existing 40-ft height limit on a substantial portion of the site, along with substantial bulk allowances.

The rezoning, including establishment of an SUD and new height and bulk controls, would require Planning Code Text and Zoning Map amendments, which are legislative actions that require Mayoral and Board of Supervisor approval following Planning Commission approval.

Planning Code and Zoning Map Amendments can be initiated either by the Planning Commission, the Board of Supervisors, or by application from the property owner. An application for a Text and Map Amendment (referred to as a Legislation Change Application) is available for download from the Planning Department's website.

Due to the master-development nature of the proposal, a separate development controls and design guideline document should be created specifically for this project; the Planning Code would then reference this document (discussed further below).

2. **General Plan Amendments.** Given the scale and the prominence of the proposal, Department staff would thoroughly review the elements of the General Plan, including the and Central Waterfront Area Plan, to verify if any amendments are required to figures, maps, and text from these plans. Due to the project's scale, an amendment to the General Plan would likely be a necessary action. General Plan Amendments may be initiated by the Planning Commission or by application from the property

owner. General Plan Amendments can be applied for using the Legislation Change Amendment Application, as referenced above.

3. **Design Review and Entitlement Requirements.** Given the uniqueness of the proposal and project site, particularly the overall master plan, multi-phase nature, and the requirements for a coordinated construction with the delivery of new infrastructure and community benefits, entitlement provisions in the Planning Code such as Conditional Use and Planned Unit Developments may not be sufficient to deal with the project's complexity. The Department expects the Development Agreement (DA) between the City and master developer to provide a broad entitlement for the development's overall program and zoning, but individual phases and vertical development will require further approval at either staff or Commission level, depending on the particular uses proposed, whether exceptions are requested, and other factors. The Planning Department will work with the Project Sponsor in crafting an entitlement process that both addresses the Project Sponsor's need for a degree of certainty and assures quality development in meeting City objectives for the site. Additional design and entitlement coordination will be required with the Port of San Francisco, which owns a small portion of the project site along the waterfront and part of the 23rd Street right of way.
4. **Development Agreement.** The nature of this master plan project suggests that a Development Agreement (DA) is likely necessary to memorialize agreements, rights and obligations of the project sponsor and the City in developing the project. The Development Agreement process is described in Chapter 54 of the City's Administrative Code and enables a Project Sponsor to vest development rights and realize other benefits (such as increasing development potential) in exchange for providing public benefit beyond what would otherwise be required by the Planning Code and other City codes. Development Agreements are helpful to the developer and the City in that they legally establish roles and responsibilities for the master project's buildout over time. The City would work with the Project Sponsor to devise a mutually beneficial public benefit and infrastructure program that could include, but would not be limited improvements to transit, street, trails, below-market-rate housing and other community benefits. Objectives that are generally met through paying impact fees described below, could potentially be met and exceeded through other means specific to this project.
5. **Master Development Documents.** Given the scale and scope of the Project, its master plan nature, and the need for Planning Code and General Plan amendments, the Planning Department will require the creation of a set of plans that will both articulate the vision and overall intent of the Project, and that will provide standards, guidelines and instructions on how the site is to be built out. These documents will be companion exhibits to the DA and will also be embedded or cross-referenced in the Planning Code and other approval framework documents as appropriate. Such documents may include:
 - a) *Concept Plan.* The Concept Plan should provide a broad overview of the goals and objectives of the project at a high level. It should set the context for the development and describe the land use, urban design, and other strategies that are to be employed to reach the overall objectives. The Concept Plan should also provide indications of how the project is expected to perform in terms of land use and transportation efficiency, urban design quality and user experience, among other factors.
 - b) *Development Controls and Design Guidelines* (including entitlement framework). The Development Controls and Design Guidelines should provide the majority of requirements

for building design including bulk limits, building articulation and modulation, frontage activation (by use), open space, building materials and treatment, parking and loading entries, and utilities. This document should specifically address an individual building's relationship to the public realm, how the individual building fits in with the site's overall urban design strategy and its relationship to the neighborhood (including adjacent properties, such as Pier 70) and to the rest of the City.

This Development Controls and Design Guidelines should discuss the intent of the parks and public realm network by describing the proposed programming and general design guidelines for main open spaces. They should also lay out the proposed street and pedestrian network describing the network's hierarchy, the intended function of each street, and include design and functional specifications for each street and intersection. For the open space system, the document should lay out design parameters including amenities and their general locations, general extent and types of landscape features, and other key features. Additionally, the document should describe how each street and open space will relate to its bordering buildings and the overall development. It should also describe how historic interpretation is programmed into the site.

- c) *Transportation and Transportation Demand Management (TDM) Plan.* The Transportation Plan should describe the overall transportation goals, principles, commitments (infrastructure delivery, financial and programmatic) and strategies for the development emphasizing ways to maximize the ability to travel by bicycling, transit, and by foot. The plan should describe expected transportation improvements that would be incorporated into the project; it should discuss strategies around managing parking and loading particularly to assure they are minimized. Also, the Plan should contain TDM strategies that will encourage people to get around using modes other than private automobiles for most trips.
- d) *Infrastructure Plan.* The Infrastructure Plan should detail the general approach and strategy for the design and construction of the infrastructure necessary to support the proposed project.
- e) *Sustainability Plan.* The Sustainability Plan should provide a comprehensive strategy to achieve the goal of becoming a model of environmental sustainability, providing both metrics as well as design, infrastructure and managements strategies the project will implement to achieve these metrics. As a large master-planned, mostly newly-built neighborhood, this project has the opportunity to meet and exceed citywide environmental standards by pursuing coordinated district-level strategies. The Department recommends consideration of a strategy that holistically incorporates sustainability practices into the Development Controls and Design Guidelines document, the Infrastructure Plan and other plan documents, and not wholly relying on a stand-alone Sustainability Plan to convey and guide implementation of strategies to improve the site's environmental performance.

(II) ACTION REQUIRED PRIOR TO COMMENCEMENT OF A MAJOR PHASE OF CONSTRUCTION

1. **Development Phase Approval.** As part of the entitlement framework, provisions for development phase approvals will need to be specified. In similar master plan projects, development phase

approvals included assurances that sufficient infrastructure and community benefits are delivered proportional with development proposed in the same phase.

2. **Subdivision Map Approvals.** The proposal entails creating new parcels for the project site. All subdivisions will require approval by the Planning Department to assure consistency with the General Plan and previous approvals. Such approvals are most likely to be timed with the Development Phase approvals. Subdivision (Parcel Map / Final Map) applications are handled by the Department of Public Works – Bureau of Street and Mapping. Please refer to the Department of Public Work’s website for the Lot Subdivision Application.
3. **General Plan Referrals.** General Plan Referrals will be required for the Development Agreement and other master-level project approvals. Subsequent General Plan Referrals will also be required for any right-of-way dedication, vacation, official curb line change, subdivision and other land-use actions requiring legislation, on an ongoing basis as the project is built out. The Development Agreement and other master-level project approvals will need to include a set of master findings that demonstrate how the overall development is in general conformity with the General Plan and Panning Code Section 101.1. In general, subsequent General Plan Referral applications can rely on these “master” general plan findings to the extent feasible. General Plan Referrals are usually applied through the Agency seeking the legislation on the project’s behalf. Please refer to the Department’s website for the General Plan Referral Application.

(III) ACTIONS REQUIRED PRIOR TO CONSTRUCTION OF INDIVIDUAL BUILDINGS

1. **Office Allocation.** Planning Code Section 321 outlines the requirements for establishing new office development over 25,000 gross square feet (gsf). The project would require an Office Development Authorization from the Planning Commission for each individual development that establishes more than 25,000 gross square feet of new office space. As of October 18, 2017, the “Small Cap” contains approximately 1 million square feet and the “Large Cap” contains approximately 2 million square feet. Any office portion of the project would be required to apply for an office allocation. Please refer to the Department’s website for the Office Allocation Application.
2. **Transportation Demand Management (TDM) Program.** The TDM Program was adopted by the Board of Supervisors in February 2017, and took effect on March 19, 2017. The proposed project is subject to the TDM Program. Required target scores are based on the number of accessory parking spaces provided for specific land use categories included in a project. Due to the large scope of this proposal, the phased timeline for development, and the still-evolving mix of land uses, this letter does not provide preliminary targets for the required TDM Plans. However, the project should, through the methods deemed appropriate due to its unique nature, meet all the requirements and intended outcomes of this Program as part of its final Development Agreement. As part of a possible SUD/DA, adoption of district-wide or per phase TDM measures could preclude the need for separate TDM submittals for individual buildings.
3. **Building Permit Applications.** Permit applications will be required for the proposed new construction and rehabilitation of existing buildings on the subject lot.

4. **Mandatory Interdepartmental Project Review.** Mandatory interdepartmental project review is required for new construction buildings eight stories or more and new construction on parcels identified as Seismic Hazard Zones.
5. **First Source Hiring Agreement.** Chapter 83 of the San Francisco Administrative Code, passed in 1998, established the First Source Hiring Program to identify available entry-level jobs in San Francisco and match them with unemployed and underemployed job-seekers. The intent is to provide a resource for local employers seeking qualified, job ready applicants for vacant positions while helping economically disadvantaged residents who have successfully completed training programs and job-readiness classes.

The ordinance applies to (1) any permit application for commercial development exceeding 25,000 square feet in floor area involving new construction, an addition or a substantial alteration which results in the addition of entry level positions for a commercial activity; or (2) any application which requires discretionary action by the Planning Commission relating to a commercial activity over 25,000 square feet, but not limited to conditional use; or (3) any permit application for a residential development of ten units or more involving new construction, an addition, a conversion or substantial rehabilitation.

The project is subject to the requirement. For further information or to receive a sample First Source Hiring Agreement, please see contact information below:

Ken Nim, Workforce Compliance Officer
CityBuild, Office of Economic and Workforce Development
City and County of San Francisco
1 South Van Ness, San Francisco, CA 94102
Direct: 415.701.4853, Email: ken.nim@sfgov.org
Fax: 415.701.4897
Website: <http://oewd.org/Workforce-Development.aspx>

6. **Flood Notification.** The project site is in a block that has the potential to flood during storms. The SFPUC will review the permit application to comment on the proposed application and the potential for flooding during wet weather. Applicants for building permits for either new construction, change of use, or change of occupancy, or for major alterations or enlargements must contact the SFPUC at the beginning of the process to determine whether the project would result in ground-level flooding during storms. Requirements may include provision of measures to ensure positive sewage flow, raised elevation of entryways, and/or special sidewalk construction and the provision of deep gutters. The side sewer connection permits for such projects need to be reviewed and approved by the SFPUC at the beginning of the review process for all permit applications submitted to the Planning Department, DBI, or the Successor Agency to the San Francisco Redevelopment Agency. For information required for the review of projects in flood-prone areas, the permit applicant shall refer to Planning Director Bulletin No. 4: <http://sf-planning.org/departments-publications>

PRELIMINARY PROJECT & DESIGN COMMENTS:

Due to the scope of the project and the likelihood of rezoning, the comments below are general in nature. The comments identify issues that the Planning Department expects to be addressed through working with the Project Sponsor to refine the project proposal and draft the development standards and guidelines, regulatory mechanisms (e.g. Code amendments), and other Plan documents as described above.

For convenience, the comments below refer occasionally to the Project Sponsor's proposed designations for site blocks and buildings as shown on Figure 4, Land Use Plan, submitted with the PPA Application and enclosed with this letter.

LAND USE

The Department appreciates that the proposal for PPS includes an impressive diversity of land uses, which are designed to work in a coordinated way to activate and enliven the entire site, to connect the site with the surrounding Central Waterfront area, and to complement adjacent uses. The Department also supports a high density of mixed-use development at the site, which will help the City meet its regional targets for both housing and jobs given its location and accessibility to transportation infrastructure, including 3rd Street light rail and the 22nd Street Caltrain Station. To best fulfill the land use potential on the site and respond to its specific context, the Department recommends the following:

- While the Department supports the strong emphasis on housing in the proposed land use plan, it recommends exploring higher residential densities, particularly on blocks 13A and 13B, which could potentially accept taller buildings. The Department feels that the existing and proposed transportation infrastructure more compatible with a higher proportion of residential uses.
- The Department supports the inclusion of PDR uses on the site as a continuation of the Central Waterfront's industrial legacy and ongoing role in the City. Specifically the location of PDR uses along 23rd Street is an appropriate location.
- The Department supports the inclusion of space for Community Facilities in the plan that will serve both the new neighborhood and the greater Central Waterfront community. We look forward to continuing to work with city agency partners and the sponsor to set up a framework for identifying the necessary and appropriate facilities in the future.
- Given the site's proximity to Mission Bay, a globally-important center for R&D and life science, consider increasing the proportion of life science space relative to general office space to enable the City to continue to grow this sector and facilitate further diversification of the City's economy.
- The Department supports the proposal to adaptively reuse Unit 3 as a hotel or other public use both in order to preserve elements of the site's industrial past and to transform this unique building into a publicly accessible resource on the waterfront. If Unit 3 is not retained, the Department requests that the Project Sponsor explore utilizing Block 9 as a hotel or other publicly accessible use rather than as a solely residential structure. See also comments related to Unit 3 in the Historic Preservation and Open Space sections below.

- Consider flexible designs for the proposed district parking structure on Block 5 that could allow the structure to be easily retrofitted to other land uses should parking demand on the site decrease in the future.
- Study programming and phasing of interim uses on portions of site not being used for construction.

URBAN DESIGN

To inform further analysis and determination of the optimal urban form of the site, the Department offers considerations and recommendations for further project refinement of the following topics:

- **Overall Concept.** While the Potrero Power Station offers unique opportunities, the Department recommends that the site design reflect typical San Francisco neighborhood characteristics in a location-specific way. In particular, the project should extend use and character from adjacent areas, center on a neighborhood commercial street experience, and have aspects of delicate residential scales while also allowing for a mix of larger or more civic or industrial buildings. Look to the site's adjacent neighborhoods for blended industrial and residential examples.

Upon buildout, the site should be and feel integrated into the fabric of San Francisco as a naturally-evolved neighborhood such that its original boundaries are not visually distinguishable over time. To accomplish this the project should include strategies to enable organic growth and ongoing evolution. For example, at small scales, outdoor or community programming could have responsive stewardship that allows it to change or to have micro-retail or arts spaces that are easily adaptable to different vendors or activities; at larger scales, the project should incorporate different architects and landscape designers to increase variety of neighborhood expression. While harmonious at the urban scale, the project should avoid design strategies that equate it with a master plan or otherwise unify architectural features. Several of the below topics bullets offer additional strategies to achieving this goal, including Ground Floor Uses, Parcelization/Variety, and Historic Preservation/Site Legacy.

- **Streets.** The Department supports the proposed street grid and general block plan, which extends both the existing street grid and the planned Pier 70 street grid into the site. Additional mid-block passages create small blocks that are walkable and highly permeable. Continue to work with the Department to define the role and character of individual streets and passages.
- **Ground Floor Uses.** Clarify how ground floor uses will establish an active neighborhood environment. Consider the following as ways to differentiate character on individual streets.
 - The Department supports the proposal to focus PDR uses on 23rd Street with loading, driveways, and architecture that supports and enhances a variety of scales of this use.
 - Consider how Maryland Street could be an organizing neighborhood commercial street, much in the spirit of many familiar San Francisco neighborhood commercial corridors. Reorienting commercial uses along Maryland Street as opposed to Humboldt Street would help coherently unify the broader neighborhood by reinforcing a strong linkage with Pier 70 and the ground floor commercial uses planned along Maryland Street there.

- Explore how Humboldt Street can be a primary connection from Dogpatch with nodes of activity at cross streets that draw pedestrians to the waterfront and other destination elements or spaces in the project.
- Very small streets should have a clearly defined sense of alley character much in the common language of San Francisco where finer-grain residential or PDR uses can thrive; they should be less the "backs" of buildings and offer instead a more informal expression and access to buildings that front larger streets. Imagine areas where townhouse entries, stoops, or other front or side setback patterns might be appropriate.
- **Parcelization/Development Variety.** While the relatively small block sizes proposed are encouraging, further controls will be needed to ensure the neighborhood embodies a sense of organic urbanity by further breaking down development below the block scale. One of the Department's key experiences with the build-out of various master planned developments is that, regardless of block size, the granularity and variety in parcel and building footprint on each block significantly affects the look and feel of a district, independent of variations in building height or massing. Deliberate attention must be paid to this concern overall throughout the site. The Department encourages further massing division below the block scale to ensure variety within each block and reduce the potential for a monolithic quality of the blocks. Techniques used in other master planned areas of the City have included multiple buildings on each block that share common amenities, such as open space and parking facilities; and use of multiple architects on each block.
- **Building Heights and Massing.** The Department generally supports the concept of the overall height and massing, with a height apex in the middle of the site stepping down toward the edges, creating a diversity of building types. The overall feel of the site should be of a midrise district with a fine-grain podium and ground floor experience. We look forward to continue working with the sponsor to refine building heights and to develop bulk controls and performance standards with the intent of limiting the street presence of building mass above a comfortable streetwall height. The results of shadow and wind studies may also require further height and mass refinements.

Related to the proposal for a focal tower up to 300' in height, we recommend pursuing a distinct, highly-sculpted, and specific tower architecture since it will serve as a visual landmark in addition to the Stack. The design should complement the Stack while also being deferential to the Stack's role as a significant, legacy-defining feature of the site.

- **Architecture.** The Department looks forward to working with the Project Sponsor to draft architectural standards and guidelines that reflect the site's uniqueness, location, and legacy. The following represent overarching values that should be reflected in the standards and guidelines.
 - Highlight the dignity and scale of the industrial legacy of the site and the special access to the waterfront.
 - Materials should express durability, natural textures and authenticity such as wood, stone, concrete, patinaed metal, and masonry. Detailing should reflect these qualities as well by providing depth at fenestration and fine-grained elements.

- Ground floors should emphasize transparency while also being richly textured to engage pedestrians and reflect familiar storefront elements even if done in a contemporary manner.
- Building design should establish an overall sense of urban fabric and save ebullient or distinctive architecture for public/civic uses and special locations on the site. In particular, any building(s) on block 10 should serve as a complementary bookend/anchor for the central open space along with Unit 3, if it is retained.
- **Historic Preservation & Site Legacy.** The site development should be envisioned as part of the rich manufacturing and industrial history of the City's Southeast waterfront, which is being preserved at nearby projects such as Pier 70 and India Basin. The Project could leverage and showcase the historic resources within the project area in order to distinguish the development and to create a unique experience that contributes to a vibrant and historically rich Southeast waterfront. The Department requests continued exploration of the retention of industrial buildings and elements that express the unique industrial legacy of the project area and which would give the site a richness and quirk that master developments comprised entirely of new buildings often lack. We ask that you engage in a genuine pursuit of these preservation goals while also balancing the feasibility of rehabilitating badly deteriorated resources, the challenges of existing site conditions, and the project's other goals. In particular, we recognize the potential conflict between maintaining these resources and the provision of a high level of affordable housing.

The Department requests that the project sponsor continue assessing the retention of some of the remaining historic resources on the site, including the gate house and portions or all of Station A. Should these resources be included in the future development in full or partial manner, their presence should be evident, honest to their materials, specific, and dignified. They should play a role in the identity and public life of the area and beyond, both visually and as a destination. Continue to work with Department staff on methods and procedures for the potential use and viability of these buildings or retention of partial features that would support their presence. Elements of Station A can serve as a dramatic entrance to the project site along 23rd Street and provide a focal point to the proposed adjacent open space. Explore relocation of the small gate house building within the project area if retention in place is not possible. The Department has determined that the majority of the buildings on the site are not historic resources.

The Department supports the proposal to keep the Stack and the ongoing assessment of adaptively reusing Unit 3 as a public waterfront destination. If Unit 3 cannot feasibly be adaptively reused for a significant new purpose, the Department requests that the project sponsor consider a smaller building footprint for Block 9 that allows for the partial retention of Unit 3 as a sculptural element or relic that provides an evocative centerpiece for the waterfront open space with a rich and experiential interpretive program and presents the project area's industrial and electrical history.

The industrial legacy of the site should be evident while allowing for new uses and structures. This legacy exists in a variety of qualities including existing surfaces, details, and structures. It can be expressed in future geometry, materiality, uses, ways of creating connections, and in modulation of new facades, entryways, and activities. These goals are not intended to replicate or

mimic the historic character of the site but to allow the feel and experience of the site's rich industrial heritage to live through a thoughtful reinvention of the site for a new purpose.

OPEN SPACE

The proposed project includes a waterfront park, a central park/green, and publicly accessible rooftop access on at least two structures (the district parking garage, and, if it is retained, Unit 3). These spaces are proposed to host a variety of active, passive, and recreational programming, including soccer fields. The Project's open spaces should serve both the new neighborhood and open up the waterfront to the surrounding community and larger City. The Department supports the proposed amount of open space and recreation and is pleased to see a variety of open space types included in the plan. Department staff looks forward to coordinating with the project sponsor and other relevant city agencies to refine the open space layout, design and programming to ensure that these spaces complement existing and planned parks and recreation assets in the broader area. To ensure open space on the site is maximized in size, as well as in quality for usage and access, the Department recommends and notes the following:

■ *Program*

- Further develop feasible program options for the range of open space zones on the site to advance the goal of providing an urban waterfront open space that is unique in San Francisco and serves residents, workers, visitors and other community members.
- The Department supports the proposal to locate a publicly accessible rooftop soccer field on the Block 5 district parking structure and a publicly accessible roof terrace on Unit 3. The project sponsor is encouraged to explore other rooftop locations on the site for both active and passive recreation uses.
- The Department encourages the Project Sponsor to consider how a portion of the proposed community facility space could serve as a public recreation center. Consider locational opportunities that could optimize synergies between such a facility and outdoor open space.
- The Department supports the proposal to build a recreational pier along the waterfront that provides a unique maritime recreational experience and vantage point from which to enjoy the waterfront.
- Explore options for public active programming in the waterfront park that complement the uses found on Port-jurisdiction open spaces nearby.
- The Department looks forward to continued discussions on the future ownership, operating and stewardship arrangements for the proposed public open spaces and recreational facilities, with a goal of ensuring seamless integration of these assets into the City's public park and recreational system, particularly from the standpoints of ensuring a unified public experience and effectively managing the city's evolving recreational programming and amenities over time.
- The Department supports the project's proposed open space phasing approach, which provides public access to the waterfront during the first phase of the project buildout.

▪ *Design*

- The Project's central open space ("Potrero Station Park") needs further definition and identity. The space's proportions and orientation feel constrained and need further refinement in their relationships to the adjacent building frontages and access points. Additionally, this space, as well as the adjoining Louisiana Street Paseo, need further programming and design strategy to explain their scale, proportion, and character and to set the expectation for how the public will experience and use them. Some options the Department would like to see explored include:
 - Using a strong design idea to better define the space as a destination. This includes more clearly defining how programming and architecture around the edges will unite and frame the space. —.
 - Design this space to ensure that it is well connected, both visually and physically, to adjacent public spaces and streets. Connections to both 23rd and Humboldt Streets are particularly critical to ensure that this park does not feel privatized by the buildings that surround it.
- Develop design guidelines for buildings fronting "Potrero Station Park," Louisiana Paseo, and Humboldt Street Plaza so that they are publicly inviting and activate these open spaces.
- The waterfront open space needs further definition of its uses and publicness. This space must be seamlessly connected to Pier 70 and any regional recreational infrastructure to facilitate its use by the public.
- If Unit 3 is not retained, explore open space configurations for the waterfront and "Potrero Station Park" that create a compelling and unique open space experience leading from the west end of the site to the Bay. Whereas Unit 3 would be an architectural exclamation point joining and anchoring the site's two primary open spaces, the potential absence of Unit 3 requires consideration of alternative design strategies for organizing these spaces and their programming, as well as their relationships to adjacent buildings (especially Block 9).
- Develop specific guidelines for the building edge, shoreline edge and park elements for buildings fronting the waterfront park to ensure that the park feels public and accommodates pedestrians, recreational bicyclists and provides places to stop and appreciate the waterfront.
- Develop landscape design guidelines that respect the site's historic industrial and waterfront context.
- Account for sea level rise in the design of shoreline open spaces so that they can continue to function and adapt to rising bay levels.

SEA LEVEL RISE

The project site is identified in the *BCDC Shoreline Areas Potentially Exposed To Sea Level Rise - Central Bay* map as being potentially exposed to an approximate 55-inch sea level rise before the year 2100. As such, incorporated in the Master Development documents described above will need to be concrete design or infrastructure strategies for how to address projected sea level rise over time.

SUSTAINABILITY

The Department encourages the development of a comprehensive and systems-based approach to environmental and utility systems – including energy, water, air quality, greening, and refuse -- at the block or district scale to assure exemplary ecological performance on the PPS site, as such efforts can typically achieve greater effectiveness and efficiency than through building-by-building approaches. As noted above, the Project Sponsor is encouraged to incorporate appropriate sustainability strategies holistically throughout all adopted master plan documents, even if a separate sustainability plan is drafted as a “compendium” resource. Code requirements listed later in this letter should be viewed as a starting point for considering systems-level synergies that can help PPS be an exemplar for green building in the City.

SITE ACCESS, CIRCULATION & PARKING

The site’s location in close proximity to the 3rd Street light rail and 22nd Street Caltrain station—as well as the “XX” bus line that will run through the site—will ensure that residents, employees, and visitors will have multiple transit options to access the rest of the city and region. In order to maximize these transit connections and provide safe and comfortable passage beyond PG&E power infrastructure, the project will have to develop a robust transportation strategy premised on primary access to the site by non-automotive means, incorporating all transportation modes. As discussed above, the project is expected to create a Transportation Plan that outlines the full inventory of transportation investments, capital improvements, and ongoing management commitments and the Department looks forward to continued interagency review and refinement of the proposed street and circulation system, including with SFMTA, Public Works, SFPUC, and SFFD. The Department recommends further analysis and project refinement of the following topics:

- *Street Grid, Connectivity and Complete Streets*
 - Maximize connectivity with street and non-vehicular connections to adjacent areas in all directions. The street plan will need to ensure complete access to a wide range of travel modes particularly for those travelling by bicycle and by foot. New and improved streets must be designed to Better Streets Plan standards (per preferred sidewalk widths) as appropriate for the differing contexts of the site. Street widths should be appropriately proportioned to the scale of adjacent buildings.
 - Coordinate with the Port and Pier 70 developer on the design of the following streets to ensure seamless integration of the two sites:
 - The proposed service alley along the project’s northern property line.

- Delaware, Louisiana and Maryland Streets, including ensuring that the first two connect completely to 22nd Street.
- Design Michigan and Georgia Streets to function together as an inviting northern gateway to the site from 22nd Street.
- To the extent feasible, implement strategies to encourage auto traffic to use Georgia Street for site access and to facilitate use of the parking structure on Block 5 in order to minimize automobile circulation throughout the rest of the site.
- Identify design elements (signage, street design, clear view corridors) that will provide clarity to pedestrian, bicycle and automobile routes to the waterfront and the site's various activity nodes and gathering places.
- Ensure that the 23rd and Humboldt Street terminations at the waterfront are clearly public in nature and inviting.
- Where feasible, coordinate construction phasing of the site's streets with those at Pier 70 to establish connectivity between the two sites at the earliest possible opportunity. In particular, work with SFMTA to determine the appropriate phasing strategy to permit the future "XX" bus line to begin serving the project by the buildout of PPS Phase 1.
- Confirm the installation of a traffic signal at the intersection of Humboldt and Illinois Streets in order to address the discrepancy between Figure 16B, which does not include a signal at this location, and the text on page 14, which does.
- ***Pedestrian and Bicycle Circulation***
 - Ensure that the Blue Greenway/Bay Trail is fully accommodated and seamlessly connects with the trail segment on the Pier 70 site. Ensure that the design mitigates conflicts between pedestrians and recreational cyclists and provides spaces to pause and relax. The transition of the Bay Trail from the waterfront to 23rd Street should emphasize safety, minimize conflict with vehicles, and provide clear wayfinding for bicyclists and pedestrians.
 - Given the adjacent industrial land uses to the west and south of the project site, design 23rd and Humboldt Streets to be comfortable, safe, and inviting for pedestrians and bicyclists. Place special emphasis on ensuring the Blue Greenway/Bay Trail is accommodated on 23rd Street such that conflicts between pedestrians/bicyclists, buses, autos, and vehicles serving adjacent industrial uses are minimized; in particular, confirm that there are no conflict points between buses and bicycles at the intersection of 23rd and Delaware Streets.
 - The Department requests that the project sponsor coordinate with adjacent property owners to install a sidewalk on the south side of 23rd Street to coincide with the reconstruction of 23rd Street or as early as possible.
 - Carefully consider how the designs for proposed alleys relate to their surrounding land uses to ensure compatibility. If curbless shared street designs are pursued, as proposed, a

narrowing of the overall street right of way or implementation of traffic calming measures should be considered to ensure safe conditions for pedestrians.

- The Department requests that the project sponsor coordinate with PG&E to ensure that the western block of Humboldt Street between Illinois and Georgia Streets is designed to be consistent with the proposed right of way for the rest of Humboldt Street east of Georgia Street. As one of only two direct east/west connections to the site, it is critical that Humboldt Street be designed as an inviting and safe gateway for pedestrians and cyclists.
 - Further refine the designs for prioritizing bicycle travel in and through the site and designate primary and lesser routes with the relevant design treatment for each.
 - Explore best means to provide significant on-site bicycle parking (centralized location with amenities versus individual buildings – or both). The project should seek to exceed the minimum Planning Code-required bicycle parking standards.
 - Work with SFMTA to identify locations for bike sharing pods on the site.
- **Transit Improvements.** The provision of adequate public transit to the site will be critical to making it a success and managing congestion in the area. The Department is pleased that the proposed project integrates the proposed new Muni “XX” bus line (that will also serve Pier 70) and provides a layover facility for the line terminus. The project sponsor should engage with Planning, SFMTA, and other relevant City agencies around the possible need for additional transit enhancements in the Central Waterfront area. In addition to funding commitments by the Project Sponsor, these could include capital infrastructure investments on the site that will affect the layout and width of streets, the boundaries of blocks and parcels, and overall circulation within the site. While the site is relatively proximate to the 3rd Street light rail line and the 22nd Street Caltrain Station, the site is expansive and parts of the eastern portions of the site, including portions where major new development is planned, is a substantial walk from these facilities. Transit enhancements will be necessary to provide adequate access to the site to support the level of development anticipated.
 - Explore viability of future shuttle options within the site, including where stops would be located and impacts on street design.
 - The Department requests that a study of the proposed pier include a feasibility analysis of future water taxi or ferry service. Capacity for water-based transit is being studied or implemented at various Port-owned sites on the Bay waterfront and an additional landing at PPS could help build out the network and create additional transportation options for PPS residents, workers, and visitors.
 - Explore with the City and Caltrain JPB necessary and desirable improvements to the 22nd Street Station to enhance access and capacity of this station to serve expected additional ridership from new development.
 - **Transportation Demand Management.** While the project sponsor has submitted a working draft of the TDM plan, the proposed TDM measures do not yet achieve the minimum threshold needed to satisfy City Code requirements. Coordinate with the Planning Department and SFMTA

to refine the list of proposed TDM measures for adoption and implementation as part of the Transportation Plan. The project sponsor is encouraged to include in the TDM plan the overall goals for trip reduction that it aspires to achieve through TDM measures.

- **Auto Parking.** The quantity, management, location and design of parking on the site, including the proposed district parking structure, will affect not just the ways people choose to travel to and from the site, but also the feel and function of the site internally. Regarding parking, the Department recommends and notes the following:
 - The Department and SFMTA recommend a maximum parking ratio for grocery store use of 2 spaces per 1,000 square feet for this location based on planned neighborhood conditions. Upon full buildout of this project and Pier 70 in addition to other development in the vicinity, neighborhood densities and increased area walkability will justify a lower parking ratio than proposed.
 - Include language in the DA to address when, and if, during project build-out, transit infrastructure serving the site improves beyond that anticipated by City and project commitments at the time of DA approval, that parking demand and transportation objectives will be re-assessed at beginning of each project phase to determine whether total parking program can be reduced.
- In order to reduce pressure on on-street parking supply in Dogpatch and surrounding areas, consider adopting deed restrictions to exempt new residential buildings on the site from the City's Residential Parking Permit program.
- **Loading and Servicing.** The project will need to address service access and loading at appropriate building locations for the proposed uses (e.g., loading docks for PDR), in ways that do not compromise the ground level pedestrian experience throughout the site. Specifically, the project should explore whether site loading can be centralized or in certain locations.

ENVIRONMENTAL REVIEW:

The Environmental Evaluation Application for this project was filed on September 15, 2017, initiating the environmental review process for the proposed project. A full environmental impact report (EIR) is being prepared in accordance with the California Environmental Quality Act (CEQA), and the Planning Department issued a notice of preparation on November 1, 2017: <http://sfmea.sfplanning.org/PPP%20Notice%20of%20Preparation.pdf>. The preparation of background studies has commenced, including scoping and data collection. This following identifies additional information about the project needed to prepare the EIR.

Project Characteristics/Design

- **Block 4:** On the block square footage table, Block 4 (designated flex commercial/residential) contains 163,000 gsf of residential area and 7,757 gsf of retail land use. Please clarify whether the total area (170,757 gsf) would be flexible, or would some of this area be reserved exclusively for residential/retail use?

- Shoreline/Off-Shore Improvement Details: Please provide a description of the physical improvements proposed, including:
 - A description of the physical shoreline/offshore improvements, including any proposed fill, abutments, fixed piers, gangways/floats, piles/anchoring etc. (See also data item on shoreline improvements related to sea level rise, below.)
 - A description of any dredging proposed to accommodate boat access (area and depth of dredging), as well as a description of long-term maintenance dredging.
 - Proposed timing of in-water construction (e.g., within regulatory windows), and methods to reduce biological and water quality effects.
 - A description of any proposed in-water work related to the demolition of the existing intake and outlet structures associated with Unit 3.
 - Location and description of proposed stormwater outfall discharging runoff from the project site in the scenario that the project constructs a separated storm sewer system.
- Energy Efficiency and GHG reduction measures. Please provide details to the extent possible. See GHG checklist for specific requirements for project compliance. Include more details of proposed district energy system, including description of a central plant and other components.

Utilities

- Wastewater Collection: Please confirm a utilities study will include the proposed wastewater collection system. Provide the SFPUC's determination regarding the available capacity of the existing combined sewer system to accommodate wastewater and stormwater flows from the project site, and what, if any, improvements to the combined sewer system would be required to accommodate project-related and anticipated cumulative flows. Please provide a figure illustrating proposed pump stations, conveyance lines/force mains and connections on the project site and connections to existing facilities.
- Stormwater Collection: Please confirm that the utilities study will include stormwater management. Please describe how stormwater would be managed at the project site. Please clarify what new stormwater infrastructure would be constructed and where it would connect to the combined sewer system and/or treated and discharged via outfalls to the bay.

Project Construction

- Construction Equipment by Phase: Please complete the request for detailed construction equipment information specified in the Excel spreadsheet previously provided by Ramboll Environ.

- Construction Staging Plan: Please clarify whether all construction staging is proposed to occur on-site. If so, please provide a construction staging diagram showing proposed construction staging by phase.
- Additional Construction Air Quality Questions:
 - Please provide any available information on the locations for different construction activities (examples of activities are listed below).
 - Construction haul trucks inbound and outbound routes.
 - Other construction trucks (e.g., concrete trucks) inbound and outbound routes.
 - Staging areas for each construction phase.
 - Please provide available information on locations and specific stack parameters (e.g., height [either ground level or on the building roof], diameter, flow rate, and exhaust temperature) for backup generators.
- Total Concrete Trucks, by Phase: Please provide the total number of one-way trips for concrete trucks by phase
- Engine Specification: Please provide more detailed information on engine specification (e.g., horsepower, load factor, fuel type) and operating hours (per day) for the following construction equipment:
 - Demolition hammer
 - Demolition cutting shears
 - Pile driver
 - Soil stabilizer
- On-site field trucks: Are these referring to on-road mobile sources (e.g., worker/vendor trips) that will enter and exit the worksite?
- In-Water Construction: Please provide the following details regarding in-water construction:
 - Type, quantity, operation hours of in-water construction equipment
 - Specify project phase(s) that in-water construction would occur
 - Location of dock and shore work construction activities (show on site plan)
 - Please provide the following details, if available, for the construction barge and related equipment:

- Quantity, horsepower, hours of operation, and model year of the following equipment/engines to be operated on the barge: compressor, crane, deck/door engine, dredger, generator, hoist/swing/winch, pump, and other equipment that would be operated on the barge
 - Clarify whether the barge would be self-propelled, or if not, how many towboats or tugboats would be used to maneuver the barge
 - In either case, please provide horse power, hours of operation, and model year of the propulsion engine(s). (The air quality consultant can use California Air Resources Board defaults for engine load factor and brake-specific fuel consumption if not specified.)
- With the flexible use designation for Block 9, would there be additional construction equipment required for demolition of Unit 3 in case of residential use?

Project Operation

- Noise-producing Operational Information: Describe any operational components such as fans, generators, pump stations, etc. that could generate noise, including locations, hours of operation, and noise control measures.
- Air Quality Operational Information: Please provide available information for backup generators, diesel use, lighting efficiency, and reclaimed water use, by operational phase. If there are other stationary sources of emissions besides backup generators (e.g. from R&D or PDR uses) please describe what those may be, and associated emissions.

PRELIMINARY PLANNING CODE AND PROCEDURAL COMMENTS:

The following comments address preliminary Planning Code issues that may substantially affect the design and massing of the proposed project:

1. **Stormwater.** If the project results in a ground surface disturbance of 5,000 sf or greater (creating and/or replacing 5,000 square feet or more of impervious surface), it is subject to San Francisco's stormwater management requirements as outlined in the Stormwater Management Ordinance and the corresponding SFPUC Stormwater Design Guidelines (Guidelines). Projects that trigger the stormwater management requirements must prepare a Stormwater Control Plan demonstrating project adherence to the performance measures outlined in the Guidelines including: (a) reduction in total volume and peak flow rate of stormwater for areas in combined sewer systems OR (b) stormwater treatment for areas in separate sewer systems. The SFPUC Wastewater Enterprise, Urban Watershed Management Program is responsible for review and approval of the Stormwater Control Plan. Without SFPUC approval of a Stormwater Control Plan, no site or building permits can be issued. The Guidelines also require a signed maintenance agreement to ensure proper care of the necessary stormwater controls. Compliance may occur through a mix of rooftop, sidewalk, and open space treatments and technologies, and is encouraged to be designed as a comprehensive system that

maximizes co-benefits for greening, habitat creation, urban heat island reduction, building energy savings, and beautification. Systems within the public realm should consider adjacencies and opportunities for flow-through systems to neighborhood detention areas. To view the Stormwater Management Ordinance, the Stormwater Design Guidelines, or download instructions for the Stormwater Control Plan, go to <http://sfwater.org/sdg>. Applicants may contact stormwaterreview@sfwater.org for assistance.

2. **Recycled Water.** Projects located in San Francisco's designated recycled water use areas are required to install recycled water systems for irrigation, cooling, and/or toilet and urinal flushing in accordance with the Recycled (or Reclaimed) Water Use Ordinance, adopted as Article 22 of the San Francisco Public Works Code. New construction or major alterations with a total cumulative area of 40,000 square feet or more; any new, modified, or existing irrigated areas of 10,000 square feet or more; and all subdivisions are required to comply. To determine if the proposed project is in a designated recycled water use area, and for more information about the recycled water requirements, please visit sfwater.org/index.aspx?page=687.
3. **Non-Potable Water Reuse.** Beginning November 1, 2016, all new buildings of 250,000 square feet or more of gross floor area, must install non-potable water reuse systems to treat and reuse available alternate water sources for toilet and urinal flushing and irrigation. Some of the buildings in your project may meet these thresholds and will therefore need approvals from the San Francisco Public Utilities Commission and permits from both the Department of Public Health and DBI to verify compliance with the requirements and local health and safety codes. For more information about the requirements, please visit <http://www.sfwater.org/np> and/or contact nonpotable@sfwater.org for assistance. Non-potable water systems may be designed to optimize co-benefits for stormwater management, living roofs, and streetscape greening. Regardless of size, project sponsors are encouraged to consider a district-scale system that serves an entire larger project and/or connects smaller projects with adjacent development through shared systems to maximize efficiency and effectiveness.
4. **Better Roofs Ordinance.** In 2016, San Francisco became the first major city in the U.S. to require the installation of renewable energy facilities or living roofs on new buildings. The Better Roofs Ordinance will require between 15% and 30% of roof space to incorporate solar (photo voltaic and/or solar thermal systems), living (green) roofs, or a combination of both. The legislation goes into effect January 2017. The Ordinance provides guidance for developers, designers, and/or owners might best utilize rooftop space; ideally, projects should pursue holistic design and amenity enhancements for 100% of usable roof space that include open space, habitat, stormwater management, urban agriculture, and other beneficial uses. Please see the Planning Department's Living Roof Manual to learn more: <http://sf-planning.org/department-publications>.
5. **Sustainability and Green Building.** San Francisco has a suite of existing sustainability related regulations, including recycling and composting, solar, and more details outlined in the San Francisco Green Building Code (GBC). Per the GBC, this project must meet the standards of LEED Silver or the equivalent GreenPoint rating system. It is recommended that the project sponsor work with the San Francisco Planning, Building, and Environment departments to determine the most beneficial mix of green building strategies that meet or exceed all current requirements, and best fit

the local context. This especially includes the provision of renewable energy on site (PV and solar thermal), living roofs and walls, non-potable water reuse, healthy environments (non-toxic building materials), and other innovative approaches to enhancing performance of the City's environment. The City also encourages projects to maximize energy and water efficiencies, consider zero carbon strategies such as all-electric buildings, and commit to green power purchases for 100% GHG-free electricity. As with non-potable water systems, projects are recommended to consider district-scale energy opportunities on site and in coordination with neighbors.

6. **Refuse Collection and Loading.** San Francisco is a national leader in diverting waste from landfills, has a Mandatory Recycling and Composting Ordinance, and has a goal to achieve zero waste by 2020. In this, the City requires all buildings to be designed with spaces for collecting and loading recycling and composting in common and private areas, and make these options as or more convenient than waste disposal. More information on the complete suite of the City's Zero Waste legislation may be found here: <http://sfenvironment.org/zero-waste/overview/legislation>. Please also see the Guidance on Recycling Design (page 3) resources for designing appropriate areas: http://sfenvironment.org/sites/default/files/fliers/files/sfe_zw_ab088.pdf. Free design and implementation assistance is available from the San Francisco Department of the Environment's Zero Waste Team by calling 415-355-3700.
7. **Shadow Study.** Planning Code Section 295 requires that a shadow analysis be conducted for any project greater than 40-feet in height relative to any property under the jurisdiction of the Recreation and Parks Commission. Further shadow analysis will be required as part of the environmental review.
8. **Bird Safety.** This property is within 300' of a possible urban bird refuge. Planning Commission Resolution 18406 established policies concerning the window treatment, lighting design, and wind generation for certain projects in this area. For more information please consult the 'Standards for Bird-Safe Buildings': <http://sf-planning.org/standards-bird-safe-buildings>. Bird safe strategies should be incorporated into the Development Controls and Design Guidelines.

DEVELOPMENT FEES:

This project will be subject to various development impact fees. Please refer to the Planning Director's Bulletin No. 1 (<http://sf-planning.org/department-publications>) for an overview of Development Impact Fees, and to the Department of Building Inspection's Development Impact Fee webpage (<http://sfdbi.org/development-impact-fee-collection-process-procedure>) for more information about current rates. Please note that this list only reflects fees and requirements referenced in the Planning Code. However, it should be noted that City approval of a Special Use District and Development Agreement associated with the proposed project will likely alter these requirements, as well as other fees described below, as part of a larger package of public benefits related to the site development.

- **Transportation Sustainability Fee (TSF) (§411A)**
- **Jobs-Housing Linkage Fee (§413)**

- **Child Care In-Lieu Fee for Office or Hotel Projects (§414)**
- **Residential Child Care Impact Fee (§414A)**
- **Eastern Neighborhoods Impact Fees (§423)**

AFFORDABLE HOUSING:

Inclusionary Affordable Housing is required for a project proposing ten or more dwelling units pursuant to Planning Code section 415.1-415.9. The Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department identifying the method of compliance, on-site, off-site, or affordable housing fee. The following Inclusionary Affordable Housing requirements are those in effect at the time as of issuance of this letter. In the event that the requirements change, the Project Sponsor shall comply with requirements in place at the time of the issuance of first construction document.

Since a complete Environmental Evaluation Application has been submitted prior to January 1, 2018, pursuant to Planning Code Section 415.3 and 415.6, the Inclusionary Affordable Housing Program requirement is to include 18% of the proposed dwelling units as affordable for rental projects and 20% for ownership projects, with the levels of affordability as defined by the Planning Code and Procedures Manual, construct affordable units off-site equal 30% for rental projects to 33% for ownership projects, pay an in-lieu fee, or a combination of the three. While these are the minimum rates for typical projects under the recently revised provision of the Inclusionary Housing Program (Ord. No. 158-17 and File NO. 161351), these rates could be adjusted as part of the DA.

NEIGHBORHOOD NOTIFICATIONS AND PUBLIC OUTREACH:

The Project Sponsor has already begun conducting public outreach with the surrounding community and neighborhood groups and should continue to do so as site details are developed. Additionally, many approvals require a public hearing with an associated neighborhood notification. Differing levels of neighborhood notification are mandatory for some or all of the reviews and approvals listed above. The project site is located within 300 feet of an existing of a Place of Entertainment at Pier 70 and may be subject to an Entertainment Commission outreach process.

PRELIMINARY PROJECT ASSESSMENT EXPIRATION:

This Preliminary Project Assessment is valid for a period of **18 months**. An Environmental Evaluation, Conditional Use Authorization, or Building Permit Application, as listed above, must be submitted no later than **June, 19, 2019**. Otherwise, this determination is considered expired and a new Preliminary Project Assessment is required. Such applications and plans must be generally consistent with those found in this Preliminary Project Assessment.

Enclosure: Potrero Power Station Land Use Plan

cc: Enrique Landa, California Barrel Company/Associate Capital
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Rich Sucre, Current Planning
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Maia Small, Current Planning/Citywide Planning and Analysis
Chris Kern, Environmental Planning
Rachel Schuett, Environmental Planning
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Steve Wertheim, Citywide Planning and Analysis
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