**PUBLIC UTILITIES COMMISSION**
**505 Van Ness Avenue**
**San Francisco CA 94102-3298**

# Pacific Gas & Electric Company
# ELC (Corp ID 39)
# Status of Advice Letter 6402E
**As of December 7, 2021**

Subject: 23rd Street Improvements, Encroachment on PG&E's Electric Underground Transmission Easement Request for Approval Under Public Utilities Code Section 851, pursuant to General Order 173

Division Assigned: Energy

Date Filed: 11-10-2021

Date to Calendar: 11-15-2021

Authorizing Documents: None

| | |
|---|---|
| **Disposition:** | **Accepted** |
| **Effective Date:** | **12-10-2021** |

Resolution Required: No

Resolution Number: None

Commission Meeting Date: None

CPUC Contact Information:

edtariffunit@cpuc.ca.gov

AL Certificate Contact Information:

Annie Ho
415-973-8794
PGETariffs@pge.com

**PUBLIC UTILITIES COMMISSION**
**505 Van Ness Avenue**
**San Francisco CA 94102-3298**

To: Energy Company Filing Advice Letter

From: Energy Division PAL Coordinator

Subject: Your Advice Letter Filing

The Energy Division of the California Public Utilities Commission has processed your recent Advice Letter (AL) filing and is returning an AL status certificate for your records.

The AL status certificate indicates:

Advice Letter Number
Name of Filer
CPUC Corporate ID number of Filer
Subject of Filing
Date Filed
Disposition of Filing (Accepted, Rejected, Withdrawn, etc.)
Effective Date of Filing
Other Miscellaneous Information (e.g., Resolution, if applicable, etc.)

The Energy Division has made no changes to your copy of the Advice Letter Filing; please review your Advice Letter Filing with the information contained in the AL status certificate, and update your Advice Letter and tariff records accordingly.

All inquiries to the California Public Utilities Commission on the status of your Advice Letter Filing will be answered by Energy Division staff based on the information contained in the Energy Division's PAL database from which the AL status certificate is generated. If you have any questions on this matter please contact the:

Energy Division's Tariff Unit by e-mail to
**edtariffunit@cpuc.ca.gov**

Pacific Gas and Electric Company

**Erik Jacobson**
Director
Regulatory Relations

Pacific Gas and Electric Company
77 Beale St., Mail Code B13U
P.O. Box 770000
San Francisco, CA 94177

Fax: 415.973.3582

November 10, 2021

**Advice 6402-E**
(Pacific Gas and Electric Company ID U 39 E)

Public Utilities Commission of the State of California

**Subject:** **23rd Street Improvements, Encroachment on PG&E's Electric Underground Transmission Easement – Request for Approval Under Public Utilities Code Section 851, pursuant to General Order 173**

## Purpose

Pacific Gas and Electric Company (PG&E) requests Public Utilities Commission (CPUC or Commission) approval under Public Utilities Code Section 851 (Section 851) and General Order (GO) 173 to enter into an Encroachment Agreement (Agreement) with California Barrel Company, LLC (Owner). The Agreement is included as Attachment 1.

Owner currently owns real property within the City and County of San Francisco, State of California, Assessor's Parcel Number 4232-006 (Property). The Property was once owned by PG&E and used for power generation purposes. Owner is proposing to redevelop the Property and construct a mixed-use development known as the Potrero Power Station Development Project (Project). Within the Property is a private street that connects into a public street known as 23rd street. A Land Use Plan identifying the Property, PG&E's electric transmission easement and the private portion of 23rd Street are shown on Attachment 2. As part of the Project, Owner will be improving the private street and constructing structures that will encroach onto PG&E's electric underground transmission easement. A plan and profile drawing depicting the improvements are shown on Attachment 3.

PG&E has reviewed Owner's engineering plans and has determined that the encroachment will not interfere with PG&E's operation, maintenance, or its ability to provide safe and reliable utility service to its customers. In addition, this encroachment will not be adverse to the public interest.

## Background

PG&E owns an easement for the purpose of operating and maintaining 230kV electric underground transmission facilities (Facilities) by virtue of an easement deed dated May 27, 2015 and recorded as Document No. 2016-K187751-00, City and County of San Francisco County Records (Easement). A copy of the Easement is included as Exhibit "B" of Attachment 1. The Facilities run from PG&E's Potrero Substation, located adjacent

to the Property, along 23rd Street within the Property and continues into the San Francisco Bay.

The Easement prohibits buildings and structures within the Easement and the planting of trees within ten feet (10') of the Facilities. Owner proposes to construct the following improvements and structures within the Easement and plant trees within ten feet (10') of the Facilities, all of which are prohibited under the terms of the Easement (collectively "Improvements"):

- **Sidewalk and Bikeway at PG&E Vaults**: The proposed sidewalk and bikeway will be constructed within the Easement and over PG&E's vaults. The sidewalk and bikeway have been designed to be at the same level to avoid curbs and concentrated drainage flows overlaying the vault. The lid and top of the Pull Box Vault will be replaced and extended to match the proposed sidewalk and bikeway finish ground elevations. The lid will maintain the current functionality with capability for PG&E to access the vault and completely remove the lid in order to maintain the Facilities. The accessways and lids to the Transition Vault will be adjusted and extended to the proposed finish ground elevation of the proposed sidewalk and bikeway. The proposed improvements are depicted and shown in Exhibit "D" of Attachment 1 - PG&E VAULTS.

- **Street Lights**: Street Lights will be constructed in the Easement and supported by the City and County of San Francisco standard streetlight foundation detail of 3' x 3' x 3' concrete foundation. For the street lights proposed within 5' of the Facilities, either a shallow City standard foundation or a cantilever foundation will be used to ensure the foundation is an appropriate distance from the Facilities. The proposed streetlights are depicted and shown in Exhibit "D" of Attachment 1 - STREET LIGHTS.

- **Street Trees**: Trees will be planted outside of the Easement, but within ten feet (10') of the Facilities. Owner has agreed to construct a plastic root barrier to prevent roots from growing into the Facilities. The proposed tree areas are depicted and shown in Exhibit "D" of Attachment 1 - STREET TREES.

- **Bicycle Storage Racks and Removable Bollards**: Bicycle racks are proposed within the sidewalk of 23rd Street and the Easement. The racks have a shallow foundation supporting connection to the sidewalk concrete. Similarly, removable bollards with shallow foundation depths are proposed within the Easement. The proposed storage racks and removable bollards are depicted and shown in Exhibit "D" of Attachment 1 - BIKE RACKS & REMOVABLE BOLLARDS.

- **Building Awning**: A proposed overhead awning will encroach into the Easement that is attached to a building located adjacent to the Easement. The awning will not have supporting ground structures within the Easement and will be approximately sixteen feet (16') or higher from the sidewalk elevation. The awning will not extend over the PG&E vaults in order to maintain access to the Facilities.

The proposed awning is depicted in Exhibit "D" of Attachment 1 - BUILDING AWNING.

- **Lightweight Fill Material**: The finish grade of the proposed street improvements will remain similar to the existing elevations for the majority of the Easement. However, the easternmost segment of 23rd Street will need to be raised in elevation in order to provide protection from flooding and future sea level rise. In order to not impact the Facilities, the Project's geotechnical engineer has recommended the placement of lightweight fill material in these areas where the street elevations will be raised. This lightweight fill material is a type of cellular concrete that is lightweight and will prevent the potential soil settlement associated with the increased elevation above the Facilities.

Owner and PG&E have been working together to ensure the Improvements do not interfere with the operation and maintenance of the Facilities. PG&E will be able to access its facilities for any maintenance or safety-related work if necessary. Additionally, Owner has agreed to the terms of the Agreement that is included as Attachment 1. The Agreement reserves the right for PG&E to terminate the Agreement and have the Owner or PG&E remove the Improvements at no cost to PG&E. Additionally, PG&E may demolish the Improvements in the event they interfere with any future use of the Easement by PG&E. The Agreement restricts Owner from constructing any additional improvements or altering the existing Improvements in the Easement without PG&E's approval.

On April 24th, 2020, the City and County of San Francisco approved the Project pursuant to the following land use entitlements: (1) San Francisco General Plan Amendment (Ordinance No. 064-20), (2) San Francisco Planning Code Text and Zoning Map Amendment (Ordinance No. 061-20), and (3) Development Agreement (Ordinance No. 062-20). No further entitlements are required from the City and County of San Francisco to construct the Project, except for "Later Approvals" as defined in the Development Agreement, such as building permits, subdivision maps, and encroachment permits. Previously, the entitlements were unanimously approved on April 14, 2020 and April 21, 2020, and the mayor signed the ordinance on April 24, 2020. Phase 1 of the Project includes 23rd Street from Illinois Street to the waterfront. The Owner submitted Phase 1 Street Improvements to the City and County of San Francisco in April 2021 and expects them to be permitted and construction of 23rd Street to begin spring 2022.

For all of the above reasons, PG&E requests Section 851 approval from the Commission to enter into the Agreement for the proposed Improvements within PG&E's electric transmission easement.

**Tribal Lands Policy**

On December 5, 2019, the Commission adopted a policy titled, "Investor-Owned Utility Real Property – Land Disposition - First Right of Refusal for Disposition of Real Property Within the Ancestral Territories of California Native American Tribes" (Policy). The Policy directs investor-owned utilities to (1) notify the appropriate local Native American Tribes

of any proposed dispositions of utility-owned real property that are subject to Section 851 and (2) to allow 90 days for the Tribes to respond as to their interest in purchasing the subject real property.

Resolution E-5076, effective January 14, 2021, adopted Guidelines to Implement the CPUC Tribal Land Policy (Guidelines). Section 1.3.d of the Guidelines states that "disposition" means the transfer, sale, donation, or disposition by any other means of a fee interest in real property. Therefore, the encroachment agreement subject to this Advice Letter is not covered by the Policy.

**Other Information**

In accordance with General Order 173, Rule 4, PG&E provides the following information related to the proposed transaction:

**(a) Identity and Addresses of All Parties to the Proposed Transaction:**

Pacific Gas and Electric Company
Steven Frank
Law Department
P.O. Box 7442
San Francisco, CA 94120
Telephone: (415) 973-6976
Facsimile: (415) 973-5520
Email: steven.frank@pge.com

California Barrel Company LLC
Enrique Landa, Principal
P.O. Box 881690
San Francisco, CA 94188
Telephone: (415) 796-8945

**(b) Complete Description of the Property Including Present Location, Condition and Use:**

The Easement is located within a parcel of land in the City and County of San Francisco, more specifically described in the deed dated and recorded as Serial No. 99-G553141-00, City and County of San Francisco Recorders and identified as Assessor's Parcel Number 4232-006. The real property is presently being used for industrial and commercial purposes.

**(c) Intended Use of the Property:**

Owner will be performing environmental remediation work and redeveloping the Property to construct a mixed-use development consisting of approximately 2,600 dwelling units, several acres of public parks and recreational areas, and 1.2 to 1.9 million square feet of office, lab and retail space. The area will feature pedestrian and cyclist paths between the open spaces and the waterfront.

**(d) Complete Description of Financial Terms of the Proposed Transaction:**

PG&E is not collecting any fees associated with granting the Agreement. The Improvements within the Easement do not rise to the level of a right that has any realizable economic value to PG&E.

**(e) Description of How Financial Proceeds of the Transaction Will Be Distributed:**

Not applicable.

**(f) Statement on the Impact of the Transaction on Ratebase and Any Effect on the Ability of the Utility to Serve Customers and the Public:**

There is no impact to PG&E's rate base nor will granting the Agreement affect PG&E's ability to provide reliable service to its customers and the public at large.

**(g) The Original Cost, Present Book Value, and Present Fair Market Value for Sales of Real Property and Depreciable Assets, and a Detailed Description of How the Fair Market Value Was Determined (e.g., Appraisal):**

Not applicable.

**(h) The Fair Market Rental Value for Leases of Real Property, and a Detailed Description of How the Fair Market Rental Value Was Determined:**

Not applicable.

**(i) The Fair Market Value of the Easement or Right-of-Way, and a Detailed Description of How the Fair Market Value Was Determined:**

As mentioned above, the Improvements within the Easement do not rise to the level of a right that has any realizable economic value to PG&E.

**(j) A Complete Description of any Recent Past (Within the Prior Two Years) or Anticipated Future Transactions that May Appear To Be Related to the Present Transaction:**

There are no recent past or anticipated future transactions anticipated by PG&E that appear related to the present transaction.

**(k) Sufficient Information and Documentation (Including Environmental Information) to Show that All of Eligibility Criteria Set Forth in Rule 3 of General Order 173 are Satisfied:**

PG&E has provided information in this Advice Letter to satisfy the eligibility criteria under General Order 173 in that:

- The activity proposed in the transaction will not require environmental review by the CPUC as a Lead Agency;
- The transaction will not have an adverse effect on the public interest or on the ability of PG&E to provide safe and reliable service to its customers at reasonable rates;
- The transaction will not materially impact the rate base of PG&E; and
- The transaction does not warrant a more comprehensive review that would be provided through a formal Section 851 application.

**(l) Additional Information to Assist in the Review of the Advice Letter:**

PG&E does not believe any additional information is necessary for the review of the Advice Letter.

**(m) Environmental Information**

Pursuant to General Order 173, the Advice Letter program applies to proposed transactions that will not require environmental review by the CPUC as a lead agency under the California Environmental Quality Act (“CEQA") either because: (a) a statutory or categorical exemption applies (the applicant must provide a Notice of Exemption from the Lead Agency or explain why an exemption applies), or (b) because the transaction is not a project under CEQA (the applicant must explain the reasons why it believes that the transaction is not a project), or (c) because another public agency, acting as the Lead Agency under CEQA, has completed environmental review of the project, and the Commission is required to perform environmental review of the project only as a Responsible Agency under CEQA.

The San Francisco Planning Commission certified the Final Environmental Impact Report (Final EIR) for the Project on January 30, 2020, and the San Francisco Board of Supervisors approved the Project on April 24, 2020. The Owner, being the project sponsor, proposed chages to the approved project’s phasing plan, which involves modifications to the construction phasing schedule and minor changes to the land use program from what was analyzed in the Final EIR pursuant to an Addendum dated September 9, 2020 (Addendum). The Addendum concluded that the proposed changes to the approved project would not (1) result in any new significant environmental impacts or (2) require the adoption of any new or considerably different mitigation measures from those included in the Final EIR.

c. <u>CPUC as a Responsible Agency under CEQA</u>

*If another public agency, acting as the Lead Agency under CEQA, has completed an environmental review of the project and has approved the*

*final CEQA documents, and the Commission is a Responsible Agency under CEQA, the applicant shall provide the following:*

a. *The name, address, and phone number of the Lead Agency, the type of CEQA document that was prepared (Environmental Impact Report, Negative Declaration, Mitigated Negative Declaration), the date on which the Lead Agency approved the CEQA document, the date on which a Notice of Determination was filed.*

| | |
|---|---|
| **Lead Agency** | San Francisco Planning Department<br>Rachel Schuett, PPS EIR Coordinator<br>1650 Mission Street, Suite 400<br>San Francisco, CA 94103<br>(415) 575-9030<br>Rachel.schuett@sfgov.org |
| **Type of CEQA Document Prepared** | Environmental Impact Report is included as Attachment 4.<br><br>Addendum to the Environmental Impact Report is included as Attachment 5. |
| **Date Approved** | Environmental Impact Report certified on January 30, 2020.<br><br>Addendum to the Environmental Impact Report approved on September 9, 2020 |
| **Date of Final EIR and Addendum** | Environmental Impact Report publication date is October 3, 2018.<br><br>Addendum to the Environmental Impact Report publication date is September 9, 2020. |
| **Date Notice of Determination Filed** | Notice of Determination filed on April 29, 2020 and included as Attachment 6. |

b. *A copy of all CEQA documents prepared by or for the Lead Agency regarding the project and the Lead Agency's resolution or other document approving the CEQA documents.*

See Attachments 4 through 6.

c. *A list of section and page numbers for the environmental impacts, mitigation measures, and findings in the prior CEQA documents that relate to the approval sought from the Commission.*

The environmental impacts of the Improvements were analyzed in the Final EIR. The Final EIR concluded that the project would have certain unavoidable significant environmental impacts to cultural resources, traffic, noise and air quality. Accordingly, the Planning Commission adopted a Statement of Overriding Considerations, citing numerous project benefits related to the provision of affordable housing, opening up substantial waterfront, establishing new parks and open space, and providing community facilities. The Improvements were also analyzed in the Addendum prepared for proposed changes to the Project phasing plan, which was approved by the San Francisco Planning Director on October 7, 2020. The Planning Director found that the phasing changes (which expanded the area covered by Phase 1, which includes the Improvements) did not change any of the conclusions in the Final EIR.

The Improvements are described in multiple parts of Chapter 2 ("Project Description") of the Final EIR, particularly on pages 2-23 to 2-49. These pages include multiple figures (e.g., Figures 2-8 to 2-23) various project features and components on 23rd Street, including: street types; parking supply; circulation routes; pedestrian connections; transit plans; street tree plans; potable water plans; sewer system plans; and open space and shoreline improvements. The subsections of Chapter 2 on these pages describe multiple features of the Improvements, including:

- 2.E.4 Design for Development (requires the Block 12 awning, and defines requirements for 23rd St design and streetscape);
- 2.E.5 Open Space (a portion of the Point open space is over easement, including bollards at 23rd terminus at Bay Trail);
- 2.E.6 Vehicle Parking and Loading (describes required street improvements);
- 2.E.7 Bicycle Parking (requires 23rd Street to include bike racks);
- 2.E.8 Transportation and Circulation Plan (requires 23rd Street to include bike routes, bus stop, street trees);
- 2.E.9 Infrastructure and Utilities (describes utilities that would be located in the easement area);

• 2.E.10 Proposed Improvements to Address Sea Level Rise (describes raising grades, which results in need for lightweight fill);
• 2.F.1 Construction Overview and Schedule (describes placement of lightweight fill).

Because the Improvements are an integral component of the Project, they are included in the analysis each potential impact for the entire project, particularly the analysis of construction impacts. There are no potential impacts for the Project that are identified as being separately attributable to the Improvements component, and there are no separate findings made about the Improvements. Most mitigation and improvement measures applicable to the entire project are also applicable to 23rd Street, particularly those related to construction. Mitigation and improvement measures that are particularly relevant to the Improvements, including: M-CR-6, M-TR-5. M-NO-1, M-NO-4, M-AQ-2, M-BI-1, M-CR-1, M-CR-3, M-GE-6, I-TR-A, I-NO-A, and I-NO-B.

d. *An explanation of any aspect of the project or its environmental setting which has changed since the issuance of the prior CEQA document.*

As mentioned above, the Owner, being the project sponsor, proposed chages to the approved project's phasing plan, which involves modifications to the construction phasing schedule and minor changes to the land use program from what was analyzed in the Final EIR pursuant to an Addendum dated September 9, 2020. The Addendum concluded that the proposed changes to the approved project would not (1) result in any new significant environmental impacts or (2) require the adoption of any new or considerably different mitigation measures from those included in the Final EIR.

e. *A statement of whether the project will require approval by additional public agencies other than the Commission and the Lead Agency, and, if so, the name and address of each agency and the type of approval required.*

PG&E is not aware of other approval requirements by additional public agencies.

**Protests**

*****Due to the COVID-19 pandemic, PG&E is currently unable to receive protests or comments to this advice letter via U.S. mail or fax. Please submit protests or**

**comments to this advice letter to EDTariffUnit@cpuc.ca.gov and PGETariffs@pge.com*****

Anyone wishing to protest this submittal may do so by letter sent via U.S. mail, facsimile or E-mail, no later than November 30, 2021, which is 20 days after the date of this submittal. Protests must be submitted to:

CPUC Energy Division
ED Tariff Unit
505 Van Ness Avenue, 4th Floor
San Francisco, California 94102

Facsimile: (415) 703-2200
E-mail: EDTariffUnit@cpuc.ca.gov

Copies of protests also should be mailed to the attention of the Director, Energy Division, Room 4004, at the address shown above.

The protest shall also be sent to PG&E either via E-mail or U.S. mail (and by facsimile, if possible) at the address shown below on the same date it is mailed or delivered to the Commission:

Erik Jacobson
Director, Regulatory Relations
c/o Megan Lawson
Pacific Gas and Electric Company
77 Beale Street, Mail Code B13U
P.O. Box 770000
San Francisco, California 94177

Facsimile: (415) 973-3582
E-mail: PGETariffs@pge.com

Any person (including individuals, groups, or organizations) may protest or respond to an advice letter (General Order 96-B, Section 7.4). The protest shall contain the following information: specification of the advice letter protested; grounds for the protest; supporting factual information or legal argument; name, telephone number, postal address, and (where appropriate) e-mail address of the protestant; and statement that the protest was sent to the utility no later than the day on which the protest was submitted to the reviewing Industry Division (General Order 96-B, Section 3.11).

**Effective Date**

Pursuant to the review process outlined in General Order 173, PG&E requests that this Tier 2 advice letter become effective on December 10, 2021, which is 30 days from the date of submittal.

**Notice**

In accordance with General Order 96-B, Section IV, a copy of this advice letter is being sent electronically and/or via U.S. mail to parties shown on the attached list. Address changes to the General Order 96-B service list should be directed to PG&E at email address PGETariffs@pge.com. For changes to any other service list, please contact the Commission's Process Office at (415) 703-2021 or at Process_Office@cpuc.ca.gov. Send all electronic approvals to PGETariffs@pge.com. Advice letter submittal can also be accessed electronically at: http://www.pge.com/tariffs.

/S/

Erik Jacobson
Director, Regulatory Relations

**Attachments**

Attachment 1 - Encroachment Agreement
Attachment 2 - Land Use Plan
Attachment 3 - Plan and Profile
Attachment 4 - EIR
Attachment 5 - Addendum to the EIR
Attachment 6 - Notice of Determination

**********  SERVICE LIST for Advice 6402-E  **********
**APPENDIX A**

Jonathan Reiger
Legal Division
505 Van Ness Avenue
San Francisco, CA 94102
(415) 355-5596
jzr@cpuc.ca.gov

Mary Jo Borak
Energy Division
505 Van Ness Avenue
San Francisco, CA 94102
(415) 703-1333
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Robert (Mark) Pocta
Public Advocates Office
505 Van Ness Avenue
San Francisco, CA 94102
(415) 703- 2871
robert.pocta@cpuc.ca.gov

Andrew Barnsdale
Energy Division
505 Van Ness Avenue
San Francisco, CA 94102
(415)  703-3221
bca@cpuc.ca.gov

**********AGENCIES**********

Office of the County Clerk
City Hall, Room 168
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4678
(415) 554-4950

San Fransico Planning Department
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103

**********3rd Parties**********

California Barrel Company, LLC
P.O. Box 881690
San Francisco, CA 94188
(415) 796-8945

# ADVICE LETTER SUMMARY

ENERGY UTILITY

MUST BE COMPLETED BY UTILITY (Attach additional pages as needed)

Company name/CPUC Utility No.: Pacific Gas and Electric Company (ID U39 E)

Utility type:
- [x] ELC
- [ ] GAS
- [ ] WATER
- [ ] PLC
- [ ] HEAT

Contact Person: Annie Ho
Phone #: (415) 973-8794
E-mail: PGETariffs@pge.com
E-mail Disposition Notice to: AMHP@pge.com

EXPLANATION OF UTILITY TYPE
ELC = Electric GAS = Gas WATER = Water
PLC = Pipeline HEAT = Heat

(Date Submitted / Received Stamp by CPUC)

Advice Letter (AL) #: 6402-E

Tier Designation: 2

Subject of AL: 23rd Street Improvements, Encroachment on PG&E's Electric Underground Transmission Easement – Request for Approval Under Public Utilities Code Section 851, pursuant to General Order 173

Keywords (choose from CPUC listing): Agreements, Section 851

AL Type: [ ] Monthly [ ] Quarterly [ ] Annual [x] One-Time [ ] Other:

If AL submitted in compliance with a Commission order, indicate relevant Decision/Resolution #:

Does AL replace a withdrawn or rejected AL? If so, identify the prior AL: No

Summarize differences between the AL and the prior withdrawn or rejected AL:

Confidential treatment requested? [ ] Yes [x] No

If yes, specification of confidential information:
Confidential information will be made available to appropriate parties who execute a nondisclosure agreement. Name and contact information to request nondisclosure agreement/ access to confidential information:

Resolution required? [ ] Yes [x] No

Requested effective date: 12/10/21

No. of tariff sheets: N/A

Estimated system annual revenue effect (%): N/A

Estimated system average rate effect (%): N/A

When rates are affected by AL, include attachment in AL showing average rate effects on customer classes (residential, small commercial, large C/I, agricultural, lighting).

Tariff schedules affected:

Service affected and changes proposed[1]: N/A

Pending advice letters that revise the same tariff sheets: N/A

[1]Discuss in AL if more space is needed.

Clear Form

**Protests and all other correspondence regarding this AL are due no later than 20 days after the date of this submittal, unless otherwise authorized by the Commission, and shall be sent to:**

| | |
|---|---|
| CPUC, Energy Division<br>Attention: Tariff Unit<br>505 Van Ness Avenue<br>San Francisco, CA 94102<br>Email: EDTariffUnit@cpuc.ca.gov | Name: Sidney Bob Dietz II, c/o Megan Lawson<br>Title: Director, Regulatory Relations<br>Utility Name: Pacific Gas and Electric Company<br>Address: 77 Beale Street, Mail Code B13U<br>City: San Francisco, CA 94177<br>State: California Zip: 94177<br>Telephone (xxx) xxx-xxxx: (415)973-2093<br>Facsimile (xxx) xxx-xxxx: (415)973-3582<br>Email: PGETariffs@pge.com |
| | Name:<br>Title:<br>Utility Name:<br>Address:<br>City:<br>State: District of Columbia Zip:<br>Telephone (xxx) xxx-xxxx:<br>Facsimile (xxx) xxx-xxxx:<br>Email: |

Clear Form

# Attachment 1

## Encroachment Agreement

# Attachment 1

Encroachment Agreement (REV 06/2019) Mod (09/2021)

RECORDING REQUESTED BY AND RETURN TO:

***PACIFIC GAS AND ELECTRIC COMPANY***
***245 Market Street, N10A, Room 1015***
***P.O. Box 770000***
***San Francisco, California 94177***

Location: City/Uninc_____
Recording Fee $_____
Document Transfer Tax $ _____
[X] This is a conveyance where the consideration and Value is less than $100.00 (R&T 11911).
[ ] Computed on Full Value of Property Conveyed, or
[ ] Computed on Full Value Less Liens & Encumbrances Remaining at Time of Sale
[ ] Exempt from the fee per GC 27388.1 (a) (2); This document is subject to Documentary Transfer Tax

_____
Signature of declarant or agent determining tax

(APN 4232-006)
LD# 2302-05-10051

## ENCROACHMENT AGREEMENT

This Encroachment Agreement (this "**Agreement**") is made and entered into this ___ day of _____, 20__ ("**Effective Date**") by PACIFIC GAS AND ELECTRIC COMPANY, a California corporation ("**PG&E**"), and CALIFORNIA BARREL COMPANY LLC, a Delaware limited liability company ("**Owner**").

RECITALS

A. Owner is the fee title owner of certain real property within the City and County of San Francisco, State of California, Assessor's Parcel Number 4232-006 (hereinafter, the "**Property**") legally described in **Exhibit "A"** attached hereto and made a part hereof. Owner entitled the Property and certain adjacent land as a multi-phased, mixed-use development project (the "**Project**") that will include up to 2,600 dwelling units, approximately 1.5 million square feet of office and life science uses and a new publicly accessible network of improved parkland and open space, as well as accessory parking, retail, PDR and childcare and community facilities, all as more particularly described in that certain Development Agreement by and between Owner and the City and County of San Francisco, a municipal corporation (the "**City**"), dated as of September 22, 2020 (the "**Development Agreement**").

B. PG&E is also the holder of that certain easement and right-of-way (the "**Easement**") on the Property for the electric underground transmission facilities and for all other purposes connected therewith, as set forth in the Easement Deed dated May 27, 2015 and recorded on January 14, 2016 as Document No. 2016-K187751-00 in the City and County of San Francisco County Records (the "**Official Records**"), a copy of which is included in **Exhibit "B"** attached hereto and made a part hereof. The portion of the Property encumbered by the Easement is legally described in Exhibit "B" of the Easement and shall hereinafter be referred to as the ("**Easement**

**Area**"). Owner's design of the Easement Area was prepared in consultation with PG&E and approved by the City as part of the Project's entitlements.

C. As part of the Project, Owner plans on constructing improvements on the private street known as 23rd Street and within the Easement Area, consistent with the Approvals (as defined in the Development Agreement), by (i) constructing a building awning overhang, street lights, bicycle storage racks (and their associated foundations) and removable bollards, (ii) improving and raising the existing vault and access lids for the electric underground transmission facilities, (iii) planting trees within the ten feet (10') planting prohibition described in the Easement and below, (iv) adding lightweight fill and constructing a sidewalk, curb, street asphalt and other street improvements associated therewith (collectively the **"Improvements"**), which are more specifically described in **Exhibit "C"**, some or all of which are in violation of the prohibitions contained in the Easement. The Improvements will be consistent with the plans attached as **Exhibit "D"** or with changes approved by PG&E in its reasonable discretion. The prohibitions in the Easement provide in part that "…Grantor shall not erect or construct any building or other structure, or drill or operate any well, or construct any reservoir or other obstruction within said easement area, or plant any trees or vines, or construct associated supporting structures, within ten feet of the centerline(s) of the facilities installed hereunder, or diminish or substantially add to the ground cover over said facilities, or construct any fences that will interfere with the maintenance and operation of said facilities."

D. Owner is requesting that PG&E grant permission for the construction of the Improvements within the Easement Area. PG&E has determined that the Improvements, to be constructed pursuant to plans and specifications approved by PG&E (which approval shall not be unreasonably withheld, conditioned or delayed), do not interfere with the present full use of the Easement Area by PG&E, and PG&E is therefore willing to agree to allow such encroachment on the Easement Area on the terms and subject to the conditions set forth herein.

NOW, THEREFORE, in consideration of the foregoing and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Owner and PG&E hereby agree as follows:

1. Consent to Encroachment. Notwithstanding the prohibitions in the Easement, PG&E hereby consents to the encroachment of the Improvements onto the Easement Area subject to the terms and conditions set forth herein.

2. Governmental Approvals. This Agreement shall not become effective, notwithstanding that it may have been executed and delivered by the parties, and Owner shall not commence any activity hereunder, unless and until PG&E notifies Owner in writing of receipt of final, unconditional, and unappealable approval of this Agreement by the California Public Utilities Commission (the "**CPUC**") and that the terms and conditions of such CPUC approval are satisfactory to PG&E in its reasonable discretion. This Agreement is made subject to all the provisions of such approval, as more particularly set forth in [CPUC (☐Disposition Letter ☐ Advice Letter ☐Decision) _____], in like manner as though said provisions were set forth in full herein.

3. Removal; Restoration. PG&E may require Owner, upon ninety (90) days' written notice to Owner, to temporarily or permanently remove or relocate certain individual aboveground Improvements consisting of the building awning overhang, street lights, bicycle storage racks (and their associated foundations), removable bollards, trees within the ten feet (10') planting prohibition and other aboveground street improvements associated with the foregoing to the extent such aboveground Improvements unreasonably interfere with PG&E's proper use of the Easement. For any aboveground Improvements that are determined to be in permanent interference as described above and are able to be permanently relocated within the Easement Area, Owner shall relocate those certain aboveground Improvements pursuant to plans and specifications approved by PG&E, which approval shall not be unreasonably withheld, conditioned or delayed. The removal or relocation of any aboveground Improvements shall be at Owner's sole cost and expense, and Owner shall restore the Easement Area as nearly as possible to the condition that existing prior to the removal or relocation of said aboveground Improvements. If Owner fails to remove or relocate said aboveground Improvements or fails to restore the Easement Area within the ninety (90) day period, PG&E may remove or relocate such aboveground Improvements and Owner shall reimburse PG&E for its reasonable costs thereof within thirty (30) days after receipt of an invoice therefor and any reasonable supporting information. Owner understands and agrees that notwithstanding that Owner may have made a substantial investment in such aboveground Improvements, Owner shall not be entitled to any compensation whatsoever and PG&E shall not be liable whatsoever for any such removal or relocation in accordance with this Section 3. (Owner to initial here _____).

4. Indemnification; Release.

(a) Indemnification. Owner shall, to the maximum extent permitted by law, indemnify, protect, defend and hold harmless PG&E, its parent corporation, subsidiaries and affiliates, and their respective officers, managers, directors, representatives, agents, employees, transferees, successors and assigns (each, an "**Indemnitee**" and collectively, "**Indemnitees**") from and against all claims, losses, actions, demands, damages, costs, expenses (including, but not limited to, experts fees and reasonable attorneys' fees and costs) and liabilities of whatever kind or nature (collectively, "**Claims**"), which arise from or are in any way connected with the occupancy or use of the Easement Area hereunder by Owner or Owner's contractors, agents, or invitees, or the performance of, or failure to perform, Owner's duties under this Agreement, including, but not limited to, Claims arising out of: (1) injury to or death of persons, including but not limited to employees of PG&E; (2) injury to property or other interest of PG&E, Owner or any third party; (3) violation of any applicable federal, state, or local laws, statutes, regulations, or ordinances, including all legal requirements relating to human health or the environment, and including any liability which may be imposed by law or regulation without regard to fault; excepting only with respect to any Indemnitee, (a) any Claim to the extent arising from the active negligence or willful misconduct of PG&E or such Indemnitee and (b) any Claim to the extent such Claim is subject to the indemnification set forth in the Easement. In the event any action or proceeding is brought against any Indemnitee for any Claim against which Owner is obligated to indemnify or provide a defense hereunder, Owner upon written notice from PG&E shall defend such action or proceeding at Owner's sole expense by counsel approved by PG&E, which approval shall not be unreasonably withheld, conditioned or delayed.

(b) Release. Without limiting PG&E's indemnification or other obligations under the Easement, Owner accepts all risk relating to its occupancy and use of the Easement Area hereunder, and PG&E shall not be liable to Owner for, and Owner hereby waives, releases, exonerates, discharges and covenants not to sue PG&E and the other Indemnitees from and for, any and all liability, whether in contract, tort or on any other basis, for any injury, damage, or loss resulting from or attributable to the use or occupancy of the Easement Area by Owner hereunder, except in the case of any Indemnitee, any injury, damage, or loss to the extent arising from the active negligence or willful misconduct of such Indemnitee.

5. Compliance with Laws. Owner shall, at its sole cost and expense, promptly comply with all laws, statutes, ordinances, rules, regulations, requirements or orders of municipal, state, and federal authorities now in force or that may later be in force, with the conditions of any permit, relating to Owner's use or occupancy of the Easement Area hereunder.

6. Alterations. Except for the Improvements authorized pursuant to this Agreement or not prohibited by the Easement, Owner shall not construct any additional buildings or structures on the Easement Area, nor shall Owner make any alterations, additions or improvements to the Easement Area or the Improvements.

7. Damage or Destruction. In the event that the Improvements shall be destroyed or demolished, Owner shall not rebuild the Improvements on any part of the Easement Area except pursuant to plans and specifications approved by PG&E, which approval shall not be unreasonably withheld, conditioned or delayed.

8. Condition of Easement Area. Owner accepts the Easement Area in its existing physical condition, without warranty by PG&E or any duty or obligation on the part of PG&E hereunder to maintain the Easement Area. Owner understand that numerous hazards, environmental or otherwise, may be located in, on, or underlying the Easement Area, and that hazardous materials may be used in connection with PG&E facilities that may be operated in the Easement Area, and agrees that entry onto the Easement Area hereunder is at Owner's sole risk and expense.

9. Maintenance. Owner shall be responsible for the maintenance of the Improvements in good condition and repair, and Owner shall coordinate all activities regarding the maintenance of the Improvements to reasonably minimize any interference with the use by PG&E of the Easement Area, and Owner shall conduct its activities in such a manner so as not to endanger the Easement, the environment and human health and safety. Owner shall be responsible for remediation of any hazardous materials release caused by Owner, and to clean and remove debris and/or promptly repair any damages to the Easement Area following any entry or activity by Owner hereunder, returning the Easement Area to a like or better condition.

10. Reserved Rights. PG&E reserves its right under the Easement to use the Easement Area for such purposes as it may deem necessary or appropriate in accordance with the Easement and this Agreement if, and whenever, in the interest of its service to its patrons or consumers or the public, it shall appear necessary or desirable to do so. Furthermore, to the extent set forth in the Easement, PG&E reserves the right to restrict access to the Easement Area if emergency repairs or maintenance are required to PG&E facilities in the vicinity of the Easement Area.

11. Insurance. Prior to the Effective Date, Owner shall procure, and thereafter Owner shall carry and maintain in effect at all times, the following insurance: to the extent that Owner has any employees, Worker's Compensation in compliance with applicable labor codes, acts, laws or statutes, state or federal, where Owner performs work and Employer's Liability insurance with limits not be less than $1,000,000 for injury or death, each accident; Commercial General Liability for bodily injury and property damage with limits of not less than $1,000,000 each occurrence/$2,000,000 aggregate; Auto Liability, code 1 "any auto" combined single limit no less than $1,000,000 each accident. Owner is also responsible for requiring its agents, contractors and subcontractors to carry at least the insurance requirements of this Agreement at all times during which they enter the Easement Area or exercise any of its rights under this Agreement.

12. Notice. Any notices or communications hereunder shall be in writing and shall be personally delivered or sent by first class mail, certified or registered, postage prepaid, or sent by national overnight courier, with charges prepaid for next business day delivery, addressed to the addressee party at its address or addresses listed below, or to such other address or addresses for a party as such party may from time to time designate by notice given to the other party. Notices shall be deemed received, if sent by personal delivery upon actual receipt by the party being sent the notice, or on the expiration of three (3) business days after the date of mailing, or on the following business day if sent by overnight courier.

If to PG&E:

Manager, Land Rights
Pacific Gas and Electric Company
PO Box 770000, Mail Code N10A
San Francisco, CA 94177

With a copy to:

Law Department
Pacific Gas and Electric Company
P.O. Box 7442
San Francisco, CA 94120
Attn: Managing Counsel, Environmental and Real Estate

If to Owner:

California Barrel Company LLC
PO Box 881690
San Francisco, CA 94188
Attention: Jamie M. Brown, Esq.

13. Governing Law. This Agreement shall in all respects be interpreted, enforced, and governed by and under the laws of the State of California, without regard to its conflict of laws principles.

14. Entire Agreement. This Agreement and the Easement supersede all previous oral and written agreements between and representations by or on behalf of the parties and constitutes the entire agreement of the parties with respect to the subject matter hereof. This Agreement may not be amended except by a written agreement executed by the parties and recorded in the Official Records.

15. Binding Effect. This Agreement and the covenants and agreements contained herein shall be binding upon, and shall inure to the benefit of, the parties hereto and their respective heirs, successors and assigns (subject to the provisions of Section 16 below). The covenants and rights of Owner hereunder shall run with the land.

16. Assignment. Owner shall not have the right to assign its rights and obligations under this Agreement without PG&E's consent, which shall be given within fourteen (14) days after notice of the Owner's request for an assignment and Owner provided evidence reasonably acceptable to PG&E that the following conditions (a) – (c) have been satisfied: (a) Owner is not then in default of any of its obligations under this Agreement (or Owner has made reasonable provisions to cure such default); (b) the assignee at the time of the assignment shall expressly assume all of the obligations of the Owner under this Agreement to the extent of such assignment; and (c) the assignee possesses the financial ability to perform Owner's obligations under this Agreement. If PG&E fails to give consent (or a written explanation of its reasons for withholding consent) within fourteen (14) days, Owner shall deliver to PG&E a second request for consent after the initial fourteen (14) day period expires and PG&E shall have an additional three (3) business days after the second notice to respond. If PG&E fails to give consent (or a written explanation of its reason for withholding consent) within such additional three (3) business day period, then such consent shall be deemed given. Upon Owner's permitted assignment hereof, the assigning person or entity shall automatically be released of its obligations hereunder to the extent of such assignment and the assignee shall be deemed to be the "Owner" hereunder. To the extent PG&E assigns all (or part) of its interest in the Easement, this Agreement (in whole or in relevant part) shall automatically assign to the assignee of the Easement.

17. Attorneys' Fees. Should either party bring an action against the other party, by reason of or alleging the failure of the other party with respect to any or all of its obligations hereunder, whether for declaratory or other relief, then the party which prevails in such action shall be entitled to its reasonable attorneys' fees (of both in-house and outside counsel) and expenses related to such action, in addition to all other recovery or relief. A party shall be deemed to have prevailed in any such action (without limiting the generality of the foregoing) if such action is dismissed upon the payment by the other party of the sums allegedly due or the performance of obligations allegedly not complied with, or if such party obtains substantially the relief sought by it in the action, irrespective of whether such action is prosecuted to judgment.

18. Survival of Obligations. Owner's obligations under Section 4 of this Agreement shall survive the termination of this Agreement.

19. No Waiver. No waiver with respect to any provision of this Agreement shall be effective unless in writing and signed by the party against whom it is asserted. No waiver of any provision of this Agreement by a party shall be construed as a waiver of any subsequent breach or failure of the same term or condition, or as a waiver of any other provision of this Agreement.

20. Captions. The captions in this Agreement are for reference only and shall in no way define or interpret any provision hereof.

21. Counterparts. This Agreement may be executed in identical counterpart copies, each of which shall be an original, but all of which taken together shall constitute one and the same agreement.

22. Electronic Signatures. This Agreement may be executed by electronic signature(s) and each party shall be entitled to rely upon executed copies to be transmitted by email in a portable document format ("pdf") version to the same and full extend as the originals.

23. Recording. Owner hereby consents and agrees to the recording by PG&E of this Agreement against the Property. Owner agrees to sign any additional documents reasonably required to complete such recording.

24. Ratification of Grant of Easement. Except as modified by this Agreement in regard to the Easement Area, all of the terms, conditions and provisions of the Easement shall remain in full force and effect and are hereby ratified and confirmed. To the extent the terms of the Easement are inconsistent with this Agreement, the terms of this Agreement shall control.

[Signatures appear on following page]

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date.

| "PG&E" | "Owner" |
| --- | --- |
| PACIFIC GAS AND ELECTRIC COMPANY, a California corporation | CALIFORNIA BARREL COMPANY LLC, a Delaware limited liability company |
| By: _____ Dawn Plise | By: _____ Enrique Landa |
| Its: Manager, Land Rights | Its: Principal |

Attach to LD: 2302-05-10051
Area, Region or Location: 1
Land Service Office: San Francisco
Line of Business: Electric Transmission (42)
Business Doc Type: Conveyances Out
MTRSQ: 23.02.05.14.33, 23.02.05.14.34
FERC License Number: N/A
PG&E Drawing Number:
Plat No.:
LD of Affected Documents: XXSF-00-4319
LD of Cross Referenced Documents:
Type of interest: Encroachment Agreements (69)
SBE Parcel:
% Being Quitclaimed:
Order or PM:
JCN:
County: San Francisco
Utility Notice Number: N/A
851 Approval Application No: N/A ;Decision:
Prepared By: ERSE
Checked By:
Approved By:

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

State of California
County of _____ )

On _____, before me, _____ Notary Public,
Insert name

personally appeared _____

_____,

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

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

WITNESS my hand and official seal.

_____ (Seal)
Signature of Notary Public

**CAPACITY CLAIMED BY SIGNER**

[ ] Individual(s) signing for oneself/themselves

[ ] Corporate Officer(s) of the above named corporation(s)

[ ] Trustee(s) of the above named Trust(s)

[ ] Partner(s) of the above named Partnership(s)

[ ] Attorney(s)-in-Fact of the above named Principal(s)

[ ] Other _____

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

State of California
County of _____ )

On _____, before me, _____ Notary Public,
Insert name

personally appeared _____

_____,

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

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

WITNESS my hand and official seal.

_____ (Seal)
Signature of Notary Public

**CAPACITY CLAIMED BY SIGNER**

[ ] Individual(s) signing for oneself/themselves

[ ] Corporate Officer(s) of the above named corporation(s)

[ ] Trustee(s) of the above named Trust(s)

[ ] Partner(s) of the above named Partnership(s)

[ ] Attorney(s)-in-Fact of the above named Principal(s)

[ ] Other _____

# Exhibit "A"

The Property

[Attached]

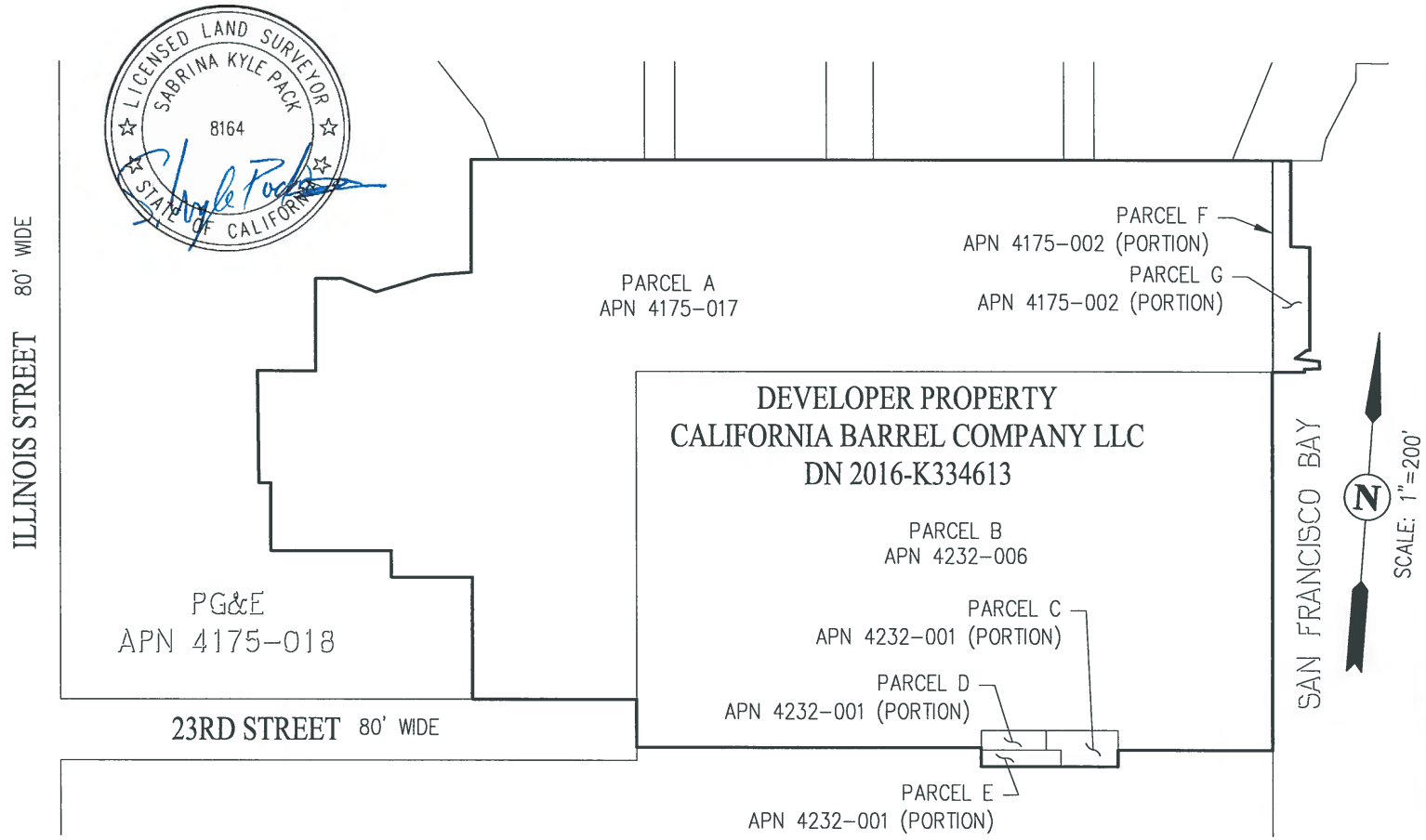



EXHIBIT A-1

SHEET 1 OF 1

# PLAT TO ACCOMPANY LEGAL DESCRIPTION

DEVELOPER PROPERTY
CALIFORNIA BARREL COMPANY LLC. PROPERTY
CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA
JANUARY 10, 2020

cbg
SAN RAMON (925) 866-0322
SACRAMENTO (916) 375-1877
WWW.CBANDG.COM
CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS

1/10/2020 3:23 PM

JOB NO. 2747-000

F:\2747-000\ACAD\SURVEY\PLATS\PLAT-011 DDA CBC PROPERTY.DWG

JANUARY 10, 2020
JOB NO.: 2747-000

**EXHIBIT A-1**
**DEVELOPER PROPERTY DESCRIPTION**
**CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA**

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

BEING ALL OF THAT PROPERTY GRANTED TO CALIFORNIA BARREL COMPANY LLC BY DEED RECORDED SEPTEMBER 26, 2016, AS DOCUMENT NUMBER 2016-K334613 OF OFFICIAL RECORDS, IN THE OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAN FRANCISCO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**PARCEL A:**
COMMENCING AT THE INTERSECTION OF THE NORTHERLY BOUNDARY LINE OF 23RD STREET WITH THE EASTERLY BOUNDARY LINE OF ILLINOIS STREET, AND RUNNING THENCE ALONG SAID NORTHERLY BOUNDARY LINE OF 23RD STREET

(A) NORTH 86° 49′ 44″ EAST 543.85 FEET TO THE TRUE POINT OF BEGINNING,

THENCE LEAVING SAID NORTHERLY BOUNDARY LINE OF 23RD STREET

(1) NORTH 3° 10′ 16″ WEST 161.58 FEET, THENCE
(2) SOUTH 86° 49′ 44″ WEST 106.84 FEET, THENCE
(3) NORTH 3° 10′ 16″ WEST 34.68 FEET, THENCE
(4) SOUTH 86° 49′ 44″ WEST 158.55 FEET, THENCE
(5) NORTH 3° 10′ 16″ WEST 89.59 FEET, THENCE
(6) SOUTH 86° 49′ 44″ WEST 15.75 FEET, THENCE
(7) NORTH 3° 41′ 19″ WEST 148.65 FEET, THENCE
(8) NORTH 87° 24′ 17″ EAST 76.76 FEET, THENCE
(9) NORTH 3° 10′ 16″ WEST 121.47 FEET, THENCE
(10) NORTH 86° 49′ 44″ EAST 35.24 FEET, THENCE
(11) SOUTH 71° 40′ 08″ EAST 47.67 FEET, THENCE
(12) NORTH 70° 10′ 11″ EAST 76.13 FEET, THENCE
(13) NORTH 82° 22′ 09″ EAST 52.89 FEET, THENCE
(14) NORTH 3° 10′ 16″ WEST 148.53 FEET, THENCE
(15) NORTH 86° 49′ 44″ EAST 1056.62 FEET

TO A POINT IN THE WESTERLY BOUNDARY LINE OF FORMER WATERFRONT STREET, THENCE RUNNING ALONG SAID WESTERLY BOUNDARY LINE OF FORMER WATERFRONT STREET

(16) SOUTH 3° 10′ 16″ EAST 279.00 FEET

TO A POINT IN THE CENTERLINE OF FORMER HUMBOLDT STREET, AS SAID STREET EXISTED PRIOR TO THE VACATION THEREOF PER ORDINANCE NO. 116-67, DATED MAY 1, 1967, BY THE BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO, A MUNICIPAL CORPORATION, THENCE LEAVING SAID WESTERLY

BOUNDARY LINE OF FORMER WATERFRONT STREET AND RUNNING ALONG SAID CENTERLINE OF FORMER HUMBOLDT STREET

(17) SOUTH 86° 49′ 44″ WEST 840.00 FEET

TO A POINT IN THE WESTERLY BOUNDARY LINE OF FORMER LOUISIANA STREET, AS SAID STREET EXISTED PRIOR TO THE VACATION THEREOF PER RESOLUTION 21111 DATED MAY 8, 1923, BY THE BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO, A MUNICIPAL CORPORATION, THENCE LEAVING SAID CENTERLINE OF FORMER HUMBOLDT STREET AND RUNNING ALONG SAID WESTERLY BOUNDARY LINE OF FORMER LOUISIANA STREET

(18) SOUTH 3° 10′ 16″ EAST 433.175 FEET

TO A POINT IN SAID NORTHERLY BOUNDARY LINE OF 23RD STREET, THENCE LEAVING SAID WESTERLY BOUNDARY LINE OF FORMER LOUISIANA STREET AND RUNNING ALONG SAID NORTHERLY BOUNDARY LINE OF 23RD STREET

(19) SOUTH 86° 49′ 44″ WEST 216.15 FEET

TO THE TRUE POINT OF BEGINNING.

THE BEARINGS IN THE ABOVE DESCRIPTION ARE BASED UPON AN ASSUMED BEARING OF SOUTH 03° 10′ 16″ EAST ALONG THE MONUMENT LINE OF THIRD STREET BETWEEN 22ND STREET AND 23RD STREET.

BEING A PORTION OF POTRERO NUEVO BLOCKS NO 443, 444, 463, 478, 489, 504, ALL OF POTRERO NUEVO BLOCK NO 464 AND PORTIONS OF MICHIGAN STREET, GEORGIA STREET, LOUISIANA STREET, MARYLAND STREET, DELAWARE STREET AND HUMBOLDT STREET AS SAID STREETS EXISTED PRIOR TO THE CLOSURE THEREOF.

SAID PARCEL A IS PURSUANT TO THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED DECEMBER 24, 2015, AS INSTRUMENT NO. 2015-K180954-00, OF OFFICIAL RECORDS.

**PARCEL A-1:**
A NON-EXCLUSIVE EASEMENT TO RECONSTRUCT, REPLACE, REMOVE, MAINTAIN AND USE THE EXISTING WATER LINE WITH ASSOCIATED IMPROVEMENTS AS SET FORTH AND MORE PARTICULARLY DESCRIBED IN THAT CERTAIN GRANT DEED FROM PACIFIC GAS AND ELECTRIC COMPANY, A CALIFORNIA CORPORATION RECORDED APRIL 16, 1999 AS DOCUMENT NO. 99-G553141-00 OF OFFICIAL RECORDS, ACROSS THE FOLLOWING DESCRIBED LAND:

A PORTION OF THAT PARCEL OF LAND DESCRIBED AND DESIGNATED AS ASSESSOR'S BLOCK NO. 4175-LOT 5 ON EXHIBIT "B" OF THAT CERTAIN LOT LINE ADJUSTMENT RECORDED ON APRIL 15, 1999, IN BOOK H364 OF OFFICIAL RECORDS AT PAGE 337, AS DOCUMENT NO. 99-G551170-00, SAN FRANCISCO COUNTY RECORDS, DESCRIBED AS FOLLOWS:

A STRIP OF LAND OF THE UNIFORM WIDTH OF 10.00 FEET EXTENDING FROM THE GENERAL EASTERLY BOUNDARY LINE OF SAID LOT 5 TO THE WESTERLY BOUNDARY LINE OF SAID LOT 5 AND LYING 5.00 FEET ON EACH SIDE OF AN EXISTING WATERLINE, APPROXIMATELY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHERLY TERMINUS OF A COURSE AS SHOWN ON SAID LOT LINE ADJUSTMENT, WHICH COURSE HAS A BEARING OF NORTH 03° 10′ 16″ WEST AND A DISTANCE OF 121.47 FEET; THENCE ALONG SAID GENERAL EASTERLY BOUNDARY LINE OF SAID LOT 5 SOUTH 03° 10′ 16″ EAST 32.55 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE LEAVING SAID GENERAL EASTERLY BOUNDARY LINE, SOUTH 84° 24′ 46″ WEST 10.87 FEET; THENCE SOUTH 03° 55′ 12″ EAST 54.92 FEET; THENCE SOUTH 85° 03′ 38″ WEST 32.40 FEET; THENCE SOUTH 02° 20′ 06″ EAST 26.95 FEET; THENCE SOUTH 87° 07′ 59″ WEST 295.21 FEET, MORE OR LESS TO THE WESTERLY BOUNDARY LINE OF SAID LOT 5, BEING THE POINT OF TERMINATION.

**PARCEL A-2:**
A NON-EXCLUSIVE EASEMENT FOR DRAINAGE, DISCHARGE, RETENTION AND /OR PERCOLATION OF STORM WATER RUNOFF FROM PARCEL A ABOVE DESCRIBED INTO THE STORM WATER SYSTEM LOCATED ON THE LAND DESCRIBED AND DESIGNATED AS ASSESSOR'S BLOCK NO. 4175-LOT 5 ON EXHIBIT "B" OF THAT CERTAIN LOT LINE ADJUSTMENT RECORDED ON APRIL 15, 1999, IN BOOK H364 OF OFFICIAL RECORDS AT PAGE 337, AS DOCUMENT NO. 99-G551170-00, SAN FRANCISCO COUNTY RECORDS, AS SET FORTH AND MORE PARTICULARLY DESCRIBED IN THAT CERTAIN GRANT DEED FROM PACIFIC GAS AND ELECTRIC COMPANY, A CALIFORNIA CORPORATION RECORDED APRIL 16, 1999 AS DOCUMENT NO. 99-G553141-00 OF OFFICIAL RECORDS.

**PARCEL B:**
BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF 23RD STREET WITH THE WESTERLY LINE OF LOUISIANA STREET, NOW CLOSED; AND RUNNING THENCE NORTHERLY ALONG THE WESTERLY LINE OF LOUISIANA STREET, 433 FEET TO THE CENTER LINE OF HUMBOLDT STREET, NOW CLOSED; THENCE AT RIGHT ANGLES EASTERLY, ALONG THE CENTER LINE OF HUMBOLDT STREET, 840 FEET TO THE WESTERLY LINE OF MASSACHUSETTS (WATERFRONT) STREET, NOW CLOSED; THENCE AT RIGHT ANGLES SOUTHERLY, ALONG THE WESTERLY LINE OF MASSACHUSETTS (WATERFRONT) STREET, 499 FEET TO THE SOUTHERLY LINE OF 23RD STREET, NOW CLOSED; THENCE AT RIGHT ANGLES WESTERLY, ALONG THE SOUTHERLY LINE OF 23RD STREET, 204.92 FEET TO THE EASTERLY LINE OF THE PARCEL OF LAND DESCRIBED AND DESIGNATED PARCEL 2 IN THE DEED FROM SPRECKELS REALIZATION COMPANY TO PACIFIC GAS AND ELECTRIC COMPANY, DATED DECEMBER 23, 1949 AND RECORDED IN THE OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, IN BOOK 5341 OF OFFICIAL RECORDS, AT PAGE 295; THENCE AT RIGHT ANGLES NORTHERLY, ALONG THE EASTERLY LINE OF SAID PARCEL OF LAND DESIGNATED PARCEL 2, 25.67 FEET TO THE NORTHEAST CORNER OF SAID PARCEL OF LAND DESIGNATED PARCEL 2; THENCE AT RIGHT ANGLES WESTERLY, ALONG THE

NORTHERLY LINE OF SAID PARCEL OF LAND DESIGNATED PARCEL 2 AND THE NORTHERLY LINE OF THE PARCEL OF LAND DESCRIBED AND DESIGNATED PARCEL 1 IN SAID DEED, 180.08 FEET TO THE NORTHWEST CORNER OF SAID PARCEL OF LAND DESIGNATED PARCEL 1; THENCE AT RIGHT ANGLES SOUTHERLY, ALONG THE WESTERLY LINE OF SAID PARCEL OF LAND DESIGNATED PARCEL 1, 22.34 FEET; THENCE AT RIGHT ANGLES WESTERLY, PARALLEL WITH THE SOUTHERLY LINE OF 23RD STREET, 455 FEET TO THE WESTERLY LINE, EXTENDED SOUTHERLY, OF LOUISIANA STREET, NOW CLOSED; THENCE AT RIGHT ANGLES NORTHERLY, ALONG THE WESTERLY LINE OF LOUISIANA STREET, 62.67 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

BEING ALL OF POTRERO NUEVO BLOCKS, 477, 490 AND 503, AND PORTIONS OF 23RD STREET, HUMBOLDT STREET, LOUISIANA STREET, MARYLAND STREET AND DELAWARE STREET, AS SAID STREETS EXISTED PRIOR TO THE VACATION THEREOF.

**PARCEL C:**
BEGINNING AT THE POINT FORMED BY THE INTERSECTION OF THE SOUTHERLY LINE OF 23RD STREET, NOW CLOSED, WITH THE WESTERLY LINE OF DELAWARE STREET, NOW CLOSED; AND RUNNING THENCE WESTERLY AND ALONG THE SOUTHERLY LINE OF SAID 23RD STREET 143 FEET; THENCE AT A RIGHT ANGLE SOUTHERLY 178 FEET; THENCE AT A RIGHT ANGLE EASTERLY 143 FEET TO THE WESTERLY LINE OF SAID DELAWARE STREET; AND THENCE AT A RIGHT ANGLE NORTHERLY AND ALONG THE WESTERLY LINE OF SAID DELAWARE STREET, 178 FEET TO THE POINT OF BEGINNING.

BEING A PORTION OF POTRERO NUEVO BLOCK NO. 491

EXCEPTING THEREFROM, ALL THAT PORTION DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH IS ON THE WESTERLY LINE OF CLOSED DELAWARE STREET AND 30 FEET SOUTHERLY ALONG THE WESTERLY LINE OF SAID DELAWARE STREET, FROM THE INTERSECTION OF THE WESTERLY LINE OF SAID DELAWARE STREET, WITH THE SOUTHERLY LINE OF 23RD STREET, NOW CLOSED; RUNNING THENCE WESTERLY, PARALLEL TO AND 30 FEET SOUTHERLY FROM THE SOUTHERLY LINE OF SAID 23RD STREET, A DISTANCE OF 105 FEET TO A POINT; THENCE AT A RIGHT ANGLE NORTHERLY FOR A DISTANCE OF 30 FEET TO THE SOUTHERLY LINE OF SAID 23RD STREET; THENCE AT A RIGHT ANGLE WESTERLY, ALONG THE SOUTHERLY LINE OF SAID 23RD STREET, FOR A DISTANCE OF 38 FEET; THENCE AT A RIGHT ANGLE SOUTHERLY 178 FEET; THENCE AT A RIGHT ANGLE EASTERLY 143 FEET TO THE WESTERLY LINE OF SAID DELAWARE STREET, NOW CLOSED; AND THENCE AT A RIGHT ANGLE NORTHERLY AND ALONG THE WESTERLY LINE OF SAID DELAWARE STREET, 148 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM, ALL THAT PORTION DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WESTERLY BOUNDARY LINE OF DELAWARE STREET, NOW CLOSED, DISTANT THEREON 21.83 FEET SOUTHERLY FROM THE FORMER SOUTHERLY BOUNDARY LINE OF 23RD STREET, NOW CLOSED; AND RUNNING THENCE

SOUTHERLY ALONG THE WESTERLY BOUNDARY LINE OF SAID DELAWARE STREET, 8.17 FEET; THENCE AT A RIGHT ANGLE WESTERLY 105.00 FEET; THENCE AT A RIGHT ANGLE NORTHERLY 8.17 FEET; THENCE AT A RIGHT ANGLE EASTERLY 105.00 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

**PARCEL D:**
BEGINNING AT A POINT IN THE FORMER SOUTHERLY BOUNDARY LINE OF 23RD STREET, NOW CLOSED, DISTANT THEREON 19.92 FEET WESTERLY FROM THE WESTERLY BOUNDARY LINE OF DELAWARE STREET, NOW CLOSED; AND RUNNING THENCE WESTERLY ALONG THE SOUTHERLY BOUNDARY LINE OF SAID 23RD STREET 85.08 FEET; THENCE AT A RIGHT ANGLE NORTHERLY 25.67 FEET; THENCE AT A RIGHT ANGLE EASTERLY 85.08 FEET; THENCE AT A RIGHT ANGLE SOUTHERLY 25.67 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

BEING A PORTION OF POTRERO NUEVO BLOCK NO. 491

**PARCEL E:**
BEGINNING AT THE POINT MARKING THE INTERSECTION OF THE SOUTHERLY BOUNDARY LINE OF 23RD STREET, NOW CLOSED, WITH THE WESTERLY BOUNDARY LINE OF DELAWARE STREET, NOW CLOSED; AND RUNNING THENCE SOUTHERLY ALONG THE WESTERLY BOUNDARY LINE OF SAID DELAWARE STREET, 21.83 FEET; THENCE AT A RIGHT ANGLE EASTERLY 75.08 FEET; THENCE AT A RIGHT ANGLE NORTHERLY 47.50 FEET; THENCE AT A RIGHT ANGLE WESTERLY 95.00 FEET; THENCE AT A RIGHT ANGLE SOUTHERLY 25.67 FEET TO A POINT IN THE SOUTHERLY BOUNDARY LINE OF SAID 23RD STREET; THENCE EASTERLY, ALONG THE SOUTHERLY BOUNDARY LINE OF SAID 23RD STREET, 19.92 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

BEING A PORTION OF 23RD STREET, AS SAID STREET EXISTED PRIOR TO THE CLOSURE THEREOF.

**PARCEL F:**
BEGINNING AT THE INTERSECTION OF THE CENTER LINE OF HUMBOLDT STREET EXTENDED EASTERLY WITH THE WESTERLY BOUNDARY LINE OF WATERFRONT STREET AND RUNNING THENCE NORTH 4° 20' WEST, ALONG THE WESTERLY BOUNDARY LINE OF WATERFRONT STREET, 279.17 FEET, TO THE SOUTHERLY LINE OF THE LANDS OF THE U.S. NAVY; THENCE NORTH 85° 40' EAST, ALONG THE LAST MENTIONED BOUNDARY LINE, 1.00 FOOT; THENCE SOUTH 4° 20' EAST 279.17 FEET TO THE EASTERLY EXTENSION OF THE CENTER LINE OF HUMBOLDT STREET; THENCE SOUTH 85° 40' WEST, ALONG THE CENTER LINE OF HUMBOLDT STREET EXTENDED EASTERLY, 1.00 FOOT, MORE OR LESS, TO THE POINT OF BEGINNING.

**PARCEL G:**
BEGINNING AT A POINT IN THE CENTER LINE OF HUMBOLDT STREET EXTENDED EASTERLY DISTANT THEREON NORTH 85° 40' EAST 1.00 FOOT FROM THE INTERSECTION OF THE EASTERLY EXTENSION OF HUMBOLDT STREET WITH THE WESTERLY BOUNDARY LINE OF WATERFRONT STREET AND RUNNING THENCE NORTH 85° 40' EAST, ALONG SAID EASTERLY EXTENSION OF HUMBOLDT STREET, 41.67 FEET; THENCE NORTH 4° 20' WEST 4.38 FEET; THENCE NORTH 84°32' EAST

19.84 FEET; THENCE NORTH 5° 28' WEST 9.67 FEET; THENCE NORTH 87° 36' 10" WEST 32.76 FEET; THENCE NORTH 50° 02' 20" EAST 19.19 FEET; THENCE NORTH 85° 40' EAST 4.00 FEET; THENCE NORTH 4° 20' WEST, PARALLEL WITH THE WESTERLY BOUNDARY LINE OF WATERFRONT STREET 135.45 FEET; THENCE SOUTH 86° 59' 50" WEST 24.83 FEET; THENCE NORTH 4° 20' WEST 113.69 FEET TO THE SOUTHERLY BOUNDARY OF LANDS OF THE U.S. NAVY; THENCE SOUTH 85° 40' WEST, ALONG THE LAST MENTIONED BOUNDARY LINE, 23.57 FEET TO A POINT NORTH 85° 40' EAST 1.00 FOOT DISTANT FROM THE WESTERLY BOUNDARY LINE OF WATERFRONT STREET; THENCE SOUTH 4° 20' EAST, PARALLEL WITH THE WESTERLY BOUNDARY LINE OF WATERFRONT STREET, 279.17 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

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

LICENSED LAND SURVEYOR
SABRINA KYLE PACK
No. 8164
STATE OF CALIFORNIA

**END OF DESCRIPTION**

S. Kyle Pack 10 JAN 2020
SABRINA KYLE PACK P.L.S.
L.S. NO. 8164

# Exhibit "B"

The Easement

[Attached]

RECORDING REQUESTED BY AND RETURN TO:

PACIFIC GAS AND ELECTRIC COMPANY
245 Market Street, N10A, Room 1015
P.O. Box 770000
San Francisco, California 94177

AND MAIL TAX STATEMENTS TO:

PACIFIC GAS AND ELECTRIC COMPANY
Tax Department
P.O. Box 7054 Mail Code B12G
San Francisco, CA 94120-7054

San Francisco Assessor-Recorder
Carmen Chu, Assessor-Recorder
DOC- 2016-K187751-00
Check Number 4747
Thursday, JAN 14, 2016 11:44:54
Ttl Pd $418.00 Rcpt # 0005296730
tn2/JL/1-7

(SPACE ABOVE FOR RECORDER'S USE ONLY)

**LD XXSF-00-4319** EASEMENT DEED

APN: Lot 6, Block 4232
ADDRESS: Vacant Land near Illinois and 23rd Streets

The undersigned grantor(s) declare(s):
Documentary Transfer Tax is: _____ City Transfer Tax is 375.00
[ ] computed on the consideration or full value of property conveyed, OR
[ ] computed on the consideration or full value less value of liens and/or encumbrances remaining at time of sale,
[ ] unincorporated area, [X] City of SAN FRANCISCO

2013281 (22-10-088) 10 13 4
Embarcadero-Potrero Cable Project

NRG POTRERO LLC, a Delaware limited liability company, which acquired title as Southern Energy Potrero, L.L.C., a Delaware limited liability company, subsequently known as Mirant Potrero, L.L.C., a Delaware limited liability company, and subsequently known as GenOn Potrero, LLC, a Delaware limited liability company, hereinafter called Grantor, in consideration of value paid by PACIFIC GAS AND ELECTRIC COMPANY, a California corporation, hereinafter called Grantee, the receipt whereof is hereby acknowledged, hereby grants to Grantee the right at any time, and from time to time, to excavate for, construct, install, repair, reconstruct, replace (of the initial or any other size), remove, maintain and use facilities for the transmission and distribution of electric energy and for communication purposes, consisting of one or more lines of underground wires and cables, conduits, pipes, manholes, service boxes and electrical conductors, together with all necessary appliances and fixtures for use in connection therewith, and also a right of way, within the hereinafter described easement area lying within Grantor's lands which are situate in the City and County of San Francisco, State of California, and are described as follows:

(APN 4232-006 (portion))

The parcel of land described in EXHIBIT "A" attached hereto and made a part hereof.

The aforesaid easement area is described as follows:

The parcel of land described in EXHIBIT "B" and shown on EXHIBIT "B-1", both of which are attached hereto and made a part hereof.

Grantor further grants to Grantee:

(a) the right of ingress to and egress from said easement area over and across said lands by means of roads and lanes thereon, if such there be, otherwise by such route or routes as shall occasion the least practicable damage and inconvenience to Grantor, provided, that such right of ingress and egress shall not extend to any portion of said lands which is isolated from said easement area by any public road or highway, now crossing or hereafter crossing said lands;

(b) the right, from time to time, to trim or to cut down any and all trees and brush now or hereafter within said easement area, and shall have the further right, from time to time, to trim and cut down trees and brush along each side of said easement area which now or hereafter in the opinion of Grantee may interfere with or be a hazard to the facilities installed hereunder, or as Grantee deems necessary to comply with applicable state or federal regulations;

(c) the right to use such portion of said lands contiguous to said easement area as may be reasonably necessary in connection with the installation and replacement of said facilities;

(d) the right to install, maintain and use gates in all fences which now cross or shall hereafter cross said easement area; and

(e) the right to mark the location of said easement area by suitable markers set in the ground; provided that said markers shall be placed in fences or other locations which will not interfere with any reasonable use Grantor shall make of said easement area.

Grantee hereby covenants and agrees:

(a) not to fence said easement area;

(b) to promptly backfill any excavations made by it on said easement area and repair any damage it shall do to Grantor's private roads or lanes on said lands; and

(c) to indemnify Grantor against any loss and damage which shall be caused by any wrongful or negligent act or omission of Grantee or of its agents or employees in the course of their employment, provided, however, that this indemnity shall not extend to that portion of such loss or damage that shall have been caused by Grantor's comparative negligence or willful misconduct.

Grantor reserves the right to use said easement area for purposes which will not interfere with Grantee's full enjoyment of the rights hereby granted; provided that Grantor shall not erect or construct any building or other structure, or drill or operate any well, or construct any reservoir or other obstruction within said easement area, or plant any trees or vines, or construct associated supporting structures, within ten feet of the centerline(s) of the facilities installed hereunder, or diminish or substantially add to the ground cover over said facilities, or construct any fences that will interfere with the maintenance and operation of said facilities.

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the land.

Dated May 27, 2015.

NRG POTRERO LLC, a Delaware limited liability company

By _____

Name John Chillemi

Title President

Attach to LD XXSF-00-4319
Area 1, San Francisco Division, Bay Region
Land Service Office: San Francisco
Operating Department: Electric Transmission
T2S, R5W, MDM
Sec. 14, SW4
FERC License Number(s): N/A
PG&E Drawing Number(s): N/A
PLAT NO.: Elec.: C0502; Gas: 4C05B, 4-C06
LD of any affected documents: N/A
LD of any Cross-referenced documents: N/A
LD of any Referenced documents: XXSF-00-4320 (TCE)
TYPE OF INTEREST: 4, 11f, 42
SBE Parcel Number: 135-38-024D-2
(For Quitclaims, % being quitclaimed): N/A
Order # or PM #: 30605684/0010
JCN: 22-10-088
County: San Francisco
Utility Notice Numbers: N/A
851 Approval Application No.: N/A
Prepared By: CAC
Checked By: DQT
Revised By: CAC (10/3/13)
Revised By: DQT1 (5/7/14)

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

State of California )
County of San Francisco )

On May 27, 2015, before me, J. M. Bergman, a Notary Public, personally appeared John Chillemi, who proved to me on the basis of satisfactory evidence to be the person(~~s~~) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(~~ies~~), and that by his/~~her/their~~ signature(s) on the instrument the person(~~s~~), or the entity upon behalf of which the person(~~s~~) acted, executed the instrument.

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

WITNESS my hand and official seal.

Signature J M Bergman

NRO1 J. M. BERGMAN
COMM. #2046489
Notary Public - California
Contra Costa County
My Comm. Expires Nov. 20, 2017 NRO1

LD XXSF-00-4319
2013281 (22-10-088) 10 13 4
NRG Potrero, LLC

# EXHIBIT "A"

The parcel of land situate in the City and County of San Francisco, State of California, described as follows:

(APN 4232-006)

Beginning at the intersection of the northerly line of 23rd Street with the westerly line of Louisiana Street, now closed; and running thence northerly along the westerly line of Louisiana Street, 433 feet to the center line of Humboldt Street, now closed; thence at right angles easterly, along the center line of Humboldt Street, 840 feet to the westerly line of Massachusetts (Waterfront) Street, now closed; thence at right angles southerly, along the westerly line of Massachusetts (Waterfront) Street, 499 feet to the southerly line of 23rd Street, now closed; thence at right angles westerly, along the southerly line of 23rd Street, 204.92 feet to the easterly line of the parcel of land described and designated PARCEL 2 in the deed from Spreckels Realization Company to Pacific Gas and Electric Company, dated December 23, 1949 and recorded in the Office of the Recorder of the City and County of San Francisco, State of California, in Book 5341 of Official Records, at page 295; thence at right angles northerly, along the easterly line of said parcel of land designated PARCEL 2, 25.67 feet to the northeast corner of said parcel of land designated PARCEL 2; thence at right angles westerly, along the northerly line of said parcel of land designated PARCEL 2 and the northerly line of the parcel of land described and designated PARCEL 1 in said deed, 180.08 feet to the northwest corner of said parcel of land designated PARCEL 1; thence at right angles southerly, along the westerly line of said parcel of land designated PARCEL 1, 22.34 feet; thence at right angles westerly, parallel with the southerly line of 23rd Street, 455 feet to the westerly line, extended southerly, of Louisiana Street, now closed; thence at right angles northerly, along the westerly line of Louisiana Street, 62.67 feet, more or less, to the point of beginning.

Being all of Potrero Nuevo Blocks 477, 490 and 503, and portions of 23rd Street, Humboldt Street, Louisiana Street, Maryland Street and Delaware Street, as said streets existed prior to the vacation thereof.

LICENSED LAND SURVEYOR
CHRISTOPHER A. CHU
8857
STATE OF CALIFORNIA

5/13/15

10-04-13
DQT1

LD XXSF-00-4319
2013281 (22-10-088) 10 13 5
NRG Potrero, LLC

# EXHIBIT "B"

All that real property situate in the City and County of San Francisco, State of California, described as follows:

(APN 4232-006 (portion))

Commencing at the intersection of the northerly boundary line of 23rd Street with the easterly boundary line of Illinois Street, and running thence along said northerly boundary line of 23rd Street

(a) north 86°49'44" east 760.00 feet

to the westerly boundary line of the parcel of land described and designated PARCEL B in the deed from Pacific Gas and Electric Company to Southern Energy Potrero, L.L.C., dated April 15, 1999 and recorded as Document Number 99-G553141-00 in the Official Records of the City and County of San Francisco; thence leaving said northerly boundary line and running along the westerly boundary line of said PARCEL B

(b) south 3°10'16" east 10.00 feet

to the TRUE POINT OF BEGINNING of this description; thence continuing

(1) south 3°10'16" east 10.00 feet;

thence leaving said westerly boundary line

(2) north 86°49'44" east 350.00 feet; thence
(3) south 3°10'16" east 20.00 feet; thence
(4) north 86°49'44" east 375.00 feet; thence
(5) north 3°10'16" west 10.00 feet; thence
(6) north 86°49'44" east 115.00 feet

to a point in the easterly boundary line of said PARCEL B; thence running along said easterly boundary line

(7) north 3°10'16" west 30.00 feet;

thence leaving said easterly boundary line

(8) south 86°49'44" west 553.50 feet; thence
(9) south 3°10'16" east 10.00 feet; thence
(10) south 86°49'44" west 286.50 feet, more or less,

to the True Point of Beginning; containing 0.519 acre and being a portion of said PARCEL B.

The bearings in the above description are based upon an assumed bearing of south 03°10'16" east along the monument line of Third Street between 22nd Street and 23rd Street.

LICENSED LAND SURVEYOR
CHRISTOPHER A. CHU
8857
STATE OF CALIFORNIA

5/13/15

9-26-13
DQT1

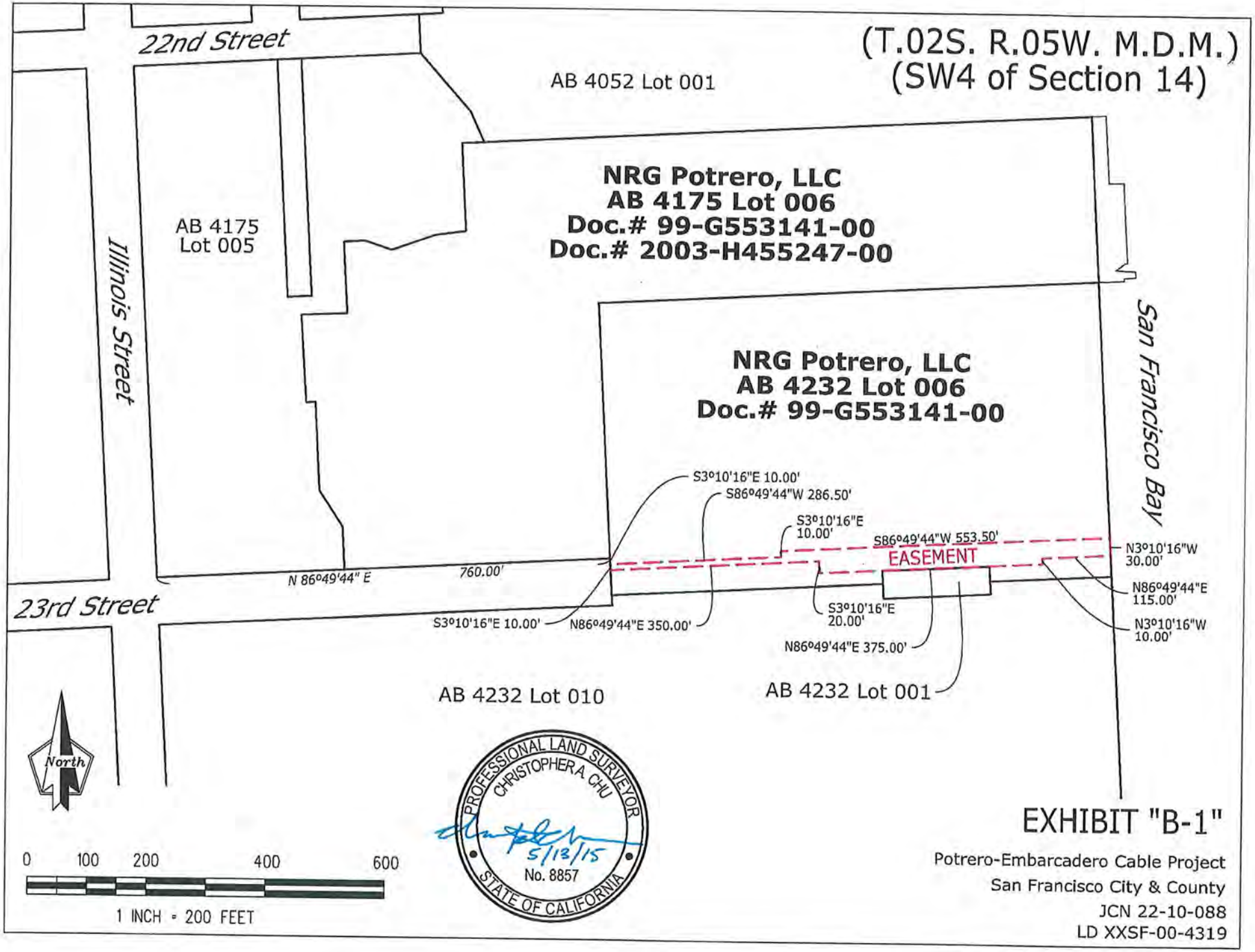



EXHIBIT "B-1"

Potrero-Embarcadero Cable Project
San Francisco City & County
JCN 22-10-088
LD XXSF-00-4319

# Exhibit "C"

The Improvements

- **Sidewalk and Bikeway at PG&E Vaults**: The proposed sidewalk and bikeway will be constructed within the Easement and over PG&E's vaults. The sidewalk and bikeway have been designed to be the same level to avoid curbs and concentrated drainage flows overlaying the vault. The lid and top of the Pull Box Vault will be replaced and extended to match the proposed sidewalk and bikeway finish ground elevations. The lid will maintain the current functionality with capability for PG&E to access the vault and completely remove the lid in order to maintain the electric facilities. The accessways and lids to the Transition Vault will be adjusted and extended to the proposed finish ground elevation of the proposed sidewalk and bikeway.

- **Streetlights**: Streetlights will be constructed in the Easement and supported by the City and County of San Francisco standard streetlight foundation detail of 3' x 3' x 3' concrete foundation. For the streetlights proposed within 5' of the electric facilities, either a shallow City standard foundation or a cantilever foundation will be utilized to ensure the foundation is an appropriate distance from the electric facilities.

- **Trees**: Trees will be planted outside of the easement, but within ten feet (10') of the electric facilities. Owner has agreed to construct a plastic root barrier to prevent roots from growing into the electric facilities.

- **Bicycle Storage Racks and Removable Bollards**: Bicycle racks are proposed within the sidewalk of 23rd Street and the Easement. The racks have a shallow foundation supporting connection to the sidewalk concrete. Similarly, removable bollards with shallow foundations depths are proposed within the Easement.

- **Building Awning**: A proposed overhead awning will encroach into the Easement that is attached to a building located adjacent to the Easement. The awning will not have supporting ground structures within the Easement and will be approximately sixteen feet (16') or higher from the sidewalk elevation. The awning will not extend over the PG&E vaults in order to maintain access to the electric facilities.

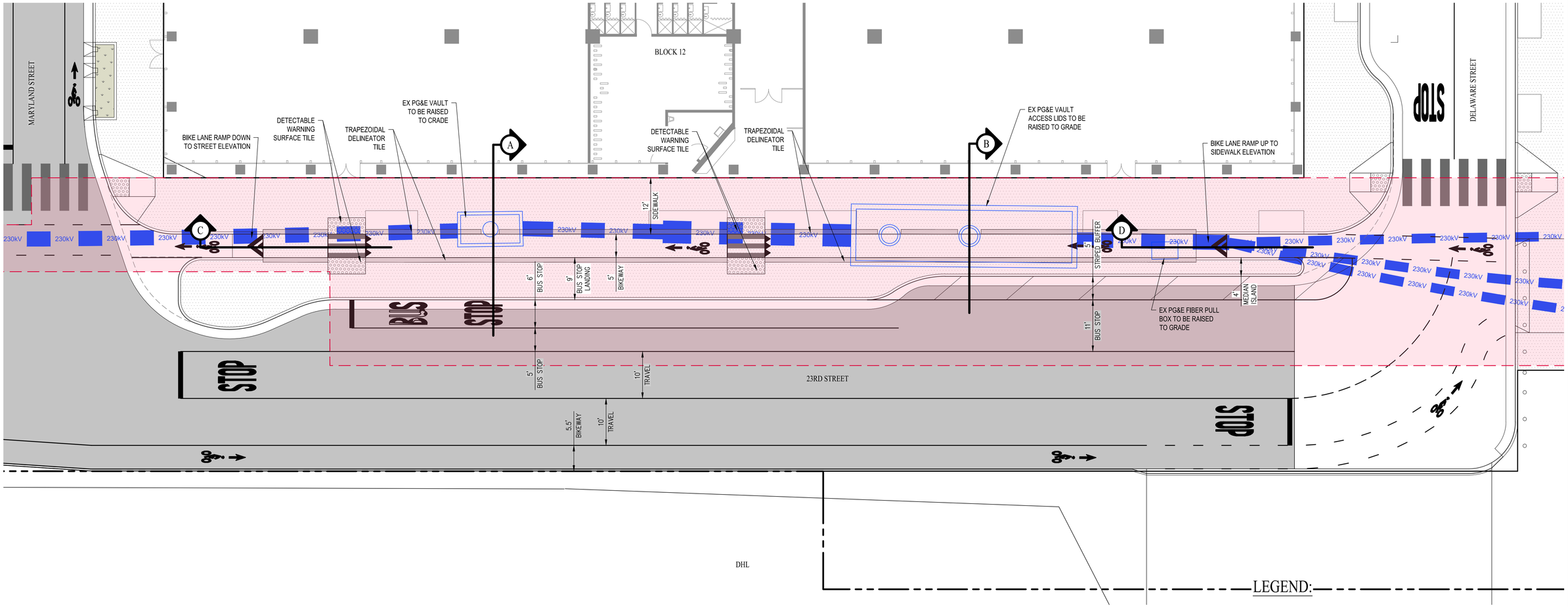
- **Lightweight Fill Material**: The finish grade of the proposed street improvements will remain similar to the existing elevations for the majority of the Easement. However, the easternmost segment of 23rd Street will need to be raised in elevation in order to provide protection from flooding and future sea level rise. In order to not impact the electric facilities, the project geotechnical engineer has recommended the placement of lightweight fill material in these areas where the street elevations will be raised. This lightweight fill material is a type of cellular concrete that is lightweight and will prevent the potential soil settlement associated with the increased elevation above the electric facilities.

# Exhibit "D"

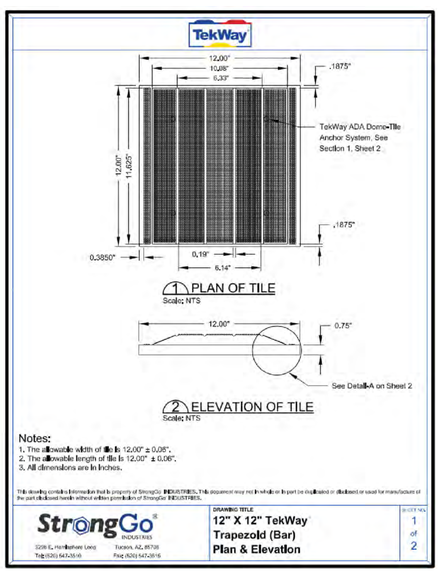
The Plans

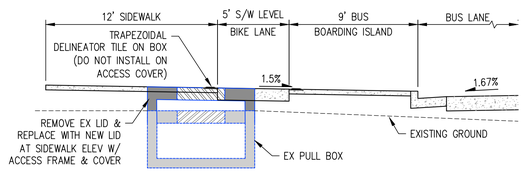
[Attached]

# PG&E VAULTS



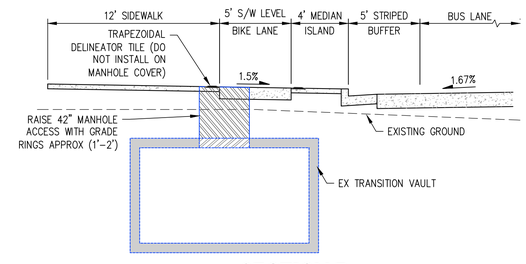

DHL



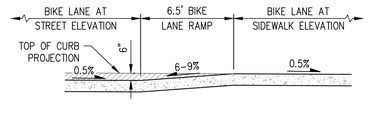

SECTION A

SCALE: 1" = 5'



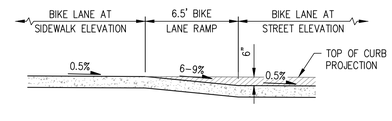

SECTION B

SCALE: 1" = 5'




SECTION C

SCALE: 1" = 5'




SECTION D

SCALE: 1" = 5'

LEGEND:

- PROPERTY BOUNDARY
- RIGHT OF WAY
- 230kV — EXISTING 230KV LINE
- PROPOSED PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED WATER QUALITY TREATMENT AREA
- EXISTING PG&E EASEMENT

FIGURE 3

23RD STREET - 230kV LINE

# PG&E VAULTS

## POTRERO POWER STATION

CITY OF SAN FRANCISCO SAN FRANCISCO COUNTY CALIFORNIA

SCALE: 1"=10' DATE: JUNE 10, 2021

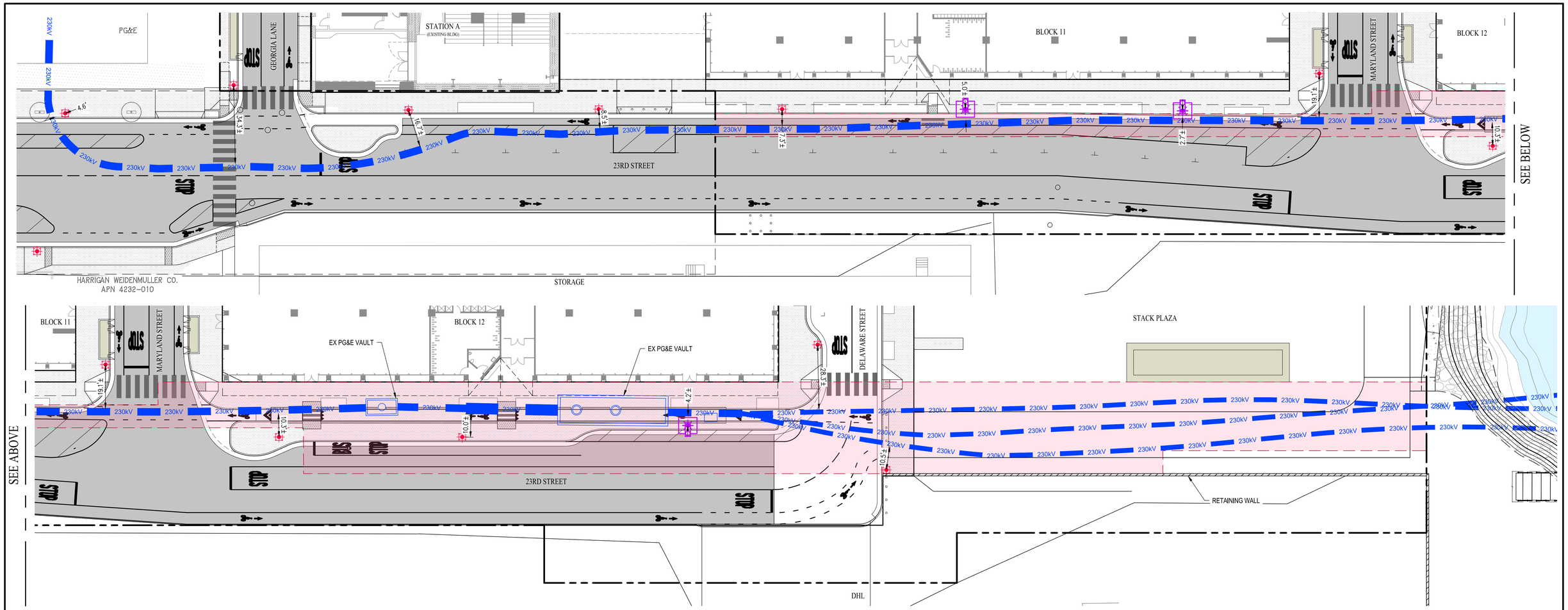
0 10 20 30

cbg CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS

SAN RAMON ▪ (925) 866-0322
ROSEVILLE ▪ (916) 788-4456
WWW.CBANDG.COM

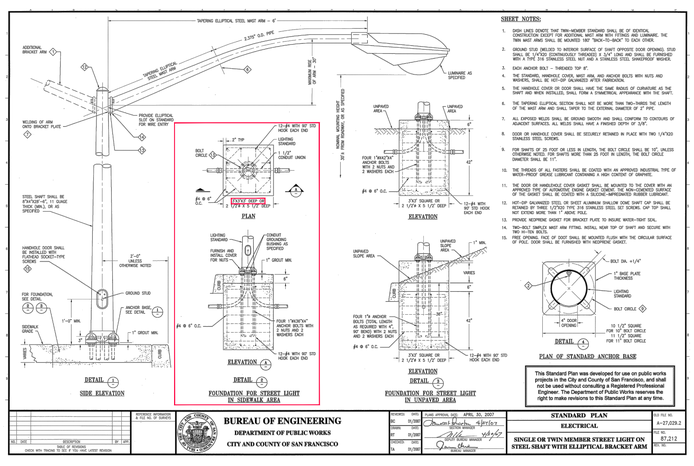
F:\2747-000\ACAD-PH 1\EXHIBITS\XB_23RD STREET - 230KV LINE_PGE VAULTS.DWG

# STREET LIGHTS

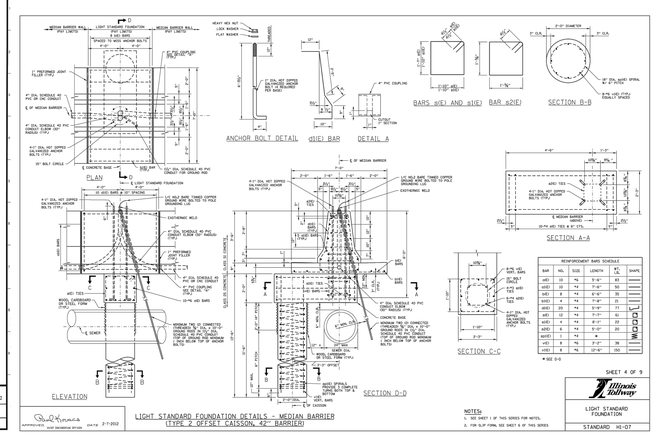



## LEGEND:

- PROPERTY BOUNDARY
- RIGHT OF WAY
- 230kV — EXISTING 230KV LINE
- PROPOSED STREET LIGHT WITH 3'X3' FOUNDATION PER DETAIL
- PROPOSED STREET LIGHT WITH 3'X3" FOUNDATION OR CANTILEVER FOUNDATION PER DETAILS
- PROPOSED PAVEMENT
- PROPOSED WATER QUALITY TREATMENT AREA
- EXISTING PG&E EASEMENT




3' x 3' x 3' FOUNDATION DETAIL




CANTILEVER FOUNDATION DETAIL

# FIGURE 4
# 23RD STREET - 230kV LINE
# STREET LIGHTS
# POTRERO POWER STATION

CITY OF SAN FRANCISCO SAN FRANCISCO COUNTY CALIFORNIA

SCALE: 1"=20' DATE: JUNE 10, 2021

0 20 40 60

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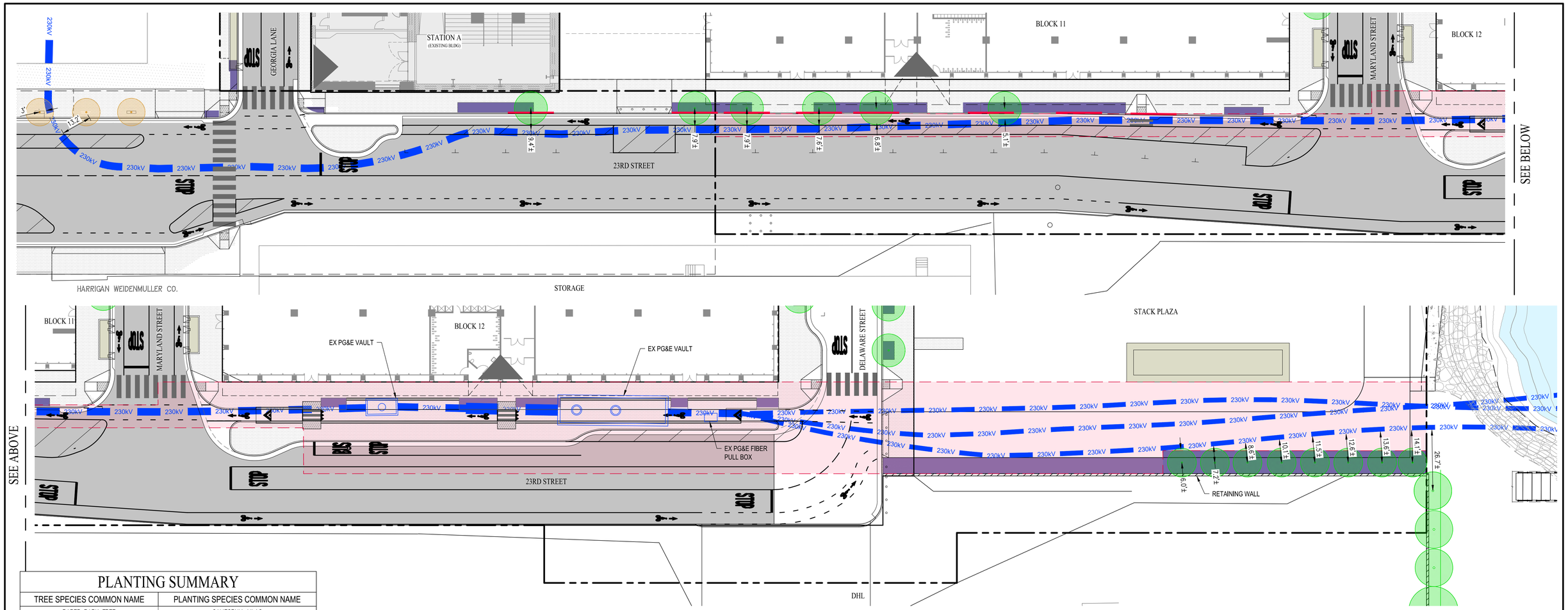
# STREET TREES

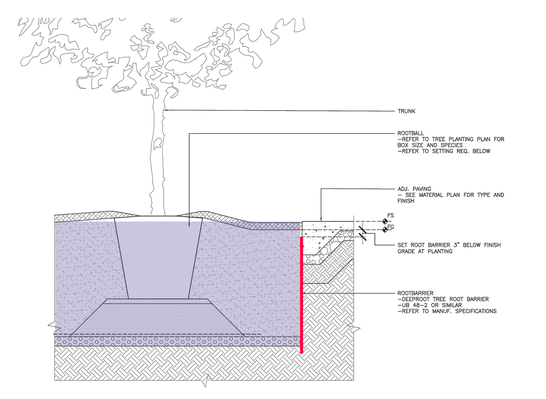



## PLANTING SUMMARY

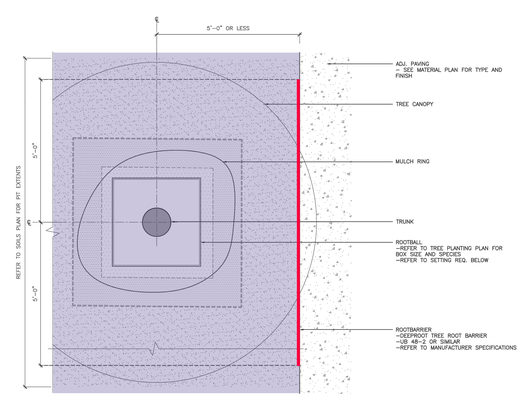
| TREE SPECIES COMMON NAME | PLANTING SPECIES COMMON NAME |
|---|---|
| PAPER BARK TREE | CALIFORNIA LILAC |
| AFRICAN FERN TREE | WHITE ROCKROSE |
| CHINESE PISTACHE | LILLY FLAX |
| GOLDEN RAIN TREE | DWARF MAT RUSH |
| | KOHUHU SHRUB |
| | DWARF COFFEEBERRY |
| | COMMON YARROW |
| | MONKEY FLOWER |
| | SEASIDE FLEABANE |

## LEGEND:

- PROPERTY BOUNDARY
- RIGHT OF WAY
- 230kV — EXISTING 230KV LINE
- PROPOSED TREE
- EXISTING TREE
- PROPOSED PAVEMENT
- PROPOSED WATER QUALITY TREATMENT FACILITY
- PROPOSED STREESCAPE PLANTER
- EXISTING PG&E EASEMENT
- ROOT BARRIER




1 ROOT BARRIER AT TREE PLANTING / PAVING — SCALE: 1"=1'-0"




# FIGURE 5
## 23RD STREET - 230kV LINE
# STREET TREES & STREETSCAPE PLANTERS
## POTRERO POWER STATION

CITY OF SAN FRANCISCO SAN FRANCISCO COUNTY CALIFORNIA

SCALE: 1"=20' DATE: JULY 15, 2021

0 20 40 60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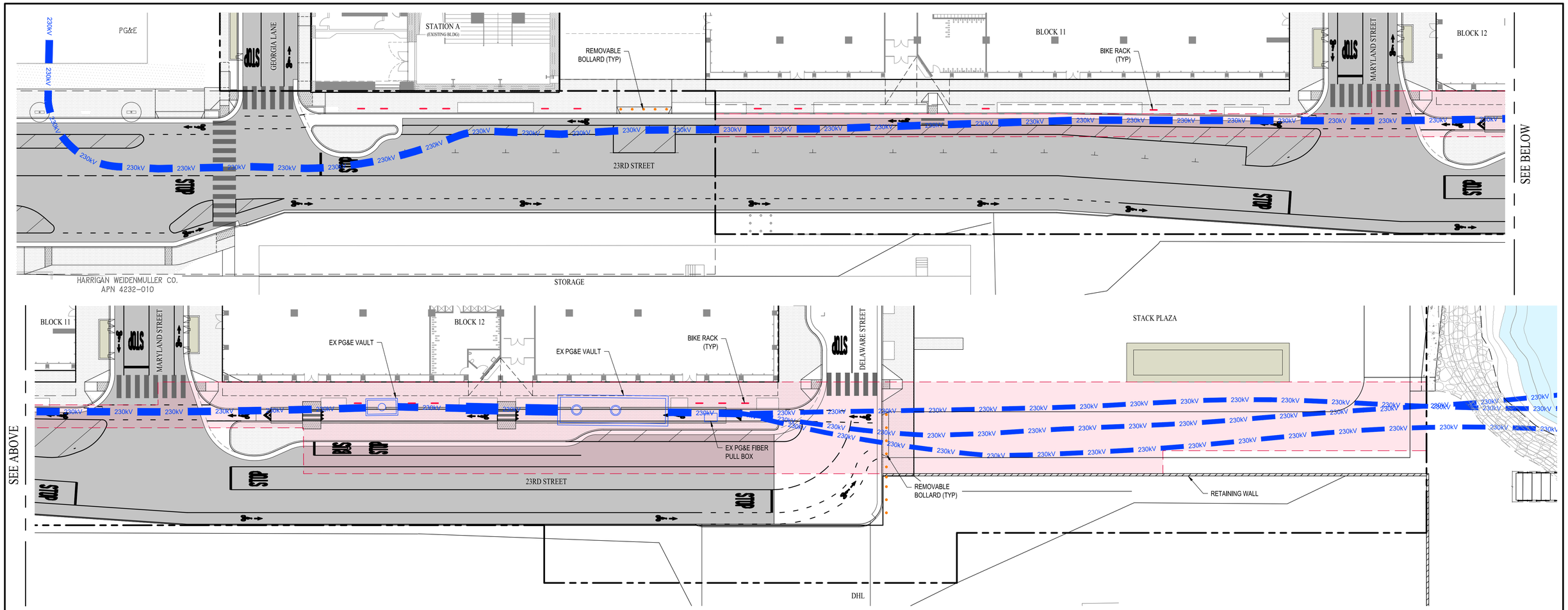
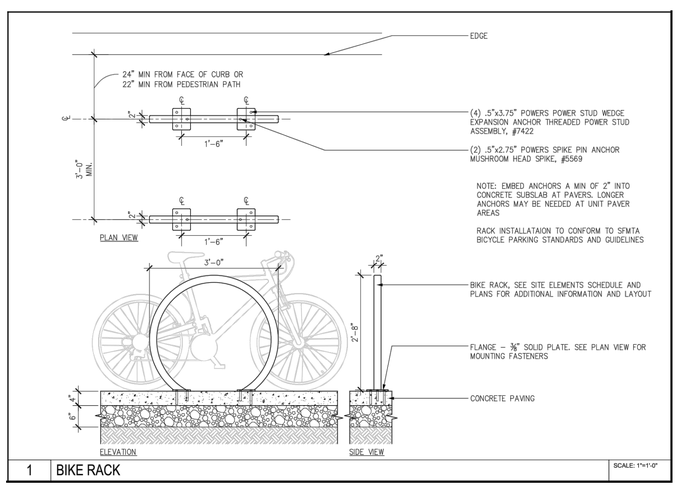
# BIKE RACKS & REMOVABLE BOLLARDS




## LEGEND:

- PROPERTY BOUNDARY
- RIGHT OF WAY
- 230kV — EXISTING 230KV LINE
- PROPOSED BIKE RACK PER DETAIL
- PROPOSED REMOVABLE BOLLARD PER DETAIL
- PROPOSED PAVEMENT
- PROPOSED WATER QUALITY TREATMENT AREA
- EXISTING PG&E EASEMENT



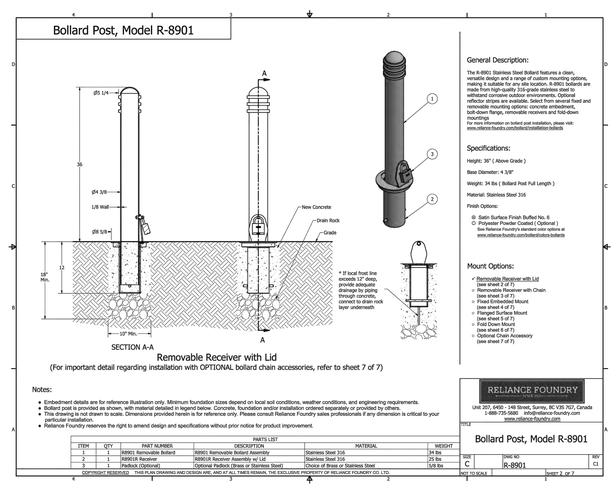




FIGURE 6

23RD STREET - 230kV LINE

# BIKE RACKS & REMOVABLE BOLLARDS

## POTRERO POWER STATION

CITY OF SAN FRANCISCO SAN FRANCISCO COUNTY CALIFORNIA

SCALE: 1"=20' DATE: JUNE 10, 2021

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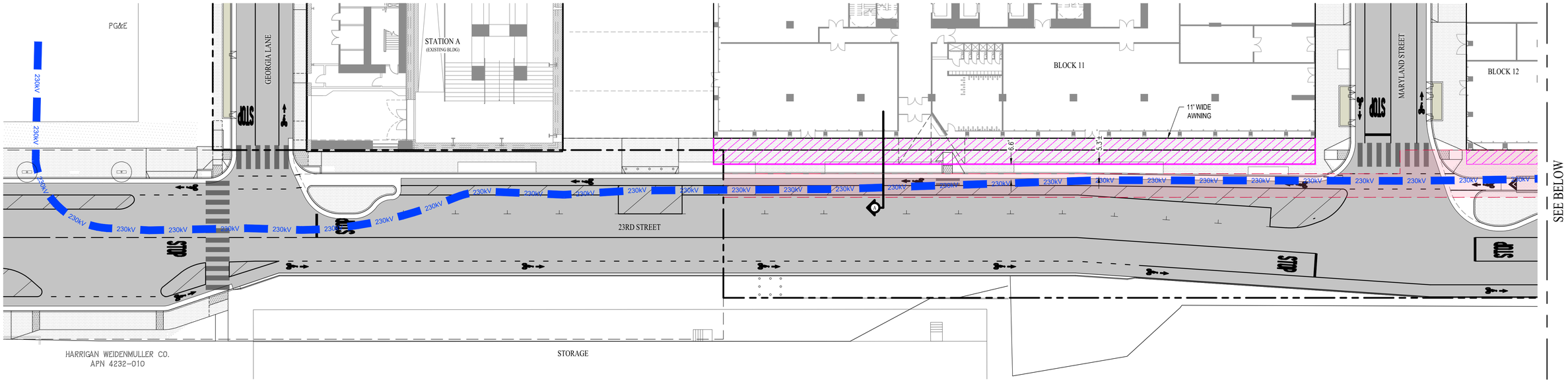
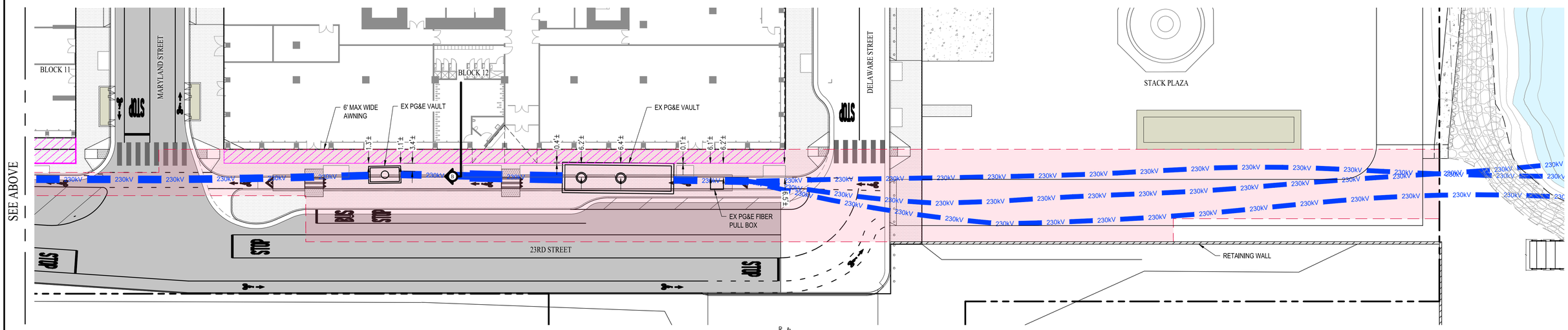
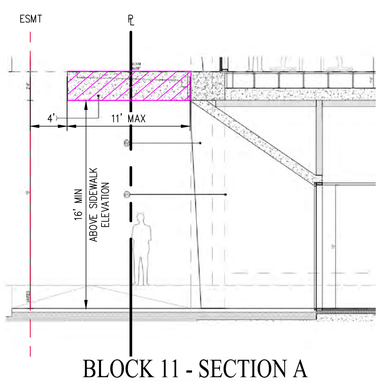
# BUILDING AWNING



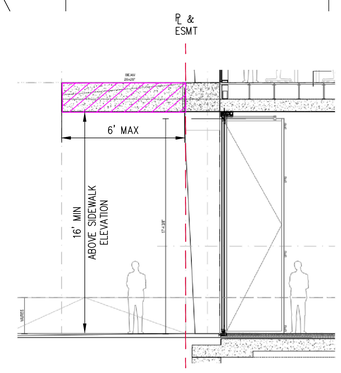

## LEGEND:

- PROPERTY BOUNDARY
- RIGHT OF WAY
- 230kV 230kV EXISTING 230KV LINE
- BUILDING AWNING
- PROPOSED PAVEMENT
- PROPOSED WATER QUALITY TREATMENT FACILITY
- EXISTING PG&E EASEMENT




BLOCK 11 - SECTION A

NOT TO SCALE




BLOCK 12 - SECTION B

NOT TO SCALE

FIGURE 9

23RD STREET - 230kV LINE

# BUILDING AWNINGS

POTRERO POWER STATION

CITY OF SAN FRANCISCO SAN FRANCISCO COUNTY CALIFORNIA

SCALE: 1"=20' DATE: JUNE 10, 2021

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# Attachment 2

## Land Use Plan

# Attachment 2

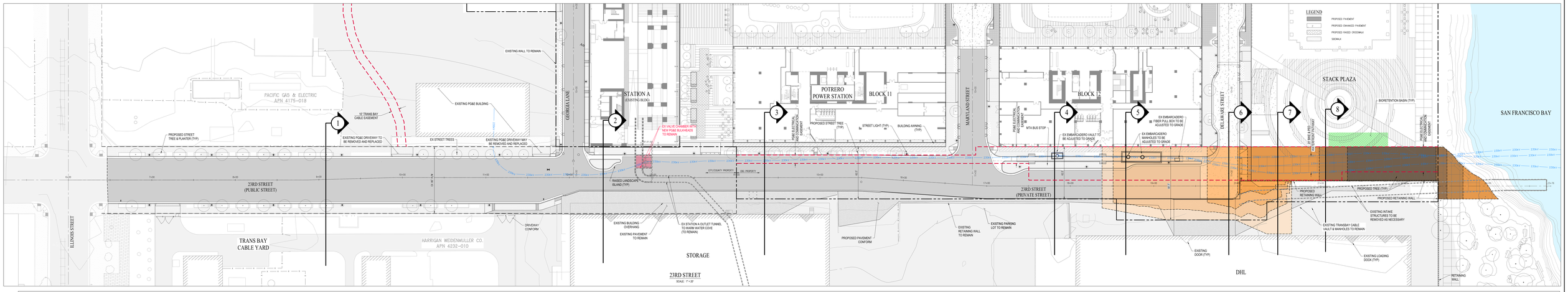
Notes:

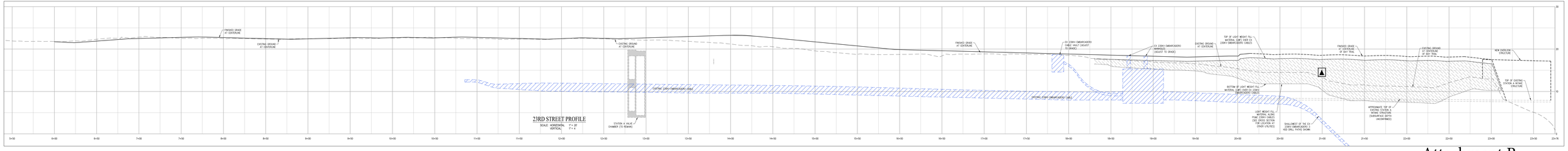
**1.** Non-Retail Sales and Services Uses and/or Life Science/Laboratory Uses are permitted on Blocks 2, 3, 11, 12 and 15 consistent with the Phasing Plan of the Development Agreement. Per the Phasing Plan, at least one of these Blocks must be deed restricted for Life Science Uses.

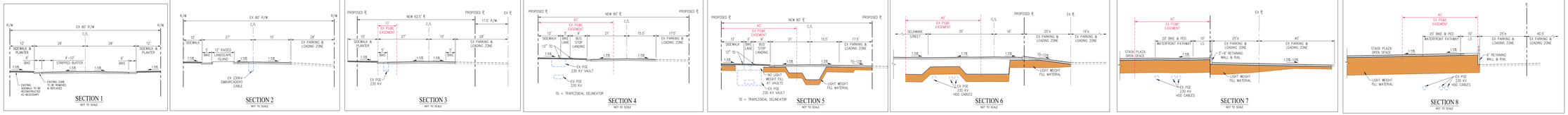
# Attachment 3

## Plan and Profile

# Attachment 3




# Attachment B

DRAFT

## FIGURE 7
## PRELIMINARY 23RD STREET PLAN & PROFILE
### POTRERO POWER STATION

CITY OF SAN FRANCISCO SAN FRANCISCO COUNTY CALIFORNIA

SCALE: 1" = 20' DATE: MARCH 5, 2021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# Attachment 4

**EIR**

**Due to the large size of the EIR,**
**please follow link below to view the EIR:**

https://sfplanning.org/environmental-review-documents?title=power&field_environmental_review_categ_target_id=212&items_per_page=10

# Attachment 5

## Addendum to the EIR

**Attachment 5**

San Francisco Planning

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

# Addendum to an Environmental Impact Report

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

## Introduction

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

## Project Description

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

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

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

## CEQA Environmental Review Process

### Final EIR

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

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

## EIR Addendum

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

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

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

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

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

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

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

## Proposed Changes to the Approved Project

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

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

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

### Updated Remediation Status

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

## Description of the Proposed Re-Phase Program

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

### LAND USE PLAN

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

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

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

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

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

Note: This is the same as Figure 9-1 in the Final EIR.

SOURCE: Perkins+Will, 2019

Potrero Power Station Mixed-Use Development Project

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

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

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

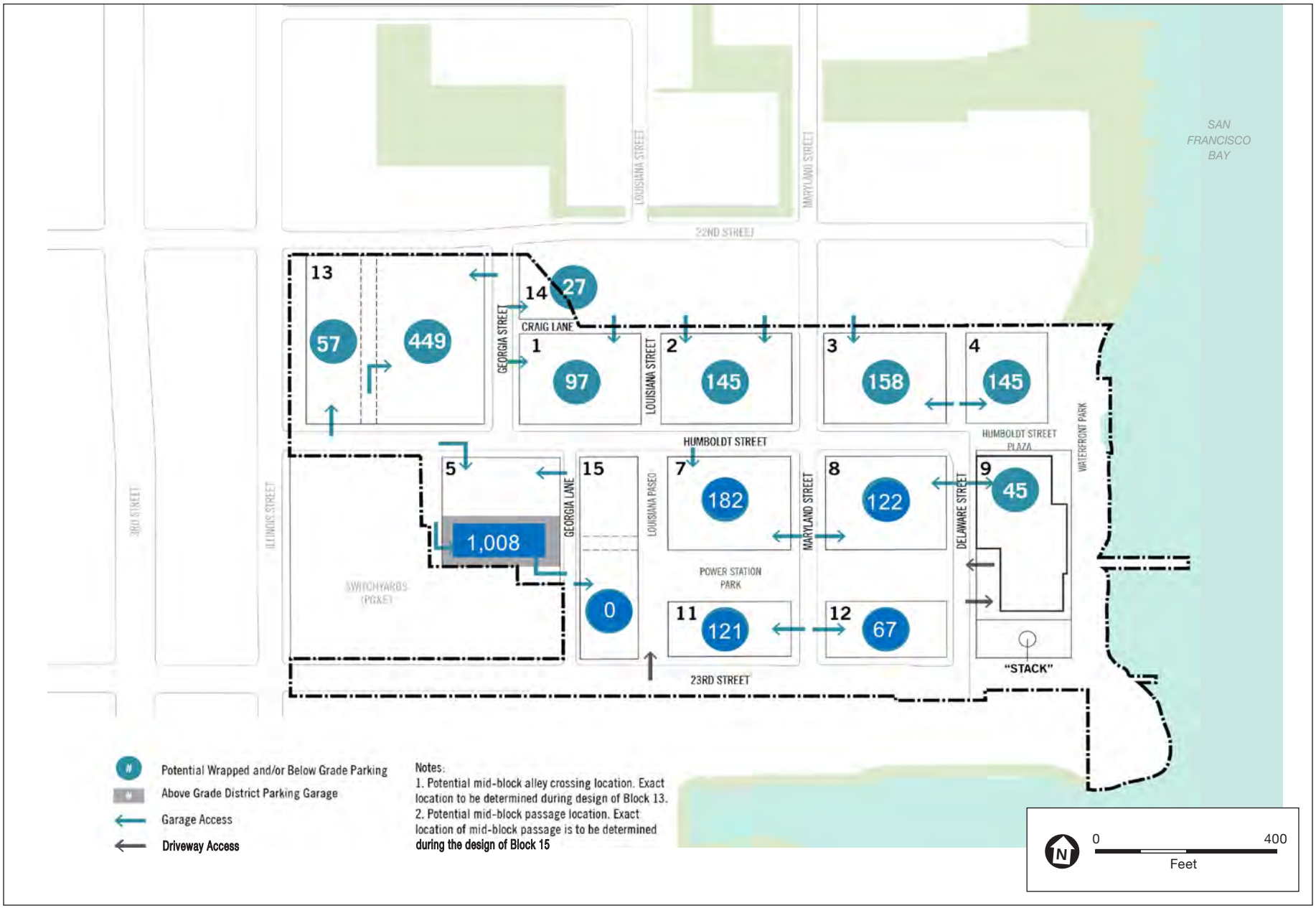
**Table 1 Comparison of Approved Project and Re-Phase Program Land Uses (continued)**

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

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

[a] Commercial retail is assumed to include a supermarket, sit-down restaurants, and quick service restaurants. See Appendix M for assumed breakdown of these uses.
[b] Community facilities is assumed to include childcare, library, and other community facilities. See Appendix M for assumed breakdown of these uses.

SOURCE: California Barrel Company, 2019 and 2020.




SOURCE: Perkins+Will, 2020

Potrero Power Station Mixed-Use Development Project

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

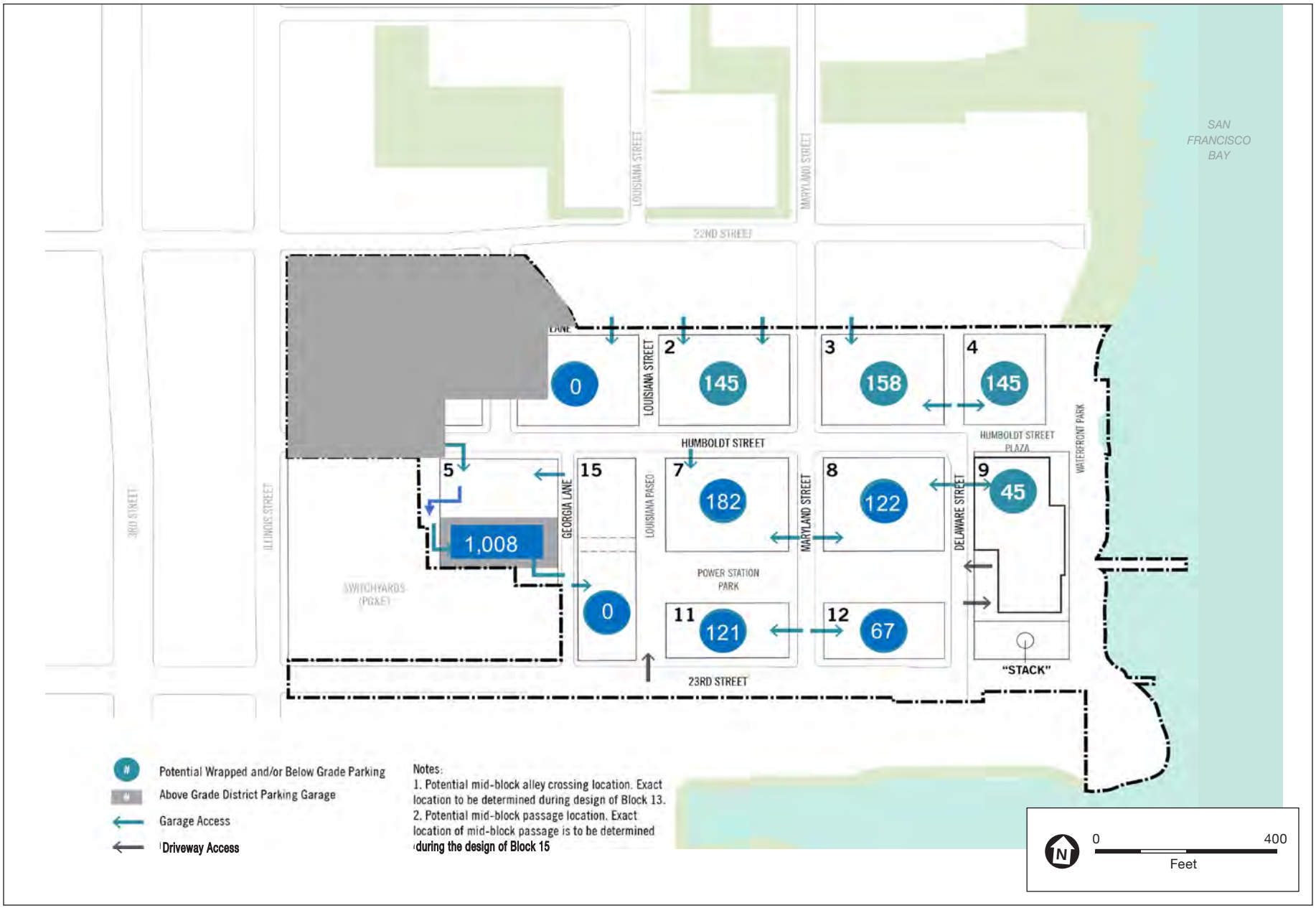
For the no PG&E scenario under the re-phase program, the proposed land use changes would be analogous to the reduced development of the no PG&E scenario under the approved project. Compared to the re-phase program with the PG&E subarea, there would be a reduction in the overall size of the site (-17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

#### CONSTRUCTION PHASING AND SCHEDULE

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

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

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




SOURCE: Perkins+Will, 2020

Potrero Power Station Mixed-Use Development Project

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

SOURCE: Perkins+Will, 2020

Potrero Power Station Mixed-Use Development Project

**Figure 4**
Construction Phasing Plan, Re-Phase Program

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

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

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

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

**Table 3 Comparison of Estimated Construction Schedule, By Block**

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

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

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

**Table 4 Re-Phase Program, Detailed Construction Schedule**

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

SOURCE: California Barrel Company, 2020.

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

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

### Other Scenarios Analyzed

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

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

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

NOTES:

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

SOURCE: California Barrel Company, 2019 and 2020.

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

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

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

## Potential Environmental Effects of the Proposed Re-Phase Program

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

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

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

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

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

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

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

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

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

### Transportation and Circulation

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

#### SUMMARY OF TRANSPORTATION IMPACTS OF APPROVED PROJECT

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

#### RE-PHASE PROGRAM TRAVEL DEMAND

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

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

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

**Table 7 Approved Project and Re-Phase Program Trip Generation by Mode and Time Period – External Trips Only[a,b]**

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

NOTES
[a] Numbers may not sum to total due to rounding.
[b] External trips are those whose origin or destination is outside the project site.
[c] Other modes include walk, bicycle, motorcycle, and additional modes such as taxis.

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

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

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

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

**Table 8 Approved Project and Re-Phase Program Vehicle and Transit Trip Generation Used in Quantitative Analysis[a,b]**

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

NOTE:
[a] Numbers may not sum to total due to rounding. Includes only external trips with origins or destinations outside of the project site.
[b] As shown on Table 7, the no PG&E scenario would also generate fewer vehicle and transit trips than the approved project (i.e., 432 fewer a.m. peak hour and 597 p.m. peak hour vehicle trips, and 448 fewer a.m. peak hour and 559 p.m. peak hour transit trips).

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

#### CONSTRUCTION-RELATED TRANSPORTATION IMPACTS

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

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

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

**VMT IMPACTS**

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

**TRAFFIC HAZARD IMPACTS**

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

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

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

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

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

**TRANSIT IMPACTS**

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

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

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

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

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

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

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

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

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

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

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

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

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

#### WALKING/ACCESSIBILITY IMPACTS

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

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

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

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

**BICYCLE IMPACTS**

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

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

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

Under the re-phase program, off-street parking would be eliminated on Block 15 (a reduction of 70 spaces), and therefore vehicles would not cross the northbound bicycle lane proposed for Georgia Lane[1] as would occur under the approved project. However, under the re-phase program, due to site constraints on Block 15, the on-site loading spaces proposed for this block would be located at street level on Georgia Lane. The at-grade location of the loading spaces would require a wider curb than would occur under the approved project and the wider curb cut would exceed the Design for Development standards. In designing the building and loading facilities on Block 15, the project sponsor would work with SFMTA to minimize the curb cut driveway width and to incorporate features to allow for trucks access and adequate sight distances for drivers and bicyclists on Georgia Lane. Examples of features include sight triangle of a minimum of 10 feet at the driveway, yield lines and/or "Yield to Bikes" signage to identify the potential conflict area and clarify that the bicycle lane has priority over entering or exiting vehicles, and signs at the driveway for exiting vehicles to expect bicycle traffic. Due to the intermittent use of the loading spaces throughout the day and design features of loading spaces, the removal of garage driveways and proposed placement of onsite loading spaces on Georgia Lane on Block 15 would not result in potentially hazardous conditions for bicyclists traveling northbound within the bicycle lane.

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

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

**LOADING IMPACTS**

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

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

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

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

**PARKING IMPACTS**

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

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

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

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

#### EMERGENCY ACCESS IMPACTS

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

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

### Noise and Vibration

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

#### SUMMARY OF NOISE IMPACTS OF THE APPROVED PROJECT

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

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

#### CONSTRUCTION IMPACTS

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

##### EXPOSURE TO CONSTRUCTION-RELATED NOISE LEVELS IN EXCESS OF STANDARDS

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

##### CONSTRUCTION-RELATED AMBIENT NOISE LEVELS AT SENSITIVE RECEPTORS

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

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

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

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

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

#### OFFSITE CONSTRUCTION-RELATED HAUL TRUCK TRAFFIC NOISE

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

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

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

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

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

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

#### CONSTRUCTION-RELATED VIBRATION

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

### OPERATIONAL IMPACTS

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

#### EXPOSURE TO OPERATIONAL NOISE LEVELS IN EXCESS OF STANDARDS

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

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

#### EXPOSURE TO NOISE LEVELS FROM EVENTS THAT INCLUDE OUTDOOR AMPLIFIED SOUND

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

#### EXPOSURE TO NOISE LEVELS FROM ROOFTOP BARS AND RESTAURANTS

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

#### TRAFFIC NOISE IMPACTS ON OFFSITE RECEPTORS

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

#### TRAFFIC NOISE IMPACTS ON ONSITE RECEPTORS

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

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

**CUMULATIVE NOISE AND VIBRATION IMPACTS: CONSTRUCTION**

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

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

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

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

#### CUMULATIVE NOISE IMPACTS: OPERATION

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

### Air Quality

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

#### SUMMARY OF AIR QUALITY IMPACTS OF THE APPROVED PROJECT

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

#### CONSTRUCTION IMPACTS: FUGITIVE DUST EMISSIONS

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

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

#### CONSTRUCTION AND OVERLAPPING OPERATIONAL IMPACTS: CRITERIA AIR POLLUTANT EMISSIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

* Detailed construction and operational emissions by Year can be found in Appendix E.2.
Note that totals may not match sums of intermediate values presented in this table or Air Quality Appendix tables due to rounding.

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

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

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

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

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

(1) *Directly fund or implement a specific offset project within San Francisco* to achieve the equivalent to a one-time reduction of 11 tons per year of ozone precursors. To qualify under this mitigation measure, the specific emissions offset project must result in emission reductions within the San Francisco Bay Area Air Basin that would not otherwise be achieved through compliance with existing regulatory requirements. A preferred offset project would be one implemented locally within the City and County of San Francisco. Prior to implementing the offset project, it must be approved by the ERO. The project sponsor shall notify the ERO within six months of completion of the offset project for verification; or

(2) *Pay mitigation offset fees* to the Bay Area Air Quality Management District Bay Area Clean Air Foundation. The mitigation offset fee, currently estimated at approximately $30,000 per weighted ton, plus an administrative fee of no more than 5 percent of the total offset, shall fund one or more emissions reduction projects within the San Francisco Bay Area Air Basin. The fee will be determined by the planning department, the project sponsor, and the air district, and be based on the type of projects available at the time of the payment. This fee is intended to fund emissions reduction projects to achieve reductions of 11 tons of ozone precursors per year, which is the amount required to reduce emissions below significance levels after implementation of other identified mitigation measures as currently calculated.

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

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

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

#### OPERATIONAL IMPACTS: CRITERIA AIR POLLUTANT EMISSIONS

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

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

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

#### TOXIC AIR CONTAMINANTS, CONSTRUCTION AND OPERATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NOTES:

[a] Assumes Pier 70 resident will move in while construction of the proposed project is ongoing. The cancer risk contribution from project emissions for the Pier 70 resident assumes exposure to project emissions begins in 2024.

[b] For the purpose of the cumulative analysis for the Pier 70 resident, the Pier 70 construction schedule was modified to represent a reasonable worst case exposure scenario for potential future Pier 70 receptors. It was assumed Phase 2-5 construction emissions from Pier 70 are mitigated using Tier 4 equipment consistent with the Pier 70 EIR mitigation requirements.

[c] For the purpose of the cumulative analysis for non- Pier 70 populations, the original Pier 70 construction schedule and mitigation scenarios as presented in the Pier 70 Project EIR is used as this resulted in the maximum cancer risks.

[d] This analysis assumes the school receptor MEI is exposed to the project and Pier 70 emissions concurrently.

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

** Note that the Re-phase program results in a different location for the maximally exposed receptor and therefore the background risk is different than under the approved project

SOURCE: Ramboll, Tables, Figures and CalEEMod Output, 2020.

As shown in Table 11, the overall project contribution to excess cancer risk for the offsite receptor at Pier 70 would be increased by five in one million under the rephrase program compared to the approved project (i.e., an increase from 34 to 39 in one million). The increase in risk under the re-phase program at the Pier 70 receptors is attributable to an increased duration of over-lapping emissions of the two projects and project construction phases that would be closer in proximity to the new maximally exposed receptor. However, the resultant cumulative risk for the re-phase program would still be below the air pollutant exposure zone criteria of a cancer risk of 100 in one million.

Similar to the approved project, the health risk assessment for the re-phase program determined that impacts associated with excess cancer risk at both offsite and onsite receptors would exceed significance thresholds without mitigation, but implementation of Mitigation Measures M-AQ-2a (Construction Emissions Minimization) and M-AQ-2b (Diesel Back-up Generator Specifications) would reduce this impact to less than significant.

Also, like the approved project, future land uses under the re-phase program could include science laboratories and PDR activities, which have the potential for TAC emissions. However, under the approved project, implementation of Mitigation Measure M-AQ-4 (Siting of Uses that Emit Toxic Air Contaminants) would reduce this impact to less than significant. Under the re-phase program, this mitigation measure has been modified as shown below (modified text shown in double underline) to ensure that the re-phrase program would not result in a cumulatively considerable contribution to health risk impacts in light of the updated background cancer risk from the 2020 citywide health risk assessment. Therefore, like the approved project, the impact related to exposure of sensitive receptors to substantial pollutant concentrations for the re-phase program, with or without development of the PG&E subarea, would be *less than significant with mitigation*.

> Mitigation Measure AQ-4 (Re-phase Program): Siting of Uses that Emit Toxic Air Contaminants
>
> For new development including R&D/life science uses and PDR use or other uses that would be expected to generate toxic air contaminants (TACs) as part of everyday operations (except for one generator that is expected on each block and is included in the re-phase program analysis), prior to issuance of the certificate of occupancy, the project sponsor shall obtain written verification from the Bay Area Air Quality Management District either that the facility has been issued a permit from the air district, if required by law, or that permit requirements do not apply to the facility. For stationary sources that require a permit from the Bay Area Air Quality Management District, the project sponsor shall also submit written verification to the San Francisco Planning Department that increased cancer risk associated with all such uses does not either: 1) cause the entire re-phase program plus cumulative sources to exceed a cancer risk of 100 per one million at any sensitive receptor, or 2) where the entire re-phase program plus cumulative sources do exceed a cancer risk of 100 per one million, the entire re-phase program's contribution is less than 7 per one million at sensitive receptors. This measure shall be applicable, at a minimum, to the following uses and any other potential uses that may emit TACs: gas dispensing facilities; auto body shops; metal plating shops; photographic processing shops; appliance repair shops; mechanical assembly cleaning; printing shops; medical clinics; laboratories, and biotechnology research facilities.

**CONSISTENCY WITH CLEAN AIR PLAN**

As described for the approved project (EIR p. 9-87), the approved project could conflict with implementation of the Bay Area 2017 Clean Air Plan. Table 4.G-12 (EIR pp. 4.G-59 to 4.G-63) lists the consistency of the approved project with applicable control measures of the 2017 Clean Air Plan, and the same information is applicable to the re-phase program, with or without development of the PG&E subarea. Without certain mitigation measures incorporated into the re-phase program, the re-phase program would not include applicable control measures from the 2017 Clean Air Plan. Because the re-phase program would result in significant and unavoidable criteria air pollutant emissions, similar to the approved project and because the re-phase program would not include all applicable control measures from the 2017 Clean Air Plan, this impact would be significant. However, as with the approved project, with implementation of Mitigation Measure M-AQ-5 (Include Spare the Air Telecommuting Information in Transportation Welcome Packets) (EIR p. 4.G-58), plus the other mitigation measures identified in the EIR, as shown in Table 4.G-12, the re-phase program would include applicable control strategies contained in the 2017 Clean Air Plan for the basin, and the impact would be *less than significant with mitigation*.

**ODORS**

Operation of the re-phase program at buildout would be substantially the same as under the approved project. For the same reasons described in Impact AQ-6 (EIR pp. 9-87 and 4.G-65), the re-phase program, with or without development of the PG&E subarea, would not create objectionable odors that would affect a substantial number of people, and this impact would be *less than significant*.

#### CUMULATIVE IMPACTS: REGIONAL AIR QUALITY

As described in the Approach to Analysis on page 4.G-31 of the Final EIR, the project-level thresholds for criteria air pollutants are based on levels below which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the re-phase program's emissions exceed the project-level thresholds as explained above, like the approved project, the re-phase program, with or without development of the PG&E subarea, would also result in a considerable contribution to cumulative regional air quality impacts. Impact C-AQ-1 (EIR pp. 9-88 and 4.G-66) would be a significant impact. As discussed above, implementation of Mitigation Measures M-AQ-2a through M-AQ-2f and M-TR-5 would reduce the severity of this impact. However, because implementation of the emissions reduction project could be conducted by the air district and is outside the jurisdiction and control of the City and not fully within the control of the project sponsor and because no specific offset project has been identified, like the approved project, the cumulative impact of the re-phase program with respect to criteria air pollutants, with or without development of the PG&E subarea, is conservatively considered *significant and unavoidable with mitigation*.

#### CUMULATIVE IMPACTS: HEALTH RISK

The above analysis regarding the health risk impacts of the re-phase program conservatively focuses on cumulative impacts to demonstrate whether the re-phase program would result in any new or more severe impacts than the approved project. As discussed above, the re-phase program would result in a marginal reduction of excess cancer risk for the onsite receptor compared to the approved project, while the re-phase program would result in a marginal increase of excess cancer risk for the Pier 70 offsite receptor (an increased risk of five in one million compared to the approved project). The resultant cumulative risks would still be below the air pollutant exposure zone criteria of 100 in one million with mitigation. Increased cancer risks of the re-phase program, with or without development of the PG&E subarea, at both on-site and offset receptors would be significant without mitigation due to the contribution of construction activities. Like the approved project, implementation of Mitigation Measure M-AQ-2a (Construction Emissions Minimization) alone would be sufficient to reduce the impact of the re-phase program to a less than significant level, and the excess cancer risk impact to both onsite and offsite receptors under Impact C-AQ-2 (EIR pp. 9-88 and 4.G-67 to 4.G-72) would be *less than significant with mitigation*.

---

## Conclusion

Based on the discussion and analysis presented above, the San Francisco Planning Department has determined that the information presented in the Potrero Power Station Mixed-Use Development Project Final EIR, certified by the San Francisco Planning Commission on January 30, 2020, remains valid, and all conclusions in the Final EIR are applicable to the re-phase program. Specifically, the re-phase program would not result in new significant impacts not identified in the Final EIR, nor would it result in substantially more severe impacts than what was identified in the Final EIR.

Minor modifications have been made to the mitigation measures described above, to adjust the specified performance standards to match the proposed change in construction phasing. No changes have occurred with respect to circumstances relevant to the approved project that would cause new significant environmental impacts or would cause a substantial increase in the severity of previously identified significant effects. No new information has become available that would affect the analysis or conclusions in the Final EIR. Therefore, no major revision of the EIR is required and no additional environmental review is required beyond this EIR addendum.

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## Determination

I do hereby certify that the above determination has been made pursuant to the California Environmental Quality Act, CEQA Guidelines, and San Francisco Administrative Code Chapter 31.

Lisa M. Gibson, Environmental Review Officer

September 9, 2020
Date of Determination

cc: Rachel Schuett, Environmental Planning
Chris Kern, Environmental Planning
Enrique Landa, California Barrel Company, LLC
Erin Epperson, California Barrel Company, LLC
James Abrams, J. Abrams Law
Bulletin Board / Master Decision File
Distribution List

## Appendices to EIR Addendum

(Appendix numbering follows the same format and sequencing used in the Final EIR.)

C.2 Supplemental Transportation Analysis, Re-Phase Program
E.2 Supplemental Air Quality Supporting Information, Re-Phase Program
L Re-Phase Program, Maximum Residential Scenario
M Hazardous Materials Remediation Status Update

# Appendix C.2
# Supplemental Transportation Analysis, Re-Phase Program

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# APPENDIX C.2
# RE-PHASE PROGRAM – TRANSPORTATION ANALYSIS SUPPORTING INFORMATION


**1. Travel Demand Calculations/Parking Demand/Loading Demand**

1a. Re-Phase Program C2 - 3

1b. Re-Phase Program – Maximum Residential C2 - 35

1c. Re-Phase Program No PG&E Site C2 - 67

**2. Phasing Analysis**

2a. Re-Phase Program C2 - 99

2b. Re-Phase Program – Maximum Residential C2 - 101

2c. Re-Phase Program No PG&E Site C2 - 103

# 1a Travel Demand Analysis – Re-Phase Program

# Aggregated Travel Demand Calculations

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program**

| | LAND USE CATEGORY | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
| | 1,066,975 gsf | 1,336,009 gsf | 241,574 gsf | 831,606 gsf | 645,738 gsf | 32,000 gsf | 8,400 gsf | 35,000 gsf | 26,877 gsf | 19,962 gsf | 12,000 gsf | 5,000 gsf | 25,000 gsf | 6.9 acres | 4,286,141 gsf |
| | 1,429 units | 1,048 units | 250 rooms | | | | | | (w/ occup. factor) | | | | | | (w/ occup. factor) |

| INTERNAL AND EXTERNAL TRIP GENERATION RATES | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily Trip Rate (per d.u. / per 1,000 gsf) | 7.5 | 10.0 | 7.0 | 18.1 | 8.0 | 18.1 | 150.0 | 297.0 | 200.0 | 600.0 | 67.0 | 195.0 | 80.0 | 20.0 | 17.9 |
| AM Peak Hour as % of daily | 14.2% | 14.2% | 8.8% | 8.9% | 18.2% | 8.9% | 2.3% | 2.6% | 1.1% | 1.1% | 17.8% | 2.0% | 6.1% | 13.0% | 8.2% |
| AM Peak Hour Trip Rate | 1.07 | 1.42 | 0.62 | 1.61 | 1.46 | 1.61 | 3.49 | 7.78 | 2.16 | 6.49 | 11.90 | 3.90 | 4.85 | 2.60 | 1.47 |
| (per unit, per room, per 1000 gsf, per acre) | | | | | | | | | | | | | | | |
| PM Peak Hour as % of daily | 17.3% | 17.3% | 10.0% | 8.5% | 16.0% | 8.5% | 9.0% | 7.3% | 10.0% | 10.0% | 18.0% | 16.2% | 13.4% | 9.0% | 12.0% |
| PM Peak Hour Trip Rate | 1.30 | 1.73 | 0.70 | 1.54 | 1.28 | 1.54 | 13.50 | 21.68 | 20.00 | 60.00 | 12.06 | 31.50 | 10.73 | 1.80 | 2.14 |
| (per unit, per room, per 1000 gsf, per acre) | | | | | | | | | | | | | | | |
| **% Modal Share** | | | | | | | | | | | | | | | |
| Auto | 41% | 41% | 47% | 49% | 49% | 49% | 50% | 50% | 50% | 50% | 45% | 43% | 46% | 46% | 47% |
| Transit | 40% | 40% | 24% | 27% | 27% | 27% | 15% | 15% | 15% | 15% | 27% | 25% | 23% | 22% | 26% |
| Walk/Other | 19% | 19% | 29% | 24% | 24% | 24% | 35% | 35% | 35% | 35% | 28% | 32% | 31% | 32% | 27% |
| **Average Vehicle Occupancy Rate** | | | | | | | | | | | | | | | |
| Weekday Daily | 1.10 | 1.10 | 2.10 | 1.80 | 1.80 | 1.80 | 2.01 | 2.01 | 2.01 | 2.01 | 2.04 | 2.36 | 2.21 | 2.28 | 1.64 |
| Weekday AM Peak Hour | 1.10 | 1.10 | 1.76 | 1.45 | 1.45 | 1.45 | 1.43 | 2.01 | 1.36 | 2.01 | 2.08 | 2.34 | 2.21 | 2.28 | 1.32 |
| Weekday PM Peak Hour | 1.10 | 1.10 | 1.60 | 1.45 | 1.45 | 1.45 | 2.01 | 2.01 | 2.01 | 2.01 | 2.08 | 2.34 | 2.21 | 2.28 | 1.45 |

| INTERNAL AND EXTERNAL TRIPS BY MODE BEFORE ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday Daily** | | | | | | | | | | | | | | | |
| Auto Person Trips | 4,373 | 4,274 | 823 | 7,406 | 2,542 | 285 | 631 | 5,209 | 2,694 | 6,002 | 362 | 418 | 928 | 64 | 36,010 |
| Transit Person Trips | 4,331 | 4,233 | 418 | 4,092 | 1,404 | 157 | 184 | 1,514 | 783 | 1,745 | 219 | 246 | 459 | 31 | 19,816 |
| Walk/Other Person Trips | 2,016 | 1,970 | 509 | 3,555 | 1,220 | 137 | 445 | 3,672 | 1,899 | 4,231 | 223 | 310 | 613 | 44 | 20,843 |
| **Total Person Trips** | **10,719** | **10,478** | **1,750** | **15,052** | **5,166** | **579** | **1,260** | **10,395** | **5,375** | **11,977** | **804** | **975** | **2,000** | **138** | **76,669** |
| **Total Vehicle Trips** | **3,979** | **3,890** | **393** | **4,111** | **1,411** | **158** | **314** | **2,586** | **1,337** | **2,980** | **178** | **177** | **420** | **28** | **21,963** |
| | | | | 2,185 | 750 | 1,927 | 0.47 | 0.00 | | | | | | | |
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| Auto Person Trips | 622 | 608 | 77 | 716 | 504 | 28 | 16 | 136 | 32 | 65 | 64 | 8 | 56 | 8 | 2,940 |
| Transit Person Trips | 616 | 602 | 43 | 450 | 317 | 17 | 10 | 40 | 21 | 19 | 38 | 5 | 28 | 4 | 2,210 |
| Walk/Other Person Trips | 287 | 280 | 35 | 173 | 122 | 7 | 4 | 96 | 5 | 46 | 41 | 6 | 37 | 6 | 1,145 |
| **Total Person Trips** | **1,525** | **1,491** | **155** | **1,340** | **942** | **52** | **29** | **272** | **58** | **130** | **143** | **20** | **121** | **18** | **6,295** |
| **Total Vehicle Trips** | **566** | **554** | **43** | **494** | **347** | **19** | **11** | **68** | **23** | **32** | **31** | **4** | **25** | **4** | **2,221** |
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| Auto Person Trips | 756 | 739 | 90 | 684 | 442 | 26 | 57 | 380 | 269 | 600 | 65 | 68 | 125 | 6 | 4,307 |
| Transit Person Trips | 749 | 732 | 53 | 430 | 278 | 17 | 17 | 111 | 78 | 174 | 39 | 40 | 62 | 3 | 2,783 |
| Walk/Other Person Trips | 349 | 341 | 32 | 166 | 107 | 6 | 40 | 268 | 190 | 423 | 41 | 50 | 82 | 4 | 2,098 |
| **Total Person Trips** | **1,854** | **1,813** | **175** | **1,279** | **827** | **49** | **113** | **759** | **538** | **1,198** | **145** | **158** | **268** | **12** | **9,188** |
| **Total Vehicle Trips** | **688** | **673** | **56** | **472** | **305** | **18** | **28** | **189** | **134** | **298** | **31** | **29** | **56** | **3** | **2,980** |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program**

| INTERNAL AND EXTERNAL TRIPS INBOUND/OUTBOUND SPLITS | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| SF Guidelines Work | | | | | | | | | | | | | | | |
| Inbound | 0% | 0% | 75% | 90% | 90% | 90% | 90% | 90% | 100% | 100% | 90% | 100% | 90% | 95% | |
| Outbound | 100% | 100% | 25% | 10% | 10% | 10% | 10% | 10% | 0% | 0% | 10% | 0% | 10% | 5% | |
| SF Guidelines Non-Work | | | | | | | | | | | | | | | |
| Inbound | 67% | 67% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 60% | 60% | |
| Outbound | 33% | 33% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 40% | 40% | |
| ITE | | | | | | | | | | | | | | | |
| Inbound | 20% | 20% | 59% | 88% | 83% | 88% | 62% | 62% | N.A. | 55% | 53% | 71% | 66% | 61% | |
| Outbound | 80% | 80% | 41% | 12% | 17% | 12% | 38% | 38% | | 45% | 47% | 29% | 34% | 39% | |
| **Person Trips** | | | | | | | | | | | | | | | |
| Inbound | 33% | 33% | 60% | 83% | 83% | 83% | 84% | 52% | 100% | 52% | 57% | 52% | 62% | 60% | 56% |
| Outbound | 67% | 67% | 40% | 17% | 17% | 17% | 16% | 48% | 0% | 48% | 43% | 48% | 39% | 40% | 44% |
| Inbound | 508 | 497 | 93 | 1,114 | 784 | 43 | 25 | 140 | 58 | 67 | 81 | 10 | 75 | 11 | 3,507 |
| Outbound | 1,017 | 994 | 62 | 225 | 158 | 9 | 5 | 132 | - | 62 | 62 | 9 | 47 | 7 | 2,788 |
| **Total Person Trips** | **1,525** | **1,491** | **155** | **1,340** | **942** | **52** | **29** | **272** | **58** | **130** | **143** | **20** | **121** | **18** | **6,295** |
| **Vehicle Trips** | | | | | | | | | | | | | | | |
| Inbound | 33% | 33% | 64% | 86% | 86% | 86% | 86% | 53% | 100% | 53% | 63% | 54% | 63% | 61% | 57% |
| Outbound | 67% | 67% | 36% | 14% | 14% | 14% | 14% | 47% | 0% | 47% | 37% | 46% | 37% | 39% | 43% |
| Inbound | 189 | 185 | 28 | 426 | 300 | 16 | 10 | 36 | 23 | 17 | 19 | 2 | 16 | 2 | 1,269 |
| Outbound | 378 | 369 | 16 | 68 | 48 | 3 | 2 | 32 | - | 15 | 11 | 2 | 9 | 1 | 952 |
| **Total Vehicle Trips** | **566** | **554** | **43** | **494** | **347** | **19** | **11** | **68** | **23** | **32** | **31** | **4** | **25** | **4** | **2,221** |
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| SF Guidelines Work | | | | | | | | | | | | | | | |
| Inbound | 100% | 100% | 50% | 10% | 10% | 10% | 10% | 10% | 0% | 0% | 10% | 0% | 10% | 5% | |
| Outbound | 0% | 0% | 50% | 90% | 90% | 90% | 90% | 90% | 100% | 100% | 90% | 100% | 90% | 95% | |
| SF Guidelines Non-Work | | | | | | | | | | | | | | | |
| Inbound | 33% | 33% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | |
| Outbound | 67% | 67% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | |
| ITE | | | | | | | | | | | | | | | |
| Inbound | 50% | 50% | 51% | 17% | 15% | 17% | 48% | 51% | 67% | 60% | 47% | 48% | 49% | 61% | |
| Outbound | 50% | 50% | 49% | 83% | 85% | 83% | 52% | 49% | 33% | 40% | 53% | 52% | 51% | 39% | |
| **Person Trips** | | | | | | | | | | | | | | | |
| Inbound | 67% | 67% | 50% | 17% | 17% | 17% | 48% | 48% | 48% | 48% | 43% | 48% | 48% | 50% | 48% |
| Outbound | 33% | 33% | 50% | 83% | 83% | 83% | 52% | 52% | 52% | 52% | 57% | 52% | 52% | 50% | 52% |
| Inbound | 1,236 | 1,208 | 88 | 215 | 139 | 8 | 55 | 367 | 258 | 575 | 63 | 76 | 129 | 6 | 4,423 |
| Outbound | 618 | 604 | 88 | 1,064 | 688 | 41 | 59 | 392 | 280 | 623 | 82 | 82 | 140 | 6 | 4,765 |
| **Total Person Trips** | **1,854** | **1,813** | **175** | **1,279** | **827** | **49** | **113** | **759** | **538** | **1,198** | **145** | **158** | **268** | **12** | **9,188** |
| **Vehicle Trips** | | | | | | | | | | | | | | | |
| Inbound | 67% | 67% | 50% | 14% | 14% | 14% | 47% | 47% | 47% | 47% | 37% | 46% | 46% | 49% | 47% |
| Outbound | 33% | 33% | 50% | 86% | 86% | 86% | 53% | 53% | 53% | 53% | 63% | 54% | 54% | 51% | 53% |
| Inbound | 459 | 449 | 28 | 65 | 42 | 2 | 13 | 90 | 63 | 139 | 12 | 13 | 26 | 1 | 1,401 |
| Outbound | 229 | 224 | 28 | 407 | 263 | 16 | 15 | 99 | 71 | 159 | 19 | 16 | 30 | 1 | 1,578 |
| **Total Vehicle Trips** | **688** | **673** | **56** | **472** | **305** | **18** | **28** | **189** | **134** | **298** | **31** | **29** | **56** | **3** | **2,980** |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program**

| INTERNAL AND LINKED PERSON TRIP ADJUSTMENT FACTORS | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday Daily** | | | | | | | | | | | | | | | |
| Internal trip factor | 36.0% | 36.0% | 36.0% | **21.2%** | 21.2% | 21.2% | **25.0%** | 25.0% | **20.0%** | 25.5% | 75.0% | 75.0% | 30.0% | 10.0% | |
| Internal linked trip factor | 15.0% | 15.0% | 40.0% | 20.0% | 10.0% | 20.0% | 50.0% | 50.0% | 60.0% | 80.0% | 75.0% | 60.0% | 55.0% | 30.0% | |
| Internal person trips | 3,280 | 3,206 | 378 | 2,557 | 987 | 98 | 158 | 1,299 | 430 | 611 | 151 | 293 | 270 | 10 | 13,729 |
| Total internal person trip productions | | | | | | | | | | | | | | | 6,864 |
| Total internal person trip attractions | | | | | | | | | | | | | | | 6,864 |
| Difference | | | | | | | | | | | | | | | 0 |
| % difference | | | | | | | | | | | | | | | 0% |
| Internal and linked person trips (Walk) | 3,859 | 3,772 | 630 | 3,197 | 1,097 | 123 | 315 | 2,599 | 1,075 | 3,057 | 603 | 731 | 600 | 14 | 21,671 |
| **Overall total trip reduction** | **36%** | **36%** | **36%** | **21%** | **21%** | **21%** | **25%** | **25%** | **20%** | **26%** | **75%** | **75%** | **30%** | **10%** | **28%** |
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| Internal trip factor | 18.5% | 18.5% | 18.5% | **19.5%** | 19.5% | 19.5% | 30.0% | 30.0% | 25.0% | 30.0% | 75.0% | 75.0% | 30.0% | 10.0% | |
| Internal linked trip factor | 15.0% | 15.0% | 40.0% | 20.0% | 10.0% | 20.0% | 50.0% | 50.0% | 60.0% | 80.0% | 75.0% | 60.0% | 55.0% | 30.0% | |
| Internal person trips | 240 | 234 | 17 | 209 | 165 | 8 | 4 | 41 | 6 | 8 | 27 | 6 | 16 | 1 | 983 |
| Total internal person trip productions | | | | | | | | | | | | | | | 491 |
| Total internal person trip attractions | | | | | | | | | | | | | | | 491 |
| Difference | | | | | | | | | | | | | | | 0 |
| % difference | | | | | | | | | | | | | | | 0% |
| Internal and linked person trips (Walk) | 282 | 276 | 29 | 261 | 184 | 10 | 9 | 82 | 15 | 39 | 107 | 15 | 36 | 2 | 1,345 |
| **Overall total trip reduction** | **19%** | **19%** | **19%** | **20%** | **20%** | **20%** | **30%** | **30%** | **25%** | **30%** | **75%** | **75%** | **30%** | **10%** | **21%** |
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| Internal trip factor | 28.3% | 28.3% | 28.3% | **30.1%** | 30.1% | 30.1% | 30.0% | 30.0% | 25.0% | 30.0% | 75.0% | 75.0% | 30.0% | 10.0% | |
| Internal linked trip factor | 15.0% | 15.0% | 40.0% | 20.0% | 10.0% | 20.0% | 50.0% | 50.0% | 60.0% | 80.0% | 75.0% | 60.0% | 55.0% | 30.0% | |
| Internal person trips | 446 | 436 | 30 | 308 | 224 | 12 | 17 | 114 | 54 | 72 | 27 | 47 | 36 | 1 | 1,825 |
| Total internal person trip productions | | | | | | | | | | | | | | | 912 |
| Total internal person trip attractions | | | | | | | | | | | | | | | 912 |
| Difference | | | | | | | | | | | | | | | 0 |
| % difference | | | | | | | | | | | | | | | 0% |
| Internal and linked person trips (Walk) | 525 | 513 | 50 | 386 | 249 | 15 | 34 | 228 | 134 | 359 | 109 | 118 | 81 | 1 | 2,801 |
| **Overall total trip reduction** | **28%** | **28%** | **28%** | **30%** | **30%** | **30%** | **30%** | **30%** | **25%** | **30%** | **75%** | **75%** | **30%** | **10%** | **30%** |
| **TRIP SUBTRACTION CHECK** | | | | | | | | | | | | | | | |
| Weekday Daily | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK |
| Weekday AM Peak Hour | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK |
| Weekday PM Peak Hour | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK |
| **PEAK HOUR CHECK** | | | | | | | | | | | | | | | |
| **Auto Person Trips SD1+SD3** | | | | | | | | | | | | | | | |
| Daily External Trips | 1,280 | 1,251 | 51 | 1,074 | 369 | 41 | 130 | 1,071 | 683 | 1,204 | 38 | 97 | 106 | 17 | 7,412 |
| AM+PM External Trips | 553 | 541 | 18 | 95 | 66 | 4 | 9 | 81 | 57 | 105 | 16 | 17 | 21 | 4 | 1,587 |
| Average Peak Hour Factor | 22% | 22% | 18% | 4% | 9% | 4% | 4% | 4% | 4% | 4% | 21% | 9% | 10% | 11% | 11% |
| **Transit Person Trips SD1+SD3** | | | | | | | | | | | | | | | |
| Daily External Trips | 1,467 | 1,434 | 33 | 749 | 257 | 29 | 36 | 298 | 190 | 335 | 23 | 57 | 69 | 11 | 4,988 |
| AM+PM External Trips | 634 | 620 | 13 | 74 | 51 | 3 | 3 | 23 | 17 | 29 | 10 | 10 | 13 | 2 | 1,501 |
| Average Peak Hour Factor | 22% | 22% | 19% | 5% | 10% | 5% | 4% | 4% | 4% | 4% | 21% | 9% | 10% | 11% | 15% |
| **Walk/Other Person Trips SD1+SD3** | | | | | | | | | | | | | | | |
| Daily External Trips | 754 | 737 | 59 | 1,091 | 375 | 42 | 103 | 851 | 543 | 957 | 29 | 73 | 129 | 21 | 5,767 |
| AM+PM External Trips | 326 | 319 | 17 | 63 | 44 | 2 | 7 | 65 | 45 | 83 | 12 | 13 | 25 | 5 | 1,026 |
| Average Peak Hour Factor | 22% | 22% | 14% | 3% | 6% | 3% | 4% | 4% | 4% | 4% | 21% | 9% | 10% | 11% | 9% |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program**

| EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday Daily** | | | | | | | | | | | | | | | |
| **Superdistrict 1** | | | | | | | | | | | | | | | |
| Auto Person Trips | 995 | 973 | 12 | 246 | 84 | 9 | 18 | 147 | 94 | 165 | 1 | 0 | 25 | 4 | 2,772 |
| Transit Person Trips | 1,141 | 1,115 | 10 | 238 | 82 | 9 | 13 | 111 | 71 | 125 | 1 | 0 | 21 | 3 | 2,942 |
| Walk/Other Person Trips | 587 | 574 | 32 | 592 | 203 | 23 | 41 | 337 | 215 | 379 | 1 | 0 | 69 | 11 | 3,065 |
| **Total Person Trips** | **2,723** | **2,661** | **54** | **1,077** | **369** | **41** | **72** | **595** | **380** | **669** | **2** | **1** | **116** | **19** | **8,779** |
| Vehicle Trips | 906 | 885 | 6 | 138 | 47 | 5 | 11 | 88 | 56 | 99 | 0 | 0 | 12 | 2 | 2,257 |
| **Superdistrict 2** | | | | | | | | | | | | | | | |
| Auto Person Trips | 149 | 146 | 120 | 987 | 339 | 38 | 48 | 399 | 206 | 459 | 9 | 1 | 139 | 10 | 3,051 |
| Transit Person Trips | 171 | 167 | 66 | 666 | 229 | 26 | 25 | 208 | 108 | 240 | 10 | 1 | 72 | 5 | 1,994 |
| Walk/Other Person Trips | 88 | 86 | 55 | 373 | 128 | 14 | 30 | 244 | 126 | 281 | 1 | 0 | 67 | 5 | 1,498 |
| **Total Person Trips** | **409** | **400** | **242** | **2,026** | **695** | **78** | **103** | **850** | **440** | **980** | **20** | **3** | **279** | **19** | **6,543** |
| Vehicle Trips | 136 | 133 | 64 | 586 | 201 | 23 | 32 | 260 | 135 | 300 | 7 | 1 | 71 | 5 | 1,954 |
| **Superdistrict 3** | | | | | | | | | | | | | | | |
| Auto Person Trips | 284 | 278 | 39 | 829 | 284 | 32 | 112 | 924 | 590 | 1,039 | 38 | 96 | 81 | 13 | 4,640 |
| Transit Person Trips | 326 | 319 | 23 | 510 | 175 | 20 | 23 | 187 | 119 | 210 | 22 | 57 | 48 | 8 | 2,046 |
| Walk/Other Person Trips | 168 | 164 | 28 | 499 | 171 | 19 | 62 | 514 | 328 | 578 | 28 | 73 | 60 | 10 | 2,702 |
| **Total Person Trips** | **778** | **760** | **89** | **1,838** | **631** | **71** | **197** | **1,625** | **1,037** | **1,827** | **88** | **226** | **189** | **31** | **9,388** |
| Vehicle Trips | 259 | 253 | 18 | 445 | 153 | 17 | 56 | 459 | 293 | 516 | 16 | 40 | 35 | 5 | 2,564 |
| **Superdistrict 4** | | | | | | | | | | | | | | | |
| Auto Person Trips | 149 | 146 | 70 | 659 | 226 | 25 | 34 | 284 | 147 | 328 | 9 | 1 | 78 | 5 | 2,164 |
| Transit Person Trips | 171 | 167 | 35 | 377 | 129 | 14 | 11 | 91 | 47 | 105 | 6 | 1 | 36 | 2 | 1,195 |
| Walk/Other Person Trips | 88 | 86 | 23 | 156 | 54 | 6 | 8 | 63 | 33 | 73 | 1 | 0 | 28 | 2 | 619 |
| **Total Person Trips** | **409** | **400** | **128** | **1,192** | **409** | **46** | **53** | **439** | **227** | **506** | **15** | **2** | **143** | **10** | **3,978** |
| Vehicle Trips | 136 | 133 | 34 | 357 | 123 | 14 | 20 | 167 | 86 | 193 | 6 | 1 | 36 | 2 | 1,307 |
| **East Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 351 | 343 | 107 | 1,053 | 362 | 41 | 44 | 360 | 186 | 415 | 15 | 2 | 117 | 8 | 3,403 |
| Transit Person Trips | 260 | 255 | 60 | 722 | 248 | 28 | 22 | 181 | 94 | 209 | 14 | 2 | 60 | 4 | 2,158 |
| Walk/Other Person Trips | 87 | 85 | 26 | 182 | 63 | 7 | 28 | 233 | 121 | 269 | 1 | 0 | 31 | 2 | 1,134 |
| **Total Person Trips** | **698** | **682** | **193** | **1,958** | **672** | **75** | **94** | **775** | **401** | **893** | **30** | **4** | **208** | **14** | **6,695** |
| Vehicle Trips | 319 | 312 | 44 | 455 | 156 | 18 | 21 | 171 | 88 | 197 | 7 | 1 | 47 | 3 | 1,839 |
| **North Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 156 | 153 | 44 | 439 | 150 | 17 | 27 | 219 | 113 | 252 | 7 | 1 | 47 | 3 | 1,628 |
| Transit Person Trips | 47 | 46 | 7 | 114 | 39 | 4 | 8 | 63 | 33 | 73 | 3 | 0 | 6 | 0 | 444 |
| Walk/Other Person Trips | - | - | 8 | 54 | 18 | 2 | 11 | 91 | 47 | 105 | 0 | 0 | 9 | 1 | 346 |
| **Total Person Trips** | **203** | **199** | **58** | **606** | **208** | **23** | **45** | **374** | **193** | **430** | **9** | **1** | **63** | **4** | **2,418** |
| Vehicle Trips | 142 | 139 | 24 | 255 | 88 | 10 | 15 | 122 | 63 | 141 | 4 | 1 | 25 | 2 | 1,030 |
| **South Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 835 | 816 | 131 | 1,480 | 508 | 57 | 91 | 749 | 387 | 863 | 26 | 4 | 137 | 9 | 6,094 |
| Transit Person Trips | 597 | 584 | 24 | 320 | 110 | 12 | 14 | 114 | 59 | 132 | 7 | 1 | 24 | 1 | 2,000 |
| Walk/Other Person Trips | 167 | 163 | 11 | 86 | 30 | 3 | 9 | 70 | 36 | 81 | 1 | 0 | 13 | 1 | 670 |
| **Total Person Trips** | **1,599** | **1,563** | **166** | **1,887** | **648** | **73** | **113** | **934** | **483** | **1,076** | **33** | **5** | **173** | **11** | **8,763** |
| Vehicle Trips | 760 | 743 | 71 | 1,015 | 348 | 39 | 43 | 358 | 185 | 412 | 22 | 3 | 65 | 4 | 4,069 |
| **Outside Bay Area** | | | | | | | | | | | | | | | |
| Auto Person Trips | 42 | 41 | 78 | 535 | 183 | 21 | 106 | 873 | 451 | 1,006 | 2 | 0 | 94 | 7 | 3,437 |
| Transit Person Trips | - | - | 46 | 323 | 111 | 12 | 25 | 209 | 108 | 241 | 1 | 0 | 55 | 4 | 1,136 |
| Walk/Other Person Trips | - | - | 66 | 415 | 143 | 16 | 136 | 1,122 | 580 | 1,293 | 0 | 0 | 81 | 6 | 3,859 |
| **Total Person Trips** | **42** | **41** | **189** | **1,273** | **437** | **49** | **267** | **2,204** | **1,140** | **2,540** | **3** | **1** | **230** | **16** | **8,433** |
| Vehicle Trips | 38 | 37 | 30 | 220 | 76 | 8 | 39 | 321 | 166 | 370 | 1 | 0 | 36 | 3 | 1,347 |
| **All Origins** | | | | | | | | | | | | | | | |
| Auto Person Trips | 2,962 | 2,895 | 601 | 6,227 | 2,137 | 240 | 479 | 3,955 | 2,175 | 4,527 | 105 | 107 | 719 | 59 | 27,190 |
| Transit Person Trips | 2,714 | 2,653 | 271 | 3,271 | 1,122 | 126 | 141 | 1,166 | 639 | 1,335 | 64 | 63 | 322 | 28 | 13,915 |
| Walk/Other Person Trips | 1,184 | 1,157 | 248 | 2,358 | 809 | 91 | 324 | 2,675 | 1,486 | 3,059 | 32 | 74 | 359 | 38 | 13,893 |
| **Total Person Trips** | **6,860** | **6,706** | **1,120** | **11,855** | **4,069** | **456** | **945** | **7,796** | **4,300** | **8,921** | **201** | **244** | **1,400** | **124** | **54,997** |
| Vehicle Trips | 2,696 | 2,635 | 290 | 3,472 | 1,192 | 134 | 236 | 1,946 | 1,073 | 2,227 | 65 | 47 | 328 | 26 | 16,365 |
| Total Internal Person Trips | 3,859 | 3,772 | 630 | 3,197 | 1,097 | 123 | 315 | 2,599 | 1,075 | 3,057 | 603 | 731 | 600 | 14 | 21,671 |
| Person-trip reduction | 36% | 36% | 36% | 21% | 21% | 21% | 25% | 25% | 20% | 26% | 75% | 75% | 30% | 10% | 28% |
| Average Vehicle Occupancy | 1.10 | 1.10 | 2.08 | 1.79 | 1.79 | 1.79 | 2.03 | 2.03 | 2.03 | 2.03 | 1.62 | 2.25 | 2.19 | 2.28 | 1.66 |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program**

| EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| **Superdistrict 1** | | | | | | | | | | | | | | | |
| Auto Person Trips | 73 | 71 | 2 | 14 | 10 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 173 |
| Transit Person Trips | 83 | 81 | 2 | 17 | 12 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 198 |
| Walk/Other Person Trips | 43 | 42 | 4 | 24 | 17 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 3 | 1 | 140 |
| **Total Person Trips** | **198** | **194** | **7** | **55** | **39** | **2** | **0** | **6** | **1** | **3** | **0** | **0** | **4** | **1** | **512** |
| Vehicle Trips | 66 | 64 | 1 | 10 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| **Superdistrict 2** | | | | | | | | | | | | | | | |
| Auto Person Trips | 7 | 7 | 6 | 66 | 46 | 3 | 1 | 5 | 3 | 3 | 1 | 0 | 5 | 1 | 154 |
| Transit Person Trips | 8 | 8 | 4 | 63 | 45 | 2 | 1 | 3 | 4 | 1 | 1 | 0 | 3 | 0 | 144 |
| Walk/Other Person Trips | 4 | 4 | 2 | 13 | 9 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 3 | 0 | 41 |
| **Total Person Trips** | **19** | **19** | **12** | **142** | **100** | **5** | **3** | **11** | **7** | **6** | **2** | **0** | **10** | **2** | **339** |
| Vehicle Trips | 6 | 6 | 4 | 51 | 36 | 2 | 1 | 4 | 3 | 2 | 1 | 0 | 3 | 0 | 118 |
| **Superdistrict 3** | | | | | | | | | | | | | | | |
| Auto Person Trips | 21 | 20 | 6 | 50 | 35 | 2 | 0 | 10 | 1 | 5 | 5 | 1 | 3 | 1 | 159 |
| Transit Person Trips | 24 | 23 | 4 | 33 | 23 | 1 | 0 | 2 | 1 | 1 | 3 | 1 | 2 | 1 | 118 |
| Walk/Other Person Trips | 12 | 12 | 3 | 18 | 13 | 1 | 0 | 5 | 0 | 3 | 3 | 1 | 2 | 1 | 75 |
| **Total Person Trips** | **57** | **55** | **13** | **102** | **72** | **4** | **1** | **17** | **2** | **8** | **11** | **2** | **7** | **2** | **352** |
| Vehicle Trips | 19 | 18 | 3 | 38 | 26 | 1 | 0 | 5 | 1 | 2 | 2 | 0 | 1 | 0 | 119 |
| **Superdistrict 4** | | | | | | | | | | | | | | | |
| Auto Person Trips | 7 | 7 | 4 | 57 | 40 | 2 | 1 | 4 | 3 | 2 | 1 | 0 | 3 | 0 | 131 |
| Transit Person Trips | 8 | 8 | 2 | 39 | 28 | 2 | 1 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 94 |
| Walk/Other Person Trips | 4 | 4 | 1 | 6 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 22 |
| **Total Person Trips** | **19** | **19** | **7** | **102** | **71** | **4** | **2** | **6** | **6** | **3** | **1** | **0** | **5** | **1** | **247** |
| Vehicle Trips | 6 | 6 | 2 | 37 | 26 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 1 | 0 | 89 |
| **East Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 17 | 16 | 7 | 97 | 68 | 4 | 2 | 5 | 5 | 2 | 1 | 0 | 4 | 1 | 230 |
| Transit Person Trips | 12 | 12 | 5 | 84 | 59 | 3 | 2 | 2 | 5 | 1 | 1 | 0 | 2 | 0 | 189 |
| Walk/Other Person Trips | 4 | 4 | 1 | 8 | 5 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 29 |
| **Total Person Trips** | **33** | **32** | **12** | **189** | **133** | **7** | **4** | **10** | **11** | **5** | **3** | **0** | **8** | **1** | **448** |
| Vehicle Trips | 15 | 15 | 3 | 46 | 33 | 2 | 1 | 2 | 3 | 1 | 1 | 0 | 2 | 0 | 124 |
| **North Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 7 | 7 | 3 | 42 | 29 | 2 | 1 | 3 | 2 | 1 | 1 | 0 | 2 | 0 | 100 |
| Transit Person Trips | 2 | 2 | 1 | 16 | 11 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| Walk/Other Person Trips | - | - | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| **Total Person Trips** | **10** | **9** | **4** | **60** | **42** | **2** | **1** | **5** | **3** | **2** | **1** | **0** | **2** | **0** | **143** |
| Vehicle Trips | 7 | 7 | 2 | 28 | 19 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 69 |
| **South Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 40 | 39 | 9 | 160 | 113 | 6 | 4 | 10 | 9 | 5 | 2 | 0 | 5 | 1 | 403 |
| Transit Person Trips | 28 | 28 | 2 | 40 | 28 | 2 | 1 | 2 | 2 | 1 | 1 | 0 | 1 | 0 | 135 |
| Walk/Other Person Trips | 8 | 8 | 1 | 5 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| **Total Person Trips** | **76** | **74** | **12** | **206** | **145** | **8** | **5** | **13** | **12** | **6** | **3** | **0** | **6** | **1** | **566** |
| Vehicle Trips | 36 | 35 | 7 | 139 | 98 | 5 | 3 | 5 | 8 | 2 | 2 | 0 | 2 | 0 | 344 |
| **Outside Bay Area** | | | | | | | | | | | | | | | |
| Auto Person Trips | 2 | 2 | 3 | 20 | 14 | 1 | 1 | 12 | 1 | 6 | 0 | 0 | 3 | 1 | 65 |
| Transit Person Trips | - | - | 2 | 14 | 10 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 0 | 33 |
| Walk/Other Person Trips | - | - | 2 | 9 | 6 | 0 | 0 | 15 | 0 | 7 | 0 | 0 | 3 | 0 | 44 |
| **Total Person Trips** | **2** | **2** | **7** | **43** | **30** | **2** | **1** | **30** | **1** | **14** | **0** | **0** | **9** | **1** | **142** |
| Vehicle Trips | 2 | 2 | 1 | 11 | 8 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 1 | 0 | 33 |
| **All Origins** | | | | | | | | | | | | | | | |
| Auto Person Trips | 173 | 169 | 40 | 506 | 356 | 19 | 10 | 50 | 26 | 24 | 10 | 1 | 27 | 5 | 1,417 |
| Transit Person Trips | 166 | 162 | 21 | 306 | 215 | 12 | 6 | 15 | 16 | 7 | 6 | 1 | 12 | 2 | 947 |
| Walk/Other Person Trips | 75 | 74 | 15 | 85 | 60 | 3 | 1 | 33 | 2 | 16 | 4 | 1 | 13 | 3 | 386 |
| **Total Person Trips** | **414** | **405** | **76** | **897** | **631** | **35** | **17** | **98** | **44** | **47** | **20** | **3** | **52** | **10** | **2,749** |
| Vehicle Trips | 157 | 154 | 24 | 360 | 253 | 14 | 7 | 25 | 19 | 12 | 7 | 1 | 12 | 2 | 1,047 |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program**

| EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| **Superdistrict 1** | | | | | | | | | | | | | | | |
| Auto Person Trips | 145 | 142 | 1 | 3 | 2 | 0 | 0 | 1 | - | 1 | 0 | 0 | 1 | 0 | 296 |
| Transit Person Trips | 166 | 162 | 1 | 3 | 2 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | 338 |
| Walk/Other Person Trips | 86 | 84 | 3 | 5 | 3 | 0 | 0 | 3 | - | 2 | 0 | 0 | 2 | 1 | 187 |
| **Total Person Trips** | **397** | **388** | **5** | **11** | **8** | **0** | **0** | **6** | **-** | **3** | **0** | **0** | **3** | **1** | **821** |
| Vehicle Trips | 132 | 129 | 1 | 2 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | 266 |
| **Superdistrict 2** | | | | | | | | | | | | | | | |
| Auto Person Trips | 14 | 14 | 4 | 13 | 9 | 1 | 0 | 5 | - | 2 | 1 | 0 | 3 | 0 | 67 |
| Transit Person Trips | 16 | 16 | 3 | 13 | 9 | 0 | 0 | 3 | - | 1 | 1 | 0 | 2 | 0 | 64 |
| Walk/Other Person Trips | 8 | 8 | 1 | 3 | 2 | 0 | 0 | 3 | - | 1 | 0 | 0 | 2 | 0 | 29 |
| **Total Person Trips** | **39** | **38** | **8** | **29** | **20** | **1** | **1** | **11** | **-** | **5** | **1** | **0** | **6** | **1** | **160** |
| Vehicle Trips | 13 | 13 | 2 | 8 | 6 | 0 | 0 | 3 | - | 2 | 0 | 0 | 2 | 0 | 49 |
| **Superdistrict 3** | | | | | | | | | | | | | | | |
| Auto Person Trips | 41 | 40 | 4 | 10 | 7 | 0 | 0 | 9 | - | 4 | 3 | 1 | 2 | 1 | 124 |
| Transit Person Trips | 47 | 46 | 2 | 7 | 5 | 0 | 0 | 2 | - | 1 | 2 | 1 | 1 | 0 | 115 |
| Walk/Other Person Trips | 24 | 24 | 2 | 4 | 3 | 0 | 0 | 5 | - | 2 | 3 | 1 | 1 | 1 | 70 |
| **Total Person Trips** | **113** | **111** | **8** | **21** | **14** | **1** | **0** | **16** | **-** | **7** | **8** | **2** | **4** | **2** | **308** |
| Vehicle Trips | 38 | 37 | 2 | 6 | 4 | 0 | 0 | 4 | - | 2 | 1 | 0 | 1 | 0 | 96 |
| **Superdistrict 4** | | | | | | | | | | | | | | | |
| Auto Person Trips | 14 | 14 | 3 | 11 | 8 | 0 | 0 | 4 | - | 2 | 1 | 0 | 2 | 0 | 59 |
| Transit Person Trips | 16 | 16 | 2 | 8 | 6 | 0 | 0 | 1 | - | 1 | 0 | 0 | 1 | 0 | 51 |
| Walk/Other Person Trips | 8 | 8 | 1 | 1 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 1 | 0 | 21 |
| **Total Person Trips** | **39** | **38** | **5** | **21** | **14** | **1** | **0** | **6** | **-** | **3** | **1** | **0** | **3** | **0** | **131** |
| Vehicle Trips | 13 | 13 | 1 | 6 | 4 | 0 | 0 | 2 | - | 1 | 0 | 0 | 1 | 0 | 42 |
| **East Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 33 | 33 | 4 | 20 | 14 | 1 | 0 | 5 | - | 2 | 1 | 0 | 3 | 0 | 116 |
| Transit Person Trips | 25 | 24 | 3 | 17 | 12 | 1 | 0 | 2 | - | 1 | 1 | 0 | 1 | 0 | 88 |
| Walk/Other Person Trips | 8 | 8 | 1 | 2 | 1 | 0 | 0 | 3 | - | 1 | 0 | 0 | 1 | 0 | 25 |
| **Total Person Trips** | **66** | **65** | **8** | **38** | **27** | **1** | **1** | **10** | **-** | **5** | **2** | **0** | **5** | **1** | **228** |
| Vehicle Trips | 30 | 30 | 2 | 7 | 5 | 0 | 0 | 2 | - | 1 | 0 | 0 | 1 | 0 | 79 |
| **North Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 15 | 14 | 2 | 8 | 6 | 0 | 0 | 3 | - | 1 | 0 | 0 | 1 | 0 | 52 |
| Transit Person Trips | 4 | 4 | 1 | 3 | 2 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | 17 |
| Walk/Other Person Trips | - | - | 0 | 0 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | 3 |
| **Total Person Trips** | **19** | **19** | **3** | **12** | **8** | **0** | **0** | **5** | **-** | **2** | **1** | **0** | **1** | **0** | **71** |
| Vehicle Trips | 13 | 13 | 1 | 4 | 3 | 0 | 0 | 2 | - | 1 | 0 | 0 | 1 | 0 | 38 |
| **South Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 79 | 77 | 6 | 32 | 23 | 1 | 1 | 9 | - | 4 | 2 | 0 | 3 | 0 | 239 |
| Transit Person Trips | 57 | 55 | 1 | 8 | 6 | 0 | 0 | 1 | - | 1 | 0 | 0 | 1 | 0 | 131 |
| Walk/Other Person Trips | 16 | 15 | 0 | 1 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | 35 |
| **Total Person Trips** | **152** | **148** | **8** | **42** | **29** | **2** | **1** | **12** | **-** | **6** | **2** | **0** | **4** | **1** | **406** |
| Vehicle Trips | 72 | 70 | 4 | 22 | 15 | 1 | 0 | 4 | - | 2 | 1 | 0 | 1 | 0 | 195 |
| **Outside Bay Area** | | | | | | | | | | | | | | | |
| Auto Person Trips | 4 | 4 | 2 | 4 | 3 | 0 | 0 | 11 | - | 5 | 0 | 0 | 2 | 0 | 36 |
| Transit Person Trips | - | - | 1 | 3 | 2 | 0 | 0 | 3 | - | 1 | 0 | 0 | 1 | 0 | 12 |
| Walk/Other Person Trips | - | - | 2 | 2 | 1 | 0 | 0 | 14 | - | 7 | 0 | 0 | 2 | 0 | 28 |
| **Total Person Trips** | **4** | **4** | **5** | **9** | **6** | **0** | **0** | **28** | **-** | **13** | **0** | **0** | **5** | **1** | **76** |
| Vehicle Trips | 4 | 4 | 1 | 2 | 1 | 0 | 0 | 4 | - | 2 | 0 | 0 | 1 | 0 | 18 |
| **All Origins** | | | | | | | | | | | | | | | |
| Auto Person Trips | 346 | 338 | 26 | 102 | 72 | 4 | 2 | 47 | - | 22 | 8 | 1 | 17 | 3 | 989 |
| Transit Person Trips | 332 | 325 | 14 | 62 | 43 | 2 | 1 | 14 | - | 7 | 5 | 1 | 8 | 1 | 814 |
| Walk/Other Person Trips | 151 | 147 | 10 | 17 | 12 | 1 | 0 | 31 | - | 15 | 3 | 1 | 8 | 2 | 398 |
| **Total Person Trips** | **829** | **810** | **50** | **181** | **127** | **7** | **3** | **92** | **-** | **44** | **15** | **2** | **33** | **6** | **2,201** |
| Vehicle Trips | 315 | 308 | 13 | 57 | 40 | 2 | 1 | 23 | - | 11 | 4 | 0 | 7 | 1 | 783 |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program**

| EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| **Superdistrict 1** | | | | | | | | | | | | | | | |
| Auto Person Trips | 142 | 139 | 1 | 1 | 0 | 0 | 1 | 4 | 4 | 6 | 0 | 0 | 2 | 0 | 298 |
| Transit Person Trips | 163 | 159 | 1 | 1 | 1 | 0 | 0 | 3 | 3 | 5 | 0 | 0 | 1 | 0 | 336 |
| Walk/Other Person Trips | 84 | 82 | 1 | 1 | 1 | 0 | 1 | 9 | 8 | 14 | 0 | 0 | 4 | 1 | 207 |
| **Total Person Trips** | **388** | **379** | **3** | **3** | **2** | **0** | **2** | **16** | **15** | **25** | **0** | **0** | **7** | **1** | **841** |
| Vehicle Trips | 129 | 126 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 1 | 0 | 266 |
| **Superdistrict 2** | | | | | | | | | | | | | | | |
| Auto Person Trips | 17 | 17 | 5 | 13 | 8 | 0 | 2 | 14 | 10 | 22 | 1 | 0 | 9 | 0 | 119 |
| Transit Person Trips | 20 | 19 | 4 | 12 | 8 | 0 | 1 | 7 | 5 | 12 | 1 | 0 | 5 | 0 | 95 |
| Walk/Other Person Trips | 10 | 10 | 2 | 2 | 2 | 0 | 1 | 9 | 6 | 13 | 0 | 0 | 4 | 0 | 60 |
| **Total Person Trips** | **47** | **46** | **11** | **27** | **18** | **1** | **4** | **30** | **21** | **47** | **1** | **0** | **18** | **1** | **274** |
| Vehicle Trips | 16 | 15 | 4 | 8 | 5 | 0 | 1 | 9 | 6 | 14 | 0 | 0 | 4 | 0 | 83 |
| **Superdistrict 3** | | | | | | | | | | | | | | | |
| Auto Person Trips | 41 | 40 | 2 | 2 | 2 | 0 | 4 | 25 | 23 | 39 | 3 | 7 | 5 | 1 | 194 |
| Transit Person Trips | 46 | 45 | 1 | 2 | 1 | 0 | 1 | 5 | 5 | 8 | 2 | 4 | 3 | 0 | 124 |
| Walk/Other Person Trips | 24 | 23 | 1 | 1 | 1 | 0 | 2 | 14 | 13 | 22 | 3 | 6 | 4 | 0 | 113 |
| **Total Person Trips** | **111** | **108** | **5** | **5** | **3** | **0** | **7** | **44** | **40** | **69** | **8** | **17** | **12** | **1** | **431** |
| Vehicle Trips | 37 | 36 | 1 | 1 | 1 | 0 | 2 | 12 | 11 | 19 | 1 | 3 | 2 | 0 | 127 |
| **Superdistrict 4** | | | | | | | | | | | | | | | |
| Auto Person Trips | 17 | 17 | 4 | 11 | 7 | 0 | 2 | 10 | 7 | 16 | 1 | 0 | 5 | 0 | 97 |
| Transit Person Trips | 20 | 19 | 3 | 8 | 5 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 2 | 0 | 68 |
| Walk/Other Person Trips | 10 | 10 | 1 | 1 | 1 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 2 | 0 | 32 |
| **Total Person Trips** | **47** | **46** | **7** | **20** | **13** | **1** | **2** | **16** | **11** | **24** | **1** | **0** | **9** | **0** | **198** |
| Vehicle Trips | 16 | 15 | 2 | 6 | 4 | 0 | 1 | 6 | 4 | 9 | 0 | 0 | 2 | 0 | 65 |
| **East Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 40 | 40 | 7 | 19 | 12 | 1 | 2 | 13 | 9 | 20 | 1 | 0 | 8 | 0 | 171 |
| Transit Person Trips | 30 | 29 | 5 | 16 | 10 | 1 | 1 | 6 | 5 | 10 | 1 | 0 | 4 | 0 | 119 |
| Walk/Other Person Trips | 10 | 10 | 1 | 1 | 1 | 0 | 1 | 8 | 6 | 13 | 0 | 0 | 2 | 0 | 53 |
| **Total Person Trips** | **80** | **79** | **13** | **36** | **24** | **1** | **4** | **27** | **19** | **43** | **2** | **0** | **13** | **1** | **344** |
| Vehicle Trips | 37 | 36 | 3 | 7 | 5 | 0 | 1 | 6 | 4 | 9 | 0 | 0 | 3 | 0 | 111 |
| **North Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 18 | 18 | 3 | 8 | 5 | 0 | 1 | 8 | 5 | 12 | 0 | 0 | 3 | 0 | 82 |
| Transit Person Trips | 5 | 5 | 1 | 3 | 2 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 25 |
| Walk/Other Person Trips | - | - | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 1 | 0 | 13 |
| **Total Person Trips** | **23** | **23** | **4** | **12** | **7** | **0** | **2** | **13** | **9** | **21** | **1** | **0** | **4** | **0** | **120** |
| Vehicle Trips | 16 | 16 | 2 | 4 | 3 | 0 | 1 | 4 | 3 | 7 | 0 | 0 | 2 | 0 | 58 |
| **South Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 96 | 94 | 11 | 31 | 20 | 1 | 4 | 26 | 19 | 41 | 2 | 0 | 9 | 0 | 355 |
| Transit Person Trips | 69 | 67 | 3 | 8 | 5 | 0 | 1 | 4 | 3 | 6 | 0 | 0 | 2 | 0 | 168 |
| Walk/Other Person Trips | 19 | 19 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 1 | 0 | 50 |
| **Total Person Trips** | **184** | **180** | **14** | **40** | **26** | **2** | **5** | **33** | **23** | **52** | **2** | **1** | **11** | **1** | **572** |
| Vehicle Trips | 88 | 86 | 8 | 21 | 14 | 1 | 2 | 12 | 9 | 19 | 1 | 0 | 4 | 0 | 265 |
| **Outside Bay Area** | | | | | | | | | | | | | | | |
| Auto Person Trips | 5 | 5 | 2 | 4 | 3 | 0 | 5 | 31 | 22 | 48 | 0 | 0 | 6 | 0 | 130 |
| Transit Person Trips | - | - | 1 | 3 | 2 | 0 | 1 | 7 | 5 | 12 | 0 | 0 | 4 | 0 | 35 |
| Walk/Other Person Trips | - | - | 2 | 2 | 1 | 0 | 6 | 40 | 28 | 62 | 0 | 0 | 5 | 0 | 145 |
| **Total Person Trips** | **5** | **5** | **5** | **8** | **5** | **0** | **12** | **78** | **55** | **122** | **0** | **0** | **15** | **1** | **311** |
| Vehicle Trips | 4 | 4 | 1 | 2 | 1 | 0 | 2 | 11 | 8 | 17 | 0 | 0 | 2 | 0 | 53 |
| **All Origins** | | | | | | | | | | | | | | | |
| Auto Person Trips | 376 | 368 | 35 | 88 | 57 | 3 | 20 | 131 | 98 | 205 | 8 | 8 | 46 | 3 | 1,447 |
| Transit Person Trips | 353 | 345 | 20 | 52 | 33 | 2 | 6 | 39 | 29 | 61 | 5 | 5 | 21 | 1 | 970 |
| Walk/Other Person Trips | 157 | 153 | 8 | 10 | 7 | 0 | 13 | 87 | 66 | 137 | 3 | 6 | 23 | 2 | 673 |
| **Total Person Trips** | **886** | **866** | **63** | **150** | **97** | **6** | **38** | **257** | **194** | **402** | **16** | **19** | **90** | **6** | **3,090** |
| Vehicle Trips | 342 | 335 | 22 | 49 | 32 | 2 | 9 | 63 | 47 | 98 | 4 | 4 | 20 | 1 | 1,029 |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program**

| EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| **Superdistrict 1** | | | | | | | | | | | | | | | |
| Auto Person Trips | 71 | 69 | 1 | 3 | 2 | 0 | 1 | 4 | 4 | 7 | 0 | 0 | 2 | 0 | 164 |
| Transit Person Trips | 81 | 79 | 1 | 4 | 2 | 0 | 0 | 3 | 3 | 5 | 0 | 0 | 1 | 0 | 181 |
| Walk/Other Person Trips | 42 | 41 | 1 | 6 | 4 | 0 | 1 | 10 | 9 | 15 | 0 | 0 | 5 | 1 | 135 |
| **Total Person Trips** | **194** | **190** | **3** | **13** | **8** | **0** | **3** | **17** | **16** | **27** | **0** | **0** | **8** | **1** | **480** |
| Vehicle Trips | 65 | 63 | 0 | 2 | 2 | 0 | 0 | 3 | 2 | 4 | 0 | 0 | 1 | 0 | 143 |
| **Superdistrict 2** | | | | | | | | | | | | | | | |
| Auto Person Trips | 9 | 8 | 5 | 63 | 41 | 2 | 2 | 15 | 11 | 24 | 1 | 0 | 10 | 0 | 192 |
| Transit Person Trips | 10 | 10 | 4 | 60 | 39 | 2 | 1 | 8 | 6 | 12 | 1 | 0 | 5 | 0 | 159 |
| Walk/Other Person Trips | 5 | 5 | 2 | 12 | 8 | 0 | 1 | 9 | 7 | 15 | 0 | 0 | 5 | 0 | 69 |
| **Total Person Trips** | **24** | **23** | **11** | **136** | **88** | **5** | **5** | **32** | **23** | **51** | **2** | **0** | **19** | **1** | **420** |
| Vehicle Trips | 8 | 8 | 4 | 48 | 31 | 2 | 1 | 10 | 7 | 16 | 1 | 0 | 5 | 0 | 142 |
| **Superdistrict 3** | | | | | | | | | | | | | | | |
| Auto Person Trips | 20 | 20 | 2 | 12 | 8 | 0 | 4 | 27 | 25 | 42 | 5 | 8 | 6 | 1 | 179 |
| Transit Person Trips | 23 | 23 | 1 | 8 | 5 | 0 | 1 | 5 | 5 | 9 | 3 | 5 | 3 | 0 | 91 |
| Walk/Other Person Trips | 12 | 12 | 1 | 4 | 3 | 0 | 2 | 15 | 14 | 24 | 3 | 6 | 4 | 0 | 100 |
| **Total Person Trips** | **55** | **54** | **5** | **24** | **15** | **1** | **7** | **47** | **44** | **75** | **11** | **18** | **13** | **1** | **370** |
| Vehicle Trips | 18 | 18 | 1 | 9 | 6 | 0 | 2 | 13 | 13 | 22 | 2 | 3 | 3 | 0 | 111 |
| **Superdistrict 4** | | | | | | | | | | | | | | | |
| Auto Person Trips | 9 | 8 | 4 | 54 | 35 | 2 | 2 | 11 | 8 | 17 | 1 | 0 | 5 | 0 | 156 |
| Transit Person Trips | 10 | 10 | 3 | 38 | 24 | 1 | 1 | 3 | 2 | 5 | 1 | 0 | 3 | 0 | 101 |
| Walk/Other Person Trips | 5 | 5 | 1 | 5 | 4 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 2 | 0 | 30 |
| **Total Person Trips** | **24** | **23** | **7** | **97** | **63** | **4** | **2** | **17** | **12** | **26** | **1** | **0** | **10** | **0** | **287** |
| Vehicle Trips | 8 | 8 | 2 | 36 | 23 | 1 | 1 | 6 | 5 | 10 | 1 | 0 | 3 | 0 | 104 |
| **East Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 20 | 20 | 7 | 93 | 60 | 4 | 2 | 14 | 10 | 22 | 1 | 0 | 8 | 0 | 260 |
| Transit Person Trips | 15 | 15 | 5 | 80 | 52 | 3 | 1 | 7 | 5 | 11 | 1 | 0 | 4 | 0 | 199 |
| Walk/Other Person Trips | 5 | 5 | 1 | 7 | 5 | 0 | 1 | 9 | 6 | 14 | 0 | 0 | 2 | 0 | 56 |
| **Total Person Trips** | **40** | **39** | **13** | **180** | **116** | **7** | **4** | **29** | **21** | **46** | **3** | **1** | **15** | **1** | **515** |
| Vehicle Trips | 18 | 18 | 3 | 44 | 29 | 2 | 1 | 7 | 5 | 10 | 1 | 0 | 3 | 0 | 141 |
| **North Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 9 | 9 | 3 | 40 | 26 | 2 | 1 | 8 | 6 | 13 | 1 | 0 | 3 | 0 | 121 |
| Transit Person Trips | 3 | 3 | 1 | 15 | 10 | 1 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 41 |
| Walk/Other Person Trips | - | - | 0 | 2 | 1 | 0 | 1 | 3 | 2 | 5 | 0 | 0 | 1 | 0 | 16 |
| **Total Person Trips** | **12** | **11** | **4** | **57** | **37** | **2** | **2** | **14** | **10** | **22** | **1** | **0** | **4** | **0** | **178** |
| Vehicle Trips | 8 | 8 | 2 | 26 | 17 | 1 | 1 | 5 | 3 | 8 | 0 | 0 | 2 | 0 | 81 |
| **South Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 48 | 47 | 11 | 153 | 99 | 6 | 4 | 28 | 20 | 45 | 2 | 0 | 10 | 0 | 474 |
| Transit Person Trips | 34 | 34 | 3 | 38 | 25 | 1 | 1 | 4 | 3 | 7 | 1 | 0 | 2 | 0 | 152 |
| Walk/Other Person Trips | 10 | 9 | 0 | 5 | 3 | 0 | 0 | 3 | 2 | 4 | 0 | 0 | 1 | 0 | 38 |
| **Total Person Trips** | **92** | **90** | **14** | **196** | **127** | **8** | **5** | **35** | **25** | **56** | **3** | **1** | **12** | **1** | **664** |
| Vehicle Trips | 44 | 43 | 8 | 133 | 86 | 5 | 2 | 14 | 10 | 22 | 2 | 0 | 5 | 0 | 373 |
| **Outside Bay Area** | | | | | | | | | | | | | | | |
| Auto Person Trips | 2 | 2 | 2 | 19 | 13 | 1 | 5 | 33 | 23 | 52 | 0 | 0 | 7 | 0 | 160 |
| Transit Person Trips | - | - | 1 | 13 | 8 | 1 | 1 | 8 | 6 | 13 | 0 | 0 | 4 | 0 | 55 |
| Walk/Other Person Trips | - | - | 2 | 8 | 5 | 0 | 6 | 42 | 30 | 67 | 0 | 0 | 6 | 0 | 167 |
| **Total Person Trips** | **2** | **2** | **5** | **41** | **26** | **2** | **12** | **83** | **59** | **132** | **0** | **0** | **16** | **1** | **383** |
| Vehicle Trips | 2 | 2 | 1 | 11 | 7 | 0 | 2 | 12 | 9 | 20 | 0 | 0 | 3 | 0 | 69 |
| **All Origins** | | | | | | | | | | | | | | | |
| Auto Person Trips | 188 | 184 | 35 | 437 | 283 | 17 | 21 | 140 | 106 | 222 | 10 | 9 | 50 | 3 | 1,705 |
| Transit Person Trips | 176 | 172 | 20 | 256 | 165 | 10 | 6 | 41 | 31 | 66 | 6 | 5 | 22 | 1 | 979 |
| Walk/Other Person Trips | 79 | 77 | 8 | 50 | 33 | 2 | 14 | 93 | 72 | 148 | 4 | 6 | 25 | 2 | 612 |
| **Total Person Trips** | **443** | **433** | **63** | **744** | **480** | **29** | **41** | **274** | **210** | **436** | **21** | **20** | **98** | **6** | **3,297** |
| Vehicle Trips | 171 | 167 | 22 | 309 | 200 | 12 | 10 | 70 | 54 | 112 | 7 | 4 | 24 | 1 | 1,163 |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program**

| EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday Daily** | | | | | | | | | | | | | | | |
| **Auto Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 995 | 973 | 12 | 246 | 84 | 9 | 18 | 147 | 94 | 165 | 1 | 0 | 25 | 4 | 2,772 |
| Superdistrict 2 | 149 | 146 | 120 | 987 | 339 | 38 | 48 | 399 | 206 | 459 | 9 | 1 | 139 | 10 | 3,051 |
| Superdistrict 3 | 284 | 278 | 39 | 829 | 284 | 32 | 112 | 924 | 590 | 1,039 | 38 | 96 | 81 | 13 | 4,640 |
| Superdistrict 4 | 149 | 146 | 70 | 659 | 226 | 25 | 34 | 284 | 147 | 328 | 9 | 1 | 78 | 5 | 2,164 |
| East Bay | 351 | 343 | 107 | 1,053 | 362 | 41 | 44 | 360 | 186 | 415 | 15 | 2 | 117 | 8 | 3,403 |
| North Bay | 156 | 153 | 44 | 439 | 150 | 17 | 27 | 219 | 113 | 252 | 7 | 1 | 47 | 3 | 1,628 |
| South Bay | 835 | 816 | 131 | 1,480 | 508 | 57 | 91 | 749 | 387 | 863 | 26 | 4 | 137 | 9 | 6,094 |
| Outside of Bay Area | 42 | 41 | 78 | 535 | 183 | 21 | 106 | 873 | 451 | 1,006 | 2 | 0 | 94 | 7 | 3,437 |
| **All Origins** | **2,962** | **2,895** | **601** | **6,227** | **2,137** | **240** | **479** | **3,955** | **2,175** | **4,527** | **105** | **107** | **719** | **59** | **27,190** |
| **Transit Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 1,141 | 1,115 | 10 | 238 | 82 | 9 | 13 | 111 | 71 | 125 | 1 | 0 | 21 | 3 | 2,942 |
| Superdistrict 2 | 171 | 167 | 66 | 666 | 229 | 26 | 25 | 208 | 108 | 240 | 10 | 1 | 72 | 5 | 1,994 |
| Superdistrict 3 | 326 | 319 | 23 | 510 | 175 | 20 | 23 | 187 | 119 | 210 | 22 | 57 | 48 | 8 | 2,046 |
| Superdistrict 4 | 171 | 167 | 35 | 377 | 129 | 14 | 11 | 91 | 47 | 105 | 6 | 1 | 36 | 2 | 1,195 |
| East Bay | 260 | 255 | 60 | 722 | 248 | 28 | 22 | 181 | 94 | 209 | 14 | 2 | 60 | 4 | 2,158 |
| North Bay | 47 | 46 | 7 | 114 | 39 | 4 | 8 | 63 | 33 | 73 | 3 | 0 | 6 | 0 | 444 |
| South Bay | 597 | 584 | 24 | 320 | 110 | 12 | 14 | 114 | 59 | 132 | 7 | 1 | 24 | 1 | 2,000 |
| Outside of Bay Area | - | - | 46 | 323 | 111 | 12 | 25 | 209 | 108 | 241 | 1 | 0 | 55 | 4 | 1,136 |
| **All Origins** | **2,714** | **2,653** | **271** | **3,271** | **1,122** | **126** | **141** | **1,166** | **639** | **1,335** | **64** | **63** | **322** | **28** | **13,915** |
| **Walk/Other Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 587 | 574 | 32 | 592 | 203 | 23 | 41 | 337 | 215 | 379 | 1 | 0 | 69 | 11 | 3,065 |
| Superdistrict 2 | 88 | 86 | 55 | 373 | 128 | 14 | 30 | 244 | 126 | 281 | 1 | 0 | 67 | 5 | 1,498 |
| Superdistrict 3 | 168 | 164 | 28 | 499 | 171 | 19 | 62 | 514 | 328 | 578 | 28 | 73 | 60 | 10 | 2,702 |
| Superdistrict 4 | 88 | 86 | 23 | 156 | 54 | 6 | 8 | 63 | 33 | 73 | 1 | 0 | 28 | 2 | 619 |
| East Bay | 87 | 85 | 26 | 182 | 63 | 7 | 28 | 233 | 121 | 269 | 1 | 0 | 31 | 2 | 1,134 |
| North Bay | - | - | 8 | 54 | 18 | 2 | 11 | 91 | 47 | 105 | 0 | 0 | 9 | 1 | 346 |
| South Bay | 167 | 163 | 11 | 86 | 30 | 3 | 9 | 70 | 36 | 81 | 1 | 0 | 13 | 1 | 670 |
| Outside of Bay Area | - | - | 66 | 415 | 143 | 16 | 136 | 1,122 | 580 | 1,293 | 0 | 0 | 81 | 6 | 3,859 |
| **All Origins** | **1,184** | **1,157** | **248** | **2,358** | **809** | **91** | **324** | **2,675** | **1,486** | **3,059** | **32** | **74** | **359** | **38** | **13,893** |
| **Total Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 2,723 | 2,661 | 54 | 1,077 | 369 | 41 | 72 | 595 | 380 | 669 | 2 | 1 | 116 | 19 | 8,779 |
| Superdistrict 2 | 409 | 400 | 242 | 2,026 | 695 | 78 | 103 | 850 | 440 | 980 | 20 | 3 | 279 | 19 | 6,543 |
| Superdistrict 3 | 778 | 760 | 89 | 1,838 | 631 | 71 | 197 | 1,625 | 1,037 | 1,827 | 88 | 226 | 189 | 31 | 9,388 |
| Superdistrict 4 | 409 | 400 | 128 | 1,192 | 409 | 46 | 53 | 439 | 227 | 506 | 15 | 2 | 143 | 10 | 3,978 |
| East Bay | 698 | 682 | 193 | 1,958 | 672 | 75 | 94 | 775 | 401 | 893 | 30 | 4 | 208 | 14 | 6,695 |
| North Bay | 203 | 199 | 58 | 606 | 208 | 23 | 45 | 374 | 193 | 430 | 9 | 1 | 63 | 4 | 2,418 |
| South Bay | 1,599 | 1,563 | 166 | 1,887 | 648 | 73 | 113 | 934 | 483 | 1,076 | 33 | 5 | 173 | 11 | 8,763 |
| Outside of Bay Area | 42 | 41 | 189 | 1,273 | 437 | 49 | 267 | 2,204 | 1,140 | 2,540 | 3 | 1 | 230 | 16 | 8,433 |
| **All Origins** | **6,860** | **6,706** | **1,120** | **11,855** | **4,069** | **456** | **945** | **7,796** | **4,300** | **8,921** | **201** | **244** | **1,400** | **124** | **54,997** |
| **Vehicle Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 906 | 885 | 6 | 138 | 47 | 5 | 11 | 88 | 56 | 99 | 0 | 0 | 12 | 2 | 2,257 |
| Superdistrict 2 | 136 | 133 | 64 | 586 | 201 | 23 | 32 | 260 | 135 | 300 | 7 | 1 | 71 | 5 | 1,954 |
| Superdistrict 3 | 259 | 253 | 18 | 445 | 153 | 17 | 56 | 459 | 293 | 516 | 16 | 40 | 35 | 5 | 2,564 |
| Superdistrict 4 | 136 | 133 | 34 | 357 | 123 | 14 | 20 | 167 | 86 | 193 | 6 | 1 | 36 | 2 | 1,307 |
| East Bay | 319 | 312 | 44 | 455 | 156 | 18 | 21 | 171 | 88 | 197 | 7 | 1 | 47 | 3 | 1,839 |
| North Bay | 142 | 139 | 24 | 255 | 88 | 10 | 15 | 122 | 63 | 141 | 4 | 1 | 25 | 2 | 1,030 |
| South Bay | 760 | 743 | 71 | 1,015 | 348 | 39 | 43 | 358 | 185 | 412 | 22 | 3 | 65 | 4 | 4,069 |
| Outside of Bay Area | 38 | 37 | 30 | 220 | 76 | 8 | 39 | 321 | 166 | 370 | 1 | 0 | 36 | 3 | 1,347 |
| **All Origins** | **2,696** | **2,635** | **290** | **3,472** | **1,192** | **134** | **236** | **1,946** | **1,073** | **2,227** | **65** | **47** | **328** | **26** | **16,365** |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program**

| EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| **Auto Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 218 | 213 | 3 | 17 | 12 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 2 | 1 | 469 |
| Superdistrict 2 | 21 | 21 | 10 | 79 | 56 | 3 | 2 | 10 | 3 | 5 | 1 | 0 | 8 | 1 | 222 |
| Superdistrict 3 | 62 | 61 | 10 | 60 | 43 | 2 | 0 | 19 | 1 | 9 | 8 | 2 | 5 | 2 | 283 |
| Superdistrict 4 | 21 | 21 | 7 | 68 | 48 | 3 | 1 | 7 | 3 | 4 | 1 | 0 | 5 | 1 | 190 |
| East Bay | 50 | 49 | 11 | 117 | 82 | 4 | 2 | 9 | 5 | 4 | 2 | 0 | 7 | 1 | 345 |
| North Bay | 22 | 22 | 5 | 50 | 35 | 2 | 1 | 6 | 2 | 3 | 1 | 0 | 3 | 0 | 152 |
| South Bay | 119 | 116 | 16 | 193 | 136 | 7 | 4 | 20 | 9 | 9 | 4 | 0 | 8 | 1 | 643 |
| Outside of Bay Area | 6 | 6 | 5 | 24 | 17 | 1 | 1 | 23 | 1 | 11 | 0 | 0 | 6 | 1 | 102 |
| **All Origins** | **519** | **507** | **66** | **609** | **428** | **23** | **12** | **97** | **26** | **46** | **18** | **2** | **44** | **8** | **2,405** |
| **Transit Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 249 | 244 | 3 | 20 | 14 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 536 |
| Superdistrict 2 | 24 | 24 | 7 | 76 | 54 | 3 | 2 | 5 | 4 | 3 | 1 | 0 | 4 | 1 | 208 |
| Superdistrict 3 | 71 | 70 | 6 | 40 | 28 | 2 | 0 | 4 | 1 | 2 | 5 | 1 | 3 | 1 | 232 |
| Superdistrict 4 | 24 | 24 | 4 | 47 | 33 | 2 | 1 | 2 | 2 | 1 | 1 | 0 | 2 | 0 | 145 |
| East Bay | 37 | 36 | 8 | 101 | 71 | 4 | 2 | 5 | 5 | 2 | 2 | 0 | 4 | 0 | 277 |
| North Bay | 7 | 7 | 1 | 19 | 13 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 53 |
| South Bay | 85 | 83 | 3 | 48 | 34 | 2 | 1 | 3 | 2 | 1 | 1 | 0 | 1 | 0 | 265 |
| Outside of Bay Area | - | - | 3 | 16 | 12 | 1 | 0 | 5 | 1 | 3 | 0 | 0 | 3 | 1 | 45 |
| **All Origins** | **498** | **487** | **35** | **367** | **258** | **14** | **7** | **29** | **16** | **14** | **11** | **1** | **20** | **4** | **1,761** |
| **Walk/Other Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 128 | 125 | 7 | 29 | 20 | 1 | 0 | 7 | 0 | 3 | 0 | 0 | 4 | 1 | 327 |
| Superdistrict 2 | 13 | 12 | 4 | 15 | 11 | 1 | 0 | 6 | 0 | 3 | 0 | 0 | 4 | 1 | 70 |
| Superdistrict 3 | 37 | 36 | 6 | 22 | 16 | 1 | 0 | 10 | 0 | 5 | 6 | 1 | 4 | 1 | 145 |
| Superdistrict 4 | 13 | 12 | 2 | 7 | 5 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 43 |
| East Bay | 12 | 12 | 2 | 9 | 7 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 2 | 0 | 54 |
| North Bay | - | - | 1 | 3 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 9 |
| South Bay | 24 | 23 | 1 | 7 | 5 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 63 |
| Outside of Bay Area | - | - | 4 | 10 | 7 | 0 | 1 | 29 | 0 | 14 | 0 | 0 | 5 | 1 | 72 |
| **All Origins** | **226** | **221** | **25** | **102** | **72** | **4** | **2** | **65** | **2** | **31** | **7** | **1** | **22** | **5** | **783** |
| **Total Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 595 | 582 | 12 | 66 | 46 | 3 | 0 | 12 | 1 | 6 | 0 | 0 | 7 | 2 | 1,333 |
| Superdistrict 2 | 58 | 57 | 21 | 171 | 120 | 7 | 3 | 22 | 7 | 11 | 3 | 0 | 17 | 3 | 500 |
| Superdistrict 3 | 170 | 166 | 21 | 122 | 86 | 5 | 1 | 33 | 2 | 16 | 19 | 4 | 11 | 4 | 660 |
| Superdistrict 4 | 58 | 57 | 12 | 122 | 86 | 5 | 3 | 11 | 6 | 5 | 2 | 0 | 9 | 1 | 378 |
| East Bay | 99 | 97 | 21 | 227 | 160 | 9 | 5 | 20 | 11 | 10 | 4 | 0 | 13 | 2 | 676 |
| North Bay | 29 | 28 | 6 | 72 | 51 | 3 | 2 | 10 | 3 | 5 | 1 | 0 | 4 | 1 | 214 |
| South Bay | 228 | 222 | 20 | 247 | 174 | 10 | 6 | 24 | 12 | 12 | 5 | 0 | 10 | 1 | 971 |
| Outside of Bay Area | 6 | 6 | 12 | 51 | 36 | 2 | 2 | 58 | 1 | 27 | 1 | 0 | 14 | 2 | 218 |
| **All Origins** | **1,243** | **1,215** | **126** | **1,078** | **759** | **41** | **21** | **191** | **44** | **91** | **36** | **5** | **85** | **16** | **4,950** |
| **Vehicle Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 198 | 193 | 2 | 12 | 8 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 418 |
| Superdistrict 2 | 19 | 19 | 6 | 59 | 41 | 2 | 1 | 7 | 3 | 3 | 1 | 0 | 4 | 1 | 167 |
| Superdistrict 3 | 57 | 55 | 5 | 43 | 31 | 2 | 0 | 9 | 1 | 4 | 3 | 1 | 2 | 1 | 215 |
| Superdistrict 4 | 19 | 19 | 4 | 43 | 30 | 2 | 1 | 4 | 2 | 2 | 1 | 0 | 2 | 0 | 130 |
| East Bay | 45 | 44 | 5 | 54 | 38 | 2 | 1 | 4 | 3 | 2 | 1 | 0 | 3 | 0 | 203 |
| North Bay | 20 | 20 | 3 | 32 | 22 | 1 | 1 | 3 | 2 | 2 | 1 | 0 | 2 | 0 | 108 |
| South Bay | 108 | 106 | 11 | 161 | 113 | 6 | 4 | 9 | 8 | 4 | 3 | 0 | 4 | 1 | 538 |
| Outside of Bay Area | 5 | 5 | 2 | 13 | 9 | 0 | 0 | 8 | 0 | 4 | 0 | 0 | 2 | 0 | 51 |
| **All Origins** | **472** | **462** | **38** | **417** | **293** | **16** | **8** | **48** | **19** | **23** | **11** | **1** | **20** | **3** | **1,830** |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program**

| EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| **Auto Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 213 | 208 | 1 | 4 | 3 | 0 | 1 | 8 | 8 | 13 | 0 | 0 | 3 | 0 | 462 |
| Superdistrict 2 | 26 | 25 | 11 | 76 | 49 | 3 | 4 | 29 | 21 | 46 | 1 | 0 | 19 | 1 | 311 |
| Superdistrict 3 | 61 | 59 | 5 | 14 | 9 | 1 | 8 | 52 | 48 | 82 | 8 | 15 | 11 | 1 | 372 |
| Superdistrict 4 | 26 | 25 | 8 | 65 | 42 | 2 | 3 | 21 | 15 | 33 | 1 | 0 | 11 | 0 | 253 |
| East Bay | 61 | 59 | 14 | 111 | 72 | 4 | 4 | 26 | 19 | 42 | 2 | 1 | 16 | 1 | 431 |
| North Bay | 27 | 26 | 6 | 48 | 31 | 2 | 2 | 16 | 11 | 25 | 1 | 0 | 6 | 0 | 203 |
| South Bay | 144 | 141 | 21 | 184 | 119 | 7 | 8 | 55 | 39 | 86 | 4 | 1 | 18 | 1 | 829 |
| Outside of Bay Area | 7 | 7 | 5 | 23 | 15 | 1 | 10 | 64 | 45 | 101 | 0 | 0 | 13 | 1 | 291 |
| **All Origins** | **565** | **552** | **71** | **526** | **340** | **20** | **40** | **270** | **205** | **427** | **18** | **17** | **96** | **5** | **3,152** |
| **Transit Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 244 | 238 | 1 | 5 | 3 | 0 | 1 | 6 | 6 | 10 | 0 | 0 | 3 | 0 | 517 |
| Superdistrict 2 | 30 | 29 | 9 | 73 | 47 | 3 | 2 | 15 | 11 | 24 | 2 | 0 | 10 | 0 | 254 |
| Superdistrict 3 | 70 | 68 | 3 | 9 | 6 | 0 | 2 | 10 | 10 | 16 | 5 | 9 | 6 | 1 | 215 |
| Superdistrict 4 | 30 | 29 | 5 | 45 | 29 | 2 | 1 | 7 | 5 | 11 | 1 | 0 | 5 | 0 | 169 |
| East Bay | 45 | 44 | 11 | 96 | 62 | 4 | 2 | 13 | 9 | 21 | 2 | 0 | 8 | 0 | 318 |
| North Bay | 8 | 8 | 2 | 18 | 12 | 1 | 1 | 5 | 3 | 7 | 0 | 0 | 1 | 0 | 66 |
| South Bay | 103 | 101 | 5 | 46 | 30 | 2 | 1 | 8 | 6 | 13 | 1 | 0 | 3 | 0 | 320 |
| Outside of Bay Area | - | - | 3 | 16 | 10 | 1 | 2 | 15 | 11 | 24 | 0 | 0 | 7 | 0 | 90 |
| **All Origins** | **529** | **517** | **39** | **308** | **199** | **12** | **12** | **80** | **60** | **126** | **11** | **10** | **43** | **3** | **1,950** |
| **Walk/Other Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 125 | 123 | 3 | 7 | 4 | 0 | 3 | 19 | 17 | 30 | 0 | 0 | 9 | 1 | 341 |
| Superdistrict 2 | 15 | 15 | 3 | 15 | 9 | 1 | 3 | 18 | 13 | 28 | 0 | 0 | 9 | 0 | 129 |
| Superdistrict 3 | 36 | 35 | 2 | 5 | 3 | 0 | 4 | 29 | 27 | 45 | 6 | 11 | 8 | 1 | 213 |
| Superdistrict 4 | 15 | 15 | 1 | 7 | 4 | 0 | 1 | 5 | 3 | 7 | 0 | 0 | 4 | 0 | 62 |
| East Bay | 15 | 15 | 2 | 9 | 6 | 0 | 3 | 17 | 12 | 27 | 0 | 0 | 4 | 0 | 109 |
| North Bay | - | - | 0 | 2 | 2 | 0 | 1 | 7 | 5 | 10 | 0 | 0 | 1 | 0 | 29 |
| South Bay | 29 | 28 | 1 | 6 | 4 | 0 | 1 | 5 | 4 | 8 | 0 | 0 | 2 | 0 | 88 |
| Outside of Bay Area | - | - | 3 | 10 | 6 | 0 | 12 | 82 | 58 | 129 | 0 | 0 | 11 | 1 | 313 |
| **All Origins** | **236** | **230** | **16** | **61** | **39** | **2** | **27** | **181** | **138** | **285** | **7** | **12** | **48** | **3** | **1,284** |
| **Total Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 582 | 569 | 5 | 15 | 10 | 1 | 5 | 33 | 31 | 53 | 0 | 0 | 16 | 2 | 1,321 |
| Superdistrict 2 | 71 | 69 | 23 | 163 | 105 | 6 | 9 | 62 | 44 | 98 | 3 | 1 | 37 | 2 | 694 |
| Superdistrict 3 | 166 | 162 | 10 | 28 | 18 | 1 | 14 | 91 | 84 | 143 | 19 | 35 | 25 | 3 | 801 |
| Superdistrict 4 | 71 | 69 | 15 | 117 | 75 | 4 | 5 | 32 | 23 | 51 | 2 | 1 | 19 | 1 | 484 |
| East Bay | 121 | 118 | 26 | 217 | 140 | 8 | 8 | 57 | 40 | 89 | 5 | 1 | 28 | 1 | 859 |
| North Bay | 35 | 34 | 8 | 69 | 44 | 3 | 4 | 27 | 19 | 43 | 1 | 0 | 8 | 0 | 298 |
| South Bay | 277 | 270 | 27 | 236 | 153 | 9 | 10 | 68 | 48 | 108 | 5 | 1 | 23 | 1 | 1,237 |
| Outside of Bay Area | 7 | 7 | 11 | 49 | 32 | 2 | 24 | 161 | 114 | 254 | 1 | 0 | 31 | 1 | 693 |
| **All Origins** | **1,329** | **1,299** | **125** | **894** | **577** | **34** | **79** | **531** | **403** | **838** | **36** | **39** | **188** | **11** | **6,386** |
| **Vehicle Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 194 | 189 | 1 | 3 | 2 | 0 | 1 | 5 | 5 | 8 | 0 | 0 | 2 | 0 | 408 |
| Superdistrict 2 | 24 | 23 | 7 | 56 | 36 | 2 | 3 | 19 | 13 | 30 | 1 | 0 | 10 | 0 | 225 |
| Superdistrict 3 | 55 | 54 | 3 | 10 | 7 | 0 | 4 | 26 | 24 | 40 | 3 | 6 | 5 | 0 | 238 |
| Superdistrict 4 | 24 | 23 | 5 | 41 | 27 | 2 | 2 | 12 | 9 | 19 | 1 | 0 | 5 | 0 | 169 |
| East Bay | 55 | 54 | 6 | 51 | 33 | 2 | 2 | 12 | 9 | 20 | 1 | 0 | 6 | 0 | 253 |
| North Bay | 25 | 24 | 4 | 31 | 20 | 1 | 1 | 9 | 6 | 14 | 1 | 0 | 3 | 0 | 139 |
| South Bay | 131 | 128 | 17 | 154 | 99 | 6 | 4 | 26 | 18 | 41 | 3 | 1 | 9 | 0 | 638 |
| Outside of Bay Area | 7 | 6 | 2 | 12 | 8 | 0 | 4 | 23 | 17 | 37 | 0 | 0 | 5 | 0 | 122 |
| **All Origins** | **514** | **502** | **44** | **358** | **231** | **14** | **20** | **133** | **101** | **209** | **11** | **8** | **44** | **2** | **2,191** |

# Individual Land Use Trip Generation Calculations

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: RESIDENTIAL Studio/1-Bedroom (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **1,429 units** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 7.5 trips/unit | Person-trip Gen Rate: | 14.2% [5] | 1.1 | 17.3% [1] | 1.3 |
| Total Person Trips: | | 10,719 person-trips | Total Person-trips: | | 1,525 | | 1,854 |
| Work Trips [2]: | 33% | 3,537 person-trips | Work Person-trips: | 50% [6] | 763 | 50% [2] | 927 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [4] | Average Vehicle Occupancy [4] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 53.4% | Auto | 36.5% | 1.10 | 690 | 628 | 149 | 135 | 181 | 165 |
| | Transit | 41.9% | | 791 | | 171 | | 207 | |
| | Walk | 9.3% | | 175 | | 38 | | 46 | |
| | Other | 12.3% | | 232 | | 50 | | 61 | |
| | All Modes | 100.0% | | 1,889 | 628 | 407 | 135 | 495 | 165 |
| SF Superdistrict 2 3.8% | Auto | 36.5% | 1.10 | 49 | 45 | 11 | 10 | 13 | 12 |
| | Transit | 41.9% | | 57 | | 12 | | 15 | |
| | Walk | 9.3% | | 13 | | 3 | | 3 | |
| | Other | 12.3% | | 17 | | 4 | | 4 | |
| | All Modes | 100.0% | | 135 | 45 | 29 | 10 | 35 | 12 |
| SF Superdistrict 3 15.3% | Auto | 36.5% | 1.10 | 197 | 180 | 43 | 39 | 52 | 47 |
| | Transit | 41.9% | | 226 | | 49 | | 59 | |
| | Walk | 9.3% | | 50 | | 11 | | 13 | |
| | Other | 12.3% | | 66 | | 14 | | 17 | |
| | All Modes | 100.0% | | 540 | 180 | 116 | 39 | 141 | 47 |
| SF Superdistrict 4 3.8% | Auto | 36.5% | 1.10 | 49 | 45 | 11 | 10 | 13 | 12 |
| | Transit | 41.9% | | 57 | | 12 | | 15 | |
| | Walk | 9.3% | | 13 | | 3 | | 3 | |
| | Other | 12.3% | | 17 | | 4 | | 4 | |
| | All Modes | 100.0% | | 135 | 45 | 29 | 10 | 35 | 12 |
| East Bay 6.5% | Auto | 50.3% | 1.10 | 116 | 105 | 25 | 23 | 30 | 28 |
| | Transit | 37.3% | | 86 | | 19 | | 23 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 12.4% | | 29 | | 6 | | 7 | |
| | All Modes | 100.0% | | 230 | 105 | 50 | 23 | 60 | 28 |
| North Bay 1.9% | Auto | 76.9% | 1.10 | 52 | 47 | 11 | 10 | 14 | 12 |
| | Transit | 23.1% | | 16 | | 3 | | 4 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 67 | 47 | 14 | 10 | 18 | 12 |
| South Bay 14.9% | Auto | 52.2% | 1.10 | 276 | 251 | 59 | 54 | 72 | 66 |
| | Transit | 37.4% | | 197 | | 43 | | 52 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 10.4% | | 55 | | 12 | | 14 | |
| | All Modes | 100.0% | | 528 | 251 | 114 | 54 | 138 | 66 |
| Out of Region 0.4% | Auto | 100.0% | 1.10 | 14 | 13 | 3 | 3 | 4 | 3 |
| | Transit | 0.0% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 14 | 13 | 3 | 3 | 4 | 3 |
| **All Origins 100.0%** | **Auto** | **40.8%** | **1.10** | **1,443** | **1,313** | **311** | **283** | **378** | **344** |
| | **Transit** | **40.4%** | | **1,429** | | **308** | | **375** | |
| | **Walk** | **7.1%** | | **250** | | **54** | | **66** | |
| | **Other** | **11.7%** | | **415** | | **89** | | **109** | |
| | **All Modes** | **100.0%** | | **3,537** | **1,313** | **763** | **283** | **927** | **344** |

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

[2] SF Guidelines, Appendix C - Table C-2 (Residential)

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: RESIDENTIAL Studio/1-Bedroom (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **1,429 units** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 7.5 trips/unit | Person-trip Gen Rate: | 14.2% [5] | 1.1 | 17.3% [1] | 1.3 |
| Total Person Trips: | | 10,719 person-trips | Total Person-trips: | | 1,525 | | 1,854 |
| Non-Work Trips [2]: | 67% | 7,182 person-trips | Non-Work Person-trips: | 50% [6] | 763 | 50% [2] | 927 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [4] | Average Vehicle Occupancy [4] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 53.4% | Auto | 36.5% | 1.10 | 1,402 | 1,276 | 149 | 135 | 181 | 165 |
| | Transit | 41.9% | | 1,607 | | 171 | | 207 | |
| | Walk | 9.3% | | 355 | | 38 | | 46 | |
| | Other | 12.3% | | 471 | | 50 | | 61 | |
| | All Modes | 100.0% | | 3,835 | 1,276 | 407 | 135 | 495 | 165 |
| SF Superdistrict 2 3.8% | Auto | 36.5% | 1.10 | 100 | 91 | 11 | 10 | 13 | 12 |
| | Transit | 41.9% | | 115 | | 12 | | 15 | |
| | Walk | 9.3% | | 25 | | 3 | | 3 | |
| | Other | 12.3% | | 34 | | 4 | | 4 | |
| | All Modes | 100.0% | | 274 | 91 | 29 | 10 | 35 | 12 |
| SF Superdistrict 3 15.3% | Auto | 36.5% | 1.10 | 401 | 364 | 43 | 39 | 52 | 47 |
| | Transit | 41.9% | | 459 | | 49 | | 59 | |
| | Walk | 9.3% | | 102 | | 11 | | 13 | |
| | Other | 12.3% | | 135 | | 14 | | 17 | |
| | All Modes | 100.0% | | 1,096 | 364 | 116 | 39 | 141 | 47 |
| SF Superdistrict 4 3.8% | Auto | 36.5% | 1.10 | 100 | 91 | 11 | 10 | 13 | 12 |
| | Transit | 41.9% | | 115 | | 12 | | 15 | |
| | Walk | 9.3% | | 25 | | 3 | | 3 | |
| | Other | 12.3% | | 34 | | 4 | | 4 | |
| | All Modes | 100.0% | | 274 | 91 | 29 | 10 | 35 | 12 |
| East Bay 6.5% | Auto | 50.3% | 1.10 | 235 | 214 | 25 | 23 | 30 | 28 |
| | Transit | 37.3% | | 174 | | 19 | | 23 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 12.4% | | 58 | | 6 | | 7 | |
| | All Modes | 100.0% | | 467 | 214 | 50 | 23 | 60 | 28 |
| North Bay 1.9% | Auto | 76.9% | 1.10 | 105 | 95 | 11 | 10 | 14 | 12 |
| | Transit | 23.1% | | 32 | | 3 | | 4 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 136 | 95 | 14 | 10 | 18 | 12 |
| South Bay 14.9% | Auto | 52.2% | 1.10 | 559 | 509 | 59 | 54 | 72 | 66 |
| | Transit | 37.4% | | 400 | | 43 | | 52 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 10.4% | | 112 | | 12 | | 14 | |
| | All Modes | 100.0% | | 1,071 | 509 | 114 | 54 | 138 | 66 |
| Out of Region 0.4% | Auto | 100.0% | 1.10 | 28 | 26 | 3 | 3 | 4 | 3 |
| | Transit | 0.0% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 28 | 26 | 3 | 3 | 4 | 3 |
| **All Origins 100.0%** | **Auto** | **40.8%** | **1.10** | **2,930** | **2,666** | **311** | **283** | **378** | **344** |
| | **Transit** | **40.4%** | | **2,902** | | **308** | | **375** | |
| | **Walk** | **7.1%** | | **508** | | **54** | | **66** | |
| | **Other** | **11.7%** | | **843** | | **89** | | **109** | |
| | **All Modes** | **100.0%** | | **7,182** | **2,666** | **763** | **283** | **927** | **344** |

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

[2] SF Guidelines, Appendix C - Table C-2 (Residential)

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: RESIDENTIAL 2 or more bedrooms (WORK TRIPS)

| Proposed Size: | | 1,048 units | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 10.0 trips/unit | Person-trip Gen Rate: | 14.2% [5] | 1.4 | 17.3% [1] | 1.7 |
| Total Person Trips: | | 10,478 person-trips | Total Person-trips: | | 1,491 | | 1,813 |
| Work Trips [2]: | 33% | 3,458 person-trips | Work Person-trips: | 50% [6] | 746 | 50% [2] | 906 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [4] | Average Vehicle Occupancy [4] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 53.4% | Auto | 36.5% | 1.10 | 675 | 614 | 146 | 132 | 177 | 161 |
| | Transit | 41.9% | | 774 | | 167 | | 203 | |
| | Walk | 9.3% | | 171 | | 37 | | 45 | |
| | Other | 12.3% | | 227 | | 49 | | 59 | |
| | All Modes | 100.0% | | 1,846 | 614 | 398 | 132 | 484 | 161 |
| SF Superdistrict 2 3.8% | Auto | 36.5% | 1.10 | 48 | 44 | 10 | 9 | 13 | 11 |
| | Transit | 41.9% | | 55 | | 12 | | 14 | |
| | Walk | 9.3% | | 12 | | 3 | | 3 | |
| | Other | 12.3% | | 16 | | 3 | | 4 | |
| | All Modes | 100.0% | | 132 | 44 | 28 | 9 | 35 | 11 |
| SF Superdistrict 3 15.3% | Auto | 36.5% | 1.10 | 193 | 175 | 42 | 38 | 51 | 46 |
| | Transit | 41.9% | | 221 | | 48 | | 58 | |
| | Walk | 9.3% | | 49 | | 11 | | 13 | |
| | Other | 12.3% | | 65 | | 14 | | 17 | |
| | All Modes | 100.0% | | 528 | 175 | 114 | 38 | 138 | 46 |
| SF Superdistrict 4 3.8% | Auto | 36.5% | 1.10 | 48 | 44 | 10 | 9 | 13 | 11 |
| | Transit | 41.9% | | 55 | | 12 | | 14 | |
| | Walk | 9.3% | | 12 | | 3 | | 3 | |
| | Other | 12.3% | | 16 | | 3 | | 4 | |
| | All Modes | 100.0% | | 132 | 44 | 28 | 9 | 35 | 11 |
| East Bay 6.5% | Auto | 50.3% | 1.10 | 113 | 103 | 24 | 22 | 30 | 27 |
| | Transit | 37.3% | | 84 | | 18 | | 22 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 12.4% | | 28 | | 6 | | 7 | |
| | All Modes | 100.0% | | 225 | 103 | 49 | 22 | 59 | 27 |
| North Bay 1.9% | Auto | 76.9% | 1.10 | 50 | 46 | 11 | 10 | 13 | 12 |
| | Transit | 23.1% | | 15 | | 3 | | 4 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 66 | 46 | 14 | 10 | 17 | 12 |
| South Bay 14.9% | Auto | 52.2% | 1.10 | 269 | 245 | 58 | 53 | 71 | 64 |
| | Transit | 37.4% | | 193 | | 42 | | 51 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 10.4% | | 54 | | 12 | | 14 | |
| | All Modes | 100.0% | | 516 | 245 | 111 | 53 | 135 | 64 |
| Out of Region 0.4% | Auto | 100.0% | 1.10 | 14 | 12 | 3 | 3 | 4 | 3 |
| | Transit | 0.0% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 14 | 12 | 3 | 3 | 4 | 3 |
| **All Origins 100.0%** | **Auto** | **40.8%** | **1.10** | **1,410** | **1,284** | **304** | **277** | **370** | **336** |
| | **Transit** | **40.4%** | | **1,397** | | **301** | | **366** | |
| | **Walk** | **7.1%** | | **244** | | **53** | | **64** | |
| | **Other** | **11.7%** | | **406** | | **87** | | **106** | |
| | **All Modes** | **100.0%** | | **3,458** | **1,284** | **746** | **277** | **906** | **336** |

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

[2] SF Guidelines, Appendix C - Table C-2 (Residential)

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: RESIDENTIAL 2 or more bedrooms (NON-WORK TRIPS)

| Proposed Size: | | 1,048 units | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 10.0 trips/unit | Person-trip Gen Rate: | 14.2% [5] | 1.4 | 17.3% [1] | 1.7 |
| Total Person Trips: | | 10,478 person-trips | Total Person-trips: | | 1,491 | | 1,813 |
| Non-Work Trips [2]: | 67% | 7,020 person-trips | Non-Work Person-trips: | 50% [6] | 746 | 50% [2] | 906 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [4] | Average Vehicle Occupancy [4] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 53.4% | Auto | 36.5% | 1.10 | 1,370 | 1,247 | 146 | 132 | 177 | 161 |
| | Transit | 41.9% | | 1,571 | | 167 | | 203 | |
| | Walk | 9.3% | | 347 | | 37 | | 45 | |
| | Other | 12.3% | | 460 | | 49 | | 59 | |
| | All Modes | 100.0% | | 3,749 | 1,247 | 398 | 132 | 484 | 161 |
| SF Superdistrict 2 3.8% | Auto | 36.5% | 1.10 | 98 | 89 | 10 | 9 | 13 | 11 |
| | Transit | 41.9% | | 112 | | 12 | | 14 | |
| | Walk | 9.3% | | 25 | | 3 | | 3 | |
| | Other | 12.3% | | 33 | | 3 | | 4 | |
| | All Modes | 100.0% | | 268 | 89 | 28 | 9 | 35 | 11 |
| SF Superdistrict 3 15.3% | Auto | 36.5% | 1.10 | 391 | 356 | 42 | 38 | 51 | 46 |
| | Transit | 41.9% | | 449 | | 48 | | 58 | |
| | Walk | 9.3% | | 99 | | 11 | | 13 | |
| | Other | 12.3% | | 132 | | 14 | | 17 | |
| | All Modes | 100.0% | | 1,071 | 356 | 114 | 38 | 138 | 46 |
| SF Superdistrict 4 3.8% | Auto | 36.5% | 1.10 | 98 | 89 | 10 | 9 | 13 | 11 |
| | Transit | 41.9% | | 112 | | 12 | | 14 | |
| | Walk | 9.3% | | 25 | | 3 | | 3 | |
| | Other | 12.3% | | 33 | | 3 | | 4 | |
| | All Modes | 100.0% | | 268 | 89 | 28 | 9 | 35 | 11 |
| East Bay 6.5% | Auto | 50.3% | 1.10 | 230 | 209 | 24 | 22 | 30 | 27 |
| | Transit | 37.3% | | 171 | | 18 | | 22 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 12.4% | | 57 | | 6 | | 7 | |
| | All Modes | 100.0% | | 457 | 209 | 49 | 22 | 59 | 27 |
| North Bay 1.9% | Auto | 76.9% | 1.10 | 102 | 93 | 11 | 10 | 13 | 12 |
| | Transit | 23.1% | | 31 | | 3 | | 4 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 133 | 93 | 14 | 10 | 17 | 12 |
| South Bay 14.9% | Auto | 52.2% | 1.10 | 547 | 498 | 58 | 53 | 71 | 64 |
| | Transit | 37.4% | | 391 | | 42 | | 51 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 10.4% | | 109 | | 12 | | 14 | |
| | All Modes | 100.0% | | 1,047 | 498 | 111 | 53 | 135 | 64 |
| Out of Region 0.4% | Auto | 100.0% | 1.10 | 28 | 25 | 3 | 3 | 4 | 3 |
| | Transit | 0.0% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 28 | 25 | 3 | 3 | 4 | 3 |
| **All Origins 100.0%** | **Auto** | **40.8%** | **1.10** | **2,864** | **2,606** | **304** | **277** | **370** | **336** |
| | **Transit** | **40.4%** | | **2,836** | | **301** | | **366** | |
| | **Walk** | **7.1%** | | **496** | | **53** | | **64** | |
| | **Other** | **11.7%** | | **824** | | **87** | | **106** | |
| | **All Modes** | **100.0%** | | **7,020** | **2,606** | **746** | **277** | **906** | **336** |

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

[2] SF Guidelines, Appendix C - Table C-2 (Residential)

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program
LAND USE: HOTEL (WORK TRIPS)

| Proposed Size: | | 250 rooms | | | | | |
|---|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 7.0 trips/room | Person-trip Gen Rate: | 8.8% [4] | 0.6 | 10.0% [1] | 0.7 |
| Total Person Trips: | | 1,750 person-trips | Total Person-trips: | | 155 | | 175 |
| Work Trips [2]: | 12% | 210 person-trips | Work Person-trips: | 40% [5] | 62 | 60% [2] | 105 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 6 | 5 | 2 | 1 | 3 | 2 |
| | Transit | 34.7% | | 8 | | 2 | | 4 | |
| | Walk | 35.8% | | 8 | | 2 | | 4 | |
| | Other | 2.7% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 22 | 5 | 7 | 1 | 11 | 2 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 12 | 10 | 4 | 3 | 6 | 5 |
| | Transit | 49.1% | | 13 | | 4 | | 6 | |
| | Walk | 3.7% | | 1 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 26 | 10 | 8 | 3 | 13 | 5 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 22 | 17 | 6 | 5 | 11 | 9 |
| | Transit | 34.6% | | 15 | | 4 | | 7 | |
| | Walk | 10.4% | | 4 | | 1 | | 2 | |
| | Other | 3.6% | | 2 | | 0 | | 1 | |
| | All Modes | 100.0% | | 43 | 17 | 13 | 5 | 21 | 9 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 11 | 7 | 3 | 2 | 6 | 4 |
| | Transit | 40.9% | | 8 | | 2 | | 4 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 20 | 7 | 6 | 2 | 10 | 4 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 20 | 9 | 6 | 3 | 10 | 5 |
| | Transit | 46.4% | | 18 | | 5 | | 9 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 1 | | 0 | | 1 | |
| | All Modes | 100.0% | | 39 | 9 | 11 | 3 | 19 | 5 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 8 | 6 | 3 | 2 | 4 | 3 |
| | Transit | 28.6% | | 4 | | 1 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 12 | 6 | 4 | 2 | 6 | 3 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 34 | 29 | 10 | 9 | 17 | 15 |
| | Transit | 19.9% | | 9 | | 3 | | 4 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 43 | 29 | 13 | 9 | 22 | 15 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 3 | 2 | 1 | 0 | 1 | 1 |
| | Transit | 41.5% | | 2 | | 1 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 2 | 1 | 0 | 2 | 1 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **115** | **85** | **34** | **25** | **58** | **42** |
| | **Transit** | **36.0%** | | **76** | | **22** | | **38** | |
| | **Walk** | **6.4%** | | **13** | | **4** | | **7** | |
| | **Other** | **2.7%** | | **6** | | **2** | | **3** | |
| | **All Modes** | **100.0%** | | **210** | **85** | **62** | **25** | **105** | **42** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
[2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program
LAND USE: HOTEL (NON-WORK TRIPS)

| Proposed Size: | | 250 rooms | | | | | |
|---|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 7.0 trips/room | Person-trip Gen Rate: | 8.8% [4] | 0.6 | 10.0% [1] | 0.7 |
| Total Person Trips: | | 1,750 person-trips | Total Person-trips: | | 155 | | 175 |
| Non-Work Trips [2]: | 88% | 1,540 person-trips | Non-Work Person-trips: | 60% [5] | 93 | 40% [2] | 70 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 58 | 27 | 3 | 2 | 3 | 1 |
| | Transit | 17.9% | | 48 | | 3 | | 2 | |
| | Walk | 53.4% | | 144 | | 9 | | 7 | |
| | Other | 7.2% | | 19 | | 1 | | 1 | |
| | All Modes | 100.0% | | 270 | 27 | 16 | 2 | 12 | 1 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 108 | 54 | 7 | 3 | 5 | 2 |
| | Transit | 24.8% | | 53 | | 3 | | 2 | |
| | Walk | 14.6% | | 31 | | 2 | | 1 | |
| | Other | 10.5% | | 23 | | 1 | | 1 | |
| | All Modes | 100.0% | | 216 | 54 | 13 | 3 | 10 | 2 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 187 | 77 | 11 | 5 | 8 | 4 |
| | Transit | 25.0% | | 110 | | 7 | | 5 | |
| | Walk | 23.6% | | 103 | | 6 | | 5 | |
| | Other | 8.9% | | 39 | | 2 | | 2 | |
| | All Modes | 100.0% | | 439 | 77 | 26 | 5 | 20 | 4 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 59 | 26 | 4 | 2 | 3 | 1 |
| | Transit | 24.5% | | 26 | | 2 | | 1 | |
| | Walk | 12.4% | | 13 | | 1 | | 1 | |
| | Other | 8.2% | | 9 | | 1 | | 0 | |
| | All Modes | 100.0% | | 108 | 26 | 6 | 2 | 5 | 1 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 88 | 35 | 5 | 2 | 4 | 2 |
| | Transit | 27.1% | | 42 | | 3 | | 2 | |
| | Walk | 14.8% | | 23 | | 1 | | 1 | |
| | Other | 1.3% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 154 | 35 | 9 | 2 | 7 | 2 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 35 | 18 | 2 | 1 | 2 | 1 |
| | Transit | 8.0% | | 4 | | 0 | | 0 | |
| | Walk | 13.2% | | 6 | | 0 | | 0 | |
| | Other | 2.9% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 46 | 18 | 3 | 1 | 2 | 1 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 98 | 42 | 6 | 3 | 4 | 2 |
| | Transit | 12.8% | | 16 | | 1 | | 1 | |
| | Walk | 6.9% | | 9 | | 1 | | 0 | |
| | Other | 1.1% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 123 | 42 | 7 | 3 | 6 | 2 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 75 | 28 | 5 | 2 | 3 | 1 |
| | Transit | 23.7% | | 44 | | 3 | | 2 | |
| | Walk | 24.2% | | 45 | | 3 | | 2 | |
| | Other | 11.4% | | 21 | | 1 | | 1 | |
| | All Modes | 100.0% | | 185 | 28 | 11 | 2 | 8 | 1 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **708** | **308** | **43** | **19** | **32** | **14** |
| | **Transit** | **22.3%** | | **343** | | **21** | | **16** | |
| | **Walk** | **24.3%** | | **374** | | **23** | | **17** | |
| | **Other** | **7.5%** | | **115** | | **7** | | **5** | |
| | **All Modes** | **100.0%** | | **1,540** | **308** | **93** | **19** | **70** | **14** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
[2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program
LAND USE: GENERAL OFFICE (WORK TRIPS)

| Proposed Size: | | 831,606 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 18.1 trips/1000 sq.ft. | Person-trip Gen Rate: | 8.9% [4] | 1.6 | 8.5% [1] | 1.5 |
| Total Person Trips: | | 15,052 person-trips | Total Person-trips: | | 1,340 | | 1,279 |
| Work Trips [2]: | 36% | 5,419 person-trips | Work Person-trips: | 83% [5] | 1,112 | 83% [2] | 1,062 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 153 | 119 | 31 | 24 | 30 | 23 |
| | Transit | 34.7% | | 198 | | 41 | | 39 | |
| | Walk | 35.8% | | 205 | | 42 | | 40 | |
| | Other | 2.7% | | 15 | | 3 | | 3 | |
| | All Modes | 100.0% | | 572 | 119 | 117 | 24 | 112 | 23 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 309 | 247 | 63 | 51 | 61 | 48 |
| | Transit | 49.1% | | 333 | | 68 | | 65 | |
| | Walk | 3.7% | | 25 | | 5 | | 5 | |
| | Other | 1.6% | | 11 | | 2 | | 2 | |
| | All Modes | 100.0% | | 677 | 247 | 139 | 51 | 133 | 48 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 569 | 450 | 117 | 92 | 111 | 88 |
| | Transit | 34.6% | | 384 | | 79 | | 75 | |
| | Walk | 10.4% | | 115 | | 24 | | 23 | |
| | Other | 3.6% | | 40 | | 8 | | 8 | |
| | All Modes | 100.0% | | 1,108 | 450 | 227 | 92 | 217 | 88 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 289 | 192 | 59 | 39 | 57 | 38 |
| | Transit | 40.9% | | 211 | | 43 | | 41 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 18 | | 4 | | 3 | |
| | All Modes | 100.0% | | 517 | 192 | 106 | 39 | 101 | 38 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 506 | 237 | 104 | 49 | 99 | 47 |
| | Transit | 46.4% | | 461 | | 95 | | 90 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 28 | | 6 | | 5 | |
| | All Modes | 100.0% | | 994 | 237 | 204 | 49 | 195 | 47 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 219 | 143 | 45 | 29 | 43 | 28 |
| | Transit | 28.6% | | 91 | | 19 | | 18 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 7 | | 1 | | 1 | |
| | All Modes | 100.0% | | 317 | 143 | 65 | 29 | 62 | 28 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 870 | 753 | 178 | 155 | 170 | 148 |
| | Transit | 19.9% | | 222 | | 46 | | 43 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 25 | | 5 | | 5 | |
| | All Modes | 100.0% | | 1,116 | 753 | 229 | 155 | 219 | 148 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 65 | 42 | 13 | 9 | 13 | 8 |
| | Transit | 41.5% | | 48 | | 10 | | 9 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 3 | | 1 | | 1 | |
| | All Modes | 100.0% | | 117 | 42 | 24 | 9 | 23 | 8 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **2,979** | **2,185** | **611** | **448** | **584** | **428** |
| | **Transit** | **36.0%** | | **1,948** | | **400** | | **382** | |
| | **Walk** | **6.4%** | | **345** | | **71** | | **68** | |
| | **Other** | **2.7%** | | **147** | | **30** | | **29** | |
| | **All Modes** | **100.0%** | | **5,419** | **2,185** | **1,112** | **448** | **1,062** | **428** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Office)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program
LAND USE: GENERAL OFFICE (NON-WORK TRIPS)

| Proposed Size: | | 831,606 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 18.1 trips/1000 sq.ft. | Person-trip Gen Rate: | 8.9% [4] | 1.6 | 8.5% [1] | 1.5 |
| Total Person Trips: | | 15,052 person-trips | Total Person-trips: | | 1,340 | | 1,279 |
| Non-Work Trips [2]: | 64% | 9,633 person-trips | Non-Work Person-trips: | 17% [5] | 228 | 17% [2] | 218 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 362 | 171 | 9 | 4 | 8 | 4 |
| | Transit | 17.9% | | 301 | | 7 | | 7 | |
| | Walk | 53.4% | | 900 | | 21 | | 20 | |
| | Other | 7.2% | | 122 | | 3 | | 3 | |
| | All Modes | 100.0% | | 1,686 | 171 | 40 | 4 | 38 | 4 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 678 | 339 | 16 | 8 | 15 | 8 |
| | Transit | 24.8% | | 334 | | 8 | | 8 | |
| | Walk | 14.6% | | 196 | | 5 | | 4 | |
| | Other | 10.5% | | 141 | | 3 | | 3 | |
| | All Modes | 100.0% | | 1,349 | 339 | 32 | 8 | 30 | 8 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 1,169 | 483 | 28 | 11 | 26 | 11 |
| | Transit | 25.0% | | 686 | | 16 | | 15 | |
| | Walk | 23.6% | | 647 | | 15 | | 15 | |
| | Other | 8.9% | | 243 | | 6 | | 5 | |
| | All Modes | 100.0% | | 2,745 | 483 | 65 | 11 | 62 | 11 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 371 | 165 | 9 | 4 | 8 | 4 |
| | Transit | 24.5% | | 165 | | 4 | | 4 | |
| | Walk | 12.4% | | 83 | | 2 | | 2 | |
| | Other | 8.2% | | 55 | | 1 | | 1 | |
| | All Modes | 100.0% | | 674 | 165 | 16 | 4 | 15 | 4 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 548 | 218 | 13 | 5 | 12 | 5 |
| | Transit | 27.1% | | 261 | | 6 | | 6 | |
| | Walk | 14.8% | | 142 | | 3 | | 3 | |
| | Other | 1.3% | | 12 | | 0 | | 0 | |
| | All Modes | 100.0% | | 963 | 218 | 23 | 5 | 22 | 5 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 219 | 112 | 5 | 3 | 5 | 3 |
| | Transit | 8.0% | | 23 | | 1 | | 1 | |
| | Walk | 13.2% | | 38 | | 1 | | 1 | |
| | Other | 2.9% | | 8 | | 0 | | 0 | |
| | All Modes | 100.0% | | 289 | 112 | 7 | 3 | 7 | 3 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 611 | 261 | 14 | 6 | 14 | 6 |
| | Transit | 12.8% | | 99 | | 2 | | 2 | |
| | Walk | 6.9% | | 53 | | 1 | | 1 | |
| | Other | 1.1% | | 8 | | 0 | | 0 | |
| | All Modes | 100.0% | | 771 | 261 | 18 | 6 | 17 | 6 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 469 | 178 | 11 | 4 | 11 | 4 |
| | Transit | 23.7% | | 274 | | 6 | | 6 | |
| | Walk | 24.2% | | 280 | | 7 | | 6 | |
| | Other | 11.4% | | 132 | | 3 | | 3 | |
| | All Modes | 100.0% | | 1,156 | 178 | 27 | 4 | 26 | 4 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **4,427** | **1,927** | **105** | **46** | **100** | **43** |
| | **Transit** | **22.3%** | | **2,144** | | **51** | | **48** | |
| | **Walk** | **24.3%** | | **2,341** | | **55** | | **53** | |
| | **Other** | **7.5%** | | **722** | | **17** | | **16** | |
| | **All Modes** | **100.0%** | | **9,633** | **1,927** | **228** | **46** | **218** | **43** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Office)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: RESEARCH & DEVELOPMENT (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **645,738 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 8.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 18.2% [4] | 1.5 | 16.0% [1] | 1.3 |
| Total Person Trips: | | 5,166 person-trips | Total Person-trips: | | 942 | | 827 |
| Work Trips [2]: | 36% | 1,860 person-trips | Work Person-trips: | 83% [5] | 782 | 83% [2] | 686 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 53 | 41 | 22 | 17 | 19 | 15 |
| | Transit | 34.7% | | 68 | | 29 | | 25 | |
| | Walk | 35.8% | | 70 | | 30 | | 26 | |
| | Other | 2.7% | | 5 | | 2 | | 2 | |
| | All Modes | 100.0% | | 196 | 41 | 83 | 17 | 72 | 15 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 106 | 85 | 45 | 36 | 39 | 31 |
| | Transit | 49.1% | | 114 | | 48 | | 42 | |
| | Walk | 3.7% | | 9 | | 4 | | 3 | |
| | Other | 1.6% | | 4 | | 2 | | 1 | |
| | All Modes | 100.0% | | 232 | 85 | 98 | 36 | 86 | 31 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 195 | 155 | 82 | 65 | 72 | 57 |
| | Transit | 34.6% | | 132 | | 55 | | 49 | |
| | Walk | 10.4% | | 40 | | 17 | | 15 | |
| | Other | 3.6% | | 14 | | 6 | | 5 | |
| | All Modes | 100.0% | | 380 | 155 | 160 | 65 | 140 | 57 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 99 | 66 | 42 | 28 | 37 | 24 |
| | Transit | 40.9% | | 73 | | 31 | | 27 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 6 | | 3 | | 2 | |
| | All Modes | 100.0% | | 178 | 66 | 75 | 28 | 66 | 24 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 174 | 81 | 73 | 34 | 64 | 30 |
| | Transit | 46.4% | | 158 | | 67 | | 58 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 9 | | 4 | | 4 | |
| | All Modes | 100.0% | | 341 | 81 | 144 | 34 | 126 | 30 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 75 | 49 | 32 | 21 | 28 | 18 |
| | Transit | 28.6% | | 31 | | 13 | | 11 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 2 | | 1 | | 1 | |
| | All Modes | 100.0% | | 109 | 49 | 46 | 21 | 40 | 18 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 298 | 259 | 126 | 109 | 110 | 95 |
| | Transit | 19.9% | | 76 | | 32 | | 28 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 8 | | 4 | | 3 | |
| | All Modes | 100.0% | | 383 | 259 | 161 | 109 | 141 | 95 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 22 | 15 | 9 | 6 | 8 | 5 |
| | Transit | 41.5% | | 17 | | 7 | | 6 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 40 | 15 | 17 | 6 | 15 | 5 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **1,022** | **750** | **430** | **315** | **377** | **277** |
| | **Transit** | **36.0%** | | **669** | | **281** | | **247** | |
| | **Walk** | **6.4%** | | **118** | | **50** | | **44** | |
| | **Other** | **2.7%** | | **50** | | **21** | | **19** | |
| | **All Modes** | **100.0%** | | **1,860** | **750** | **782** | **315** | **686** | **277** |

Notes:

[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: RESEARCH & DEVELOPMENT (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **645,738 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 8.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 18.2% [4] | 1.5 | 16.0% [1] | 1.3 |
| Total Person Trips: | | 5,166 person-trips | Total Person-trips: | | 942 | | 827 |
| Non-Work Trips [2]: | 64% | 3,306 person-trips | Non-Work Person-trips: | 17% [5] | 160 | 17% [2] | 141 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 124 | 59 | 6 | 3 | 5 | 2 |
| | Transit | 17.9% | | 103 | | 5 | | 4 | |
| | Walk | 53.4% | | 309 | | 15 | | 13 | |
| | Other | 7.2% | | 42 | | 2 | | 2 | |
| | All Modes | 100.0% | | 579 | 59 | 28 | 3 | 25 | 2 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 233 | 116 | 11 | 6 | 10 | 5 |
| | Transit | 24.8% | | 115 | | 6 | | 5 | |
| | Walk | 14.6% | | 67 | | 3 | | 3 | |
| | Other | 10.5% | | 48 | | 2 | | 2 | |
| | All Modes | 100.0% | | 463 | 116 | 22 | 6 | 20 | 5 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 401 | 166 | 19 | 8 | 17 | 7 |
| | Transit | 25.0% | | 235 | | 11 | | 10 | |
| | Walk | 23.6% | | 222 | | 11 | | 9 | |
| | Other | 8.9% | | 83 | | 4 | | 4 | |
| | All Modes | 100.0% | | 942 | 166 | 46 | 8 | 40 | 7 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 127 | 57 | 6 | 3 | 5 | 2 |
| | Transit | 24.5% | | 57 | | 3 | | 2 | |
| | Walk | 12.4% | | 29 | | 1 | | 1 | |
| | Other | 8.2% | | 19 | | 1 | | 1 | |
| | All Modes | 100.0% | | 231 | 57 | 11 | 3 | 10 | 2 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 188 | 75 | 9 | 4 | 8 | 3 |
| | Transit | 27.1% | | 90 | | 4 | | 4 | |
| | Walk | 14.8% | | 49 | | 2 | | 2 | |
| | Other | 1.3% | | 4 | | 0 | | 0 | |
| | All Modes | 100.0% | | 331 | 75 | 16 | 4 | 14 | 3 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 75 | 39 | 4 | 2 | 3 | 2 |
| | Transit | 8.0% | | 8 | | 0 | | 0 | |
| | Walk | 13.2% | | 13 | | 1 | | 1 | |
| | Other | 2.9% | | 3 | | 0 | | 0 | |
| | All Modes | 100.0% | | 99 | 39 | 5 | 2 | 4 | 2 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 210 | 90 | 10 | 4 | 9 | 4 |
| | Transit | 12.8% | | 34 | | 2 | | 1 | |
| | Walk | 6.9% | | 18 | | 1 | | 1 | |
| | Other | 1.1% | | 3 | | 0 | | 0 | |
| | All Modes | 100.0% | | 264 | 90 | 13 | 4 | 11 | 4 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 161 | 61 | 8 | 3 | 7 | 3 |
| | Transit | 23.7% | | 94 | | 5 | | 4 | |
| | Walk | 24.2% | | 96 | | 5 | | 4 | |
| | Other | 11.4% | | 45 | | 2 | | 2 | |
| | All Modes | 100.0% | | 397 | 61 | 19 | 3 | 17 | 3 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **1,519** | **661** | **74** | **32** | **65** | **28** |
| | **Transit** | **22.3%** | | **736** | | **36** | | **31** | |
| | **Walk** | **24.3%** | | **804** | | **39** | | **34** | |
| | **Other** | **7.5%** | | **248** | | **12** | | **11** | |
| | **All Modes** | **100.0%** | | **3,306** | **661** | **160** | **32** | **141** | **28** |

Notes:

[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (WORK TRIPS)

| Proposed Size: | | 32,000 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 18.1 trips/1000 sq.ft. | Person-trip Gen Rate: | 8.9% [4] | 1.6 | 8.5% [1] | 1.5 |
| Total Person Trips: | | 579 person-trips | Total Person-trips: | | 52 | | 49 |
| Work Trips [2]: | 36% | 209 person-trips | Work Person-trips: | 83% [5] | 43 | 83% [2] | 41 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 6 | 5 | 1 | 1 | 1 | 1 |
| | Transit | 34.7% | | 8 | | 2 | | 1 | |
| | Walk | 35.8% | | 8 | | 2 | | 2 | |
| | Other | 2.7% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 22 | 5 | 5 | 1 | 4 | 1 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 12 | 10 | 2 | 2 | 2 | 2 |
| | Transit | 49.1% | | 13 | | 3 | | 3 | |
| | Walk | 3.7% | | 1 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 26 | 10 | 5 | 2 | 5 | 2 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 22 | 17 | 4 | 4 | 4 | 3 |
| | Transit | 34.6% | | 15 | | 3 | | 3 | |
| | Walk | 10.4% | | 4 | | 1 | | 1 | |
| | Other | 3.6% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 43 | 17 | 9 | 4 | 8 | 3 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 11 | 7 | 2 | 2 | 2 | 1 |
| | Transit | 40.9% | | 8 | | 2 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 20 | 7 | 4 | 2 | 4 | 1 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 19 | 9 | 4 | 2 | 4 | 2 |
| | Transit | 46.4% | | 18 | | 4 | | 3 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 38 | 9 | 8 | 2 | 7 | 2 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 8 | 5 | 2 | 1 | 2 | 1 |
| | Transit | 28.6% | | 3 | | 1 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 12 | 5 | 3 | 1 | 2 | 1 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 33 | 29 | 7 | 6 | 7 | 6 |
| | Transit | 19.9% | | 9 | | 2 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 43 | 29 | 9 | 6 | 8 | 6 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 3 | 2 | 1 | 0 | 0 | 0 |
| | Transit | 41.5% | | 2 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 4 | 2 | 1 | 0 | 1 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **115** | **84** | **24** | **17** | **22** | **16** |
| | **Transit** | **36.0%** | | **75** | | **15** | | **15** | |
| | **Walk** | **6.4%** | | **13** | | **3** | | **3** | |
| | **Other** | **2.7%** | | **6** | | **1** | | **1** | |
| | **All Modes** | **100.0%** | | **209** | **84** | **43** | **17** | **41** | **16** |

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (NON-WORK TRIPS)

| Proposed Size: | | 32,000 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 18.1 trips/1000 sq.ft. | Person-trip Gen Rate: | 8.9% [4] | 1.6 | 8.5% [1] | 1.5 |
| Total Person Trips: | | 579 person-trips | Total Person-trips: | | 52 | | 49 |
| Non-Work Trips [2]: | 64% | 371 person-trips | Non-Work Person-trips: | 17% [5] | 9 | 17% [2] | 8 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 14 | 7 | 0 | 0 | 0 | 0 |
| | Transit | 17.9% | | 12 | | 0 | | 0 | |
| | Walk | 53.4% | | 35 | | 1 | | 1 | |
| | Other | 7.2% | | 5 | | 0 | | 0 | |
| | All Modes | 100.0% | | 65 | 7 | 2 | 0 | 1 | 0 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 26 | 13 | 1 | 0 | 1 | 0 |
| | Transit | 24.8% | | 13 | | 0 | | 0 | |
| | Walk | 14.6% | | 8 | | 0 | | 0 | |
| | Other | 10.5% | | 5 | | 0 | | 0 | |
| | All Modes | 100.0% | | 52 | 13 | 1 | 0 | 1 | 0 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 45 | 19 | 1 | 0 | 1 | 0 |
| | Transit | 25.0% | | 26 | | 1 | | 1 | |
| | Walk | 23.6% | | 25 | | 1 | | 1 | |
| | Other | 8.9% | | 9 | | 0 | | 0 | |
| | All Modes | 100.0% | | 106 | 19 | 2 | 0 | 2 | 0 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 14 | 6 | 0 | 0 | 0 | 0 |
| | Transit | 24.5% | | 6 | | 0 | | 0 | |
| | Walk | 12.4% | | 3 | | 0 | | 0 | |
| | Other | 8.2% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 26 | 6 | 1 | 0 | 1 | 0 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 21 | 8 | 0 | 0 | 0 | 0 |
| | Transit | 27.1% | | 10 | | 0 | | 0 | |
| | Walk | 14.8% | | 5 | | 0 | | 0 | |
| | Other | 1.3% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 37 | 8 | 1 | 0 | 1 | 0 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 8 | 4 | 0 | 0 | 0 | 0 |
| | Transit | 8.0% | | 1 | | 0 | | 0 | |
| | Walk | 13.2% | | 1 | | 0 | | 0 | |
| | Other | 2.9% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 11 | 4 | 0 | 0 | 0 | 0 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 23 | 10 | 1 | 0 | 1 | 0 |
| | Transit | 12.8% | | 4 | | 0 | | 0 | |
| | Walk | 6.9% | | 2 | | 0 | | 0 | |
| | Other | 1.1% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 30 | 10 | 1 | 0 | 1 | 0 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 18 | 7 | 0 | 0 | 0 | 0 |
| | Transit | 23.7% | | 11 | | 0 | | 0 | |
| | Walk | 24.2% | | 11 | | 0 | | 0 | |
| | Other | 11.4% | | 5 | | 0 | | 0 | |
| | All Modes | 100.0% | | 44 | 7 | 1 | 0 | 1 | 0 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **170** | **74** | **4** | **2** | **4** | **2** |
| | **Transit** | **22.3%** | | **82** | | **2** | | **2** | |
| | **Walk** | **24.3%** | | **90** | | **2** | | **2** | |
| | **Other** | **7.5%** | | **28** | | **1** | | **1** | |
| | **All Modes** | **100.0%** | | **371** | **74** | **9** | **2** | **8** | **2** |

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program
LAND USE: GENERAL RETAIL (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **8,400 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 150.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.3% [4] | 3.5 | 9.0% [1] | 13.5 |
| Total Person Trips: | | 1,260 person-trips | Total Person-trips: | | 29 | | 113 |
| Work Trips [2]: | 4% | 50 person-trips | Work Person-trips: | 85% [5] | 25 | 4% [2] | 5 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 1 | 1 | 1 | 1 | 0 | 0 |
| | Transit | 34.7% | | 2 | | 1 | | 0 | |
| | Walk | 35.8% | | 2 | | 1 | | 0 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 1 | 3 | 1 | 0 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 3 | 2 | 1 | 1 | 0 | 0 |
| | Transit | 49.1% | | 3 | | 2 | | 0 | |
| | Walk | 3.7% | | 0 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 6 | 2 | 3 | 1 | 1 | 0 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 5 | 4 | 3 | 2 | 0 | 0 |
| | Transit | 34.6% | | 4 | | 2 | | 0 | |
| | Walk | 10.4% | | 1 | | 1 | | 0 | |
| | Other | 3.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 4 | 5 | 2 | 1 | 0 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 3 | 2 | 1 | 1 | 0 | 0 |
| | Transit | 40.9% | | 2 | | 1 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 2 | 2 | 1 | 0 | 0 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 5 | 2 | 2 | 1 | 0 | 0 |
| | Transit | 46.4% | | 4 | | 2 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 9 | 2 | 5 | 1 | 1 | 0 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 2 | 1 | 1 | 1 | 0 | 0 |
| | Transit | 28.6% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 3 | 1 | 1 | 1 | 0 | 0 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 8 | 7 | 4 | 3 | 1 | 1 |
| | Transit | 19.9% | | 2 | | 1 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 7 | 5 | 3 | 1 | 1 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 1 | 0 | 1 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **28** | **20** | **14** | **10** | **2** | **2** |
| | **Transit** | **36.0%** | | **18** | | **9** | | **2** | |
| | **Walk** | **6.4%** | | **3** | | **2** | | **0** | |
| | **Other** | **2.7%** | | **1** | | **1** | | **0** | |
| | **All Modes** | **100.0%** | | **50** | **20** | **25** | **10** | **5** | **2** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Retail)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 85% of all retail trips ocurring before 9 AM are assumed to be work trips

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program
LAND USE: GENERAL RETAIL (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **8,400 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 150.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.3% [4] | 3.5 | 9.0% [1] | 13.5 |
| Total Person Trips: | | 1,260 person-trips | Total Person-trips: | | 29 | | 113 |
| Non-Work Trips [2]: | 96% | 1,210 person-trips | Non-Work Person-trips: | 15% [5] | 4 | 96% [2] | 109 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 12.5% | Auto | 24.6% | 1.68 | 37 | 22 | 0 | 0 | 3 | 2 |
| | Transit | 18.1% | | 27 | | 0 | | 2 | |
| | Walk | 53.2% | | 80 | | 0 | | 7 | |
| | Other | 4.2% | | 6 | | 0 | | 1 | |
| | All Modes | 100.0% | | 151 | 22 | 1 | 0 | 14 | 2 |
| SF Superdistrict 2 8.0% | Auto | 47.0% | 1.55 | 45 | 29 | 0 | 0 | 4 | 3 |
| | Transit | 22.9% | | 22 | | 0 | | 2 | |
| | Walk | 26.1% | | 25 | | 0 | | 2 | |
| | Other | 4.1% | | 4 | | 0 | | 0 | |
| | All Modes | 100.0% | | 97 | 29 | 0 | 0 | 9 | 3 |
| SF Superdistrict 3 34.5% | Auto | 57.0% | 2.04 | 238 | 116 | 1 | 0 | 21 | 10 |
| | Transit | 10.9% | | 46 | | 0 | | 4 | |
| | Walk | 30.2% | | 126 | | 0 | | 11 | |
| | Other | 1.9% | | 8 | | 0 | | 1 | |
| | All Modes | 100.0% | | 417 | 116 | 2 | 0 | 38 | 10 |
| SF Superdistrict 4 4.0% | Auto | 65.7% | 1.72 | 32 | 18 | 0 | 0 | 3 | 2 |
| | Transit | 18.8% | | 9 | | 0 | | 1 | |
| | Walk | 12.3% | | 6 | | 0 | | 1 | |
| | Other | 3.3% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 48 | 18 | 0 | 0 | 4 | 2 |
| East Bay 7.0% | Auto | 46.0% | 2.11 | 39 | 18 | 0 | 0 | 4 | 2 |
| | Transit | 20.9% | | 18 | | 0 | | 2 | |
| | Walk | 31.4% | | 27 | | 0 | | 2 | |
| | Other | 1.7% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 85 | 18 | 0 | 0 | 8 | 2 |
| North Bay 3.5% | Auto | 57.9% | 1.82 | 25 | 13 | 0 | 0 | 2 | 1 |
| | Transit | 16.1% | | 7 | | 0 | | 1 | |
| | Walk | 24.4% | | 10 | | 0 | | 1 | |
| | Other | 1.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 42 | 13 | 0 | 0 | 4 | 1 |
| South Bay 8.5% | Auto | 80.5% | 2.28 | 83 | 36 | 0 | 0 | 7 | 3 |
| | Transit | 11.5% | | 12 | | 0 | | 1 | |
| | Walk | 6.4% | | 7 | | 0 | | 1 | |
| | Other | 1.6% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 103 | 36 | 0 | 0 | 9 | 3 |
| Out of Region 22.0% | Auto | 39.5% | 2.73 | 105 | 39 | 0 | 0 | 9 | 3 |
| | Transit | 9.4% | | 25 | | 0 | | 2 | |
| | Walk | 27.3% | | 73 | | 0 | | 7 | |
| | Other | 23.8% | | 63 | | 0 | | 6 | |
| | All Modes | 100.0% | | 266 | 39 | 1 | 0 | 24 | 3 |
| **All Origins 100.0%** | **Auto** | **49.9%** | **2.06** | **604** | **293** | **2** | **1** | **54** | **26** |
| | **Transit** | **13.7%** | | **165** | | **1** | | **15** | |
| | **Walk** | **29.2%** | | **354** | | **1** | | **32** | |
| | **Other** | **7.2%** | | **87** | | **0** | | **8** | |
| | **All Modes** | **100.0%** | | **1,210** | **293** | **4** | **1** | **109** | **26** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Retail)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 85% of all retail trips ocurring before 9 AM are assumed to be work trips

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program
LAND USE: SUPERMARKET (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **35,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 297.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.6% [4] | 7.8 | 7.3% [1] | 21.7 |
| Total Person Trips: | | 10,395 person-trips | Total Person-trips: | | 272 | | 759 |
| Work Trips [2]: | 4% | 416 person-trips | Work Person-trips: | 4% [5] | 11 | 4% [2] | 30 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 12 | 9 | 0 | 0 | 1 | 1 |
| | Transit | 34.7% | | 15 | | 0 | | 1 | |
| | Walk | 35.8% | | 16 | | 0 | | 1 | |
| | Other | 2.7% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 44 | 9 | 1 | 0 | 3 | 1 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 24 | 19 | 1 | 0 | 2 | 1 |
| | Transit | 49.1% | | 26 | | 1 | | 2 | |
| | Walk | 3.7% | | 2 | | 0 | | 0 | |
| | Other | 1.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 52 | 19 | 1 | 0 | 4 | 1 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 44 | 35 | 1 | 1 | 3 | 3 |
| | Transit | 34.6% | | 29 | | 1 | | 2 | |
| | Walk | 10.4% | | 9 | | 0 | | 1 | |
| | Other | 3.6% | | 3 | | 0 | | 0 | |
| | All Modes | 100.0% | | 85 | 35 | 2 | 1 | 6 | 3 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 22 | 15 | 1 | 0 | 2 | 1 |
| | Transit | 40.9% | | 16 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 40 | 15 | 1 | 0 | 3 | 1 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 39 | 18 | 1 | 0 | 3 | 1 |
| | Transit | 46.4% | | 35 | | 1 | | 3 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 76 | 18 | 2 | 0 | 6 | 1 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 17 | 11 | 0 | 0 | 1 | 1 |
| | Transit | 28.6% | | 7 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 24 | 11 | 1 | 0 | 2 | 1 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 67 | 58 | 2 | 2 | 5 | 4 |
| | Transit | 19.9% | | 17 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 86 | 58 | 2 | 2 | 6 | 4 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 5 | 3 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 4 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 9 | 3 | 0 | 0 | 1 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **229** | **168** | **6** | **4** | **17** | **12** |
| | **Transit** | **36.0%** | | **149** | | **4** | | **11** | |
| | **Walk** | **6.4%** | | **26** | | **1** | | **2** | |
| | **Other** | **2.7%** | | **11** | | **0** | | **1** | |
| | **All Modes** | **100.0%** | | **416** | **168** | **11** | **4** | **30** | **12** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program
LAND USE: SUPERMARKET (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **35,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 297.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.6% [4] | 7.8 | 7.3% [1] | 21.7 |
| Total Person Trips: | | 10,395 person-trips | Total Person-trips: | | 272 | | 759 |
| Non-Work Trips [2]: | 96% | 9,979 person-trips | Non-Work Person-trips: | 96% [5] | 261 | 96% [2] | 728 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 12.5% | Auto | 24.6% | 1.68 | 306 | 182 | 8 | 5 | 22 | 13 |
| | Transit | 18.1% | | 226 | | 6 | | 17 | |
| | Walk | 53.2% | | 663 | | 17 | | 48 | |
| | Other | 4.2% | | 52 | | 1 | | 4 | |
| | All Modes | 100.0% | | 1,247 | 182 | 33 | 5 | 91 | 13 |
| SF Superdistrict 2 8.0% | Auto | 47.0% | 1.55 | 375 | 241 | 10 | 6 | 27 | 18 |
| | Transit | 22.9% | | 183 | | 5 | | 13 | |
| | Walk | 26.1% | | 208 | | 5 | | 15 | |
| | Other | 4.1% | | 33 | | 1 | | 2 | |
| | All Modes | 100.0% | | 798 | 241 | 21 | 6 | 58 | 18 |
| SF Superdistrict 3 34.5% | Auto | 57.0% | 2.04 | 1,963 | 961 | 51 | 25 | 143 | 70 |
| | Transit | 10.9% | | 376 | | 10 | | 27 | |
| | Walk | 30.2% | | 1,038 | | 27 | | 76 | |
| | Other | 1.9% | | 66 | | 2 | | 5 | |
| | All Modes | 100.0% | | 3,443 | 961 | 90 | 25 | 251 | 70 |
| SF Superdistrict 4 4.0% | Auto | 65.7% | 1.72 | 262 | 152 | 7 | 4 | 19 | 11 |
| | Transit | 18.8% | | 75 | | 2 | | 5 | |
| | Walk | 12.3% | | 49 | | 1 | | 4 | |
| | Other | 3.3% | | 13 | | 0 | | 1 | |
| | All Modes | 100.0% | | 399 | 152 | 10 | 4 | 29 | 11 |
| East Bay 7.0% | Auto | 46.0% | 2.11 | 321 | 152 | 8 | 4 | 23 | 11 |
| | Transit | 20.9% | | 146 | | 4 | | 11 | |
| | Walk | 31.4% | | 220 | | 6 | | 16 | |
| | Other | 1.7% | | 12 | | 0 | | 1 | |
| | All Modes | 100.0% | | 699 | 152 | 18 | 4 | 51 | 11 |
| North Bay 3.5% | Auto | 57.9% | 1.82 | 202 | 111 | 5 | 3 | 15 | 8 |
| | Transit | 16.1% | | 56 | | 1 | | 4 | |
| | Walk | 24.4% | | 85 | | 2 | | 6 | |
| | Other | 1.6% | | 5 | | 0 | | 0 | |
| | All Modes | 100.0% | | 349 | 111 | 9 | 3 | 25 | 8 |
| South Bay 8.5% | Auto | 80.5% | 2.28 | 683 | 300 | 18 | 8 | 50 | 22 |
| | Transit | 11.5% | | 97 | | 3 | | 7 | |
| | Walk | 6.4% | | 55 | | 1 | | 4 | |
| | Other | 1.6% | | 14 | | 0 | | 1 | |
| | All Modes | 100.0% | | 848 | 300 | 22 | 8 | 62 | 22 |
| Out of Region 22.0% | Auto | 39.5% | 2.73 | 868 | 318 | 23 | 8 | 63 | 23 |
| | Transit | 9.4% | | 206 | | 5 | | 15 | |
| | Walk | 27.3% | | 600 | | 16 | | 44 | |
| | Other | 23.8% | | 522 | | 14 | | 38 | |
| | All Modes | 100.0% | | 2,195 | 318 | 57 | 8 | 160 | 23 |
| **All Origins 100.0%** | **Auto** | **49.9%** | **2.06** | **4,980** | **2,419** | **130** | **63** | **364** | **177** |
| | **Transit** | **13.7%** | | **1,365** | | **36** | | **100** | |
| | **Walk** | **29.2%** | | **2,918** | | **76** | | **213** | |
| | **Other** | **7.2%** | | **716** | | **19** | | **52** | |
| | **All Modes** | **100.0%** | | **9,979** | **2,419** | **261** | **63** | **728** | **177** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: SIT-DOWN RESTAURANT (WORK TRIPS)

| | | | | | | |
|---|---|---|---|---|---|---|
| **Proposed Size:** | | **26,877 sq.ft.** (includes 60% occupancy factor for Assembly Use) | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** |
| Person-trip Generation Rate [1]: | | 200.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 1.1% [4] | 2.2 | 10.0% [6] | 20.0 |
| Total Person Trips: | | 5,375 person-trips | Total Person-trips: | | 58 | | 538 |
| Work Trips [2]: | 4% | 215 person-trips | Work Person-trips: | 100% [5] | 58 | 4% [2] | 22 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 6 | 5 | 2 | 1 | 1 | 0 |
| | Transit | 34.7% | | 8 | | 2 | | 1 | |
| | Walk | 35.8% | | 8 | | 2 | | 1 | |
| | Other | 2.7% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 23 | 5 | 6 | 1 | 2 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 12 | 10 | 3 | 3 | 1 | 1 |
| | Transit | 49.1% | | 13 | | 4 | | 1 | |
| | Walk | 3.7% | | 1 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 27 | 10 | 7 | 3 | 3 | 1 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 23 | 18 | 6 | 5 | 2 | 2 |
| | Transit | 34.6% | | 15 | | 4 | | 2 | |
| | Walk | 10.4% | | 5 | | 1 | | 0 | |
| | Other | 3.6% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 44 | 18 | 12 | 5 | 4 | 2 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 11 | 8 | 3 | 2 | 1 | 1 |
| | Transit | 40.9% | | 8 | | 2 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 21 | 8 | 6 | 2 | 2 | 1 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 20 | 9 | 5 | 3 | 2 | 1 |
| | Transit | 46.4% | | 18 | | 5 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 39 | 9 | 11 | 3 | 4 | 1 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 9 | 6 | 2 | 2 | 1 | 1 |
| | Transit | 28.6% | | 4 | | 1 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 13 | 6 | 3 | 2 | 1 | 1 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 35 | 30 | 9 | 8 | 3 | 3 |
| | Transit | 19.9% | | 9 | | 2 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 44 | 30 | 12 | 8 | 4 | 3 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 3 | 2 | 1 | 0 | 0 | 0 |
| | Transit | 41.5% | | 2 | | 1 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 2 | 1 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **118** | **87** | **32** | **23** | **12** | **9** |
| | **Transit** | **36.0%** | | **77** | | **21** | | **8** | |
| | **Walk** | **6.4%** | | **14** | | **4** | | **1** | |
| | **Other** | **2.7%** | | **6** | | **2** | | **1** | |
| | **All Modes** | **100.0%** | | **215** | **87** | **58** | **23** | **22** | **9** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 100% of all restaurant trips ocurring before 9 AM are assumed to be work trips
[6] Based on ITE and SANDAG data

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: SIT-DOWN RESTAURANT (NON-WORK TRIPS)

| | | | | | | |
|---|---|---|---|---|---|---|
| **Proposed Size:** | | **26,877 sq.ft.** (includes 60% occupancy factor for Assembly Use) | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** |
| Person-trip Generation Rate [1]: | | 200.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 1.1% [4] | 2.2 | 10.0% [6] | 20.0 |
| Total Person Trips: | | 5,375 person-trips | Total Person-trips: | | 58 | | 538 |
| Non-Work Trips [2]: | 96% | 5,160 person-trips | Non-Work Person-trips: | 0% [5] | 0 | 96% [2] | 516 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 12.5% | Auto | 24.6% | 1.68 | 158 | 94 | 0 | 0 | 16 | 9 |
| | Transit | 18.1% | | 117 | | 0 | | 12 | |
| | Walk | 53.2% | | 343 | | 0 | | 34 | |
| | Other | 4.2% | | 27 | | 0 | | 3 | |
| | All Modes | 100.0% | | 645 | 94 | 0 | 0 | 65 | 9 |
| SF Superdistrict 2 8.0% | Auto | 47.0% | 1.55 | 194 | 125 | 0 | 0 | 19 | 12 |
| | Transit | 22.9% | | 94 | | 0 | | 9 | |
| | Walk | 26.1% | | 108 | | 0 | | 11 | |
| | Other | 4.1% | | 17 | | 0 | | 2 | |
| | All Modes | 100.0% | | 413 | 125 | 0 | 0 | 41 | 12 |
| SF Superdistrict 3 34.5% | Auto | 57.0% | 2.04 | 1,015 | 497 | 0 | 0 | 102 | 50 |
| | Transit | 10.9% | | 194 | | 0 | | 19 | |
| | Walk | 30.2% | | 537 | | 0 | | 54 | |
| | Other | 1.9% | | 34 | | 0 | | 3 | |
| | All Modes | 100.0% | | 1,780 | 497 | 0 | 0 | 178 | 50 |
| SF Superdistrict 4 4.0% | Auto | 65.7% | 1.72 | 136 | 79 | 0 | 0 | 14 | 8 |
| | Transit | 18.8% | | 39 | | 0 | | 4 | |
| | Walk | 12.3% | | 25 | | 0 | | 3 | |
| | Other | 3.3% | | 7 | | 0 | | 1 | |
| | All Modes | 100.0% | | 206 | 79 | 0 | 0 | 21 | 8 |
| East Bay 7.0% | Auto | 46.0% | 2.11 | 166 | 79 | 0 | 0 | 17 | 8 |
| | Transit | 20.9% | | 76 | | 0 | | 8 | |
| | Walk | 31.4% | | 114 | | 0 | | 11 | |
| | Other | 1.7% | | 6 | | 0 | | 1 | |
| | All Modes | 100.0% | | 361 | 79 | 0 | 0 | 36 | 8 |
| North Bay 3.5% | Auto | 57.9% | 1.82 | 105 | 58 | 0 | 0 | 10 | 6 |
| | Transit | 16.1% | | 29 | | 0 | | 3 | |
| | Walk | 24.4% | | 44 | | 0 | | 4 | |
| | Other | 1.6% | | 3 | | 0 | | 0 | |
| | All Modes | 100.0% | | 181 | 58 | 0 | 0 | 18 | 6 |
| South Bay 8.5% | Auto | 80.5% | 2.28 | 353 | 155 | 0 | 0 | 35 | 15 |
| | Transit | 11.5% | | 50 | | 0 | | 5 | |
| | Walk | 6.4% | | 28 | | 0 | | 3 | |
| | Other | 1.6% | | 7 | | 0 | | 1 | |
| | All Modes | 100.0% | | 439 | 155 | 0 | 0 | 44 | 15 |
| Out of Region 22.0% | Auto | 39.5% | 2.73 | 449 | 165 | 0 | 0 | 45 | 16 |
| | Transit | 9.4% | | 106 | | 0 | | 11 | |
| | Walk | 27.3% | | 310 | | 0 | | 31 | |
| | Other | 23.8% | | 270 | | 0 | | 27 | |
| | All Modes | 100.0% | | 1,135 | 165 | 0 | 0 | 114 | 16 |
| **All Origins 100.0%** | **Auto** | **49.9%** | **2.06** | **2,575** | **1,251** | **0** | **0** | **258** | **125** |
| | **Transit** | **13.7%** | | **706** | | **0** | | **71** | |
| | **Walk** | **29.2%** | | **1,509** | | **0** | | **151** | |
| | **Other** | **7.2%** | | **370** | | **0** | | **37** | |
| | **All Modes** | **100.0%** | | **5,160** | **1,251** | **0** | **0** | **516** | **125** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 100% of all restaurant trips ocurring before 9 AM are assumed to be work trips
[6] Based on ITE and SANDAG data

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: QUICK SERVICE RESTAURANT (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **19,962 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 600.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 1.1% [4] | 6.5 | 10.0% [6] | 60.0 |
| Total Person Trips: | | 11,977 person-trips | Total Person-trips: | | 130 | | 1,198 |
| Work Trips [2]: | 4% | 479 person-trips | Work Person-trips: | 4% [5] | 5 | 4% [2] | 48 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 14 | 10 | 0 | 0 | 1 | 1 |
| | Transit | 34.7% | | 18 | | 0 | | 2 | |
| | Walk | 35.8% | | 18 | | 0 | | 2 | |
| | Other | 2.7% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 51 | 10 | 1 | 0 | 5 | 1 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 27 | 22 | 0 | 0 | 3 | 2 |
| | Transit | 49.1% | | 29 | | 0 | | 3 | |
| | Walk | 3.7% | | 2 | | 0 | | 0 | |
| | Other | 1.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 60 | 22 | 1 | 0 | 6 | 2 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 50 | 40 | 1 | 0 | 5 | 4 |
| | Transit | 34.6% | | 34 | | 0 | | 3 | |
| | Walk | 10.4% | | 10 | | 0 | | 1 | |
| | Other | 3.6% | | 4 | | 0 | | 0 | |
| | All Modes | 100.0% | | 98 | 40 | 1 | 0 | 10 | 4 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 26 | 17 | 0 | 0 | 3 | 2 |
| | Transit | 40.9% | | 19 | | 0 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 46 | 17 | 0 | 0 | 5 | 2 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 45 | 21 | 0 | 0 | 4 | 2 |
| | Transit | 46.4% | | 41 | | 0 | | 4 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 88 | 21 | 1 | 0 | 9 | 2 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 19 | 13 | 0 | 0 | 2 | 1 |
| | Transit | 28.6% | | 8 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 28 | 13 | 0 | 0 | 3 | 1 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 77 | 67 | 1 | 1 | 8 | 7 |
| | Transit | 19.9% | | 20 | | 0 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 99 | 67 | 1 | 1 | 10 | 7 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 6 | 4 | 0 | 0 | 1 | 0 |
| | Transit | 41.5% | | 4 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 4 | 0 | 0 | 1 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **263** | **193** | **3** | **2** | **26** | **19** |
| | **Transit** | **36.0%** | | **172** | | **2** | | **17** | |
| | **Walk** | **6.4%** | | **30** | | **0** | | **3** | |
| | **Other** | **2.7%** | | **13** | | **0** | | **1** | |
| | **All Modes** | **100.0%** | | **479** | **193** | **5** | **2** | **48** | **19** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] Based on ITE and SANDAG data



## Potrero Power Station Mixed-Use Development Project

Re-Phase Program

LAND USE: QUICK SERVICE RESTAURANT (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **19,962 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 600.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 1.1% [4] | 6.5 | 10.0% [6] | 60.0 |
| Total Person Trips: | | 11,977 person-trips | Total Person-trips: | | 130 | | 1,198 |
| Non-Work Trips [2]: | 96% | 11,498 person-trips | Non-Work Person-trips: | 96% [5] | 124 | 96% [2] | 1,150 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 12.5% | Auto | 24.6% | 1.68 | 353 | 210 | 4 | 2 | 35 | 21 |
| | Transit | 18.1% | | 261 | | 3 | | 26 | |
| | Walk | 53.2% | | 764 | | 8 | | 76 | |
| | Other | 4.2% | | 60 | | 1 | | 6 | |
| | All Modes | 100.0% | | 1,437 | 210 | 16 | 2 | 144 | 21 |
| SF Superdistrict 2 8.0% | Auto | 47.0% | 1.55 | 432 | 278 | 5 | 3 | 43 | 28 |
| | Transit | 22.9% | | 210 | | 2 | | 21 | |
| | Walk | 26.1% | | 240 | | 3 | | 24 | |
| | Other | 4.1% | | 38 | | 0 | | 4 | |
| | All Modes | 100.0% | | 920 | 278 | 10 | 3 | 92 | 28 |
| SF Superdistrict 3 34.5% | Auto | 57.0% | 2.04 | 2,262 | 1,107 | 24 | 12 | 226 | 111 |
| | Transit | 10.9% | | 433 | | 5 | | 43 | |
| | Walk | 30.2% | | 1,196 | | 13 | | 120 | |
| | Other | 1.9% | | 76 | | 1 | | 8 | |
| | All Modes | 100.0% | | 3,967 | 1,107 | 43 | 12 | 397 | 111 |
| SF Superdistrict 4 4.0% | Auto | 65.7% | 1.72 | 302 | 176 | 3 | 2 | 30 | 18 |
| | Transit | 18.8% | | 87 | | 1 | | 9 | |
| | Walk | 12.3% | | 56 | | 1 | | 6 | |
| | Other | 3.3% | | 15 | | 0 | | 1 | |
| | All Modes | 100.0% | | 460 | 176 | 5 | 2 | 46 | 18 |
| East Bay 7.0% | Auto | 46.0% | 2.11 | 370 | 176 | 4 | 2 | 37 | 18 |
| | Transit | 20.9% | | 168 | | 2 | | 17 | |
| | Walk | 31.4% | | 253 | | 3 | | 25 | |
| | Other | 1.7% | | 13 | | 0 | | 1 | |
| | All Modes | 100.0% | | 805 | 176 | 9 | 2 | 80 | 18 |
| North Bay 3.5% | Auto | 57.9% | 1.82 | 233 | 128 | 3 | 1 | 23 | 13 |
| | Transit | 16.1% | | 65 | | 1 | | 6 | |
| | Walk | 24.4% | | 98 | | 1 | | 10 | |
| | Other | 1.6% | | 6 | | 0 | | 1 | |
| | All Modes | 100.0% | | 402 | 128 | 4 | 1 | 40 | 13 |
| South Bay 8.5% | Auto | 80.5% | 2.28 | 786 | 345 | 9 | 4 | 79 | 35 |
| | Transit | 11.5% | | 112 | | 1 | | 11 | |
| | Walk | 6.4% | | 63 | | 1 | | 6 | |
| | Other | 1.6% | | 16 | | 0 | | 2 | |
| | All Modes | 100.0% | | 977 | 345 | 11 | 4 | 98 | 35 |
| Out of Region 22.0% | Auto | 39.5% | 2.73 | 1,000 | 367 | 11 | 4 | 100 | 37 |
| | Transit | 9.4% | | 237 | | 3 | | 24 | |
| | Walk | 27.3% | | 691 | | 7 | | 69 | |
| | Other | 23.8% | | 602 | | 7 | | 60 | |
| | All Modes | 100.0% | | 2,530 | 367 | 27 | 4 | 253 | 37 |
| **All Origins 100.0%** | **Auto** | **49.9%** | **2.06** | **5,738** | **2,787** | **62** | **30** | **574** | **279** |
| | **Transit** | **13.7%** | | **1,573** | | **17** | | **157** | |
| | **Walk** | **29.2%** | | **3,362** | | **36** | | **336** | |
| | **Other** | **7.2%** | | **825** | | **9** | | **83** | |
| | **All Modes** | **100.0%** | | **11,498** | **2,787** | **124** | **30** | **1,150** | **279** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] Based on ITE and SANDAG data

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program
LAND USE: CHILD CARE (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **12,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 67.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 17.8% [4] | 11.9 | 18.0% [1] | 12.1 |
| Total Person Trips: | | 804 person-trips | Total Person-trips: | | 143 | | 145 |
| Work Trips [2]: | 20% | 161 person-trips | Work Person-trips: | 17% [5] | 24 | 17% [6] | 25 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 5 | 4 | 1 | 1 | 1 | 1 |
| | Transit | 34.7% | | 6 | | 1 | | 1 | |
| | Walk | 35.8% | | 6 | | 1 | | 1 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 17 | 4 | 3 | 1 | 3 | 1 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 9 | 7 | 1 | 1 | 1 | 1 |
| | Transit | 49.1% | | 10 | | 1 | | 2 | |
| | Walk | 3.7% | | 1 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 20 | 7 | 3 | 1 | 3 | 1 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 17 | 13 | 3 | 2 | 3 | 2 |
| | Transit | 34.6% | | 11 | | 2 | | 2 | |
| | Walk | 10.4% | | 3 | | 1 | | 1 | |
| | Other | 3.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 33 | 13 | 5 | 2 | 5 | 2 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 9 | 6 | 1 | 1 | 1 | 1 |
| | Transit | 40.9% | | 6 | | 1 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 15 | 6 | 2 | 1 | 2 | 1 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 15 | 7 | 2 | 1 | 2 | 1 |
| | Transit | 46.4% | | 14 | | 2 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 30 | 7 | 4 | 1 | 5 | 1 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 7 | 4 | 1 | 1 | 1 | 1 |
| | Transit | 28.6% | | 3 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 9 | 4 | 1 | 1 | 1 | 1 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 26 | 22 | 4 | 3 | 4 | 3 |
| | Transit | 19.9% | | 7 | | 1 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 33 | 22 | 5 | 3 | 5 | 3 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 2 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 3 | 1 | 1 | 0 | 1 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **88** | **65** | **13** | **10** | **14** | **10** |
| | **Transit** | **36.0%** | | **58** | | **9** | | **9** | |
| | **Walk** | **6.4%** | | **10** | | **2** | | **2** | |
| | **Other** | **2.7%** | | **4** | | **1** | | **1** | |
| | **All Modes** | **100.0%** | | **161** | **65** | **24** | **10** | **25** | **10** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
[2] SF Guidelines, Appendix C - Table C-2 (Government Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program
LAND USE: CHILD CARE (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **12,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 67.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 17.8% [4] | 11.9 | 18.0% [1] | 12.1 |
| Total Person Trips: | | 804 person-trips | Total Person-trips: | | 143 | | 145 |
| Non-Work Trips [2]: | 80% | 643 person-trips | Non-Work Person-trips: | 83% [5] | 119 | 83% [6] | 120 |

| Percent of Origin Distribution [7] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 0.0% | Auto | 21.5% | 2.12 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 17.9% | | 0 | | 0 | | 0 | |
| | Walk | 53.4% | | 0 | | 0 | | 0 | |
| | Other | 7.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 2 0.0% | Auto | 50.3% | 2.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 24.8% | | 0 | | 0 | | 0 | |
| | Walk | 14.6% | | 0 | | 0 | | 0 | |
| | Other | 10.5% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 3 100.0% | Auto | 42.6% | 2.42 | 274 | 113 | 50 | 21 | 51 | 21 |
| | Transit | 25.0% | | 161 | | 30 | | 30 | |
| | Walk | 23.6% | | 152 | | 28 | | 28 | |
| | Other | 8.9% | | 57 | | 10 | | 11 | |
| | All Modes | 100.0% | | 643 | 113 | 119 | 21 | 120 | 21 |
| SF Superdistrict 4 0.0% | Auto | 55.0% | 2.25 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 24.5% | | 0 | | 0 | | 0 | |
| | Walk | 12.4% | | 0 | | 0 | | 0 | |
| | Other | 8.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| East Bay 0.0% | Auto | 56.9% | 2.51 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 27.1% | | 0 | | 0 | | 0 | |
| | Walk | 14.8% | | 0 | | 0 | | 0 | |
| | Other | 1.3% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| North Bay 0.0% | Auto | 75.9% | 1.95 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 8.0% | | 0 | | 0 | | 0 | |
| | Walk | 13.2% | | 0 | | 0 | | 0 | |
| | Other | 2.9% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| Peninsula/South Bay 0.0% | Auto | 79.2% | 2.34 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 12.8% | | 0 | | 0 | | 0 | |
| | Walk | 6.9% | | 0 | | 0 | | 0 | |
| | Other | 1.1% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| Out of Region 0.0% | Auto | 40.6% | 2.64 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 23.7% | | 0 | | 0 | | 0 | |
| | Walk | 24.2% | | 0 | | 0 | | 0 | |
| | Other | 11.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **42.6%** | **2.42** | **274** | **113** | **50** | **21** | **51** | **21** |
| | **Transit** | **25.0%** | | **161** | | **30** | | **30** | |
| | **Walk** | **23.6%** | | **152** | | **28** | | **28** | |
| | **Other** | **8.9%** | | **57** | | **10** | | **11** | |
| | **All Modes** | **100.0%** | | **643** | **113** | **119** | **21** | **120** | **21** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
[2] SF Guidelines, Appendix C - Table C-2 (Government Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)
[7] Assumes local trips

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program
LAND USE: LIBRARY (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **5,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 195.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.0% [4] | 3.9 | 16.2% [1] | 31.5 |
| Total Person Trips: | | 975 person-trips | Total Person-trips: | | 20 | | 158 |
| Work Trips [1]: | 3% | 24 person-trips | Work Person-trips: | 4% [2] | 1 | 4% [1] | 6 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 34.7% | | 1 | | 0 | | 0 | |
| | Walk | 35.8% | | 1 | | 0 | | 0 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 3 | 1 | 0 | 0 | 1 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 49.1% | | 1 | | 0 | | 0 | |
| | Walk | 3.7% | | 0 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 3 | 1 | 0 | 0 | 1 | 0 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 3 | 2 | 0 | 0 | 1 | 0 |
| | Transit | 34.6% | | 2 | | 0 | | 0 | |
| | Walk | 10.4% | | 1 | | 0 | | 0 | |
| | Other | 3.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 2 | 0 | 0 | 1 | 0 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 40.9% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 2 | 1 | 0 | 0 | 1 | 0 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 2 | 1 | 0 | 0 | 1 | 0 |
| | Transit | 46.4% | | 2 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 4 | 1 | 0 | 0 | 1 | 0 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 28.6% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 1 | 1 | 0 | 0 | 0 | 0 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 4 | 3 | 0 | 0 | 1 | 1 |
| | Transit | 19.9% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 3 | 0 | 0 | 1 | 1 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 1 | 0 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **13** | **10** | **0** | **0** | **3** | **2** |
| | **Transit** | **36.0%** | | **9** | | **0** | | **2** | |
| | **Walk** | **6.4%** | | **2** | | **0** | | **0** | |
| | **Other** | **2.7%** | | **1** | | **0** | | **0** | |
| | **All Modes** | **100.0%** | | **24** | **10** | **1** | **0** | **6** | **2** |

Notes:
[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968!, ESA August 2009.
[2] Assumes same percentage as the PM Peak Hour.
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Based on ITE land use #590 (Library) and SANDAG.
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program
LAND USE: LIBRARY (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **5,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 195.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.0% [4] | 3.9 | 16.2% [1] | 31.5 |
| Total Person Trips: | | 975 person-trips | Total Person-trips: | | 20 | | 158 |
| Non-Work Trips [1]: | 98% | 951 person-trips | Non-Work Person-trips: | 97% [2] | 19 | 97% [1] | 152 |

| Percent of Origin Distribution [6] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 0.0% | Auto | 21.5% | 2.12 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 17.9% | | 0 | | 0 | | 0 | |
| | Walk | 53.4% | | 0 | | 0 | | 0 | |
| | Other | 7.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 2 0.0% | Auto | 50.3% | 2.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 24.8% | | 0 | | 0 | | 0 | |
| | Walk | 14.6% | | 0 | | 0 | | 0 | |
| | Other | 10.5% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 3 100.0% | Auto | 42.6% | 2.42 | 405 | 167 | 8 | 3 | 65 | 27 |
| | Transit | 25.0% | | 238 | | 5 | | 38 | |
| | Walk | 23.6% | | 224 | | 4 | | 36 | |
| | Other | 8.9% | | 84 | | 2 | | 13 | |
| | All Modes | 100.0% | | 951 | 167 | 19 | 3 | 152 | 27 |
| SF Superdistrict 4 0.0% | Auto | 55.0% | 2.25 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 24.5% | | 0 | | 0 | | 0 | |
| | Walk | 12.4% | | 0 | | 0 | | 0 | |
| | Other | 8.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| East Bay 0.0% | Auto | 56.9% | 2.51 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 27.1% | | 0 | | 0 | | 0 | |
| | Walk | 14.8% | | 0 | | 0 | | 0 | |
| | Other | 1.3% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| North Bay 0.0% | Auto | 75.9% | 1.95 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 8.0% | | 0 | | 0 | | 0 | |
| | Walk | 13.2% | | 0 | | 0 | | 0 | |
| | Other | 2.9% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| Peninsula/South Bay 0.0% | Auto | 79.2% | 2.34 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 12.8% | | 0 | | 0 | | 0 | |
| | Walk | 6.9% | | 0 | | 0 | | 0 | |
| | Other | 1.1% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| Out of Region 0.0% | Auto | 40.6% | 2.64 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 23.7% | | 0 | | 0 | | 0 | |
| | Walk | 24.2% | | 0 | | 0 | | 0 | |
| | Other | 11.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **42.6%** | **2.42** | **405** | **167** | **8** | **3** | **65** | **27** |
| | **Transit** | **25.0%** | | **238** | | **5** | | **38** | |
| | **Walk** | **23.6%** | | **224** | | **4** | | **36** | |
| | **Other** | **8.9%** | | **84** | | **2** | | **13** | |
| | **All Modes** | **100.0%** | | **951** | **167** | **19** | **3** | **152** | **27** |

Notes:
[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968!, ESA August 2009.
[2] Assumes same percentage as the PM Peak Hour.
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Based on ITE land use #590 (Library) and SANDAG.
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages
[6] Assumes local trips

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program
LAND USE: COMMUNITY CENTER (WORK TRIPS)

| Proposed Size: | | 25,000 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 80.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 6.1% [4] | 4.8 | 13.4% [1] | 10.7 |
| Total Person Trips: | | 2,000 person-trips | Total Person-trips: | | 121 | | 268 |
| Work Trips [2]: | 5% | 100 person-trips | Work Person-trips: | 5% [5] | 6 | 5% [5] | 13 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 3 | 2 | 0 | 0 | 0 | 0 |
| | Transit | 34.7% | | 4 | | 0 | | 0 | |
| | Walk | 35.8% | | 4 | | 0 | | 1 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 11 | 2 | 1 | 0 | 1 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 6 | 5 | 0 | 0 | 1 | 1 |
| | Transit | 49.1% | | 6 | | 0 | | 1 | |
| | Walk | 3.7% | | 0 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 13 | 5 | 1 | 0 | 2 | 1 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 10 | 8 | 1 | 1 | 1 | 1 |
| | Transit | 34.6% | | 7 | | 0 | | 1 | |
| | Walk | 10.4% | | 2 | | 0 | | 0 | |
| | Other | 3.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 20 | 8 | 1 | 1 | 3 | 1 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 5 | 4 | 0 | 0 | 1 | 0 |
| | Transit | 40.9% | | 4 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 4 | 1 | 0 | 1 | 0 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 9 | 4 | 1 | 0 | 1 | 1 |
| | Transit | 46.4% | | 9 | | 1 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 18 | 4 | 1 | 0 | 2 | 1 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 4 | 3 | 0 | 0 | 1 | 0 |
| | Transit | 28.6% | | 2 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 6 | 3 | 0 | 0 | 1 | 0 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 16 | 14 | 1 | 1 | 2 | 2 |
| | Transit | 19.9% | | 4 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 21 | 14 | 1 | 1 | 3 | 2 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 2 | 1 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **55** | **40** | **3** | **2** | **7** | **5** |
| | **Transit** | **36.0%** | | **36** | | **2** | | **5** | |
| | **Walk** | **6.4%** | | **6** | | **0** | | **1** | |
| | **Other** | **2.7%** | | **3** | | **0** | | **0** | |
| | **All Modes** | **100.0%** | | **100** | **40** | **6** | **2** | **13** | **5** |

Notes:
[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Adavant Consulting/LCW Consulting, November 2017.
[2] Estimated based on an average of 3 daily trips per employee
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Based on ITE land use #495 (Community Center)
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program
LAND USE: COMMUNITY CENTER (NON-WORK TRIPS)

| Proposed Size: | | 25,000 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 80.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 6.1% [4] | 4.8 | 13.4% [1] | 10.7 |
| Total Person Trips: | | 2,000 person-trips | Total Person-trips: | | 121 | | 268 |
| Non-Work Trips [2]: | 95% | 1,900 person-trips | Non-Work Person-trips: | 95% [5] | 115 | 95% [5] | 255 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 71 | 34 | 4 | 2 | 10 | 5 |
| | Transit | 17.9% | | 59 | | 4 | | 8 | |
| | Walk | 53.4% | | 178 | | 11 | | 24 | |
| | Other | 7.2% | | 24 | | 1 | | 3 | |
| | All Modes | 100.0% | | 333 | 34 | 20 | 2 | 45 | 5 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 134 | 67 | 8 | 4 | 18 | 9 |
| | Transit | 24.8% | | 66 | | 4 | | 9 | |
| | Walk | 14.6% | | 39 | | 2 | | 5 | |
| | Other | 10.5% | | 28 | | 2 | | 4 | |
| | All Modes | 100.0% | | 266 | 67 | 16 | 4 | 36 | 9 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 231 | 95 | 14 | 6 | 31 | 13 |
| | Transit | 25.0% | | 135 | | 8 | | 18 | |
| | Walk | 23.6% | | 128 | | 8 | | 17 | |
| | Other | 8.9% | | 48 | | 3 | | 6 | |
| | All Modes | 100.0% | | 542 | 95 | 33 | 6 | 73 | 13 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 73 | 33 | 4 | 2 | 10 | 4 |
| | Transit | 24.5% | | 33 | | 2 | | 4 | |
| | Walk | 12.4% | | 16 | | 1 | | 2 | |
| | Other | 8.2% | | 11 | | 1 | | 1 | |
| | All Modes | 100.0% | | 133 | 33 | 8 | 2 | 18 | 4 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 108 | 43 | 7 | 3 | 14 | 6 |
| | Transit | 27.1% | | 51 | | 3 | | 7 | |
| | Walk | 14.8% | | 28 | | 2 | | 4 | |
| | Other | 1.3% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 190 | 43 | 12 | 3 | 25 | 6 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 43 | 22 | 3 | 1 | 6 | 3 |
| | Transit | 8.0% | | 5 | | 0 | | 1 | |
| | Walk | 13.2% | | 8 | | 0 | | 1 | |
| | Other | 2.9% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 57 | 22 | 3 | 1 | 8 | 3 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 120 | 52 | 7 | 3 | 16 | 7 |
| | Transit | 12.8% | | 19 | | 1 | | 3 | |
| | Walk | 6.9% | | 11 | | 1 | | 1 | |
| | Other | 1.1% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 152 | 52 | 9 | 3 | 20 | 7 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 93 | 35 | 6 | 2 | 12 | 5 |
| | Transit | 23.7% | | 54 | | 3 | | 7 | |
| | Walk | 24.2% | | 55 | | 3 | | 7 | |
| | Other | 11.4% | | 26 | | 2 | | 3 | |
| | All Modes | 100.0% | | 228 | 35 | 14 | 2 | 31 | 5 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **873** | **380** | **53** | **23** | **117** | **51** |
| | **Transit** | **22.3%** | | **423** | | **26** | | **57** | |
| | **Walk** | **24.3%** | | **462** | | **28** | | **62** | |
| | **Other** | **7.5%** | | **142** | | **9** | | **19** | |
| | **All Modes** | **100.0%** | | **1,900** | **380** | **115** | **23** | **255** | **51** |

Notes:
[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Adavant Consulting/LCW Consulting, November 2017.
[2] Estimated based on an average of 3 daily trips per employee
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Based on ITE land use #495 (Community Center)
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program
LAND USE: OPEN SPACE (WORK TRIPS)

| Proposed Size: | | 6.9 Acres | | | | | |
|---|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 20.0 trips/acre | Person-trip Gen Rate: | 13.0% [1] | 2.6 | 9.0% [1] | 1.8 |
| Total Person Trips: | | 138 person-trips | Total Person-trips: | | 18 | | 12 |
| Work Trips [2]: | 1% | 1 person-trips | Work Person-trips: | 1% [4] | 0 | 1% [4] | 0 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 34.7% | | 0 | | 0 | | 0 | |
| | Walk | 35.8% | | 0 | | 0 | | 0 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 49.1% | | 0 | | 0 | | 0 | |
| | Walk | 3.7% | | 0 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 34.6% | | 0 | | 0 | | 0 | |
| | Walk | 10.4% | | 0 | | 0 | | 0 | |
| | Other | 3.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 40.9% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 46.4% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 28.6% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 19.9% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **1** | **1** | **0** | **0** | **0** | **0** |
| | **Transit** | **36.0%** | | **0** | | **0** | | **0** | |
| | **Walk** | **6.4%** | | **0** | | **0** | | **0** | |
| | **Other** | **2.7%** | | **0** | | **0** | | **0** | |
| | **All Modes** | **100.0%** | | **1** | **1** | **0** | **0** | **0** | **0** |

Notes:
[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)
[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program
LAND USE: OPEN SPACE (NON-WORK TRIPS)

| Proposed Size: | | 6.9 Acres | | | | | |
|---|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 20.0 trips/acre | Person-trip Gen Rate: | 13.0% [5] | 2.6 | 9.0% [1] | 1.8 |
| Total Person Trips: | | 138 person-trips | Total Person-trips: | | 18 | | 12 |
| Non-Work Trips [2]: | 99% | 137 person-trips | Non-Work Person-trips: | 99% [6] | 18 | 99% [2] | 12 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [4] | Average Vehicle Occupancy [4] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 5 | 2 | 1 | 0 | 0 | 0 |
| | Transit | 17.9% | | 4 | | 1 | | 0 | |
| | Walk | 53.4% | | 13 | | 2 | | 1 | |
| | Other | 7.2% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 24 | 2 | 3 | 0 | 2 | 0 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 10 | 5 | 1 | 1 | 1 | 0 |
| | Transit | 24.8% | | 5 | | 1 | | 0 | |
| | Walk | 14.6% | | 3 | | 0 | | 0 | |
| | Other | 10.5% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 19 | 5 | 2 | 1 | 2 | 0 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 17 | 7 | 2 | 1 | 1 | 1 |
| | Transit | 25.0% | | 10 | | 1 | | 1 | |
| | Walk | 23.6% | | 9 | | 1 | | 1 | |
| | Other | 8.9% | | 3 | | 0 | | 0 | |
| | All Modes | 100.0% | | 39 | 7 | 5 | 1 | 4 | 1 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 5 | 2 | 1 | 0 | 0 | 0 |
| | Transit | 24.5% | | 2 | | 0 | | 0 | |
| | Walk | 12.4% | | 1 | | 0 | | 0 | |
| | Other | 8.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 2 | 1 | 0 | 1 | 0 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 8 | 3 | 1 | 0 | 1 | 0 |
| | Transit | 27.1% | | 4 | | 0 | | 0 | |
| | Walk | 14.8% | | 2 | | 0 | | 0 | |
| | Other | 1.3% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 14 | 3 | 2 | 0 | 1 | 0 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 3 | 2 | 0 | 0 | 0 | 0 |
| | Transit | 8.0% | | 0 | | 0 | | 0 | |
| | Walk | 13.2% | | 1 | | 0 | | 0 | |
| | Other | 2.9% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 4 | 2 | 1 | 0 | 0 | 0 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 9 | 4 | 1 | 0 | 1 | 0 |
| | Transit | 12.8% | | 1 | | 0 | | 0 | |
| | Walk | 6.9% | | 1 | | 0 | | 0 | |
| | Other | 1.1% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 11 | 4 | 1 | 0 | 1 | 0 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 7 | 3 | 1 | 0 | 1 | 0 |
| | Transit | 23.7% | | 4 | | 1 | | 0 | |
| | Walk | 24.2% | | 4 | | 1 | | 0 | |
| | Other | 11.4% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 16 | 3 | 2 | 0 | 1 | 0 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **63** | **27** | **8** | **4** | **6** | **2** |
| | **Transit** | **22.3%** | | **30** | | **4** | | **3** | |
| | **Walk** | **24.3%** | | **33** | | **4** | | **3** | |
| | **Other** | **7.5%** | | **10** | | **1** | | **1** | |
| | **All Modes** | **100.0%** | | **137** | **27** | **18** | **4** | **12** | **2** |

Notes:
[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)
[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

## Parking Demand

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program**

| PARKING DEMAND | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Midday Period (Noon to 2 PM) Peak Parking Demand** | | | | | | | | | | | | | | | |
| **SHORT-TERM DEMAND** | | | | | | | | | | | | | | | |
| Daily visitors vehicle trips | | | | 1,591 | 546 | 61 | 218 | 1,802 | 995 | 2,061 | 0 | 38 | 295 | 25 | 7,632 |
| Turnover rate (vehicles per space) | | | | 5.5 | 5.5 | 5.5 | 5.5 | 11.0 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.2 |
| Peak short-term demand (spaces) | | | | 145 | 50 | 6 | 20 | 82 | 91 | 188 | 1 | 4 | 27 | 3 | 617 |
| % of peak demand during period (ULI) | | | | 100% | 100% | 100% | 100% | 100% | 75% | 100% | 100% | 100% | 100% | 100% | 96% |
| **Total short-term demand (spaces)** | | | | **145** | **50** | **6** | **20** | **82** | **69** | **188** | **1** | **4** | **27** | **3** | **595** |
| **LONG-TERM DEMAND** | | | | | | | | | | | | | | | |
| **Residential/Hotel Demand** | | | | | | | | | | | | | | | |
| Perecentage of affordable residential units | 18% | 18% | | | | | | | | | | | | | |
| Peak parking demand (spaces per unit/hotel room) | 0.62 | 0.90 | 0.80 | | | | | | | | | | | | |
| Peak parking demand (spaces) | 890 | 943 | 200 | | | | | | | | | | | | 2,033 |
| % of peak demand during period (ULI) | 70% | 70% | 60% | | | | | | | | | | | | 69% |
| *Subtotal long-term demand (spaces)* | *623* | *661* | *120* | | | | | | | | | | | | *1,404* |
| **Employee Demand** | | | | | | | | | | | | | | | |
| Average gsf, rooms or acres per daytime employee | | | 2.3 | 276 | 405 | 276 | 350 | 350 | 350 | 350 | 345 | 850 | 780 | 10 | |
| Number of daytime employees | | | 110 | 3,013 | 1,594 | 116 | 24 | 100 | 77 | 57 | 35 | 6 | 32 | 1 | 5,165 |
| % of employees who drive | | | 59% | 57% | 57% | 57% | 58% | 58% | 57% | 58% | 55% | 55% | 58% | 56% | 57% |
| Number of employees who drive | | | 65 | 1,723 | 912 | 66 | 14 | 58 | 44 | 33 | 19 | 3 | 19 | 0 | 2,955 |
| Average employee vehicle occupancy | | | 1.39 | 1.38 | 1.38 | 1.38 | 1.38 | 1.38 | 1.38 | 1.38 | 1.36 | 1.36 | 1.38 | 1.37 | 1.37 |
| Peak parking demand (spaces) | | | 47 | 1,250 | 662 | 49 | 11 | 42 | 32 | 24 | 15 | 3 | 14 | 1 | 2,150 |
| % of peak demand during period (ULI) | | | 100% | 100% | 100% | 100% | 100% | 100% | 90% | 100% | 100% | 100% | 100% | 100% | 100% |
| *Subtotal long-term demand (spaces)* | | | *47* | *1,250* | *662* | *49* | *11* | *42* | *29* | *24* | *15* | *3* | *14* | *1* | *2,147* |
| **Total long-term demand (spaces)** | **623** | **661** | **167** | **1,250** | **662** | **49** | **11** | **42** | **29** | **24** | **15** | **3** | **14** | **1** | **3,551** |
| **TOTAL PARKING DEMAND (spaces)** | **623** | **661** | **167** | **1,395** | **712** | **55** | **31** | **124** | **98** | **212** | **16** | **7** | **41** | **4** | **4,146** |
| **Evening Period (7 PM to 9 PM) Peak Parking Demand** | | | | | | | | | | | | | | | |
| **SHORT-TERM DEMAND** | | | | | | | | | | | | | | | |
| Daily visitors vehicle trips | | | | 1,591 | 546 | 61 | 218 | 1,802 | 995 | 2,061 | 0 | 38 | 295 | 25 | 7,632 |
| Turnover rate (vehicles per space) | | | | 5.5 | 5.5 | 5.5 | 5.5 | 11.0 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.2 |
| Peak short-term demand (spaces) | | | | 145 | 50 | 6 | 20 | 82 | 91 | 188 | 1 | 4 | 27 | 3 | 617 |
| % of peak demand during period (ULI) | | | | 5% | 5% | 5% | 90% | 90% | 100% | 80% | 0% | 5% | 10% | 50% | 57% |
| **Total short-term demand (spaces)** | | | | **8** | **3** | **1** | **18** | **74** | **91** | **151** | **-** | **1** | **3** | **2** | **352** |
| **LONG-TERM DEMAND** | | | | | | | | | | | | | | | |
| **Residential/Hotel Demand** | | | | | | | | | | | | | | | |
| Perecentage of affordable residential units | 18% | 18% | | | | | | | | | | | | | |
| Peak parking demand (spaces per unit/hotel room) | 0.62 | 0.90 | 0.80 | | | | | | | | | | | | |
| Peak parking demand (spaces) | 890 | 943 | 200 | | | | | | | | | | | | 2,033 |
| % of peak demand during period (ULI) | 100% | 100% | 90% | | | | | | | | | | | | 99% |
| *Subtotal long-term demand (spaces)* | *890* | *943* | *180* | | | | | | | | | | | | *2,013* |
| **Employee Demand** | | | | | | | | | | | | | | | |
| Average gsf, rooms or acres per daytime employee | | | 2.3 | 276 | 405 | 276 | 350 | 350 | 350 | 350 | 345 | 850 | 780 | 10 | |
| Number of daytime employees | | | 110 | 3,013 | 1,594 | 116 | 24 | 100 | 77 | 57 | 35 | 6 | 32 | 1 | 5,165 |
| % of employees who drive | | | 59% | 57% | 57% | 57% | 58% | 58% | 57% | 58% | 55% | 55% | 58% | 56% | 57% |
| Number of employees who drive | | | 65 | 1,723 | 912 | 66 | 14 | 58 | 44 | 33 | 19 | 3 | 19 | 0 | 2,955 |
| Average employee vehicle occupancy | | | 1.39 | 1.38 | 1.38 | 1.38 | 1.38 | 1.38 | 1.38 | 1.38 | 1.36 | 1.36 | 1.38 | 1.37 | 1.37 |
| Peak parking demand (spaces) | | | 47 | 1,250 | 662 | 49 | 11 | 42 | 32 | 24 | 15 | 3 | 14 | 1 | 2,150 |
| % of peak demand during period (ULI) | | | 20% | 10% | 10% | 10% | 100% | 100% | 100% | 90% | 5% | 5% | 10% | 50% | 15% |
| *Subtotal long-term demand (spaces)* | | | *10* | *125* | *67* | *5* | *11* | *42* | *32* | *22* | *1* | *1* | *2* | *1* | *319* |
| **Total long-term demand (spaces)** | **890** | **943** | **190** | **125** | **67** | **5** | **11** | **42** | **32** | **22** | **1** | **1** | **2** | **1** | **2,332** |
| **TOTAL PARKING DEMAND (spaces)** | **890** | **943** | **190** | **133** | **70** | **6** | **29** | **116** | **123** | **173** | **1** | **2** | **5** | **3** | **2,684** |

# Commercial Vehicle and Service Loading Demand

# Potrero Power Station Mixed-Use Development Project

TRUCK AND SERVICE VEHICLE LOADING DEMAND [a]

| Land Use | Gross Square Feet | Daily Vehicle Generation Ratio (R) | Turnover (minutes) | Daily Trucks/ Service Vehicles | Loading Space Demand | |
|---|---|---|---|---|---|---|
| | | | | | Average Hour | Peak Hour [b] |
| **Re-Phase Program** | | | | | | |
| Residential | 2,402,984 gsf | 0.03 | 25 | 72 | 3 | 4 |
| Hotel | 241,574 gsf | 0.09 | 25 | 22 | 1 | 1 |
| Office/R&D/PDR [c] | 1,509,344 gsf | 0.21 | 25 | 317 | 15 | 18 |
| General Retail | 8,400 gsf | 0.22 | 25 | 2 | 0 | 0 |
| Supermarket [d] | 35,000 gsf | 1.26 | 40 | 44 | 3 | 4 |
| Restaurant [e] | 46,839 gsf | 3.60 | 25 | 169 | 8 | 10 |
| Community Facilities | 42,000 gsf | 0.10 | 25 | 4 | 0 | 0 |
| Total | 4,286,141 gsf | 0.15 | | 630 | 30 | 38 |

**General Loading Demand Equations (SF Guidelines)**

Daily Trips = (GSF / 1,000) * R

Average Hour = (GSF / 1,000) * R / 9 / 2.4

Peak Hour = (GSF / 1,000) * (R * 1.25) / 9 / 2.4

R = Daily truck trip generation per 1,000 gsf of use from Table H-1 in SF Guidelines

Notes:

[a] Daily truck trip generation rate and average and peak hour loading space demand based on SF Guidelines for all land uses except Supe numbers may not sum to total due to rounding.

[b] Peak hour of the commercial loading demand, which generally occurs between 10 AM and 1 PM.

[c] Includes light industrial and arts uses.

[d] Supermarket rate based on data in the 2001 Market Street TIS, Final Report, November 2010, Case File No. 2008.0550E

[e] Includes assemblys space, with a 60 percent occupancy efficiency factor.

# 1b Travel Demand Analysis – Re-Phase Program – Max. Resid.

# Aggregated Travel Demand Calculations

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program - Maximum Residential**

| | LAND USE CATEGORY | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
| | 1,133,844 gsf | 1,415,948 gsf | 0 gsf | 831,606 gsf | 645,738 gsf | 32,000 gsf | 8,400 gsf | 35,000 gsf | 26,877 gsf | 19,962 gsf | 12,000 gsf | 5,000 gsf | 25,000 gsf | 6.9 acres | 4,191,375 gsf |
| | 1,514 units | 1,110 units | 0 rooms | | | | | | (w/ occup. factor) | | | | | | (w/ occup. factor) |

| INTERNAL AND EXTERNAL TRIP GENERATION RATES | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily Trip Rate (per d.u. / per 1,000 gsf) | 7.5 | 10.0 | 7.0 | 18.1 | 8.0 | 18.1 | 150.0 | 297.0 | 200.0 | 600.0 | 67.0 | 195.0 | 80.0 | 20.0 | 18.2 |
| AM Peak Hour as % of daily | 14.2% | 14.2% | 8.8% | 8.9% | 18.2% | 8.9% | 2.3% | 2.6% | 1.1% | 1.1% | 17.8% | 2.0% | 6.1% | 13.0% | 8.3% |
| AM Peak Hour Trip Rate | 1.07 | 1.42 | 0.62 | 1.61 | 1.46 | 1.61 | 3.49 | 7.78 | 2.16 | 6.49 | 11.90 | 3.90 | 4.85 | 2.60 | 1.51 |
| (per unit, per room, per 1000 gsf, per acre) | | | | | | | | | | | | | | | |
| PM Peak Hour as % of daily | 17.3% | 17.3% | 10.0% | 8.5% | 16.0% | 8.5% | 9.0% | 7.3% | 10.0% | 10.0% | 18.0% | 16.2% | 13.4% | 9.0% | 12.1% |
| PM Peak Hour Trip Rate | 1.30 | 1.73 | 0.70 | 1.54 | 1.28 | 1.54 | 13.50 | 21.68 | 20.00 | 60.00 | 12.06 | 31.50 | 10.73 | 1.80 | 2.20 |
| (per unit, per room, per 1000 gsf, per acre) | | | | | | | | | | | | | | | |
| **% Modal Share** | | | | | | | | | | | | | | | |
| Auto | 41% | 41% | 0% | 49% | 49% | 49% | 50% | 50% | 50% | 50% | 45% | 43% | 46% | 46% | 47% |
| Transit | 40% | 40% | 0% | 27% | 27% | 27% | 15% | 15% | 15% | 15% | 27% | 25% | 23% | 22% | 26% |
| Walk/Other | 19% | 19% | 0% | 24% | 24% | 24% | 35% | 35% | 35% | 35% | 28% | 32% | 31% | 32% | 27% |
| **Average Vehicle Occupancy Rate** | | | | | | | | | | | | | | | |
| Weekday Daily | 1.10 | 1.10 | 0.00 | 1.80 | 1.80 | 1.80 | 2.01 | 2.01 | 2.01 | 2.01 | 1.82 | 2.36 | 2.21 | 2.28 | 1.62 |
| Weekday AM Peak Hour | 1.10 | 1.10 | 0.00 | 1.45 | 1.45 | 1.45 | 1.43 | 2.01 | 1.36 | 2.01 | 1.85 | 2.34 | 2.21 | 2.28 | 1.31 |
| Weekday PM Peak Hour | 1.10 | 1.10 | 0.00 | 1.45 | 1.45 | 1.45 | 2.01 | 2.01 | 2.01 | 2.01 | 1.85 | 2.34 | 2.21 | 2.28 | 1.43 |

| INTERNAL AND EXTERNAL TRIPS BY MODE BEFORE ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday Daily** | | | | | | | | | | | | | | | |
| Auto Person Trips | 4,632 | 4,528 | - | 7,406 | 2,542 | 285 | 631 | 5,209 | 2,694 | 6,002 | 362 | 418 | 928 | 64 | 35,700 |
| Transit Person Trips | 4,588 | 4,485 | - | 4,092 | 1,404 | 157 | 184 | 1,514 | 783 | 1,745 | 219 | 246 | 459 | 31 | 19,906 |
| Walk/Other Person Trips | 2,135 | 2,087 | - | 3,555 | 1,220 | 137 | 445 | 3,672 | 1,899 | 4,231 | 223 | 310 | 613 | 44 | 20,570 |
| **Total Person Trips** | **11,355** | **11,100** | **-** | **15,052** | **5,166** | **579** | **1,260** | **10,395** | **5,375** | **11,977** | **804** | **975** | **2,000** | **138** | **76,177** |
| **Total Vehicle Trips** | **4,215** | **4,121** | **-** | **4,111** | **1,411** | **158** | **314** | **2,586** | **1,337** | **2,980** | **199** | **177** | **420** | **28** | **22,058** |
| | | | | 2,185 | 750 | 1,927 | 0.47 | 0.00 | | | | | | | |
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| Auto Person Trips | 659 | 644 | - | 716 | 504 | 28 | 16 | 136 | 32 | 65 | 64 | 8 | 56 | 8 | 2,936 |
| Transit Person Trips | 653 | 638 | - | 450 | 317 | 17 | 10 | 40 | 21 | 19 | 38 | 5 | 28 | 4 | 2,240 |
| Walk/Other Person Trips | 304 | 297 | - | 173 | 122 | 7 | 4 | 96 | 5 | 46 | 41 | 6 | 37 | 6 | 1,143 |
| **Total Person Trips** | **1,616** | **1,580** | **-** | **1,340** | **942** | **52** | **29** | **272** | **58** | **130** | **143** | **20** | **121** | **18** | **6,320** |
| **Total Vehicle Trips** | **600** | **586** | **-** | **494** | **347** | **19** | **11** | **68** | **23** | **32** | **35** | **4** | **25** | **4** | **2,248** |
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| Auto Person Trips | 801 | 783 | - | 684 | 442 | 26 | 57 | 380 | 269 | 600 | 65 | 68 | 125 | 6 | 4,306 |
| Transit Person Trips | 794 | 776 | - | 430 | 278 | 17 | 17 | 111 | 78 | 174 | 39 | 40 | 62 | 3 | 2,817 |
| Walk/Other Person Trips | 369 | 361 | - | 166 | 107 | 6 | 40 | 268 | 190 | 423 | 41 | 50 | 82 | 4 | 2,107 |
| **Total Person Trips** | **1,964** | **1,920** | **-** | **1,279** | **827** | **49** | **113** | **759** | **538** | **1,198** | **145** | **158** | **268** | **12** | **9,230** |
| **Total Vehicle Trips** | **729** | **713** | **-** | **472** | **305** | **18** | **28** | **189** | **134** | **298** | **35** | **29** | **56** | **3** | **3,008** |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program - Maximum Residential**

| INTERNAL AND EXTERNAL TRIPS INBOUND/OUTBOUND SPLITS | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| SF Guidelines Work | | | | | | | | | | | | | | | |
| Inbound | 0% | 0% | 75% | 90% | 90% | 90% | 90% | 90% | 100% | 100% | 90% | 100% | 90% | 95% | |
| Outbound | 100% | 100% | 25% | 10% | 10% | 10% | 10% | 10% | 0% | 0% | 10% | 0% | 10% | 5% | |
| SF Guidelines Non-Work | | | | | | | | | | | | | | | |
| Inbound | 67% | 67% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 60% | 60% | |
| Outbound | 33% | 33% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 40% | 40% | |
| ITE | | | | | | | | | | | | | | | |
| Inbound | 20% | 20% | 59% | 88% | 83% | 88% | 62% | 62% | N.A. | 55% | 53% | 71% | 66% | 61% | |
| Outbound | 80% | 80% | 41% | 12% | 17% | 12% | 38% | 38% | | 45% | 47% | 29% | 34% | 39% | |
| **Person Trips** | | | | | | | | | | | | | | | |
| Inbound | 33% | 33% | 0% | 83% | 83% | 83% | 84% | 52% | 100% | 52% | 57% | 52% | 62% | 60% | 55% |
| Outbound | 67% | 67% | 0% | 17% | 17% | 17% | 16% | 48% | 0% | 48% | 43% | 48% | 39% | 40% | 45% |
| Inbound | 539 | 527 | - | 1,114 | 784 | 43 | 25 | 140 | 58 | 67 | 81 | 10 | 75 | 11 | 3,474 |
| Outbound | 1,077 | 1,053 | - | 225 | 158 | 9 | 5 | 132 | - | 62 | 62 | 9 | 47 | 7 | 2,846 |
| **Total Person Trips** | **1,616** | **1,580** | **-** | **1,340** | **942** | **52** | **29** | **272** | **58** | **130** | **143** | **20** | **121** | **18** | **6,320** |
| **Vehicle Trips** | | | | | | | | | | | | | | | |
| Inbound | 33% | 33% | 0% | 86% | 86% | 86% | 86% | 53% | 100% | 53% | 61% | 54% | 63% | 61% | 56% |
| Outbound | 67% | 67% | 0% | 14% | 14% | 14% | 14% | 47% | 0% | 47% | 39% | 46% | 37% | 39% | 44% |
| Inbound | 200 | 195 | - | 426 | 300 | 16 | 10 | 36 | 23 | 17 | 21 | 2 | 16 | 2 | 1,265 |
| Outbound | 400 | 391 | - | 68 | 48 | 3 | 2 | 32 | - | 15 | 13 | 2 | 9 | 1 | 983 |
| **Total Vehicle Trips** | **600** | **586** | **-** | **494** | **347** | **19** | **11** | **68** | **23** | **32** | **35** | **4** | **25** | **4** | **2,248** |
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| SF Guidelines Work | | | | | | | | | | | | | | | |
| Inbound | 100% | 100% | 50% | 10% | 10% | 10% | 10% | 10% | 0% | 0% | 10% | 0% | 10% | 5% | |
| Outbound | 0% | 0% | 50% | 90% | 90% | 90% | 90% | 90% | 100% | 100% | 90% | 100% | 90% | 95% | |
| SF Guidelines Non-Work | | | | | | | | | | | | | | | |
| Inbound | 33% | 33% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | |
| Outbound | 67% | 67% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | |
| ITE | | | | | | | | | | | | | | | |
| Inbound | 50% | 50% | 51% | 17% | 15% | 17% | 48% | 51% | 67% | 60% | 47% | 48% | 49% | 61% | |
| Outbound | 50% | 50% | 49% | 83% | 85% | 83% | 52% | 49% | 33% | 40% | 53% | 52% | 51% | 39% | |
| **Person Trips** | | | | | | | | | | | | | | | |
| Inbound | 67% | 67% | 0% | 17% | 17% | 17% | 48% | 48% | 48% | 48% | 43% | 48% | 48% | 50% | 49% |
| Outbound | 33% | 33% | 0% | 83% | 83% | 83% | 52% | 52% | 52% | 52% | 57% | 52% | 52% | 50% | 51% |
| Inbound | 1,310 | 1,280 | - | 215 | 139 | 8 | 55 | 367 | 258 | 575 | 63 | 76 | 129 | 6 | 4,480 |
| Outbound | 655 | 640 | - | 1,064 | 688 | 41 | 59 | 392 | 280 | 623 | 82 | 82 | 140 | 6 | 4,750 |
| **Total Person Trips** | **1,964** | **1,920** | **-** | **1,279** | **827** | **49** | **113** | **759** | **538** | **1,198** | **145** | **158** | **268** | **12** | **9,230** |
| **Vehicle Trips** | | | | | | | | | | | | | | | |
| Inbound | 67% | 67% | 0% | 14% | 14% | 14% | 47% | 47% | 47% | 47% | 39% | 46% | 46% | 49% | 48% |
| Outbound | 33% | 33% | 0% | 86% | 86% | 86% | 53% | 53% | 53% | 53% | 61% | 54% | 54% | 51% | 52% |
| Inbound | 486 | 475 | - | 65 | 42 | 2 | 13 | 90 | 63 | 139 | 14 | 13 | 26 | 1 | 1,429 |
| Outbound | 243 | 238 | - | 407 | 263 | 16 | 15 | 99 | 71 | 159 | 21 | 16 | 30 | 1 | 1,579 |
| **Total Vehicle Trips** | **729** | **713** | **-** | **472** | **305** | **18** | **28** | **189** | **134** | **298** | **35** | **29** | **56** | **3** | **3,008** |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program - Maximum Residential**

| INTERNAL AND LINKED PERSON TRIP ADJUSTMENT FACTORS | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday Daily** | | | | | | | | | | | | | | | |
| Internal trip factor | 36.0% | 36.0% | 36.0% | **21.3%** | 21.3% | 21.3% | 25.0% | 25.0% | 20.0% | 25.5% | 75.0% | 75.0% | 30.0% | 10.0% | |
| Internal linked trip factor | 15.0% | 15.0% | 40.0% | 20.0% | 10.0% | 20.0% | 50.0% | 50.0% | 60.0% | 80.0% | 75.0% | 60.0% | 55.0% | 30.0% | |
| Internal person trips | 3,475 | 3,396 | - | 2,562 | 989 | 99 | 158 | 1,299 | 430 | 611 | 151 | 293 | 270 | 10 | 13,743 |
| Total internal person trip productions | | | | | | | | | | | | | | | 6,871 |
| Total internal person trip attractions | | | | | | | | | | | | | | | 6,871 |
| Difference | | | | | | | | | | | | | | | 0 |
| % difference | | | | | | | | | | | | | | | 0% |
| Internal and linked person trips (Walk) | 4,088 | 3,996 | - | 3,203 | 1,099 | 123 | 315 | 2,599 | 1,075 | 3,057 | 603 | 731 | 600 | 14 | 21,503 |
| **Overall total trip reduction** | **36%** | **36%** | **0%** | **21%** | **21%** | **21%** | **25%** | **25%** | **20%** | **26%** | **75%** | **75%** | **30%** | **10%** | **28%** |
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| Internal trip factor | 18.5% | 18.5% | 18.5% | **20.1%** | 20.1% | 20.1% | 30.0% | 30.0% | 25.0% | 30.0% | 75.0% | 75.0% | 30.0% | 10.0% | |
| Internal linked trip factor | 15.0% | 15.0% | 40.0% | 20.0% | 10.0% | 20.0% | 50.0% | 50.0% | 60.0% | 80.0% | 75.0% | 60.0% | 55.0% | 30.0% | |
| Internal person trips | 254 | 248 | - | 215 | 170 | 8 | 4 | 41 | 6 | 8 | 27 | 6 | 16 | 1 | 1,005 |
| Total internal person trip productions | | | | | | | | | | | | | | | 502 |
| Total internal person trip attractions | | | | | | | | | | | | | | | 502 |
| Difference | | | | | | | | | | | | | | | 0 |
| % difference | | | | | | | | | | | | | | | 0% |
| Internal and linked person trips (Walk) | 299 | 292 | - | 269 | 189 | 10 | 9 | 82 | 15 | 39 | 107 | 15 | 36 | 2 | 1,363 |
| **Overall total trip reduction** | **19%** | **19%** | **0%** | **20%** | **20%** | **20%** | **30%** | **30%** | **25%** | **30%** | **75%** | **75%** | **30%** | **10%** | **22%** |
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| Internal trip factor | 28.3% | 28.3% | 28.3% | 30.1% | 30.1% | 30.1% | 30.0% | 30.0% | **30.0%** | **35.0%** | 75.0% | 75.0% | 30.0% | 10.0% | |
| Internal linked trip factor | 15.0% | 15.0% | 40.0% | 20.0% | 10.0% | 20.0% | 50.0% | 50.0% | 60.0% | 80.0% | 75.0% | 60.0% | 55.0% | 30.0% | |
| Internal person trips | 473 | 462 | - | 308 | 224 | 12 | 17 | 114 | 65 | 84 | 27 | 47 | 36 | 1 | 1,870 |
| Total internal person trip productions | | | | | | | | | | | | | | | 935 |
| Total internal person trip attractions | | | | | | | | | | | | | | | 935 |
| Difference | | | | | | | | | | | | | | | 0 |
| % difference | | | | | | | | | | | | | | | 0% |
| Internal and linked person trips (Walk) | 556 | 544 | - | 386 | 249 | 15 | 34 | 228 | 161 | 419 | 109 | 118 | 81 | 1 | 2,900 |
| **Overall total trip reduction** | **28%** | **28%** | **0%** | **30%** | **30%** | **30%** | **30%** | **30%** | **30%** | **35%** | **75%** | **75%** | **30%** | **10%** | **31%** |
| **TRIP SUBTRACTION CHECK** | | | | | | | | | | | | | | | |
| Weekday Daily | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK |
| Weekday AM Peak Hour | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK |
| Weekday PM Peak Hour | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK |
| **PEAK HOUR CHECK** | | | | | | | | | | | | | | | |
| **Auto Person Trips SD1+SD3** | | | | | | | | | | | | | | | |
| Daily External Trips | 1,355 | 1,325 | - | 1,072 | 368 | 41 | 130 | 1,071 | 683 | 1,204 | 38 | 97 | 106 | 17 | 7,509 |
| AM+PM External Trips | 586 | 573 | - | 92 | 64 | 4 | 9 | 81 | 44 | 76 | 16 | 17 | 21 | 4 | 1,586 |
| Average Peak Hour Factor | 22% | 22% | 0% | 4% | 9% | 4% | 4% | 4% | 3% | 3% | 21% | 9% | 10% | 11% | 11% |
| **Transit Person Trips SD1+SD3** | | | | | | | | | | | | | | | |
| Daily External Trips | 1,554 | 1,519 | - | 747 | 256 | 29 | 36 | 298 | 190 | 335 | 23 | 57 | 69 | 11 | 5,124 |
| AM+PM External Trips | 672 | 656 | - | 71 | 49 | 3 | 3 | 23 | 13 | 21 | 10 | 10 | 13 | 2 | 1,547 |
| Average Peak Hour Factor | 22% | 22% | 0% | 5% | 10% | 5% | 4% | 4% | 3% | 3% | 21% | 9% | 10% | 11% | 15% |
| **Walk/Other Person Trips SD1+SD3** | | | | | | | | | | | | | | | |
| Daily External Trips | 799 | 781 | - | 1,089 | 374 | 42 | 103 | 851 | 543 | 957 | 29 | 73 | 129 | 21 | 5,793 |
| AM+PM External Trips | 345 | 338 | - | 61 | 42 | 2 | 7 | 65 | 35 | 60 | 12 | 13 | 25 | 5 | 1,011 |
| Average Peak Hour Factor | 22% | 22% | 0% | 3% | 6% | 3% | 4% | 4% | 3% | 3% | 21% | 9% | 10% | 11% | 9% |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program - Maximum Residential**

| EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday Daily** | | | | | | | | | | | | | | | |
| **Superdistrict 1** | | | | | | | | | | | | | | | |
| Auto Person Trips | 1,054 | 1,030 | - | 245 | 84 | 9 | 18 | 147 | 94 | 165 | 1 | 0 | 25 | 4 | 2,876 |
| Transit Person Trips | 1,208 | 1,181 | - | 238 | 82 | 9 | 13 | 111 | 71 | 125 | 1 | 0 | 21 | 3 | 3,065 |
| Walk/Other Person Trips | 622 | 608 | - | 591 | 203 | 23 | 41 | 337 | 215 | 379 | 1 | 0 | 69 | 11 | 3,100 |
| **Total Person Trips** | **2,884** | **2,819** | **-** | **1,074** | **369** | **41** | **72** | **595** | **380** | **669** | **2** | **1** | **116** | **19** | **9,041** |
| Vehicle Trips | 959 | 938 | - | 138 | 47 | 5 | 11 | 88 | 56 | 99 | 0 | 0 | 12 | 2 | 2,356 |
| **Superdistrict 2** | | | | | | | | | | | | | | | |
| Auto Person Trips | 158 | 155 | - | 987 | 339 | 38 | 48 | 399 | 206 | 459 | 9 | 1 | 139 | 10 | 2,948 |
| Transit Person Trips | 181 | 177 | - | 666 | 229 | 26 | 25 | 208 | 108 | 240 | 10 | 1 | 72 | 5 | 1,948 |
| Walk/Other Person Trips | 93 | 91 | - | 373 | 128 | 14 | 30 | 244 | 126 | 281 | 1 | 0 | 67 | 5 | 1,453 |
| **Total Person Trips** | **433** | **423** | **-** | **2,026** | **695** | **78** | **103** | **850** | **440** | **980** | **20** | **3** | **279** | **19** | **6,350** |
| Vehicle Trips | 144 | 141 | - | 586 | 201 | 23 | 32 | 260 | 135 | 300 | 7 | 1 | 71 | 5 | 1,906 |
| **Superdistrict 3** | | | | | | | | | | | | | | | |
| Auto Person Trips | 301 | 294 | - | 827 | 284 | 32 | 112 | 924 | 590 | 1,039 | 38 | 96 | 81 | 13 | 4,633 |
| Transit Person Trips | 345 | 338 | - | 509 | 175 | 20 | 23 | 187 | 119 | 210 | 22 | 57 | 48 | 8 | 2,059 |
| Walk/Other Person Trips | 178 | 174 | - | 498 | 171 | 19 | 62 | 514 | 328 | 578 | 28 | 73 | 60 | 10 | 2,693 |
| **Total Person Trips** | **824** | **806** | **-** | **1,834** | **629** | **71** | **197** | **1,625** | **1,037** | **1,827** | **88** | **226** | **189** | **31** | **9,385** |
| Vehicle Trips | 274 | 268 | - | 444 | 152 | 17 | 56 | 459 | 293 | 516 | 19 | 40 | 35 | 5 | 2,578 |
| **Superdistrict 4** | | | | | | | | | | | | | | | |
| Auto Person Trips | 158 | 155 | - | 659 | 226 | 25 | 34 | 284 | 147 | 328 | 9 | 1 | 78 | 5 | 2,111 |
| Transit Person Trips | 181 | 177 | - | 377 | 129 | 14 | 11 | 91 | 47 | 105 | 6 | 1 | 36 | 2 | 1,180 |
| Walk/Other Person Trips | 93 | 91 | - | 156 | 54 | 6 | 8 | 63 | 33 | 73 | 1 | 0 | 28 | 2 | 607 |
| **Total Person Trips** | **433** | **423** | **-** | **1,192** | **409** | **46** | **53** | **439** | **227** | **506** | **15** | **2** | **143** | **10** | **3,898** |
| Vehicle Trips | 144 | 141 | - | 357 | 123 | 14 | 20 | 167 | 86 | 193 | 6 | 1 | 36 | 2 | 1,290 |
| **East Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 371 | 363 | - | 1,053 | 362 | 41 | 44 | 360 | 186 | 415 | 15 | 2 | 117 | 8 | 3,337 |
| Transit Person Trips | 276 | 270 | - | 722 | 248 | 28 | 22 | 181 | 94 | 209 | 14 | 2 | 60 | 4 | 2,129 |
| Walk/Other Person Trips | 92 | 90 | - | 182 | 63 | 7 | 28 | 233 | 121 | 269 | 1 | 0 | 31 | 2 | 1,118 |
| **Total Person Trips** | **739** | **722** | **-** | **1,958** | **672** | **75** | **94** | **775** | **401** | **893** | **30** | **4** | **208** | **14** | **6,585** |
| Vehicle Trips | 338 | 330 | - | 455 | 156 | 18 | 21 | 171 | 88 | 197 | 7 | 1 | 47 | 3 | 1,832 |
| **North Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 166 | 162 | - | 439 | 150 | 17 | 27 | 219 | 113 | 252 | 7 | 1 | 47 | 3 | 1,603 |
| Transit Person Trips | 50 | 49 | - | 114 | 39 | 4 | 8 | 63 | 33 | 73 | 3 | 0 | 6 | 0 | 442 |
| Walk/Other Person Trips | - | - | - | 54 | 18 | 2 | 11 | 91 | 47 | 105 | 0 | 0 | 9 | 1 | 338 |
| **Total Person Trips** | **215** | **211** | **-** | **606** | **208** | **23** | **45** | **374** | **193** | **430** | **9** | **1** | **63** | **4** | **2,384** |
| Vehicle Trips | 151 | 147 | - | 255 | 88 | 10 | 15 | 122 | 63 | 141 | 4 | 1 | 25 | 2 | 1,023 |
| **South Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 884 | 865 | - | 1,480 | 508 | 57 | 91 | 749 | 387 | 863 | 26 | 4 | 137 | 9 | 6,061 |
| Transit Person Trips | 633 | 619 | - | 320 | 110 | 12 | 14 | 114 | 59 | 132 | 7 | 1 | 24 | 1 | 2,045 |
| Walk/Other Person Trips | 176 | 172 | - | 86 | 30 | 3 | 9 | 70 | 36 | 81 | 1 | 0 | 13 | 1 | 679 |
| **Total Person Trips** | **1,694** | **1,656** | **-** | **1,887** | **648** | **73** | **113** | **934** | **483** | **1,076** | **33** | **5** | **173** | **11** | **8,785** |
| Vehicle Trips | 805 | 787 | - | 1,015 | 348 | 39 | 43 | 358 | 185 | 412 | 22 | 3 | 65 | 4 | 4,087 |
| **Outside Bay Area** | | | | | | | | | | | | | | | |
| Auto Person Trips | 45 | 44 | - | 535 | 183 | 21 | 106 | 873 | 451 | 1,006 | 2 | 0 | 94 | 7 | 3,365 |
| Transit Person Trips | - | - | - | 323 | 111 | 12 | 25 | 209 | 108 | 241 | 1 | 0 | 55 | 4 | 1,090 |
| Walk/Other Person Trips | - | - | - | 415 | 143 | 16 | 136 | 1,122 | 580 | 1,293 | 0 | 0 | 81 | 6 | 3,793 |
| **Total Person Trips** | **45** | **44** | **-** | **1,273** | **437** | **49** | **267** | **2,204** | **1,140** | **2,540** | **3** | **1** | **230** | **16** | **8,248** |
| Vehicle Trips | 41 | 40 | - | 220 | 76 | 8 | 39 | 321 | 166 | 370 | 1 | 0 | 36 | 3 | 1,321 |
| **All Origins** | | | | | | | | | | | | | | | |
| Auto Person Trips | 3,138 | 3,067 | - | 6,225 | 2,136 | 240 | 479 | 3,955 | 2,175 | 4,527 | 105 | 107 | 719 | 59 | 26,933 |
| Transit Person Trips | 2,875 | 2,810 | - | 3,269 | 1,122 | 126 | 141 | 1,166 | 639 | 1,335 | 64 | 63 | 322 | 28 | 13,960 |
| Walk/Other Person Trips | 1,254 | 1,226 | - | 2,355 | 808 | 91 | 324 | 2,675 | 1,486 | 3,059 | 32 | 74 | 359 | 38 | 13,781 |
| **Total Person Trips** | **7,267** | **7,104** | **-** | **11,849** | **4,067** | **456** | **945** | **7,796** | **4,300** | **8,921** | **201** | **244** | **1,400** | **124** | **54,674** |
| Vehicle Trips | 2,856 | 2,791 | - | 3,471 | 1,191 | 134 | 236 | 1,946 | 1,073 | 2,227 | 68 | 47 | 328 | 26 | 16,393 |
| Total Internal Person Trips | 4,088 | 3,996 | - | 3,203 | 1,099 | 123 | 315 | 2,599 | 1,075 | 3,057 | 603 | 731 | 600 | 14 | 21,503 |
| Person-trip reduction | 36% | 36% | 0% | 21% | 21% | 21% | 25% | 25% | 20% | 26% | 75% | 75% | 30% | 10% | 28% |
| Average Vehicle Occupancy | 1.10 | 1.10 | - | 1.79 | 1.79 | 1.79 | 2.03 | 2.03 | 2.03 | 2.03 | 1.56 | 2.25 | 2.19 | 2.28 | 1.64 |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program - Maximum Residential**

| EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| **Superdistrict 1** | | | | | | | | | | | | | | | |
| Auto Person Trips | 77 | 75 | - | 13 | 9 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 179 |
| Transit Person Trips | 88 | 86 | - | 16 | 11 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 205 |
| Walk/Other Person Trips | 45 | 44 | - | 23 | 16 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 3 | 1 | 139 |
| **Total Person Trips** | **210** | **205** | **-** | **53** | **37** | **2** | **0** | **6** | **1** | **3** | **0** | **0** | **4** | **1** | **524** |
| Vehicle Trips | 70 | 68 | - | 10 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| **Superdistrict 2** | | | | | | | | | | | | | | | |
| Auto Person Trips | 8 | 7 | - | 66 | 46 | 3 | 1 | 5 | 3 | 3 | 1 | 0 | 5 | 1 | 149 |
| Transit Person Trips | 9 | 8 | - | 63 | 45 | 2 | 1 | 3 | 4 | 1 | 1 | 0 | 3 | 0 | 140 |
| Walk/Other Person Trips | 4 | 4 | - | 13 | 9 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 3 | 0 | 39 |
| **Total Person Trips** | **21** | **20** | **-** | **142** | **100** | **5** | **3** | **11** | **7** | **6** | **2** | **0** | **10** | **2** | **329** |
| Vehicle Trips | 7 | 7 | - | 51 | 36 | 2 | 1 | 4 | 3 | 2 | 1 | 0 | 3 | 0 | 115 |
| **Superdistrict 3** | | | | | | | | | | | | | | | |
| Auto Person Trips | 22 | 21 | - | 48 | 34 | 2 | 0 | 10 | 1 | 5 | 5 | 1 | 3 | 1 | 153 |
| Transit Person Trips | 25 | 25 | - | 32 | 22 | 1 | 0 | 2 | 1 | 1 | 3 | 1 | 2 | 1 | 115 |
| Walk/Other Person Trips | 13 | 13 | - | 18 | 12 | 1 | 0 | 5 | 0 | 3 | 3 | 1 | 2 | 1 | 72 |
| **Total Person Trips** | **60** | **59** | **-** | **98** | **69** | **4** | **1** | **17** | **2** | **8** | **11** | **2** | **7** | **2** | **339** |
| Vehicle Trips | 20 | 20 | - | 36 | 25 | 1 | 0 | 5 | 1 | 2 | 2 | 0 | 1 | 0 | 115 |
| **Superdistrict 4** | | | | | | | | | | | | | | | |
| Auto Person Trips | 8 | 7 | - | 57 | 40 | 2 | 1 | 4 | 3 | 2 | 1 | 0 | 3 | 0 | 127 |
| Transit Person Trips | 9 | 8 | - | 39 | 28 | 2 | 1 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 93 |
| Walk/Other Person Trips | 4 | 4 | - | 6 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 21 |
| **Total Person Trips** | **21** | **20** | **-** | **102** | **71** | **4** | **2** | **6** | **6** | **3** | **1** | **0** | **5** | **1** | **242** |
| Vehicle Trips | 7 | 7 | - | 37 | 26 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 1 | 0 | 87 |
| **East Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 18 | 17 | - | 97 | 68 | 4 | 2 | 5 | 5 | 2 | 1 | 0 | 4 | 1 | 225 |
| Transit Person Trips | 13 | 13 | - | 84 | 59 | 3 | 2 | 2 | 5 | 1 | 1 | 0 | 2 | 0 | 186 |
| Walk/Other Person Trips | 4 | 4 | - | 8 | 5 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 29 |
| **Total Person Trips** | **35** | **34** | **-** | **189** | **133** | **7** | **4** | **10** | **11** | **5** | **3** | **0** | **8** | **1** | **440** |
| Vehicle Trips | 16 | 16 | - | 46 | 33 | 2 | 1 | 2 | 3 | 1 | 1 | 0 | 2 | 0 | 122 |
| **North Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 8 | 8 | - | 42 | 29 | 2 | 1 | 3 | 2 | 1 | 1 | 0 | 2 | 0 | 98 |
| Transit Person Trips | 2 | 2 | - | 16 | 11 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| Walk/Other Person Trips | - | - | - | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| **Total Person Trips** | **10** | **10** | **-** | **60** | **42** | **2** | **1** | **5** | **3** | **2** | **1** | **0** | **2** | **0** | **140** |
| Vehicle Trips | 7 | 7 | - | 28 | 19 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 68 |
| **South Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 42 | 41 | - | 160 | 113 | 6 | 4 | 10 | 9 | 5 | 2 | 0 | 5 | 1 | 399 |
| Transit Person Trips | 30 | 29 | - | 40 | 28 | 2 | 1 | 2 | 2 | 1 | 1 | 0 | 1 | 0 | 136 |
| Walk/Other Person Trips | 8 | 8 | - | 5 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| **Total Person Trips** | **80** | **79** | **-** | **206** | **145** | **8** | **5** | **13** | **12** | **6** | **3** | **0** | **6** | **1** | **563** |
| Vehicle Trips | 38 | 37 | - | 139 | 98 | 5 | 3 | 5 | 8 | 2 | 2 | 0 | 2 | 0 | 341 |
| **Outside Bay Area** | | | | | | | | | | | | | | | |
| Auto Person Trips | 2 | 2 | - | 20 | 14 | 1 | 1 | 12 | 1 | 6 | 0 | 0 | 3 | 1 | 63 |
| Transit Person Trips | - | - | - | 14 | 10 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 0 | 31 |
| Walk/Other Person Trips | - | - | - | 9 | 6 | 0 | 0 | 15 | 0 | 7 | 0 | 0 | 3 | 0 | 41 |
| **Total Person Trips** | **2** | **2** | **-** | **43** | **30** | **2** | **1** | **30** | **1** | **14** | **0** | **0** | **9** | **1** | **135** |
| Vehicle Trips | 2 | 2 | - | 11 | 8 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 1 | 0 | 32 |
| **All Origins** | | | | | | | | | | | | | | | |
| Auto Person Trips | 183 | 179 | - | 504 | 355 | 19 | 10 | 50 | 26 | 24 | 10 | 1 | 27 | 5 | 1,393 |
| Transit Person Trips | 176 | 172 | - | 304 | 214 | 12 | 6 | 15 | 16 | 7 | 6 | 1 | 12 | 2 | 941 |
| Walk/Other Person Trips | 80 | 78 | - | 83 | 59 | 3 | 1 | 33 | 2 | 16 | 4 | 1 | 13 | 3 | 377 |
| **Total Person Trips** | **439** | **429** | **-** | **891** | **627** | **34** | **17** | **98** | **44** | **47** | **20** | **3** | **52** | **10** | **2,711** |
| Vehicle Trips | 167 | 163 | - | 358 | 252 | 14 | 7 | 25 | 19 | 12 | 7 | 1 | 12 | 2 | 1,038 |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program - Maximum Residential**

| EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| **Superdistrict 1** | | | | | | | | | | | | | | | |
| Auto Person Trips | 154 | 150 | - | 3 | 2 | 0 | 0 | 1 | - | 1 | 0 | 0 | 1 | 0 | 311 |
| Transit Person Trips | 176 | 172 | - | 3 | 2 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | 356 |
| Walk/Other Person Trips | 91 | 89 | - | 5 | 3 | 0 | 0 | 3 | - | 2 | 0 | 0 | 2 | 1 | 194 |
| **Total Person Trips** | **420** | **411** | **-** | **11** | **7** | **0** | **0** | **6** | **-** | **3** | **0** | **0** | **3** | **1** | **862** |
| Vehicle Trips | 140 | 137 | - | 2 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | 281 |
| **Superdistrict 2** | | | | | | | | | | | | | | | |
| Auto Person Trips | 15 | 15 | - | 13 | 9 | 1 | 0 | 5 | - | 2 | 1 | 0 | 3 | 0 | 65 |
| Transit Person Trips | 17 | 17 | - | 13 | 9 | 0 | 0 | 3 | - | 1 | 1 | 0 | 2 | 0 | 63 |
| Walk/Other Person Trips | 9 | 9 | - | 3 | 2 | 0 | 0 | 3 | - | 1 | 0 | 0 | 2 | 0 | 28 |
| **Total Person Trips** | **41** | **40** | **-** | **29** | **20** | **1** | **1** | **11** | **-** | **5** | **1** | **0** | **6** | **1** | **157** |
| Vehicle Trips | 14 | 13 | - | 8 | 6 | 0 | 0 | 3 | - | 2 | 0 | 0 | 2 | 0 | 48 |
| **Superdistrict 3** | | | | | | | | | | | | | | | |
| Auto Person Trips | 44 | 43 | - | 10 | 7 | 0 | 0 | 9 | - | 4 | 3 | 1 | 2 | 1 | 124 |
| Transit Person Trips | 50 | 49 | - | 6 | 5 | 0 | 0 | 2 | - | 1 | 2 | 1 | 1 | 0 | 117 |
| Walk/Other Person Trips | 26 | 25 | - | 4 | 3 | 0 | 0 | 5 | - | 2 | 3 | 1 | 1 | 1 | 70 |
| **Total Person Trips** | **120** | **117** | **-** | **20** | **14** | **1** | **0** | **16** | **-** | **7** | **8** | **2** | **4** | **2** | **311** |
| Vehicle Trips | 40 | 39 | - | 6 | 4 | 0 | 0 | 4 | - | 2 | 2 | 0 | 1 | 0 | 98 |
| **Superdistrict 4** | | | | | | | | | | | | | | | |
| Auto Person Trips | 15 | 15 | - | 11 | 8 | 0 | 0 | 4 | - | 2 | 1 | 0 | 2 | 0 | 58 |
| Transit Person Trips | 17 | 17 | - | 8 | 6 | 0 | 0 | 1 | - | 1 | 0 | 0 | 1 | 0 | 51 |
| Walk/Other Person Trips | 9 | 9 | - | 1 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 1 | 0 | 22 |
| **Total Person Trips** | **41** | **40** | **-** | **21** | **14** | **1** | **0** | **6** | **-** | **3** | **1** | **0** | **3** | **0** | **130** |
| Vehicle Trips | 14 | 13 | - | 6 | 4 | 0 | 0 | 2 | - | 1 | 0 | 0 | 1 | 0 | 42 |
| **East Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 35 | 34 | - | 20 | 14 | 1 | 0 | 5 | - | 2 | 1 | 0 | 3 | 0 | 115 |
| Transit Person Trips | 26 | 26 | - | 17 | 12 | 1 | 0 | 2 | - | 1 | 1 | 0 | 1 | 0 | 87 |
| Walk/Other Person Trips | 9 | 9 | - | 2 | 1 | 0 | 0 | 3 | - | 1 | 0 | 0 | 1 | 0 | 25 |
| **Total Person Trips** | **70** | **69** | **-** | **38** | **27** | **1** | **1** | **10** | **-** | **5** | **2** | **0** | **5** | **1** | **228** |
| Vehicle Trips | 32 | 31 | - | 7 | 5 | 0 | 0 | 2 | - | 1 | 0 | 0 | 1 | 0 | 81 |
| **North Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 16 | 15 | - | 8 | 6 | 0 | 0 | 3 | - | 1 | 0 | 0 | 1 | 0 | 52 |
| Transit Person Trips | 5 | 5 | - | 3 | 2 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | 17 |
| Walk/Other Person Trips | - | - | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | 3 |
| **Total Person Trips** | **20** | **20** | **-** | **12** | **8** | **0** | **0** | **5** | **-** | **2** | **1** | **0** | **1** | **0** | **71** |
| Vehicle Trips | 14 | 14 | - | 4 | 3 | 0 | 0 | 2 | - | 1 | 0 | 0 | 1 | 0 | 39 |
| **South Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 84 | 82 | - | 32 | 23 | 1 | 1 | 9 | - | 4 | 2 | 0 | 3 | 0 | 242 |
| Transit Person Trips | 60 | 59 | - | 8 | 6 | 0 | 0 | 1 | - | 1 | 0 | 0 | 1 | 0 | 136 |
| Walk/Other Person Trips | 17 | 16 | - | 1 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | 37 |
| **Total Person Trips** | **161** | **157** | **-** | **42** | **29** | **2** | **1** | **12** | **-** | **6** | **2** | **0** | **4** | **1** | **415** |
| Vehicle Trips | 76 | 75 | - | 22 | 15 | 1 | 0 | 4 | - | 2 | 1 | 0 | 1 | 0 | 199 |
| **Outside Bay Area** | | | | | | | | | | | | | | | |
| Auto Person Trips | 4 | 4 | - | 4 | 3 | 0 | 0 | 11 | - | 5 | 0 | 0 | 2 | 0 | 35 |
| Transit Person Trips | - | - | - | 3 | 2 | 0 | 0 | 3 | - | 1 | 0 | 0 | 1 | 0 | 10 |
| Walk/Other Person Trips | - | - | - | 2 | 1 | 0 | 0 | 14 | - | 7 | 0 | 0 | 2 | 0 | 26 |
| **Total Person Trips** | **4** | **4** | **-** | **9** | **6** | **0** | **0** | **28** | **-** | **13** | **0** | **0** | **5** | **1** | **71** |
| Vehicle Trips | 4 | 4 | - | 2 | 1 | 0 | 0 | 4 | - | 2 | 0 | 0 | 1 | 0 | 18 |
| **All Origins** | | | | | | | | | | | | | | | |
| Auto Person Trips | 367 | 358 | - | 102 | 72 | 4 | 2 | 47 | - | 22 | 8 | 1 | 17 | 3 | 1,002 |
| Transit Person Trips | 352 | 344 | - | 61 | 43 | 2 | 1 | 14 | - | 7 | 5 | 1 | 8 | 1 | 838 |
| Walk/Other Person Trips | 160 | 156 | - | 17 | 12 | 1 | 0 | 31 | - | 15 | 3 | 1 | 8 | 2 | 405 |
| **Total Person Trips** | **878** | **858** | **-** | **180** | **127** | **7** | **3** | **92** | **-** | **44** | **15** | **2** | **33** | **6** | **2,245** |
| Vehicle Trips | 334 | 326 | - | 57 | 40 | 2 | 1 | 23 | - | 11 | 4 | 0 | 7 | 1 | 807 |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program - Maximum Residential**

| EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| **Superdistrict 1** | | | | | | | | | | | | | | | |
| Auto Person Trips | 150 | 147 | - | 1 | 0 | 0 | 1 | 4 | 3 | 4 | 0 | 0 | 2 | 0 | 312 |
| Transit Person Trips | 172 | 168 | - | 1 | 1 | 0 | 0 | 3 | 2 | 3 | 0 | 0 | 1 | 0 | 352 |
| Walk/Other Person Trips | 89 | 87 | - | 1 | 1 | 0 | 1 | 9 | 6 | 10 | 0 | 0 | 4 | 1 | 209 |
| **Total Person Trips** | **411** | **402** | **-** | **3** | **2** | **0** | **2** | **16** | **11** | **17** | **0** | **0** | **7** | **1** | **873** |
| Vehicle Trips | 137 | 134 | - | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 1 | 0 | 279 |
| **Superdistrict 2** | | | | | | | | | | | | | | | |
| Auto Person Trips | 18 | 18 | - | 13 | 8 | 0 | 2 | 14 | 10 | 22 | 1 | 0 | 9 | 0 | 116 |
| Transit Person Trips | 21 | 20 | - | 12 | 8 | 0 | 1 | 7 | 5 | 12 | 1 | 0 | 5 | 0 | 93 |
| Walk/Other Person Trips | 11 | 11 | - | 2 | 2 | 0 | 1 | 9 | 6 | 13 | 0 | 0 | 4 | 0 | 59 |
| **Total Person Trips** | **50** | **49** | **-** | **27** | **18** | **1** | **4** | **30** | **21** | **47** | **1** | **0** | **18** | **1** | **268** |
| Vehicle Trips | 17 | 16 | - | 8 | 5 | 0 | 1 | 9 | 6 | 14 | 0 | 0 | 4 | 0 | 82 |
| **Superdistrict 3** | | | | | | | | | | | | | | | |
| Auto Person Trips | 43 | 42 | - | 2 | 2 | 0 | 4 | 25 | 18 | 27 | 3 | 7 | 5 | 1 | 179 |
| Transit Person Trips | 49 | 48 | - | 2 | 1 | 0 | 1 | 5 | 4 | 5 | 2 | 4 | 3 | 0 | 125 |
| Walk/Other Person Trips | 25 | 25 | - | 1 | 1 | 0 | 2 | 14 | 10 | 15 | 3 | 6 | 4 | 0 | 105 |
| **Total Person Trips** | **117** | **115** | **-** | **5** | **3** | **0** | **7** | **44** | **31** | **48** | **8** | **17** | **12** | **1** | **408** |
| Vehicle Trips | 39 | 38 | - | 1 | 1 | 0 | 2 | 12 | 8 | 13 | 2 | 3 | 2 | 0 | 122 |
| **Superdistrict 4** | | | | | | | | | | | | | | | |
| Auto Person Trips | 18 | 18 | - | 11 | 7 | 0 | 2 | 10 | 7 | 16 | 1 | 0 | 5 | 0 | 95 |
| Transit Person Trips | 21 | 20 | - | 8 | 5 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 2 | 0 | 68 |
| Walk/Other Person Trips | 11 | 11 | - | 1 | 1 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 2 | 0 | 33 |
| **Total Person Trips** | **50** | **49** | **-** | **20** | **13** | **1** | **2** | **16** | **11** | **24** | **1** | **0** | **9** | **0** | **196** |
| Vehicle Trips | 17 | 16 | - | 6 | 4 | 0 | 1 | 6 | 4 | 9 | 0 | 0 | 2 | 0 | 65 |
| **East Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 43 | 42 | - | 19 | 12 | 1 | 2 | 13 | 9 | 20 | 1 | 0 | 8 | 0 | 169 |
| Transit Person Trips | 32 | 31 | - | 16 | 10 | 1 | 1 | 6 | 5 | 10 | 1 | 0 | 4 | 0 | 117 |
| Walk/Other Person Trips | 11 | 10 | - | 1 | 1 | 0 | 1 | 8 | 6 | 13 | 0 | 0 | 2 | 0 | 54 |
| **Total Person Trips** | **85** | **83** | **-** | **36** | **24** | **1** | **4** | **27** | **19** | **43** | **2** | **0** | **13** | **1** | **340** |
| Vehicle Trips | 39 | 38 | - | 7 | 5 | 0 | 1 | 6 | 4 | 9 | 0 | 0 | 3 | 0 | 113 |
| **North Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 19 | 19 | - | 8 | 5 | 0 | 1 | 8 | 5 | 12 | 0 | 0 | 3 | 0 | 81 |
| Transit Person Trips | 6 | 6 | - | 3 | 2 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 25 |
| Walk/Other Person Trips | - | - | - | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 1 | 0 | 12 |
| **Total Person Trips** | **25** | **24** | **-** | **12** | **7** | **0** | **2** | **13** | **9** | **21** | **1** | **0** | **4** | **0** | **119** |
| Vehicle Trips | 17 | 17 | - | 4 | 3 | 0 | 1 | 4 | 3 | 7 | 0 | 0 | 2 | 0 | 58 |
| **South Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 102 | 100 | - | 31 | 20 | 1 | 4 | 26 | 19 | 41 | 2 | 0 | 9 | 0 | 356 |
| Transit Person Trips | 73 | 71 | - | 8 | 5 | 0 | 1 | 4 | 3 | 6 | 0 | 0 | 2 | 0 | 173 |
| Walk/Other Person Trips | 20 | 20 | - | 1 | 1 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 1 | 0 | 51 |
| **Total Person Trips** | **195** | **191** | **-** | **40** | **26** | **2** | **5** | **33** | **23** | **52** | **2** | **1** | **11** | **1** | **580** |
| Vehicle Trips | 93 | 91 | - | 21 | 14 | 1 | 2 | 12 | 9 | 19 | 1 | 0 | 4 | 0 | 267 |
| **Outside Bay Area** | | | | | | | | | | | | | | | |
| Auto Person Trips | 5 | 5 | - | 4 | 3 | 0 | 5 | 31 | 22 | 48 | 0 | 0 | 6 | 0 | 129 |
| Transit Person Trips | - | - | - | 3 | 2 | 0 | 1 | 7 | 5 | 12 | 0 | 0 | 4 | 0 | 34 |
| Walk/Other Person Trips | - | - | - | 2 | 1 | 0 | 6 | 40 | 28 | 62 | 0 | 0 | 5 | 0 | 144 |
| **Total Person Trips** | **5** | **5** | **-** | **8** | **5** | **0** | **12** | **78** | **55** | **122** | **0** | **0** | **15** | **1** | **306** |
| Vehicle Trips | 5 | 5 | - | 2 | 1 | 0 | 2 | 11 | 8 | 17 | 0 | 0 | 2 | 0 | 52 |
| **All Origins** | | | | | | | | | | | | | | | |
| Auto Person Trips | 399 | 390 | - | 88 | 57 | 3 | 20 | 131 | 92 | 191 | 8 | 8 | 46 | 3 | 1,436 |
| Transit Person Trips | 374 | 365 | - | 52 | 33 | 2 | 6 | 39 | 27 | 57 | 5 | 5 | 21 | 1 | 986 |
| Walk/Other Person Trips | 166 | 163 | - | 10 | 7 | 0 | 13 | 87 | 61 | 126 | 3 | 6 | 23 | 2 | 667 |
| **Total Person Trips** | **939** | **918** | **-** | **150** | **97** | **6** | **38** | **257** | **181** | **374** | **16** | **19** | **90** | **6** | **3,089** |
| Vehicle Trips | 363 | 355 | - | 49 | 32 | 2 | 9 | 63 | 44 | 91 | 4 | 4 | 20 | 1 | 1,037 |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program - Maximum Residential**

| EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| **Superdistrict 1** | | | | | | | | | | | | | | | |
| Auto Person Trips | 75 | 73 | - | 3 | 2 | 0 | 1 | 4 | 3 | 5 | 0 | 0 | 2 | 0 | 168 |
| Transit Person Trips | 86 | 84 | - | 4 | 2 | 0 | 0 | 3 | 2 | 4 | 0 | 0 | 1 | 0 | 188 |
| Walk/Other Person Trips | 44 | 43 | - | 6 | 4 | 0 | 1 | 10 | 7 | 11 | 0 | 0 | 5 | 1 | 131 |
| **Total Person Trips** | **205** | **201** | **-** | **13** | **8** | **0** | **3** | **17** | **12** | **19** | **0** | **0** | **8** | **1** | **488** |
| Vehicle Trips | 68 | 67 | - | 2 | 2 | 0 | 0 | 3 | 2 | 3 | 0 | 0 | 1 | 0 | 148 |
| **Superdistrict 2** | | | | | | | | | | | | | | | |
| Auto Person Trips | 9 | 9 | - | 63 | 41 | 2 | 2 | 15 | 11 | 24 | 1 | 0 | 10 | 0 | 187 |
| Transit Person Trips | 10 | 10 | - | 60 | 39 | 2 | 1 | 8 | 6 | 12 | 1 | 0 | 5 | 0 | 156 |
| Walk/Other Person Trips | 5 | 5 | - | 12 | 8 | 0 | 1 | 9 | 7 | 15 | 0 | 0 | 5 | 0 | 68 |
| **Total Person Trips** | **25** | **24** | **-** | **136** | **88** | **5** | **5** | **32** | **23** | **51** | **2** | **0** | **19** | **1** | **411** |
| Vehicle Trips | 8 | 8 | - | 48 | 31 | 2 | 1 | 10 | 7 | 16 | 1 | 0 | 5 | 0 | 139 |
| **Superdistrict 3** | | | | | | | | | | | | | | | |
| Auto Person Trips | 21 | 21 | - | 12 | 8 | 0 | 4 | 27 | 19 | 29 | 5 | 8 | 6 | 1 | 160 |
| Transit Person Trips | 25 | 24 | - | 8 | 5 | 0 | 1 | 5 | 4 | 6 | 3 | 5 | 3 | 0 | 89 |
| Walk/Other Person Trips | 13 | 12 | - | 4 | 3 | 0 | 2 | 15 | 11 | 16 | 3 | 6 | 4 | 0 | 90 |
| **Total Person Trips** | **59** | **57** | **-** | **24** | **15** | **1** | **7** | **47** | **33** | **52** | **11** | **18** | **13** | **1** | **339** |
| Vehicle Trips | 20 | 19 | - | 9 | 6 | 0 | 2 | 13 | 10 | 15 | 2 | 3 | 3 | 0 | 102 |
| **Superdistrict 4** | | | | | | | | | | | | | | | |
| Auto Person Trips | 9 | 9 | - | 54 | 35 | 2 | 2 | 11 | 8 | 17 | 1 | 0 | 5 | 0 | 153 |
| Transit Person Trips | 10 | 10 | - | 38 | 24 | 1 | 1 | 3 | 2 | 5 | 1 | 0 | 3 | 0 | 99 |
| Walk/Other Person Trips | 5 | 5 | - | 5 | 4 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 2 | 0 | 30 |
| **Total Person Trips** | **25** | **24** | **-** | **97** | **63** | **4** | **2** | **17** | **12** | **26** | **1** | **0** | **10** | **0** | **282** |
| Vehicle Trips | 8 | 8 | - | 36 | 23 | 1 | 1 | 6 | 5 | 10 | 1 | 0 | 3 | 0 | 102 |
| **East Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 21 | 21 | - | 93 | 60 | 4 | 2 | 14 | 10 | 22 | 1 | 0 | 8 | 0 | 256 |
| Transit Person Trips | 16 | 16 | - | 80 | 52 | 3 | 1 | 7 | 5 | 11 | 1 | 0 | 4 | 0 | 196 |
| Walk/Other Person Trips | 5 | 5 | - | 7 | 5 | 0 | 1 | 9 | 6 | 14 | 0 | 0 | 2 | 0 | 56 |
| **Total Person Trips** | **43** | **42** | **-** | **180** | **116** | **7** | **4** | **29** | **21** | **46** | **3** | **1** | **15** | **1** | **507** |
| Vehicle Trips | 19 | 19 | - | 44 | 29 | 2 | 1 | 7 | 5 | 10 | 1 | 0 | 3 | 0 | 140 |
| **North Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 10 | 9 | - | 40 | 26 | 2 | 1 | 8 | 6 | 13 | 1 | 0 | 3 | 0 | 119 |
| Transit Person Trips | 3 | 3 | - | 15 | 10 | 1 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 40 |
| Walk/Other Person Trips | - | - | - | 2 | 1 | 0 | 1 | 3 | 2 | 5 | 0 | 0 | 1 | 0 | 16 |
| **Total Person Trips** | **12** | **12** | **-** | **57** | **37** | **2** | **2** | **14** | **10** | **22** | **1** | **0** | **4** | **0** | **175** |
| Vehicle Trips | 9 | 8 | - | 26 | 17 | 1 | 1 | 5 | 3 | 8 | 0 | 0 | 2 | 0 | 80 |
| **South Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 51 | 50 | - | 153 | 99 | 6 | 4 | 28 | 20 | 45 | 2 | 0 | 10 | 0 | 469 |
| Transit Person Trips | 36 | 36 | - | 38 | 25 | 1 | 1 | 4 | 3 | 7 | 1 | 0 | 2 | 0 | 153 |
| Walk/Other Person Trips | 10 | 10 | - | 5 | 3 | 0 | 0 | 3 | 2 | 4 | 0 | 0 | 1 | 0 | 39 |
| **Total Person Trips** | **98** | **95** | **-** | **196** | **127** | **8** | **5** | **35** | **25** | **56** | **3** | **1** | **12** | **1** | **662** |
| Vehicle Trips | 46 | 45 | - | 133 | 86 | 5 | 2 | 14 | 10 | 22 | 2 | 0 | 5 | 0 | 370 |
| **Outside Bay Area** | | | | | | | | | | | | | | | |
| Auto Person Trips | 3 | 3 | - | 19 | 13 | 1 | 5 | 33 | 23 | 52 | 0 | 0 | 7 | 0 | 158 |
| Transit Person Trips | - | - | - | 13 | 8 | 1 | 1 | 8 | 6 | 13 | 0 | 0 | 4 | 0 | 53 |
| Walk/Other Person Trips | - | - | - | 8 | 5 | 0 | 6 | 42 | 30 | 67 | 0 | 0 | 6 | 0 | 166 |
| **Total Person Trips** | **3** | **3** | **-** | **41** | **26** | **2** | **12** | **83** | **59** | **132** | **0** | **0** | **16** | **1** | **378** |
| Vehicle Trips | 2 | 2 | - | 11 | 7 | 0 | 2 | 12 | 9 | 20 | 0 | 0 | 3 | 0 | 68 |
| **All Origins** | | | | | | | | | | | | | | | |
| Auto Person Trips | 199 | 195 | - | 437 | 283 | 17 | 21 | 140 | 100 | 207 | 10 | 9 | 50 | 3 | 1,670 |
| Transit Person Trips | 187 | 183 | - | 256 | 165 | 10 | 6 | 41 | 29 | 61 | 6 | 5 | 22 | 1 | 975 |
| Walk/Other Person Trips | 83 | 81 | - | 50 | 33 | 2 | 14 | 93 | 67 | 136 | 4 | 6 | 25 | 2 | 596 |
| **Total Person Trips** | **469** | **459** | **-** | **744** | **480** | **29** | **41** | **274** | **196** | **405** | **21** | **20** | **98** | **6** | **3,241** |
| Vehicle Trips | 181 | 177 | - | 309 | 200 | 12 | 10 | 70 | 50 | 104 | 7 | 4 | 24 | 1 | 1,150 |

**Potrero Power Station Mixed-Use Development Project**
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| EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday Daily** | | | | | | | | | | | | | | | |
| **Auto Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 1,054 | 1,030 | - | 245 | 84 | 9 | 18 | 147 | 94 | 165 | 1 | 0 | 25 | 4 | 2,876 |
| Superdistrict 2 | 158 | 155 | - | 987 | 339 | 38 | 48 | 399 | 206 | 459 | 9 | 1 | 139 | 10 | 2,948 |
| Superdistrict 3 | 301 | 294 | - | 827 | 284 | 32 | 112 | 924 | 590 | 1,039 | 38 | 96 | 81 | 13 | 4,633 |
| Superdistrict 4 | 158 | 155 | - | 659 | 226 | 25 | 34 | 284 | 147 | 328 | 9 | 1 | 78 | 5 | 2,111 |
| East Bay | 371 | 363 | - | 1,053 | 362 | 41 | 44 | 360 | 186 | 415 | 15 | 2 | 117 | 8 | 3,337 |
| North Bay | 166 | 162 | - | 439 | 150 | 17 | 27 | 219 | 113 | 252 | 7 | 1 | 47 | 3 | 1,603 |
| South Bay | 884 | 865 | - | 1,480 | 508 | 57 | 91 | 749 | 387 | 863 | 26 | 4 | 137 | 9 | 6,061 |
| Outside of Bay Area | 45 | 44 | - | 535 | 183 | 21 | 106 | 873 | 451 | 1,006 | 2 | 0 | 94 | 7 | 3,365 |
| **All Origins** | **3,138** | **3,067** | **-** | **6,225** | **2,136** | **240** | **479** | **3,955** | **2,175** | **4,527** | **105** | **107** | **719** | **59** | **26,933** |
| **Transit Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 1,208 | 1,181 | - | 238 | 82 | 9 | 13 | 111 | 71 | 125 | 1 | 0 | 21 | 3 | 3,065 |
| Superdistrict 2 | 181 | 177 | - | 666 | 229 | 26 | 25 | 208 | 108 | 240 | 10 | 1 | 72 | 5 | 1,948 |
| Superdistrict 3 | 345 | 338 | - | 509 | 175 | 20 | 23 | 187 | 119 | 210 | 22 | 57 | 48 | 8 | 2,059 |
| Superdistrict 4 | 181 | 177 | - | 377 | 129 | 14 | 11 | 91 | 47 | 105 | 6 | 1 | 36 | 2 | 1,180 |
| East Bay | 276 | 270 | - | 722 | 248 | 28 | 22 | 181 | 94 | 209 | 14 | 2 | 60 | 4 | 2,129 |
| North Bay | 50 | 49 | - | 114 | 39 | 4 | 8 | 63 | 33 | 73 | 3 | 0 | 6 | 0 | 442 |
| South Bay | 633 | 619 | - | 320 | 110 | 12 | 14 | 114 | 59 | 132 | 7 | 1 | 24 | 1 | 2,045 |
| Outside of Bay Area | - | - | - | 323 | 111 | 12 | 25 | 209 | 108 | 241 | 1 | 0 | 55 | 4 | 1,090 |
| **All Origins** | **2,875** | **2,810** | **-** | **3,269** | **1,122** | **126** | **141** | **1,166** | **639** | **1,335** | **64** | **63** | **322** | **28** | **13,960** |
| **Walk/Other Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 622 | 608 | - | 591 | 203 | 23 | 41 | 337 | 215 | 379 | 1 | 0 | 69 | 11 | 3,100 |
| Superdistrict 2 | 93 | 91 | - | 373 | 128 | 14 | 30 | 244 | 126 | 281 | 1 | 0 | 67 | 5 | 1,453 |
| Superdistrict 3 | 178 | 174 | - | 498 | 171 | 19 | 62 | 514 | 328 | 578 | 28 | 73 | 60 | 10 | 2,693 |
| Superdistrict 4 | 93 | 91 | - | 156 | 54 | 6 | 8 | 63 | 33 | 73 | 1 | 0 | 28 | 2 | 607 |
| East Bay | 92 | 90 | - | 182 | 63 | 7 | 28 | 233 | 121 | 269 | 1 | 0 | 31 | 2 | 1,118 |
| North Bay | - | - | - | 54 | 18 | 2 | 11 | 91 | 47 | 105 | 0 | 0 | 9 | 1 | 338 |
| South Bay | 176 | 172 | - | 86 | 30 | 3 | 9 | 70 | 36 | 81 | 1 | 0 | 13 | 1 | 679 |
| Outside of Bay Area | - | - | - | 415 | 143 | 16 | 136 | 1,122 | 580 | 1,293 | 0 | 0 | 81 | 6 | 3,793 |
| **All Origins** | **1,254** | **1,226** | **-** | **2,355** | **808** | **91** | **324** | **2,675** | **1,486** | **3,059** | **32** | **74** | **359** | **38** | **13,781** |
| **Total Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 2,884 | 2,819 | - | 1,074 | 369 | 41 | 72 | 595 | 380 | 669 | 2 | 1 | 116 | 19 | 9,041 |
| Superdistrict 2 | 433 | 423 | - | 2,026 | 695 | 78 | 103 | 850 | 440 | 980 | 20 | 3 | 279 | 19 | 6,350 |
| Superdistrict 3 | 824 | 806 | - | 1,834 | 629 | 71 | 197 | 1,625 | 1,037 | 1,827 | 88 | 226 | 189 | 31 | 9,385 |
| Superdistrict 4 | 433 | 423 | - | 1,192 | 409 | 46 | 53 | 439 | 227 | 506 | 15 | 2 | 143 | 10 | 3,898 |
| East Bay | 739 | 722 | - | 1,958 | 672 | 75 | 94 | 775 | 401 | 893 | 30 | 4 | 208 | 14 | 6,585 |
| North Bay | 215 | 211 | - | 606 | 208 | 23 | 45 | 374 | 193 | 430 | 9 | 1 | 63 | 4 | 2,384 |
| South Bay | 1,694 | 1,656 | - | 1,887 | 648 | 73 | 113 | 934 | 483 | 1,076 | 33 | 5 | 173 | 11 | 8,785 |
| Outside of Bay Area | 45 | 44 | - | 1,273 | 437 | 49 | 267 | 2,204 | 1,140 | 2,540 | 3 | 1 | 230 | 16 | 8,248 |
| **All Origins** | **7,267** | **7,104** | **-** | **11,849** | **4,067** | **456** | **945** | **7,796** | **4,300** | **8,921** | **201** | **244** | **1,400** | **124** | **54,674** |
| **Vehicle Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 959 | 938 | - | 138 | 47 | 5 | 11 | 88 | 56 | 99 | 0 | 0 | 12 | 2 | 2,356 |
| Superdistrict 2 | 144 | 141 | - | 586 | 201 | 23 | 32 | 260 | 135 | 300 | 7 | 1 | 71 | 5 | 1,906 |
| Superdistrict 3 | 274 | 268 | - | 444 | 152 | 17 | 56 | 459 | 293 | 516 | 19 | 40 | 35 | 5 | 2,578 |
| Superdistrict 4 | 144 | 141 | - | 357 | 123 | 14 | 20 | 167 | 86 | 193 | 6 | 1 | 36 | 2 | 1,290 |
| East Bay | 338 | 330 | - | 455 | 156 | 18 | 21 | 171 | 88 | 197 | 7 | 1 | 47 | 3 | 1,832 |
| North Bay | 151 | 147 | - | 255 | 88 | 10 | 15 | 122 | 63 | 141 | 4 | 1 | 25 | 2 | 1,023 |
| South Bay | 805 | 787 | - | 1,015 | 348 | 39 | 43 | 358 | 185 | 412 | 22 | 3 | 65 | 4 | 4,087 |
| Outside of Bay Area | 41 | 40 | - | 220 | 76 | 8 | 39 | 321 | 166 | 370 | 1 | 0 | 36 | 3 | 1,321 |
| **All Origins** | **2,856** | **2,791** | **-** | **3,471** | **1,191** | **134** | **236** | **1,946** | **1,073** | **2,227** | **68** | **47** | **328** | **26** | **16,393** |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program - Maximum Residential**

| EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| **Auto Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 230 | 225 | - | 16 | 11 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 2 | 1 | 491 |
| Superdistrict 2 | 23 | 22 | - | 79 | 56 | 3 | 2 | 10 | 3 | 5 | 1 | 0 | 8 | 1 | 214 |
| Superdistrict 3 | 66 | 64 | - | 58 | 41 | 2 | 0 | 19 | 1 | 9 | 8 | 2 | 5 | 2 | 277 |
| Superdistrict 4 | 23 | 22 | - | 68 | 48 | 3 | 1 | 7 | 3 | 4 | 1 | 0 | 5 | 1 | 185 |
| East Bay | 53 | 52 | - | 117 | 82 | 4 | 2 | 9 | 5 | 4 | 2 | 0 | 7 | 1 | 340 |
| North Bay | 24 | 23 | - | 50 | 35 | 2 | 1 | 6 | 2 | 3 | 1 | 0 | 3 | 0 | 150 |
| South Bay | 126 | 123 | - | 193 | 136 | 7 | 4 | 20 | 9 | 9 | 4 | 0 | 8 | 1 | 641 |
| Outside of Bay Area | 6 | 6 | - | 24 | 17 | 1 | 1 | 23 | 1 | 11 | 0 | 0 | 6 | 1 | 97 |
| **All Origins** | **550** | **538** | **-** | **606** | **426** | **23** | **12** | **97** | **26** | **46** | **18** | **2** | **44** | **8** | **2,395** |
| **Transit Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 264 | 258 | - | 19 | 14 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 561 |
| Superdistrict 2 | 26 | 25 | - | 76 | 54 | 3 | 2 | 5 | 4 | 3 | 1 | 0 | 4 | 1 | 203 |
| Superdistrict 3 | 75 | 74 | - | 38 | 27 | 1 | 0 | 4 | 1 | 2 | 5 | 1 | 3 | 1 | 232 |
| Superdistrict 4 | 26 | 25 | - | 47 | 33 | 2 | 1 | 2 | 2 | 1 | 1 | 0 | 2 | 0 | 144 |
| East Bay | 39 | 38 | - | 101 | 71 | 4 | 2 | 5 | 5 | 2 | 2 | 0 | 4 | 0 | 274 |
| North Bay | 7 | 7 | - | 19 | 13 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 52 |
| South Bay | 90 | 88 | - | 48 | 34 | 2 | 1 | 3 | 2 | 1 | 1 | 0 | 1 | 0 | 272 |
| Outside of Bay Area | - | - | - | 16 | 12 | 1 | 0 | 5 | 1 | 3 | 0 | 0 | 3 | 1 | 42 |
| **All Origins** | **528** | **516** | **-** | **365** | **257** | **14** | **7** | **29** | **16** | **14** | **11** | **1** | **20** | **4** | **1,780** |
| **Walk/Other Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 136 | 133 | - | 28 | 20 | 1 | 0 | 7 | 0 | 3 | 0 | 0 | 4 | 1 | 334 |
| Superdistrict 2 | 13 | 13 | - | 15 | 11 | 1 | 0 | 6 | 0 | 3 | 0 | 0 | 4 | 1 | 68 |
| Superdistrict 3 | 39 | 38 | - | 21 | 15 | 1 | 0 | 10 | 0 | 5 | 6 | 1 | 4 | 1 | 142 |
| Superdistrict 4 | 13 | 13 | - | 7 | 5 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 43 |
| East Bay | 13 | 13 | - | 9 | 7 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 2 | 0 | 54 |
| North Bay | - | - | - | 3 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 9 |
| South Bay | 25 | 25 | - | 7 | 5 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 65 |
| Outside of Bay Area | - | - | - | 10 | 7 | 0 | 1 | 29 | 0 | 14 | 0 | 0 | 5 | 1 | 68 |
| **All Origins** | **239** | **234** | **-** | **100** | **70** | **4** | **2** | **65** | **2** | **31** | **7** | **1** | **22** | **5** | **782** |
| **Total Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 630 | 616 | - | 63 | 44 | 2 | 0 | 12 | 1 | 6 | 0 | 0 | 7 | 2 | 1,386 |
| Superdistrict 2 | 62 | 60 | - | 171 | 120 | 7 | 3 | 22 | 7 | 11 | 3 | 0 | 17 | 3 | 486 |
| Superdistrict 3 | 180 | 176 | - | 117 | 83 | 5 | 1 | 33 | 2 | 16 | 19 | 4 | 11 | 4 | 650 |
| Superdistrict 4 | 62 | 60 | - | 122 | 86 | 5 | 3 | 11 | 6 | 5 | 2 | 0 | 9 | 1 | 372 |
| East Bay | 105 | 103 | - | 227 | 160 | 9 | 5 | 20 | 11 | 10 | 4 | 0 | 13 | 2 | 668 |
| North Bay | 31 | 30 | - | 72 | 51 | 3 | 2 | 10 | 3 | 5 | 1 | 0 | 4 | 1 | 211 |
| South Bay | 241 | 236 | - | 247 | 174 | 10 | 6 | 24 | 12 | 12 | 5 | 0 | 10 | 1 | 978 |
| Outside of Bay Area | 6 | 6 | - | 51 | 36 | 2 | 2 | 58 | 1 | 27 | 1 | 0 | 14 | 2 | 206 |
| **All Origins** | **1,317** | **1,287** | **-** | **1,071** | **753** | **41** | **21** | **191** | **44** | **91** | **36** | **5** | **85** | **16** | **4,957** |
| **Vehicle Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 210 | 205 | - | 11 | 8 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 438 |
| Superdistrict 2 | 21 | 20 | - | 59 | 41 | 2 | 1 | 7 | 3 | 3 | 1 | 0 | 4 | 1 | 163 |
| Superdistrict 3 | 60 | 59 | - | 42 | 29 | 2 | 0 | 9 | 1 | 4 | 4 | 1 | 2 | 1 | 214 |
| Superdistrict 4 | 21 | 20 | - | 43 | 30 | 2 | 1 | 4 | 2 | 2 | 1 | 0 | 2 | 0 | 129 |
| East Bay | 48 | 47 | - | 54 | 38 | 2 | 1 | 4 | 3 | 2 | 1 | 0 | 3 | 0 | 204 |
| North Bay | 21 | 21 | - | 32 | 22 | 1 | 1 | 3 | 2 | 2 | 1 | 0 | 2 | 0 | 107 |
| South Bay | 115 | 112 | - | 161 | 113 | 6 | 4 | 9 | 8 | 4 | 3 | 0 | 4 | 1 | 540 |
| Outside of Bay Area | 6 | 6 | - | 13 | 9 | 0 | 0 | 8 | 0 | 4 | 0 | 0 | 2 | 0 | 50 |
| **All Origins** | **500** | **489** | **-** | **415** | **292** | **16** | **8** | **48** | **19** | **23** | **11** | **1** | **20** | **3** | **1,845** |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program - Maximum Residential**

| EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| **Auto Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 225 | 220 | - | 4 | 3 | 0 | 1 | 8 | 6 | 9 | 0 | 0 | 3 | 0 | 480 |
| Superdistrict 2 | 27 | 27 | - | 76 | 49 | 3 | 4 | 29 | 21 | 46 | 1 | 0 | 19 | 1 | 303 |
| Superdistrict 3 | 64 | 63 | - | 14 | 9 | 1 | 8 | 52 | 37 | 57 | 8 | 15 | 11 | 1 | 339 |
| Superdistrict 4 | 27 | 27 | - | 65 | 42 | 2 | 3 | 21 | 15 | 33 | 1 | 0 | 11 | 0 | 247 |
| East Bay | 64 | 63 | - | 111 | 72 | 4 | 4 | 26 | 19 | 42 | 2 | 1 | 16 | 1 | 424 |
| North Bay | 29 | 28 | - | 48 | 31 | 2 | 2 | 16 | 11 | 25 | 1 | 0 | 6 | 0 | 200 |
| South Bay | 153 | 150 | - | 184 | 119 | 7 | 8 | 55 | 39 | 86 | 4 | 1 | 18 | 1 | 825 |
| Outside of Bay Area | 8 | 8 | - | 23 | 15 | 1 | 10 | 64 | 45 | 101 | 0 | 0 | 13 | 1 | 287 |
| **All Origins** | **598** | **585** | **-** | **526** | **340** | **20** | **40** | **270** | **192** | **398** | **18** | **17** | **96** | **5** | **3,106** |
| **Transit Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 258 | 252 | - | 5 | 3 | 0 | 1 | 6 | 4 | 7 | 0 | 0 | 3 | 0 | 540 |
| Superdistrict 2 | 31 | 31 | - | 73 | 47 | 3 | 2 | 15 | 11 | 24 | 2 | 0 | 10 | 0 | 249 |
| Superdistrict 3 | 74 | 72 | - | 9 | 6 | 0 | 2 | 10 | 7 | 11 | 5 | 9 | 6 | 1 | 213 |
| Superdistrict 4 | 31 | 31 | - | 45 | 29 | 2 | 1 | 7 | 5 | 11 | 1 | 0 | 5 | 0 | 167 |
| East Bay | 48 | 47 | - | 96 | 62 | 4 | 2 | 13 | 9 | 21 | 2 | 0 | 8 | 0 | 313 |
| North Bay | 9 | 8 | - | 18 | 12 | 1 | 1 | 5 | 3 | 7 | 0 | 0 | 1 | 0 | 65 |
| South Bay | 109 | 107 | - | 46 | 30 | 2 | 1 | 8 | 6 | 13 | 1 | 0 | 3 | 0 | 327 |
| Outside of Bay Area | - | - | - | 16 | 10 | 1 | 2 | 15 | 11 | 24 | 0 | 0 | 7 | 0 | 87 |
| **All Origins** | **561** | **548** | **-** | **308** | **199** | **12** | **12** | **80** | **57** | **118** | **11** | **10** | **43** | **3** | **1,961** |
| **Walk/Other Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 133 | 130 | - | 7 | 4 | 0 | 3 | 19 | 13 | 21 | 0 | 0 | 9 | 1 | 340 |
| Superdistrict 2 | 16 | 16 | - | 15 | 9 | 1 | 3 | 18 | 13 | 28 | 0 | 0 | 9 | 0 | 127 |
| Superdistrict 3 | 38 | 37 | - | 5 | 3 | 0 | 4 | 29 | 20 | 32 | 6 | 11 | 8 | 1 | 195 |
| Superdistrict 4 | 16 | 16 | - | 7 | 4 | 0 | 1 | 5 | 3 | 7 | 0 | 0 | 4 | 0 | 63 |
| East Bay | 16 | 16 | - | 9 | 6 | 0 | 3 | 17 | 12 | 27 | 0 | 0 | 4 | 0 | 109 |
| North Bay | - | - | - | 2 | 2 | 0 | 1 | 7 | 5 | 10 | 0 | 0 | 1 | 0 | 28 |
| South Bay | 31 | 30 | - | 6 | 4 | 0 | 1 | 5 | 4 | 8 | 0 | 0 | 2 | 0 | 90 |
| Outside of Bay Area | - | - | - | 10 | 6 | 0 | 12 | 82 | 58 | 129 | 0 | 0 | 11 | 1 | 310 |
| **All Origins** | **249** | **244** | **-** | **61** | **39** | **2** | **27** | **181** | **128** | **262** | **7** | **12** | **48** | **3** | **1,263** |
| **Total Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 616 | 602 | - | 15 | 10 | 1 | 5 | 33 | 24 | 36 | 0 | 0 | 16 | 2 | 1,360 |
| Superdistrict 2 | 75 | 73 | - | 163 | 105 | 6 | 9 | 62 | 44 | 98 | 3 | 1 | 37 | 2 | 679 |
| Superdistrict 3 | 176 | 172 | - | 28 | 18 | 1 | 14 | 91 | 64 | 100 | 19 | 35 | 25 | 3 | 747 |
| Superdistrict 4 | 75 | 73 | - | 117 | 75 | 4 | 5 | 32 | 23 | 51 | 2 | 1 | 19 | 1 | 478 |
| East Bay | 128 | 125 | - | 217 | 140 | 8 | 8 | 57 | 40 | 89 | 5 | 1 | 28 | 1 | 847 |
| North Bay | 37 | 36 | - | 69 | 44 | 3 | 4 | 27 | 19 | 43 | 1 | 0 | 8 | 0 | 294 |
| South Bay | 293 | 286 | - | 236 | 153 | 9 | 10 | 68 | 48 | 108 | 5 | 1 | 23 | 1 | 1,242 |
| Outside of Bay Area | 8 | 8 | - | 49 | 32 | 2 | 24 | 161 | 114 | 254 | 1 | 0 | 31 | 1 | 684 |
| **All Origins** | **1,408** | **1,376** | **-** | **894** | **577** | **34** | **79** | **531** | **376** | **779** | **36** | **39** | **188** | **11** | **6,330** |
| **Vehicle Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 205 | 200 | - | 3 | 2 | 0 | 1 | 5 | 3 | 5 | 0 | 0 | 2 | 0 | 427 |
| Superdistrict 2 | 25 | 24 | - | 56 | 36 | 2 | 3 | 19 | 13 | 30 | 1 | 0 | 10 | 0 | 221 |
| Superdistrict 3 | 59 | 57 | - | 10 | 7 | 0 | 4 | 26 | 18 | 28 | 4 | 6 | 5 | 0 | 224 |
| Superdistrict 4 | 25 | 24 | - | 41 | 27 | 2 | 2 | 12 | 9 | 19 | 1 | 0 | 5 | 0 | 167 |
| East Bay | 58 | 57 | - | 51 | 33 | 2 | 2 | 12 | 9 | 20 | 1 | 0 | 6 | 0 | 253 |
| North Bay | 26 | 25 | - | 31 | 20 | 1 | 1 | 9 | 6 | 14 | 1 | 0 | 3 | 0 | 138 |
| South Bay | 139 | 136 | - | 154 | 99 | 6 | 4 | 26 | 18 | 41 | 3 | 1 | 9 | 0 | 637 |
| Outside of Bay Area | 7 | 7 | - | 12 | 8 | 0 | 4 | 23 | 17 | 37 | 0 | 0 | 5 | 0 | 121 |
| **All Origins** | **544** | **532** | **-** | **358** | **231** | **14** | **20** | **133** | **94** | **195** | **11** | **8** | **44** | **2** | **2,187** |

# Individual Land Use Trip Generation Calculations

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: RESIDENTIAL Studio/1-Bedroom (WORK TRIPS)

| Proposed Size: | | 1,514 units | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 7.5 trips/unit | Person-trip Gen Rate: | 14.2% [5] | 1.1 | 17.3% [1] | 1.3 |
| Total Person Trips: | | 11,355 person-trips | Total Person-trips: | | 1,616 | | 1,964 |
| Work Trips [2]: | 33% | 3,747 person-trips | Work Person-trips: | 50% [6] | 808 | 50% [2] | 982 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [4] | Average Vehicle Occupancy [4] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 53.4% | Auto | 36.5% | 1.10 | 731 | 666 | 158 | 144 | 192 | 174 |
| | Transit | 41.9% | | 838 | | 181 | | 220 | |
| | Walk | 9.3% | | 185 | | 40 | | 49 | |
| | Other | 12.3% | | 246 | | 53 | | 64 | |
| | All Modes | 100.0% | | 2,001 | 666 | 431 | 144 | 525 | 174 |
| SF Superdistrict 2 3.8% | Auto | 36.5% | 1.10 | 52 | 48 | 11 | 10 | 14 | 12 |
| | Transit | 41.9% | | 60 | | 13 | | 16 | |
| | Walk | 9.3% | | 13 | | 3 | | 3 | |
| | Other | 12.3% | | 18 | | 4 | | 5 | |
| | All Modes | 100.0% | | 143 | 48 | 31 | 10 | 37 | 12 |
| SF Superdistrict 3 15.3% | Auto | 36.5% | 1.10 | 209 | 190 | 45 | 41 | 55 | 50 |
| | Transit | 41.9% | | 240 | | 52 | | 63 | |
| | Walk | 9.3% | | 53 | | 11 | | 14 | |
| | Other | 12.3% | | 70 | | 15 | | 18 | |
| | All Modes | 100.0% | | 572 | 190 | 123 | 41 | 150 | 50 |
| SF Superdistrict 4 3.8% | Auto | 36.5% | 1.10 | 52 | 48 | 11 | 10 | 14 | 12 |
| | Transit | 41.9% | | 60 | | 13 | | 16 | |
| | Walk | 9.3% | | 13 | | 3 | | 3 | |
| | Other | 12.3% | | 18 | | 4 | | 5 | |
| | All Modes | 100.0% | | 143 | 48 | 31 | 10 | 37 | 12 |
| East Bay 6.5% | Auto | 50.3% | 1.10 | 123 | 112 | 26 | 24 | 32 | 29 |
| | Transit | 37.3% | | 91 | | 20 | | 24 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 12.4% | | 30 | | 7 | | 8 | |
| | All Modes | 100.0% | | 244 | 112 | 53 | 24 | 64 | 29 |
| North Bay 1.9% | Auto | 76.9% | 1.10 | 55 | 50 | 12 | 11 | 14 | 13 |
| | Transit | 23.1% | | 16 | | 4 | | 4 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 71 | 50 | 15 | 11 | 19 | 13 |
| South Bay 14.9% | Auto | 52.2% | 1.10 | 292 | 266 | 63 | 57 | 77 | 70 |
| | Transit | 37.4% | | 209 | | 45 | | 55 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 10.4% | | 58 | | 13 | | 15 | |
| | All Modes | 100.0% | | 559 | 266 | 121 | 57 | 147 | 70 |
| Out of Region 0.4% | Auto | 100.0% | 1.10 | 15 | 13 | 3 | 3 | 4 | 4 |
| | Transit | 0.0% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 15 | 13 | 3 | 3 | 4 | 4 |
| **All Origins 100.0%** | **Auto** | **40.8%** | **1.10** | **1,529** | **1,391** | **330** | **300** | **401** | **365** |
| | **Transit** | **40.4%** | | **1,514** | | **326** | | **397** | |
| | **Walk** | **7.1%** | | **265** | | **57** | | **69** | |
| | **Other** | **11.7%** | | **440** | | **95** | | **115** | |
| | **All Modes** | **100.0%** | | **3,747** | **1,391** | **808** | **300** | **982** | **365** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: RESIDENTIAL Studio/1-Bedroom (NON-WORK TRIPS)

| Proposed Size: | | 1,514 units | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 7.5 trips/unit | Person-trip Gen Rate: | 14.2% [5] | 1.1 | 17.3% [1] | 1.3 |
| Total Person Trips: | | 11,355 person-trips | Total Person-trips: | | 1,616 | | 1,964 |
| Non-Work Trips [2]: | 67% | 7,608 person-trips | Non-Work Person-trips: | 50% [6] | 808 | 50% [2] | 982 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [4] | Average Vehicle Occupancy [4] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 53.4% | Auto | 36.5% | 1.10 | 1,485 | 1,351 | 158 | 144 | 192 | 174 |
| | Transit | 41.9% | | 1,702 | | 181 | | 220 | |
| | Walk | 9.3% | | 377 | | 40 | | 49 | |
| | Other | 12.3% | | 499 | | 53 | | 64 | |
| | All Modes | 100.0% | | 4,063 | 1,351 | 431 | 144 | 525 | 174 |
| SF Superdistrict 2 3.8% | Auto | 36.5% | 1.10 | 106 | 97 | 11 | 10 | 14 | 12 |
| | Transit | 41.9% | | 122 | | 13 | | 16 | |
| | Walk | 9.3% | | 27 | | 3 | | 3 | |
| | Other | 12.3% | | 36 | | 4 | | 5 | |
| | All Modes | 100.0% | | 290 | 97 | 31 | 10 | 37 | 12 |
| SF Superdistrict 3 15.3% | Auto | 36.5% | 1.10 | 424 | 386 | 45 | 41 | 55 | 50 |
| | Transit | 41.9% | | 486 | | 52 | | 63 | |
| | Walk | 9.3% | | 108 | | 11 | | 14 | |
| | Other | 12.3% | | 143 | | 15 | | 18 | |
| | All Modes | 100.0% | | 1,161 | 386 | 123 | 41 | 150 | 50 |
| SF Superdistrict 4 3.8% | Auto | 36.5% | 1.10 | 106 | 97 | 11 | 10 | 14 | 12 |
| | Transit | 41.9% | | 122 | | 13 | | 16 | |
| | Walk | 9.3% | | 27 | | 3 | | 3 | |
| | Other | 12.3% | | 36 | | 4 | | 5 | |
| | All Modes | 100.0% | | 290 | 97 | 31 | 10 | 37 | 12 |
| East Bay 6.5% | Auto | 50.3% | 1.10 | 249 | 226 | 26 | 24 | 32 | 29 |
| | Transit | 37.3% | | 185 | | 20 | | 24 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 12.4% | | 61 | | 7 | | 8 | |
| | All Modes | 100.0% | | 495 | 226 | 53 | 24 | 64 | 29 |
| North Bay 1.9% | Auto | 76.9% | 1.10 | 111 | 101 | 12 | 11 | 14 | 13 |
| | Transit | 23.1% | | 33 | | 4 | | 4 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 144 | 101 | 15 | 11 | 19 | 13 |
| South Bay 14.9% | Auto | 52.2% | 1.10 | 593 | 539 | 63 | 57 | 77 | 70 |
| | Transit | 37.4% | | 424 | | 45 | | 55 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 10.4% | | 118 | | 13 | | 15 | |
| | All Modes | 100.0% | | 1,135 | 539 | 121 | 57 | 147 | 70 |
| Out of Region 0.4% | Auto | 100.0% | 1.10 | 30 | 27 | 3 | 3 | 4 | 4 |
| | Transit | 0.0% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 30 | 27 | 3 | 3 | 4 | 4 |
| **All Origins 100.0%** | **Auto** | **40.8%** | **1.10** | **3,104** | **2,824** | **330** | **300** | **401** | **365** |
| | **Transit** | **40.4%** | | **3,074** | | **326** | | **397** | |
| | **Walk** | **7.1%** | | **538** | | **57** | | **69** | |
| | **Other** | **11.7%** | | **893** | | **95** | | **115** | |
| | **All Modes** | **100.0%** | | **7,608** | **2,824** | **808** | **300** | **982** | **365** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: RESIDENTIAL 2 or more bedrooms (WORK TRIPS)

| Proposed Size: | | 1,110 units | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 10.0 trips/unit | Person-trip Gen Rate: | 14.2% [5] | 1.4 | 17.3% [1] | 1.7 |
| Total Person Trips: | | 11,100 person-trips | Total Person-trips: | | 1,580 | | 1,920 |
| Work Trips [2]: | 33% | 3,663 person-trips | Work Person-trips: | 50% [6] | 790 | 50% [2] | 960 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [4] | Average Vehicle Occupancy [4] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 53.4% | Auto | 36.5% | 1.10 | 715 | 651 | 154 | 140 | 187 | 171 |
| | Transit | 41.9% | | 820 | | 177 | | 215 | |
| | Walk | 9.3% | | 181 | | 39 | | 48 | |
| | Other | 12.3% | | 240 | | 52 | | 63 | |
| | All Modes | 100.0% | | 1,956 | 651 | 422 | 140 | 513 | 171 |
| SF Superdistrict 2 3.8% | Auto | 36.5% | 1.10 | 51 | 46 | 11 | 10 | 13 | 12 |
| | Transit | 41.9% | | 59 | | 13 | | 15 | |
| | Walk | 9.3% | | 13 | | 3 | | 3 | |
| | Other | 12.3% | | 17 | | 4 | | 4 | |
| | All Modes | 100.0% | | 140 | 46 | 30 | 10 | 37 | 12 |
| SF Superdistrict 3 15.3% | Auto | 36.5% | 1.10 | 204 | 186 | 44 | 40 | 54 | 49 |
| | Transit | 41.9% | | 234 | | 50 | | 61 | |
| | Walk | 9.3% | | 52 | | 11 | | 14 | |
| | Other | 12.3% | | 69 | | 15 | | 18 | |
| | All Modes | 100.0% | | 559 | 186 | 120 | 40 | 146 | 49 |
| SF Superdistrict 4 3.8% | Auto | 36.5% | 1.10 | 51 | 46 | 11 | 10 | 13 | 12 |
| | Transit | 41.9% | | 59 | | 13 | | 15 | |
| | Walk | 9.3% | | 13 | | 3 | | 3 | |
| | Other | 12.3% | | 17 | | 4 | | 4 | |
| | All Modes | 100.0% | | 140 | 46 | 30 | 10 | 37 | 12 |
| East Bay 6.5% | Auto | 50.3% | 1.10 | 120 | 109 | 26 | 24 | 31 | 29 |
| | Transit | 37.3% | | 89 | | 19 | | 23 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 12.4% | | 30 | | 6 | | 8 | |
| | All Modes | 100.0% | | 238 | 109 | 51 | 24 | 62 | 29 |
| North Bay 1.9% | Auto | 76.9% | 1.10 | 53 | 49 | 12 | 10 | 14 | 13 |
| | Transit | 23.1% | | 16 | | 3 | | 4 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 69 | 49 | 15 | 10 | 18 | 13 |
| South Bay 14.9% | Auto | 52.2% | 1.10 | 285 | 260 | 62 | 56 | 75 | 68 |
| | Transit | 37.4% | | 204 | | 44 | | 54 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 10.4% | | 57 | | 12 | | 15 | |
| | All Modes | 100.0% | | 546 | 260 | 118 | 56 | 143 | 68 |
| Out of Region 0.4% | Auto | 100.0% | 1.10 | 14 | 13 | 3 | 3 | 4 | 3 |
| | Transit | 0.0% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 14 | 13 | 3 | 3 | 4 | 3 |
| **All Origins 100.0%** | **Auto** | **40.8%** | **1.10** | **1,494** | **1,360** | **322** | **293** | **392** | **356** |
| | **Transit** | **40.4%** | | **1,480** | | **319** | | **388** | |
| | **Walk** | **7.1%** | | **259** | | **56** | | **68** | |
| | **Other** | **11.7%** | | **430** | | **93** | | **113** | |
| | **All Modes** | **100.0%** | | **3,663** | **1,360** | **790** | **293** | **960** | **356** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: RESIDENTIAL 2 or more bedrooms (NON-WORK TRIPS)

| Proposed Size: | | 1,110 units | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 10.0 trips/unit | Person-trip Gen Rate: | 14.2% [5] | 1.4 | 17.3% [1] | 1.7 |
| Total Person Trips: | | 11,100 person-trips | Total Person-trips: | | 1,580 | | 1,920 |
| Non-Work Trips [2]: | 67% | 7,437 person-trips | Non-Work Person-trips: | 50% [6] | 790 | 50% [2] | 960 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [4] | Average Vehicle Occupancy [4] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 53.4% | Auto | 36.5% | 1.10 | 1,451 | 1,321 | 154 | 140 | 187 | 171 |
| | Transit | 41.9% | | 1,664 | | 177 | | 215 | |
| | Walk | 9.3% | | 368 | | 39 | | 48 | |
| | Other | 12.3% | | 488 | | 52 | | 63 | |
| | All Modes | 100.0% | | 3,971 | 1,321 | 422 | 140 | 513 | 171 |
| SF Superdistrict 2 3.8% | Auto | 36.5% | 1.10 | 104 | 94 | 11 | 10 | 13 | 12 |
| | Transit | 41.9% | | 119 | | 13 | | 15 | |
| | Walk | 9.3% | | 26 | | 3 | | 3 | |
| | Other | 12.3% | | 35 | | 4 | | 4 | |
| | All Modes | 100.0% | | 284 | 94 | 30 | 10 | 37 | 12 |
| SF Superdistrict 3 15.3% | Auto | 36.5% | 1.10 | 415 | 377 | 44 | 40 | 54 | 49 |
| | Transit | 41.9% | | 475 | | 50 | | 61 | |
| | Walk | 9.3% | | 105 | | 11 | | 14 | |
| | Other | 12.3% | | 139 | | 15 | | 18 | |
| | All Modes | 100.0% | | 1,135 | 377 | 120 | 40 | 146 | 49 |
| SF Superdistrict 4 3.8% | Auto | 36.5% | 1.10 | 104 | 94 | 11 | 10 | 13 | 12 |
| | Transit | 41.9% | | 119 | | 13 | | 15 | |
| | Walk | 9.3% | | 26 | | 3 | | 3 | |
| | Other | 12.3% | | 35 | | 4 | | 4 | |
| | All Modes | 100.0% | | 284 | 94 | 30 | 10 | 37 | 12 |
| East Bay 6.5% | Auto | 50.3% | 1.10 | 243 | 221 | 26 | 24 | 31 | 29 |
| | Transit | 37.3% | | 181 | | 19 | | 23 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 12.4% | | 60 | | 6 | | 8 | |
| | All Modes | 100.0% | | 484 | 221 | 51 | 24 | 62 | 29 |
| North Bay 1.9% | Auto | 76.9% | 1.10 | 108 | 99 | 12 | 10 | 14 | 13 |
| | Transit | 23.1% | | 33 | | 3 | | 4 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 141 | 99 | 15 | 10 | 18 | 13 |
| South Bay 14.9% | Auto | 52.2% | 1.10 | 579 | 527 | 62 | 56 | 75 | 68 |
| | Transit | 37.4% | | 415 | | 44 | | 54 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 10.4% | | 116 | | 12 | | 15 | |
| | All Modes | 100.0% | | 1,109 | 527 | 118 | 56 | 143 | 68 |
| Out of Region 0.4% | Auto | 100.0% | 1.10 | 29 | 27 | 3 | 3 | 4 | 3 |
| | Transit | 0.0% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 29 | 27 | 3 | 3 | 4 | 3 |
| **All Origins 100.0%** | **Auto** | **40.8%** | **1.10** | **3,034** | **2,761** | **322** | **293** | **392** | **356** |
| | **Transit** | **40.4%** | | **3,005** | | **319** | | **388** | |
| | **Walk** | **7.1%** | | **526** | | **56** | | **68** | |
| | **Other** | **11.7%** | | **873** | | **93** | | **113** | |
| | **All Modes** | **100.0%** | | **7,437** | **2,761** | **790** | **293** | **960** | **356** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: HOTEL (WORK TRIPS)

| Proposed Size: | - | rooms | | | | | |
|---|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 7.0 trips/room | Person-trip Gen Rate: | 8.8% [4] | 0.6 | 10.0% [1] | 0.7 |
| Total Person Trips: | | 0 person-trips | Total Person-trips: | | 0 | | 0 |
| Work Trips [2]: | 12% | 0 person-trips | Work Person-trips: | 40% [5] | 0 | 60% [2] | 0 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 34.7% | | 0 | | 0 | | 0 | |
| | Walk | 35.8% | | 0 | | 0 | | 0 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 49.1% | | 0 | | 0 | | 0 | |
| | Walk | 3.7% | | 0 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 34.6% | | 0 | | 0 | | 0 | |
| | Walk | 10.4% | | 0 | | 0 | | 0 | |
| | Other | 3.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 40.9% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 46.4% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 28.6% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 19.9% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **0** | **0** | **0** | **0** | **0** | **0** |
| | **Transit** | **36.0%** | | **0** | | **0** | | **0** | |
| | **Walk** | **6.4%** | | **0** | | **0** | | **0** | |
| | **Other** | **2.7%** | | **0** | | **0** | | **0** | |
| | **All Modes** | **100.0%** | | **0** | **0** | **0** | **0** | **0** | **0** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
[2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: HOTEL (NON-WORK TRIPS)

| Proposed Size: | - | rooms | | | | | |
|---|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 7.0 trips/room | Person-trip Gen Rate: | 8.8% [4] | 0.6 | 10.0% [1] | 0.7 |
| Total Person Trips: | | 0 person-trips | Total Person-trips: | | 0 | | 0 |
| Non-Work Trips [2]: | 88% | 0 person-trips | Non-Work Person-trips: | 60% [5] | 0 | 40% [2] | 0 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 17.9% | | 0 | | 0 | | 0 | |
| | Walk | 53.4% | | 0 | | 0 | | 0 | |
| | Other | 7.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 24.8% | | 0 | | 0 | | 0 | |
| | Walk | 14.6% | | 0 | | 0 | | 0 | |
| | Other | 10.5% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 25.0% | | 0 | | 0 | | 0 | |
| | Walk | 23.6% | | 0 | | 0 | | 0 | |
| | Other | 8.9% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 24.5% | | 0 | | 0 | | 0 | |
| | Walk | 12.4% | | 0 | | 0 | | 0 | |
| | Other | 8.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 27.1% | | 0 | | 0 | | 0 | |
| | Walk | 14.8% | | 0 | | 0 | | 0 | |
| | Other | 1.3% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 8.0% | | 0 | | 0 | | 0 | |
| | Walk | 13.2% | | 0 | | 0 | | 0 | |
| | Other | 2.9% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 12.8% | | 0 | | 0 | | 0 | |
| | Walk | 6.9% | | 0 | | 0 | | 0 | |
| | Other | 1.1% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 23.7% | | 0 | | 0 | | 0 | |
| | Walk | 24.2% | | 0 | | 0 | | 0 | |
| | Other | 11.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **0** | **0** | **0** | **0** | **0** | **0** |
| | **Transit** | **22.3%** | | **0** | | **0** | | **0** | |
| | **Walk** | **24.3%** | | **0** | | **0** | | **0** | |
| | **Other** | **7.5%** | | **0** | | **0** | | **0** | |
| | **All Modes** | **100.0%** | | **0** | **0** | **0** | **0** | **0** | **0** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
[2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: GENERAL OFFICE (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **831,606 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 18.1 trips/1000 sq.ft. | Person-trip Gen Rate: | 8.9% [4] | 1.6 | 8.5% [1] | 1.5 |
| Total Person Trips: | | 15,052 person-trips | Total Person-trips: | | 1,340 | | 1,279 |
| Work Trips [2]: | 36% | 5,419 person-trips | Work Person-trips: | 83% [5] | 1,112 | 83% [2] | 1,062 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 153 | 119 | 31 | 24 | 30 | 23 |
| | Transit | 34.7% | | 198 | | 41 | | 39 | |
| | Walk | 35.8% | | 205 | | 42 | | 40 | |
| | Other | 2.7% | | 15 | | 3 | | 3 | |
| | All Modes | 100.0% | | 572 | 119 | 117 | 24 | 112 | 23 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 309 | 247 | 63 | 51 | 61 | 48 |
| | Transit | 49.1% | | 333 | | 68 | | 65 | |
| | Walk | 3.7% | | 25 | | 5 | | 5 | |
| | Other | 1.6% | | 11 | | 2 | | 2 | |
| | All Modes | 100.0% | | 677 | 247 | 139 | 51 | 133 | 48 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 569 | 450 | 117 | 92 | 111 | 88 |
| | Transit | 34.6% | | 384 | | 79 | | 75 | |
| | Walk | 10.4% | | 115 | | 24 | | 23 | |
| | Other | 3.6% | | 40 | | 8 | | 8 | |
| | All Modes | 100.0% | | 1,108 | 450 | 227 | 92 | 217 | 88 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 289 | 192 | 59 | 39 | 57 | 38 |
| | Transit | 40.9% | | 211 | | 43 | | 41 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 18 | | 4 | | 3 | |
| | All Modes | 100.0% | | 517 | 192 | 106 | 39 | 101 | 38 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 506 | 237 | 104 | 49 | 99 | 47 |
| | Transit | 46.4% | | 461 | | 95 | | 90 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 28 | | 6 | | 5 | |
| | All Modes | 100.0% | | 994 | 237 | 204 | 49 | 195 | 47 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 219 | 143 | 45 | 29 | 43 | 28 |
| | Transit | 28.6% | | 91 | | 19 | | 18 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 7 | | 1 | | 1 | |
| | All Modes | 100.0% | | 317 | 143 | 65 | 29 | 62 | 28 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 870 | 753 | 178 | 155 | 170 | 148 |
| | Transit | 19.9% | | 222 | | 46 | | 43 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 25 | | 5 | | 5 | |
| | All Modes | 100.0% | | 1,116 | 753 | 229 | 155 | 219 | 148 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 65 | 42 | 13 | 9 | 13 | 8 |
| | Transit | 41.5% | | 48 | | 10 | | 9 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 3 | | 1 | | 1 | |
| | All Modes | 100.0% | | 117 | 42 | 24 | 9 | 23 | 8 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **2,979** | **2,185** | **611** | **448** | **584** | **428** |
| | **Transit** | **36.0%** | | **1,948** | | **400** | | **382** | |
| | **Walk** | **6.4%** | | **345** | | **71** | | **68** | |
| | **Other** | **2.7%** | | **147** | | **30** | | **29** | |
| | **All Modes** | **100.0%** | | **5,419** | **2,185** | **1,112** | **448** | **1,062** | **428** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Office)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: GENERAL OFFICE (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **831,606 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 18.1 trips/1000 sq.ft. | Person-trip Gen Rate: | 8.9% [4] | 1.6 | 8.5% [1] | 1.5 |
| Total Person Trips: | | 15,052 person-trips | Total Person-trips: | | 1,340 | | 1,279 |
| Non-Work Trips [2]: | 64% | 9,633 person-trips | Non-Work Person-trips: | 17% [5] | 228 | 17% [2] | 218 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 362 | 171 | 9 | 4 | 8 | 4 |
| | Transit | 17.9% | | 301 | | 7 | | 7 | |
| | Walk | 53.4% | | 900 | | 21 | | 20 | |
| | Other | 7.2% | | 122 | | 3 | | 3 | |
| | All Modes | 100.0% | | 1,686 | 171 | 40 | 4 | 38 | 4 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 678 | 339 | 16 | 8 | 15 | 8 |
| | Transit | 24.8% | | 334 | | 8 | | 8 | |
| | Walk | 14.6% | | 196 | | 5 | | 4 | |
| | Other | 10.5% | | 141 | | 3 | | 3 | |
| | All Modes | 100.0% | | 1,349 | 339 | 32 | 8 | 30 | 8 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 1,169 | 483 | 28 | 11 | 26 | 11 |
| | Transit | 25.0% | | 686 | | 16 | | 15 | |
| | Walk | 23.6% | | 647 | | 15 | | 15 | |
| | Other | 8.9% | | 243 | | 6 | | 5 | |
| | All Modes | 100.0% | | 2,745 | 483 | 65 | 11 | 62 | 11 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 371 | 165 | 9 | 4 | 8 | 4 |
| | Transit | 24.5% | | 165 | | 4 | | 4 | |
| | Walk | 12.4% | | 83 | | 2 | | 2 | |
| | Other | 8.2% | | 55 | | 1 | | 1 | |
| | All Modes | 100.0% | | 674 | 165 | 16 | 4 | 15 | 4 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 548 | 218 | 13 | 5 | 12 | 5 |
| | Transit | 27.1% | | 261 | | 6 | | 6 | |
| | Walk | 14.8% | | 142 | | 3 | | 3 | |
| | Other | 1.3% | | 12 | | 0 | | 0 | |
| | All Modes | 100.0% | | 963 | 218 | 23 | 5 | 22 | 5 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 219 | 112 | 5 | 3 | 5 | 3 |
| | Transit | 8.0% | | 23 | | 1 | | 1 | |
| | Walk | 13.2% | | 38 | | 1 | | 1 | |
| | Other | 2.9% | | 8 | | 0 | | 0 | |
| | All Modes | 100.0% | | 289 | 112 | 7 | 3 | 7 | 3 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 611 | 261 | 14 | 6 | 14 | 6 |
| | Transit | 12.8% | | 99 | | 2 | | 2 | |
| | Walk | 6.9% | | 53 | | 1 | | 1 | |
| | Other | 1.1% | | 8 | | 0 | | 0 | |
| | All Modes | 100.0% | | 771 | 261 | 18 | 6 | 17 | 6 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 469 | 178 | 11 | 4 | 11 | 4 |
| | Transit | 23.7% | | 274 | | 6 | | 6 | |
| | Walk | 24.2% | | 280 | | 7 | | 6 | |
| | Other | 11.4% | | 132 | | 3 | | 3 | |
| | All Modes | 100.0% | | 1,156 | 178 | 27 | 4 | 26 | 4 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **4,427** | **1,927** | **105** | **46** | **100** | **43** |
| | **Transit** | **22.3%** | | **2,144** | | **51** | | **48** | |
| | **Walk** | **24.3%** | | **2,341** | | **55** | | **53** | |
| | **Other** | **7.5%** | | **722** | | **17** | | **16** | |
| | **All Modes** | **100.0%** | | **9,633** | **1,927** | **228** | **46** | **218** | **43** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Office)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: RESEARCH & DEVELOPMENT (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **645,738 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 8.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 18.2% [4] | 1.5 | 16.0% [1] | 1.3 |
| Total Person Trips: | | 5,166 person-trips | Total Person-trips: | | 942 | | 827 |
| Work Trips [2]: | 36% | 1,860 person-trips | Work Person-trips: | 83% [5] | 782 | 83% [2] | 686 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 53 | 41 | 22 | 17 | 19 | 15 |
| | Transit | 34.7% | | 68 | | 29 | | 25 | |
| | Walk | 35.8% | | 70 | | 30 | | 26 | |
| | Other | 2.7% | | 5 | | 2 | | 2 | |
| | All Modes | 100.0% | | 196 | 41 | 83 | 17 | 72 | 15 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 106 | 85 | 45 | 36 | 39 | 31 |
| | Transit | 49.1% | | 114 | | 48 | | 42 | |
| | Walk | 3.7% | | 9 | | 4 | | 3 | |
| | Other | 1.6% | | 4 | | 2 | | 1 | |
| | All Modes | 100.0% | | 232 | 85 | 98 | 36 | 86 | 31 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 195 | 155 | 82 | 65 | 72 | 57 |
| | Transit | 34.6% | | 132 | | 55 | | 49 | |
| | Walk | 10.4% | | 40 | | 17 | | 15 | |
| | Other | 3.6% | | 14 | | 6 | | 5 | |
| | All Modes | 100.0% | | 380 | 155 | 160 | 65 | 140 | 57 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 99 | 66 | 42 | 28 | 37 | 24 |
| | Transit | 40.9% | | 73 | | 31 | | 27 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 6 | | 3 | | 2 | |
| | All Modes | 100.0% | | 178 | 66 | 75 | 28 | 66 | 24 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 174 | 81 | 73 | 34 | 64 | 30 |
| | Transit | 46.4% | | 158 | | 67 | | 58 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 9 | | 4 | | 4 | |
| | All Modes | 100.0% | | 341 | 81 | 144 | 34 | 126 | 30 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 75 | 49 | 32 | 21 | 28 | 18 |
| | Transit | 28.6% | | 31 | | 13 | | 11 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 2 | | 1 | | 1 | |
| | All Modes | 100.0% | | 109 | 49 | 46 | 21 | 40 | 18 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 298 | 259 | 126 | 109 | 110 | 95 |
| | Transit | 19.9% | | 76 | | 32 | | 28 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 8 | | 4 | | 3 | |
| | All Modes | 100.0% | | 383 | 259 | 161 | 109 | 141 | 95 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 22 | 15 | 9 | 6 | 8 | 5 |
| | Transit | 41.5% | | 17 | | 7 | | 6 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 40 | 15 | 17 | 6 | 15 | 5 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **1,022** | **750** | **430** | **315** | **377** | **277** |
| | **Transit** | **36.0%** | | **669** | | **281** | | **247** | |
| | **Walk** | **6.4%** | | **118** | | **50** | | **44** | |
| | **Other** | **2.7%** | | **50** | | **21** | | **19** | |
| | **All Modes** | **100.0%** | | **1,860** | **750** | **782** | **315** | **686** | **277** |

Notes:
[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: RESEARCH & DEVELOPMENT (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **645,738 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 8.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 18.2% [4] | 1.5 | 16.0% [1] | 1.3 |
| Total Person Trips: | | 5,166 person-trips | Total Person-trips: | | 942 | | 827 |
| Non-Work Trips [2]: | 64% | 3,306 person-trips | Non-Work Person-trips: | 17% [5] | 160 | 17% [2] | 141 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 124 | 59 | 6 | 3 | 5 | 2 |
| | Transit | 17.9% | | 103 | | 5 | | 4 | |
| | Walk | 53.4% | | 309 | | 15 | | 13 | |
| | Other | 7.2% | | 42 | | 2 | | 2 | |
| | All Modes | 100.0% | | 579 | 59 | 28 | 3 | 25 | 2 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 233 | 116 | 11 | 6 | 10 | 5 |
| | Transit | 24.8% | | 115 | | 6 | | 5 | |
| | Walk | 14.6% | | 67 | | 3 | | 3 | |
| | Other | 10.5% | | 48 | | 2 | | 2 | |
| | All Modes | 100.0% | | 463 | 116 | 22 | 6 | 20 | 5 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 401 | 166 | 19 | 8 | 17 | 7 |
| | Transit | 25.0% | | 235 | | 11 | | 10 | |
| | Walk | 23.6% | | 222 | | 11 | | 9 | |
| | Other | 8.9% | | 83 | | 4 | | 4 | |
| | All Modes | 100.0% | | 942 | 166 | 46 | 8 | 40 | 7 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 127 | 57 | 6 | 3 | 5 | 2 |
| | Transit | 24.5% | | 57 | | 3 | | 2 | |
| | Walk | 12.4% | | 29 | | 1 | | 1 | |
| | Other | 8.2% | | 19 | | 1 | | 1 | |
| | All Modes | 100.0% | | 231 | 57 | 11 | 3 | 10 | 2 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 188 | 75 | 9 | 4 | 8 | 3 |
| | Transit | 27.1% | | 90 | | 4 | | 4 | |
| | Walk | 14.8% | | 49 | | 2 | | 2 | |
| | Other | 1.3% | | 4 | | 0 | | 0 | |
| | All Modes | 100.0% | | 331 | 75 | 16 | 4 | 14 | 3 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 75 | 39 | 4 | 2 | 3 | 2 |
| | Transit | 8.0% | | 8 | | 0 | | 0 | |
| | Walk | 13.2% | | 13 | | 1 | | 1 | |
| | Other | 2.9% | | 3 | | 0 | | 0 | |
| | All Modes | 100.0% | | 99 | 39 | 5 | 2 | 4 | 2 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 210 | 90 | 10 | 4 | 9 | 4 |
| | Transit | 12.8% | | 34 | | 2 | | 1 | |
| | Walk | 6.9% | | 18 | | 1 | | 1 | |
| | Other | 1.1% | | 3 | | 0 | | 0 | |
| | All Modes | 100.0% | | 264 | 90 | 13 | 4 | 11 | 4 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 161 | 61 | 8 | 3 | 7 | 3 |
| | Transit | 23.7% | | 94 | | 5 | | 4 | |
| | Walk | 24.2% | | 96 | | 5 | | 4 | |
| | Other | 11.4% | | 45 | | 2 | | 2 | |
| | All Modes | 100.0% | | 397 | 61 | 19 | 3 | 17 | 3 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **1,519** | **661** | **74** | **32** | **65** | **28** |
| | **Transit** | **22.3%** | | **736** | | **36** | | **31** | |
| | **Walk** | **24.3%** | | **804** | | **39** | | **34** | |
| | **Other** | **7.5%** | | **248** | | **12** | | **11** | |
| | **All Modes** | **100.0%** | | **3,306** | **661** | **160** | **32** | **141** | **28** |

Notes:
[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (WORK TRIPS)

| Proposed Size: | | 32,000 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 18.1 trips/1000 sq.ft. | Person-trip Gen Rate: | 8.9% [4] | 1.6 | 8.5% [1] | 1.5 |
| Total Person Trips: | | 579 person-trips | Total Person-trips: | | 52 | | 49 |
| Work Trips [2]: | 36% | 209 person-trips | Work Person-trips: | 83% [5] | 43 | 83% [2] | 41 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 6 | 5 | 1 | 1 | 1 | 1 |
| | Transit | 34.7% | | 8 | | 2 | | 1 | |
| | Walk | 35.8% | | 8 | | 2 | | 2 | |
| | Other | 2.7% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 22 | 5 | 5 | 1 | 4 | 1 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 12 | 10 | 2 | 2 | 2 | 2 |
| | Transit | 49.1% | | 13 | | 3 | | 3 | |
| | Walk | 3.7% | | 1 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 26 | 10 | 5 | 2 | 5 | 2 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 22 | 17 | 4 | 4 | 4 | 3 |
| | Transit | 34.6% | | 15 | | 3 | | 3 | |
| | Walk | 10.4% | | 4 | | 1 | | 1 | |
| | Other | 3.6% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 43 | 17 | 9 | 4 | 8 | 3 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 11 | 7 | 2 | 2 | 2 | 1 |
| | Transit | 40.9% | | 8 | | 2 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 20 | 7 | 4 | 2 | 4 | 1 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 19 | 9 | 4 | 2 | 4 | 2 |
| | Transit | 46.4% | | 18 | | 4 | | 3 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 38 | 9 | 8 | 2 | 7 | 2 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 8 | 5 | 2 | 1 | 2 | 1 |
| | Transit | 28.6% | | 3 | | 1 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 12 | 5 | 3 | 1 | 2 | 1 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 33 | 29 | 7 | 6 | 7 | 6 |
| | Transit | 19.9% | | 9 | | 2 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 43 | 29 | 9 | 6 | 8 | 6 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 3 | 2 | 1 | 0 | 0 | 0 |
| | Transit | 41.5% | | 2 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 4 | 2 | 1 | 0 | 1 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **115** | **84** | **24** | **17** | **22** | **16** |
| | **Transit** | **36.0%** | | **75** | | **15** | | **15** | |
| | **Walk** | **6.4%** | | **13** | | **3** | | **3** | |
| | **Other** | **2.7%** | | **6** | | **1** | | **1** | |
| | **All Modes** | **100.0%** | | **209** | **84** | **43** | **17** | **41** | **16** |

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (NON-WORK TRIPS)

| Proposed Size: | | 32,000 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 18.1 trips/1000 sq.ft. | Person-trip Gen Rate: | 8.9% [4] | 1.6 | 8.5% [1] | 1.5 |
| Total Person Trips: | | 579 person-trips | Total Person-trips: | | 52 | | 49 |
| Non-Work Trips [2]: | 64% | 371 person-trips | Non-Work Person-trips: | 17% [5] | 9 | 17% [2] | 8 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 14 | 7 | 0 | 0 | 0 | 0 |
| | Transit | 17.9% | | 12 | | 0 | | 0 | |
| | Walk | 53.4% | | 35 | | 1 | | 1 | |
| | Other | 7.2% | | 5 | | 0 | | 0 | |
| | All Modes | 100.0% | | 65 | 7 | 2 | 0 | 1 | 0 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 26 | 13 | 1 | 0 | 1 | 0 |
| | Transit | 24.8% | | 13 | | 0 | | 0 | |
| | Walk | 14.6% | | 8 | | 0 | | 0 | |
| | Other | 10.5% | | 5 | | 0 | | 0 | |
| | All Modes | 100.0% | | 52 | 13 | 1 | 0 | 1 | 0 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 45 | 19 | 1 | 0 | 1 | 0 |
| | Transit | 25.0% | | 26 | | 1 | | 1 | |
| | Walk | 23.6% | | 25 | | 1 | | 1 | |
| | Other | 8.9% | | 9 | | 0 | | 0 | |
| | All Modes | 100.0% | | 106 | 19 | 2 | 0 | 2 | 0 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 14 | 6 | 0 | 0 | 0 | 0 |
| | Transit | 24.5% | | 6 | | 0 | | 0 | |
| | Walk | 12.4% | | 3 | | 0 | | 0 | |
| | Other | 8.2% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 26 | 6 | 1 | 0 | 1 | 0 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 21 | 8 | 0 | 0 | 0 | 0 |
| | Transit | 27.1% | | 10 | | 0 | | 0 | |
| | Walk | 14.8% | | 5 | | 0 | | 0 | |
| | Other | 1.3% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 37 | 8 | 1 | 0 | 1 | 0 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 8 | 4 | 0 | 0 | 0 | 0 |
| | Transit | 8.0% | | 1 | | 0 | | 0 | |
| | Walk | 13.2% | | 1 | | 0 | | 0 | |
| | Other | 2.9% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 11 | 4 | 0 | 0 | 0 | 0 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 23 | 10 | 1 | 0 | 1 | 0 |
| | Transit | 12.8% | | 4 | | 0 | | 0 | |
| | Walk | 6.9% | | 2 | | 0 | | 0 | |
| | Other | 1.1% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 30 | 10 | 1 | 0 | 1 | 0 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 18 | 7 | 0 | 0 | 0 | 0 |
| | Transit | 23.7% | | 11 | | 0 | | 0 | |
| | Walk | 24.2% | | 11 | | 0 | | 0 | |
| | Other | 11.4% | | 5 | | 0 | | 0 | |
| | All Modes | 100.0% | | 44 | 7 | 1 | 0 | 1 | 0 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **170** | **74** | **4** | **2** | **4** | **2** |
| | **Transit** | **22.3%** | | **82** | | **2** | | **2** | |
| | **Walk** | **24.3%** | | **90** | | **2** | | **2** | |
| | **Other** | **7.5%** | | **28** | | **1** | | **1** | |
| | **All Modes** | **100.0%** | | **371** | **74** | **9** | **2** | **8** | **2** |

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: GENERAL RETAIL (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **8,400 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 150.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.3% [4] | 3.5 | 9.0% [1] | 13.5 |
| Total Person Trips: | | 1,260 person-trips | Total Person-trips: | | 29 | | 113 |
| Work Trips [2]: | 4% | 50 person-trips | Work Person-trips: | 85% [5] | 25 | 4% [2] | 5 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 1 | 1 | 1 | 1 | 0 | 0 |
| | Transit | 34.7% | | 2 | | 1 | | 0 | |
| | Walk | 35.8% | | 2 | | 1 | | 0 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 1 | 3 | 1 | 0 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 3 | 2 | 1 | 1 | 0 | 0 |
| | Transit | 49.1% | | 3 | | 2 | | 0 | |
| | Walk | 3.7% | | 0 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 6 | 2 | 3 | 1 | 1 | 0 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 5 | 4 | 3 | 2 | 0 | 0 |
| | Transit | 34.6% | | 4 | | 2 | | 0 | |
| | Walk | 10.4% | | 1 | | 1 | | 0 | |
| | Other | 3.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 4 | 5 | 2 | 1 | 0 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 3 | 2 | 1 | 1 | 0 | 0 |
| | Transit | 40.9% | | 2 | | 1 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 2 | 2 | 1 | 0 | 0 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 5 | 2 | 2 | 1 | 0 | 0 |
| | Transit | 46.4% | | 4 | | 2 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 9 | 2 | 5 | 1 | 1 | 0 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 2 | 1 | 1 | 1 | 0 | 0 |
| | Transit | 28.6% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 3 | 1 | 1 | 1 | 0 | 0 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 8 | 7 | 4 | 3 | 1 | 1 |
| | Transit | 19.9% | | 2 | | 1 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 7 | 5 | 3 | 1 | 1 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 1 | 0 | 1 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **28** | **20** | **14** | **10** | **2** | **2** |
| | **Transit** | **36.0%** | | **18** | | **9** | | **2** | |
| | **Walk** | **6.4%** | | **3** | | **2** | | **0** | |
| | **Other** | **2.7%** | | **1** | | **1** | | **0** | |
| | **All Modes** | **100.0%** | | **50** | **20** | **25** | **10** | **5** | **2** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Retail)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 85% of all retail trips ocurring before 9 AM are assumed to be work trips

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: GENERAL RETAIL (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **8,400 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 150.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.3% [4] | 3.5 | 9.0% [1] | 13.5 |
| Total Person Trips: | | 1,260 person-trips | Total Person-trips: | | 29 | | 113 |
| Non-Work Trips [2]: | 96% | 1,210 person-trips | Non-Work Person-trips: | 15% [5] | 4 | 96% [2] | 109 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 12.5% | Auto | 24.6% | 1.68 | 37 | 22 | 0 | 0 | 3 | 2 |
| | Transit | 18.1% | | 27 | | 0 | | 2 | |
| | Walk | 53.2% | | 80 | | 0 | | 7 | |
| | Other | 4.2% | | 6 | | 0 | | 1 | |
| | All Modes | 100.0% | | 151 | 22 | 1 | 0 | 14 | 2 |
| SF Superdistrict 2 8.0% | Auto | 47.0% | 1.55 | 45 | 29 | 0 | 0 | 4 | 3 |
| | Transit | 22.9% | | 22 | | 0 | | 2 | |
| | Walk | 26.1% | | 25 | | 0 | | 2 | |
| | Other | 4.1% | | 4 | | 0 | | 0 | |
| | All Modes | 100.0% | | 97 | 29 | 0 | 0 | 9 | 3 |
| SF Superdistrict 3 34.5% | Auto | 57.0% | 2.04 | 238 | 116 | 1 | 0 | 21 | 10 |
| | Transit | 10.9% | | 46 | | 0 | | 4 | |
| | Walk | 30.2% | | 126 | | 0 | | 11 | |
| | Other | 1.9% | | 8 | | 0 | | 1 | |
| | All Modes | 100.0% | | 417 | 116 | 2 | 0 | 38 | 10 |
| SF Superdistrict 4 4.0% | Auto | 65.7% | 1.72 | 32 | 18 | 0 | 0 | 3 | 2 |
| | Transit | 18.8% | | 9 | | 0 | | 1 | |
| | Walk | 12.3% | | 6 | | 0 | | 1 | |
| | Other | 3.3% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 48 | 18 | 0 | 0 | 4 | 2 |
| East Bay 7.0% | Auto | 46.0% | 2.11 | 39 | 18 | 0 | 0 | 4 | 2 |
| | Transit | 20.9% | | 18 | | 0 | | 2 | |
| | Walk | 31.4% | | 27 | | 0 | | 2 | |
| | Other | 1.7% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 85 | 18 | 0 | 0 | 8 | 2 |
| North Bay 3.5% | Auto | 57.9% | 1.82 | 25 | 13 | 0 | 0 | 2 | 1 |
| | Transit | 16.1% | | 7 | | 0 | | 1 | |
| | Walk | 24.4% | | 10 | | 0 | | 1 | |
| | Other | 1.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 42 | 13 | 0 | 0 | 4 | 1 |
| South Bay 8.5% | Auto | 80.5% | 2.28 | 83 | 36 | 0 | 0 | 7 | 3 |
| | Transit | 11.5% | | 12 | | 0 | | 1 | |
| | Walk | 6.4% | | 7 | | 0 | | 1 | |
| | Other | 1.6% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 103 | 36 | 0 | 0 | 9 | 3 |
| Out of Region 22.0% | Auto | 39.5% | 2.73 | 105 | 39 | 0 | 0 | 9 | 3 |
| | Transit | 9.4% | | 25 | | 0 | | 2 | |
| | Walk | 27.3% | | 73 | | 0 | | 7 | |
| | Other | 23.8% | | 63 | | 0 | | 6 | |
| | All Modes | 100.0% | | 266 | 39 | 1 | 0 | 24 | 3 |
| **All Origins 100.0%** | **Auto** | **49.9%** | **2.06** | **604** | **293** | **2** | **1** | **54** | **26** |
| | **Transit** | **13.7%** | | **165** | | **1** | | **15** | |
| | **Walk** | **29.2%** | | **354** | | **1** | | **32** | |
| | **Other** | **7.2%** | | **87** | | **0** | | **8** | |
| | **All Modes** | **100.0%** | | **1,210** | **293** | **4** | **1** | **109** | **26** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Retail)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 85% of all retail trips ocurring before 9 AM are assumed to be work trips

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: SUPERMARKET (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **35,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 297.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.6% [4] | 7.8 | 7.3% [1] | 21.7 |
| Total Person Trips: | | 10,395 person-trips | Total Person-trips: | | 272 | | 759 |
| Work Trips [2]: | 4% | 416 person-trips | Work Person-trips: | 4% [5] | 11 | 4% [2] | 30 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 12 | 9 | 0 | 0 | 1 | 1 |
| | Transit | 34.7% | | 15 | | 0 | | 1 | |
| | Walk | 35.8% | | 16 | | 0 | | 1 | |
| | Other | 2.7% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 44 | 9 | 1 | 0 | 3 | 1 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 24 | 19 | 1 | 0 | 2 | 1 |
| | Transit | 49.1% | | 26 | | 1 | | 2 | |
| | Walk | 3.7% | | 2 | | 0 | | 0 | |
| | Other | 1.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 52 | 19 | 1 | 0 | 4 | 1 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 44 | 35 | 1 | 1 | 3 | 3 |
| | Transit | 34.6% | | 29 | | 1 | | 2 | |
| | Walk | 10.4% | | 9 | | 0 | | 1 | |
| | Other | 3.6% | | 3 | | 0 | | 0 | |
| | All Modes | 100.0% | | 85 | 35 | 2 | 1 | 6 | 3 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 22 | 15 | 1 | 0 | 2 | 1 |
| | Transit | 40.9% | | 16 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 40 | 15 | 1 | 0 | 3 | 1 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 39 | 18 | 1 | 0 | 3 | 1 |
| | Transit | 46.4% | | 35 | | 1 | | 3 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 76 | 18 | 2 | 0 | 6 | 1 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 17 | 11 | 0 | 0 | 1 | 1 |
| | Transit | 28.6% | | 7 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 24 | 11 | 1 | 0 | 2 | 1 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 67 | 58 | 2 | 2 | 5 | 4 |
| | Transit | 19.9% | | 17 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 86 | 58 | 2 | 2 | 6 | 4 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 5 | 3 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 4 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 9 | 3 | 0 | 0 | 1 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **229** | **168** | **6** | **4** | **17** | **12** |
| | **Transit** | **36.0%** | | **149** | | **4** | | **11** | |
| | **Walk** | **6.4%** | | **26** | | **1** | | **2** | |
| | **Other** | **2.7%** | | **11** | | **0** | | **1** | |
| | **All Modes** | **100.0%** | | **416** | **168** | **11** | **4** | **30** | **12** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: SUPERMARKET (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **35,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 297.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.6% [4] | 7.8 | 7.3% [1] | 21.7 |
| Total Person Trips: | | 10,395 person-trips | Total Person-trips: | | 272 | | 759 |
| Non-Work Trips [2]: | 96% | 9,979 person-trips | Non-Work Person-trips: | 96% [5] | 261 | 96% [2] | 728 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 12.5% | Auto | 24.6% | 1.68 | 306 | 182 | 8 | 5 | 22 | 13 |
| | Transit | 18.1% | | 226 | | 6 | | 17 | |
| | Walk | 53.2% | | 663 | | 17 | | 48 | |
| | Other | 4.2% | | 52 | | 1 | | 4 | |
| | All Modes | 100.0% | | 1,247 | 182 | 33 | 5 | 91 | 13 |
| SF Superdistrict 2 8.0% | Auto | 47.0% | 1.55 | 375 | 241 | 10 | 6 | 27 | 18 |
| | Transit | 22.9% | | 183 | | 5 | | 13 | |
| | Walk | 26.1% | | 208 | | 5 | | 15 | |
| | Other | 4.1% | | 33 | | 1 | | 2 | |
| | All Modes | 100.0% | | 798 | 241 | 21 | 6 | 58 | 18 |
| SF Superdistrict 3 34.5% | Auto | 57.0% | 2.04 | 1,963 | 961 | 51 | 25 | 143 | 70 |
| | Transit | 10.9% | | 376 | | 10 | | 27 | |
| | Walk | 30.2% | | 1,038 | | 27 | | 76 | |
| | Other | 1.9% | | 66 | | 2 | | 5 | |
| | All Modes | 100.0% | | 3,443 | 961 | 90 | 25 | 251 | 70 |
| SF Superdistrict 4 4.0% | Auto | 65.7% | 1.72 | 262 | 152 | 7 | 4 | 19 | 11 |
| | Transit | 18.8% | | 75 | | 2 | | 5 | |
| | Walk | 12.3% | | 49 | | 1 | | 4 | |
| | Other | 3.3% | | 13 | | 0 | | 1 | |
| | All Modes | 100.0% | | 399 | 152 | 10 | 4 | 29 | 11 |
| East Bay 7.0% | Auto | 46.0% | 2.11 | 321 | 152 | 8 | 4 | 23 | 11 |
| | Transit | 20.9% | | 146 | | 4 | | 11 | |
| | Walk | 31.4% | | 220 | | 6 | | 16 | |
| | Other | 1.7% | | 12 | | 0 | | 1 | |
| | All Modes | 100.0% | | 699 | 152 | 18 | 4 | 51 | 11 |
| North Bay 3.5% | Auto | 57.9% | 1.82 | 202 | 111 | 5 | 3 | 15 | 8 |
| | Transit | 16.1% | | 56 | | 1 | | 4 | |
| | Walk | 24.4% | | 85 | | 2 | | 6 | |
| | Other | 1.6% | | 5 | | 0 | | 0 | |
| | All Modes | 100.0% | | 349 | 111 | 9 | 3 | 25 | 8 |
| South Bay 8.5% | Auto | 80.5% | 2.28 | 683 | 300 | 18 | 8 | 50 | 22 |
| | Transit | 11.5% | | 97 | | 3 | | 7 | |
| | Walk | 6.4% | | 55 | | 1 | | 4 | |
| | Other | 1.6% | | 14 | | 0 | | 1 | |
| | All Modes | 100.0% | | 848 | 300 | 22 | 8 | 62 | 22 |
| Out of Region 22.0% | Auto | 39.5% | 2.73 | 868 | 318 | 23 | 8 | 63 | 23 |
| | Transit | 9.4% | | 206 | | 5 | | 15 | |
| | Walk | 27.3% | | 600 | | 16 | | 44 | |
| | Other | 23.8% | | 522 | | 14 | | 38 | |
| | All Modes | 100.0% | | 2,195 | 318 | 57 | 8 | 160 | 23 |
| **All Origins 100.0%** | **Auto** | **49.9%** | **2.06** | **4,980** | **2,419** | **130** | **63** | **364** | **177** |
| | **Transit** | **13.7%** | | **1,365** | | **36** | | **100** | |
| | **Walk** | **29.2%** | | **2,918** | | **76** | | **213** | |
| | **Other** | **7.2%** | | **716** | | **19** | | **52** | |
| | **All Modes** | **100.0%** | | **9,979** | **2,419** | **261** | **63** | **728** | **177** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: SIT-DOWN RESTAURANT (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **26,877 sq.ft.** (includes 60% occupancy factor for Assembly Use) | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 200.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 1.1% [4] | 2.2 | 10.0% [6] | 20.0 |
| Total Person Trips: | | 5,375 person-trips | Total Person-trips: | | 58 | | 538 |
| Work Trips [2]: | 4% | 215 person-trips | Work Person-trips: | 100% [5] | 58 | 4% [2] | 22 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 6 | 5 | 2 | 1 | 1 | 0 |
| | Transit | 34.7% | | 8 | | 2 | | 1 | |
| | Walk | 35.8% | | 8 | | 2 | | 1 | |
| | Other | 2.7% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 23 | 5 | 6 | 1 | 2 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 12 | 10 | 3 | 3 | 1 | 1 |
| | Transit | 49.1% | | 13 | | 4 | | 1 | |
| | Walk | 3.7% | | 1 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 27 | 10 | 7 | 3 | 3 | 1 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 23 | 18 | 6 | 5 | 2 | 2 |
| | Transit | 34.6% | | 15 | | 4 | | 2 | |
| | Walk | 10.4% | | 5 | | 1 | | 0 | |
| | Other | 3.6% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 44 | 18 | 12 | 5 | 4 | 2 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 11 | 8 | 3 | 2 | 1 | 1 |
| | Transit | 40.9% | | 8 | | 2 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 21 | 8 | 6 | 2 | 2 | 1 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 20 | 9 | 5 | 3 | 2 | 1 |
| | Transit | 46.4% | | 18 | | 5 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 39 | 9 | 11 | 3 | 4 | 1 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 9 | 6 | 2 | 2 | 1 | 1 |
| | Transit | 28.6% | | 4 | | 1 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 13 | 6 | 3 | 2 | 1 | 1 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 35 | 30 | 9 | 8 | 3 | 3 |
| | Transit | 19.9% | | 9 | | 2 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 44 | 30 | 12 | 8 | 4 | 3 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 3 | 2 | 1 | 0 | 0 | 0 |
| | Transit | 41.5% | | 2 | | 1 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 2 | 1 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **118** | **87** | **32** | **23** | **12** | **9** |
| | **Transit** | **36.0%** | | **77** | | **21** | | **8** | |
| | **Walk** | **6.4%** | | **14** | | **4** | | **1** | |
| | **Other** | **2.7%** | | **6** | | **2** | | **1** | |
| | **All Modes** | **100.0%** | | **215** | **87** | **58** | **23** | **22** | **9** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 100% of all restaurant trips ocurring before 9 AM are assumed to be work trips
[6] Based on ITE and SANDAG data

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: SIT-DOWN RESTAURANT (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **26,877 sq.ft.** (includes 60% occupancy factor for Assembly Use) | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 200.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 1.1% [4] | 2.2 | 10.0% [6] | 20.0 |
| Total Person Trips: | | 5,375 person-trips | Total Person-trips: | | 58 | | 538 |
| Non-Work Trips [2]: | 96% | 5,160 person-trips | Non-Work Person-trips: | 0% [5] | 0 | 96% [2] | 516 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 12.5% | Auto | 24.6% | 1.68 | 158 | 94 | 0 | 0 | 16 | 9 |
| | Transit | 18.1% | | 117 | | 0 | | 12 | |
| | Walk | 53.2% | | 343 | | 0 | | 34 | |
| | Other | 4.2% | | 27 | | 0 | | 3 | |
| | All Modes | 100.0% | | 645 | 94 | 0 | 0 | 65 | 9 |
| SF Superdistrict 2 8.0% | Auto | 47.0% | 1.55 | 194 | 125 | 0 | 0 | 19 | 12 |
| | Transit | 22.9% | | 94 | | 0 | | 9 | |
| | Walk | 26.1% | | 108 | | 0 | | 11 | |
| | Other | 4.1% | | 17 | | 0 | | 2 | |
| | All Modes | 100.0% | | 413 | 125 | 0 | 0 | 41 | 12 |
| SF Superdistrict 3 34.5% | Auto | 57.0% | 2.04 | 1,015 | 497 | 0 | 0 | 102 | 50 |
| | Transit | 10.9% | | 194 | | 0 | | 19 | |
| | Walk | 30.2% | | 537 | | 0 | | 54 | |
| | Other | 1.9% | | 34 | | 0 | | 3 | |
| | All Modes | 100.0% | | 1,780 | 497 | 0 | 0 | 178 | 50 |
| SF Superdistrict 4 4.0% | Auto | 65.7% | 1.72 | 136 | 79 | 0 | 0 | 14 | 8 |
| | Transit | 18.8% | | 39 | | 0 | | 4 | |
| | Walk | 12.3% | | 25 | | 0 | | 3 | |
| | Other | 3.3% | | 7 | | 0 | | 1 | |
| | All Modes | 100.0% | | 206 | 79 | 0 | 0 | 21 | 8 |
| East Bay 7.0% | Auto | 46.0% | 2.11 | 166 | 79 | 0 | 0 | 17 | 8 |
| | Transit | 20.9% | | 76 | | 0 | | 8 | |
| | Walk | 31.4% | | 114 | | 0 | | 11 | |
| | Other | 1.7% | | 6 | | 0 | | 1 | |
| | All Modes | 100.0% | | 361 | 79 | 0 | 0 | 36 | 8 |
| North Bay 3.5% | Auto | 57.9% | 1.82 | 105 | 58 | 0 | 0 | 10 | 6 |
| | Transit | 16.1% | | 29 | | 0 | | 3 | |
| | Walk | 24.4% | | 44 | | 0 | | 4 | |
| | Other | 1.6% | | 3 | | 0 | | 0 | |
| | All Modes | 100.0% | | 181 | 58 | 0 | 0 | 18 | 6 |
| South Bay 8.5% | Auto | 80.5% | 2.28 | 353 | 155 | 0 | 0 | 35 | 15 |
| | Transit | 11.5% | | 50 | | 0 | | 5 | |
| | Walk | 6.4% | | 28 | | 0 | | 3 | |
| | Other | 1.6% | | 7 | | 0 | | 1 | |
| | All Modes | 100.0% | | 439 | 155 | 0 | 0 | 44 | 15 |
| Out of Region 22.0% | Auto | 39.5% | 2.73 | 449 | 165 | 0 | 0 | 45 | 16 |
| | Transit | 9.4% | | 106 | | 0 | | 11 | |
| | Walk | 27.3% | | 310 | | 0 | | 31 | |
| | Other | 23.8% | | 270 | | 0 | | 27 | |
| | All Modes | 100.0% | | 1,135 | 165 | 0 | 0 | 114 | 16 |
| **All Origins 100.0%** | **Auto** | **49.9%** | **2.06** | **2,575** | **1,251** | **0** | **0** | **258** | **125** |
| | **Transit** | **13.7%** | | **706** | | **0** | | **71** | |
| | **Walk** | **29.2%** | | **1,509** | | **0** | | **151** | |
| | **Other** | **7.2%** | | **370** | | **0** | | **37** | |
| | **All Modes** | **100.0%** | | **5,160** | **1,251** | **0** | **0** | **516** | **125** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 100% of all restaurant trips ocurring before 9 AM are assumed to be work trips
[6] Based on ITE and SANDAG data

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: QUICK SERVICE RESTAURANT (WORK TRIPS)

| Proposed Size: | | 19,962 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 600.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 1.1% [4] | 6.5 | 10.0% [6] | 60.0 |
| Total Person Trips: | | 11,977 person-trips | Total Person-trips: | | 130 | | 1,198 |
| Work Trips [2]: | 4% | 479 person-trips | Work Person-trips: | 4% [5] | 5 | 4% [2] | 48 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 14 | 10 | 0 | 0 | 1 | 1 |
| | Transit | 34.7% | | 18 | | 0 | | 2 | |
| | Walk | 35.8% | | 18 | | 0 | | 2 | |
| | Other | 2.7% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 51 | 10 | 1 | 0 | 5 | 1 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 27 | 22 | 0 | 0 | 3 | 2 |
| | Transit | 49.1% | | 29 | | 0 | | 3 | |
| | Walk | 3.7% | | 2 | | 0 | | 0 | |
| | Other | 1.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 60 | 22 | 1 | 0 | 6 | 2 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 50 | 40 | 1 | 0 | 5 | 4 |
| | Transit | 34.6% | | 34 | | 0 | | 3 | |
| | Walk | 10.4% | | 10 | | 0 | | 1 | |
| | Other | 3.6% | | 4 | | 0 | | 0 | |
| | All Modes | 100.0% | | 98 | 40 | 1 | 0 | 10 | 4 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 26 | 17 | 0 | 0 | 3 | 2 |
| | Transit | 40.9% | | 19 | | 0 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 46 | 17 | 0 | 0 | 5 | 2 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 45 | 21 | 0 | 0 | 4 | 2 |
| | Transit | 46.4% | | 41 | | 0 | | 4 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 88 | 21 | 1 | 0 | 9 | 2 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 19 | 13 | 0 | 0 | 2 | 1 |
| | Transit | 28.6% | | 8 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 28 | 13 | 0 | 0 | 3 | 1 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 77 | 67 | 1 | 1 | 8 | 7 |
| | Transit | 19.9% | | 20 | | 0 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 99 | 67 | 1 | 1 | 10 | 7 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 6 | 4 | 0 | 0 | 1 | 0 |
| | Transit | 41.5% | | 4 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 4 | 0 | 0 | 1 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **263** | **193** | **3** | **2** | **26** | **19** |
| | **Transit** | **36.0%** | | **172** | | **2** | | **17** | |
| | **Walk** | **6.4%** | | **30** | | **0** | | **3** | |
| | **Other** | **2.7%** | | **13** | | **0** | | **1** | |
| | **All Modes** | **100.0%** | | **479** | **193** | **5** | **2** | **48** | **19** |

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] Based on ITE and SANDAG data

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential

LAND USE: QUICK SERVICE RESTAURANT (NON-WORK TRIPS)

| Proposed Size: | | 19,962 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 600.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 1.1% [4] | 6.5 | 10.0% [6] | 60.0 |
| Total Person Trips: | | 11,977 person-trips | Total Person-trips: | | 130 | | 1,198 |
| Non-Work Trips [2]: | 96% | 11,498 person-trips | Non-Work Person-trips: | 96% [5] | 124 | 96% [2] | 1,150 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 12.5% | Auto | 24.6% | 1.68 | 353 | 210 | 4 | 2 | 35 | 21 |
| | Transit | 18.1% | | 261 | | 3 | | 26 | |
| | Walk | 53.2% | | 764 | | 8 | | 76 | |
| | Other | 4.2% | | 60 | | 1 | | 6 | |
| | All Modes | 100.0% | | 1,437 | 210 | 16 | 2 | 144 | 21 |
| SF Superdistrict 2 8.0% | Auto | 47.0% | 1.55 | 432 | 278 | 5 | 3 | 43 | 28 |
| | Transit | 22.9% | | 210 | | 2 | | 21 | |
| | Walk | 26.1% | | 240 | | 3 | | 24 | |
| | Other | 4.1% | | 38 | | 0 | | 4 | |
| | All Modes | 100.0% | | 920 | 278 | 10 | 3 | 92 | 28 |
| SF Superdistrict 3 34.5% | Auto | 57.0% | 2.04 | 2,262 | 1,107 | 24 | 12 | 226 | 111 |
| | Transit | 10.9% | | 433 | | 5 | | 43 | |
| | Walk | 30.2% | | 1,196 | | 13 | | 120 | |
| | Other | 1.9% | | 76 | | 1 | | 8 | |
| | All Modes | 100.0% | | 3,967 | 1,107 | 43 | 12 | 397 | 111 |
| SF Superdistrict 4 4.0% | Auto | 65.7% | 1.72 | 302 | 176 | 3 | 2 | 30 | 18 |
| | Transit | 18.8% | | 87 | | 1 | | 9 | |
| | Walk | 12.3% | | 56 | | 1 | | 6 | |
| | Other | 3.3% | | 15 | | 0 | | 1 | |
| | All Modes | 100.0% | | 460 | 176 | 5 | 2 | 46 | 18 |
| East Bay 7.0% | Auto | 46.0% | 2.11 | 370 | 176 | 4 | 2 | 37 | 18 |
| | Transit | 20.9% | | 168 | | 2 | | 17 | |
| | Walk | 31.4% | | 253 | | 3 | | 25 | |
| | Other | 1.7% | | 13 | | 0 | | 1 | |
| | All Modes | 100.0% | | 805 | 176 | 9 | 2 | 80 | 18 |
| North Bay 3.5% | Auto | 57.9% | 1.82 | 233 | 128 | 3 | 1 | 23 | 13 |
| | Transit | 16.1% | | 65 | | 1 | | 6 | |
| | Walk | 24.4% | | 98 | | 1 | | 10 | |
| | Other | 1.6% | | 6 | | 0 | | 1 | |
| | All Modes | 100.0% | | 402 | 128 | 4 | 1 | 40 | 13 |
| South Bay 8.5% | Auto | 80.5% | 2.28 | 786 | 345 | 9 | 4 | 79 | 35 |
| | Transit | 11.5% | | 112 | | 1 | | 11 | |
| | Walk | 6.4% | | 63 | | 1 | | 6 | |
| | Other | 1.6% | | 16 | | 0 | | 2 | |
| | All Modes | 100.0% | | 977 | 345 | 11 | 4 | 98 | 35 |
| Out of Region 22.0% | Auto | 39.5% | 2.73 | 1,000 | 367 | 11 | 4 | 100 | 37 |
| | Transit | 9.4% | | 237 | | 3 | | 24 | |
| | Walk | 27.3% | | 691 | | 7 | | 69 | |
| | Other | 23.8% | | 602 | | 7 | | 60 | |
| | All Modes | 100.0% | | 2,530 | 367 | 27 | 4 | 253 | 37 |
| **All Origins 100.0%** | **Auto** | **49.9%** | **2.06** | **5,738** | **2,787** | **62** | **30** | **574** | **279** |
| | **Transit** | **13.7%** | | **1,573** | | **17** | | **157** | |
| | **Walk** | **29.2%** | | **3,362** | | **36** | | **336** | |
| | **Other** | **7.2%** | | **825** | | **9** | | **83** | |
| | **All Modes** | **100.0%** | | **11,498** | **2,787** | **124** | **30** | **1,150** | **279** |

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)

[2] SF Guidelines, Appendix C - Table C-2 (Retail)

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] Based on ITE and SANDAG data

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: CHILD CARE (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **12,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 67.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 17.8% [4] | 11.9 | 18.0% [1] | 12.1 |
| Total Person Trips: | | 804 person-trips | Total Person-trips: | | 143 | | 145 |
| Work Trips [2]: | 20% | 161 person-trips | Work Person-trips: | 17% [5] | 24 | 17% [6] | 25 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 5 | 4 | 1 | 1 | 1 | 1 |
| | Transit | 34.7% | | 6 | | 1 | | 1 | |
| | Walk | 35.8% | | 6 | | 1 | | 1 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 17 | 4 | 3 | 1 | 3 | 1 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 9 | 7 | 1 | 1 | 1 | 1 |
| | Transit | 49.1% | | 10 | | 1 | | 2 | |
| | Walk | 3.7% | | 1 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 20 | 7 | 3 | 1 | 3 | 1 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 17 | 13 | 3 | 2 | 3 | 2 |
| | Transit | 34.6% | | 11 | | 2 | | 2 | |
| | Walk | 10.4% | | 3 | | 1 | | 1 | |
| | Other | 3.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 33 | 13 | 5 | 2 | 5 | 2 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 9 | 6 | 1 | 1 | 1 | 1 |
| | Transit | 40.9% | | 6 | | 1 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 15 | 6 | 2 | 1 | 2 | 1 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 15 | 7 | 2 | 1 | 2 | 1 |
| | Transit | 46.4% | | 14 | | 2 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 30 | 7 | 4 | 1 | 5 | 1 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 7 | 4 | 1 | 1 | 1 | 1 |
| | Transit | 28.6% | | 3 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 9 | 4 | 1 | 1 | 1 | 1 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 26 | 22 | 4 | 3 | 4 | 3 |
| | Transit | 19.9% | | 7 | | 1 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 33 | 22 | 5 | 3 | 5 | 3 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 2 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 3 | 1 | 1 | 0 | 1 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **88** | **65** | **13** | **10** | **14** | **10** |
| | **Transit** | **36.0%** | | **58** | | **9** | | **9** | |
| | **Walk** | **6.4%** | | **10** | | **2** | | **2** | |
| | **Other** | **2.7%** | | **4** | | **1** | | **1** | |
| | **All Modes** | **100.0%** | | **161** | **65** | **24** | **10** | **25** | **10** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
[2] SF Guidelines, Appendix C - Table C-2 (Government Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: CHILD CARE (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **12,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 67.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 17.8% [4] | 11.9 | 18.0% [1] | 12.1 |
| Total Person Trips: | | 804 person-trips | Total Person-trips: | | 143 | | 145 |
| Non-Work Trips [2]: | 80% | 643 person-trips | Non-Work Person-trips: | 83% [5] | 119 | 83% [6] | 120 |

| Percent of Origin Distribution [7] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 0.0% | Auto | 21.5% | 2.12 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 17.9% | | 0 | | 0 | | 0 | |
| | Walk | 53.4% | | 0 | | 0 | | 0 | |
| | Other | 7.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 2 0.0% | Auto | 50.3% | 2.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 24.8% | | 0 | | 0 | | 0 | |
| | Walk | 14.6% | | 0 | | 0 | | 0 | |
| | Other | 10.5% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 3 100.0% | Auto | 42.6% | 2.04 | 274 | 134 | 50 | 25 | 51 | 25 |
| | Transit | 25.0% | | 161 | | 30 | | 30 | |
| | Walk | 23.6% | | 152 | | 28 | | 28 | |
| | Other | 8.9% | | 57 | | 10 | | 11 | |
| | All Modes | 100.0% | | 643 | 134 | 119 | 25 | 120 | 25 |
| SF Superdistrict 4 0.0% | Auto | 55.0% | 2.25 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 24.5% | | 0 | | 0 | | 0 | |
| | Walk | 12.4% | | 0 | | 0 | | 0 | |
| | Other | 8.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| East Bay 0.0% | Auto | 56.9% | 2.51 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 27.1% | | 0 | | 0 | | 0 | |
| | Walk | 14.8% | | 0 | | 0 | | 0 | |
| | Other | 1.3% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| North Bay 0.0% | Auto | 75.9% | 1.95 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 8.0% | | 0 | | 0 | | 0 | |
| | Walk | 13.2% | | 0 | | 0 | | 0 | |
| | Other | 2.9% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| South Bay 0.0% | Auto | 79.2% | 2.34 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 12.8% | | 0 | | 0 | | 0 | |
| | Walk | 6.9% | | 0 | | 0 | | 0 | |
| | Other | 1.1% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| Out of Region 0.0% | Auto | 40.6% | 2.64 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 23.7% | | 0 | | 0 | | 0 | |
| | Walk | 24.2% | | 0 | | 0 | | 0 | |
| | Other | 11.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **42.6%** | **2.04** | **274** | **134** | **50** | **25** | **51** | **25** |
| | **Transit** | **25.0%** | | **161** | | **30** | | **30** | |
| | **Walk** | **23.6%** | | **152** | | **28** | | **28** | |
| | **Other** | **8.9%** | | **57** | | **10** | | **11** | |
| | **All Modes** | **100.0%** | | **643** | **134** | **119** | **25** | **120** | **25** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
[2] SF Guidelines, Appendix C - Table C-2 (Government Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)
[7] Assumes local trips

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: LIBRARY (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **5,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 195.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.0% [4] | 3.9 | 16.2% [1] | 31.5 |
| Total Person Trips: | | 975 person-trips | Total Person-trips: | | 20 | | 158 |
| Work Trips [1]: | 3% | 24 person-trips | Work Person-trips: | 4% [2] | 1 | 4% [1] | 6 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 34.7% | | 1 | | 0 | | 0 | |
| | Walk | 35.8% | | 1 | | 0 | | 0 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 3 | 1 | 0 | 0 | 1 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 49.1% | | 1 | | 0 | | 0 | |
| | Walk | 3.7% | | 0 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 3 | 1 | 0 | 0 | 1 | 0 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 3 | 2 | 0 | 0 | 1 | 0 |
| | Transit | 34.6% | | 2 | | 0 | | 0 | |
| | Walk | 10.4% | | 1 | | 0 | | 0 | |
| | Other | 3.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 2 | 0 | 0 | 1 | 0 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 40.9% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 2 | 1 | 0 | 0 | 1 | 0 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 2 | 1 | 0 | 0 | 1 | 0 |
| | Transit | 46.4% | | 2 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 4 | 1 | 0 | 0 | 1 | 0 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 28.6% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 1 | 1 | 0 | 0 | 0 | 0 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 4 | 3 | 0 | 0 | 1 | 1 |
| | Transit | 19.9% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 3 | 0 | 0 | 1 | 1 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 1 | 0 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **13** | **10** | **0** | **0** | **3** | **2** |
| | **Transit** | **36.0%** | | **9** | | **0** | | **2** | |
| | **Walk** | **6.4%** | | **2** | | **0** | | **0** | |
| | **Other** | **2.7%** | | **1** | | **0** | | **0** | |
| | **All Modes** | **100.0%** | | **24** | **10** | **1** | **0** | **6** | **2** |

Notes:
[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968!, ESA August 2009.
[2] Assumes same percentage as the PM Peak Hour.
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Based on ITE land use #590 (Library) and SANDAG.
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages



## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: LIBRARY (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **5,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 195.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.0% [4] | 3.9 | 16.2% [1] | 31.5 |
| Total Person Trips: | | 975 person-trips | Total Person-trips: | | 20 | | 158 |
| Non-Work Trips [1]: | 98% | 951 person-trips | Non-Work Person-trips: | 97% [2] | 19 | 97% [1] | 152 |

| Percent of Origin Distribution [6] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 0.0% | Auto | 21.5% | 2.12 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 17.9% | | 0 | | 0 | | 0 | |
| | Walk | 53.4% | | 0 | | 0 | | 0 | |
| | Other | 7.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 2 0.0% | Auto | 50.3% | 2.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 24.8% | | 0 | | 0 | | 0 | |
| | Walk | 14.6% | | 0 | | 0 | | 0 | |
| | Other | 10.5% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 3 100.0% | Auto | 42.6% | 2.42 | 405 | 167 | 8 | 3 | 65 | 27 |
| | Transit | 25.0% | | 238 | | 5 | | 38 | |
| | Walk | 23.6% | | 224 | | 4 | | 36 | |
| | Other | 8.9% | | 84 | | 2 | | 13 | |
| | All Modes | 100.0% | | 951 | 167 | 19 | 3 | 152 | 27 |
| SF Superdistrict 4 0.0% | Auto | 55.0% | 2.25 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 24.5% | | 0 | | 0 | | 0 | |
| | Walk | 12.4% | | 0 | | 0 | | 0 | |
| | Other | 8.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| East Bay 0.0% | Auto | 56.9% | 2.51 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 27.1% | | 0 | | 0 | | 0 | |
| | Walk | 14.8% | | 0 | | 0 | | 0 | |
| | Other | 1.3% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| North Bay 0.0% | Auto | 75.9% | 1.95 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 8.0% | | 0 | | 0 | | 0 | |
| | Walk | 13.2% | | 0 | | 0 | | 0 | |
| | Other | 2.9% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| South Bay 0.0% | Auto | 79.2% | 2.34 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 12.8% | | 0 | | 0 | | 0 | |
| | Walk | 6.9% | | 0 | | 0 | | 0 | |
| | Other | 1.1% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| Out of Region 0.0% | Auto | 40.6% | 2.64 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 23.7% | | 0 | | 0 | | 0 | |
| | Walk | 24.2% | | 0 | | 0 | | 0 | |
| | Other | 11.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **42.6%** | **2.42** | **405** | **167** | **8** | **3** | **65** | **27** |
| | **Transit** | **25.0%** | | **238** | | **5** | | **38** | |
| | **Walk** | **23.6%** | | **224** | | **4** | | **36** | |
| | **Other** | **8.9%** | | **84** | | **2** | | **13** | |
| | **All Modes** | **100.0%** | | **951** | **167** | **19** | **3** | **152** | **27** |

Notes:
[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968!, ESA August 2009.
[2] Assumes same percentage as the PM Peak Hour.
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Based on ITE land use #590 (Library) and SANDAG.
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages
[6] Assumes local trips

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: COMMUNITY CENTER (WORK TRIPS)

| Proposed Size: | | 25,000 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 80.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 6.1% [4] | 4.8 | 13.4% [1] | 10.7 |
| Total Person Trips: | | 2,000 person-trips | Total Person-trips: | | 121 | | 268 |
| Work Trips [2]: | 5% | 100 person-trips | Work Person-trips: | 5% [5] | 6 | 5% [5] | 13 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 3 | 2 | 0 | 0 | 0 | 0 |
| | Transit | 34.7% | | 4 | | 0 | | 0 | |
| | Walk | 35.8% | | 4 | | 0 | | 1 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 11 | 2 | 1 | 0 | 1 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 6 | 5 | 0 | 0 | 1 | 1 |
| | Transit | 49.1% | | 6 | | 0 | | 1 | |
| | Walk | 3.7% | | 0 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 13 | 5 | 1 | 0 | 2 | 1 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 10 | 8 | 1 | 1 | 1 | 1 |
| | Transit | 34.6% | | 7 | | 0 | | 1 | |
| | Walk | 10.4% | | 2 | | 0 | | 0 | |
| | Other | 3.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 20 | 8 | 1 | 1 | 3 | 1 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 5 | 4 | 0 | 0 | 1 | 0 |
| | Transit | 40.9% | | 4 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 4 | 1 | 0 | 1 | 0 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 9 | 4 | 1 | 0 | 1 | 1 |
| | Transit | 46.4% | | 9 | | 1 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 18 | 4 | 1 | 0 | 2 | 1 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 4 | 3 | 0 | 0 | 1 | 0 |
| | Transit | 28.6% | | 2 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 6 | 3 | 0 | 0 | 1 | 0 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 16 | 14 | 1 | 1 | 2 | 2 |
| | Transit | 19.9% | | 4 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 21 | 14 | 1 | 1 | 3 | 2 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 2 | 1 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **55** | **40** | **3** | **2** | **7** | **5** |
| | **Transit** | **36.0%** | | **36** | | **2** | | **5** | |
| | **Walk** | **6.4%** | | **6** | | **0** | | **1** | |
| | **Other** | **2.7%** | | **3** | | **0** | | **0** | |
| | **All Modes** | **100.0%** | | **100** | **40** | **6** | **2** | **13** | **5** |

Notes:
[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Adavant Consulting/LCW Consulting, November 2017.
[2] Estimated based on an average of 3 daily trips per employee
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Based on ITE land use #495 (Community Center)
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: COMMUNITY CENTER (NON-WORK TRIPS)

| Proposed Size: | | 25,000 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 80.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 6.1% [4] | 4.8 | 13.4% [1] | 10.7 |
| Total Person Trips: | | 2,000 person-trips | Total Person-trips: | | 121 | | 268 |
| Non-Work Trips [2]: | 95% | 1,900 person-trips | Non-Work Person-trips: | 95% [5] | 115 | 95% [5] | 255 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 71 | 34 | 4 | 2 | 10 | 5 |
| | Transit | 17.9% | | 59 | | 4 | | 8 | |
| | Walk | 53.4% | | 178 | | 11 | | 24 | |
| | Other | 7.2% | | 24 | | 1 | | 3 | |
| | All Modes | 100.0% | | 333 | 34 | 20 | 2 | 45 | 5 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 134 | 67 | 8 | 4 | 18 | 9 |
| | Transit | 24.8% | | 66 | | 4 | | 9 | |
| | Walk | 14.6% | | 39 | | 2 | | 5 | |
| | Other | 10.5% | | 28 | | 2 | | 4 | |
| | All Modes | 100.0% | | 266 | 67 | 16 | 4 | 36 | 9 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 231 | 95 | 14 | 6 | 31 | 13 |
| | Transit | 25.0% | | 135 | | 8 | | 18 | |
| | Walk | 23.6% | | 128 | | 8 | | 17 | |
| | Other | 8.9% | | 48 | | 3 | | 6 | |
| | All Modes | 100.0% | | 542 | 95 | 33 | 6 | 73 | 13 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 73 | 33 | 4 | 2 | 10 | 4 |
| | Transit | 24.5% | | 33 | | 2 | | 4 | |
| | Walk | 12.4% | | 16 | | 1 | | 2 | |
| | Other | 8.2% | | 11 | | 1 | | 1 | |
| | All Modes | 100.0% | | 133 | 33 | 8 | 2 | 18 | 4 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 108 | 43 | 7 | 3 | 14 | 6 |
| | Transit | 27.1% | | 51 | | 3 | | 7 | |
| | Walk | 14.8% | | 28 | | 2 | | 4 | |
| | Other | 1.3% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 190 | 43 | 12 | 3 | 25 | 6 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 43 | 22 | 3 | 1 | 6 | 3 |
| | Transit | 8.0% | | 5 | | 0 | | 1 | |
| | Walk | 13.2% | | 8 | | 0 | | 1 | |
| | Other | 2.9% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 57 | 22 | 3 | 1 | 8 | 3 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 120 | 52 | 7 | 3 | 16 | 7 |
| | Transit | 12.8% | | 19 | | 1 | | 3 | |
| | Walk | 6.9% | | 11 | | 1 | | 1 | |
| | Other | 1.1% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 152 | 52 | 9 | 3 | 20 | 7 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 93 | 35 | 6 | 2 | 12 | 5 |
| | Transit | 23.7% | | 54 | | 3 | | 7 | |
| | Walk | 24.2% | | 55 | | 3 | | 7 | |
| | Other | 11.4% | | 26 | | 2 | | 3 | |
| | All Modes | 100.0% | | 228 | 35 | 14 | 2 | 31 | 5 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **873** | **380** | **53** | **23** | **117** | **51** |
| | **Transit** | **22.3%** | | **423** | | **26** | | **57** | |
| | **Walk** | **24.3%** | | **462** | | **28** | | **62** | |
| | **Other** | **7.5%** | | **142** | | **9** | | **19** | |
| | **All Modes** | **100.0%** | | **1,900** | **380** | **115** | **23** | **255** | **51** |

Notes:
[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Adavant Consulting/LCW Consulting, November 2017.
[2] Estimated based on an average of 3 daily trips per employee
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Based on ITE land use #495 (Community Center)
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: OPEN SPACE (WORK TRIPS)

| Proposed Size: | | 6.9 Acres | | | | | |
|---|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 20.0 trips/acre | Person-trip Gen Rate: | 13.0% [1] | 2.6 | 9.0% [1] | 1.8 |
| Total Person Trips: | | 138 person-trips | Total Person-trips: | | 18 | | 12 |
| Work Trips [2]: | 1% | 1 person-trips | Work Person-trips: | 1% [4] | 0 | 1% [4] | 0 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 34.7% | | 0 | | 0 | | 0 | |
| | Walk | 35.8% | | 0 | | 0 | | 0 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 49.1% | | 0 | | 0 | | 0 | |
| | Walk | 3.7% | | 0 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 34.6% | | 0 | | 0 | | 0 | |
| | Walk | 10.4% | | 0 | | 0 | | 0 | |
| | Other | 3.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 40.9% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 46.4% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 28.6% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 19.9% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **1** | **1** | **0** | **0** | **0** | **0** |
| | **Transit** | **36.0%** | | **0** | | **0** | | **0** | |
| | **Walk** | **6.4%** | | **0** | | **0** | | **0** | |
| | **Other** | **2.7%** | | **0** | | **0** | | **0** | |
| | **All Modes** | **100.0%** | | **1** | **1** | **0** | **0** | **0** | **0** |

Notes:
[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)
[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program - Maximum Residential
LAND USE: OPEN SPACE (NON-WORK TRIPS)

| Proposed Size: | | 6.9 Acres | | | | | |
|---|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 20.0 trips/acre | Person-trip Gen Rate: | 13.0% [5] | 2.6 | 9.0% [1] | 1.8 |
| Total Person Trips: | | 138 person-trips | Total Person-trips: | | 18 | | 12 |
| Non-Work Trips [2]: | 99% | 137 person-trips | Non-Work Person-trips: | 99% [6] | 18 | 99% [2] | 12 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [4] | Average Vehicle Occupancy [4] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 5 | 2 | 1 | 0 | 0 | 0 |
| | Transit | 17.9% | | 4 | | 1 | | 0 | |
| | Walk | 53.4% | | 13 | | 2 | | 1 | |
| | Other | 7.2% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 24 | 2 | 3 | 0 | 2 | 0 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 10 | 5 | 1 | 1 | 1 | 0 |
| | Transit | 24.8% | | 5 | | 1 | | 0 | |
| | Walk | 14.6% | | 3 | | 0 | | 0 | |
| | Other | 10.5% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 19 | 5 | 2 | 1 | 2 | 0 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 17 | 7 | 2 | 1 | 1 | 1 |
| | Transit | 25.0% | | 10 | | 1 | | 1 | |
| | Walk | 23.6% | | 9 | | 1 | | 1 | |
| | Other | 8.9% | | 3 | | 0 | | 0 | |
| | All Modes | 100.0% | | 39 | 7 | 5 | 1 | 4 | 1 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 5 | 2 | 1 | 0 | 0 | 0 |
| | Transit | 24.5% | | 2 | | 0 | | 0 | |
| | Walk | 12.4% | | 1 | | 0 | | 0 | |
| | Other | 8.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 2 | 1 | 0 | 1 | 0 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 8 | 3 | 1 | 0 | 1 | 0 |
| | Transit | 27.1% | | 4 | | 0 | | 0 | |
| | Walk | 14.8% | | 2 | | 0 | | 0 | |
| | Other | 1.3% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 14 | 3 | 2 | 0 | 1 | 0 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 3 | 2 | 0 | 0 | 0 | 0 |
| | Transit | 8.0% | | 0 | | 0 | | 0 | |
| | Walk | 13.2% | | 1 | | 0 | | 0 | |
| | Other | 2.9% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 4 | 2 | 1 | 0 | 0 | 0 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 9 | 4 | 1 | 0 | 1 | 0 |
| | Transit | 12.8% | | 1 | | 0 | | 0 | |
| | Walk | 6.9% | | 1 | | 0 | | 0 | |
| | Other | 1.1% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 11 | 4 | 1 | 0 | 1 | 0 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 7 | 3 | 1 | 0 | 1 | 0 |
| | Transit | 23.7% | | 4 | | 1 | | 0 | |
| | Walk | 24.2% | | 4 | | 1 | | 0 | |
| | Other | 11.4% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 16 | 3 | 2 | 0 | 1 | 0 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **63** | **27** | **8** | **4** | **6** | **2** |
| | **Transit** | **22.3%** | | **30** | | **4** | | **3** | |
| | **Walk** | **24.3%** | | **33** | | **4** | | **3** | |
| | **Other** | **7.5%** | | **10** | | **1** | | **1** | |
| | **All Modes** | **100.0%** | | **137** | **27** | **18** | **4** | **12** | **2** |

Notes:
[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)
[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

## Parking Demand

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program - Maximum Residential**

| PARKING DEMAND | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Midday Period (Noon to 2 PM) Peak Parking Demand** | | | | | | | | | | | | | | | |
| **SHORT-TERM DEMAND** | | | | | | | | | | | | | | | |
| Daily visitors vehicle trips | | | | 1,590 | 546 | 61 | 218 | 1,802 | 995 | 2,061 | 3 | 38 | 295 | 25 | 7,634 |
| Turnover rate (vehicles per space) | | | | 5.5 | 5.5 | 5.5 | 5.5 | 11.0 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.2 |
| Peak short-term demand (spaces) | | | | 145 | 50 | 6 | 20 | 82 | 91 | 188 | 1 | 4 | 27 | 3 | 617 |
| % of peak demand during period (ULI) | | | | 100% | 100% | 100% | 100% | 100% | 75% | 100% | 100% | 100% | 100% | 100% | 96% |
| **Total short-term demand (spaces)** | | | | **145** | **50** | **6** | **20** | **82** | **69** | **188** | **1** | **4** | **27** | **3** | **595** |
| **LONG-TERM DEMAND** | | | | | | | | | | | | | | | |
| **Residential/Hotel Demand** | | | | | | | | | | | | | | | |
| Perecentage of affordable residential units | 18% | 18% | | | | | | | | | | | | | |
| Peak parking demand (spaces per unit/hotel room) | 0.62 | 0.90 | 0.80 | | | | | | | | | | | | |
| Peak parking demand (spaces) | 943 | 999 | - | | | | | | | | | | | | 1,942 |
| % of peak demand during period (ULI) | 70% | 70% | 60% | | | | | | | | | | | | 70% |
| *Subtotal long-term demand (spaces)* | *661* | *700* | - | | | | | | | | | | | | *1,361* |
| **Employee Demand** | | | | | | | | | | | | | | | |
| Average gsf, rooms or acres per daytime employee | | | 2.3 | 276 | 405 | 276 | 350 | 350 | 350 | 350 | 345 | 850 | 780 | 10 | |
| Number of daytime employees | | | - | 3,013 | 1,594 | 116 | 24 | 100 | 77 | 57 | 35 | 6 | 32 | 1 | 5,055 |
| % of employees who drive | | | 0% | 57% | 57% | 57% | 58% | 58% | 57% | 58% | 55% | 55% | 58% | 56% | 57% |
| Number of employees who drive | | | - | 1,723 | 912 | 66 | 14 | 58 | 44 | 33 | 19 | 3 | 19 | 0 | 2,891 |
| Average employee vehicle occupancy | | | - | 1.38 | 1.38 | 1.38 | 1.38 | 1.38 | 1.38 | 1.38 | 1.36 | 1.36 | 1.38 | 1.37 | 1.37 |
| Peak parking demand (spaces) | | | - | 1,250 | 662 | 49 | 11 | 42 | 32 | 24 | 15 | 3 | 14 | 1 | 2,103 |
| % of peak demand during period (ULI) | | | 100% | 100% | 100% | 100% | 100% | 100% | 90% | 100% | 100% | 100% | 100% | 100% | 100% |
| *Subtotal long-term demand (spaces)* | | | - | *1,250* | *662* | *49* | *11* | *42* | *29* | *24* | *15* | *3* | *14* | *1* | *2,100* |
| **Total long-term demand (spaces)** | **661** | **700** | **-** | **1,250** | **662** | **49** | **11** | **42** | **29** | **24** | **15** | **3** | **14** | **1** | **3,461** |
| **TOTAL PARKING DEMAND (spaces)** | **661** | **700** | **-** | **1,395** | **712** | **55** | **31** | **124** | **98** | **212** | **16** | **7** | **41** | **4** | **4,056** |
| **Evening Period (7 PM to 9 PM) Peak Parking Demand** | | | | | | | | | | | | | | | |
| **SHORT-TERM DEMAND** | | | | | | | | | | | | | | | |
| Daily visitors vehicle trips | | | | 1,590 | 546 | 61 | 218 | 1,802 | 995 | 2,061 | 3 | 38 | 295 | 25 | 7,634 |
| Turnover rate (vehicles per space) | | | | 5.5 | 5.5 | 5.5 | 5.5 | 11.0 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.2 |
| Peak short-term demand (spaces) | | | | 145 | 50 | 6 | 20 | 82 | 91 | 188 | 1 | 4 | 27 | 3 | 617 |
| % of peak demand during period (ULI) | | | | 5% | 5% | 5% | 90% | 90% | 100% | 80% | 0% | 5% | 10% | 50% | 57% |
| **Total short-term demand (spaces)** | | | | **8** | **3** | **1** | **18** | **74** | **91** | **151** | **-** | **1** | **3** | **2** | **352** |
| **LONG-TERM DEMAND** | | | | | | | | | | | | | | | |
| **Residential/Hotel Demand** | | | | | | | | | | | | | | | |
| Perecentage of affordable residential units | 18% | 18% | | | | | | | | | | | | | |
| Peak parking demand (spaces per unit/hotel room) | 0.62 | 0.90 | 0.80 | | | | | | | | | | | | |
| Peak parking demand (spaces) | 943 | 999 | - | | | | | | | | | | | | 1,942 |
| % of peak demand during period (ULI) | 100% | 100% | 90% | | | | | | | | | | | | 100% |
| *Subtotal long-term demand (spaces)* | *943* | *999* | - | | | | | | | | | | | | *1,942* |
| **Employee Demand** | | | | | | | | | | | | | | | |
| Average gsf, rooms or acres per daytime employee | | | 2.3 | 276 | 405 | 276 | 350 | 350 | 350 | 350 | 345 | 850 | 780 | 10 | |
| Number of daytime employees | | | - | 3,013 | 1,594 | 116 | 24 | 100 | 77 | 57 | 35 | 6 | 32 | 1 | 5,055 |
| % of employees who drive | | | 0% | 57% | 57% | 57% | 58% | 58% | 57% | 58% | 55% | 55% | 58% | 56% | 57% |
| Number of employees who drive | | | - | 1,723 | 912 | 66 | 14 | 58 | 44 | 33 | 19 | 3 | 19 | 0 | 2,891 |
| Average employee vehicle occupancy | | | - | 1.38 | 1.38 | 1.38 | 1.38 | 1.38 | 1.38 | 1.38 | 1.36 | 1.36 | 1.38 | 1.37 | 1.37 |
| Peak parking demand (spaces) | | | - | 1,250 | 662 | 49 | 11 | 42 | 32 | 24 | 15 | 3 | 14 | 1 | 2,103 |
| % of peak demand during period (ULI) | | | 20% | 10% | 10% | 10% | 100% | 100% | 100% | 90% | 5% | 5% | 10% | 50% | 15% |
| *Subtotal long-term demand (spaces)* | | | - | *125* | *67* | *5* | *11* | *42* | *32* | *22* | *1* | *1* | *2* | *1* | *309* |
| **Total long-term demand (spaces)** | **943** | **999** | **-** | **125** | **67** | **5** | **11** | **42** | **32** | **22** | **1** | **1** | **2** | **1** | **2,251** |
| **TOTAL PARKING DEMAND (spaces)** | **943** | **999** | **-** | **133** | **70** | **6** | **29** | **116** | **123** | **173** | **1** | **2** | **5** | **3** | **2,603** |

# Commercial Vehicle and Service Loading Demand

# Potrero Power Station Mixed-Use Development Project

TRUCK AND SERVICE VEHICLE LOADING DEMAND [a]

| Land Use | Gross Square Feet | Daily Vehicle Generation Ratio (R) | Turnover (minutes) | Daily Trucks/ Service Vehicles | Loading Space Demand | |
|---|---|---|---|---|---|---|
| | | | | | Average Hour | Peak Hour [b] |
| **Re-Phase Program - Maximum Residential** | | | | | | |
| Residential | 2,549,792 gsf | 0.03 | 25 | 76 | 4 | 4 |
| Hotel | - gsf | 0.09 | 25 | 0 | 0 | 0 |
| Office/R&D/PDR [c] | 1,509,344 gsf | 0.21 | 25 | 317 | 15 | 18 |
| General Retail | 8,400 gsf | 0.22 | 25 | 2 | 0 | 0 |
| Supermarket [d] | 35,000 gsf | 1.26 | 40 | 44 | 3 | 4 |
| Restaurant [e] | 46,839 gsf | 3.60 | 25 | 169 | 8 | 10 |
| Community Facilities | 42,000 gsf | 0.10 | 25 | 4 | 0 | 0 |
| Total | 4,191,375 gsf | 0.15 | | 612 | 30 | 37 |

**General Loading Demand Equations (SF Guidelines)**

Daily Trips = (GSF / 1,000) * R

Average Hour = (GSF / 1,000) * R / 9 / 2.4

Peak Hour = (GSF / 1,000) * (R * 1.25) / 9 / 2.4

R = Daily truck trip generation per 1,000 gsf of use from Table H-1 in SF Guidelines

Notes:

[a] Daily truck trip generation rate and average and peak hour loading space demand based on SF Guidelines for all land uses except Supe numbers may not sum to total due to rounding.

[b] Peak hour of the commercial loading demand, which generally occurs between 10 AM and 1 PM.

[c] Includes light industrial and arts uses.

[d] Supermarket rate based on data in the 2001 Market Street TIS, Final Report, November 2010, Case File No. 2008.0550E

[e] Includes assemblys space, with a 60 percent occupancy efficiency factor.

# 1c Travel Demand Analysis – Re-Phase Program No PG&E Site

# Aggregated Travel Demand Calculations

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program without PG&E Site**

| | LAND USE CATEGORY | | | | | | | | | | | | | | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | |
| | 567,154 gsf | 710,296 gsf | 241,574 gsf | 831,606 gsf | 645,738 gsf | 12,000 gsf | 8,400 gsf | 35,000 gsf | 26,877 gsf | 19,962 gsf | 12,000 gsf | 5,000 gsf | 25,000 gsf | 6.6 acres | 3,140,607 gsf |
| | 760 units | 557 units | 250 rooms | | | | | | (w/ occup. factor) | | | | | | (w/ occup. factor) |

| INTERNAL AND EXTERNAL TRIP GENERATION RATES | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily Trip Rate (per d.u. / per 1,000 gsf) | 7.5 | 10.0 | 7.0 | 18.1 | 8.0 | 18.1 | 150.0 | 297.0 | 200.0 | 600.0 | 67.0 | 195.0 | 80.0 | 20.0 | 21.1 |
| AM Peak Hour as % of daily | 14.2% | 14.2% | 8.8% | 8.9% | 18.2% | 8.9% | 2.3% | 2.6% | 1.1% | 1.1% | 17.8% | 2.0% | 6.1% | 13.0% | 7.3% |
| AM Peak Hour Trip Rate | 1.07 | 1.42 | 0.62 | 1.61 | 1.46 | 1.61 | 3.49 | 7.78 | 2.16 | 6.49 | 11.90 | 3.90 | 4.85 | 2.60 | 1.54 |
| (per unit, per room, per 1000 gsf, per acre) | | | | | | | | | | | | | | | |
| PM Peak Hour as % of daily | 17.3% | 17.3% | 10.0% | 8.5% | 16.0% | 8.5% | 9.0% | 7.3% | 10.0% | 10.0% | 18.0% | 16.2% | 13.4% | 9.0% | 11.2% |
| PM Peak Hour Trip Rate | 1.30 | 1.73 | 0.70 | 1.54 | 1.28 | 1.54 | 13.50 | 21.68 | 20.00 | 60.00 | 12.06 | 31.50 | 10.73 | 1.80 | 2.37 |
| (per unit, per room, per 1000 gsf, per acre) | | | | | | | | | | | | | | | |
| **% Modal Share** | | | | | | | | | | | | | | | |
| Auto | 41% | 41% | 47% | 49% | 49% | 49% | 50% | 50% | 50% | 50% | 45% | 43% | 46% | 46% | 48% |
| Transit | 40% | 40% | 24% | 27% | 27% | 27% | 15% | 15% | 15% | 15% | 27% | 25% | 23% | 22% | 24% |
| Walk/Other | 19% | 19% | 29% | 24% | 24% | 24% | 35% | 35% | 35% | 35% | 28% | 32% | 31% | 32% | 28% |
| **Average Vehicle Occupancy Rate** | | | | | | | | | | | | | | | |
| Weekday Daily | 1.10 | 1.10 | 2.10 | 1.80 | 1.80 | 1.80 | 2.01 | 2.01 | 2.01 | 2.01 | 1.82 | 2.36 | 2.21 | 2.28 | 1.75 |
| Weekday AM Peak Hour | 1.10 | 1.10 | 1.76 | 1.45 | 1.45 | 1.45 | 1.43 | 2.01 | 1.36 | 2.01 | 1.85 | 2.34 | 2.21 | 2.28 | 1.39 |
| Weekday PM Peak Hour | 1.10 | 1.10 | 1.60 | 1.45 | 1.45 | 1.45 | 2.01 | 2.01 | 2.01 | 2.01 | 1.85 | 2.34 | 2.21 | 2.28 | 1.54 |

| INTERNAL AND EXTERNAL TRIPS BY MODE BEFORE ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday Daily** | | | | | | | | | | | | | | | |
| Auto Person Trips | 2,325 | 2,273 | 823 | 7,406 | 2,542 | 107 | 631 | 5,209 | 2,694 | 6,002 | 362 | 418 | 928 | 61 | 31,780 |
| Transit Person Trips | 2,303 | 2,251 | 418 | 4,092 | 1,404 | 59 | 184 | 1,514 | 783 | 1,745 | 219 | 246 | 459 | 30 | 15,706 |
| Walk/Other Person Trips | 1,072 | 1,048 | 509 | 3,555 | 1,220 | 51 | 445 | 3,672 | 1,899 | 4,231 | 223 | 310 | 613 | 42 | 18,889 |
| **Total Person Trips** | **5,699** | **5,571** | **1,750** | **15,052** | **5,166** | **217** | **1,260** | **10,395** | **5,375** | **11,977** | **804** | **975** | **2,000** | **132** | **66,374** |
| **Total Vehicle Trips** | **2,116** | **2,068** | **393** | **4,111** | **1,411** | **59** | **314** | **2,586** | **1,337** | **2,980** | **199** | **177** | **420** | **27** | **18,198** |
| | | | | 2,185 | 750 | 1,927 | 0.47 | 0.00 | | | | | | | |
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| Auto Person Trips | 331 | 323 | 77 | 716 | 504 | 10 | 16 | 136 | 32 | 65 | 64 | 8 | 56 | 8 | 2,346 |
| Transit Person Trips | 328 | 320 | 43 | 450 | 317 | 6 | 10 | 40 | 21 | 19 | 38 | 5 | 28 | 4 | 1,629 |
| Walk/Other Person Trips | 153 | 149 | 35 | 173 | 122 | 3 | 4 | 96 | 5 | 46 | 41 | 6 | 37 | 5 | 875 |
| **Total Person Trips** | **811** | **793** | **155** | **1,340** | **942** | **19** | **29** | **272** | **58** | **130** | **143** | **20** | **121** | **17** | **4,850** |
| **Total Vehicle Trips** | **301** | **294** | **43** | **494** | **347** | **7** | **11** | **68** | **23** | **32** | **35** | **4** | **25** | **3** | **1,689** |
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| Auto Person Trips | 402 | 393 | 90 | 684 | 442 | 10 | 57 | 380 | 269 | 600 | 65 | 68 | 125 | 5 | 3,590 |
| Transit Person Trips | 398 | 389 | 53 | 430 | 278 | 6 | 17 | 111 | 78 | 174 | 39 | 40 | 62 | 3 | 2,078 |
| Walk/Other Person Trips | 185 | 181 | 32 | 166 | 107 | 2 | 40 | 268 | 190 | 423 | 41 | 50 | 82 | 4 | 1,771 |
| **Total Person Trips** | **986** | **964** | **175** | **1,279** | **827** | **18** | **113** | **759** | **538** | **1,198** | **145** | **158** | **268** | **12** | **7,439** |
| **Total Vehicle Trips** | **366** | **358** | **56** | **472** | **305** | **7** | **28** | **189** | **134** | **298** | **35** | **29** | **56** | **2** | **2,335** |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program without PG&E Site**

| INTERNAL AND EXTERNAL TRIPS INBOUND/OUTBOUND SPLITS | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| SF Guidelines Work | | | | | | | | | | | | | | | |
| Inbound | 0% | 0% | 75% | 90% | 90% | 90% | 90% | 90% | 100% | 100% | 90% | 100% | 90% | 95% | |
| Outbound | 100% | 100% | 25% | 10% | 10% | 10% | 10% | 10% | 0% | 0% | 10% | 0% | 10% | 5% | |
| SF Guidelines Non-Work | | | | | | | | | | | | | | | |
| Inbound | 67% | 67% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 60% | 60% | |
| Outbound | 33% | 33% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 40% | 40% | |
| ITE | | | | | | | | | | | | | | | |
| Inbound | 20% | 20% | 59% | 88% | 83% | 88% | 62% | 62% | N.A. | 55% | 53% | 71% | 66% | 61% | |
| Outbound | 80% | 80% | 41% | 12% | 17% | 12% | 38% | 38% | | 45% | 47% | 29% | 34% | 39% | |
| **Person Trips** | | | | | | | | | | | | | | | |
| Inbound | 33% | 33% | 60% | 83% | 83% | 83% | 84% | 52% | 100% | 52% | 57% | 52% | 62% | 60% | 62% |
| Outbound | 67% | 67% | 40% | 17% | 17% | 17% | 16% | 48% | 0% | 48% | 43% | 48% | 39% | 40% | 38% |
| Inbound | 270 | 264 | 93 | 1,114 | 784 | 16 | 25 | 140 | 58 | 67 | 81 | 10 | 75 | 10 | 3,009 |
| Outbound | 541 | 529 | 62 | 225 | 158 | 3 | 5 | 132 | - | 62 | 62 | 9 | 47 | 7 | 1,841 |
| **Total Person Trips** | **811** | **793** | **155** | **1,340** | **942** | **19** | **29** | **272** | **58** | **130** | **143** | **20** | **121** | **17** | **4,850** |
| **Vehicle Trips** | | | | | | | | | | | | | | | |
| Inbound | 33% | 33% | 64% | 86% | 86% | 86% | 86% | 53% | 100% | 53% | 61% | 54% | 63% | 61% | 64% |
| Outbound | 67% | 67% | 36% | 14% | 14% | 14% | 14% | 47% | 0% | 47% | 39% | 46% | 37% | 39% | 36% |
| Inbound | 100 | 98 | 28 | 426 | 300 | 6 | 10 | 36 | 23 | 17 | 21 | 2 | 16 | 2 | 1,086 |
| Outbound | 201 | 196 | 16 | 68 | 48 | 1 | 2 | 32 | - | 15 | 13 | 2 | 9 | 1 | 603 |
| **Total Vehicle Trips** | **301** | **294** | **43** | **494** | **347** | **7** | **11** | **68** | **23** | **32** | **35** | **4** | **25** | **3** | **1,689** |
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| SF Guidelines Work | | | | | | | | | | | | | | | |
| Inbound | 100% | 100% | 50% | 10% | 10% | 10% | 10% | 10% | 0% | 0% | 10% | 0% | 10% | 5% | |
| Outbound | 0% | 0% | 50% | 90% | 90% | 90% | 90% | 90% | 100% | 100% | 90% | 100% | 90% | 95% | |
| SF Guidelines Non-Work | | | | | | | | | | | | | | | |
| Inbound | 33% | 33% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | |
| Outbound | 67% | 67% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | |
| ITE | | | | | | | | | | | | | | | |
| Inbound | 50% | 50% | 51% | 17% | 15% | 17% | 48% | 51% | 67% | 60% | 47% | 48% | 49% | 61% | |
| Outbound | 50% | 50% | 49% | 83% | 85% | 83% | 52% | 49% | 33% | 40% | 53% | 52% | 51% | 39% | |
| **Person Trips** | | | | | | | | | | | | | | | |
| Inbound | 67% | 67% | 50% | 17% | 17% | 17% | 48% | 48% | 48% | 48% | 43% | 48% | 48% | 50% | 44% |
| Outbound | 33% | 33% | 50% | 83% | 83% | 83% | 52% | 52% | 52% | 52% | 57% | 52% | 52% | 50% | 56% |
| Inbound | 657 | 643 | 88 | 215 | 139 | 3 | 55 | 367 | 258 | 575 | 63 | 76 | 129 | 6 | 3,273 |
| Outbound | 329 | 321 | 88 | 1,064 | 688 | 15 | 59 | 392 | 280 | 623 | 82 | 82 | 140 | 6 | 4,167 |
| **Total Person Trips** | **986** | **964** | **175** | **1,279** | **827** | **18** | **113** | **759** | **538** | **1,198** | **145** | **158** | **268** | **12** | **7,439** |
| **Vehicle Trips** | | | | | | | | | | | | | | | |
| Inbound | 67% | 67% | 50% | 14% | 14% | 14% | 47% | 47% | 47% | 47% | 39% | 46% | 46% | 49% | 42% |
| Outbound | 33% | 33% | 50% | 86% | 86% | 86% | 53% | 53% | 53% | 53% | 61% | 54% | 54% | 51% | 58% |
| Inbound | 244 | 239 | 28 | 65 | 42 | 1 | 13 | 90 | 63 | 139 | 14 | 13 | 26 | 1 | 977 |
| Outbound | 122 | 119 | 28 | 407 | 263 | 6 | 15 | 99 | 71 | 159 | 21 | 16 | 30 | 1 | 1,358 |
| **Total Vehicle Trips** | **366** | **358** | **56** | **472** | **305** | **7** | **28** | **189** | **134** | **298** | **35** | **29** | **56** | **2** | **2,335** |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program without PG&E Site**

| INTERNAL AND LINKED PERSON TRIP ADJUSTMENT FACTORS | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday Daily** | | | | | | | | | | | | | | | |
| Internal trip factor | 36.0% | 36.0% | 36.0% | **9.1%** | 9.1% | 9.1% | **15.0%** | 15.0% | **10.0%** | **20.0%** | 75.0% | 75.0% | 30.0% | 10.0% | |
| Internal linked trip factor | 15.0% | 15.0% | 40.0% | 20.0% | 10.0% | 20.0% | 50.0% | 50.0% | 60.0% | 80.0% | 75.0% | 60.0% | 55.0% | 30.0% | |
| Internal person trips | 1,744 | 1,705 | 378 | 1,097 | 424 | 16 | 95 | 780 | 215 | 479 | 151 | 293 | 270 | 9 | 7,654 |
| Total internal person trip productions | | | | | | | | | | | | | | | 3,827 |
| Total internal person trip attractions | | | | | | | | | | | | | | | 3,827 |
| Difference | | | | | | | | | | | | | | | 0 |
| % difference | | | | | | | | | | | | | | | 0% |
| Internal and linked person trips (Walk) | 2,052 | 2,006 | 630 | 1,371 | 471 | 20 | 189 | 1,559 | 538 | 2,395 | 603 | 731 | 600 | 13 | 13,178 |
| **Overall total trip reduction** | **36%** | **36%** | **36%** | **9%** | **9%** | **9%** | **15%** | **15%** | **10%** | **20%** | **75%** | **75%** | **30%** | **10%** | **20%** |
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| Internal trip factor | 18.5% | 18.5% | 18.5% | **9.4%** | 9.4% | 9.4% | **20.0%** | 20.0% | **10.0%** | **20.0%** | 75.0% | 75.0% | 30.0% | 10.0% | |
| Internal linked trip factor | 15.0% | 15.0% | 40.0% | 20.0% | 10.0% | 20.0% | 50.0% | 50.0% | 60.0% | 80.0% | 75.0% | 60.0% | 55.0% | 30.0% | |
| Internal person trips | 128 | 125 | 17 | 101 | 80 | 1 | 3 | 27 | 2 | 5 | 27 | 6 | 16 | 1 | 539 |
| Total internal person trip productions | | | | | | | | | | | | | | | 269 |
| Total internal person trip attractions | | | | | | | | | | | | | | | 269 |
| Difference | | | | | | | | | | | | | | | 0 |
| % difference | | | | | | | | | | | | | | | 0% |
| Internal and linked person trips (Walk) | 150 | 147 | 29 | 126 | 88 | 2 | 6 | 54 | 6 | 26 | 107 | 15 | 36 | 2 | 793 |
| **Overall total trip reduction** | **19%** | **19%** | **19%** | **9%** | **9%** | **9%** | **20%** | **20%** | **10%** | **20%** | **75%** | **75%** | **30%** | **10%** | **16%** |
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| Internal trip factor | 28.3% | 28.3% | 28.3% | **13.0%** | 13.0% | 13.0% | **20.0%** | 20.0% | **10.0%** | **20.0%** | 75.0% | 75.0% | 30.0% | 10.0% | |
| Internal linked trip factor | 15.0% | 15.0% | 40.0% | 20.0% | 10.0% | 20.0% | 50.0% | 50.0% | 60.0% | 80.0% | 75.0% | 60.0% | 55.0% | 30.0% | |
| Internal person trips | 237 | 232 | 30 | 133 | 97 | 2 | 11 | 76 | 22 | 48 | 27 | 47 | 36 | 1 | 998 |
| Total internal person trip productions | | | | | | | | | | | | | | | 499 |
| Total internal person trip attractions | | | | | | | | | | | | | | | 499 |
| Difference | | | | | | | | | | | | | | | 0 |
| % difference | | | | | | | | | | | | | | | 0% |
| Internal and linked person trips (Walk) | 279 | 273 | 50 | 166 | 107 | 2 | 23 | 152 | 54 | 240 | 109 | 118 | 81 | 1 | 1,654 |
| **Overall total trip reduction** | **28%** | **28%** | **28%** | **13%** | **13%** | **13%** | **20%** | **20%** | **10%** | **20%** | **75%** | **75%** | **30%** | **10%** | **22%** |
| **TRIP SUBTRACTION CHECK** | | | | | | | | | | | | | | | |
| Weekday Daily | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK |
| Weekday AM Peak Hour | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK |
| Weekday PM Peak Hour | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK |
| **PEAK HOUR CHECK** | | | | | | | | | | | | | | | |
| **Auto Person Trips SD1+SD3** | | | | | | | | | | | | | | | |
| Daily External Trips | 680 | 665 | 51 | 1,748 | 600 | 25 | 191 | 1,572 | 943 | 1,523 | 38 | 97 | 106 | 16 | 8,255 |
| AM+PM External Trips | 294 | 287 | 18 | 241 | 163 | 3 | 16 | 131 | 100 | 169 | 16 | 17 | 21 | 4 | 1,480 |
| Average Peak Hour Factor | 22% | 22% | 18% | 7% | 14% | 7% | 4% | 4% | 5% | 6% | 21% | 9% | 10% | 11% | 9% |
| **Transit Person Trips SD1+SD3** | | | | | | | | | | | | | | | |
| Daily External Trips | 780 | 762 | 33 | 1,218 | 418 | 18 | 53 | 437 | 262 | 424 | 23 | 57 | 69 | 11 | 4,565 |
| AM+PM External Trips | 337 | 329 | 13 | 187 | 126 | 3 | 5 | 36 | 30 | 47 | 10 | 10 | 13 | 2 | 1,150 |
| Average Peak Hour Factor | 22% | 22% | 19% | 8% | 15% | 8% | 5% | 4% | 6% | 6% | 21% | 9% | 10% | 11% | 13% |
| **Walk/Other Person Trips SD1+SD3** | | | | | | | | | | | | | | | |
| Daily External Trips | 401 | 392 | 59 | 1,775 | 609 | 26 | 152 | 1,250 | 749 | 1,211 | 29 | 73 | 129 | 20 | 6,876 |
| AM+PM External Trips | 173 | 169 | 17 | 160 | 108 | 2 | 12 | 104 | 78 | 134 | 12 | 13 | 25 | 4 | 1,014 |
| Average Peak Hour Factor | 22% | 22% | 14% | 4% | 9% | 4% | 4% | 4% | 5% | 6% | 21% | 9% | 10% | 11% | 7% |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program without PG&E Site**

| EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday Daily** | | | | | | | | | | | | | | | |
| **Superdistrict 1** | | | | | | | | | | | | | | | |
| Auto Person Trips | 529 | 517 | 12 | 400 | 137 | 6 | 26 | 215 | 129 | 208 | 1 | 0 | 25 | 4 | 2,209 |
| Transit Person Trips | 607 | 593 | 10 | 388 | 133 | 6 | 20 | 163 | 98 | 158 | 1 | 0 | 21 | 3 | 2,201 |
| Walk/Other Person Trips | 312 | 305 | 32 | 964 | 331 | 14 | 60 | 495 | 297 | 479 | 1 | 0 | 69 | 11 | 3,370 |
| **Total Person Trips** | **1,448** | **1,415** | **54** | **1,751** | **601** | **25** | **106** | **873** | **524** | **846** | **2** | **1** | **116** | **18** | **7,779** |
| Vehicle Trips | 482 | 471 | 6 | 224 | 77 | 3 | 16 | 130 | 78 | 125 | 0 | 0 | 12 | 2 | 1,626 |
| **Superdistrict 2** | | | | | | | | | | | | | | | |
| Auto Person Trips | 79 | 78 | 120 | 987 | 339 | 14 | 48 | 399 | 206 | 459 | 9 | 1 | 139 | 9 | 2,888 |
| Transit Person Trips | 91 | 89 | 66 | 666 | 229 | 10 | 25 | 208 | 108 | 240 | 10 | 1 | 72 | 5 | 1,820 |
| Walk/Other Person Trips | 47 | 46 | 55 | 373 | 128 | 5 | 30 | 244 | 126 | 281 | 1 | 0 | 67 | 5 | 1,407 |
| **Total Person Trips** | **217** | **212** | **242** | **2,026** | **695** | **29** | **103** | **850** | **440** | **980** | **20** | **3** | **279** | **19** | **6,115** |
| Vehicle Trips | 72 | 71 | 64 | 586 | 201 | 8 | 32 | 260 | 135 | 300 | 7 | 1 | 71 | 5 | 1,813 |
| **Superdistrict 3** | | | | | | | | | | | | | | | |
| Auto Person Trips | 151 | 148 | 39 | 1,348 | 463 | 19 | 165 | 1,357 | 814 | 1,315 | 38 | 96 | 81 | 13 | 6,046 |
| Transit Person Trips | 173 | 169 | 23 | 830 | 285 | 12 | 33 | 274 | 164 | 265 | 22 | 57 | 48 | 7 | 2,364 |
| Walk/Other Person Trips | 89 | 87 | 28 | 811 | 278 | 12 | 92 | 755 | 453 | 731 | 28 | 73 | 60 | 10 | 3,506 |
| **Total Person Trips** | **414** | **404** | **89** | **2,989** | **1,026** | **43** | **289** | **2,386** | **1,431** | **2,311** | **88** | **226** | **189** | **29** | **11,916** |
| Vehicle Trips | 138 | 134 | 18 | 724 | 248 | 10 | 82 | 673 | 404 | 652 | 19 | 40 | 35 | 5 | 3,183 |
| **Superdistrict 4** | | | | | | | | | | | | | | | |
| Auto Person Trips | 79 | 78 | 70 | 659 | 226 | 10 | 34 | 284 | 147 | 328 | 9 | 1 | 78 | 5 | 2,009 |
| Transit Person Trips | 91 | 89 | 35 | 377 | 129 | 5 | 11 | 91 | 47 | 105 | 6 | 1 | 36 | 2 | 1,027 |
| Walk/Other Person Trips | 47 | 46 | 23 | 156 | 54 | 2 | 8 | 63 | 33 | 73 | 1 | 0 | 28 | 2 | 534 |
| **Total Person Trips** | **217** | **212** | **128** | **1,192** | **409** | **17** | **53** | **439** | **227** | **506** | **15** | **2** | **143** | **9** | **3,570** |
| Vehicle Trips | 72 | 71 | 34 | 357 | 123 | 5 | 20 | 167 | 86 | 193 | 6 | 1 | 36 | 2 | 1,173 |
| **East Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 186 | 182 | 107 | 1,053 | 362 | 15 | 44 | 360 | 186 | 415 | 15 | 2 | 117 | 8 | 3,053 |
| Transit Person Trips | 138 | 135 | 60 | 722 | 248 | 10 | 22 | 181 | 94 | 209 | 14 | 2 | 60 | 4 | 1,899 |
| Walk/Other Person Trips | 46 | 45 | 26 | 182 | 63 | 3 | 28 | 233 | 121 | 269 | 1 | 0 | 31 | 2 | 1,049 |
| **Total Person Trips** | **371** | **363** | **193** | **1,958** | **672** | **28** | **94** | **775** | **401** | **893** | **30** | **4** | **208** | **13** | **6,002** |
| Vehicle Trips | 170 | 166 | 44 | 455 | 156 | 7 | 21 | 171 | 88 | 197 | 7 | 1 | 47 | 3 | 1,532 |
| **North Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 83 | 81 | 44 | 439 | 150 | 6 | 27 | 219 | 113 | 252 | 7 | 1 | 47 | 3 | 1,473 |
| Transit Person Trips | 25 | 24 | 7 | 114 | 39 | 2 | 8 | 63 | 33 | 73 | 3 | 0 | 6 | 0 | 398 |
| Walk/Other Person Trips | - | - | 8 | 54 | 18 | 1 | 11 | 91 | 47 | 105 | 0 | 0 | 9 | 1 | 345 |
| **Total Person Trips** | **108** | **106** | **58** | **606** | **208** | **9** | **45** | **374** | **193** | **430** | **9** | **1** | **63** | **4** | **2,215** |
| Vehicle Trips | 76 | 74 | 24 | 255 | 88 | 4 | 15 | 122 | 63 | 141 | 4 | 1 | 25 | 2 | 892 |
| **South Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 444 | 434 | 131 | 1,480 | 508 | 21 | 91 | 749 | 387 | 863 | 26 | 4 | 137 | 9 | 5,285 |
| Transit Person Trips | 318 | 311 | 24 | 320 | 110 | 5 | 14 | 114 | 59 | 132 | 7 | 1 | 24 | 1 | 1,439 |
| Walk/Other Person Trips | 89 | 87 | 11 | 86 | 30 | 1 | 9 | 70 | 36 | 81 | 1 | 0 | 13 | 1 | 514 |
| **Total Person Trips** | **850** | **831** | **166** | **1,887** | **648** | **27** | **113** | **934** | **483** | **1,076** | **33** | **5** | **173** | **11** | **7,237** |
| Vehicle Trips | 404 | 395 | 71 | 1,015 | 348 | 15 | 43 | 358 | 185 | 412 | 22 | 3 | 65 | 4 | 3,340 |
| **Outside Bay Area** | | | | | | | | | | | | | | | |
| Auto Person Trips | 22 | 22 | 78 | 535 | 183 | 8 | 106 | 873 | 451 | 1,006 | 2 | 0 | 94 | 6 | 3,385 |
| Transit Person Trips | - | - | 46 | 323 | 111 | 5 | 25 | 209 | 108 | 241 | 1 | 0 | 55 | 4 | 1,128 |
| Walk/Other Person Trips | - | - | 66 | 415 | 143 | 6 | 136 | 1,122 | 580 | 1,293 | 0 | 0 | 81 | 6 | 3,849 |
| **Total Person Trips** | **22** | **22** | **189** | **1,273** | **437** | **18** | **267** | **2,204** | **1,140** | **2,540** | **3** | **1** | **230** | **16** | **8,362** |
| Vehicle Trips | 20 | 20 | 30 | 220 | 76 | 3 | 39 | 321 | 166 | 370 | 1 | 0 | 36 | 2 | 1,306 |
| **All Origins** | | | | | | | | | | | | | | | |
| Auto Person Trips | 1,575 | 1,539 | 601 | 6,900 | 2,368 | 100 | 540 | 4,457 | 2,434 | 4,846 | 105 | 107 | 719 | 56 | 26,348 |
| Transit Person Trips | 1,443 | 1,411 | 271 | 3,740 | 1,283 | 54 | 158 | 1,305 | 711 | 1,423 | 64 | 63 | 322 | 27 | 12,275 |
| Walk/Other Person Trips | 629 | 615 | 248 | 3,041 | 1,044 | 44 | 373 | 3,074 | 1,693 | 3,312 | 32 | 74 | 359 | 36 | 14,573 |
| **Total Person Trips** | **3,648** | **3,565** | **1,120** | **13,681** | **4,695** | **197** | **1,071** | **8,836** | **4,838** | **9,582** | **201** | **244** | **1,400** | **119** | **53,197** |
| Vehicle Trips | 1,433 | 1,401 | 290 | 3,837 | 1,317 | 55 | 267 | 2,202 | 1,205 | 2,390 | 68 | 47 | 328 | 25 | 14,865 |
| | | | | | | | | | | | | | | | |
| Total Internal Person Trips | 2,052 | 2,006 | 630 | 1,371 | 471 | 20 | 189 | 1,559 | 538 | 2,395 | 603 | 731 | 600 | 13 | 13,178 |
| Person-trip reduction | 36% | 36% | 36% | 9% | 9% | 9% | 15% | 15% | 10% | 20% | 75% | 75% | 30% | 10% | 20% |
| Average Vehicle Occupancy | 1.10 | 1.10 | 2.08 | 1.80 | 1.80 | 1.80 | 2.02 | 2.02 | 2.02 | 2.03 | 1.56 | 2.25 | 2.19 | 2.28 | 1.77 |

**Potrero Power Station Mixed-Use Development Project**
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| EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| **Superdistrict 1** | | | | | | | | | | | | | | | |
| Auto Person Trips | 39 | 38 | 2 | 24 | 17 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 125 |
| Transit Person Trips | 44 | 43 | 2 | 29 | 20 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 144 |
| Walk/Other Person Trips | 23 | 22 | 4 | 42 | 29 | 1 | 0 | 6 | 2 | 3 | 0 | 0 | 3 | 1 | 134 |
| **Total Person Trips** | **105** | **103** | **7** | **94** | **66** | **1** | **1** | **10** | **4** | **5** | **0** | **0** | **4** | **1** | **404** |
| Vehicle Trips | 35 | 34 | 1 | 18 | 12 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 105 |
| **Superdistrict 2** | | | | | | | | | | | | | | | |
| Auto Person Trips | 4 | 4 | 6 | 66 | 46 | 1 | 1 | 5 | 3 | 3 | 1 | 0 | 5 | 1 | 146 |
| Transit Person Trips | 4 | 4 | 4 | 63 | 45 | 1 | 1 | 3 | 4 | 1 | 1 | 0 | 3 | 0 | 135 |
| Walk/Other Person Trips | 2 | 2 | 2 | 13 | 9 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 3 | 0 | 37 |
| **Total Person Trips** | **10** | **10** | **12** | **142** | **100** | **2** | **3** | **11** | **7** | **6** | **2** | **0** | **10** | **1** | **318** |
| Vehicle Trips | 3 | 3 | 4 | 51 | 36 | 1 | 1 | 4 | 3 | 2 | 1 | 0 | 3 | 0 | 111 |
| **Superdistrict 3** | | | | | | | | | | | | | | | |
| Auto Person Trips | 11 | 11 | 6 | 86 | 61 | 1 | 1 | 15 | 4 | 7 | 5 | 1 | 3 | 1 | 214 |
| Transit Person Trips | 13 | 12 | 4 | 57 | 40 | 1 | 1 | 3 | 3 | 1 | 3 | 1 | 2 | 1 | 140 |
| Walk/Other Person Trips | 6 | 6 | 3 | 32 | 22 | 0 | 0 | 9 | 1 | 4 | 3 | 1 | 2 | 1 | 92 |
| **Total Person Trips** | **30** | **29** | **13** | **175** | **123** | **3** | **2** | **27** | **8** | **13** | **11** | **2** | **7** | **2** | **446** |
| Vehicle Trips | 10 | 10 | 3 | 65 | 45 | 1 | 1 | 8 | 3 | 4 | 2 | 0 | 1 | 0 | 154 |
| **Superdistrict 4** | | | | | | | | | | | | | | | |
| Auto Person Trips | 4 | 4 | 4 | 57 | 40 | 1 | 1 | 4 | 3 | 2 | 1 | 0 | 3 | 0 | 123 |
| Transit Person Trips | 4 | 4 | 2 | 39 | 28 | 1 | 1 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 86 |
| Walk/Other Person Trips | 2 | 2 | 1 | 6 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 18 |
| **Total Person Trips** | **10** | **10** | **7** | **102** | **71** | **1** | **2** | **6** | **6** | **3** | **1** | **0** | **5** | **1** | **226** |
| Vehicle Trips | 3 | 3 | 2 | 37 | 26 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 1 | 0 | 82 |
| **East Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 9 | 9 | 7 | 97 | 68 | 1 | 2 | 5 | 5 | 2 | 1 | 0 | 4 | 1 | 212 |
| Transit Person Trips | 7 | 6 | 5 | 84 | 59 | 1 | 2 | 2 | 5 | 1 | 1 | 0 | 2 | 0 | 176 |
| Walk/Other Person Trips | 2 | 2 | 1 | 8 | 5 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 25 |
| **Total Person Trips** | **18** | **17** | **12** | **189** | **133** | **3** | **4** | **10** | **11** | **5** | **3** | **0** | **8** | **1** | **413** |
| Vehicle Trips | 8 | 8 | 3 | 46 | 33 | 1 | 1 | 2 | 3 | 1 | 1 | 0 | 2 | 0 | 109 |
| **North Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 4 | 4 | 3 | 42 | 29 | 1 | 1 | 3 | 2 | 1 | 1 | 0 | 2 | 0 | 92 |
| Transit Person Trips | 1 | 1 | 1 | 16 | 11 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| Walk/Other Person Trips | - | - | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| **Total Person Trips** | **5** | **5** | **4** | **60** | **42** | **1** | **1** | **5** | **3** | **2** | **1** | **0** | **2** | **0** | **132** |
| Vehicle Trips | 4 | 4 | 2 | 28 | 19 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 62 |
| **South Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 21 | 21 | 9 | 160 | 113 | 2 | 4 | 10 | 9 | 5 | 2 | 0 | 5 | 1 | 363 |
| Transit Person Trips | 15 | 15 | 2 | 40 | 28 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 1 | 0 | 107 |
| Walk/Other Person Trips | 4 | 4 | 1 | 5 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| **Total Person Trips** | **40** | **39** | **12** | **206** | **145** | **3** | **5** | **13** | **12** | **6** | **3** | **0** | **6** | **1** | **491** |
| Vehicle Trips | 19 | 19 | 7 | 139 | 98 | 2 | 3 | 5 | 8 | 2 | 2 | 0 | 2 | 0 | 307 |
| **Outside Bay Area** | | | | | | | | | | | | | | | |
| Auto Person Trips | 1 | 1 | 3 | 20 | 14 | 0 | 1 | 12 | 1 | 6 | 0 | 0 | 3 | 1 | 63 |
| Transit Person Trips | - | - | 2 | 14 | 10 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 0 | 33 |
| Walk/Other Person Trips | - | - | 2 | 9 | 6 | 0 | 0 | 15 | 0 | 7 | 0 | 0 | 3 | 0 | 44 |
| **Total Person Trips** | **1** | **1** | **7** | **43** | **30** | **1** | **1** | **30** | **1** | **14** | **0** | **0** | **9** | **1** | **139** |
| Vehicle Trips | 1 | 1 | 1 | 11 | 8 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 1 | 0 | 31 |
| **All Origins** | | | | | | | | | | | | | | | |
| Auto Person Trips | 92 | 90 | 40 | 553 | 389 | 8 | 11 | 57 | 29 | 27 | 10 | 1 | 27 | 4 | 1,338 |
| Transit Person Trips | 88 | 86 | 21 | 342 | 240 | 5 | 7 | 17 | 19 | 8 | 6 | 1 | 12 | 2 | 854 |
| Walk/Other Person Trips | 40 | 39 | 15 | 116 | 81 | 2 | 2 | 39 | 4 | 19 | 4 | 1 | 13 | 3 | 377 |
| **Total Person Trips** | **220** | **215** | **76** | **1,010** | **711** | **15** | **20** | **112** | **52** | **54** | **20** | **3** | **52** | **9** | **2,569** |
| Vehicle Trips | 84 | 82 | 24 | 394 | 277 | 6 | 8 | 29 | 21 | 14 | 7 | 1 | 12 | 2 | 961 |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program without PG&E Site**

| EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| **Superdistrict 1** | | | | | | | | | | | | | | | |
| Auto Person Trips | 77 | 75 | 1 | 5 | 3 | 0 | 0 | 2 | - | 1 | 0 | 0 | 1 | 0 | 166 |
| Transit Person Trips | 88 | 86 | 1 | 6 | 4 | 0 | 0 | 2 | - | 1 | 0 | 0 | 0 | 0 | 189 |
| Walk/Other Person Trips | 45 | 44 | 3 | 8 | 6 | 0 | 0 | 5 | - | 2 | 0 | 0 | 2 | 1 | 117 |
| **Total Person Trips** | **211** | **206** | **5** | **19** | **13** | **0** | **0** | **9** | **-** | **4** | **0** | **0** | **3** | **1** | **472** |
| Vehicle Trips | 70 | 69 | 1 | 3 | 2 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | 147 |
| **Superdistrict 2** | | | | | | | | | | | | | | | |
| Auto Person Trips | 8 | 7 | 4 | 13 | 9 | 0 | 0 | 5 | - | 2 | 1 | 0 | 3 | 0 | 54 |
| Transit Person Trips | 9 | 8 | 3 | 13 | 9 | 0 | 0 | 3 | - | 1 | 1 | 0 | 2 | 0 | 49 |
| Walk/Other Person Trips | 4 | 4 | 1 | 3 | 2 | 0 | 0 | 3 | - | 1 | 0 | 0 | 2 | 0 | 21 |
| **Total Person Trips** | **21** | **20** | **8** | **29** | **20** | **0** | **1** | **11** | **-** | **5** | **1** | **0** | **6** | **1** | **124** |
| Vehicle Trips | 7 | 7 | 2 | 8 | 6 | 0 | 0 | 3 | - | 2 | 0 | 0 | 2 | 0 | 37 |
| **Superdistrict 3** | | | | | | | | | | | | | | | |
| Auto Person Trips | 22 | 22 | 4 | 17 | 12 | 0 | 0 | 14 | - | 7 | 3 | 1 | 2 | 1 | 106 |
| Transit Person Trips | 25 | 25 | 2 | 11 | 8 | 0 | 0 | 3 | - | 1 | 2 | 1 | 1 | 0 | 81 |
| Walk/Other Person Trips | 13 | 13 | 2 | 6 | 5 | 0 | 0 | 8 | - | 4 | 3 | 1 | 1 | 0 | 56 |
| **Total Person Trips** | **60** | **59** | **8** | **35** | **25** | **1** | **0** | **25** | **-** | **12** | **8** | **2** | **4** | **2** | **242** |
| Vehicle Trips | 20 | 20 | 2 | 10 | 7 | 0 | 0 | 7 | - | 3 | 2 | 0 | 1 | 0 | 73 |
| **Superdistrict 4** | | | | | | | | | | | | | | | |
| Auto Person Trips | 8 | 7 | 3 | 11 | 8 | 0 | 0 | 4 | - | 2 | 1 | 0 | 2 | 0 | 45 |
| Transit Person Trips | 9 | 8 | 2 | 8 | 6 | 0 | 0 | 1 | - | 1 | 0 | 0 | 1 | 0 | 36 |
| Walk/Other Person Trips | 4 | 4 | 1 | 1 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 1 | 0 | 13 |
| **Total Person Trips** | **21** | **20** | **5** | **21** | **14** | **0** | **0** | **6** | **-** | **3** | **1** | **0** | **3** | **0** | **94** |
| Vehicle Trips | 7 | 7 | 1 | 6 | 4 | 0 | 0 | 2 | - | 1 | 0 | 0 | 1 | 0 | 30 |
| **East Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 18 | 17 | 4 | 20 | 14 | 0 | 0 | 5 | - | 2 | 1 | 0 | 3 | 0 | 84 |
| Transit Person Trips | 13 | 13 | 3 | 17 | 12 | 0 | 0 | 2 | - | 1 | 1 | 0 | 1 | 0 | 64 |
| Walk/Other Person Trips | 4 | 4 | 1 | 2 | 1 | 0 | 0 | 3 | - | 1 | 0 | 0 | 1 | 0 | 17 |
| **Total Person Trips** | **35** | **34** | **8** | **38** | **27** | **1** | **1** | **10** | **-** | **5** | **2** | **0** | **5** | **1** | **166** |
| Vehicle Trips | 16 | 16 | 2 | 7 | 5 | 0 | 0 | 2 | - | 1 | 0 | 0 | 1 | 0 | 51 |
| **North Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 8 | 8 | 2 | 8 | 6 | 0 | 0 | 3 | - | 1 | 0 | 0 | 1 | 0 | 38 |
| Transit Person Trips | 2 | 2 | 1 | 3 | 2 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | 12 |
| Walk/Other Person Trips | - | - | 0 | 0 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | 3 |
| **Total Person Trips** | **10** | **10** | **3** | **12** | **8** | **0** | **0** | **5** | **-** | **2** | **1** | **0** | **1** | **0** | **53** |
| Vehicle Trips | 7 | 7 | 1 | 4 | 3 | 0 | 0 | 2 | - | 1 | 0 | 0 | 1 | 0 | 26 |
| **South Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 42 | 41 | 6 | 32 | 23 | 0 | 1 | 9 | - | 4 | 2 | 0 | 3 | 0 | 165 |
| Transit Person Trips | 30 | 29 | 1 | 8 | 6 | 0 | 0 | 1 | - | 1 | 0 | 0 | 1 | 0 | 78 |
| Walk/Other Person Trips | 8 | 8 | 0 | 1 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | 21 |
| **Total Person Trips** | **81** | **79** | **8** | **42** | **29** | **1** | **1** | **12** | **-** | **6** | **2** | **0** | **4** | **1** | **264** |
| Vehicle Trips | 38 | 37 | 4 | 22 | 15 | 0 | 0 | 4 | - | 2 | 1 | 0 | 1 | 0 | 128 |
| **Outside Bay Area** | | | | | | | | | | | | | | | |
| Auto Person Trips | 2 | 2 | 2 | 4 | 3 | 0 | 0 | 11 | - | 5 | 0 | 0 | 2 | 0 | 32 |
| Transit Person Trips | - | - | 1 | 3 | 2 | 0 | 0 | 3 | - | 1 | 0 | 0 | 1 | 0 | 12 |
| Walk/Other Person Trips | - | - | 2 | 2 | 1 | 0 | 0 | 14 | - | 7 | 0 | 0 | 2 | 0 | 28 |
| **Total Person Trips** | **2** | **2** | **5** | **9** | **6** | **0** | **0** | **28** | **-** | **13** | **0** | **0** | **5** | **1** | **72** |
| Vehicle Trips | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 4 | - | 2 | 0 | 0 | 1 | 0 | 15 |
| **All Origins** | | | | | | | | | | | | | | | |
| Auto Person Trips | 184 | 180 | 26 | 112 | 79 | 2 | 2 | 53 | - | 25 | 8 | 1 | 17 | 3 | 691 |
| Transit Person Trips | 177 | 173 | 14 | 69 | 49 | 1 | 1 | 16 | - | 7 | 5 | 1 | 8 | 1 | 520 |
| Walk/Other Person Trips | 80 | 78 | 10 | 23 | 16 | 0 | 0 | 36 | - | 17 | 3 | 1 | 8 | 2 | 276 |
| **Total Person Trips** | **441** | **431** | **50** | **204** | **143** | **3** | **4** | **105** | **-** | **50** | **15** | **2** | **33** | **6** | **1,488** |
| Vehicle Trips | 167 | 164 | 13 | 63 | 44 | 1 | 1 | 26 | - | 12 | 4 | 0 | 7 | 1 | 505 |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program without PG&E Site**

| EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| **Superdistrict 1** | | | | | | | | | | | | | | | |
| Auto Person Trips | 75 | 74 | 1 | 4 | 3 | 0 | 1 | 6 | 6 | 10 | 0 | 0 | 2 | 0 | 182 |
| Transit Person Trips | 86 | 84 | 1 | 5 | 3 | 0 | 1 | 5 | 5 | 8 | 0 | 0 | 1 | 0 | 199 |
| Walk/Other Person Trips | 44 | 43 | 1 | 7 | 4 | 0 | 2 | 15 | 14 | 23 | 0 | 0 | 4 | 0 | 160 |
| **Total Person Trips** | **206** | **202** | **3** | **15** | **10** | **0** | **4** | **26** | **25** | **41** | **0** | **0** | **7** | **1** | **540** |
| Vehicle Trips | 69 | 67 | 0 | 2 | 1 | 0 | 1 | 4 | 4 | 6 | 0 | 0 | 1 | 0 | 155 |
| **Superdistrict 2** | | | | | | | | | | | | | | | |
| Auto Person Trips | 9 | 9 | 5 | 13 | 8 | 0 | 2 | 14 | 10 | 22 | 1 | 0 | 9 | 0 | 103 |
| Transit Person Trips | 11 | 10 | 4 | 12 | 8 | 0 | 1 | 7 | 5 | 12 | 1 | 0 | 5 | 0 | 76 |
| Walk/Other Person Trips | 5 | 5 | 2 | 2 | 2 | 0 | 1 | 9 | 6 | 13 | 0 | 0 | 4 | 0 | 50 |
| **Total Person Trips** | **25** | **25** | **11** | **27** | **18** | **0** | **4** | **30** | **21** | **47** | **1** | **0** | **18** | **1** | **230** |
| Vehicle Trips | 8 | 8 | 4 | 8 | 5 | 0 | 1 | 9 | 6 | 14 | 0 | 0 | 4 | 0 | 69 |
| **Superdistrict 3** | | | | | | | | | | | | | | | |
| Auto Person Trips | 22 | 21 | 2 | 14 | 9 | 0 | 6 | 40 | 39 | 63 | 3 | 7 | 5 | 1 | 234 |
| Transit Person Trips | 25 | 24 | 1 | 9 | 6 | 0 | 1 | 8 | 8 | 13 | 2 | 4 | 3 | 0 | 106 |
| Walk/Other Person Trips | 13 | 12 | 1 | 5 | 3 | 0 | 3 | 22 | 22 | 35 | 3 | 6 | 4 | 0 | 130 |
| **Total Person Trips** | **59** | **58** | **5** | **29** | **19** | **0** | **11** | **71** | **69** | **111** | **8** | **17** | **12** | **1** | **469** |
| Vehicle Trips | 20 | 19 | 1 | 8 | 5 | 0 | 3 | 20 | 19 | 30 | 2 | 3 | 2 | 0 | 133 |
| **Superdistrict 4** | | | | | | | | | | | | | | | |
| Auto Person Trips | 9 | 9 | 4 | 11 | 7 | 0 | 2 | 10 | 7 | 16 | 1 | 0 | 5 | 0 | 81 |
| Transit Person Trips | 11 | 10 | 3 | 8 | 5 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 2 | 0 | 50 |
| Walk/Other Person Trips | 5 | 5 | 1 | 1 | 1 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 2 | 0 | 23 |
| **Total Person Trips** | **25** | **25** | **7** | **20** | **13** | **0** | **2** | **16** | **11** | **24** | **1** | **0** | **9** | **0** | **153** |
| Vehicle Trips | 8 | 8 | 2 | 6 | 4 | 0 | 1 | 6 | 4 | 9 | 0 | 0 | 2 | 0 | 51 |
| **East Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 21 | 21 | 7 | 19 | 12 | 0 | 2 | 13 | 9 | 20 | 1 | 0 | 8 | 0 | 133 |
| Transit Person Trips | 16 | 16 | 5 | 16 | 10 | 0 | 1 | 6 | 5 | 10 | 1 | 0 | 4 | 0 | 91 |
| Walk/Other Person Trips | 5 | 5 | 1 | 1 | 1 | 0 | 1 | 8 | 6 | 13 | 0 | 0 | 2 | 0 | 44 |
| **Total Person Trips** | **43** | **42** | **13** | **36** | **24** | **1** | **4** | **27** | **19** | **43** | **2** | **0** | **13** | **1** | **268** |
| Vehicle Trips | 20 | 19 | 3 | 7 | 5 | 0 | 1 | 6 | 4 | 9 | 0 | 0 | 3 | 0 | 77 |
| **North Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 10 | 9 | 3 | 8 | 5 | 0 | 1 | 8 | 5 | 12 | 0 | 0 | 3 | 0 | 65 |
| Transit Person Trips | 3 | 3 | 1 | 3 | 2 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 20 |
| Walk/Other Person Trips | - | - | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 1 | 0 | 13 |
| **Total Person Trips** | **12** | **12** | **4** | **12** | **7** | **0** | **2** | **13** | **9** | **21** | **1** | **0** | **4** | **0** | **98** |
| Vehicle Trips | 9 | 9 | 2 | 4 | 3 | 0 | 1 | 4 | 3 | 7 | 0 | 0 | 2 | 0 | 42 |
| **South Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 51 | 50 | 11 | 31 | 20 | 0 | 4 | 26 | 19 | 41 | 2 | 0 | 9 | 0 | 265 |
| Transit Person Trips | 37 | 36 | 3 | 8 | 5 | 0 | 1 | 4 | 3 | 6 | 0 | 0 | 2 | 0 | 104 |
| Walk/Other Person Trips | 10 | 10 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 1 | 0 | 32 |
| **Total Person Trips** | **98** | **96** | **14** | **40** | **26** | **1** | **5** | **33** | **23** | **52** | **2** | **1** | **11** | **0** | **400** |
| Vehicle Trips | 47 | 46 | 8 | 21 | 14 | 0 | 2 | 12 | 9 | 19 | 1 | 0 | 4 | 0 | 183 |
| **Outside Bay Area** | | | | | | | | | | | | | | | |
| Auto Person Trips | 3 | 3 | 2 | 4 | 3 | 0 | 5 | 31 | 22 | 48 | 0 | 0 | 6 | 0 | 126 |
| Transit Person Trips | - | - | 1 | 3 | 2 | 0 | 1 | 7 | 5 | 12 | 0 | 0 | 4 | 0 | 35 |
| Walk/Other Person Trips | - | - | 2 | 2 | 1 | 0 | 6 | 40 | 28 | 62 | 0 | 0 | 5 | 0 | 145 |
| **Total Person Trips** | **3** | **3** | **5** | **8** | **5** | **0** | **12** | **78** | **55** | **122** | **0** | **0** | **15** | **1** | **306** |
| Vehicle Trips | 2 | 2 | 1 | 2 | 1 | 0 | 2 | 11 | 8 | 17 | 0 | 0 | 2 | 0 | 49 |
| **All Origins** | | | | | | | | | | | | | | | |
| Auto Person Trips | 200 | 196 | 35 | 103 | 67 | 1 | 22 | 149 | 117 | 233 | 8 | 8 | 46 | 3 | 1,188 |
| Transit Person Trips | 188 | 183 | 20 | 63 | 41 | 1 | 7 | 44 | 34 | 68 | 5 | 5 | 21 | 1 | 680 |
| Walk/Other Person Trips | 83 | 82 | 8 | 20 | 13 | 0 | 15 | 102 | 81 | 159 | 3 | 6 | 23 | 2 | 597 |
| **Total Person Trips** | **471** | **461** | **63** | **187** | **121** | **3** | **44** | **294** | **232** | **460** | **16** | **19** | **90** | **5** | **2,465** |
| Vehicle Trips | 182 | 178 | 22 | 58 | 37 | 1 | 11 | 72 | 56 | 112 | 4 | 4 | 20 | 1 | 758 |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program without PG&E Site**

| EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday Daily** | | | | | | | | | | | | | | | |
| **Auto Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 529 | 517 | 12 | 400 | 137 | 6 | 26 | 215 | 129 | 208 | 1 | 0 | 25 | 4 | 2,209 |
| Superdistrict 2 | 79 | 78 | 120 | 987 | 339 | 14 | 48 | 399 | 206 | 459 | 9 | 1 | 139 | 9 | 2,888 |
| Superdistrict 3 | 151 | 148 | 39 | 1,348 | 463 | 19 | 165 | 1,357 | 814 | 1,315 | 38 | 96 | 81 | 13 | 6,046 |
| Superdistrict 4 | 79 | 78 | 70 | 659 | 226 | 10 | 34 | 284 | 147 | 328 | 9 | 1 | 78 | 5 | 2,009 |
| East Bay | 186 | 182 | 107 | 1,053 | 362 | 15 | 44 | 360 | 186 | 415 | 15 | 2 | 117 | 8 | 3,053 |
| North Bay | 83 | 81 | 44 | 439 | 150 | 6 | 27 | 219 | 113 | 252 | 7 | 1 | 47 | 3 | 1,473 |
| South Bay | 444 | 434 | 131 | 1,480 | 508 | 21 | 91 | 749 | 387 | 863 | 26 | 4 | 137 | 9 | 5,285 |
| Outside of Bay Area | 22 | 22 | 78 | 535 | 183 | 8 | 106 | 873 | 451 | 1,006 | 2 | 0 | 94 | 6 | 3,385 |
| **All Origins** | **1,575** | **1,539** | **601** | **6,900** | **2,368** | **100** | **540** | **4,457** | **2,434** | **4,846** | **105** | **107** | **719** | **56** | **26,348** |
| **Transit Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 607 | 593 | 10 | 388 | 133 | 6 | 20 | 163 | 98 | 158 | 1 | 0 | 21 | 3 | 2,201 |
| Superdistrict 2 | 91 | 89 | 66 | 666 | 229 | 10 | 25 | 208 | 108 | 240 | 10 | 1 | 72 | 5 | 1,820 |
| Superdistrict 3 | 173 | 169 | 23 | 830 | 285 | 12 | 33 | 274 | 164 | 265 | 22 | 57 | 48 | 7 | 2,364 |
| Superdistrict 4 | 91 | 89 | 35 | 377 | 129 | 5 | 11 | 91 | 47 | 105 | 6 | 1 | 36 | 2 | 1,027 |
| East Bay | 138 | 135 | 60 | 722 | 248 | 10 | 22 | 181 | 94 | 209 | 14 | 2 | 60 | 4 | 1,899 |
| North Bay | 25 | 24 | 7 | 114 | 39 | 2 | 8 | 63 | 33 | 73 | 3 | 0 | 6 | 0 | 398 |
| South Bay | 318 | 311 | 24 | 320 | 110 | 5 | 14 | 114 | 59 | 132 | 7 | 1 | 24 | 1 | 1,439 |
| Outside of Bay Area | - | - | 46 | 323 | 111 | 5 | 25 | 209 | 108 | 241 | 1 | 0 | 55 | 4 | 1,128 |
| **All Origins** | **1,443** | **1,411** | **271** | **3,740** | **1,283** | **54** | **158** | **1,305** | **711** | **1,423** | **64** | **63** | **322** | **27** | **12,275** |
| **Walk/Other Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 312 | 305 | 32 | 964 | 331 | 14 | 60 | 495 | 297 | 479 | 1 | 0 | 69 | 11 | 3,370 |
| Superdistrict 2 | 47 | 46 | 55 | 373 | 128 | 5 | 30 | 244 | 126 | 281 | 1 | 0 | 67 | 5 | 1,407 |
| Superdistrict 3 | 89 | 87 | 28 | 811 | 278 | 12 | 92 | 755 | 453 | 731 | 28 | 73 | 60 | 10 | 3,506 |
| Superdistrict 4 | 47 | 46 | 23 | 156 | 54 | 2 | 8 | 63 | 33 | 73 | 1 | 0 | 28 | 2 | 534 |
| East Bay | 46 | 45 | 26 | 182 | 63 | 3 | 28 | 233 | 121 | 269 | 1 | 0 | 31 | 2 | 1,049 |
| North Bay | - | - | 8 | 54 | 18 | 1 | 11 | 91 | 47 | 105 | 0 | 0 | 9 | 1 | 345 |
| South Bay | 89 | 87 | 11 | 86 | 30 | 1 | 9 | 70 | 36 | 81 | 1 | 0 | 13 | 1 | 514 |
| Outside of Bay Area | - | - | 66 | 415 | 143 | 6 | 136 | 1,122 | 580 | 1,293 | 0 | 0 | 81 | 6 | 3,849 |
| **All Origins** | **629** | **615** | **248** | **3,041** | **1,044** | **44** | **373** | **3,074** | **1,693** | **3,312** | **32** | **74** | **359** | **36** | **14,573** |
| **Total Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 1,448 | 1,415 | 54 | 1,751 | 601 | 25 | 106 | 873 | 524 | 846 | 2 | 1 | 116 | 18 | 7,779 |
| Superdistrict 2 | 217 | 212 | 242 | 2,026 | 695 | 29 | 103 | 850 | 440 | 980 | 20 | 3 | 279 | 19 | 6,115 |
| Superdistrict 3 | 414 | 404 | 89 | 2,989 | 1,026 | 43 | 289 | 2,386 | 1,431 | 2,311 | 88 | 226 | 189 | 29 | 11,916 |
| Superdistrict 4 | 217 | 212 | 128 | 1,192 | 409 | 17 | 53 | 439 | 227 | 506 | 15 | 2 | 143 | 9 | 3,570 |
| East Bay | 371 | 363 | 193 | 1,958 | 672 | 28 | 94 | 775 | 401 | 893 | 30 | 4 | 208 | 13 | 6,002 |
| North Bay | 108 | 106 | 58 | 606 | 208 | 9 | 45 | 374 | 193 | 430 | 9 | 1 | 63 | 4 | 2,215 |
| South Bay | 850 | 831 | 166 | 1,887 | 648 | 27 | 113 | 934 | 483 | 1,076 | 33 | 5 | 173 | 11 | 7,237 |
| Outside of Bay Area | 22 | 22 | 189 | 1,273 | 437 | 18 | 267 | 2,204 | 1,140 | 2,540 | 3 | 1 | 230 | 16 | 8,362 |
| **All Origins** | **3,648** | **3,565** | **1,120** | **13,681** | **4,695** | **197** | **1,071** | **8,836** | **4,838** | **9,582** | **201** | **244** | **1,400** | **119** | **53,197** |
| **Vehicle Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 482 | 471 | 6 | 224 | 77 | 3 | 16 | 130 | 78 | 125 | 0 | 0 | 12 | 2 | 1,626 |
| Superdistrict 2 | 72 | 71 | 64 | 586 | 201 | 8 | 32 | 260 | 135 | 300 | 7 | 1 | 71 | 5 | 1,813 |
| Superdistrict 3 | 138 | 134 | 18 | 724 | 248 | 10 | 82 | 673 | 404 | 652 | 19 | 40 | 35 | 5 | 3,183 |
| Superdistrict 4 | 72 | 71 | 34 | 357 | 123 | 5 | 20 | 167 | 86 | 193 | 6 | 1 | 36 | 2 | 1,173 |
| East Bay | 170 | 166 | 44 | 455 | 156 | 7 | 21 | 171 | 88 | 197 | 7 | 1 | 47 | 3 | 1,532 |
| North Bay | 76 | 74 | 24 | 255 | 88 | 4 | 15 | 122 | 63 | 141 | 4 | 1 | 25 | 2 | 892 |
| South Bay | 404 | 395 | 71 | 1,015 | 348 | 15 | 43 | 358 | 185 | 412 | 22 | 3 | 65 | 4 | 3,340 |
| Outside of Bay Area | 20 | 20 | 30 | 220 | 76 | 3 | 39 | 321 | 166 | 370 | 1 | 0 | 36 | 2 | 1,306 |
| **All Origins** | **1,433** | **1,401** | **290** | **3,837** | **1,317** | **55** | **267** | **2,202** | **1,205** | **2,390** | **68** | **47** | **328** | **25** | **14,865** |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program without PG&E Site**

| EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| **Superdistrict 1** | | | | | | | | | | | | | | | |
| Auto Person Trips | 38 | 37 | 1 | 19 | 13 | 0 | 1 | 7 | 7 | 11 | 0 | 0 | 2 | 0 | 135 |
| Transit Person Trips | 43 | 42 | 1 | 23 | 15 | 0 | 1 | 5 | 5 | 8 | 0 | 0 | 1 | 0 | 146 |
| Walk/Other Person Trips | 22 | 22 | 1 | 34 | 22 | 0 | 2 | 16 | 15 | 25 | 0 | 0 | 5 | 0 | 165 |
| **Total Person Trips** | **103** | **101** | **3** | **77** | **49** | **1** | **4** | **28** | **27** | **44** | **0** | **0** | **8** | **1** | **446** |
| Vehicle Trips | 34 | 34 | 0 | 14 | 9 | 0 | 1 | 4 | 4 | 7 | 0 | 0 | 1 | 0 | 109 |
| **Superdistrict 2** | | | | | | | | | | | | | | | |
| Auto Person Trips | 5 | 4 | 5 | 63 | 41 | 1 | 2 | 15 | 11 | 24 | 1 | 0 | 10 | 0 | 182 |
| Transit Person Trips | 5 | 5 | 4 | 60 | 39 | 1 | 1 | 8 | 6 | 12 | 1 | 0 | 5 | 0 | 149 |
| Walk/Other Person Trips | 3 | 3 | 2 | 12 | 8 | 0 | 1 | 9 | 7 | 15 | 0 | 0 | 5 | 0 | 64 |
| **Total Person Trips** | **13** | **12** | **11** | **136** | **88** | **2** | **5** | **32** | **23** | **51** | **2** | **0** | **19** | **1** | **395** |
| Vehicle Trips | 4 | 4 | 4 | 48 | 31 | 1 | 1 | 10 | 7 | 16 | 1 | 0 | 5 | 0 | 133 |
| **Superdistrict 3** | | | | | | | | | | | | | | | |
| Auto Person Trips | 11 | 11 | 2 | 70 | 45 | 1 | 6 | 43 | 42 | 68 | 5 | 8 | 6 | 1 | 319 |
| Transit Person Trips | 12 | 12 | 1 | 46 | 30 | 1 | 1 | 9 | 9 | 14 | 3 | 5 | 3 | 0 | 146 |
| Walk/Other Person Trips | 6 | 6 | 1 | 26 | 17 | 0 | 4 | 24 | 24 | 38 | 3 | 6 | 4 | 0 | 160 |
| **Total Person Trips** | **29** | **29** | **5** | **142** | **92** | **2** | **11** | **76** | **74** | **120** | **11** | **18** | **13** | **1** | **625** |
| Vehicle Trips | 10 | 10 | 1 | 52 | 34 | 1 | 3 | 22 | 21 | 35 | 2 | 3 | 3 | 0 | 198 |
| **Superdistrict 4** | | | | | | | | | | | | | | | |
| Auto Person Trips | 5 | 4 | 4 | 54 | 35 | 1 | 2 | 11 | 8 | 17 | 1 | 0 | 5 | 0 | 146 |
| Transit Person Trips | 5 | 5 | 3 | 38 | 24 | 1 | 1 | 3 | 2 | 5 | 1 | 0 | 3 | 0 | 91 |
| Walk/Other Person Trips | 3 | 3 | 1 | 5 | 4 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 2 | 0 | 25 |
| **Total Person Trips** | **13** | **12** | **7** | **97** | **63** | **1** | **2** | **17** | **12** | **26** | **1** | **0** | **10** | **0** | **262** |
| Vehicle Trips | 4 | 4 | 2 | 36 | 23 | 1 | 1 | 6 | 5 | 10 | 1 | 0 | 3 | 0 | 96 |
| **East Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 11 | 11 | 7 | 93 | 60 | 1 | 2 | 14 | 10 | 22 | 1 | 0 | 8 | 0 | 239 |
| Transit Person Trips | 8 | 8 | 5 | 80 | 52 | 1 | 1 | 7 | 5 | 11 | 1 | 0 | 4 | 0 | 184 |
| Walk/Other Person Trips | 3 | 3 | 1 | 7 | 5 | 0 | 1 | 9 | 6 | 14 | 0 | 0 | 2 | 0 | 51 |
| **Total Person Trips** | **21** | **21** | **13** | **180** | **116** | **3** | **4** | **29** | **21** | **46** | **3** | **1** | **15** | **1** | **474** |
| Vehicle Trips | 10 | 10 | 3 | 44 | 29 | 1 | 1 | 7 | 5 | 10 | 1 | 0 | 3 | 0 | 123 |
| **North Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 5 | 5 | 3 | 40 | 26 | 1 | 1 | 8 | 6 | 13 | 1 | 0 | 3 | 0 | 111 |
| Transit Person Trips | 1 | 1 | 1 | 15 | 10 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 38 |
| Walk/Other Person Trips | - | - | 0 | 2 | 1 | 0 | 1 | 3 | 2 | 5 | 0 | 0 | 1 | 0 | 16 |
| **Total Person Trips** | **6** | **6** | **4** | **57** | **37** | **1** | **2** | **14** | **10** | **22** | **1** | **0** | **4** | **0** | **165** |
| Vehicle Trips | 4 | 4 | 2 | 26 | 17 | 0 | 1 | 5 | 3 | 8 | 0 | 0 | 2 | 0 | 73 |
| **South Bay** | | | | | | | | | | | | | | | |
| Auto Person Trips | 26 | 25 | 11 | 153 | 99 | 2 | 4 | 28 | 20 | 45 | 2 | 0 | 10 | 0 | 426 |
| Transit Person Trips | 18 | 18 | 3 | 38 | 25 | 1 | 1 | 4 | 3 | 7 | 1 | 0 | 2 | 0 | 119 |
| Walk/Other Person Trips | 5 | 5 | 0 | 5 | 3 | 0 | 0 | 3 | 2 | 4 | 0 | 0 | 1 | 0 | 29 |
| **Total Person Trips** | **49** | **48** | **14** | **196** | **127** | **3** | **5** | **35** | **25** | **56** | **3** | **1** | **12** | **0** | **574** |
| Vehicle Trips | 23 | 23 | 8 | 133 | 86 | 2 | 2 | 14 | 10 | 22 | 2 | 0 | 5 | 0 | 329 |
| **Outside Bay Area** | | | | | | | | | | | | | | | |
| Auto Person Trips | 1 | 1 | 2 | 19 | 13 | 0 | 5 | 33 | 23 | 52 | 0 | 0 | 7 | 0 | 158 |
| Transit Person Trips | - | - | 1 | 13 | 8 | 0 | 1 | 8 | 6 | 13 | 0 | 0 | 4 | 0 | 54 |
| Walk/Other Person Trips | - | - | 2 | 8 | 5 | 0 | 6 | 42 | 30 | 67 | 0 | 0 | 6 | 0 | 167 |
| **Total Person Trips** | **1** | **1** | **5** | **41** | **26** | **1** | **12** | **83** | **59** | **132** | **0** | **0** | **16** | **1** | **379** |
| Vehicle Trips | 1 | 1 | 1 | 11 | 7 | 0 | 2 | 12 | 9 | 20 | 0 | 0 | 3 | 0 | 67 |
| **All Origins** | | | | | | | | | | | | | | | |
| Auto Person Trips | 100 | 98 | 35 | 512 | 331 | 7 | 24 | 158 | 127 | 252 | 10 | 9 | 50 | 3 | 1,717 |
| Transit Person Trips | 94 | 92 | 20 | 314 | 203 | 5 | 7 | 47 | 37 | 74 | 6 | 5 | 22 | 1 | 926 |
| Walk/Other Person Trips | 42 | 41 | 8 | 100 | 65 | 1 | 16 | 108 | 88 | 172 | 4 | 6 | 25 | 2 | 678 |
| **Total Person Trips** | **236** | **230** | **63** | **926** | **598** | **13** | **47** | **313** | **252** | **498** | **21** | **20** | **98** | **5** | **3,321** |
| Vehicle Trips | 91 | 89 | 22 | 365 | 236 | 5 | 12 | 80 | 64 | 127 | 7 | 4 | 24 | 1 | 1,127 |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program without PG&E Site**

| EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | | | | | | | | | | |
| **Auto Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 116 | 113 | 3 | 29 | 20 | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 2 | 1 | 292 |
| Superdistrict 2 | 11 | 11 | 10 | 79 | 56 | 1 | 2 | 10 | 3 | 5 | 1 | 0 | 8 | 1 | 200 |
| Superdistrict 3 | 33 | 32 | 10 | 104 | 73 | 1 | 1 | 30 | 4 | 14 | 8 | 2 | 5 | 2 | 319 |
| Superdistrict 4 | 11 | 11 | 7 | 68 | 48 | 1 | 1 | 7 | 3 | 4 | 1 | 0 | 5 | 1 | 168 |
| East Bay | 27 | 26 | 11 | 117 | 82 | 2 | 2 | 9 | 5 | 4 | 2 | 0 | 7 | 1 | 296 |
| North Bay | 12 | 12 | 5 | 50 | 35 | 1 | 1 | 6 | 2 | 3 | 1 | 0 | 3 | 0 | 130 |
| South Bay | 63 | 62 | 16 | 193 | 136 | 3 | 4 | 20 | 9 | 9 | 4 | 0 | 8 | 1 | 528 |
| Outside of Bay Area | 3 | 3 | 5 | 24 | 17 | 0 | 1 | 23 | 1 | 11 | 0 | 0 | 6 | 1 | 96 |
| **All Origins** | **276** | **270** | **66** | **664** | **467** | **10** | **13** | **110** | **29** | **52** | **18** | **2** | **44** | **7** | **2,030** |
| **Transit Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 133 | 130 | 3 | 34 | 24 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 1 | 0 | 333 |
| Superdistrict 2 | 13 | 13 | 7 | 76 | 54 | 1 | 2 | 5 | 4 | 3 | 1 | 0 | 4 | 1 | 183 |
| Superdistrict 3 | 38 | 37 | 6 | 68 | 48 | 1 | 1 | 6 | 3 | 3 | 5 | 1 | 3 | 1 | 221 |
| Superdistrict 4 | 13 | 13 | 4 | 47 | 33 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 2 | 0 | 121 |
| East Bay | 20 | 19 | 8 | 101 | 71 | 1 | 2 | 5 | 5 | 2 | 2 | 0 | 4 | 0 | 240 |
| North Bay | 4 | 3 | 1 | 19 | 13 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 46 |
| South Bay | 45 | 44 | 3 | 48 | 34 | 1 | 1 | 3 | 2 | 1 | 1 | 0 | 1 | 0 | 186 |
| Outside of Bay Area | - | - | 3 | 16 | 12 | 0 | 0 | 5 | 1 | 3 | 0 | 0 | 3 | 0 | 44 |
| **All Origins** | **265** | **259** | **35** | **410** | **289** | **6** | **8** | **32** | **19** | **15** | **11** | **1** | **20** | **3** | **1,374** |
| **Walk/Other Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 68 | 67 | 7 | 50 | 35 | 1 | 1 | 11 | 2 | 5 | 0 | 0 | 4 | 1 | 251 |
| Superdistrict 2 | 7 | 7 | 4 | 15 | 11 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 4 | 1 | 58 |
| Superdistrict 3 | 19 | 19 | 6 | 38 | 27 | 1 | 0 | 17 | 1 | 8 | 6 | 1 | 4 | 1 | 148 |
| Superdistrict 4 | 7 | 7 | 2 | 7 | 5 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 31 |
| East Bay | 7 | 6 | 2 | 9 | 7 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 2 | 0 | 43 |
| North Bay | - | - | 1 | 3 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 9 |
| South Bay | 13 | 12 | 1 | 7 | 5 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 41 |
| Outside of Bay Area | - | - | 4 | 10 | 7 | 0 | 1 | 29 | 0 | 14 | 0 | 0 | 5 | 1 | 71 |
| **All Origins** | **120** | **117** | **25** | **139** | **98** | **2** | **2** | **75** | **4** | **36** | **7** | **1** | **22** | **5** | **653** |
| **Total Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 316 | 309 | 12 | 113 | 80 | 2 | 1 | 19 | 4 | 9 | 0 | 0 | 7 | 2 | 876 |
| Superdistrict 2 | 31 | 30 | 21 | 171 | 120 | 2 | 3 | 22 | 7 | 11 | 3 | 0 | 17 | 2 | 441 |
| Superdistrict 3 | 90 | 88 | 21 | 211 | 148 | 3 | 3 | 53 | 8 | 25 | 19 | 4 | 11 | 4 | 688 |
| Superdistrict 4 | 31 | 30 | 12 | 122 | 86 | 2 | 3 | 11 | 6 | 5 | 2 | 0 | 9 | 1 | 321 |
| East Bay | 53 | 52 | 21 | 227 | 160 | 3 | 5 | 20 | 11 | 10 | 4 | 0 | 13 | 2 | 579 |
| North Bay | 15 | 15 | 6 | 72 | 51 | 1 | 2 | 10 | 3 | 5 | 1 | 0 | 4 | 1 | 186 |
| South Bay | 121 | 118 | 20 | 247 | 174 | 4 | 6 | 24 | 12 | 12 | 5 | 0 | 10 | 1 | 755 |
| Outside of Bay Area | 3 | 3 | 12 | 51 | 36 | 1 | 2 | 58 | 1 | 27 | 1 | 0 | 14 | 2 | 211 |
| **All Origins** | **661** | **646** | **126** | **1,214** | **854** | **18** | **23** | **218** | **52** | **104** | **36** | **5** | **85** | **15** | **4,057** |
| **Vehicle Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 105 | 103 | 2 | 20 | 14 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 251 |
| Superdistrict 2 | 10 | 10 | 6 | 59 | 41 | 1 | 1 | 7 | 3 | 3 | 1 | 0 | 4 | 1 | 147 |
| Superdistrict 3 | 30 | 29 | 5 | 75 | 53 | 1 | 1 | 15 | 3 | 7 | 4 | 1 | 2 | 1 | 227 |
| Superdistrict 4 | 10 | 10 | 4 | 43 | 30 | 1 | 1 | 4 | 2 | 2 | 1 | 0 | 2 | 0 | 111 |
| East Bay | 24 | 24 | 5 | 54 | 38 | 1 | 1 | 4 | 3 | 2 | 1 | 0 | 3 | 0 | 160 |
| North Bay | 11 | 11 | 3 | 32 | 22 | 0 | 1 | 3 | 2 | 2 | 1 | 0 | 2 | 0 | 88 |
| South Bay | 57 | 56 | 11 | 161 | 113 | 2 | 4 | 9 | 8 | 4 | 3 | 0 | 4 | 0 | 434 |
| Outside of Bay Area | 3 | 3 | 2 | 13 | 9 | 0 | 0 | 8 | 0 | 4 | 0 | 0 | 2 | 0 | 46 |
| **All Origins** | **251** | **246** | **38** | **457** | **321** | **7** | **9** | **54** | **21** | **26** | **11** | **1** | **20** | **3** | **1,465** |

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program without PG&E Site**

| EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Weekday PM Peak Hour** | | | | | | | | | | | | | | | |
| **Auto Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 113 | 111 | 1 | 23 | 15 | 0 | 2 | 13 | 13 | 21 | 0 | 0 | 3 | 0 | 317 |
| Superdistrict 2 | 14 | 13 | 11 | 76 | 49 | 1 | 4 | 29 | 21 | 46 | 1 | 0 | 19 | 1 | 285 |
| Superdistrict 3 | 32 | 32 | 5 | 84 | 55 | 1 | 12 | 83 | 81 | 131 | 8 | 15 | 11 | 1 | 553 |
| Superdistrict 4 | 14 | 13 | 8 | 65 | 42 | 1 | 3 | 21 | 15 | 33 | 1 | 0 | 11 | 0 | 227 |
| East Bay | 32 | 32 | 14 | 111 | 72 | 2 | 4 | 26 | 19 | 42 | 2 | 1 | 16 | 1 | 372 |
| North Bay | 14 | 14 | 6 | 48 | 31 | 1 | 2 | 16 | 11 | 25 | 1 | 0 | 6 | 0 | 177 |
| South Bay | 77 | 75 | 21 | 184 | 119 | 3 | 8 | 55 | 39 | 86 | 4 | 1 | 18 | 1 | 691 |
| Outside of Bay Area | 4 | 4 | 5 | 23 | 15 | 0 | 10 | 64 | 45 | 101 | 0 | 0 | 13 | 1 | 284 |
| **All Origins** | **300** | **293** | **71** | **616** | **398** | **9** | **46** | **307** | **243** | **485** | **18** | **17** | **96** | **5** | **2,905** |
| **Transit Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 130 | 127 | 1 | 28 | 18 | 0 | 1 | 10 | 10 | 16 | 0 | 0 | 3 | 0 | 345 |
| Superdistrict 2 | 16 | 15 | 9 | 73 | 47 | 1 | 2 | 15 | 11 | 24 | 2 | 0 | 10 | 0 | 225 |
| Superdistrict 3 | 37 | 36 | 3 | 56 | 36 | 1 | 3 | 17 | 16 | 27 | 5 | 9 | 6 | 1 | 252 |
| Superdistrict 4 | 16 | 15 | 5 | 45 | 29 | 1 | 1 | 7 | 5 | 11 | 1 | 0 | 5 | 0 | 141 |
| East Bay | 24 | 23 | 11 | 96 | 62 | 1 | 2 | 13 | 9 | 21 | 2 | 0 | 8 | 0 | 274 |
| North Bay | 4 | 4 | 2 | 18 | 12 | 0 | 1 | 5 | 3 | 7 | 0 | 0 | 1 | 0 | 58 |
| South Bay | 55 | 54 | 5 | 46 | 30 | 1 | 1 | 8 | 6 | 13 | 1 | 0 | 3 | 0 | 223 |
| Outside of Bay Area | - | - | 3 | 16 | 10 | 0 | 2 | 15 | 11 | 24 | 0 | 0 | 7 | 0 | 89 |
| **All Origins** | **281** | **275** | **39** | **377** | **244** | **5** | **13** | **90** | **71** | **142** | **11** | **10** | **43** | **2** | **1,606** |
| **Walk/Other Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 67 | 65 | 3 | 41 | 26 | 1 | 5 | 30 | 30 | 48 | 0 | 0 | 9 | 1 | 325 |
| Superdistrict 2 | 8 | 8 | 3 | 15 | 9 | 0 | 3 | 18 | 13 | 28 | 0 | 0 | 9 | 0 | 114 |
| Superdistrict 3 | 19 | 19 | 2 | 31 | 20 | 0 | 7 | 46 | 45 | 73 | 6 | 11 | 8 | 1 | 289 |
| Superdistrict 4 | 8 | 8 | 1 | 7 | 4 | 0 | 1 | 5 | 3 | 7 | 0 | 0 | 4 | 0 | 48 |
| East Bay | 8 | 8 | 2 | 9 | 6 | 0 | 3 | 17 | 12 | 27 | 0 | 0 | 4 | 0 | 95 |
| North Bay | - | - | 0 | 2 | 2 | 0 | 1 | 7 | 5 | 10 | 0 | 0 | 1 | 0 | 29 |
| South Bay | 15 | 15 | 1 | 6 | 4 | 0 | 1 | 5 | 4 | 8 | 0 | 0 | 2 | 0 | 61 |
| Outside of Bay Area | - | - | 3 | 10 | 6 | 0 | 12 | 82 | 58 | 129 | 0 | 0 | 11 | 1 | 312 |
| **All Origins** | **125** | **122** | **16** | **120** | **78** | **2** | **31** | **210** | **169** | **331** | **7** | **12** | **48** | **3** | **1,274** |
| **Total Person Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 309 | 302 | 5 | 92 | 59 | 1 | 8 | 54 | 52 | 85 | 0 | 0 | 16 | 2 | 986 |
| Superdistrict 2 | 38 | 37 | 23 | 163 | 105 | 2 | 9 | 62 | 44 | 98 | 3 | 1 | 37 | 2 | 624 |
| Superdistrict 3 | 88 | 86 | 10 | 171 | 111 | 2 | 22 | 146 | 143 | 231 | 19 | 35 | 25 | 3 | 1,094 |
| Superdistrict 4 | 38 | 37 | 15 | 117 | 75 | 2 | 5 | 32 | 23 | 51 | 2 | 1 | 19 | 1 | 416 |
| East Bay | 64 | 63 | 26 | 217 | 140 | 3 | 8 | 57 | 40 | 89 | 5 | 1 | 28 | 1 | 742 |
| North Bay | 19 | 18 | 8 | 69 | 44 | 1 | 4 | 27 | 19 | 43 | 1 | 0 | 8 | 0 | 263 |
| South Bay | 147 | 144 | 27 | 236 | 153 | 3 | 10 | 68 | 48 | 108 | 5 | 1 | 23 | 1 | 975 |
| Outside of Bay Area | 4 | 4 | 11 | 49 | 32 | 1 | 24 | 161 | 114 | 254 | 1 | 0 | 31 | 1 | 685 |
| **All Origins** | **707** | **691** | **125** | **1,113** | **719** | **16** | **91** | **607** | **484** | **958** | **36** | **39** | **188** | **11** | **5,786** |
| **Vehicle Trips** | | | | | | | | | | | | | | | |
| Superdistrict 1 | 103 | 101 | 1 | 17 | 11 | 0 | 1 | 8 | 8 | 13 | 0 | 0 | 2 | 0 | 263 |
| Superdistrict 2 | 13 | 12 | 7 | 56 | 36 | 1 | 3 | 19 | 13 | 30 | 1 | 0 | 10 | 0 | 202 |
| Superdistrict 3 | 29 | 29 | 3 | 61 | 39 | 1 | 6 | 41 | 40 | 65 | 4 | 6 | 5 | 0 | 331 |
| Superdistrict 4 | 13 | 12 | 5 | 41 | 27 | 1 | 2 | 12 | 9 | 19 | 1 | 0 | 5 | 0 | 146 |
| East Bay | 29 | 29 | 6 | 51 | 33 | 1 | 2 | 12 | 9 | 20 | 1 | 0 | 6 | 0 | 200 |
| North Bay | 13 | 13 | 4 | 31 | 20 | 0 | 1 | 9 | 6 | 14 | 1 | 0 | 3 | 0 | 115 |
| South Bay | 70 | 68 | 17 | 154 | 99 | 2 | 4 | 26 | 18 | 41 | 3 | 1 | 9 | 0 | 513 |
| Outside of Bay Area | 4 | 3 | 2 | 12 | 8 | 0 | 4 | 23 | 17 | 37 | 0 | 0 | 5 | 0 | 115 |
| **All Origins** | **273** | **267** | **44** | **423** | **273** | **6** | **23** | **151** | **121** | **239** | **11** | **8** | **44** | **2** | **1,886** |

# Individual Land Use Trip Generation Calculations

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: RESIDENTIAL Studio/1-Bedroom (WORK TRIPS)

| Proposed Size: | | 760 units | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 7.5 trips/unit | Person-trip Gen Rate: | 14.2% [5] | 1.1 | 17.3% [1] | 1.3 |
| Total Person Trips: | | 5,699 person-trips | Total Person-trips: | | 811 | | 986 |
| Work Trips [2]: | 33% | 1,881 person-trips | Work Person-trips: | 50% [6] | 406 | 50% [2] | 493 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [4] | Average Vehicle Occupancy [4] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 53.4% | Auto | 36.5% | 1.10 | 367 | 334 | 79 | 72 | 96 | 88 |
| | Transit | 41.9% | | 421 | | 91 | | 110 | |
| | Walk | 9.3% | | 93 | | 20 | | 24 | |
| | Other | 12.3% | | 123 | | 27 | | 32 | |
| | All Modes | 100.0% | | 1,004 | 334 | 217 | 72 | 263 | 88 |
| SF Superdistrict 2 3.8% | Auto | 36.5% | 1.10 | 26 | 24 | 6 | 5 | 7 | 6 |
| | Transit | 41.9% | | 30 | | 6 | | 8 | |
| | Walk | 9.3% | | 7 | | 1 | | 2 | |
| | Other | 12.3% | | 9 | | 2 | | 2 | |
| | All Modes | 100.0% | | 72 | 24 | 15 | 5 | 19 | 6 |
| SF Superdistrict 3 15.3% | Auto | 36.5% | 1.10 | 105 | 95 | 23 | 21 | 27 | 25 |
| | Transit | 41.9% | | 120 | | 26 | | 32 | |
| | Walk | 9.3% | | 27 | | 6 | | 7 | |
| | Other | 12.3% | | 35 | | 8 | | 9 | |
| | All Modes | 100.0% | | 287 | 95 | 62 | 21 | 75 | 25 |
| SF Superdistrict 4 3.8% | Auto | 36.5% | 1.10 | 26 | 24 | 6 | 5 | 7 | 6 |
| | Transit | 41.9% | | 30 | | 6 | | 8 | |
| | Walk | 9.3% | | 7 | | 1 | | 2 | |
| | Other | 12.3% | | 9 | | 2 | | 2 | |
| | All Modes | 100.0% | | 72 | 24 | 15 | 5 | 19 | 6 |
| East Bay 6.5% | Auto | 50.3% | 1.10 | 62 | 56 | 13 | 12 | 16 | 15 |
| | Transit | 37.3% | | 46 | | 10 | | 12 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 12.4% | | 15 | | 3 | | 4 | |
| | All Modes | 100.0% | | 122 | 56 | 26 | 12 | 32 | 15 |
| North Bay 1.9% | Auto | 76.9% | 1.10 | 27 | 25 | 6 | 5 | 7 | 7 |
| | Transit | 23.1% | | 8 | | 2 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 36 | 25 | 8 | 5 | 9 | 7 |
| South Bay 14.9% | Auto | 52.2% | 1.10 | 146 | 133 | 32 | 29 | 38 | 35 |
| | Transit | 37.4% | | 105 | | 23 | | 27 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 10.4% | | 29 | | 6 | | 8 | |
| | All Modes | 100.0% | | 281 | 133 | 60 | 29 | 74 | 35 |
| Out of Region 0.4% | Auto | 100.0% | 1.10 | 7 | 7 | 2 | 1 | 2 | 2 |
| | Transit | 0.0% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 7 | 7 | 2 | 1 | 2 | 2 |
| **All Origins 100.0%** | **Auto** | **40.8%** | **1.10** | **767** | **698** | **165** | **151** | **201** | **183** |
| | **Transit** | **40.4%** | | **760** | | **164** | | **199** | |
| | **Walk** | **7.1%** | | **133** | | **29** | | **35** | |
| | **Other** | **11.7%** | | **221** | | **48** | | **58** | |
| | **All Modes** | **100.0%** | | **1,881** | **698** | **406** | **151** | **493** | **183** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: RESIDENTIAL Studio/1-Bedroom (NON-WORK TRIPS)

| Proposed Size: | | 760 units | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 7.5 trips/unit | Person-trip Gen Rate: | 14.2% [5] | 1.1 | 17.3% [1] | 1.3 |
| Total Person Trips: | | 5,699 person-trips | Total Person-trips: | | 811 | | 986 |
| Non-Work Trips [2]: | 67% | 3,819 person-trips | Non-Work Person-trips: | 50% [6] | 406 | 50% [2] | 493 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [4] | Average Vehicle Occupancy [4] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 53.4% | Auto | 36.5% | 1.10 | 745 | 678 | 79 | 72 | 96 | 88 |
| | Transit | 41.9% | | 854 | | 91 | | 110 | |
| | Walk | 9.3% | | 189 | | 20 | | 24 | |
| | Other | 12.3% | | 250 | | 27 | | 32 | |
| | All Modes | 100.0% | | 2,039 | 678 | 217 | 72 | 263 | 88 |
| SF Superdistrict 2 3.8% | Auto | 36.5% | 1.10 | 53 | 48 | 6 | 5 | 7 | 6 |
| | Transit | 41.9% | | 61 | | 6 | | 8 | |
| | Walk | 9.3% | | 13 | | 1 | | 2 | |
| | Other | 12.3% | | 18 | | 2 | | 2 | |
| | All Modes | 100.0% | | 146 | 48 | 15 | 5 | 19 | 6 |
| SF Superdistrict 3 15.3% | Auto | 36.5% | 1.10 | 213 | 194 | 23 | 21 | 27 | 25 |
| | Transit | 41.9% | | 244 | | 26 | | 32 | |
| | Walk | 9.3% | | 54 | | 6 | | 7 | |
| | Other | 12.3% | | 72 | | 8 | | 9 | |
| | All Modes | 100.0% | | 583 | 194 | 62 | 21 | 75 | 25 |
| SF Superdistrict 4 3.8% | Auto | 36.5% | 1.10 | 53 | 48 | 6 | 5 | 7 | 6 |
| | Transit | 41.9% | | 61 | | 6 | | 8 | |
| | Walk | 9.3% | | 13 | | 1 | | 2 | |
| | Other | 12.3% | | 18 | | 2 | | 2 | |
| | All Modes | 100.0% | | 146 | 48 | 15 | 5 | 19 | 6 |
| East Bay 6.5% | Auto | 50.3% | 1.10 | 125 | 114 | 13 | 12 | 16 | 15 |
| | Transit | 37.3% | | 93 | | 10 | | 12 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 12.4% | | 31 | | 3 | | 4 | |
| | All Modes | 100.0% | | 248 | 114 | 26 | 12 | 32 | 15 |
| North Bay 1.9% | Auto | 76.9% | 1.10 | 56 | 51 | 6 | 5 | 7 | 7 |
| | Transit | 23.1% | | 17 | | 2 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 72 | 51 | 8 | 5 | 9 | 7 |
| South Bay 14.9% | Auto | 52.2% | 1.10 | 297 | 271 | 32 | 29 | 38 | 35 |
| | Transit | 37.4% | | 213 | | 23 | | 27 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 10.4% | | 59 | | 6 | | 8 | |
| | All Modes | 100.0% | | 570 | 271 | 60 | 29 | 74 | 35 |
| Out of Region 0.4% | Auto | 100.0% | 1.10 | 15 | 14 | 2 | 1 | 2 | 2 |
| | Transit | 0.0% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 15 | 14 | 2 | 1 | 2 | 2 |
| **All Origins 100.0%** | **Auto** | **40.8%** | **1.10** | **1,558** | **1,418** | **165** | **151** | **201** | **183** |
| | **Transit** | **40.4%** | | **1,543** | | **164** | | **199** | |
| | **Walk** | **7.1%** | | **270** | | **29** | | **35** | |
| | **Other** | **11.7%** | | **448** | | **48** | | **58** | |
| | **All Modes** | **100.0%** | | **3,819** | **1,418** | **406** | **151** | **493** | **183** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: RESIDENTIAL 2 or more bedrooms (WORK TRIPS)

| Proposed Size: | | 557 units | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 10.0 trips/unit | Person-trip Gen Rate: | 14.2% [5] | 1.4 | 17.3% [1] | 1.7 |
| Total Person Trips: | | 5,571 person-trips | Total Person-trips: | | 793 | | 964 |
| Work Trips [2]: | 33% | 1,838 person-trips | Work Person-trips: | 50% [6] | 396 | 50% [2] | 482 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [4] | Average Vehicle Occupancy [4] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 53.4% | Auto | 36.5% | 1.10 | 359 | 327 | 77 | 70 | 94 | 86 |
| | Transit | 41.9% | | 411 | | 89 | | 108 | |
| | Walk | 9.3% | | 91 | | 20 | | 24 | |
| | Other | 12.3% | | 121 | | 26 | | 32 | |
| | All Modes | 100.0% | | 982 | 327 | 212 | 70 | 257 | 86 |
| SF Superdistrict 2 3.8% | Auto | 36.5% | 1.10 | 26 | 23 | 6 | 5 | 7 | 6 |
| | Transit | 41.9% | | 29 | | 6 | | 8 | |
| | Walk | 9.3% | | 6 | | 1 | | 2 | |
| | Other | 12.3% | | 9 | | 2 | | 2 | |
| | All Modes | 100.0% | | 70 | 23 | 15 | 5 | 18 | 6 |
| SF Superdistrict 3 15.3% | Auto | 36.5% | 1.10 | 103 | 93 | 22 | 20 | 27 | 24 |
| | Transit | 41.9% | | 118 | | 25 | | 31 | |
| | Walk | 9.3% | | 26 | | 6 | | 7 | |
| | Other | 12.3% | | 34 | | 7 | | 9 | |
| | All Modes | 100.0% | | 280 | 93 | 60 | 20 | 74 | 24 |
| SF Superdistrict 4 3.8% | Auto | 36.5% | 1.10 | 26 | 23 | 6 | 5 | 7 | 6 |
| | Transit | 41.9% | | 29 | | 6 | | 8 | |
| | Walk | 9.3% | | 6 | | 1 | | 2 | |
| | Other | 12.3% | | 9 | | 2 | | 2 | |
| | All Modes | 100.0% | | 70 | 23 | 15 | 5 | 18 | 6 |
| East Bay 6.5% | Auto | 50.3% | 1.10 | 60 | 55 | 13 | 12 | 16 | 14 |
| | Transit | 37.3% | | 45 | | 10 | | 12 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 12.4% | | 15 | | 3 | | 4 | |
| | All Modes | 100.0% | | 120 | 55 | 26 | 12 | 31 | 14 |
| North Bay 1.9% | Auto | 76.9% | 1.10 | 27 | 24 | 6 | 5 | 7 | 6 |
| | Transit | 23.1% | | 8 | | 2 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 35 | 24 | 8 | 5 | 9 | 6 |
| South Bay 14.9% | Auto | 52.2% | 1.10 | 143 | 130 | 31 | 28 | 38 | 34 |
| | Transit | 37.4% | | 102 | | 22 | | 27 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 10.4% | | 29 | | 6 | | 7 | |
| | All Modes | 100.0% | | 274 | 130 | 59 | 28 | 72 | 34 |
| Out of Region 0.4% | Auto | 100.0% | 1.10 | 7 | 7 | 2 | 1 | 2 | 2 |
| | Transit | 0.0% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 7 | 7 | 2 | 1 | 2 | 2 |
| **All Origins 100.0%** | **Auto** | **40.8%** | **1.10** | **750** | **682** | **162** | **147** | **197** | **179** |
| | **Transit** | **40.4%** | | **743** | | **160** | | **195** | |
| | **Walk** | **7.1%** | | **130** | | **28** | | **34** | |
| | **Other** | **11.7%** | | **216** | | **47** | | **57** | |
| | **All Modes** | **100.0%** | | **1,838** | **682** | **396** | **147** | **482** | **179** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: RESIDENTIAL 2 or more bedrooms (NON-WORK TRIPS)

| Proposed Size: | | 557 units | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 10.0 trips/unit | Person-trip Gen Rate: | 14.2% [5] | 1.4 | 17.3% [1] | 1.7 |
| Total Person Trips: | | 5,571 person-trips | Total Person-trips: | | 793 | | 964 |
| Non-Work Trips [2]: | 67% | 3,733 person-trips | Non-Work Person-trips: | 50% [6] | 396 | 50% [2] | 482 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [4] | Average Vehicle Occupancy [4] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 53.4% | Auto | 36.5% | 1.10 | 729 | 663 | 77 | 70 | 94 | 86 |
| | Transit | 41.9% | | 835 | | 89 | | 108 | |
| | Walk | 9.3% | | 185 | | 20 | | 24 | |
| | Other | 12.3% | | 245 | | 26 | | 32 | |
| | All Modes | 100.0% | | 1,993 | 663 | 212 | 70 | 257 | 86 |
| SF Superdistrict 2 3.8% | Auto | 36.5% | 1.10 | 52 | 47 | 6 | 5 | 7 | 6 |
| | Transit | 41.9% | | 60 | | 6 | | 8 | |
| | Walk | 9.3% | | 13 | | 1 | | 2 | |
| | Other | 12.3% | | 17 | | 2 | | 2 | |
| | All Modes | 100.0% | | 142 | 47 | 15 | 5 | 18 | 6 |
| SF Superdistrict 3 15.3% | Auto | 36.5% | 1.10 | 208 | 189 | 22 | 20 | 27 | 24 |
| | Transit | 41.9% | | 239 | | 25 | | 31 | |
| | Walk | 9.3% | | 53 | | 6 | | 7 | |
| | Other | 12.3% | | 70 | | 7 | | 9 | |
| | All Modes | 100.0% | | 569 | 189 | 60 | 20 | 74 | 24 |
| SF Superdistrict 4 3.8% | Auto | 36.5% | 1.10 | 52 | 47 | 6 | 5 | 7 | 6 |
| | Transit | 41.9% | | 60 | | 6 | | 8 | |
| | Walk | 9.3% | | 13 | | 1 | | 2 | |
| | Other | 12.3% | | 17 | | 2 | | 2 | |
| | All Modes | 100.0% | | 142 | 47 | 15 | 5 | 18 | 6 |
| East Bay 6.5% | Auto | 50.3% | 1.10 | 122 | 111 | 13 | 12 | 16 | 14 |
| | Transit | 37.3% | | 91 | | 10 | | 12 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 12.4% | | 30 | | 3 | | 4 | |
| | All Modes | 100.0% | | 243 | 111 | 26 | 12 | 31 | 14 |
| North Bay 1.9% | Auto | 76.9% | 1.10 | 54 | 50 | 6 | 5 | 7 | 6 |
| | Transit | 23.1% | | 16 | | 2 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 71 | 50 | 8 | 5 | 9 | 6 |
| South Bay 14.9% | Auto | 52.2% | 1.10 | 291 | 265 | 31 | 28 | 38 | 34 |
| | Transit | 37.4% | | 208 | | 22 | | 27 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 10.4% | | 58 | | 6 | | 7 | |
| | All Modes | 100.0% | | 557 | 265 | 59 | 28 | 72 | 34 |
| Out of Region 0.4% | Auto | 100.0% | 1.10 | 15 | 13 | 2 | 1 | 2 | 2 |
| | Transit | 0.0% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 0.0% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 15 | 13 | 2 | 1 | 2 | 2 |
| **All Origins 100.0%** | **Auto** | **40.8%** | **1.10** | **1,523** | **1,386** | **162** | **147** | **197** | **179** |
| | **Transit** | **40.4%** | | **1,508** | | **160** | | **195** | |
| | **Walk** | **7.1%** | | **264** | | **28** | | **34** | |
| | **Other** | **11.7%** | | **438** | | **47** | | **57** | |
| | **All Modes** | **100.0%** | | **3,733** | **1,386** | **396** | **147** | **482** | **179** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Residential)
[2] SF Guidelines, Appendix C - Table C-2 (Residential)
[3] 1990 and 2000 U.S. census (Tracts 226 and 227)
[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: HOTEL (WORK TRIPS)

| Proposed Size: | | 250 rooms | | | | | |
|---|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 7.0 trips/room | Person-trip Gen Rate: | 8.8% [4] | 0.6 | 10.0% [1] | 0.7 |
| Total Person Trips: | | 1,750 person-trips | Total Person-trips: | | 155 | | 175 |
| Work Trips [2]: | 12% | 210 person-trips | Work Person-trips: | 40% [5] | 62 | 60% [2] | 105 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 6 | 5 | 2 | 1 | 3 | 2 |
| | Transit | 34.7% | | 8 | | 2 | | 4 | |
| | Walk | 35.8% | | 8 | | 2 | | 4 | |
| | Other | 2.7% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 22 | 5 | 7 | 1 | 11 | 2 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 12 | 10 | 4 | 3 | 6 | 5 |
| | Transit | 49.1% | | 13 | | 4 | | 6 | |
| | Walk | 3.7% | | 1 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 26 | 10 | 8 | 3 | 13 | 5 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 22 | 17 | 6 | 5 | 11 | 9 |
| | Transit | 34.6% | | 15 | | 4 | | 7 | |
| | Walk | 10.4% | | 4 | | 1 | | 2 | |
| | Other | 3.6% | | 2 | | 0 | | 1 | |
| | All Modes | 100.0% | | 43 | 17 | 13 | 5 | 21 | 9 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 11 | 7 | 3 | 2 | 6 | 4 |
| | Transit | 40.9% | | 8 | | 2 | | 4 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 20 | 7 | 6 | 2 | 10 | 4 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 20 | 9 | 6 | 3 | 10 | 5 |
| | Transit | 46.4% | | 18 | | 5 | | 9 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 1 | | 0 | | 1 | |
| | All Modes | 100.0% | | 39 | 9 | 11 | 3 | 19 | 5 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 8 | 6 | 3 | 2 | 4 | 3 |
| | Transit | 28.6% | | 4 | | 1 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 12 | 6 | 4 | 2 | 6 | 3 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 34 | 29 | 10 | 9 | 17 | 15 |
| | Transit | 19.9% | | 9 | | 3 | | 4 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 43 | 29 | 13 | 9 | 22 | 15 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 3 | 2 | 1 | 0 | 1 | 1 |
| | Transit | 41.5% | | 2 | | 1 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 2 | 1 | 0 | 2 | 1 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **115** | **85** | **34** | **25** | **58** | **42** |
| | **Transit** | **36.0%** | | **76** | | **22** | | **38** | |
| | **Walk** | **6.4%** | | **13** | | **4** | | **7** | |
| | **Other** | **2.7%** | | **6** | | **2** | | **3** | |
| | **All Modes** | **100.0%** | | **210** | **85** | **62** | **25** | **105** | **42** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
[2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: HOTEL (NON-WORK TRIPS)

| Proposed Size: | | 250 rooms | | | | | |
|---|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 7.0 trips/room | Person-trip Gen Rate: | 8.8% [4] | 0.6 | 10.0% [1] | 0.7 |
| Total Person Trips: | | 1,750 person-trips | Total Person-trips: | | 155 | | 175 |
| Non-Work Trips [2]: | 88% | 1,540 person-trips | Non-Work Person-trips: | 60% [5] | 93 | 40% [2] | 70 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 58 | 27 | 3 | 2 | 3 | 1 |
| | Transit | 17.9% | | 48 | | 3 | | 2 | |
| | Walk | 53.4% | | 144 | | 9 | | 7 | |
| | Other | 7.2% | | 19 | | 1 | | 1 | |
| | All Modes | 100.0% | | 270 | 27 | 16 | 2 | 12 | 1 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 108 | 54 | 7 | 3 | 5 | 2 |
| | Transit | 24.8% | | 53 | | 3 | | 2 | |
| | Walk | 14.6% | | 31 | | 2 | | 1 | |
| | Other | 10.5% | | 23 | | 1 | | 1 | |
| | All Modes | 100.0% | | 216 | 54 | 13 | 3 | 10 | 2 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 187 | 77 | 11 | 5 | 8 | 4 |
| | Transit | 25.0% | | 110 | | 7 | | 5 | |
| | Walk | 23.6% | | 103 | | 6 | | 5 | |
| | Other | 8.9% | | 39 | | 2 | | 2 | |
| | All Modes | 100.0% | | 439 | 77 | 26 | 5 | 20 | 4 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 59 | 26 | 4 | 2 | 3 | 1 |
| | Transit | 24.5% | | 26 | | 2 | | 1 | |
| | Walk | 12.4% | | 13 | | 1 | | 1 | |
| | Other | 8.2% | | 9 | | 1 | | 0 | |
| | All Modes | 100.0% | | 108 | 26 | 6 | 2 | 5 | 1 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 88 | 35 | 5 | 2 | 4 | 2 |
| | Transit | 27.1% | | 42 | | 3 | | 2 | |
| | Walk | 14.8% | | 23 | | 1 | | 1 | |
| | Other | 1.3% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 154 | 35 | 9 | 2 | 7 | 2 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 35 | 18 | 2 | 1 | 2 | 1 |
| | Transit | 8.0% | | 4 | | 0 | | 0 | |
| | Walk | 13.2% | | 6 | | 0 | | 0 | |
| | Other | 2.9% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 46 | 18 | 3 | 1 | 2 | 1 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 98 | 42 | 6 | 3 | 4 | 2 |
| | Transit | 12.8% | | 16 | | 1 | | 1 | |
| | Walk | 6.9% | | 9 | | 1 | | 0 | |
| | Other | 1.1% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 123 | 42 | 7 | 3 | 6 | 2 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 75 | 28 | 5 | 2 | 3 | 1 |
| | Transit | 23.7% | | 44 | | 3 | | 2 | |
| | Walk | 24.2% | | 45 | | 3 | | 2 | |
| | Other | 11.4% | | 21 | | 1 | | 1 | |
| | All Modes | 100.0% | | 185 | 28 | 11 | 2 | 8 | 1 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **708** | **308** | **43** | **19** | **32** | **14** |
| | **Transit** | **22.3%** | | **343** | | **21** | | **16** | |
| | **Walk** | **24.3%** | | **374** | | **23** | | **17** | |
| | **Other** | **7.5%** | | **115** | | **7** | | **5** | |
| | **All Modes** | **100.0%** | | **1,540** | **308** | **93** | **19** | **70** | **14** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
[2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: GENERAL OFFICE (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **831,606 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 18.1 trips/1000 sq.ft. | Person-trip Gen Rate: | 8.9% [4] | 1.6 | 8.5% [1] | 1.5 |
| Total Person Trips: | | 15,052 person-trips | Total Person-trips: | | 1,340 | | 1,279 |
| Work Trips [2]: | 36% | 5,419 person-trips | Work Person-trips: | 83% [5] | 1,112 | 83% [2] | 1,062 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 153 | 119 | 31 | 24 | 30 | 23 |
| | Transit | 34.7% | | 198 | | 41 | | 39 | |
| | Walk | 35.8% | | 205 | | 42 | | 40 | |
| | Other | 2.7% | | 15 | | 3 | | 3 | |
| | All Modes | 100.0% | | 572 | 119 | 117 | 24 | 112 | 23 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 309 | 247 | 63 | 51 | 61 | 48 |
| | Transit | 49.1% | | 333 | | 68 | | 65 | |
| | Walk | 3.7% | | 25 | | 5 | | 5 | |
| | Other | 1.6% | | 11 | | 2 | | 2 | |
| | All Modes | 100.0% | | 677 | 247 | 139 | 51 | 133 | 48 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 569 | 450 | 117 | 92 | 111 | 88 |
| | Transit | 34.6% | | 384 | | 79 | | 75 | |
| | Walk | 10.4% | | 115 | | 24 | | 23 | |
| | Other | 3.6% | | 40 | | 8 | | 8 | |
| | All Modes | 100.0% | | 1,108 | 450 | 227 | 92 | 217 | 88 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 289 | 192 | 59 | 39 | 57 | 38 |
| | Transit | 40.9% | | 211 | | 43 | | 41 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 18 | | 4 | | 3 | |
| | All Modes | 100.0% | | 517 | 192 | 106 | 39 | 101 | 38 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 506 | 237 | 104 | 49 | 99 | 47 |
| | Transit | 46.4% | | 461 | | 95 | | 90 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 28 | | 6 | | 5 | |
| | All Modes | 100.0% | | 994 | 237 | 204 | 49 | 195 | 47 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 219 | 143 | 45 | 29 | 43 | 28 |
| | Transit | 28.6% | | 91 | | 19 | | 18 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 7 | | 1 | | 1 | |
| | All Modes | 100.0% | | 317 | 143 | 65 | 29 | 62 | 28 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 870 | 753 | 178 | 155 | 170 | 148 |
| | Transit | 19.9% | | 222 | | 46 | | 43 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 25 | | 5 | | 5 | |
| | All Modes | 100.0% | | 1,116 | 753 | 229 | 155 | 219 | 148 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 65 | 42 | 13 | 9 | 13 | 8 |
| | Transit | 41.5% | | 48 | | 10 | | 9 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 3 | | 1 | | 1 | |
| | All Modes | 100.0% | | 117 | 42 | 24 | 9 | 23 | 8 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **2,979** | **2,185** | **611** | **448** | **584** | **428** |
| | **Transit** | **36.0%** | | **1,948** | | **400** | | **382** | |
| | **Walk** | **6.4%** | | **345** | | **71** | | **68** | |
| | **Other** | **2.7%** | | **147** | | **30** | | **29** | |
| | **All Modes** | **100.0%** | | **5,419** | **2,185** | **1,112** | **448** | **1,062** | **428** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Office)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: GENERAL OFFICE (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **831,606 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 18.1 trips/1000 sq.ft. | Person-trip Gen Rate: | 8.9% [4] | 1.6 | 8.5% [1] | 1.5 |
| Total Person Trips: | | 15,052 person-trips | Total Person-trips: | | 1,340 | | 1,279 |
| Non-Work Trips [2]: | 64% | 9,633 person-trips | Non-Work Person-trips: | 17% [5] | 228 | 17% [2] | 218 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 362 | 171 | 9 | 4 | 8 | 4 |
| | Transit | 17.9% | | 301 | | 7 | | 7 | |
| | Walk | 53.4% | | 900 | | 21 | | 20 | |
| | Other | 7.2% | | 122 | | 3 | | 3 | |
| | All Modes | 100.0% | | 1,686 | 171 | 40 | 4 | 38 | 4 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 678 | 339 | 16 | 8 | 15 | 8 |
| | Transit | 24.8% | | 334 | | 8 | | 8 | |
| | Walk | 14.6% | | 196 | | 5 | | 4 | |
| | Other | 10.5% | | 141 | | 3 | | 3 | |
| | All Modes | 100.0% | | 1,349 | 339 | 32 | 8 | 30 | 8 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 1,169 | 483 | 28 | 11 | 26 | 11 |
| | Transit | 25.0% | | 686 | | 16 | | 15 | |
| | Walk | 23.6% | | 647 | | 15 | | 15 | |
| | Other | 8.9% | | 243 | | 6 | | 5 | |
| | All Modes | 100.0% | | 2,745 | 483 | 65 | 11 | 62 | 11 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 371 | 165 | 9 | 4 | 8 | 4 |
| | Transit | 24.5% | | 165 | | 4 | | 4 | |
| | Walk | 12.4% | | 83 | | 2 | | 2 | |
| | Other | 8.2% | | 55 | | 1 | | 1 | |
| | All Modes | 100.0% | | 674 | 165 | 16 | 4 | 15 | 4 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 548 | 218 | 13 | 5 | 12 | 5 |
| | Transit | 27.1% | | 261 | | 6 | | 6 | |
| | Walk | 14.8% | | 142 | | 3 | | 3 | |
| | Other | 1.3% | | 12 | | 0 | | 0 | |
| | All Modes | 100.0% | | 963 | 218 | 23 | 5 | 22 | 5 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 219 | 112 | 5 | 3 | 5 | 3 |
| | Transit | 8.0% | | 23 | | 1 | | 1 | |
| | Walk | 13.2% | | 38 | | 1 | | 1 | |
| | Other | 2.9% | | 8 | | 0 | | 0 | |
| | All Modes | 100.0% | | 289 | 112 | 7 | 3 | 7 | 3 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 611 | 261 | 14 | 6 | 14 | 6 |
| | Transit | 12.8% | | 99 | | 2 | | 2 | |
| | Walk | 6.9% | | 53 | | 1 | | 1 | |
| | Other | 1.1% | | 8 | | 0 | | 0 | |
| | All Modes | 100.0% | | 771 | 261 | 18 | 6 | 17 | 6 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 469 | 178 | 11 | 4 | 11 | 4 |
| | Transit | 23.7% | | 274 | | 6 | | 6 | |
| | Walk | 24.2% | | 280 | | 7 | | 6 | |
| | Other | 11.4% | | 132 | | 3 | | 3 | |
| | All Modes | 100.0% | | 1,156 | 178 | 27 | 4 | 26 | 4 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **4,427** | **1,927** | **105** | **46** | **100** | **43** |
| | **Transit** | **22.3%** | | **2,144** | | **51** | | **48** | |
| | **Walk** | **24.3%** | | **2,341** | | **55** | | **53** | |
| | **Other** | **7.5%** | | **722** | | **17** | | **16** | |
| | **All Modes** | **100.0%** | | **9,633** | **1,927** | **228** | **46** | **218** | **43** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Office)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: RESEARCH & DEVELOPMENT (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **645,738 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 8.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 18.2% [4] | 1.5 | 16.0% [1] | 1.3 |
| Total Person Trips: | | 5,166 person-trips | Total Person-trips: | | 942 | | 827 |
| Work Trips [2]: | 36% | 1,860 person-trips | Work Person-trips: | 83% [5] | 782 | 83% [2] | 686 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 53 | 41 | 22 | 17 | 19 | 15 |
| | Transit | 34.7% | | 68 | | 29 | | 25 | |
| | Walk | 35.8% | | 70 | | 30 | | 26 | |
| | Other | 2.7% | | 5 | | 2 | | 2 | |
| | All Modes | 100.0% | | 196 | 41 | 83 | 17 | 72 | 15 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 106 | 85 | 45 | 36 | 39 | 31 |
| | Transit | 49.1% | | 114 | | 48 | | 42 | |
| | Walk | 3.7% | | 9 | | 4 | | 3 | |
| | Other | 1.6% | | 4 | | 2 | | 1 | |
| | All Modes | 100.0% | | 232 | 85 | 98 | 36 | 86 | 31 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 195 | 155 | 82 | 65 | 72 | 57 |
| | Transit | 34.6% | | 132 | | 55 | | 49 | |
| | Walk | 10.4% | | 40 | | 17 | | 15 | |
| | Other | 3.6% | | 14 | | 6 | | 5 | |
| | All Modes | 100.0% | | 380 | 155 | 160 | 65 | 140 | 57 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 99 | 66 | 42 | 28 | 37 | 24 |
| | Transit | 40.9% | | 73 | | 31 | | 27 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 6 | | 3 | | 2 | |
| | All Modes | 100.0% | | 178 | 66 | 75 | 28 | 66 | 24 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 174 | 81 | 73 | 34 | 64 | 30 |
| | Transit | 46.4% | | 158 | | 67 | | 58 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 9 | | 4 | | 4 | |
| | All Modes | 100.0% | | 341 | 81 | 144 | 34 | 126 | 30 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 75 | 49 | 32 | 21 | 28 | 18 |
| | Transit | 28.6% | | 31 | | 13 | | 11 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 2 | | 1 | | 1 | |
| | All Modes | 100.0% | | 109 | 49 | 46 | 21 | 40 | 18 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 298 | 259 | 126 | 109 | 110 | 95 |
| | Transit | 19.9% | | 76 | | 32 | | 28 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 8 | | 4 | | 3 | |
| | All Modes | 100.0% | | 383 | 259 | 161 | 109 | 141 | 95 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 22 | 15 | 9 | 6 | 8 | 5 |
| | Transit | 41.5% | | 17 | | 7 | | 6 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 40 | 15 | 17 | 6 | 15 | 5 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **1,022** | **750** | **430** | **315** | **377** | **277** |
| | **Transit** | **36.0%** | | **669** | | **281** | | **247** | |
| | **Walk** | **6.4%** | | **118** | | **50** | | **44** | |
| | **Other** | **2.7%** | | **50** | | **21** | | **19** | |
| | **All Modes** | **100.0%** | | **1,860** | **750** | **782** | **315** | **686** | **277** |

Notes:
[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: RESEARCH & DEVELOPMENT (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **645,738 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 8.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 18.2% [4] | 1.5 | 16.0% [1] | 1.3 |
| Total Person Trips: | | 5,166 person-trips | Total Person-trips: | | 942 | | 827 |
| Non-Work Trips [2]: | 64% | 3,306 person-trips | Non-Work Person-trips: | 17% [5] | 160 | 17% [2] | 141 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 124 | 59 | 6 | 3 | 5 | 2 |
| | Transit | 17.9% | | 103 | | 5 | | 4 | |
| | Walk | 53.4% | | 309 | | 15 | | 13 | |
| | Other | 7.2% | | 42 | | 2 | | 2 | |
| | All Modes | 100.0% | | 579 | 59 | 28 | 3 | 25 | 2 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 233 | 116 | 11 | 6 | 10 | 5 |
| | Transit | 24.8% | | 115 | | 6 | | 5 | |
| | Walk | 14.6% | | 67 | | 3 | | 3 | |
| | Other | 10.5% | | 48 | | 2 | | 2 | |
| | All Modes | 100.0% | | 463 | 116 | 22 | 6 | 20 | 5 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 401 | 166 | 19 | 8 | 17 | 7 |
| | Transit | 25.0% | | 235 | | 11 | | 10 | |
| | Walk | 23.6% | | 222 | | 11 | | 9 | |
| | Other | 8.9% | | 83 | | 4 | | 4 | |
| | All Modes | 100.0% | | 942 | 166 | 46 | 8 | 40 | 7 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 127 | 57 | 6 | 3 | 5 | 2 |
| | Transit | 24.5% | | 57 | | 3 | | 2 | |
| | Walk | 12.4% | | 29 | | 1 | | 1 | |
| | Other | 8.2% | | 19 | | 1 | | 1 | |
| | All Modes | 100.0% | | 231 | 57 | 11 | 3 | 10 | 2 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 188 | 75 | 9 | 4 | 8 | 3 |
| | Transit | 27.1% | | 90 | | 4 | | 4 | |
| | Walk | 14.8% | | 49 | | 2 | | 2 | |
| | Other | 1.3% | | 4 | | 0 | | 0 | |
| | All Modes | 100.0% | | 331 | 75 | 16 | 4 | 14 | 3 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 75 | 39 | 4 | 2 | 3 | 2 |
| | Transit | 8.0% | | 8 | | 0 | | 0 | |
| | Walk | 13.2% | | 13 | | 1 | | 1 | |
| | Other | 2.9% | | 3 | | 0 | | 0 | |
| | All Modes | 100.0% | | 99 | 39 | 5 | 2 | 4 | 2 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 210 | 90 | 10 | 4 | 9 | 4 |
| | Transit | 12.8% | | 34 | | 2 | | 1 | |
| | Walk | 6.9% | | 18 | | 1 | | 1 | |
| | Other | 1.1% | | 3 | | 0 | | 0 | |
| | All Modes | 100.0% | | 264 | 90 | 13 | 4 | 11 | 4 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 161 | 61 | 8 | 3 | 7 | 3 |
| | Transit | 23.7% | | 94 | | 5 | | 4 | |
| | Walk | 24.2% | | 96 | | 5 | | 4 | |
| | Other | 11.4% | | 45 | | 2 | | 2 | |
| | All Modes | 100.0% | | 397 | 61 | 19 | 3 | 17 | 3 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **1,519** | **661** | **74** | **32** | **65** | **28** |
| | **Transit** | **22.3%** | | **736** | | **36** | | **31** | |
| | **Walk** | **24.3%** | | **804** | | **39** | | **34** | |
| | **Other** | **7.5%** | | **248** | | **12** | | **11** | |
| | **All Modes** | **100.0%** | | **3,306** | **661** | **160** | **32** | **141** | **28** |

Notes:
[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)
[2] SF Guidelines, Appendix C - Table C-2 (General Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (WORK TRIPS)

| Proposed Size: | | 12,000 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 18.1 trips/1000 sq.ft. | Person-trip Gen Rate: | 8.9% [4] | 1.6 | 8.5% [1] | 1.5 |
| Total Person Trips: | | 217 person-trips | Total Person-trips: | | 19 | | 18 |
| Work Trips [2]: | 36% | 78 person-trips | Work Person-trips: | 83% [5] | 16 | 83% [2] | 15 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 2 | 2 | 0 | 0 | 0 | 0 |
| | Transit | 34.7% | | 3 | | 1 | | 1 | |
| | Walk | 35.8% | | 3 | | 1 | | 1 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 8 | 2 | 2 | 0 | 2 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 4 | 4 | 1 | 1 | 1 | 1 |
| | Transit | 49.1% | | 5 | | 1 | | 1 | |
| | Walk | 3.7% | | 0 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 4 | 2 | 1 | 2 | 1 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 8 | 6 | 2 | 1 | 2 | 1 |
| | Transit | 34.6% | | 6 | | 1 | | 1 | |
| | Walk | 10.4% | | 2 | | 0 | | 0 | |
| | Other | 3.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 16 | 6 | 3 | 1 | 3 | 1 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 4 | 3 | 1 | 1 | 1 | 1 |
| | Transit | 40.9% | | 3 | | 1 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 7 | 3 | 2 | 1 | 1 | 1 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 7 | 3 | 1 | 1 | 1 | 1 |
| | Transit | 46.4% | | 7 | | 1 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 14 | 3 | 3 | 1 | 3 | 1 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 3 | 2 | 1 | 0 | 1 | 0 |
| | Transit | 28.6% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 2 | 1 | 0 | 1 | 0 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 13 | 11 | 3 | 2 | 2 | 2 |
| | Transit | 19.9% | | 3 | | 1 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 16 | 11 | 3 | 2 | 3 | 2 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 2 | 1 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **43** | **32** | **9** | **6** | **8** | **6** |
| | **Transit** | **36.0%** | | **28** | | **6** | | **6** | |
| | **Walk** | **6.4%** | | **5** | | **1** | | **1** | |
| | **Other** | **2.7%** | | **2** | | **0** | | **0** | |
| | **All Modes** | **100.0%** | | **78** | **32** | **16** | **6** | **15** | **6** |

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (NON-WORK TRIPS)

| Proposed Size: | | 12,000 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 18.1 trips/1000 sq.ft. | Person-trip Gen Rate: | 8.9% [4] | 1.6 | 8.5% [1] | 1.5 |
| Total Person Trips: | | 217 person-trips | Total Person-trips: | | 19 | | 18 |
| Non-Work Trips [2]: | 64% | 139 person-trips | Non-Work Person-trips: | 17% [5] | 3 | 17% [2] | 3 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 5 | 2 | 0 | 0 | 0 | 0 |
| | Transit | 17.9% | | 4 | | 0 | | 0 | |
| | Walk | 53.4% | | 13 | | 0 | | 0 | |
| | Other | 7.2% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 24 | 2 | 1 | 0 | 1 | 0 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 10 | 5 | 0 | 0 | 0 | 0 |
| | Transit | 24.8% | | 5 | | 0 | | 0 | |
| | Walk | 14.6% | | 3 | | 0 | | 0 | |
| | Other | 10.5% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 19 | 5 | 0 | 0 | 0 | 0 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 17 | 7 | 0 | 0 | 0 | 0 |
| | Transit | 25.0% | | 10 | | 0 | | 0 | |
| | Walk | 23.6% | | 9 | | 0 | | 0 | |
| | Other | 8.9% | | 4 | | 0 | | 0 | |
| | All Modes | 100.0% | | 40 | 7 | 1 | 0 | 1 | 0 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 5 | 2 | 0 | 0 | 0 | 0 |
| | Transit | 24.5% | | 2 | | 0 | | 0 | |
| | Walk | 12.4% | | 1 | | 0 | | 0 | |
| | Other | 8.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 2 | 0 | 0 | 0 | 0 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 8 | 3 | 0 | 0 | 0 | 0 |
| | Transit | 27.1% | | 4 | | 0 | | 0 | |
| | Walk | 14.8% | | 2 | | 0 | | 0 | |
| | Other | 1.3% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 14 | 3 | 0 | 0 | 0 | 0 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 3 | 2 | 0 | 0 | 0 | 0 |
| | Transit | 8.0% | | 0 | | 0 | | 0 | |
| | Walk | 13.2% | | 1 | | 0 | | 0 | |
| | Other | 2.9% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 4 | 2 | 0 | 0 | 0 | 0 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 9 | 4 | 0 | 0 | 0 | 0 |
| | Transit | 12.8% | | 1 | | 0 | | 0 | |
| | Walk | 6.9% | | 1 | | 0 | | 0 | |
| | Other | 1.1% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 11 | 4 | 0 | 0 | 0 | 0 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 7 | 3 | 0 | 0 | 0 | 0 |
| | Transit | 23.7% | | 4 | | 0 | | 0 | |
| | Walk | 24.2% | | 4 | | 0 | | 0 | |
| | Other | 11.4% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 17 | 3 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **64** | **28** | **2** | **1** | **1** | **1** |
| | **Transit** | **22.3%** | | **31** | | **1** | | **1** | |
| | **Walk** | **24.3%** | | **34** | | **1** | | **1** | |
| | **Other** | **7.5%** | | **10** | | **0** | | **0** | |
| | **All Modes** | **100.0%** | | **139** | **28** | **3** | **1** | **3** | **1** |

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: GENERAL RETAIL (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **8,400 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 150.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.3% [4] | 3.5 | 9.0% [1] | 13.5 |
| Total Person Trips: | | 1,260 person-trips | Total Person-trips: | | 29 | | 113 |
| Work Trips [2]: | 4% | 50 person-trips | Work Person-trips: | 85% [5] | 25 | 4% [2] | 5 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 1 | 1 | 1 | 1 | 0 | 0 |
| | Transit | 34.7% | | 2 | | 1 | | 0 | |
| | Walk | 35.8% | | 2 | | 1 | | 0 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 1 | 3 | 1 | 0 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 3 | 2 | 1 | 1 | 0 | 0 |
| | Transit | 49.1% | | 3 | | 2 | | 0 | |
| | Walk | 3.7% | | 0 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 6 | 2 | 3 | 1 | 1 | 0 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 5 | 4 | 3 | 2 | 0 | 0 |
| | Transit | 34.6% | | 4 | | 2 | | 0 | |
| | Walk | 10.4% | | 1 | | 1 | | 0 | |
| | Other | 3.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 4 | 5 | 2 | 1 | 0 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 3 | 2 | 1 | 1 | 0 | 0 |
| | Transit | 40.9% | | 2 | | 1 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 2 | 2 | 1 | 0 | 0 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 5 | 2 | 2 | 1 | 0 | 0 |
| | Transit | 46.4% | | 4 | | 2 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 9 | 2 | 5 | 1 | 1 | 0 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 2 | 1 | 1 | 1 | 0 | 0 |
| | Transit | 28.6% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 3 | 1 | 1 | 1 | 0 | 0 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 8 | 7 | 4 | 3 | 1 | 1 |
| | Transit | 19.9% | | 2 | | 1 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 7 | 5 | 3 | 1 | 1 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 1 | 0 | 1 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **28** | **20** | **14** | **10** | **2** | **2** |
| | **Transit** | **36.0%** | | **18** | | **9** | | **2** | |
| | **Walk** | **6.4%** | | **3** | | **2** | | **0** | |
| | **Other** | **2.7%** | | **1** | | **1** | | **0** | |
| | **All Modes** | **100.0%** | | **50** | **20** | **25** | **10** | **5** | **2** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Retail)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 85% of all retail trips ocurring before 9 AM are assumed to be work trips

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: GENERAL RETAIL (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **8,400 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 150.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.3% [4] | 3.5 | 9.0% [1] | 13.5 |
| Total Person Trips: | | 1,260 person-trips | Total Person-trips: | | 29 | | 113 |
| Non-Work Trips [2]: | 96% | 1,210 person-trips | Non-Work Person-trips: | 15% [5] | 4 | 96% [2] | 109 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 12.5% | Auto | 24.6% | 1.68 | 37 | 22 | 0 | 0 | 3 | 2 |
| | Transit | 18.1% | | 27 | | 0 | | 2 | |
| | Walk | 53.2% | | 80 | | 0 | | 7 | |
| | Other | 4.2% | | 6 | | 0 | | 1 | |
| | All Modes | 100.0% | | 151 | 22 | 1 | 0 | 14 | 2 |
| SF Superdistrict 2 8.0% | Auto | 47.0% | 1.55 | 45 | 29 | 0 | 0 | 4 | 3 |
| | Transit | 22.9% | | 22 | | 0 | | 2 | |
| | Walk | 26.1% | | 25 | | 0 | | 2 | |
| | Other | 4.1% | | 4 | | 0 | | 0 | |
| | All Modes | 100.0% | | 97 | 29 | 0 | 0 | 9 | 3 |
| SF Superdistrict 3 34.5% | Auto | 57.0% | 2.04 | 238 | 116 | 1 | 0 | 21 | 10 |
| | Transit | 10.9% | | 46 | | 0 | | 4 | |
| | Walk | 30.2% | | 126 | | 0 | | 11 | |
| | Other | 1.9% | | 8 | | 0 | | 1 | |
| | All Modes | 100.0% | | 417 | 116 | 2 | 0 | 38 | 10 |
| SF Superdistrict 4 4.0% | Auto | 65.7% | 1.72 | 32 | 18 | 0 | 0 | 3 | 2 |
| | Transit | 18.8% | | 9 | | 0 | | 1 | |
| | Walk | 12.3% | | 6 | | 0 | | 1 | |
| | Other | 3.3% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 48 | 18 | 0 | 0 | 4 | 2 |
| East Bay 7.0% | Auto | 46.0% | 2.11 | 39 | 18 | 0 | 0 | 4 | 2 |
| | Transit | 20.9% | | 18 | | 0 | | 2 | |
| | Walk | 31.4% | | 27 | | 0 | | 2 | |
| | Other | 1.7% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 85 | 18 | 0 | 0 | 8 | 2 |
| North Bay 3.5% | Auto | 57.9% | 1.82 | 25 | 13 | 0 | 0 | 2 | 1 |
| | Transit | 16.1% | | 7 | | 0 | | 1 | |
| | Walk | 24.4% | | 10 | | 0 | | 1 | |
| | Other | 1.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 42 | 13 | 0 | 0 | 4 | 1 |
| South Bay 8.5% | Auto | 80.5% | 2.28 | 83 | 36 | 0 | 0 | 7 | 3 |
| | Transit | 11.5% | | 12 | | 0 | | 1 | |
| | Walk | 6.4% | | 7 | | 0 | | 1 | |
| | Other | 1.6% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 103 | 36 | 0 | 0 | 9 | 3 |
| Out of Region 22.0% | Auto | 39.5% | 2.73 | 105 | 39 | 0 | 0 | 9 | 3 |
| | Transit | 9.4% | | 25 | | 0 | | 2 | |
| | Walk | 27.3% | | 73 | | 0 | | 7 | |
| | Other | 23.8% | | 63 | | 0 | | 6 | |
| | All Modes | 100.0% | | 266 | 39 | 1 | 0 | 24 | 3 |
| **All Origins 100.0%** | **Auto** | **49.9%** | **2.06** | **604** | **293** | **2** | **1** | **54** | **26** |
| | **Transit** | **13.7%** | | **165** | | **1** | | **15** | |
| | **Walk** | **29.2%** | | **354** | | **1** | | **32** | |
| | **Other** | **7.2%** | | **87** | | **0** | | **8** | |
| | **All Modes** | **100.0%** | | **1,210** | **293** | **4** | **1** | **109** | **26** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (General Retail)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 85% of all retail trips ocurring before 9 AM are assumed to be work trips

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: SUPERMARKET (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **35,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 297.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.6% [4] | 7.8 | 7.3% [1] | 21.7 |
| Total Person Trips: | | 10,395 person-trips | Total Person-trips: | | 272 | | 759 |
| Work Trips [2]: | 4% | 416 person-trips | Work Person-trips: | 4% [5] | 11 | 4% [2] | 30 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 12 | 9 | 0 | 0 | 1 | 1 |
| | Transit | 34.7% | | 15 | | 0 | | 1 | |
| | Walk | 35.8% | | 16 | | 0 | | 1 | |
| | Other | 2.7% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 44 | 9 | 1 | 0 | 3 | 1 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 24 | 19 | 1 | 0 | 2 | 1 |
| | Transit | 49.1% | | 26 | | 1 | | 2 | |
| | Walk | 3.7% | | 2 | | 0 | | 0 | |
| | Other | 1.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 52 | 19 | 1 | 0 | 4 | 1 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 44 | 35 | 1 | 1 | 3 | 3 |
| | Transit | 34.6% | | 29 | | 1 | | 2 | |
| | Walk | 10.4% | | 9 | | 0 | | 1 | |
| | Other | 3.6% | | 3 | | 0 | | 0 | |
| | All Modes | 100.0% | | 85 | 35 | 2 | 1 | 6 | 3 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 22 | 15 | 1 | 0 | 2 | 1 |
| | Transit | 40.9% | | 16 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 40 | 15 | 1 | 0 | 3 | 1 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 39 | 18 | 1 | 0 | 3 | 1 |
| | Transit | 46.4% | | 35 | | 1 | | 3 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 76 | 18 | 2 | 0 | 6 | 1 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 17 | 11 | 0 | 0 | 1 | 1 |
| | Transit | 28.6% | | 7 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 24 | 11 | 1 | 0 | 2 | 1 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 67 | 58 | 2 | 2 | 5 | 4 |
| | Transit | 19.9% | | 17 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 86 | 58 | 2 | 2 | 6 | 4 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 5 | 3 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 4 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 9 | 3 | 0 | 0 | 1 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **229** | **168** | **6** | **4** | **17** | **12** |
| | **Transit** | **36.0%** | | **149** | | **4** | | **11** | |
| | **Walk** | **6.4%** | | **26** | | **1** | | **2** | |
| | **Other** | **2.7%** | | **11** | | **0** | | **1** | |
| | **All Modes** | **100.0%** | | **416** | **168** | **11** | **4** | **30** | **12** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: SUPERMARKET (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **35,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 297.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.6% [4] | 7.8 | 7.3% [1] | 21.7 |
| Total Person Trips: | | 10,395 person-trips | Total Person-trips: | | 272 | | 759 |
| Non-Work Trips [2]: | 96% | 9,979 person-trips | Non-Work Person-trips: | 96% [5] | 261 | 96% [2] | 728 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 12.5% | Auto | 24.6% | 1.68 | 306 | 182 | 8 | 5 | 22 | 13 |
| | Transit | 18.1% | | 226 | | 6 | | 17 | |
| | Walk | 53.2% | | 663 | | 17 | | 48 | |
| | Other | 4.2% | | 52 | | 1 | | 4 | |
| | All Modes | 100.0% | | 1,247 | 182 | 33 | 5 | 91 | 13 |
| SF Superdistrict 2 8.0% | Auto | 47.0% | 1.55 | 375 | 241 | 10 | 6 | 27 | 18 |
| | Transit | 22.9% | | 183 | | 5 | | 13 | |
| | Walk | 26.1% | | 208 | | 5 | | 15 | |
| | Other | 4.1% | | 33 | | 1 | | 2 | |
| | All Modes | 100.0% | | 798 | 241 | 21 | 6 | 58 | 18 |
| SF Superdistrict 3 34.5% | Auto | 57.0% | 2.04 | 1,963 | 961 | 51 | 25 | 143 | 70 |
| | Transit | 10.9% | | 376 | | 10 | | 27 | |
| | Walk | 30.2% | | 1,038 | | 27 | | 76 | |
| | Other | 1.9% | | 66 | | 2 | | 5 | |
| | All Modes | 100.0% | | 3,443 | 961 | 90 | 25 | 251 | 70 |
| SF Superdistrict 4 4.0% | Auto | 65.7% | 1.72 | 262 | 152 | 7 | 4 | 19 | 11 |
| | Transit | 18.8% | | 75 | | 2 | | 5 | |
| | Walk | 12.3% | | 49 | | 1 | | 4 | |
| | Other | 3.3% | | 13 | | 0 | | 1 | |
| | All Modes | 100.0% | | 399 | 152 | 10 | 4 | 29 | 11 |
| East Bay 7.0% | Auto | 46.0% | 2.11 | 321 | 152 | 8 | 4 | 23 | 11 |
| | Transit | 20.9% | | 146 | | 4 | | 11 | |
| | Walk | 31.4% | | 220 | | 6 | | 16 | |
| | Other | 1.7% | | 12 | | 0 | | 1 | |
| | All Modes | 100.0% | | 699 | 152 | 18 | 4 | 51 | 11 |
| North Bay 3.5% | Auto | 57.9% | 1.82 | 202 | 111 | 5 | 3 | 15 | 8 |
| | Transit | 16.1% | | 56 | | 1 | | 4 | |
| | Walk | 24.4% | | 85 | | 2 | | 6 | |
| | Other | 1.6% | | 5 | | 0 | | 0 | |
| | All Modes | 100.0% | | 349 | 111 | 9 | 3 | 25 | 8 |
| South Bay 8.5% | Auto | 80.5% | 2.28 | 683 | 300 | 18 | 8 | 50 | 22 |
| | Transit | 11.5% | | 97 | | 3 | | 7 | |
| | Walk | 6.4% | | 55 | | 1 | | 4 | |
| | Other | 1.6% | | 14 | | 0 | | 1 | |
| | All Modes | 100.0% | | 848 | 300 | 22 | 8 | 62 | 22 |
| Out of Region 22.0% | Auto | 39.5% | 2.73 | 868 | 318 | 23 | 8 | 63 | 23 |
| | Transit | 9.4% | | 206 | | 5 | | 15 | |
| | Walk | 27.3% | | 600 | | 16 | | 44 | |
| | Other | 23.8% | | 522 | | 14 | | 38 | |
| | All Modes | 100.0% | | 2,195 | 318 | 57 | 8 | 160 | 23 |
| **All Origins 100.0%** | **Auto** | **49.9%** | **2.06** | **4,980** | **2,419** | **130** | **63** | **364** | **177** |
| | **Transit** | **13.7%** | | **1,365** | | **36** | | **100** | |
| | **Walk** | **29.2%** | | **2,918** | | **76** | | **213** | |
| | **Other** | **7.2%** | | **716** | | **19** | | **52** | |
| | **All Modes** | **100.0%** | | **9,979** | **2,419** | **261** | **63** | **728** | **177** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: SIT-DOWN RESTAURANT (WORK TRIPS)

| Proposed Size: | | 26,877 sq.ft. (includes 60% occupancy factor for Assembly Use) | | | | |
|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** |
| Person-trip Generation Rate [1]: | | 200.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 1.1% [4] | 2.2 | 10.0% [6] 20.0 |
| Total Person Trips: | | 5,375 person-trips | Total Person-trips: | | 58 | 538 |
| Work Trips [2]: | 4% | 215 person-trips | Work Person-trips: | 100% [5] | 58 | 4% [2] 22 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 6 | 5 | 2 | 1 | 1 | 0 |
| | Transit | 34.7% | | 8 | | 2 | | 1 | |
| | Walk | 35.8% | | 8 | | 2 | | 1 | |
| | Other | 2.7% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 23 | 5 | 6 | 1 | 2 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 12 | 10 | 3 | 3 | 1 | 1 |
| | Transit | 49.1% | | 13 | | 4 | | 1 | |
| | Walk | 3.7% | | 1 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 27 | 10 | 7 | 3 | 3 | 1 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 23 | 18 | 6 | 5 | 2 | 2 |
| | Transit | 34.6% | | 15 | | 4 | | 2 | |
| | Walk | 10.4% | | 5 | | 1 | | 0 | |
| | Other | 3.6% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 44 | 18 | 12 | 5 | 4 | 2 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 11 | 8 | 3 | 2 | 1 | 1 |
| | Transit | 40.9% | | 8 | | 2 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 21 | 8 | 6 | 2 | 2 | 1 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 20 | 9 | 5 | 3 | 2 | 1 |
| | Transit | 46.4% | | 18 | | 5 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 39 | 9 | 11 | 3 | 4 | 1 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 9 | 6 | 2 | 2 | 1 | 1 |
| | Transit | 28.6% | | 4 | | 1 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 13 | 6 | 3 | 2 | 1 | 1 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 35 | 30 | 9 | 8 | 3 | 3 |
| | Transit | 19.9% | | 9 | | 2 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 44 | 30 | 12 | 8 | 4 | 3 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 3 | 2 | 1 | 0 | 0 | 0 |
| | Transit | 41.5% | | 2 | | 1 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 2 | 1 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **118** | **87** | **32** | **23** | **12** | **9** |
| | **Transit** | **36.0%** | | **77** | | **21** | | **8** | |
| | **Walk** | **6.4%** | | **14** | | **4** | | **1** | |
| | **Other** | **2.7%** | | **6** | | **2** | | **1** | |
| | **All Modes** | **100.0%** | | **215** | **87** | **58** | **23** | **22** | **9** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 100% of all restaurant trips ocurring before 9 AM are assumed to be work trips
[6] Based on ITE and SANDAG data

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: SIT-DOWN RESTAURANT (NON-WORK TRIPS)

| Proposed Size: | | 26,877 sq.ft. (includes 60% occupancy factor for Assembly Use) | | | | |
|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** |
| Person-trip Generation Rate [1]: | | 200.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 1.1% [4] | 2.2 | 10.0% [6] 20.0 |
| Total Person Trips: | | 5,375 person-trips | Total Person-trips: | | 58 | 538 |
| Non-Work Trips [2]: | 96% | 5,160 person-trips | Non-Work Person-trips: | 0% [5] | 0 | 96% [2] 516 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 12.5% | Auto | 24.6% | 1.68 | 158 | 94 | 0 | 0 | 16 | 9 |
| | Transit | 18.1% | | 117 | | 0 | | 12 | |
| | Walk | 53.2% | | 343 | | 0 | | 34 | |
| | Other | 4.2% | | 27 | | 0 | | 3 | |
| | All Modes | 100.0% | | 645 | 94 | 0 | 0 | 65 | 9 |
| SF Superdistrict 2 8.0% | Auto | 47.0% | 1.55 | 194 | 125 | 0 | 0 | 19 | 12 |
| | Transit | 22.9% | | 94 | | 0 | | 9 | |
| | Walk | 26.1% | | 108 | | 0 | | 11 | |
| | Other | 4.1% | | 17 | | 0 | | 2 | |
| | All Modes | 100.0% | | 413 | 125 | 0 | 0 | 41 | 12 |
| SF Superdistrict 3 34.5% | Auto | 57.0% | 2.04 | 1,015 | 497 | 0 | 0 | 102 | 50 |
| | Transit | 10.9% | | 194 | | 0 | | 19 | |
| | Walk | 30.2% | | 537 | | 0 | | 54 | |
| | Other | 1.9% | | 34 | | 0 | | 3 | |
| | All Modes | 100.0% | | 1,780 | 497 | 0 | 0 | 178 | 50 |
| SF Superdistrict 4 4.0% | Auto | 65.7% | 1.72 | 136 | 79 | 0 | 0 | 14 | 8 |
| | Transit | 18.8% | | 39 | | 0 | | 4 | |
| | Walk | 12.3% | | 25 | | 0 | | 3 | |
| | Other | 3.3% | | 7 | | 0 | | 1 | |
| | All Modes | 100.0% | | 206 | 79 | 0 | 0 | 21 | 8 |
| East Bay 7.0% | Auto | 46.0% | 2.11 | 166 | 79 | 0 | 0 | 17 | 8 |
| | Transit | 20.9% | | 76 | | 0 | | 8 | |
| | Walk | 31.4% | | 114 | | 0 | | 11 | |
| | Other | 1.7% | | 6 | | 0 | | 1 | |
| | All Modes | 100.0% | | 361 | 79 | 0 | 0 | 36 | 8 |
| North Bay 3.5% | Auto | 57.9% | 1.82 | 105 | 58 | 0 | 0 | 10 | 6 |
| | Transit | 16.1% | | 29 | | 0 | | 3 | |
| | Walk | 24.4% | | 44 | | 0 | | 4 | |
| | Other | 1.6% | | 3 | | 0 | | 0 | |
| | All Modes | 100.0% | | 181 | 58 | 0 | 0 | 18 | 6 |
| South Bay 8.5% | Auto | 80.5% | 2.28 | 353 | 155 | 0 | 0 | 35 | 15 |
| | Transit | 11.5% | | 50 | | 0 | | 5 | |
| | Walk | 6.4% | | 28 | | 0 | | 3 | |
| | Other | 1.6% | | 7 | | 0 | | 1 | |
| | All Modes | 100.0% | | 439 | 155 | 0 | 0 | 44 | 15 |
| Out of Region 22.0% | Auto | 39.5% | 2.73 | 449 | 165 | 0 | 0 | 45 | 16 |
| | Transit | 9.4% | | 106 | | 0 | | 11 | |
| | Walk | 27.3% | | 310 | | 0 | | 31 | |
| | Other | 23.8% | | 270 | | 0 | | 27 | |
| | All Modes | 100.0% | | 1,135 | 165 | 0 | 0 | 114 | 16 |
| **All Origins 100.0%** | **Auto** | **49.9%** | **2.06** | **2,575** | **1,251** | **0** | **0** | **258** | **125** |
| | **Transit** | **13.7%** | | **706** | | **0** | | **71** | |
| | **Walk** | **29.2%** | | **1,509** | | **0** | | **151** | |
| | **Other** | **7.2%** | | **370** | | **0** | | **37** | |
| | **All Modes** | **100.0%** | | **5,160** | **1,251** | **0** | **0** | **516** | **125** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] 100% of all restaurant trips ocurring before 9 AM are assumed to be work trips
[6] Based on ITE and SANDAG data

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: QUICK SERVICE RESTAURANT (WORK TRIPS)

| Proposed Size: | | 19,962 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 600.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 1.1% [4] | 6.5 | 10.0% [6] | 60.0 |
| Total Person Trips: | | 11,977 person-trips | Total Person-trips: | | 130 | | 1,198 |
| Work Trips [2]: | 4% | 479 person-trips | Work Person-trips: | 4% [5] | 5 | 4% [2] | 48 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 14 | 10 | 0 | 0 | 1 | 1 |
| | Transit | 34.7% | | 18 | | 0 | | 2 | |
| | Walk | 35.8% | | 18 | | 0 | | 2 | |
| | Other | 2.7% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 51 | 10 | 1 | 0 | 5 | 1 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 27 | 22 | 0 | 0 | 3 | 2 |
| | Transit | 49.1% | | 29 | | 0 | | 3 | |
| | Walk | 3.7% | | 2 | | 0 | | 0 | |
| | Other | 1.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 60 | 22 | 1 | 0 | 6 | 2 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 50 | 40 | 1 | 0 | 5 | 4 |
| | Transit | 34.6% | | 34 | | 0 | | 3 | |
| | Walk | 10.4% | | 10 | | 0 | | 1 | |
| | Other | 3.6% | | 4 | | 0 | | 0 | |
| | All Modes | 100.0% | | 98 | 40 | 1 | 0 | 10 | 4 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 26 | 17 | 0 | 0 | 3 | 2 |
| | Transit | 40.9% | | 19 | | 0 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 46 | 17 | 0 | 0 | 5 | 2 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 45 | 21 | 0 | 0 | 4 | 2 |
| | Transit | 46.4% | | 41 | | 0 | | 4 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 88 | 21 | 1 | 0 | 9 | 2 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 19 | 13 | 0 | 0 | 2 | 1 |
| | Transit | 28.6% | | 8 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 28 | 13 | 0 | 0 | 3 | 1 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 77 | 67 | 1 | 1 | 8 | 7 |
| | Transit | 19.9% | | 20 | | 0 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 99 | 67 | 1 | 1 | 10 | 7 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 6 | 4 | 0 | 0 | 1 | 0 |
| | Transit | 41.5% | | 4 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 4 | 0 | 0 | 1 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **263** | **193** | **3** | **2** | **26** | **19** |
| | **Transit** | **36.0%** | | **172** | | **2** | | **17** | |
| | **Walk** | **6.4%** | | **30** | | **0** | | **3** | |
| | **Other** | **2.7%** | | **13** | | **0** | | **1** | |
| | **All Modes** | **100.0%** | | **479** | **193** | **5** | **2** | **48** | **19** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] Based on ITE and SANDAG data

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site

LAND USE: QUICK SERVICE RESTAURANT (NON-WORK TRIPS)

| Proposed Size: | | 19,962 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 600.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 1.1% [4] | 6.5 | 10.0% [6] | 60.0 |
| Total Person Trips: | | 11,977 person-trips | Total Person-trips: | | 130 | | 1,198 |
| Non-Work Trips [2]: | 96% | 11,498 person-trips | Non-Work Person-trips: | 96% [5] | 124 | 96% [2] | 1,150 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 12.5% | Auto | 24.6% | 1.68 | 353 | 210 | 4 | 2 | 35 | 21 |
| | Transit | 18.1% | | 261 | | 3 | | 26 | |
| | Walk | 53.2% | | 764 | | 8 | | 76 | |
| | Other | 4.2% | | 60 | | 1 | | 6 | |
| | All Modes | 100.0% | | 1,437 | 210 | 16 | 2 | 144 | 21 |
| SF Superdistrict 2 8.0% | Auto | 47.0% | 1.55 | 432 | 278 | 5 | 3 | 43 | 28 |
| | Transit | 22.9% | | 210 | | 2 | | 21 | |
| | Walk | 26.1% | | 240 | | 3 | | 24 | |
| | Other | 4.1% | | 38 | | 0 | | 4 | |
| | All Modes | 100.0% | | 920 | 278 | 10 | 3 | 92 | 28 |
| SF Superdistrict 3 34.5% | Auto | 57.0% | 2.04 | 2,262 | 1,107 | 24 | 12 | 226 | 111 |
| | Transit | 10.9% | | 433 | | 5 | | 43 | |
| | Walk | 30.2% | | 1,196 | | 13 | | 120 | |
| | Other | 1.9% | | 76 | | 1 | | 8 | |
| | All Modes | 100.0% | | 3,967 | 1,107 | 43 | 12 | 397 | 111 |
| SF Superdistrict 4 4.0% | Auto | 65.7% | 1.72 | 302 | 176 | 3 | 2 | 30 | 18 |
| | Transit | 18.8% | | 87 | | 1 | | 9 | |
| | Walk | 12.3% | | 56 | | 1 | | 6 | |
| | Other | 3.3% | | 15 | | 0 | | 1 | |
| | All Modes | 100.0% | | 460 | 176 | 5 | 2 | 46 | 18 |
| East Bay 7.0% | Auto | 46.0% | 2.11 | 370 | 176 | 4 | 2 | 37 | 18 |
| | Transit | 20.9% | | 168 | | 2 | | 17 | |
| | Walk | 31.4% | | 253 | | 3 | | 25 | |
| | Other | 1.7% | | 13 | | 0 | | 1 | |
| | All Modes | 100.0% | | 805 | 176 | 9 | 2 | 80 | 18 |
| North Bay 3.5% | Auto | 57.9% | 1.82 | 233 | 128 | 3 | 1 | 23 | 13 |
| | Transit | 16.1% | | 65 | | 1 | | 6 | |
| | Walk | 24.4% | | 98 | | 1 | | 10 | |
| | Other | 1.6% | | 6 | | 0 | | 1 | |
| | All Modes | 100.0% | | 402 | 128 | 4 | 1 | 40 | 13 |
| South Bay 8.5% | Auto | 80.5% | 2.28 | 786 | 345 | 9 | 4 | 79 | 35 |
| | Transit | 11.5% | | 112 | | 1 | | 11 | |
| | Walk | 6.4% | | 63 | | 1 | | 6 | |
| | Other | 1.6% | | 16 | | 0 | | 2 | |
| | All Modes | 100.0% | | 977 | 345 | 11 | 4 | 98 | 35 |
| Out of Region 22.0% | Auto | 39.5% | 2.73 | 1,000 | 367 | 11 | 4 | 100 | 37 |
| | Transit | 9.4% | | 237 | | 3 | | 24 | |
| | Walk | 27.3% | | 691 | | 7 | | 69 | |
| | Other | 23.8% | | 602 | | 7 | | 60 | |
| | All Modes | 100.0% | | 2,530 | 367 | 27 | 4 | 253 | 37 |
| **All Origins 100.0%** | **Auto** | **49.9%** | **2.06** | **5,738** | **2,787** | **62** | **30** | **574** | **279** |
| | **Transit** | **13.7%** | | **1,573** | | **17** | | **157** | |
| | **Walk** | **29.2%** | | **3,362** | | **36** | | **336** | |
| | **Other** | **7.2%** | | **825** | | **9** | | **83** | |
| | **All Modes** | **100.0%** | | **11,498** | **2,787** | **124** | **30** | **1,150** | **279** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)
[2] SF Guidelines, Appendix C - Table C-2 (Retail)
[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] Based on ITE and SANDAG data

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: CHILD CARE (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **12,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 67.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 17.8% [4] | 11.9 | 18.0% [1] | 12.1 |
| Total Person Trips: | | 804 person-trips | Total Person-trips: | | 143 | | 145 |
| Work Trips [2]: | 20% | 161 person-trips | Work Person-trips: | 17% [5] | 24 | 17% [6] | 25 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 5 | 4 | 1 | 1 | 1 | 1 |
| | Transit | 34.7% | | 6 | | 1 | | 1 | |
| | Walk | 35.8% | | 6 | | 1 | | 1 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 17 | 4 | 3 | 1 | 3 | 1 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 9 | 7 | 1 | 1 | 1 | 1 |
| | Transit | 49.1% | | 10 | | 1 | | 2 | |
| | Walk | 3.7% | | 1 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 20 | 7 | 3 | 1 | 3 | 1 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 17 | 13 | 3 | 2 | 3 | 2 |
| | Transit | 34.6% | | 11 | | 2 | | 2 | |
| | Walk | 10.4% | | 3 | | 1 | | 1 | |
| | Other | 3.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 33 | 13 | 5 | 2 | 5 | 2 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 9 | 6 | 1 | 1 | 1 | 1 |
| | Transit | 40.9% | | 6 | | 1 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 15 | 6 | 2 | 1 | 2 | 1 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 15 | 7 | 2 | 1 | 2 | 1 |
| | Transit | 46.4% | | 14 | | 2 | | 2 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 30 | 7 | 4 | 1 | 5 | 1 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 7 | 4 | 1 | 1 | 1 | 1 |
| | Transit | 28.6% | | 3 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 9 | 4 | 1 | 1 | 1 | 1 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 26 | 22 | 4 | 3 | 4 | 3 |
| | Transit | 19.9% | | 7 | | 1 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 33 | 22 | 5 | 3 | 5 | 3 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 2 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 3 | 1 | 1 | 0 | 1 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **88** | **65** | **13** | **10** | **14** | **10** |
| | **Transit** | **36.0%** | | **58** | | **9** | | **9** | |
| | **Walk** | **6.4%** | | **10** | | **2** | | **2** | |
| | **Other** | **2.7%** | | **4** | | **1** | | **1** | |
| | **All Modes** | **100.0%** | | **161** | **65** | **24** | **10** | **25** | **10** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
[2] SF Guidelines, Appendix C - Table C-2 (Government Office)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: CHILD CARE (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **12,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 67.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 17.8% [4] | 11.9 | 18.0% [1] | 12.1 |
| Total Person Trips: | | 804 person-trips | Total Person-trips: | | 143 | | 145 |
| Non-Work Trips [2]: | 80% | 643 person-trips | Non-Work Person-trips: | 83% [5] | 119 | 83% [6] | 120 |

| Percent of Origin Distribution [7] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 0.0% | Auto | 21.5% | 2.12 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 17.9% | | 0 | | 0 | | 0 | |
| | Walk | 53.4% | | 0 | | 0 | | 0 | |
| | Other | 7.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 2 0.0% | Auto | 50.3% | 2.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 24.8% | | 0 | | 0 | | 0 | |
| | Walk | 14.6% | | 0 | | 0 | | 0 | |
| | Other | 10.5% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 3 100.0% | Auto | 42.6% | 2.04 | 274 | 134 | 50 | 25 | 51 | 25 |
| | Transit | 25.0% | | 161 | | 30 | | 30 | |
| | Walk | 23.6% | | 152 | | 28 | | 28 | |
| | Other | 8.9% | | 57 | | 10 | | 11 | |
| | All Modes | 100.0% | | 643 | 134 | 119 | 25 | 120 | 25 |
| SF Superdistrict 4 0.0% | Auto | 55.0% | 2.25 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 24.5% | | 0 | | 0 | | 0 | |
| | Walk | 12.4% | | 0 | | 0 | | 0 | |
| | Other | 8.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| East Bay 0.0% | Auto | 56.9% | 2.51 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 27.1% | | 0 | | 0 | | 0 | |
| | Walk | 14.8% | | 0 | | 0 | | 0 | |
| | Other | 1.3% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| North Bay 0.0% | Auto | 75.9% | 1.95 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 8.0% | | 0 | | 0 | | 0 | |
| | Walk | 13.2% | | 0 | | 0 | | 0 | |
| | Other | 2.9% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| South Bay 0.0% | Auto | 79.2% | 2.34 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 12.8% | | 0 | | 0 | | 0 | |
| | Walk | 6.9% | | 0 | | 0 | | 0 | |
| | Other | 1.1% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| Out of Region 0.0% | Auto | 40.6% | 2.64 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 23.7% | | 0 | | 0 | | 0 | |
| | Walk | 24.2% | | 0 | | 0 | | 0 | |
| | Other | 11.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **42.6%** | **2.04** | **274** | **134** | **50** | **25** | **51** | **25** |
| | **Transit** | **25.0%** | | **161** | | **30** | | **30** | |
| | **Walk** | **23.6%** | | **152** | | **28** | | **28** | |
| | **Other** | **8.9%** | | **57** | | **10** | | **11** | |
| | **All Modes** | **100.0%** | | **643** | **134** | **119** | **25** | **120** | **25** |

Notes:
[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)
[2] SF Guidelines, Appendix C - Table C-2 (Government Office)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines
[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)
[7] Assumes local trips

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: LIBRARY (WORK TRIPS)

| Proposed Size: | | 5,000 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 195.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.0% [4] | 3.9 | 16.2% [1] | 31.5 |
| Total Person Trips: | | 975 person-trips | Total Person-trips: | | 20 | | 158 |
| Work Trips [1]: | 3% | 24 person-trips | Work Person-trips: | 4% [2] | 1 | 4% [1] | 6 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 34.7% | | 1 | | 0 | | 0 | |
| | Walk | 35.8% | | 1 | | 0 | | 0 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 3 | 1 | 0 | 0 | 1 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 49.1% | | 1 | | 0 | | 0 | |
| | Walk | 3.7% | | 0 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 3 | 1 | 0 | 0 | 1 | 0 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 3 | 2 | 0 | 0 | 1 | 0 |
| | Transit | 34.6% | | 2 | | 0 | | 0 | |
| | Walk | 10.4% | | 1 | | 0 | | 0 | |
| | Other | 3.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 2 | 0 | 0 | 1 | 0 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 40.9% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 2 | 1 | 0 | 0 | 1 | 0 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 2 | 1 | 0 | 0 | 1 | 0 |
| | Transit | 46.4% | | 2 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 4 | 1 | 0 | 0 | 1 | 0 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 28.6% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 1 | 1 | 0 | 0 | 0 | 0 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 4 | 3 | 0 | 0 | 1 | 1 |
| | Transit | 19.9% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 5 | 3 | 0 | 0 | 1 | 1 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 1 | 0 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **13** | **10** | **0** | **0** | **3** | **2** |
| | **Transit** | **36.0%** | | **9** | | **0** | | **2** | |
| | **Walk** | **6.4%** | | **2** | | **0** | | **0** | |
| | **Other** | **2.7%** | | **1** | | **0** | | **0** | |
| | **All Modes** | **100.0%** | | **24** | **10** | **1** | **0** | **6** | **2** |

Notes:
[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968!, ESA August 2009.
[2] Assumes same percentage as the PM Peak Hour.
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Based on ITE land use #590 (Library) and SANDAG.
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: LIBRARY (NON-WORK TRIPS)

| Proposed Size: | | 5,000 sq.ft. | | | | | |
|---|---|---|---|---|---|---|---|
| DAILY | | | | AM PEAK HOUR | | PM PEAK HOUR | |
| Person-trip Generation Rate [1]: | | 195.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 2.0% [4] | 3.9 | 16.2% [1] | 31.5 |
| Total Person Trips: | | 975 person-trips | Total Person-trips: | | 20 | | 158 |
| Non-Work Trips [1]: | 98% | 951 person-trips | Non-Work Person-trips: | 97% [2] | 19 | 97% [1] | 152 |

| Percent of Origin Distribution [6] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 0.0% | Auto | 21.5% | 2.12 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 17.9% | | 0 | | 0 | | 0 | |
| | Walk | 53.4% | | 0 | | 0 | | 0 | |
| | Other | 7.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 2 0.0% | Auto | 50.3% | 2.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 24.8% | | 0 | | 0 | | 0 | |
| | Walk | 14.6% | | 0 | | 0 | | 0 | |
| | Other | 10.5% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 3 100.0% | Auto | 42.6% | 2.42 | 405 | 167 | 8 | 3 | 65 | 27 |
| | Transit | 25.0% | | 238 | | 5 | | 38 | |
| | Walk | 23.6% | | 224 | | 4 | | 36 | |
| | Other | 8.9% | | 84 | | 2 | | 13 | |
| | All Modes | 100.0% | | 951 | 167 | 19 | 3 | 152 | 27 |
| SF Superdistrict 4 0.0% | Auto | 55.0% | 2.25 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 24.5% | | 0 | | 0 | | 0 | |
| | Walk | 12.4% | | 0 | | 0 | | 0 | |
| | Other | 8.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| East Bay 0.0% | Auto | 56.9% | 2.51 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 27.1% | | 0 | | 0 | | 0 | |
| | Walk | 14.8% | | 0 | | 0 | | 0 | |
| | Other | 1.3% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| North Bay 0.0% | Auto | 75.9% | 1.95 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 8.0% | | 0 | | 0 | | 0 | |
| | Walk | 13.2% | | 0 | | 0 | | 0 | |
| | Other | 2.9% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| South Bay 0.0% | Auto | 79.2% | 2.34 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 12.8% | | 0 | | 0 | | 0 | |
| | Walk | 6.9% | | 0 | | 0 | | 0 | |
| | Other | 1.1% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| Out of Region 0.0% | Auto | 40.6% | 2.64 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 23.7% | | 0 | | 0 | | 0 | |
| | Walk | 24.2% | | 0 | | 0 | | 0 | |
| | Other | 11.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **42.6%** | **2.42** | **405** | **167** | **8** | **3** | **65** | **27** |
| | **Transit** | **25.0%** | | **238** | | **5** | | **38** | |
| | **Walk** | **23.6%** | | **224** | | **4** | | **36** | |
| | **Other** | **8.9%** | | **84** | | **2** | | **13** | |
| | **All Modes** | **100.0%** | | **951** | **167** | **19** | **3** | **152** | **27** |

Notes:
[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968!, ESA August 2009.
[2] Assumes same percentage as the PM Peak Hour.
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Based on ITE land use #590 (Library) and SANDAG.
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages
[6] Assumes local trips

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: COMMUNITY CENTER (WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **25,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 80.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 6.1% [4] | 4.8 | 13.4% [1] | 10.7 |
| Total Person Trips: | | 2,000 person-trips | Total Person-trips: | | 121 | | 268 |
| Work Trips [2]: | 5% | 100 person-trips | Work Person-trips: | 5% [5] | 6 | 5% [5] | 13 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 3 | 2 | 0 | 0 | 0 | 0 |
| | Transit | 34.7% | | 4 | | 0 | | 0 | |
| | Walk | 35.8% | | 4 | | 0 | | 1 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 11 | 2 | 1 | 0 | 1 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 6 | 5 | 0 | 0 | 1 | 1 |
| | Transit | 49.1% | | 6 | | 0 | | 1 | |
| | Walk | 3.7% | | 0 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 13 | 5 | 1 | 0 | 2 | 1 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 10 | 8 | 1 | 1 | 1 | 1 |
| | Transit | 34.6% | | 7 | | 0 | | 1 | |
| | Walk | 10.4% | | 2 | | 0 | | 0 | |
| | Other | 3.6% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 20 | 8 | 1 | 1 | 3 | 1 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 5 | 4 | 0 | 0 | 1 | 0 |
| | Transit | 40.9% | | 4 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 4 | 1 | 0 | 1 | 0 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 9 | 4 | 1 | 0 | 1 | 1 |
| | Transit | 46.4% | | 9 | | 1 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 18 | 4 | 1 | 0 | 2 | 1 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 4 | 3 | 0 | 0 | 1 | 0 |
| | Transit | 28.6% | | 2 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 6 | 3 | 0 | 0 | 1 | 0 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 16 | 14 | 1 | 1 | 2 | 2 |
| | Transit | 19.9% | | 4 | | 0 | | 1 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 21 | 14 | 1 | 1 | 3 | 2 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 1 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 2 | 1 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **55** | **40** | **3** | **2** | **7** | **5** |
| | **Transit** | **36.0%** | | **36** | | **2** | | **5** | |
| | **Walk** | **6.4%** | | **6** | | **0** | | **1** | |
| | **Other** | **2.7%** | | **3** | | **0** | | **0** | |
| | **All Modes** | **100.0%** | | **100** | **40** | **6** | **2** | **13** | **5** |

Notes:
[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Adavant Consulting/LCW Consulting, November 2017.
[2] Estimated based on an average of 3 daily trips per employee
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] Based on ITE land use #495 (Community Center)
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: COMMUNITY CENTER (NON-WORK TRIPS)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proposed Size:** | | **25,000 sq.ft.** | | | | | |
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 80.0 trips/1000 sq.ft. | Person-trip Gen Rate: | 6.1% [4] | 4.8 | 13.4% [1] | 10.7 |
| Total Person Trips: | | 2,000 person-trips | Total Person-trips: | | 121 | | 268 |
| Non-Work Trips [2]: | 95% | 1,900 person-trips | Non-Work Person-trips: | 95% [5] | 115 | 95% [5] | 255 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 71 | 34 | 4 | 2 | 10 | 5 |
| | Transit | 17.9% | | 59 | | 4 | | 8 | |
| | Walk | 53.4% | | 178 | | 11 | | 24 | |
| | Other | 7.2% | | 24 | | 1 | | 3 | |
| | All Modes | 100.0% | | 333 | 34 | 20 | 2 | 45 | 5 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 134 | 67 | 8 | 4 | 18 | 9 |
| | Transit | 24.8% | | 66 | | 4 | | 9 | |
| | Walk | 14.6% | | 39 | | 2 | | 5 | |
| | Other | 10.5% | | 28 | | 2 | | 4 | |
| | All Modes | 100.0% | | 266 | 67 | 16 | 4 | 36 | 9 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 231 | 95 | 14 | 6 | 31 | 13 |
| | Transit | 25.0% | | 135 | | 8 | | 18 | |
| | Walk | 23.6% | | 128 | | 8 | | 17 | |
| | Other | 8.9% | | 48 | | 3 | | 6 | |
| | All Modes | 100.0% | | 542 | 95 | 33 | 6 | 73 | 13 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 73 | 33 | 4 | 2 | 10 | 4 |
| | Transit | 24.5% | | 33 | | 2 | | 4 | |
| | Walk | 12.4% | | 16 | | 1 | | 2 | |
| | Other | 8.2% | | 11 | | 1 | | 1 | |
| | All Modes | 100.0% | | 133 | 33 | 8 | 2 | 18 | 4 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 108 | 43 | 7 | 3 | 14 | 6 |
| | Transit | 27.1% | | 51 | | 3 | | 7 | |
| | Walk | 14.8% | | 28 | | 2 | | 4 | |
| | Other | 1.3% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 190 | 43 | 12 | 3 | 25 | 6 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 43 | 22 | 3 | 1 | 6 | 3 |
| | Transit | 8.0% | | 5 | | 0 | | 1 | |
| | Walk | 13.2% | | 8 | | 0 | | 1 | |
| | Other | 2.9% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 57 | 22 | 3 | 1 | 8 | 3 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 120 | 52 | 7 | 3 | 16 | 7 |
| | Transit | 12.8% | | 19 | | 1 | | 3 | |
| | Walk | 6.9% | | 11 | | 1 | | 1 | |
| | Other | 1.1% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 152 | 52 | 9 | 3 | 20 | 7 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 93 | 35 | 6 | 2 | 12 | 5 |
| | Transit | 23.7% | | 54 | | 3 | | 7 | |
| | Walk | 24.2% | | 55 | | 3 | | 7 | |
| | Other | 11.4% | | 26 | | 2 | | 3 | |
| | All Modes | 100.0% | | 228 | 35 | 14 | 2 | 31 | 5 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **873** | **380** | **53** | **23** | **117** | **51** |
| | **Transit** | **22.3%** | | **423** | | **26** | | **57** | |
| | **Walk** | **24.3%** | | **462** | | **28** | | **62** | |
| | **Other** | **7.5%** | | **142** | | **9** | | **19** | |
| | **All Modes** | **100.0%** | | **1,900** | **380** | **115** | **23** | **255** | **51** |

Notes:
[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Adavant Consulting/LCW Consulting, November 2017.
[2] Estimated based on an average of 3 daily trips per employee
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] Based on ITE land use #495 (Community Center)
[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: OPEN SPACE (WORK TRIPS)

| Proposed Size: | | 6.6 Acres | | | | | |
|---|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 20.0 trips/acre | Person-trip Gen Rate: | 13.0% [1] | 2.6 | 9.0% [1] | 1.8 |
| Total Person Trips: | | 132 person-trips | Total Person-trips: | | 17 | | 12 |
| Work Trips [2]: | 1% | 1 person-trips | Work Person-trips: | 1% [4] | 0 | 1% [4] | 0 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [3] | Average Vehicle Occupancy [3] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 10.6% | Auto | 26.8% | 1.29 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 34.7% | | 0 | | 0 | | 0 | |
| | Walk | 35.8% | | 0 | | 0 | | 0 | |
| | Other | 2.7% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 2 12.5% | Auto | 45.6% | 1.25 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 49.1% | | 0 | | 0 | | 0 | |
| | Walk | 3.7% | | 0 | | 0 | | 0 | |
| | Other | 1.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 3 20.5% | Auto | 51.3% | 1.26 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 34.6% | | 0 | | 0 | | 0 | |
| | Walk | 10.4% | | 0 | | 0 | | 0 | |
| | Other | 3.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| SF Superdistrict 4 9.6% | Auto | 55.8% | 1.50 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 40.9% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 3.4% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| East Bay 18.4% | Auto | 50.9% | 2.13 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 46.4% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.8% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| North Bay 5.9% | Auto | 69.1% | 1.53 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 28.6% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| South Bay 20.6% | Auto | 77.9% | 1.15 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 19.9% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.2% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| Out of Region 2.2% | Auto | 55.9% | 1.54 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Transit | 41.5% | | 0 | | 0 | | 0 | |
| | Walk | 0.0% | | 0 | | 0 | | 0 | |
| | Other | 2.6% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 0 | 0 | 0 | 0 | 0 | 0 |
| **All Origins 100.0%** | **Auto** | **55.0%** | **1.36** | **1** | **1** | **0** | **0** | **0** | **0** |
| | **Transit** | **36.0%** | | **0** | | **0** | | **0** | |
| | **Walk** | **6.4%** | | **0** | | **0** | | **0** | |
| | **Other** | **2.7%** | | **0** | | **0** | | **0** | |
| | **All Modes** | **100.0%** | | **1** | **1** | **0** | **0** | **0** | **0** |

Notes:
[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)
[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)
[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

## Potrero Power Station Mixed-Use Development Project

Re-Phase Program without PG&E Site
LAND USE: OPEN SPACE (NON-WORK TRIPS)

| Proposed Size: | | 6.6 Acres | | | | | |
|---|---|---|---|---|---|---|---|
| **DAILY** | | | | **AM PEAK HOUR** | | **PM PEAK HOUR** | |
| Person-trip Generation Rate [1]: | | 20.0 trips/acre | Person-trip Gen Rate: | 13.0% [5] | 2.6 | 9.0% [1] | 1.8 |
| Total Person Trips: | | 132 person-trips | Total Person-trips: | | 17 | | 12 |
| Non-Work Trips [2]: | 99% | 131 person-trips | Non-Work Person-trips: | 99% [6] | 17 | 99% [2] | 12 |

| Percent of Origin Distribution [3] | Mode of Travel | Percent Distribution [4] | Average Vehicle Occupancy [4] | Daily Person Trips | Daily Vehicle-Trips | AM Peak Hour Person Trips | AM Peak Hour Vehicle-Trips | PM Peak Hour Person Trips | PM Peak Hour Vehicle-Trips |
|---|---|---|---|---|---|---|---|---|---|
| SF Superdistrict 1 17.5% | Auto | 21.5% | 2.12 | 5 | 2 | 1 | 0 | 0 | 0 |
| | Transit | 17.9% | | 4 | | 1 | | 0 | |
| | Walk | 53.4% | | 12 | | 2 | | 1 | |
| | Other | 7.2% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 23 | 2 | 3 | 0 | 2 | 0 |
| SF Superdistrict 2 14.0% | Auto | 50.3% | 2.00 | 9 | 5 | 1 | 1 | 1 | 0 |
| | Transit | 24.8% | | 5 | | 1 | | 0 | |
| | Walk | 14.6% | | 3 | | 0 | | 0 | |
| | Other | 10.5% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 18 | 5 | 2 | 1 | 2 | 0 |
| SF Superdistrict 3 28.5% | Auto | 42.6% | 2.42 | 16 | 7 | 2 | 1 | 1 | 1 |
| | Transit | 25.0% | | 9 | | 1 | | 1 | |
| | Walk | 23.6% | | 9 | | 1 | | 1 | |
| | Other | 8.9% | | 3 | | 0 | | 0 | |
| | All Modes | 100.0% | | 37 | 7 | 5 | 1 | 3 | 1 |
| SF Superdistrict 4 7.0% | Auto | 55.0% | 2.25 | 5 | 2 | 1 | 0 | 0 | 0 |
| | Transit | 24.5% | | 2 | | 0 | | 0 | |
| | Walk | 12.4% | | 1 | | 0 | | 0 | |
| | Other | 8.2% | | 1 | | 0 | | 0 | |
| | All Modes | 100.0% | | 9 | 2 | 1 | 0 | 1 | 0 |
| East Bay 10.0% | Auto | 56.9% | 2.51 | 7 | 3 | 1 | 0 | 1 | 0 |
| | Transit | 27.1% | | 4 | | 0 | | 0 | |
| | Walk | 14.8% | | 2 | | 0 | | 0 | |
| | Other | 1.3% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 13 | 3 | 2 | 0 | 1 | 0 |
| North Bay 3.0% | Auto | 75.9% | 1.95 | 3 | 2 | 0 | 0 | 0 | 0 |
| | Transit | 8.0% | | 0 | | 0 | | 0 | |
| | Walk | 13.2% | | 1 | | 0 | | 0 | |
| | Other | 2.9% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 4 | 2 | 1 | 0 | 0 | 0 |
| South Bay 8.0% | Auto | 79.2% | 2.34 | 8 | 4 | 1 | 0 | 1 | 0 |
| | Transit | 12.8% | | 1 | | 0 | | 0 | |
| | Walk | 6.9% | | 1 | | 0 | | 0 | |
| | Other | 1.1% | | 0 | | 0 | | 0 | |
| | All Modes | 100.0% | | 10 | 4 | 1 | 0 | 1 | 0 |
| Out of Region 12.0% | Auto | 40.6% | 2.64 | 6 | 2 | 1 | 0 | 1 | 0 |
| | Transit | 23.7% | | 4 | | 0 | | 0 | |
| | Walk | 24.2% | | 4 | | 0 | | 0 | |
| | Other | 11.4% | | 2 | | 0 | | 0 | |
| | All Modes | 100.0% | | 16 | 2 | 2 | 0 | 1 | 0 |
| **All Origins 100.0%** | **Auto** | **46.0%** | **2.30** | **60** | **26** | **8** | **3** | **5** | **2** |
| | **Transit** | **22.3%** | | **29** | | **4** | | **3** | |
| | **Walk** | **24.3%** | | **32** | | **4** | | **3** | |
| | **Other** | **7.5%** | | **10** | | **1** | | **1** | |
| | **All Modes** | **100.0%** | | **131** | **26** | **17** | **3** | **12** | **2** |

Notes:
[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)
[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)
[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

## Parking Demand

**Potrero Power Station Mixed-Use Development Project**
**Re-Phase Program without PG&E Site**

| PARKING DEMAND | Studio / 1-bed units | 2 or more bed units | Hotel | Office | R&D | PDR | General Retail | Supermarket | Sit-down Restaurant | Quick-Serv. Restaurant | Childcare | Library | Community Center | Open Space | Total Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Midday Period (Noon to 2 PM) Peak Parking Demand** | | | | | | | | | | | | | | | |
| **SHORT-TERM DEMAND** | | | | | | | | | | | | | | | |
| Daily visitors vehicle trips | | | | 1,783 | 612 | 26 | 248 | 2,048 | 1,123 | 2,218 | 3 | 38 | 295 | 24 | 8,417 |
| Turnover rate (vehicles per space) | | | | 5.5 | 5.5 | 5.5 | 5.5 | 11.0 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.2 |
| Peak short-term demand (spaces) | | | | 163 | 56 | 3 | 23 | 94 | 103 | 202 | 1 | 4 | 27 | 3 | 679 |
| % of peak demand during period (ULI) | | | | 100% | 100% | 100% | 100% | 100% | 75% | 100% | 100% | 100% | 100% | 100% | 96% |
| **Total short-term demand (spaces)** | | | | **163** | **56** | **3** | **23** | **94** | **78** | **202** | **1** | **4** | **27** | **3** | **654** |
| **LONG-TERM DEMAND** | | | | | | | | | | | | | | | |
| **Residential/Hotel Demand** | | | | | | | | | | | | | | | |
| Perecentage of affordable residential units | 18% | 18% | | | | | | | | | | | | | |
| Peak parking demand (spaces per unit/hotel room) | 0.62 | 0.90 | 0.80 | | | | | | | | | | | | |
| Peak parking demand (spaces) | 473 | 502 | 200 | | | | | | | | | | | | 1,175 |
| % of peak demand during period (ULI) | 70% | 70% | 60% | | | | | | | | | | | | 68% |
| *Subtotal long-term demand (spaces)* | *332* | *352* | *120* | | | | | | | | | | | | *804* |
| **Employee Demand** | | | | | | | | | | | | | | | |
| Average gsf, rooms or acres per daytime employee | | | 2.3 | 276 | 405 | 276 | 350 | 350 | 350 | 350 | 345 | 850 | 780 | 10 | |
| Number of daytime employees | | | 110 | 3,013 | 1,594 | 43 | 24 | 100 | 77 | 57 | 35 | 6 | 32 | 1 | 5,092 |
| % of employees who drive | | | 59% | 56% | 56% | 56% | 57% | 57% | 56% | 57% | 55% | 55% | 58% | 56% | 56% |
| Number of employees who drive | | | 65 | 1,682 | 890 | 24 | 14 | 57 | 43 | 33 | 19 | 3 | 19 | 0 | 2,848 |
| Average employee vehicle occupancy | | | 1.39 | 1.37 | 1.37 | 1.37 | 1.37 | 1.37 | 1.37 | 1.38 | 1.36 | 1.36 | 1.38 | 1.37 | 1.37 |
| Peak parking demand (spaces) | | | 47 | 1,229 | 650 | 18 | 10 | 42 | 32 | 24 | 15 | 3 | 14 | 1 | 2,085 |
| % of peak demand during period (ULI) | | | 100% | 100% | 100% | 100% | 100% | 100% | 90% | 100% | 100% | 100% | 100% | 100% | 100% |
| *Subtotal long-term demand (spaces)* | | | *47* | *1,229* | *650* | *18* | *10* | *42* | *29* | *24* | *15* | *3* | *14* | *1* | *2,082* |
| **Total long-term demand (spaces)** | **332** | **352** | **167** | **1,229** | **650** | **18** | **10** | **42** | **29** | **24** | **15** | **3** | **14** | **1** | **2,886** |
| **TOTAL PARKING DEMAND (spaces)** | **332** | **352** | **167** | **1,392** | **706** | **21** | **33** | **136** | **107** | **226** | **16** | **7** | **41** | **4** | **3,540** |
| **Evening Period (7 PM to 9 PM) Peak Parking Demand** | | | | | | | | | | | | | | | |
| **SHORT-TERM DEMAND** | | | | | | | | | | | | | | | |
| Daily visitors vehicle trips | | | | 1,783 | 612 | 26 | 248 | 2,048 | 1,123 | 2,218 | 3 | 38 | 295 | 24 | 8,417 |
| Turnover rate (vehicles per space) | | | | 5.5 | 5.5 | 5.5 | 5.5 | 11.0 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.2 |
| Peak short-term demand (spaces) | | | | 163 | 56 | 3 | 23 | 94 | 103 | 202 | 1 | 4 | 27 | 3 | 679 |
| % of peak demand during period (ULI) | | | | 5% | 5% | 5% | 90% | 90% | 100% | 80% | 0% | 5% | 10% | 50% | 57% |
| **Total short-term demand (spaces)** | | | | **9** | **3** | **1** | **21** | **85** | **103** | **162** | **-** | **1** | **3** | **2** | **390** |
| **LONG-TERM DEMAND** | | | | | | | | | | | | | | | |
| **Residential/Hotel Demand** | | | | | | | | | | | | | | | |
| Perecentage of affordable residential units | 18% | 18% | | | | | | | | | | | | | |
| Peak parking demand (spaces per unit/hotel room) | 0.62 | 0.90 | 0.80 | | | | | | | | | | | | |
| Peak parking demand (spaces) | 473 | 502 | 200 | | | | | | | | | | | | 1,175 |
| % of peak demand during period (ULI) | 100% | 100% | 90% | | | | | | | | | | | | 98% |
| *Subtotal long-term demand (spaces)* | *473* | *502* | *180* | | | | | | | | | | | | *1,155* |
| **Employee Demand** | | | | | | | | | | | | | | | |
| Average gsf, rooms or acres per daytime employee | | | 2.3 | 276 | 405 | 276 | 350 | 350 | 350 | 350 | 345 | 850 | 780 | 10 | |
| Number of daytime employees | | | 110 | 3,013 | 1,594 | 43 | 24 | 100 | 77 | 57 | 35 | 6 | 32 | 1 | 5,092 |
| % of employees who drive | | | 59% | 56% | 56% | 56% | 57% | 57% | 56% | 57% | 55% | 55% | 58% | 56% | 56% |
| Number of employees who drive | | | 65 | 1,682 | 890 | 24 | 14 | 57 | 43 | 33 | 19 | 3 | 19 | 0 | 2,848 |
| Average employee vehicle occupancy | | | 1.39 | 1.37 | 1.37 | 1.37 | 1.37 | 1.37 | 1.37 | 1.38 | 1.36 | 1.36 | 1.38 | 1.37 | 1.37 |
| Peak parking demand (spaces) | | | 47 | 1,229 | 650 | 18 | 10 | 42 | 32 | 24 | 15 | 3 | 14 | 1 | 2,085 |
| % of peak demand during period (ULI) | | | 20% | 10% | 10% | 10% | 100% | 100% | 100% | 90% | 5% | 5% | 10% | 50% | 15% |
| *Subtotal long-term demand (spaces)* | | | *10* | *123* | *65* | *2* | *10* | *42* | *32* | *22* | *1* | *1* | *2* | *1* | *311* |
| **Total long-term demand (spaces)** | **473** | **502** | **190** | **123** | **65** | **2** | **10** | **42** | **32** | **22** | **1** | **1** | **2** | **1** | **1,466** |
| **TOTAL PARKING DEMAND (spaces)** | **473** | **502** | **190** | **132** | **68** | **3** | **31** | **127** | **135** | **184** | **1** | **2** | **5** | **3** | **1,856** |

# Commercial Vehicle and Service Loading Demand

# Potrero Power Station Mixed-Use Development Project

TRUCK AND SERVICE VEHICLE LOADING DEMAND [a]

| Land Use | Gross Square Feet | Daily Vehicle Generation Ratio (R) | Turnover (minutes) | Daily Trucks/ Service Vehicles | Loading Space Demand | |
|---|---|---|---|---|---|---|
| | | | | | Average Hour | Peak Hour [b] |
| **Re-Phase Program without PG&E Site** | | | | | | |
| Residential | 1,277,450 gsf | 0.03 | 25 | 38 | 2 | 2 |
| Hotel | 241,574 gsf | 0.09 | 25 | 22 | 1 | 1 |
| Office/R&D/PDR [c] | 1,489,344 gsf | 0.21 | 25 | 313 | 14 | 18 |
| General Retail | 8,400 gsf | 0.22 | 25 | 2 | 0 | 0 |
| Supermarket [d] | 35,000 gsf | 1.26 | 40 | 44 | 3 | 4 |
| Restaurant [e] | 46,839 gsf | 3.60 | 25 | 169 | 8 | 10 |
| Community Facilities | 42,000 gsf | 0.10 | 25 | 4 | 0 | 0 |
| Total | 3,140,607 gsf | 0.19 | | 592 | 29 | 36 |

**General Loading Demand Equations (SF Guidelines)**

Daily Trips = (GSF / 1,000) * R

Average Hour = (GSF / 1,000) * R / 9 / 2.4

Peak Hour = (GSF / 1,000) * (R * 1.25) / 9 / 2.4

R = Daily truck trip generation per 1,000 gsf of use from Table H-1 in SF Guidelines

Notes:

[a] Daily truck trip generation rate and average and peak hour loading space demand based on SF Guidelines for all land uses except Supe numbers may not sum to total due to rounding.

[b] Peak hour of the commercial loading demand, which generally occurs between 10 AM and 1 PM.

[c] Includes light industrial and arts uses.

[d] Supermarket rate based on data in the 2001 Market Street TIS, Final Report, November 2010, Case File No. 2008.0550E

[e] Includes assemblys space, with a 60 percent occupancy efficiency factor.

## 2a Phasing Analysis – Re-Phase Program

# Potrero Power Station Mixed-Use Development Project
## Daily, AM Peak Hour, and PM Peak Hour Trip Generation by Project Phase

| | POTRERO POWER STATION RE-PHASE PROGRAM | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Phase 3 (Buildout) | | | Phase 1 | | | Phase 2 | | |
| Area (gsf) | | | | | | | | | |
| Residential/Hotel | 2,644,558 | gsf | 62% | 712,950 | gsf | 37% | 1,589,488 | gsf | 50% |
| Commercial | 1,509,344 | gsf | 35% | 1,171,104 | gsf | 60% | 1,509,344 | gsf | 48% |
| Retail | 100,239 | gsf | 2% | 47,400 | gsf | 2% | 61,677 | gsf | 2% |
| Community Facilities | 42,000 | gsf | 1% | 12,000 | gsf | 1% | 17,000 | gsf | 1% |
| *Total* | *4,296,141* | *gsf* | *100%* | *1,943,454* | *gsf* | *100%* | *3,177,509* | *gsf* | *100%* |
| *% of buildout* | | | | *45%* | | | *74%* | | |
| Internal Person Trips | | | | | | | | | |
| Daily | 21,671 | | | 6,622 | | | 13,131 | | |
| *% of buildout* | | | | *31%* | | | *61%* | | |
| AM Peak Hour | 1,345 | | | 446 | | | 810 | | |
| *% of buildout* | | | | *33%* | | | *60%* | | |
| PM Peak Hour | 2,801 | | | 962 | | | 1,727 | | |
| *% of buildout* | | | | *34%* | | | *62%* | | |
| Internal Person Trips as a % of Total | | | | | | | | | |
| Daily | 28% | | | 17% | | | 25% | | |
| AM Peak Hour | 21% | | | 15% | | | 18% | | |
| PM Peak Hour | 30% | | | 22% | | | 27% | | |
| External Vehicle Trips | | | | | | | | | |
| Daily | 16,368 | | | 9,109 | | | 11,653 | | |
| AM Peak Hour | 1,831 | | | 965 | | | 1,397 | | |
| - Inbound | 1,047 | | | 678 | | | 914 | | |
| - Outbound | 783 | | | 286 | | | 484 | | |
| *% of daily* | *11.2%* | | | *10.6%* | | | *12.0%* | | |
| PM Peak Hour | 2,192 | | | 1,141 | | | 1,599 | | |
| - Inbound | 1,029 | | | 402 | | | 640 | | |
| - Outbound | 1,163 | | | 739 | | | 959 | | |
| *% of daily* | *13.4%* | | | *12.5%* | | | *13.7%* | | |

# 2b Phasing Analysis – Re-Phase Program – Max. Residential

# Potrero Power Station Mixed-Use Development Project
## Daily, AM Peak Hour, and PM Peak Hour Trip Generation by Project Phase

| | POTRERO POWER STATION RE-PHASE PROGRAM - MAXIMUM RESIDENTIAL | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Phase 3 (Buildout) | | | Phase 1 | | | Phase 2 | | |
| Area (gsf) | | | | | | | | | |
| Residential/Hotel | 2,549,792 | gsf | 61% | 712,950 | gsf | 37% | 1,494,722 | gsf | 48% |
| Commercial | 1,509,344 | gsf | 36% | 1,171,104 | gsf | 60% | 1,509,344 | gsf | 49% |
| Retail | 100,239 | gsf | 2% | 47,400 | gsf | 2% | 61,677 | gsf | 2% |
| Community Facilities | 42,000 | gsf | 1% | 12,000 | gsf | 1% | 17,000 | gsf | 1% |
| *Total* | *4,201,375* | *gsf* | *100%* | *1,943,454* | *gsf* | *100%* | *3,082,743* | *gsf* | *100%* |
| *% of buildout* | | | | *46%* | | | *73%* | | |
| Internal Person Trips | | | | | | | | | |
| Daily | 21,503 | | | 6,622 | | | 13,006 | | |
| *% of buildout* | | | | *31%* | | | *60%* | | |
| AM Peak Hour | 1,363 | | | 446 | | | 816 | | |
| *% of buildout* | | | | *33%* | | | *60%* | | |
| PM Peak Hour | 2,900 | | | 962 | | | 1,746 | | |
| *% of buildout* | | | | *33%* | | | *60%* | | |
| Internal Person Trips as a % of Total | | | | | | | | | |
| Daily | 28% | | | 17% | | | 25% | | |
| AM Peak Hour | 22% | | | 15% | | | 18% | | |
| PM Peak Hour | 31% | | | 22% | | | 27% | | |
| External Vehicle Trips | | | | | | | | | |
| Daily | 16,393 | | | 9,109 | | | 11,664 | | |
| AM Peak Hour | 1,845 | | | 965 | | | 1,416 | | |
| - Inbound | 1,038 | | | 678 | | | 907 | | |
| - Outbound | 807 | | | 286 | | | 509 | | |
| *% of daily* | *11.3%* | | | *10.6%* | | | *12.1%* | | |
| PM Peak Hour | 2,187 | | | 1,141 | | | 1,619 | | |
| - Inbound | 1,037 | | | 402 | | | 659 | | |
| - Outbound | 1,150 | | | 739 | | | 960 | | |
| *% of daily* | *13.3%* | | | *12.5%* | | | *13.9%* | | |

## 2c Phasing Analysis – Re-Phase Program No PG&E Site

# Potrero Power Station Mixed-Use Development Project
## Daily, AM Peak Hour, and PM Peak Hour Trip Generation by Project Phase

| | POTRERO POWER STATION RE-PHASE PROGRAM - NO PG&E SITE | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Phase 3 (Buildout) | | | Phase 1 | | | Phase 2 | | |
| Area (gsf) | | | | | | | | | |
| Residential/Hotel | 1,519,024 | gsf | 48% | 712,950 | gsf | 37% | 1,226,164 | gsf | 43% |
| Commercial | 1,489,344 | gsf | 47% | 1,171,104 | gsf | 60% | 1,489,344 | gsf | 53% |
| Retail | 100,239 | gsf | 3% | 47,400 | gsf | 2% | 61,677 | gsf | 2% |
| Community Facilities | 42,000 | gsf | 1% | 12,000 | gsf | 1% | 42,000 | gsf | 1% |
| *Total* | *3,150,607* | *gsf* | *100%* | *1,943,454* | *gsf* | *100%* | *2,819,185* | *gsf* | *100%* |
| *% of buildout* | | | | *62%* | | | *89%* | | |
| Internal Person Trips | | | | | | | | | |
| Daily | 13,178 | | | 6,622 | | | 10,489 | | |
| *% of buildout* | | | | *50%* | | | *80%* | | |
| AM Peak Hour | 793 | | | 446 | | | 631 | | |
| *% of buildout* | | | | *56%* | | | *80%* | | |
| PM Peak Hour | 1,654 | | | 962 | | | 1,372 | | |
| *% of buildout* | | | | *58%* | | | *83%* | | |
| Internal Person Trips as a % of Total | | | | | | | | | |
| Daily | 20% | | | 17% | | | 20% | | |
| AM Peak Hour | 16% | | | 15% | | | 15% | | |
| PM Peak Hour | 22% | | | 22% | | | 23% | | |
| External Vehicle Trips | | | | | | | | | |
| Daily | 14,865 | | | 9,109 | | | 11,528 | | |
| AM Peak Hour | 1,465 | | | 965 | | | 1,303 | | |
| - Inbound | 961 | | | 678 | | | 901 | | |
| - Outbound | 505 | | | 286 | | | 402 | | |
| *% of daily* | *9.9%* | | | *10.6%* | | | *11.3%* | | |
| PM Peak Hour | 1,886 | | | 1,141 | | | 1,561 | | |
| - Inbound | 758 | | | 402 | | | 574 | | |
| - Outbound | 1,127 | | | 739 | | | 987 | | |
| *% of daily* | *12.7%* | | | *12.5%* | | | *13.5%* | | |

# Appendix E.2
# Supplemental Air Quality Supporting Information, Re-Phase Program

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ENVIRONMENT
& HEALTH

# MEMORANDUM

To: **Paul Mitchell, ESA**

From: **Akshay Ashok, PhD**
**Shannon Lee**
**Michael Keinath, PE**

Subject: **Analysis of Project Rephase for the Potrero Power Station Mixed-Use Development**

Date August 24, 2020

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Ramboll understands that the Project Sponsor for the Potrero Power Station Mixed-Use Development ("PPS" or the "Project") proposes a Project rephasing ("PPS Rephase" or the "Project Rephase") to the Project Variant evaluated in the Final Environmental Impact Report ("FEIR"). Ramboll analysed the air quality and human health impacts of the changes in phasing for the Potrero Power Station Mixed-Use Development. The Project Rephase includes the following changes to proposed construction phasing, schedule and building construction relative to the Project Variant which was approved in 2019:

- Consolidating vertical and open space development into three phases instead of six phases
- Lowering operational traffic volumes by 14%

**Table 1** and **Figure 1** show the Project Rephase construction schedule and phasing diagram. **Figure 2** shows the Project Rephase operational land use areas to be developed.

This memorandum describes a quantitative analysis of mass emissions and health risk from the construction and operation of the Project Rephase.

## METHODS

Emissions from construction activities are calculated based on a detailed construction inventory previously calculated for the Project Variant. This was done because detailed construction activity data (i.e., construction equipment quantities and usage data) specific to the construction activities in the Project Rephase was not available.[1]

[1] The Project Sponsor's construction contractor, TRC Companies, prepared a memo dated July 7, 2020 describing changes to the Construction Worker and Equipment Resource Table that are necessary due to the proposed earthwork phasing shift associated with the Project Rephase. Because Ramboll's approach to estimating construction emissions relied on scaling emissions based on developed areas/blocks and did not use detailed construction equipment information, these changes were not incorporated into this analysis. However, a screening-level analysis indicates that changes to off-site resident and school impacts resulting from changes described in the TRC memo would be minimal, and impacts to Pier 70 and on-site MEIRs would likely be lower than those presented in this analysis.

Construction emissions were scaled from the Project Variant inventory on a block-by-block basis using total developed area, and were similarly developed for grading and open space paving according to the areas being graded or paved in the Project Rephase. Emissions were then summed over all the blocks and areas being developed within a particular phase in the Project Rephase. Construction emissions are controlled using Tier 4 equipment.

Emissions from operational activities are calculated using the California Emissions Estimator Model (CalEEMod) with land use areas specific to the Project Rephase (as shown in **Figure 2**). Controlled emissions are estimated implementing the construction and operational mitigation measures identified in the FEIR. Per the Project Sponsor, there are no changes to the number of emergency generators in the Project Variant relative to the Proposed Project evaluated in the FEIR.

The health risk assessment follows the approach used in the FEIR. Ramboll evaluated excess cancer risks from the emissions of respirable particulate matter with diameter less than 10 micrometers ($PM_{10}$) from construction and operational sources. The analysis assumes all $PM_{10}$ from construction equipment and operational sources is diesel particulate matter, or DPM.

## MASS EMISSIONS OF CRITERIA AIR POLLUTANTS

Controlled construction criteria air pollutant (CAP) emissions by Phase is shown in **Table 2a**. While the total mass of construction CAP emissions is within 4% of the Project Variant, emissions are distributed over Phases 1-3 instead of six phases. Per the Project Sponsor, Phase 0 construction will continue as part of the Project Rephase in the same manner as the Project Variant, with Phase 0.1 activities over the tank farms occurring as part of Phase 0. Therefore, Phase 0 construction emissions are very similar to those in the Project Rephase. Construction activities related to shoreline improvements and construction of the dock are assumed to occur as previously established in Phase 0 and Phase 1, respectively.

Controlled annual operational CAP emissions for full buildout of the Project Variant are shown in **Table 3a** (annual) and **Table 3b** (daily). Operational emissions from the Project Rephase are similar to those from the Project Variant, with minor variations resulting from changes in land use and reduced traffic volumes. **Table 3c** and **Table 3d** provide emissions for interim years of operation when individual blocks begin operation. Blocks are assumed to begin operation as soon as vertical development is completed. Since a detailed construction schedule was not available (only the year of completion of each block was provided), CalEEMod was conservatively run assuming each block begins operation in the year during which vertical development is completed (i.e., CalEEMod was run for calendar year 2026 to conservatively model operational emissions from Blocks 2, 7 and 15 given that they are scheduled to complete vertical development in 2026).

Controlled construction and operational emissions are compared against the Bay Area Air Quality Management District (BAAQMD) mass emission thresholds in **Table 4a** (annual emissions) and **Table 4b** (daily average emissions). The emissions are analysed on an annual basis, noting that the year of impacts is representative based on the current construction schedule and any delays to construction will likely result in changes to the year of impacts. Significance of mass emissions remains unchanged relative to the Project Variant, with operational ROG and NOx emissions at full buildout exceeding BAAQMD daily and annual CAP emissions thresholds (albeit by a lower amount, due to changes in overall block development). Annual ROG and NOx emission thresholds are exceeded when Blocks 12 and 14 begin operation and remain elevated in the subsequent years.

## HEALTH RISK

The health risk assessment (HRA) for the Project Rephase was performed using the same methods used in the FEIR. Ramboll used AERMOD to calculate dispersion factors for construction of each block

and graded/paved areas. Dispersion factors for other sources that remain unchanged (e.g., construction Phase 0, marine construction and haul routes) and operational emergency generators were taken from calculations performed for the FEIR.

Intake factors were re-calculated to reflect the changes in construction phase start dates and durations. Default exposure parameters recommended by the Office of Environmental Health Hazard Assessment (OEHHA) and BAAQMD were used (presented in the FEIR). On-Site residents were assumed to move into each completed phase at the conclusion of construction and be exposed to all subsequent phases of construction and operational emissions. Exposure at off-site receptors was assumed to begin in 2020 for school and off-site resident receptors, while Pier 70 receptors were assumed to begin exposure in 2029 as this hypothetical scenario resulted in the most conservative risk estimate. Cancer risks and $PM_{2.5}$ impacts related to operational traffic were scaled down by 14.4% as daily traffic volumes are expected to decrease in the Project Rephase relative to the Project Variant.[2] Background risks were taken from the San Francisco Citywide Health Risk Assessment (CHRA) published in February 2020. Assumptions for cumulative impacts from Pier 70 construction remain the same as those presented in the FEIR.

While onsite cancer risks were evaluated at potential daycare sites as well as residential units assuming a 30-year residential exposure scenario, the maximum onsite risk impacts were found to be located at a potential daycare site where the assumption of a residential exposure scenario would not apply. Thus, the onsite MEIR was selected to be the next highest impact location, which was located in Block 8 (a residential unit).[3]

**Table 5** shows the cumulative cancer risk estimates at the on-site and off-site maximally exposed individual receptors (MEIRs), while **Table 6** shows $PM_{2.5}$ concentration estimates at the on-site and off-site MEIRs. On-site and Pier 70 residential risks were below the cumulative cancer risk criteria of 100 per one million, and therefore less than significant. While cumulative risks at the non-Pier 70 residential and school MEIRs were above the 100 per one million risk, these MEIRs fall within the City of San Francisco's Air Pollution Exposure Zone (APEZ) since the background risks are themselves above the 100 per one million threshold. In this case, significance is assessed by comparing Project-related impacts against a threshold of 7 per one million, and Project Rephase cancer risk impacts are less than that threshold. Cumulative $PM_{2.5}$ concentrations at all receptors are below 10 $\mu g/m^3$, and therefore less than significant. Thus, all cancer risk and $PM_{2.5}$ impacts are below their respective cancer risk thresholds indicating that the impacts of the Project Rephase are less-than-significant.

The locations of the MEIRs are shown in **Figure 3** (cancer risk MEIRs) and **Figure 4** ($PM_{2.5}$ MEIRs). As seen in the figures, MEIRs occurred at a different location for the Project Rephase compared to the Project Variant, except for the off-site non-Pier 70 resident.

[2] The reduction in trip generation was based on information provided by the traffic consultant on July 10, 2020, titled "Estimation of Potrero Power Station Re-Phase Program Travel Demand, July 2020".

[3] The Project-related cancer risk at the Block 8 residential MEIR was within 2% of the risk at the daycare site.

# TABLES

**Table 1**
**Project Rephase Construction Phasing**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

| Phase[1,2] | Description | Start Year | End Year | # of Work Days |
|---|---|---|---|---|
| 0 | Demolition, Site preparation, Rough Grading for the entire Project, and Interim Surface Parking Improvements | Jan-20 | Dec-23 | 1043 |
| 1 | Grading, Building Construction (Blocks 2, 7, 8, 11, 12, 15), Paving, Architectural Coating | Jan-22 | Dec-28 | 1826 |
| 2 | Building Construction (Blocks 1, 3, 4, 9, 14), Paving, Architectural Coating | Jan-26 | Dec-31 | 1564 |
| 3 | Grading, Building Construction (Blocks 5, 13), Paving, Architectural Coating | Jan-30 | Dec-35 | 1564 |

**Notes:**

1. Project construction schedule provided by the Project Sponsor. Construction was assumed to start January 1 of the provided starting year and end on December 31 of the provided ending year.

**Table 2a**
**Construction CAP Emissions from Project Rephase - Controlled**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

| **Total CAP Emissions** | | | | | |
|---|---|---|---|---|---|
| **Phase** | **Source** | **Emissions[1]** | | | |
| | | **ROG** | **$NO_x$** | **$PM_{10}$** | **$PM_{2.5}$** |
| | | lbs | | | |
| **0** | Off-road Equipment[2] | 2,084 | 14,000 | 435 | 435 |
| **1** | | 3,167 | 28,853 | 419 | 419 |
| **2** | | 2,428 | 21,192 | 285 | 285 |
| **3** | | 1,622 | 15,605 | 185 | 185 |
| **0** | On-road Trucks and Vehicles[3] | 345 | 3,314 | 17 | 16 |
| **1** | | 500 | 2,593 | 22 | 20 |
| **2** | | 360 | 1,902 | 16 | 15 |
| **3** | | 164 | 1,397 | 8 | 8 |
| **0** | Architectural Coating[4] Off-Gassing | 0 | -- | -- | -- |
| **1** | | 22,957 | -- | -- | -- |
| **2** | | 15,037 | -- | -- | -- |
| **3** | | 15,912 | -- | -- | -- |
| **0** | Paving[5] Off-Gassing | 0 | -- | -- | -- |
| **1** | | 15 | -- | -- | -- |
| **2** | | 10 | -- | -- | -- |
| **3** | | 28.5 | -- | -- | -- |
| **Total Emissions (lbs)** | | **64,628** | **88,856** | **1,388** | **1,384** |

**Table 2a**
**Construction CAP Emissions from Project Rephase - Controlled**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

| Average Daily Emissions | | | | | |
|---|---|---|---|---|---|
| Phase | Days of Construction per Phase[6] | Emissions[2] | | | |
| | | ROG | $NO_x$ | $PM_{10}$ | $PM_{2.5}$ |
| | | lbs/day | | | |
| 0 | 1043 | 2.3 | 17 | 0.43 | 0.43 |
| 1 | 1826 | 15 | 17 | 0.24 | 0.24 |
| 2 | 1564 | 11 | 15 | 0.19 | 0.19 |
| 3 | 1564 | 11 | 11 | 0.12 | 0.12 |

| Maximum Yearly Emissions | | | | | |
|---|---|---|---|---|---|
| Phase | Maximum Annual Construction days per Phase[7] | Emissions[2] | | | |
| | | ROG | $NO_x$ | $PM_{10}$ | $PM_{2.5}$ |
| | | tons/yr | | | |
| 0 | 260 | 0.30 | 2.2 | 0.056 | 0.056 |
| 1 | 260 | 1.9 | 2.2 | 0.031 | 0.031 |
| 2 | 260 | 1.5 | 1.9 | 0.025 | 0.025 |
| 3 | 260 | 1.5 | 1.4 | 0.016 | 0.016 |

**Notes:**

1. Emissions were estimated based on construction emissions previously calculated for the Project Variant. The Project Variant construction inventory was scaled by block or open space grading/paving according to the area being developed in the Project Rephase. The inventory for the Project Variant was calculated using methodologies consistent with CalEEMod® and the Project DEIR.
2. Controlled emissions are calculated based on Tier 4 emission factors for off-road construction equipment and Tier 3 for in-water equipment.
3. Onroad emissions from worker, vendor and hauling trips was calculated by scaling the inventory previously calculated from the Project Variant by area of land being developed. Mitigated emissions are calculated assuming 2010 or newer haul trucks are used.
4. Architectural Coating emissions are calculated in Table 2b.
5. Paving emissions are calculated in Table 2c.
6. Days of construction per phase shown are the number of work days for each phase and were provided by the Project Sponsor. Total length of construction for the Project does not equal the sum of the total of days in each phase since there are overlapping phases.
7. Maximum Annual Construction Days per Phase shown represent the maximum number of work days expected over a 365-day timeframe for each Phase. This analysis is assuming 260 maximum work days.

**Table 2a**
**Construction CAP Emissions from Project Rephase - Controlled**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

**Abbreviations:**

CAP - criteria air pollutant
CalEEMod® - California Emissions Estimator Model
CAPCOA - California Air Pollution Control Officers Association
CEQA - California Environmental Quality Act
lb - pound
NOx - nitrogen oxide compounds ($NO + NO_2$)
$PM_{10}$ - particulate matter less than 10 micrometers
$PM_{2.5}$ - particulate matter less than 2.5 micrometers
ROG - reactive organic gas

**References:**

California Air Pollution Control Officers Association (CAPCOA). 2016. CalEEMod. Available at: http://www.caleemod.com.

**Table 2b**
**Architectural Coating Emissions**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

| Coating Category | Interior | Exterior |
|---|---|---|
| VOC Content (g/L)[1] | 100 | 150 |
| Emission Factor (lb/ft$^2$)[2] | 0.0046 | 0.0069 |

| Land Use | Fraction of Surface Area Painted[2] (%) | | Painted Area Multiplier[2] |
|---|---|---|---|
| Residential | 75% | 25% | 2.7 |
| Non-Residential | 75% | 25% | 2 |
| Parking | 0% | 6% | -- |

**SCENARIO[3]: Project Rephase**

| Construction Phase | Block | Building Square Footage[4] | | | Painted Areas | | ROG Emissions |
|---|---|---|---|---|---|---|---|
| | | Residential Area | Non-residential Area | Parking Area | Interior | Exterior | |
| | | ft$^2$ | ft$^2$ | ft$^2$ | ft$^2$ | ft$^2$ | tons |
| 1 | 2 | 0 | 329,898 | 51,003 | 494,847 | 168,009 | 1.7 |
| | 7 | 407,400 | 11,000 | 72,675 | 841,485 | 284,856 | 2.9 |
| | 8 | 305,550 | 5,000 | 48,600 | 626,239 | 211,662 | 2.2 |
| | 11 | 0 | 236,335 | 48,450 | 354502.5 | 121,075 | 1.2 |
| | 12 | 0 | 208,271 | 26,730 | 312,407 | 105,739 | 1.1 |
| | 15 | 0 | 440,000 | 0 | 660,000 | 220,000 | 2.3 |
| 2 | 1 | 394,204 | 5,000 | 33,937 | 805,763 | 270,624 | 2.8 |
| | 3 | 0 | 320,640 | 55,436 | 480,960 | 163,646 | 1.7 |
| | 4 | 163,000 | 7,757 | 50,917 | 341,711 | 116,959 | 1.2 |
| | 9 | 0 | 245,694 | 15,960 | 368,541 | 123,805 | 1.3 |
| | 14 | 77,760 | 0 | 9,720 | 157,464 | 53,071 | 0.5 |
| 3 | 5 | 292,860 | 38,562 | 287,933 | 650,885 | 234,237 | 2.3 |
| | 13 | 762,210 | 45,000 | 185,440 | 1,610,975 | 548,118 | 5.6 |
| | | | | | | **Total** | 27.0 |

**Notes:**

1. VOC content of paint is assumed to be consistent with BAAQMD Regulation 8, Rule 3. ROG and VOC can be used interchangeably for CEQA analysis.
2. CalEEMod default architectural coating emissions parameters.
3. VOC emissions are calculated for the Project Rephase program.
4. Building footprint provided by the Project Sponsor.

**Abbreviations:**

BAAQMD - Bay Area Air Quality Mana L - liters
CalEEMod® - California Emissions Est lb - pounds
CEQA - California Environmental Qual ROG - reactive organic gas
g - gram ft$^2$ - square feet
gal - gallons VOC - volatile organic compound

**References:**


BAAQMD. 2009. Regulation 8 Rule 3 Architectural Coatings. July.

California Air Pollution Control Officers Association (CAPCOA). 2016. Appendix A. Available at: http://www.caleemod.com

**Table 2c**
**Asphalt Paving Off-Gassing Emissions**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

| Construction Phase | Building | Parking Area[1] | | ROG Emission Factor[2] | ROG Emissions[2] |
|---|---|---|---|---|---|
| | | $ft^2$ | acres | lb / acre | lb |
| 1 | 2 | 51,003 | 1.2 | 2.6 | 3.1 |
| | 7 | 72,675 | 1.7 | | 4.4 |
| | 8 | 48,600 | 1.1 | | 2.9 |
| | 11 | 48,450 | 1.1 | | 2.9 |
| | 12 | 26,730 | 0.6 | | 1.6 |
| | 15 | 0,000 | 0.0 | | 0 |
| 2 | 1 | 33,937 | 0.8 | | 2.0 |
| | 3 | 55,436 | 1.3 | | 3.3 |
| | 4 | 50,917 | 1.2 | | 3.1 |
| | 9 | 15,960 | 0.4 | | 1.0 |
| | 14 | 9,720 | 0.2 | | 0.6 |
| 3 | 5 | 287,933 | 6.6 | | 17.3 |
| | 13 | 185,440 | 4.3 | | 11 |
| **Total** | | **886,801** | **20** | | **53** |

**Notes:**

1. Parking areas based on total garage square footage provided by the Project Sponsor.
2. ROG emissions from paving the parking areas were calculated consistent with CalEEMod® methodology.

**Abbreviations:**

CalEEMod® - California Emissions Estimator MODel
CAPCOA - California Air Pollution Control Officers Association
CEQA - California Environmental Quality Act
lb - pound
$ft^2$ - square feet
ROG - Reactive Organic Gases

**References:**

California Air Pollution Control Officers Association (CAPCOA). 2016. Appendix A. Available at: http://www.caleemod.com

**Table 3a**
**Project Re-Phase Program Operational CAP Annual Emissions (Controlled) for the Full Build Out Year**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

| Emissions Source | CAP Emissions[1,2] [ton/year] | | | |
|---|---|---|---|---|
| | ROG | $NO_x$ | $PM_{10}$ Total | $PM_{2.5}$ Total[3] |
| Net Generator Emissions | 0.049 | 1.6 | 0.012 | 0.012 |
| Architectural Coating | 2.7 | -- | -- | -- |
| Consumer Products[4] | 13 | -- | -- | -- |
| Hearths | 0.01 | 0.09 | 0.01 | 0.01 |
| Landscaping | 0.55 | 0.21 | 0.10 | 0.10 |
| Building Energy Use | 0.38 | 3 | 0.27 | 0.27 |
| On-Road Fugitive Dust[5] | -- | -- | 4.9 | 1.4 |
| On-Road Exhaust[5] | 1.7 | 8 | 0.050 | 0.046 |
| TRUs[6] | 0.0091 | 0.068 | 0.00040 | 0.00037 |
| **Total Project Emissions** | **18** | **13** | **5.4** | **1.9** |

**Notes:**

1. Emissions estimated using CalEEMod version 2016.3.2. Emissions controls include Tier 4 emergency generators and TRUs plugged in during unloading.
2. Operational CAP emissions were estimated for the full Project build-out in 2036. Operations during all other years (while construction is still taking place) will have less emissions than the full build-out year presented above.
3. $PM_{2.5}$ are assumed to be equivalent to $PM_{10}$ emissions for the emergency generators.
4. San Francisco's ROG emissions from consumer products were 5.30 tons and San Francisco's assumed square footage was 703,541,231 square feet. Therefore, the emission factor would be (5.30 tons/day * 2,000 lbs/ton)/703,541,231 sq.ft = 1.51e-5 lbs/(sq.ft-day). This was used as the emission factor for ROG for the Project.
5. Mitigated on-road emissions included the Transportation Demand Management (TDM) program outlined in Mitigation Measure TR-5. The TDM program is expected to reduce trip generation (or vehicle miles traveled) by 11%, which is expected to result in a proportional amount of on-road emissions.
6. TRU emissions were calculated using the engine operating hours multiplied by the engine size, load factor, and CAP emission factors from California Air Resources Board OFFROAD2017 model. Operating hours were estimated based on the truck travel time plus unloading time; truck travel time is calculated as distance based on CalEEMod default value of 7.3 miles per one way trip for a Commercial-NonWork Trip, divided by the travel speed of 10 miles per hour, assuming 5 trucks per day. Loading time is based on average delivery time of 27 minutes from McCormack et al. (2010) "Truck Trip Generation by Grocery Stores", prepared by University of Washington. In the controlled case, TRUs are assumed to be plugged in while unloading.

**Abbreviations:**

BAAQMD: Bay Area Air Quality Management District
CalEEMod: California Emissions Estimator Model
CAP: criteria air pollutant
lb: pounds
TRU: Transport Refrigeration Unit
$NO_x$: nitrogen oxide compounds ($NO + NO_2$)
ROG: reactive organic gases
$PM_{2.5}$ - particulate matter < 2.5 µm
$PM_{10}$ - particulate matter < 10 µm

**References:**

CalEEMod® 2016.3.2. Available Online at: http://www.caleemod.com

McCormack et al. (2010). "Truck Trip Generation by Grocery Stores", prepared by University of Washington for Transportation Northwest (TransNow) and Washington State Department of Transportation. Available online at: http://www.wsdot.wa.gov/NR/rdonlyres/E7164661-25E6-421B-B828-C2EF5F909180/0/TruckTripGenerationGroceryStoresreportAugust2010.pdf

**Table 3b**
**Project Operational CAP Average Daily Emissions (Controlled) for the Full Build Out Year**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

| Emissions Source | CAP Emissions[1,2,3] [lb / day] | | | |
|---|---|---|---|---|
| | ROG | $NO_x$ | $PM_{10}$ | $PM_{2.5}$[4] |
| Net Generator Emissions | 0.27 | 8.7 | 0.066 | 0.066 |
| Architectural Coating | 15 | -- | -- | -- |
| Consumer Products[5] | 69 | -- | -- | -- |
| Hearths | 0.1 | 0.47 | 0.0 | 0.0 |
| Landscaping | 3.0 | 1.2 | 0.56 | 0.56 |
| Building Energy Use | 2.1 | 18.8 | 1.5 | 1.5 |
| On-Road Fugitive Dust[6] | -- | -- | 27 | 8 |
| On-Road Exhaust[6] | 9 | 44 | 0.27 | 0.25 |
| TRUs[7] | 0.050 | 0.37 | 0.0022 | 0.0020 |
| **Total Project Operational Emissions** | **98** | **73** | **29** | **10** |

**Notes:**

1. Emissions estimated using CalEEMod version 2016.3.2. Emissions controls include Tier 4 emergency generators and TRUs plugged in during unloading.
2. Operational CAP emissions were estimated for the full Project build-out in 2036. Operations during all other years (while construction is still taking place) will have less emissions than the full build-out year presented above.
3. Average daily emissions were calculated assuming 365 days of operation per year.
4. $PM_{2.5}$ are assumed to be equivalent to $PM_{10}$ emissions for the emergency generators.
5. San Francisco's ROG emissions from consumer products was 5.30 tons and San Francisco's assumed square footage was 703,541,231 square feet. Therefore, the emission factor would be (5.30 tons/day * 2000 lbs/ton)/703,541,231 = 1.51e-5 lbs/(sq.ft-day). This was used as the emission factor for ROG for the Project.
6. Mitigated on-road emissions included the Transportation Demand Management (TDM) program outlined in Mitigation Measure TR-5. The TDM program is expected to reduce trip generation (or vehicle miles traveled) by 11%, which is expected to result in a proportional amount of on-road emissions.
7. TRU emissions were calculated using the engine operating hours multiplied by the engine size, load factor, and CAP emission factors from California Air Resources Board OFFROAD2017 model. Operating hours were estimated based on the truck travel time plus unloading time; truck travel time is calculated as distance based on CalEEMod default value of 7.3 miles per one way trip for a Commercial-NonWork Trip, divided by the travel speed of 10 miles per hour, assuming 5 trucks per day. Loading time is based on average delivery time of 27 minutes from McCormack et al. (2010) "Truck Trip Generation by Grocery Stores", prepared by University of Washington. In the mitigated case, TRUs are assumed to be plugged in while unloading.

**Abbreviations:**

BAAQMD: Bay Area Air Quality Management District
CalEEMod: California Emissions Estimator Model
CAP: criteria air pollutant
lb: pounds
TRU: Transport Refrigeration Unit
$NO_x$: nitrogen oxide compounds ($NO + NO_2$)
ROG: reactive organic gases
$PM_{2.5}$ - particulate matter < 2.5 µm
$PM_{10}$ - particulate matter < 10 µm

**References:**

CalEEMod® 2016.3.2. Available Online at: http://www.caleemod.com

McCormack et al. (2010). "Truck Trip Generation by Grocery Stores", prepared by University of Washington for Transportation Northwest (TransNow) and Washington State Department of Transportation. Available online at: http://www.wsdot.wa.gov/NR/rdonlyres/E7164661-25E6-421B-B828-C2EF5F909180/0/TruckTripGenerationGroceryStoresreportAugust2010.pdf

**Table 3c**
**Project Operational CAP Annual Emissions (Controlled) for Interim Years**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

| Emissions Source | CAP Emissions[1,2] [ton/year] | | | |
|---|---|---|---|---|
| | ROG | $NO_x$ | $PM_{10}$ | $PM_{2.5}$[3] |
| **Operation of Blocks 2, 7, 15 (2027)** | | | | |
| Net Generator Emissions | 0.020 | 0.686 | 0.005 | 0.005 |
| Architectural Coating | 0.70 | -- | -- | -- |
| Consumer Products[4] | 3.5 | -- | -- | -- |
| Hearths | 0.002 | 0.015 | 0.001 | 0.001 |
| Landscaping | 0.095 | 0.036 | 0.017 | 0.017 |
| Building Energy Use | 0.11 | 1.0 | 0.078 | 0.078 |
| On-Road Fugitive Dust[5] | -- | -- | 1.1 | 0.3 |
| On-Road Exhaust[5] | 0.5 | 2.0 | 0.022 | 0.021 |
| **Total Emissions** | **4.9** | **3.7** | **1.3** | **0.5** |
| **Operation of Blocks 2, 7, 15, 8, 11 (2028)** | | | | |
| Net Generator Emissions | 0.025 | 0.784 | 0.006 | 0.006 |
| Architectural Coating | 1.0 | -- | -- | -- |
| Consumer Products[4] | 5.0 | -- | -- | -- |
| Hearths | 0.003 | 0.025 | 0.002 | 0.002 |
| Landscaping | 0.17 | 0.063 | 0.030 | 0.030 |
| Building Energy Use | 0.15 | 1.4 | 0.11 | 0.11 |
| On-Road Fugitive Dust[5] | -- | -- | 1.7 | 0.5 |
| On-Road Exhaust[5] | 0.7 | 3.0 | 0.032 | 0.030 |
| **Total Emissions** | **7.2** | **5.2** | **1.9** | **0.7** |
| **Operation of Blocks 2, 7, 15, 8, 11, 12, 14 (2029)** | | | | |
| Net Generator Emissions | 0.028 | 0.876 | 0.007 | 0.007 |
| Architectural Coating | 1.2 | -- | -- | -- |
| Consumer Products[4] | 5.9 | -- | -- | -- |
| Hearths | 0.003 | 0.025 | 0.002 | 0.002 |
| Landscaping | 0.17 | 0.06 | 0.030 | 0.030 |
| Building Energy Use | 0.20 | 1.8 | 0.14 | 0.14 |
| On-Road Fugitive Dust[5] | -- | -- | 3.0 | 0.9 |
| On-Road Exhaust[5] | 1.4 | 5.7 | 0.053 | 0.049 |
| **Total Emissions** | **8.9** | **8.4** | **3.2** | **1.1** |
| **Operation of Blocks 2, 7, 15, 8, 11, 12, 14, 1, 9 (2031)** | | | | |
| Net Generator Emissions | 0.032 | 0.966 | 0.008 | 0.008 |
| Architectural Coating | 1.6 | -- | -- | -- |
| Consumer Products[4] | 7.8 | -- | -- | -- |
| Hearths | 0.00 | 0.04 | 0.00 | 0.00 |
| Landscaping | 0.27 | 0.10 | 0.05 | 0.050 |
| Building Energy Use | 0.27 | 2.40 | 0.18 | 0.18 |
| On-Road Fugitive Dust[5] | -- | -- | 3.9 | 1.1 |
| On-Road Exhaust[5] | 1.6 | 7.0 | 0.1 | 0.054 |
| **Total Emissions** | **12** | **10** | **4.2** | **1.4** |

**Table 3c**
**Project Operational CAP Annual Emissions (Controlled) for Interim Years**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

| **Operation of Blocks 2, 7, 15, 8, 11, 12, 14, 1, 9, 3, 4 (2032)** | | | | |
|---|---|---|---|---|
| Net Generator Emissions | 0.046 | 1.462 | 0.011 | 0.011 |
| Architectural Coating | 1.9 | -- | -- | -- |
| Consumer Products[4] | 9 | -- | -- | -- |
| Hearths | 0.01 | 0.048 | 0.00 | 0.00 |
| Landscaping | 0.31 | 0.12 | 0.057 | 0.057 |
| Building Energy Use | 0.32 | 2.9 | 0.22 | 0.22 |
| On-Road Fugitive Dust[5] | -- | -- | 3.8 | 1.1 |
| On-Road Exhaust[5] | 1.5 | 6.6 | 0.052 | 0.049 |
| **Total Emissions** | **13.28** | **11.12** | **4.16** | **1.45** |
| **Operation of Blocks 2, 7, 15, 8, 11, 12, 14, 1, 9, 3, 4, 5 (2035)** | | | | |
| Net Generator Emissions | 0.049 | 1.593 | 0.012 | 0.012 |
| Architectural Coating | 2.1 | -- | -- | -- |
| Consumer Products[4] | 10.2 | -- | -- | -- |
| Hearths | 0.0 | 0.058 | 0.00 | 0.00 |
| Landscaping | 0.4 | 0.145 | 0.070 | 0.070 |
| Building Energy Use | 0.34 | 3.1 | 0.24 | 0.24 |
| On-Road Fugitive Dust[5] | -- | -- | 4.2 | 1.232 |
| On-Road Exhaust[5] | 1.5 | 7.1 | 0.046 | 0.043 |
| TRUs[6] | 0.012 | 0.089 | 0.00052 | 0.00048 |
| **Total Emissions** | **14.60** | **12.04** | **4.62** | **1.60** |

**Notes:**

1. Emissions estimated using CalEEMod version 2016.3.2. Emissions controls include Tier 4 emergency generators and TRUs plugged in during unloading.
2. PPS Project will be built in several phases. Operation emissions were estimated for each interim year of operation, which is representative given the current construction and build-out schedule. This is conservative because emissions are likely to be lowered in subsequent years of operation due to cleaner vehicles.
3. $PM_{2.5}$ are assumed to be equivalent to $PM_{10}$ emissions for the emergency generators.
4. San Francisco's ROG emissions from consumer products was 5.30 tons and San Francisco's assumed square footage was 703,541,231 square feet. Therefore, the emission factor would be (5.30 tons/day * 2,000 lbs/ton)/703,541,231 sq.ft = 1.51e-5 lbs/(sq.ft-day). This was used as the emission factor for ROG for the Project.
5. Mitigated on-road emissions included the Transportation Demand Management (TDM) program outlined in Mitigation Measure TR-5. The TDM program is expected to reduce trip generation (or vehicle miles traveled) by 11%, which is expected to result in a proportional amount of on-road emissions.
6. Based on the project description, Block 5 (Phase 3) is identified as a potential location for a grocery store. Therefore, TRU emissions associated with grocery operation will occur starting phase 3. TRU emissions were calculated using the engine operating hours multiplied by the engine size, load factor, and CAP emission factors from California Air Resources Board OFFROAD2017 model. Operating hours were estimated based on the truck travel time plus unloading time; truck travel time is calculated as distance based on CalEEMod default value of 7.3 miles per one way trip for a Commercial-NonWork Trip, divided by the travel speed of 10 miles per hour, assuming 5 trucks per day. Loading time is based on average delivery time of 27 minutes from McCormack et al. (2010) "Truck Trip Generation by Grocery Stores", prepared by University of Washington.

**Abbreviations:**

BAAQMD: Bay Area Air Quality Management District
CalEEMod: California Emissions Estimator Model
CAP: criteria air pollutant
lb: pounds
TRU: Transport Refrigeration Unit
$NO_x$: nitrogen oxide compounds ($NO + NO_2$)
ROG: reactive organic gases
$PM_{2.5}$ - particulate matter < 2.5 µm
$PM_{10}$ - particulate matter < 10 µm

**References:**

CalEEMod® 2016.3.2. Available Online at: http://www.caleemod.com

**Table 3c**
**Project Operational CAP Annual Emissions (Controlled) for Interim Years**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

McCormack et al. (2010). "Truck Trip Generation by Grocery Stores", prepared by University of Washington for Transportation Northwest (TransNow) and Washington State Department of Transportation. Available online at: http://www.wsdot.wa.gov/NR/rdonlyres/E7164661-25E6-421B-B828-C2EF5F909180/0/TruckTripGenerationGroceryStoresreportAugust2010.pdf

**Table 3d**
**Project Operational CAP Average Daily Emissions (Controlled) for Interim Years**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

| Emissions Source | CAP Emissions[1,2] [lbs/day] | | | |
|---|---|---|---|---|
| | ROG | $NO_x$ | $PM_{10}$ | $PM_{2.5}$[3] |
| **Operation of Blocks 2, 7, 15 (2027)** | | | | |
| Net Generator Emissions[4] | 0.110 | 3.76 | 0.0280 | 0.0280 |
| Architectural Coating | 3.8 | -- | -- | -- |
| Consumer Products[5] | 19 | -- | -- | -- |
| Hearths | 0.01 | 0.079 | 0.01 | 0.01 |
| Landscaping | 0.52 | 0.20 | 0.095 | 0.095 |
| Building Energy Use | 0.61 | 5.5 | 0.42 | 0.42 |
| On-Road Fugitive Dust[6] | -- | -- | 6 | 1.8 |
| On-Road Exhaust[6] | 2.7 | 11 | 0.12 | 0.11 |
| **Total Emissions** | **27** | **20** | **7** | **2.5** |
| **Operation of Blocks 2, 7, 15, 8, 11 (2028)** | | | | |
| Net Generator Emissions[4] | 0.13 | 4.3 | 0.033 | 0.033 |
| Architectural Coating | 5.7 | -- | -- | -- |
| Consumer Products[5] | 27.7 | -- | -- | -- |
| Hearths | 0.02 | 0.14 | 0.01 | 0.01 |
| Landscaping | 0.90 | 0.34 | 0.17 | 0.17 |
| Building Energy Use | 0.84 | 7.5 | 0.58 | 0.58 |
| On-Road Fugitive Dust[6] | -- | -- | 9 | 2.7 |
| On-Road Exhaust[6] | 4.0 | 16 | 0.18 | 0.16 |
| **Total Emissions** | **39** | **29** | **10** | **3.7** |
| **Operation of Blocks 2, 7, 15, 8, 11, 12, 14 (2029)** | | | | |
| Net Generator Emissions[4] | 0.15 | 4.8 | 0.037 | 0.037 |
| Architectural Coating | 6.6 | -- | -- | -- |
| Consumer Products[5] | 32 | -- | -- | -- |
| Hearths | 0.02 | 0.14 | 0.01 | 0.01 |
| Landscaping | 0.91 | 0.35 | 0.17 | 0.17 |
| Building Energy Use | 1.1 | 10 | 0.74 | 0.74 |
| On-Road Fugitive Dust[6] | -- | -- | 16 | 4.7 |
| On-Road Exhaust[6] | 7.7 | 31 | 0.29 | 0.27 |
| **Total Emissions** | **49** | **46** | **18** | **6.0** |
| **Operation of Blocks 2, 7, 15, 8, 11, 12, 14, 1, 9 (2031)** | | | | |
| Net Generator Emissions[4] | 0.18 | 5.3 | 0.042 | 0.042 |
| Architectural Coating | 8.8 | -- | -- | -- |
| Consumer Products[5] | 42 | -- | -- | -- |
| Hearths | 0.03 | 0.23 | 0.02 | 0.02 |
| Landscaping | 1.49 | 0.57 | 0.28 | 0.28 |
| Building Energy Use | 1.5 | 13 | 1.0 | 1.0 |
| On-Road Fugitive Dust[6] | -- | -- | 22 | 6.3 |
| On-Road Exhaust[6] | 9 | 38 | 0.32 | 0.29 |
| **Total Emissions** | **64** | **58** | **23** | **8** |

**Table 3d**
**Project Operational CAP Average Daily Emissions (Controlled) for Interim Years**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

| **Operation of Blocks 2, 7, 15, 8, 11, 12, 14, 1, 9, 3, 4 (2032)** | | | | |
|---|---|---|---|---|
| Net Generator Emissions[4] | 0.25 | 8.0 | 0.061 | 0.061 |
| Architectural Coating | 10 | -- | -- | -- |
| Consumer Products[5] | 50 | -- | -- | -- |
| Hearths | 0.03 | 0.3 | 0.0 | 0.0 |
| Landscaping | 1.7 | 0.65 | 0.31 | 0.31 |
| Building Energy Use | 1.8 | 16 | 1.2 | 1.2 |
| On-Road Fugitive Dust[6] | -- | -- | 21 | 6.1 |
| On-Road Exhaust[6] | 8 | 36 | 0.29 | 0.27 |
| **Total Emissions** | **73** | **61** | **23** | **8** |
| **Operation of Blocks 2, 7, 15, 8, 11, 12, 14, 1, 9, 3, 4, 5 (2035)** | | | | |
| Net Generator Emissions | 0.27 | 8.7 | 0.066 | 0.066 |
| Architectural Coating | 12 | -- | -- | -- |
| Consumer Products[4] | 56 | -- | -- | -- |
| Hearths | 0.04 | 0.3 | 0.0 | 0.0 |
| Landscaping | 2.1 | 0.79 | 0.38 | 0.38 |
| Building Energy Use | 1.9 | 17 | 1.3 | 1.3 |
| On-Road Fugitive Dust[5] | -- | -- | 23 | 6.8 |
| On-Road Exhaust[5] | 8 | 39 | 0.25 | 0.24 |
| TRUs[6] | 0.050 | 0.37 | 0.0022 | 0.0020 |
| **Total Emissions** | **80** | **66** | **25** | **9** |

**Notes:**

1. Emissions estimated using CalEEMod version 2016.3.2. Emissions controls include Tier 4 emergency generators and TRUs plugged in during unloading.
2. PPS Project will be built in several phases. Operation emissions were estimated for each interim year of operation, which is representative given the current construction and build-out schedule. This is conservative because emissions are likely to be lowered in subsequent years of operation due to cleaner vehicles.
3. Average daily emissions were calculated assuming 365 days of operation per year.
4. $PM_{2.5}$ are assumed to be equivalent to $PM_{10}$ emissions for the emergency generators.
5. San Francisco's ROG emissions from consumer products was 5.30 tons and San Francisco's assumed square footage was 703,541,231 square feet. Therefore, the emission factor would be (5.30 tons/day * 2,000 lbs/ton)/703,541,231 sq.ft = 1.51e-5 lbs/(sq.ft-day). This was used as the emission factor for ROG for the Project.
6. Based on the project description, Block 5 (Phase 3) is identified as a potential location for a grocery store. Therefore, TRU emissions associated with grocery operation will occur starting phase 3. TRU emissions were calculated using the engine operating hours multiplied by the engine size, load factor, and CAP emission factors from California Air Resources Board OFFROAD2017 model. Operating hours were estimated based on the truck travel time plus unloading time; truck travel time is calculated as distance based on CalEEMod default value of 7.3 miles per one way trip for a Commercial-NonWork Trip, divided by the travel speed of 10 miles per hour, assuming 5 trucks per day. Loading time is based on average delivery time of 27 minutes from McCormack et al. (2010) "Truck Trip Generation by Grocery Stores", prepared by University of Washington.

**Abbreviations:**

BAAQMD: Bay Area Air Quality Management District
CalEEMod: California Emissions Estimator Model
CAP: Criteria Air Pollutant
lb: pounds
TRU: Transport Refrigeration Unit
$NO_x$: nitrogen oxide compounds ($NO + NO_2$)
ROG: reactive organic gases
$PM_{2.5}$ - particulate matter < 2.5 µm
$PM_{10}$ - particulate matter < 10 µm

**References:**

CalEEMod® 2016.3.2. Available Online at: http://www.caleemod.com

**Table 3d**

**Project Operational CAP Average Daily Emissions (Controlled) for Interim Years**

**Potrero Power Station Mixed-Use Development Project**

**San Francisco, California**

McCormack et al. (2010). "Truck Trip Generation by Grocery Stores", prepared by University of Washington for Transportation Northwest (TransNow) and Washington State Department of Transportation. Available online at: http://www.wsdot.wa.gov/NR/rdonlyres/E7164661-25E6-421B-B828-C2EF5F909180/0/TruckTripGenerationGroceryStoresreportAugust2010.pdf

**Table 4a**
**Controlled Maximum Annual Emissions for PPS Project Re-Phase**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

| Year[1] | Maximum Annual Emissions (ton/yr)[2,3,4] | | | | Project Activity |
|---|---|---|---|---|---|
| | ROG | NOx | $PM_{10}$ | $PM_{2.5}$ | |
| 2020 | 0.3 | 2.2 | 0.1 | 0.1 | Construction: Land Dev (Phase 0)<br>Operation: None |
| 2021 | 0.3 | 2.2 | 0.1 | 0.1 | Construction: Land Dev (Phase 0)<br>Operation: None |
| 2022 | 0.3 | 2.3 | 0.1 | 0.1 | Construction: Land Dev (Phase 0/1)<br>Operation: None |
| 2023 | 1.0 | 3.1 | 0.1 | 0.1 | Construction: Land Dev (Phase 0/1) + Const (Blk 15)<br>Operation: None |
| 2024 | 2.4 | 2.4 | 0.0 | 0.0 | Construction: Land Dev (Phase 1) + Const (Blk 2/7/15)<br>Operation: None |
| 2025 | 3.7 | 4.1 | 0.1 | 0.1 | Construction: Land Dev (Phase 1) + Open Space (Phase 1) + Const (Blk 2/7/8/11/15)<br>Operation: None |
| 2026 | 4.2 | 4.8 | 0.1 | 0.1 | Construction: Land Dev (Phase 1/2) + Open Space (Phase 1) + Const (Blk 2/7/8/11/12/15)<br>Operation: None |
| 2027 | 7.7 | 7.0 | 1.3 | 0.5 | Construction: Land Dev (Phase 2) + Open Space (Phase 1/2) + Const (Blk 8/11/12/1/14)<br>Operation: Blk 2/7/15 |
| 2028 | 9.2 | 7.8 | 1.9 | 0.7 | Construction: Land Dev (Phase 2) + Open Space (Phase 1/2) + Const (Blk 12/1/9/14)<br>Operation: Blk 2/7/8/11/15 |
| 2029 | **11** | **12** | 3.2 | 1.1 | Construction: Land Dev (Phase 2) + Open Space (Phase 2) + Const (Blk 1/3/4/9)<br>Operation: Blk 2/7/8/11/12/14/15 |
| 2030 | **11** | **12** | 3.2 | 1.1 | Construction: Land Dev (Phase 3) + Open Space (Phase 2) + Const (Blk 1/3/4/9)<br>Operation: Blk 2/7/8/11/12/14/15 |
| 2031 | **14** | **13** | 4.3 | 1.5 | Construction: Land Dev (Phase 3) + Open Space (Phase 2) + Const (Blk 3/4/13)<br>Operation: Blk 1/2/7/8/9/11/12/14/15 |
| 2032 | **15** | **13** | 4.2 | 1.5 | Construction: Land Dev (Phase 3) + Const (Blk 5/13)<br>Operation: Blk 1/2/3/4/7/8/9/11/12/14/15 |
| 2033 | **15** | **13** | 4.2 | 1.5 | Construction: Open Space (Phase 3) + Const (Blk 5/13)<br>Operation: Blk 1/2/3/4/7/8/9/11/12/14/15 |
| 2034 | **15** | **13** | 4.2 | 1.5 | Construction: Open Space (Phase 3) + Const (Blk 5/13)<br>Operation: Blk 1/2/3/4/7/8/9/11/12/14/15 |
| 2035 | **16** | **13** | 4.6 | 1.6 | Construction: Open Space (Phase 3) + Const (Blk 13)<br>Operation: Blk 1/2/3/4/5/7/8/9/11/12/14/15 |
| 2036 | **18** | **13** | 5.4 | 1.9 | Construction: None<br>Operation: All Blocks |
| **Significance Threshold[5]** | **10** | **10** | **15** | **10** | |

***Notes:***

[1] The year of impacts shown in this table is representative based on the current construction schedule. Delays to construction will likely result in changes to the year of impacts.

[2] Construction emissions include emissions from both off-road construction equipment, marine construction, and on-road construction vehicles, including haul trucks, workers trips, and vendor trips.

[3] Area source emissions were calculated for full Project build-out for all Phases as well the first years of overlapping phases using CalEEMod. Residents will move into each phase of the project site as they are completed. Operational phases shown represent the emissions from the occupants that occupy the areas constructed in that Phase number. Operational traffic, generator and area source emissions will occur for each Block as soon as they are built.

[4] Each construction phase overlaps for a time with the phase before or after it. Overlap emissions were calculated by summing the maximum annual emissions from each phase that is overlapping. Since operations at the project location begin as each phase is finished being constructed, construction emissions must be added with concurrent operational emissions for comparison to significance thresholds.

[5] Bold font for yearly emissions indicates values in excess of the significance thresholds.

**Table 4b**
**Controlled Average Daily Emissions for PPS Project Re-Phase**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

| Year[1] | Maximum Annual Emissions (lb/day)[2,3,4] | | | | Project Activity |
|---|---|---|---|---|---|
| | ROG | NOx | $PM_{10}$ | $PM_{2.5}$ | |
| 2020 | 2 | 17 | 0 | 0 | Construction: Land Dev (Phase 0)<br>Operation: None |
| 2021 | 2 | 17 | 0.4 | 0.4 | Construction: Land Dev (Phase 0)<br>Operation: None |
| 2022 | 2 | 18 | 0.5 | 0.5 | Construction: Land Dev (Phase 0/1)<br>Operation: None |
| 2023 | 8 | 24 | 0.6 | 0.6 | Construction: Land Dev (Phase 0/1) + Const (Blk 15)<br>Operation: None |
| 2024 | 18 | 19 | 0.3 | 0.3 | Construction: Land Dev (Phase 1) + Const (Blk 2/7/15)<br>Operation: None |
| 2025 | 29 | 32 | 0.4 | 0.4 | Construction: Land Dev (Phase 1) + Open Space (Phase 1) + Const (Blk 2/7/8/11/15)<br>Operation: None |
| 2026 | 32 | 37 | 0.5 | 0.5 | Construction: Land Dev (Phase 1/2) + Open Space (Phase 1) + Const (Blk 2/7/8/11/12/15)<br>Operation: None |
| 2027 | 49 | 46 | 7.2 | 2.8 | Construction: Land Dev (Phase 2) + Open Space (Phase 1/2) + Const (Blk 8/11/12/1/14)<br>Operation: Blk 2/7/15 |
| 2028 | **55** | 49 | 11 | 3.9 | Construction: Land Dev (Phase 2) + Open Space (Phase 1/2) + Const (Blk 12/1/9/14)<br>Operation: Blk 2/7/8/11/15 |
| 2029 | **68** | **72** | 18 | 6.3 | Construction: Land Dev (Phase 2) + Open Space (Phase 2) + Const (Blk 1/3/4/9)<br>Operation: Blk 2/7/8/11/12/14/15 |
| 2030 | **68** | **72** | 18 | 6.3 | Construction: Land Dev (Phase 3) + Open Space (Phase 2) + Const (Blk 1/3/4/9)<br>Operation: Blk 2/7/8/11/12/14/15 |
| 2031 | **82** | **79** | 24 | 8.2 | Construction: Land Dev (Phase 3) + Open Space (Phase 2) + Const (Blk 3/4/13)<br>Operation: Blk 1/2/7/8/9/11/12/14/15 |
| 2032 | **89** | **79** | 23 | 8.1 | Construction: Land Dev (Phase 3) + Const (Blk 5/13)<br>Operation: Blk 1/2/3/4/7/8/9/11/12/14/15 |
| 2033 | **89** | **79** | 23 | 8 | Construction: Open Space (Phase 3) + Const (Blk 5/13)<br>Operation: Blk 1/2/3/4/7/8/9/11/12/14/15 |
| 2034 | **89** | **79** | 23 | 8.1 | Construction: Open Space (Phase 3) + Const (Blk 5/13)<br>Operation: Blk 1/2/3/4/7/8/9/11/12/14/15 |
| 2035 | **89** | **72** | 25 | 8.8 | Construction: Open Space (Phase 3) + Const (Blk 13)<br>Operation: Blk 1/2/3/4/5/7/8/9/11/12/14/15 |
| 2036 | **98** | **73** | 29 | 10 | Construction: None<br>Operation: All Blocks |
| **Significance Threshold[5]** | **54** | **54** | **82** | **54** | |

***Notes:***

[1] The year of impacts shown in this table is representative based on the current construction schedule. Delays to construction will likely result in changes to the year of impacts.

[2] Construction emissions include emissions from both off-road construction equipment, marine construction, and on-road construction vehicles, including haul trucks, workers trips, and vendor trips.

[3] Area source emissions were calculated for full Project build-out for all Phases as well the first years of overlapping phases using CalEEMod. Residents will move into each phase of the project site as they are completed. Operational phases shown represent the emissions from the occupants that occupy the areas constructed in that Phase number. Operational traffic, generator and area source emissions will occur for each Block as soon as they are built.

[4] Each construction phase overlaps for a time with the phase before or after it. Overlap emissions were calculated by summing the maximum annual emissions from each phase that is overlapping. Since operations at the project location begin as each phase is finished being constructed, construction emissions must be added with concurrent operational emissions for comparison to significance thresholds.

[5] Bold font for yearly emissions indicates values in excess of the significance thresholds.

**Table 5**
**Cumulative Cancer Risks from Project Rephase Emissions at Maximally Exposed Individuals (MEIs)**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

| Receptor | Lifetime Excess Cancer Risk (in one million) |
|---|---|
| | Re-phase Program (with CRRP update) |
| **Onsite Residential Receptor[1]** | |
| Background[2] | 52 |
| Pier 70 Construction + Operation [3,4] | 12 |
| PPS Construction + Operation | 22 |
| *Construction – Off-road Emissions* | *19* |
| *Construction – Vehicle Traffic* | *0.04* |
| *Operation – Emergency Generators* | *0.8* |
| *Operation – Vehicle Traffic[5]* | *2.7* |
| **Total** | **86** |
| Cumulative Significance Threshold | 100 |
| Above threshold? | No |
| **Residential Receptor (Pier 70)[6]** | |
| Background[2] | 54 |
| Pier 70 Construction + Operation[7] | 4.7 |
| PPS Construction + Operation | 39 |
| *Construction – Off-road Emissions* | *38* |
| *Construction – Vehicle Traffic* | *0.02* |
| *Operation – Emergency Generators* | *0.72* |
| *Operation – Vehicle Traffic[5]* | *0.42* |
| **Cumulative Total** | **98** |
| Cumulative Significance Threshold | 100 |
| Above threshold? | No |
| **Residential Receptor (Non-Pier 70)[8]** | |
| Background[2] | 103 |
| Pier 70 Construction + Operation[4] | 6.9 |
| PPS Construction + Operation | 6.1 |
| *Construction – Off-road Emissions* | *2.2* |
| *Construction – Vehicle Traffic* | *0.07* |
| *Operation – Emergency Generators* | *0.06* |
| *Operation – Vehicle Traffic[5]* | *3.8* |
| **Cumulative Total** | **116** |
| Cumulative Significance Threshold | 100 |
| Above threshold? | **Yes** |
| Project Level Significant Threshold | **7** |
| Above threshold? | **No** |
| **School Receptor[8,9]** | |
| Background[2] | 101 |
| Pier 70 Construction + Operation[4] | 2.3 |
| PPS Construction + Operation | 2.1 |
| *Construction – Off-road Emissions* | *0.8* |
| *Construction – Vehicle Traffic* | *0.02* |
| *Operation – Emergency Generators* | *0.03* |
| *Operation – Vehicle Traffic[5]* | *1.3* |
| **Cumulative Total** | **105** |
| Cumulative Significance Threshold | 100 |
| Above Threshold? | **Yes** |
| Project Level Significant Threshold | **7** |
| Above threshold? | **No** |

**Table 5**

**Cumulative Cancer Risks from Project Rephase Emissions at Maximally Exposed Individuals (MEIs)**

**Potrero Power Station Mixed-Use Development Project**

**San Francisco, California**

Notes:

[1] While onsite cancer risks were evaluated at potential daycare sites as well as residential units assuming a 30-year residential exposure scenario, the maximum onsite risk impacts were found to be located at a potential daycare site where the assumption of a residential exposure scenario would not apply. Thus, the onsite MEIR was selected to be the next highest impact location, which was located in Block 8 (a residential unit).

[2] The original CRRP background used in the Project Variant corresponded to risks calculated for year 2040. The updated CRRP value corresponds to background risks for year 2020 published in February 2020.

[3] Assumes PPS resident will move in before the construction of the Pier 70 Project is started.

[4] For the purpose of the cumulative analysis for non- Pier 70 populations and onsite residential receptors, the original Pier 70 construction schedule and control scenarios as presented in the EIR is used as this resulted in the maximum cancer risks.

[5] Vehicle traffic cancer risk impacts from operation of the Project Re-phase were scaled down by 14.4% relative to the Project Variant based on updated average daily traffic volumes.

[6] Assumes Pier 70 resident will move in while construction of the PPP Project is ongoing. The cancer risk from PPP emissions for the P70 resident assumes exposure to PPP emissions begins in 2029 as this resulted in the maximum cancer risk impact at the Pier 70 receptors.

[7] For the purpose of the cumulative analysis for the Pier 70 resident, the Pier 70 construction schedule was modified to represent a reasonable worst case exposure scenario and Phase 2-5 construction emissions is assumed to be controlled using Tier IV equipment.

[8] The cancer risk from PPP emissions for non-Pier 70 populations assumes exposure to PPP emissions begins in 2020.

[9] This analysis assumes the school receptor MEI is exposed to PPP Project and Pier 70 emissions concurrently.

**Table 6**
**Cumulative $PM_{2.5}$ concentrations from Project Rephase Emissions at Maximally Exposed Individual Receptors (MEIs)**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

| Receptor | $PM_{2.5}$ Concentration ($\mu g/m^3$) |
|---|---|
| | **Re-phase Program** |
| **Onsite Residential Receptor[1]** | |
| Background[2] | 8.7 |
| Pier 70 Construction + Operation [3,4] | 0.003 |
| PPS Construction + Operation | 0.28 |
| *Construction – Off-road Emissions* | *0.22* |
| *Construction – Vehicle Traffic* | *0.0025* |
| *Operation – Emergency Generators* | *0.00076* |
| *Operation – Vehicle Traffic[5]* | *0.05* |
| **Total** | **9.0** |
| Significance Threshold | 10 |
| Above Threshold? | No |
| **Residential Receptor (Pier 70)[6]** | |
| Background[2] | 8.6 |
| Pier 70 Construction + Operation[7] | 0.02 |
| PPS Construction + Operation | 0.2 |
| *Construction – Off-road Emissions* | *0.1* |
| *Construction – Vehicle Traffic* | *0.0015* |
| *Operation – Emergency Generators* | *0.00072* |
| *Operation – Vehicle Traffic[5]* | *0.14* |
| **Cumulative Total** | **8.9** |
| Significance Threshold | 10 |
| Above Threshold? | No |
| **Residential Receptor (Non-Pier 70)[8]** | |
| Background[2] | 9.4 |
| Pier 70 Construction + Operation[4] | 0.02 |
| PPS Construction + Operation | 0.19 |
| *Construction – Off-road Emissions* | *0.0039* |
| *Construction – Vehicle Traffic* | *0.0097* |
| *Operation – Emergency Generators* | *0* |
| *Operation – Vehicle Traffic[5]* | *0.2* |
| **Cumulative Total** | **9.6** |
| Significance Threshold | 10 |
| Above Threshold? | No |

**Table 6**
**Cumulative $PM_{2.5}$ concentrations from Project Rephase Emissions at Maximally Exposed Individual Receptors (MEIs)**
**Potrero Power Station Mixed-Use Development Project**
**San Francisco, California**

| **School Receptor[9]** | |
|---|---|
| Background[2] | 9.3 |
| Pier 70 Construction + Operation[4] | 0.04 |
| PPS Construction + Operation | 0.05 |
| *Construction – Off-road Emissions* | *0.0014* |
| *Construction – Vehicle Traffic* | *0.00091* |
| *Operation – Emergency Generators* | *0* |
| *Operation – Vehicle Traffic[5]* | *0.05* |
| **Cumulative Total** | **9.4** |
| Significance Threshold | 10 |
| Above Threshold? | No |

Notes:

[1] Onsite sensitive receptors include residents and potential daycare centers. The maximum $PM_{2.5}$ concentration at onsite receptors occurs in 2030.

[2] The updated CRRP value corresponds to background $PM_{2.5}$ concentrations for year 2020 published in February 2020.

[3] Assumes PPS resident will move in before the construction of the Pier 70 Project is started.

[4] For the purpose of the cumulative analysis for non- Pier 70 populations and onsite residential recptors, the original Pier 70 construction schedule and control scenarios as presented in the EIR is used as this resulted in the maximum cancer risks.

[5] Vehicle traffic $PM_{2.5}$ impacts from operation of the Project Re-phase were scaled down by 14.4% relative to the Project Variant based on updated average daily traffic volumes.

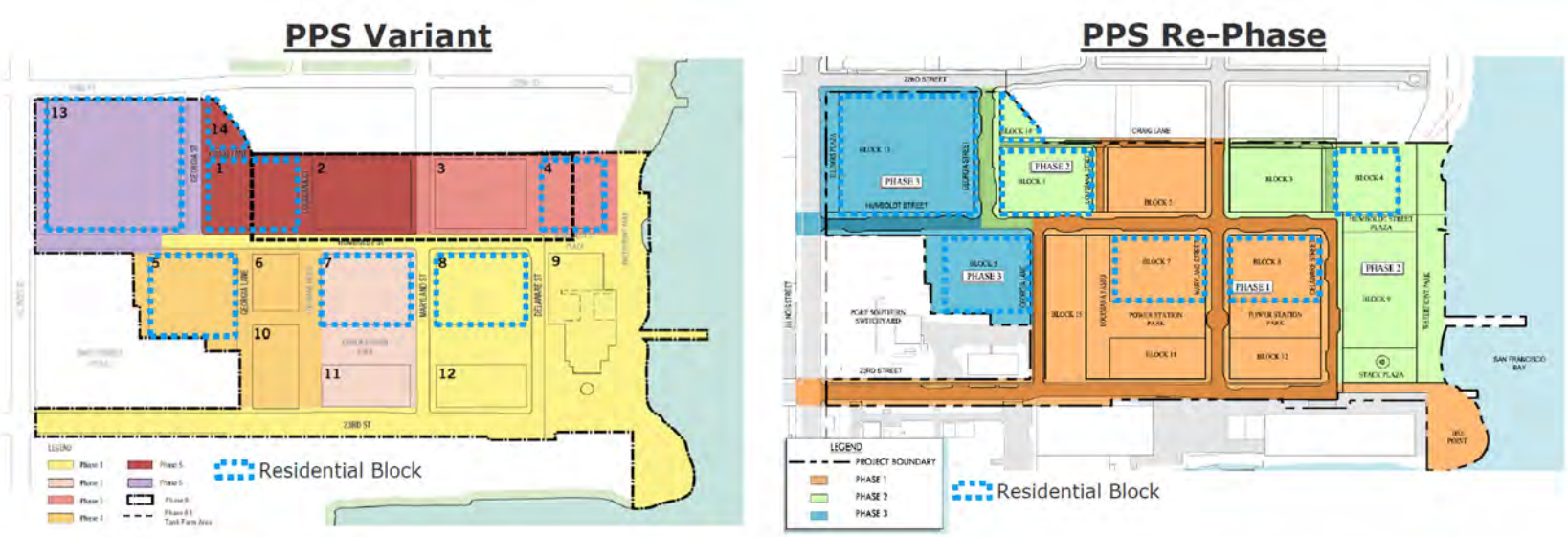
[6] Assumes Pier 70 resident will move in while construction of the PPP Project is ongoing. The maximum $PM_{2.5}$ concentration at Pier 70 receptors occurs in 2030.

[7] For the purpose of the cumulative analysis for the Pier 70 resident, the Pier 70 construction schedule was modified to represent a reasonable worst case exposure scenario and Phase 2-5 construction emissions is assumed to be controlled using Tier IV equipment.

[8] The maximum $PM_{2.5}$ concentration at offsite residential receptors occurs in 2026.

[9] The maximum $PM_{2.5}$ concentration at offsite school receptors occurs in 2023.

# FIGURES



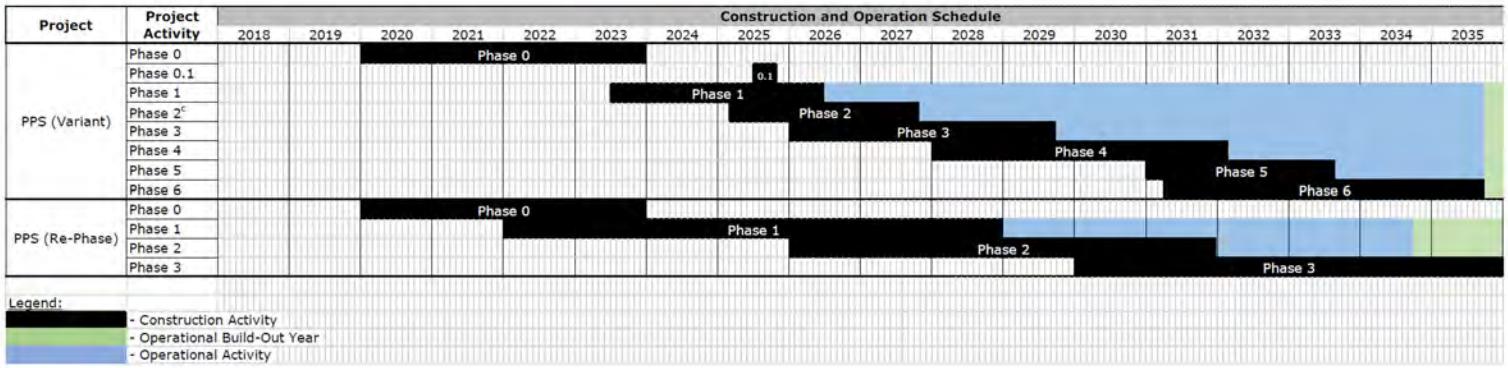




**Figure 1:** Project Variant and Rephase construction areas and schedule, provided by Project Sponsor on March 7, 2019 (Project Variant) and May 22, 2020 (Project Rephase).

Potrero Power Station - SF Allocation by Block

RE-PHASE PROGRAM

| Block | Residential SF | Office SF | R&D SF | Retail SF | PDR SF | Hotel SF | Community Facilities SF | Assembly | Parking SF | Total SF | Residential Units | Parking Stalls | Class 1 Bike Parking | Class 2 Bike Parking |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 394,204 | 0 | 0 | 0 | 0 | 0 | 5,000 | 0 | 33,937 | 433,141 | 406 | 97 | 178 | 21 |
| 2 | 0 | 0 | 327,498 | 2,400 | 0 | 0 | 0 | 0 | 51,003 | 380,901 | 0 | 145 | 29 | 6 |
| 3 | 0 | 0 | 318,240 | 2,400 | 0 | 0 | 0 | 0 | 55,436 | 376,076 | 0 | 158 | 28 | 6 |
| 4 | 163,000 | 0 | 0 | 7,757 | 0 | 0 | 0 | 0 | 50,917 | 221,674 | 168 | 145 | 120 | 22 |
| 5 | 292,860 | 0 | 0 | 38,562 | 0 | 0 | 0 | 0 | 287,933 | 619,355 | 302 | 979 | 157 | 80 |
| 7 | 407,400 | 0 | 0 | 5,000 | 0 | 0 | 6,000 | 0 | 72,675 | 491,075 | 420 | 182 | 183 | 39 |
| 8 | 305,550 | 0 | 0 | 5,000 | 0 | 0 | 0 | 0 | 48,600 | 359,150 | 315 | 122 | 155 | 21 |
| 9 | 0 | 0 | 0 | 4,120 | 0 | 241,574 | 0 | 0 | 15,960 | 261,654 | 0 | 45 | 10 | 21 |
| 11 | 0 | 219,335 | 0 | 5,000 | 6,000 | 0 | 6,000 | 0 | 48,450 | 284,785 | 0 | 121 | 48 | 24 |
| 12 | 0 | 177,271 | 0 | 0 | 6,000 | 0 | 0 | 25,000 | 26,730 | 235,001 | 0 | 67 | 37 | 23 |
| 13A | 256,160 | 0 | 0 | 0 | 20,000 | 0 | 0 | 0 | 22,191 | 298,351 | 264 | 57 | 154 | 19 |
| 13B | 506,050 | 0 | 0 | 0 | 0 | 0 | 25,000 | 0 | 163,249 | 694,299 | 522 | 408 | 211 | 37 |
| 14 | 77,760 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,720 | 87,480 | 80 | 28 | 80 | 5 |
| 15 | | 435,000 | 0 | 5,000 | 0 | 0 | 0 | 0 | 0 | 440,000 | 0 | 70 | 88 | 22 |
| **Total** | **2,402,984** | **831,606** | **645,738** | **75,239** | **32,000** | **241,574** | **42,000** | **25,000** | **886,801** | **5,182,942** | **2,477** | **2,622** | **1,478** | **346** |

970 GSF per unit

**Figure 2:** Updated Land Use Areas for Project Rephase (provided by Project Sponsor on May 22, 2020).

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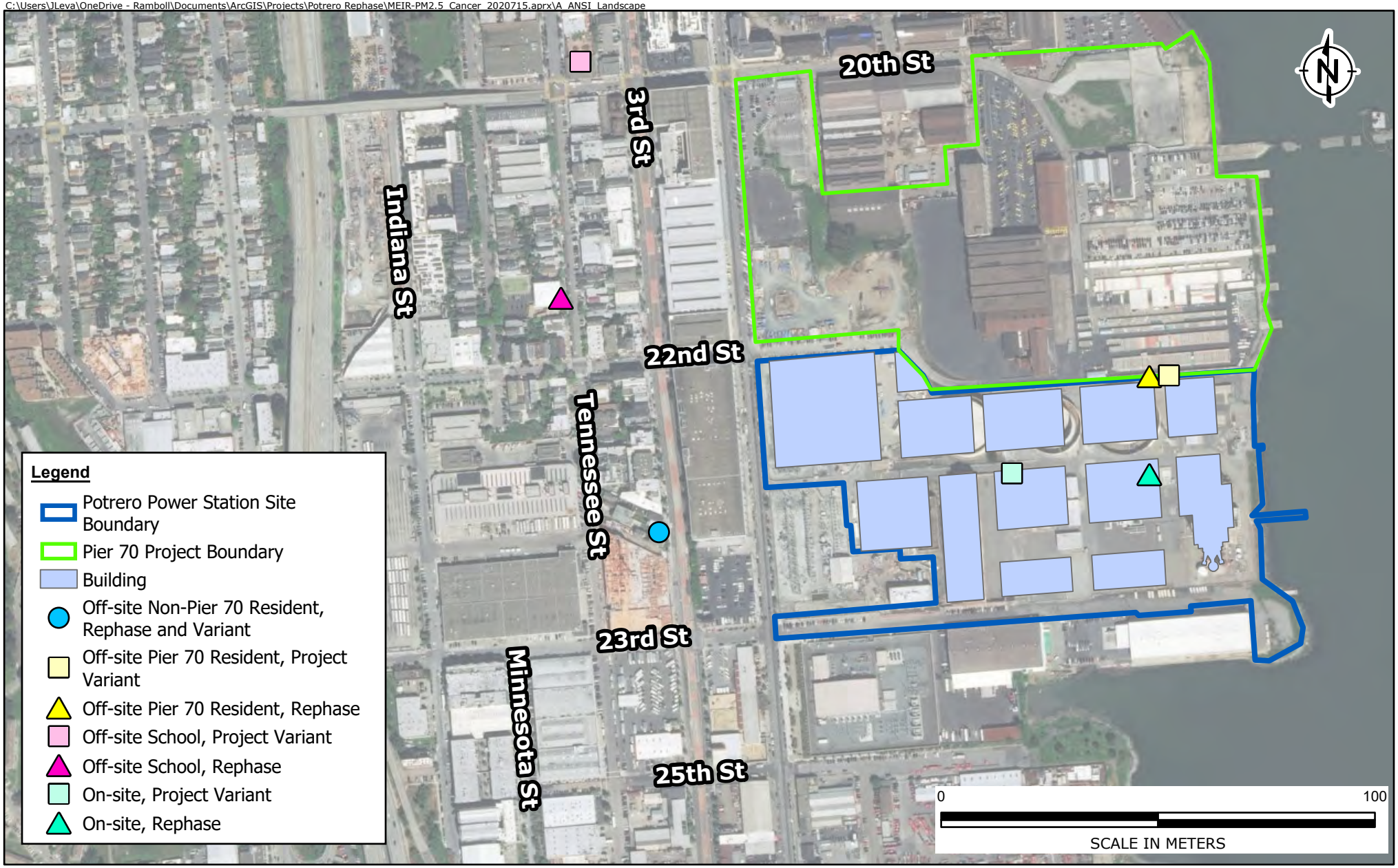



RAMBOLL

DRAFTED BY: JLEVA

DATE: 7/15/2020

**Maximally Exposed Individual Sensitive Receptors (MEISRs), Highest Cancer Risks**

Potrero Power Station Mixed-Use Development Project

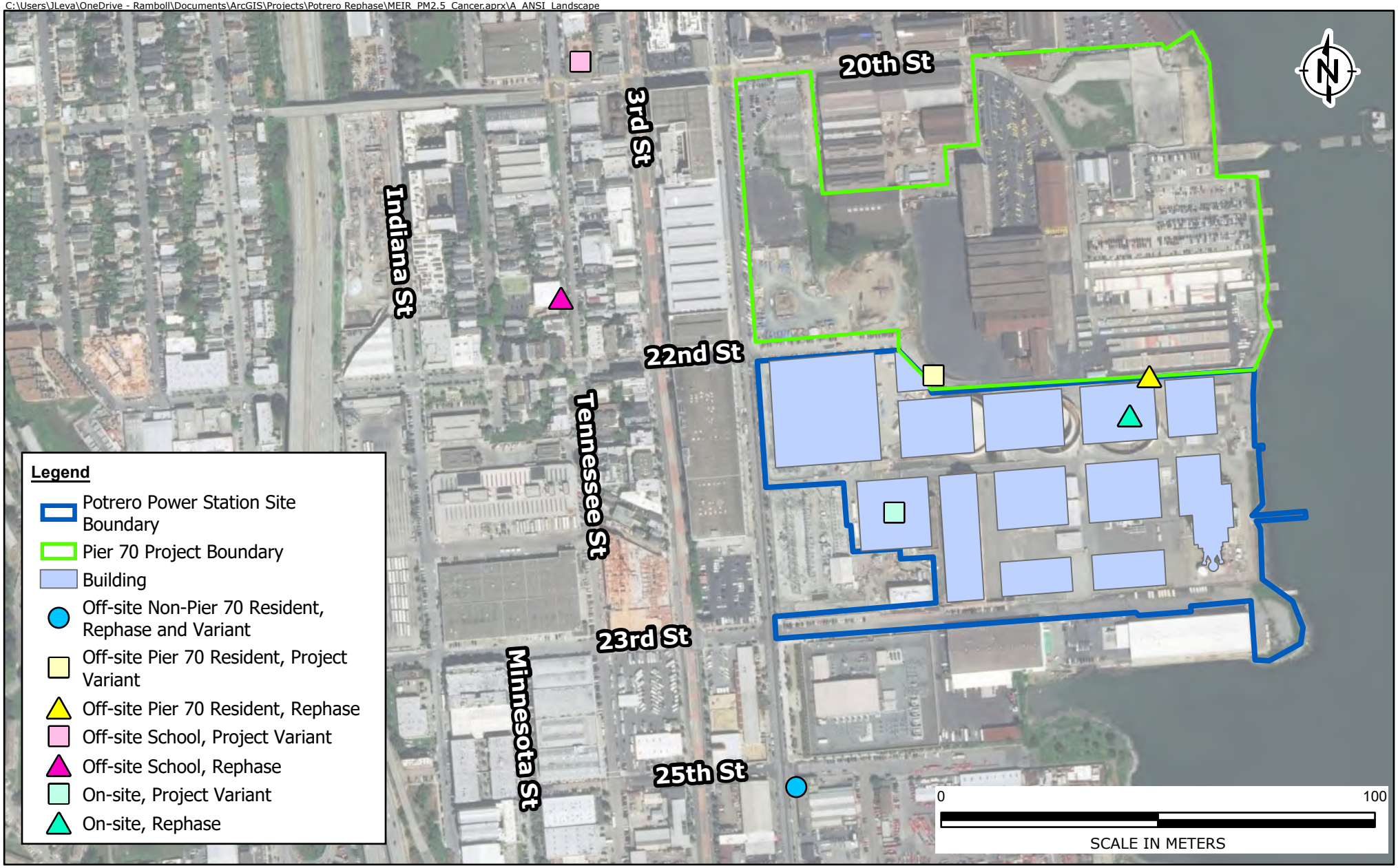
San Francisco, California

FIGURE

3

PROJECT:

C:\Users\JLeva\OneDrive - Ramboll\Documents\ArcGIS\Projects\Potrero Rephase\MEIR_PM2.5_Cancer.aprx\A_ANSI_Landscape




RAMBOLL

DRAFTED BY: JLEVA

DATE: 7/14/2020

**Maximally Exposed Individual Sensitive Receptors (MEISRs), Highest $PM_{2.5}$ Concentrations**

Potrero Power Station Mixed-Use Development Project

San Francisco, California

FIGURE

4

PROJECT:

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# Appendix L
# Hazardous Materials Remediation Status Update

**Table L-1 Hazardous Materials Remediation Summary, Power Station Sub-Area of the Project Site**

| REMEDIATION AREA[1] | SIZE | OWNERSHIP | REMEDIATION ACTIVITIES | |
|---|---|---|---|---|
| | | | PARTY RESPONSIBLE/ OVERSIGHT[2] | STATUS AS OF JULY 2020 |
| Station A (includes approx. Blocks 5, 7, 8, 11, 12, and 15) | 12 acres | Project Sponsor | PG&E and Project Sponsor / Regional board | Remediation complete for commercial and industrial land uses, including installation of durable cover. Risk management plan and operations and maintenance plan approved; land use covenant executed. Project sponsor has submitted a Residential Use Health Risk Evaluation and the Regional Water Quality Control Board has approved residential land uses in this area with conditions (Geosyntec, 2020). PG&E and the project sponsor are jointly preparing a Sitewide Risk Management Plan for submittal to the Regional board. The plan would apply to the Station A area and would replace the existing Station A Risk Management Plan. Regional board approval is anticipated in Fall 2020. |
| Unit 3 (includes part of Block 9) | 1.5 acres | Project Sponsor | PG&E and Project Sponsor / Regional board | Subsurface investigation and human health risk assessment complete and approved. Station A risk management plan and land use covenant have been modified to include Unit 3. Regional Board approved the final remedy on January 2, 2019 (Regional Board, 2019). Project sponsor has submitted a Residential Use Health Risk Evaluation and the Regional Water Quality Control Board has approved residential land uses in this area with conditions (Geosyntec, 2020). PG&E and the project sponsor are jointly preparing a Sitewide Risk Management Plan for submittal to the Regional board. The plan will apply to Unit 3 and replace the existing Station A Risk Management Plan. Regional board approval is anticipated in Fall 2020. |
| Northeast (includes approx. Block 4 and part of Block 9) | 3.5 acres | Project Sponsor | PG&E and Project Sponsor / Regional board | Remediation and post-remediation monitoring activities complete and approved (Regional Board, 2020). PG&E and the project sponsor are jointly preparing a Sitewide Risk Management Plan for submittal to the regional board. Regional board approval is anticipated in Fall 2020. Project sponsor has submitted a Residential Use Health Risk Evaluation and the Regional Water Quality Control Board has approved residential land uses in this area with conditions (Geosyntec, 2020). |
| Tank Farm (includes approx. Blocks 1, 2, and 3) | 4 acres | Project Sponsor | PG&E and Project Sponsor / Regional board | The Subsurface investigation and human health risk assessment are complete and approved (Regional Board, 2019, 2020). The Regional Board approved the final remedy on May 27, 2020 (Regional Board, 2020). PG&E and the project sponsor are jointly preparing a Sitewide Risk Management Plan for submittal to the regional board. Regional board approval is anticipated in Fall 2020. Project sponsor has submitted a Residential Use Health Risk Evaluation and the Regional Water Quality Control Board has approved residential land uses in this area with conditions (Geosyntec, 2020). |

**Table L-1 Hazardous Materials Remediation Summary, Power Station Sub-Area of the Project Site (continued)**

| REMEDIATION AREA[1] | SIZE | OWNERSHIP | REMEDIATION ACTIVITIES | |
|---|---|---|---|---|
| | | | PARTY RESPONSIBLE/ OVERSIGHT[2] | STATUS AS OF JULY 2020 |
| Offshore Sediment Area[3] | 16 acres | CCSF/Port of SF | PG&E/Regional board | The Remedial action plan was approved (Regional Board, 2019), and the active remediation is complete. PG&E has submitted a Remedial Action Completion Report and a Sediments Area Risk Management and Monitoring Plan (RMMP) for the offshore and portions of Port sub area along the shoreline. Regional board approval of the RMMP is anticipated in September 2020. |

NOTES: PG&E = Pacific Gas and Electric Company; Regional board = San Francisco Bay Regional Water Quality Control Board; CCSF = City and County of San Francisco; Health department = San Francisco Department of Public Health; Port of SF = Port of San Francisco

1 See Final EIR Figure 4.K-1, page 4.K-5, for location and boundaries of remediation areas. Approximate correlation of remediation area and proposed block plan shown in parenthesis.
2 PG&E is only required to remediate soil, soil vapor, and groundwater to a commercial and industrial land use standard. The project sponsor is required to undertake additional remediation to accommodate other land uses.
3 The Offshore Sediment area is not part of the project site, per se, but in-water construction activities under the proposed project could occur in this area.

REFERENCES:

1. Geosyntec Consultants, Inc., 2020. Residential Use Human Health Risk Evaluation. Station A, Unit 3, Tank Farm, and Northeast Areas, Former Potrero Power Plant, San Francisco, California.
2. Regional Board, 2019. Letter dated January 30, 2019 regarding Approval of August 24, 2018, Final Design Documentation Report and December 20, 2018, 100% Design Drawings for Offshore Sediment Area – Potrero Power Plant Site, 1201 Illinois Street, City and County of San Francisco.
3. Regional Board, 2019. Letter dated January 2, 2019 regarding Approval of June 18, 2018 Second Addendum to the Final Remedy of Station A PG&E and CBC (formerly NRG) Areas – Incorporating Unit 3 Area – Potrero Power Plant Site, 1201 Illinois Street, City and County of San Francisco.
4. Regional Board, 2019. Letter dated October 30, 2019 regarding Approval of July 13, 2019, Tank Farm Area Investigation Report – Potrero Power Plant Site, 1201 Illinois Street, City and County of San Francisco.
5. Regional Board, 2020. Letter dated January 13, 2020 regarding Approval of October 4, 2019, Remedial Action Completion Report, Upland Remediation Northeast Area of the Potrero Power Plant Site and Southeast Area of Pier 70 – Potrero Power Plant Site, 1201 Illinois Street, City and County of San Francisco.
6. Regional Board, 2020. Letter dated January 14, 2020 regarding Approval of May 1, 2019, Post-Remediation Performance Monitoring and Soil Vapor Monitoring Plan - Northeast Area of the Potrero Power Plant Site, 1201 Illinois Street, City and County of San Francisco.
7. Regional Board, 2020. Letter dated May 21, 2020 regarding Approval of March 31, 2020, Post-Remediation Performance Monitoring and Conditions Report, Northeast Area, Potrero Power Plant Site 1201 Illinois Street, City and County of San Francisco.
8. Regional Board, 2020. Letter dated May 21, 2020 regarding Approval of May 2019, Human Health Risk Assessment, Tank Farm Area, Potrero Power Plant Site 1201 Illinois Street, City and County of San Francisco.
9. Regional Board, 2020. Letter dated May 27, 2020 regarding Approval of March 20, 2020, Proposed Remedial Plan Framework, Tank Farm Area, Potrero Power Plant Site, 1201 Illinois Street, City and County of San Francisco.

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# Appendix M
# Re-Phase Program, Maximum Residential Scenario

**Table M-1 Comparison of Potential Residential and Employment Population, Approved Project and Re-Phase Program**

| LAND USE TYPE | POPULATION GENERATION RATE | APPROVED PROJECT MAX OFFICE | | APPROVED PROJECT MAX. RESIDENTIAL | | PRE-PHASE PROGRAM MAX. OFFICE | | PRE-PHASE PROGRAM MAX. RESIDENTIAL | |
|---|---|---|---|---|---|---|---|---|---|
| | | METRIC | POPULATION | METRIC | POPULATION | METRIC | POPULATION | METRIC | POPULATION |
| **Residential Population** | | | | | | | | | |
| Residential (units) | 2.27 resident/unit | 2,601 | 5,904 | 2,748 | 6,238 | 2,477 | 5,623 | 2,624 | 5,956 |
| **Total Residents** | | **5,904** | | **6,238** | | **5,623** | | **5,956** | |
| **Employee Population** | | | | | | | | | |
| Residential (units) | 1 employee/32 units | 2,601 | 81 | 2,748 | 86 | 2,477 | 77 | 2,624 | 82 |
| Hotel (rooms) | 0.9 employee/ room | 250 | 225 | 0 | 0 | 250 | 225 | 0 | 0 |
| General Office (sf) | 276 sf/employee | 814,240 | 2,950 | 814,240 | 2,950 | 831,606 | 3,013 | 831,606 | 3,013 |
| Research & Development (sf) | 405 sf/employee | 645,738 | 1,594 | 645,738 | 1,594 | 645,738 | 1,594 | 645,738 | 1,594 |
| PDR (sf) | 276 sf/employee | 35,000 | 127 | 35,000 | 127 | 32,000 | 116 | 32,000 | 116 |
| General Retail (sf) | 350 sf/employee | 10,744 | 31 | 10,744 | 31 | 8,400 | 24 | 8,400 | 24 |
| Supermarket (sf) | 350 sf/employee | 35,000 | 100 | 35,000 | 100 | 35,000 | 100 | 35,000 | 100 |
| Sit-down Restaurant (sf) | 350 sf/employee | 16,116 | 46 | 16,116 | 46 | 11,877 | 34 | 11,877 | 34 |
| Quick Service Restaurant (sf) | 350 sf/employee | 37,604 | 107 | 37,604 | 107 | 19,962 | 57 | 19,962 | 57 |
| Childcare (sf) | 345 sf/employee | 15,000 | 43 | 15,000 | 43 | 12,000 | 35 | 12,000 | 35 |
| Library (sf) | 850 sf/employee | 10,000 | 12 | 10,000 | 12 | 5,000 | 6 | 5,000 | 6 |
| Other Community Facilities (sf) | 780 sf/employee | 25,000 | 32 | 25,000 | 32 | 25,000 | 32 | 25,000 | 32 |
| Entertainment (sf) | 350 sf/employee | 25,000 | 71 | 25,000 | 71 | 25,000 | 71 | 25,000 | 71 |
| Public Open Space (acres) | 3.9 acre/employee | 6.9 | 2 | 7.15 | 2 | 6.9 | 2 | 7.15 | 2 |
| Parking (space) | 270 spaces/employee | 2,686 | 10 | 2,759 | 10 | 2,552 | 9 | 2,577 | 10 |
| **Total Employees** | | **5,431** | | **5,211** | | **5,395** | | **5,176** | |

NOTES:

1. See Final EIR, Table 9-4, page 9-44, for source information on population generation rates.

SOURCE: California Barrel Company, June 2020.

# Attachment 6

## Notice of Determination

Print Form

# Attachment 6

## Notice of Determination

**Appendix D**

**To:**

☒ Office of Planning and Research

| *U.S. Mail:* | *Street Address:* |
|---|---|
| P.O. Box 3044 | 1400 Tenth St., Rm 113 |
| Sacramento, CA 95812-3044 | Sacramento, CA 95814 |

☐ County Clerk
County of: _____
Address: _____

**From:**
Public Agency: San Francisco Planning Dept
Address: 1650 Mission Street, Suite 400
San Francisco, CA 94103-2479
Contact: Rachel Schuett
Phone: (415) 575-9030

Lead Agency (if different from above):
(same as above)
Address: _____
Contact: _____
Phone: _____

***SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.***

State Clearinghouse Number (if submitted to State Clearinghouse): 2017112005

Project Title: Potrero Power Station Mixed-use Development Project

Project Applicant: California Barrel Company, LLC

Project Location (include county): 420 23rd Street, San Francisco, San Francisco County, California

Project Description:

The California Barrel Company LLC, proposes to redevelop an approximately 29-acre site along San Francisco's central bayside waterfront with a variety of residential, commercial, parking, community facilities, and open space land uses. The residential uses would include both market-rate and affordable housing, and the commercial uses would include office, research and development/life science, retail, hotel, entertainment/ assembly, and production, distribution, and repair (PDR) uses. The proposed

This is to advise that the San Francisco Board of Supervisors has approved the above
(☐ Lead Agency or ☒ Responsible Agency)

described project on April 24, 2020 and has made the following determinations regarding the above
(date)
described project.

1. The project [☒ will ☐ will not] have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☒ was ☐ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
SF Planning Dept, 1650 Mission St, Suite 400, San Francisco, CA, File no. 2017-011878ENV

Signature (Public Agency): Rachel Schuett Title: Senior Planner

Date: April 29, 2020 Date Received for filing at OPR: _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011

**PG&E Gas and Electric**
**Advice Submittal List**
**General Order 96-B, Section IV**

AT&T
Albion Power Company

Alta Power Group, LLC
Anderson & Poole

Atlas ReFuel
BART

Barkovich & Yap, Inc.
California Cotton Ginners & Growers Assn
California Energy Commission

California Hub for Energy Efficiency Financing

California Alternative Energy and Advanced Transportation Financing Authority
California Public Utilities Commission
Calpine

Cameron-Daniel, P.C.
Casner, Steve
Cenergy Power
Center for Biological Diversity

Chevron Pipeline and Power
City of Palo Alto

City of San Jose
Clean Power Research
Coast Economic Consulting
Commercial Energy
Crossborder Energy
Crown Road Energy, LLC
Davis Wright Tremaine LLP
Day Carter Murphy

Dept of General Services
Don Pickett & Associates, Inc.
Douglass & Liddell

East Bay Community Energy Ellison Schneider & Harris LLP Energy Management Service
Engineers and Scientists of California

GenOn Energy, Inc.
Goodin, MacBride, Squeri, Schlotz & Ritchie
Green Power Institute
Hanna & Morton
ICF
IGS Energy
International Power Technology

Intertie

Intestate Gas Services, Inc.
Kelly Group
Ken Bohn Consulting
Keyes & Fox LLP
Leviton Manufacturing Co., Inc.

Los Angeles County Integrated Waste Management Task Force
MRW & Associates
Manatt Phelps Phillips
Marin Energy Authority
McKenzie & Associates

Modesto Irrigation District
NLine Energy, Inc.
NRG Solar

OnGrid Solar
Pacific Gas and Electric Company
Peninsula Clean Energy

Pioneer Community Energy

Public Advocates Office

Redwood Coast Energy Authority
Regulatory & Cogeneration Service, Inc.
SCD Energy Solutions
San Diego Gas & Electric Company

SPURR
San Francisco Water Power and Sewer
Sempra Utilities

Sierra Telephone Company, Inc.
Southern California Edison Company
Southern California Gas Company
Spark Energy
Sun Light & Power
Sunshine Design
Tecogen, Inc.
TerraVerde Renewable Partners
Tiger Natural Gas, Inc.

TransCanada
Utility Cost Management
Utility Power Solutions
Water and Energy Consulting Wellhead Electric Company
Western Manufactured Housing Communities Association (WMA)
Yep Energy