APPENDIX A
DRB MARCH 11, 2019

Potrero Power Station Mixed-Use Redevelopment
Responses to April 9, 2018 DRB Comments

DRB SUMMARY AND CONCLUSIONS	
Physical and Visual Access:	**Project Sponsor Response**
(1) Ensure that the spaces adjacent to the buildings feel public.	We have carefully considered the publicness of spaces adjacent to buidlings, and require that at least 40 percent of the seating areas adjacent to eating establishments remain open to the public, without a requirement for patronage of eating / drinking establishmens. This is a requirement stated in our Design for Development document, as shown in the attached excerpt (Attachment 1).
(2) Clarify the proposed uses of the spaces adjacent to the buildings and how those spaces will be treated.	Blocks 4 and 9 are our two waterfront blocks. Block 4 will either contain Residential or Office Use and Block 9 will contain either Hotel or Residential Use. The ground floors of both along the water are Priority Retail Frontages, where at least 50 percent of the frontage is required to contain retail uses at least 40 feet deep. Eating and drinking establishments are included in the Retail land use definition. Spaces adjaent to those frontages are envisioned to be open space where outdoor seating for such retail uses are provided.
(3) Explore something more to help ensure that the space on the waterfront side of the multi-use trail within the 100 feet is as generous as possible.	Earlier in the design proccess, we explored shifting some of the open space to the waterfront side. However, we believe that as designed, ample space along the water's edge is provided while simultaneously providing sufficient open space for seating along retail frontages, helping to activate the waterfront. The design of the Blue Greenway is intentionally rectilinear, paying homage to the site's industrial past.
(4) Ensure that the unique industrial heritage of the site is exposed as much as possible during design development. The more that is done to make the character of the proposed industrial site feel different from the Pier 70 development the better. The connections and access must tie together but consider how much can vary beyond that.	We intend to celebrate the industrial heritage of the Power Station, not only through a robust Interpretive Master Plan, but also through the retention of the iconic 300' Stack. In addition we are studying the feasibility of retaining the Unit 3 power block and repurposing the structure as a hotel. We have attached our Interpretive Master Plan, a chapter in our Design for Development document (Pages 29 & 30 of the Exhibits).
(5) More information on the thinking behind the combination of Unit 3, the Stack, and how that can work effectively as a terminus of views. It is important to understand the relationship between Unit 3 and the stack in relation to the view corridors.	We have a revised design of Stack Plaza and Turbine Plaza that shows greater unity between the two spaces as reflected on page 11 of the Exhibits. The views to Unit 3 and the Stack have certainly been considered during the site planning of the Power Station project; in fact, we have designed and aligned our site plan so that Unit 3 and the Stack are framed when looking east at the water from Power Station Park, our neighborhood green. Please find a rendering depiciting this view on page 21 of the Exhibits.
(6) Between Blocks 5 and 6, is there an advantage gained to the view corridor by repositioning the access point and focusing on the terminus of Unit 3?	A major design goal was to create a backdrop for Power Station Park and to create a sense of enclosure for the neighborhood green. Futhermore, a view to the waterfront could not be attained from Georgia Lane or through the switchyards from Illinois. Accordingly, we believe that achieving our design goal provides greater public benefit than repositioning the access point to create terminus of Unit 3 from this particular cooridor.
(7) Understand the stormwater strategy in relation to the waterfront tied to grade, cross-sectional changes, and other environmental factors that come into play there.	The stormwater drainage will be directed inland. It will be treated and then conveyed to the single stormwater outfall planned for the project. This system has also been planned to provide adaptive capacity in the event of extreme sea level rise.
(8) More diversity in character for the riprap or a more intentional organization as a surface treatment.	We have identified a couple locations where we could introduce some diversity in character to the rip rap - namely, the portion adjacent to the pedestrian ramp that brings people closer to the water We think this would be an ideal location to diversify the rip rap and clearly provide some organization to what's used here.
(9) Consider the setback of the retaining walls to preserve as much space as possible for usable public areas.	The retaining walls are designed to maximize the usable and accessible public open space areas.
(10) Better define the edge conditions.	We understand this comment to addresses two edge conditions on our site: (1) the shoreline and (2) our northern boundary shared with Pier 70. (1) Regarding the first condition, we are raising grades by approximately 3 to 7 feet, protecting against a 100-year storm surge in addition to 6.9 feet of sea level rise . We have worked hard to balance sea-level-rise with other goals of bringing people closer to the water and ensuring that our open space remains accessible. To bring people closer to the water, we have provided for a lowered portion of wharf and are providing an accessible pedestrian path down to this lowered wharf area and potential recreational dock. We are also studying overlooks to bring people on top of the water. For the balance of the site, alternative sea wall configurations are potentially possible. However, we have selected the option that maximizes the amount of total usable and occupiable open space, per comment (9) above. (2) Regarding the second, we have monthly coordination meetings between the Port and P70, and plan to coordinate how our site transitions to Pier 70.
(11) Consider whether a more unified ground plane between the stack and Unit 3 would be worth exploring.	We are exploring a more unified design between the Stack and Unit 3 as reflected in our enclosed exhibits, which we believe will help create a grander, more civic plaza.
Circulation:	**Project Sponsor Response**
(12) There was a need for a clear bicycle circulation plan.	Please see our bicycle circulation plan (Attachment 2). The Blue Greenway is a multi-use path that allows for pedestrian and bicycle circulation, as well as other recreational modes (roller saking, roller blading, scooters, etc.). We think the benefit of a multi-use trail is to help slow bikers down so that all users may be able to better enjoy the waterfont.
(13) Reveal as much as possible from the heritage of the site to help visitors with wayfinding and experiencing the site.	We have an Interpretive Masterplan (pages 29 & 30 of the Exhibits), that will thoughtfully reveal the site's history. We also plan for our site signage plan to thoughtfully consider wayfinding and point to exhibits during implementation.
(14) Work with someone who can build the heritage into the waterfront landscape and the experience of the site.	We hired Macchiato, the same design firm who prepared the Interpretive Masterplan for Pier 70, to develop our Interpretive Masterplan (pages 29 & 30 of the Exhibits).

FIGURE 4-19-1 Outdoor Food Service Areas at Waterfront Park

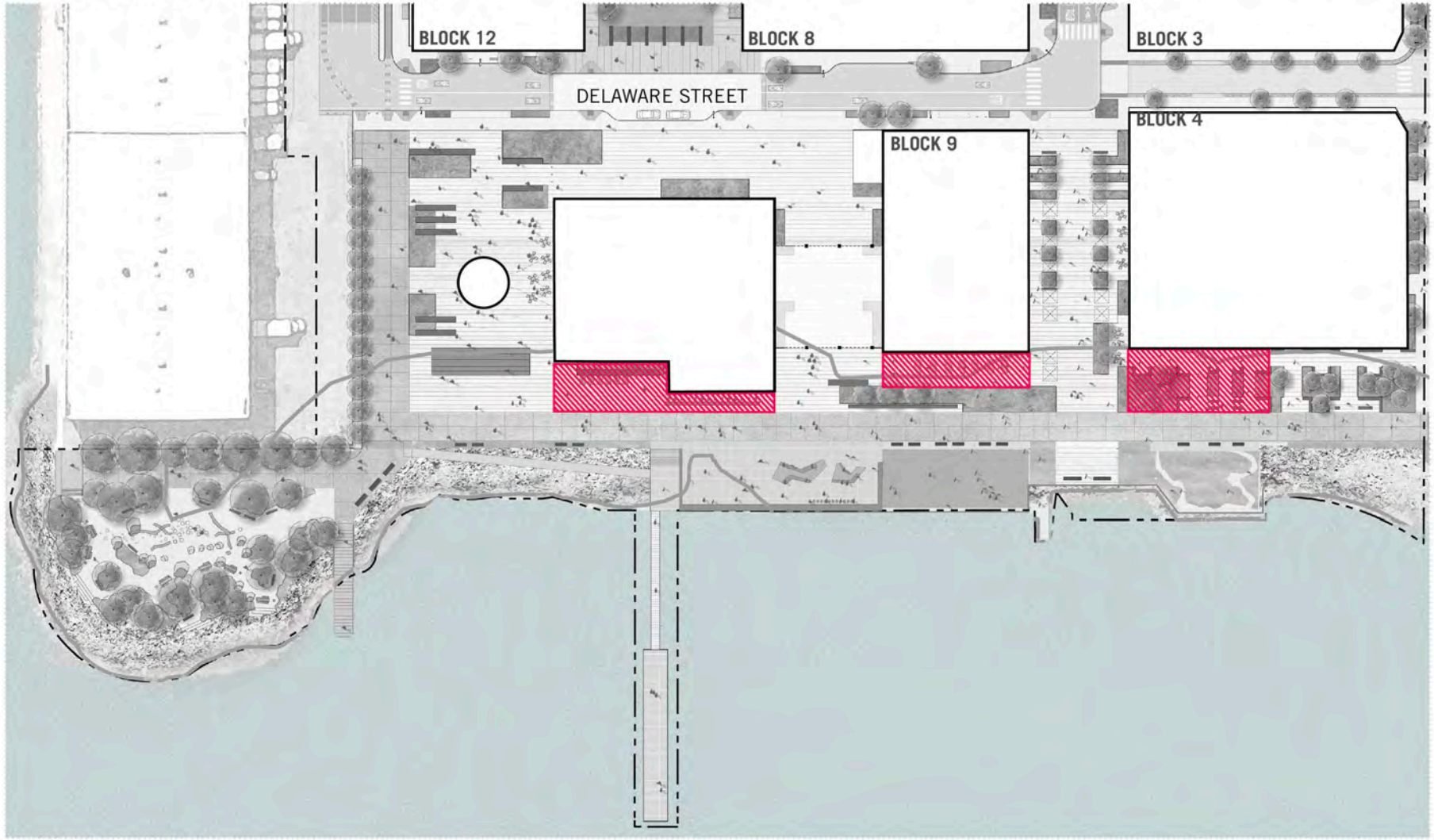

Figure 5.3.1 Bicycle Network