



## MEMORANDUM

February 24, 2023

**TO:** MEMBERS, PORT COMMISSION  
Hon. Kimberly Brandon, President  
Hon. Willie Adams, Vice President  
Hon. Gail Gilman  
Hon. Steven Lee

**FROM:** Elaine Forbes  
Executive Director

**SUBJECT:** Proposed FY 2023-24 Supplemental Appropriation to Fund Operations of certain Mission Bay Parks and Approve Proposition J Contracts for Maintenance of Nonstandard Improvements at Mission Rock and Pier 70.

**DIRECTOR'S RECOMMENDATION:** Approve Attached Resolution No. 23-10

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### EXECUTIVE SUMMARY

The proposed supplemental appropriation request makes two important changes to the biennial budget previously approved by the Port Commission in February of 2022. First, the supplemental adds \$1.0 million in funding necessary for the Port to maintain and operate some of the Mission Bay Parks, including Bayfront Park which is a significant new public amenity and an addition to the Port's Blue Greenway park system. The transfer of parks maintenance and operations to the Port is expected to occur on July 1, 2023.

Second, the proposed supplemental approves a Proposition J Contract for Maintenance of Nonstandard Improvements at Mission Rock and at Pier 70 to maintain various pieces of public infrastructure at the development sites. This report was first issued for the February 14, 2023 Port Commission meeting. Updated information for additional clarity is underlined and in italics.

## **STRATEGIC OBJECTIVE**

The proposed budget supplemental supports the goals of the Port's Strategic Plan goal as follows:

### Economic Recovery

By creating and maintaining public amenities along the waterfront, the proposed supplemental appropriation will help attract tourists and residents to the waterfront.

## **I. MISSION BAY PARKS**

### **Background**

In 1998, the Port Commission and Board of Supervisors approved the redevelopment plans for Mission Bay North and South<sup>1</sup> which provided for, among other things, the development of parks on City lands including both Port and non-Port lands (see Attachment 1 for a parks map). The parks on non-Port lands are currently under the jurisdiction of the City's Real Estate Division ("RED"). The parks were constructed on City and Port lands under the direction of the former Redevelopment Agency ("Former Agency") which was dissolved by the State legislature and are now managed by the Office of Community Investment and Infrastructure ("OCII"). The parks were built by Mission Bay Development Group utilizing Tax Increment and Community Facilities District ("CFD") funds and are currently maintained by OCII contractors using CFD funds collected from parcel owners (CFD #5). Lands were leased to the developer during park construction, then once completed and accepted by the City, the lease was terminated with the developer and the lands were transferred into a "Master Ground Lease" with OCII. The termination of the Master Ground Lease between RED, the Port and OCII was always anticipated to occur, but was not expected to occur until approximately 2044.

The California Redevelopment Dissolution Law ("Dissolution Law") requires OCII to dispose of the Former Agency's real property interests, including the parks transferred to OCII in the Master Ground Lease. The California Department of Finance has approved a long-range property management plan for OCII that requires, among other things, OCII to terminate its leasehold interests in the park parcels but allows OCII to continue administration of CFD #5 maintenance funds, which are authorized under state authority separate from the Dissolution Law.

### **Future Operations**

Port is working with OCII, RED and the City's Recreation and Parks Department ("RPD"), as well as other relevant City agencies on an MOU that transfers park management to the Port and RPD for maintenance and operations utilizing the CFD #5 funds. Ultimately it is the intent of RED to transfer Mission Bay non-Port Park parcels to

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<sup>1</sup> See Board of Supervisors Ordinance No. 327-98 (Oct. 26, 1998) and Ordinance No. 335-98 (Nov. 2, 1998); as well as Port Commission Resolutions 98-86 through 98-98.

RPD. OCII will continue to manage the CFD funds collected for park maintenance and operations and distribute the funds to the Port and RPD. The parks parcel ownership is currently divided between the Port and RED, which includes Port Park parcels generally along the Bay and along the Mission Creek shoreline and RED park parcels generally being inland park parcels. Some of the park parcels split jurisdictionally on both Port lands and RED lands. Port and City staff have been working to divide park maintenance and operations management between the Port and RPD. Specifically, the Port anticipates managing and operating park parcels P21, P22, P23 and P24 all of which are on Port lands along the Bayside edge and RPD will manage all other parcels. The addition of park parcels P21 – P24 including the future Bayfront Park is a logical expansion of Port open spaces. Collectively they are a part of the Blue Greenway system of parks and will be an amenity to the system, the community, and the Port. The location of the parks will also allow the Port to leverage resources required to support other new and improved open space in the vicinity. RPD will manage some Port park parcels in order to support ease of use by park patrons and recognizing efficiencies of management and operations. Based upon the division of park management responsibility, both the Port and RPD have developed preliminary budgets to maintain and operate the parks, which will be the basis for the distribution of the CFD funds.

In order to maintain the parks that will be transferred to the Port, staff requires additional resources as shown in Table 1 below. Note that the terms of the MOU are still being negotiated, therefore the costs below represent conservative assumptions and the actual costs may lower depending on the terms of the MOU.

**Table 1: Mission Bay Parks Budget for FY 23-24**

<b>Sources</b>	
OCII Funding	\$ 1,000,774
<b>Total Sources</b>	<b>\$ 1,000,774</b>
 <b>Uses</b>	
Maintenance Staffing	534,641
Youth Employment	50,000
Parks Management Staffing	83,520
Security and Pest Control	54,560
Utilities	45,200
Materials and Supplies, Equipment	99,100
Overhead	461,716
Subtotal	\$ 1,328,738
 P21-22 Savings Due to Mid Year	
Delivery and Landscaping Warranty	(327,964)
<b>Total Uses</b>	<b>\$ 1,000,774</b>

Included in the staffing costs shown above are four new positions (2.0 FTE 7514 Laborers and 2.0 FTE 3417 Gardeners) plus the cost for existing staff to maintain the

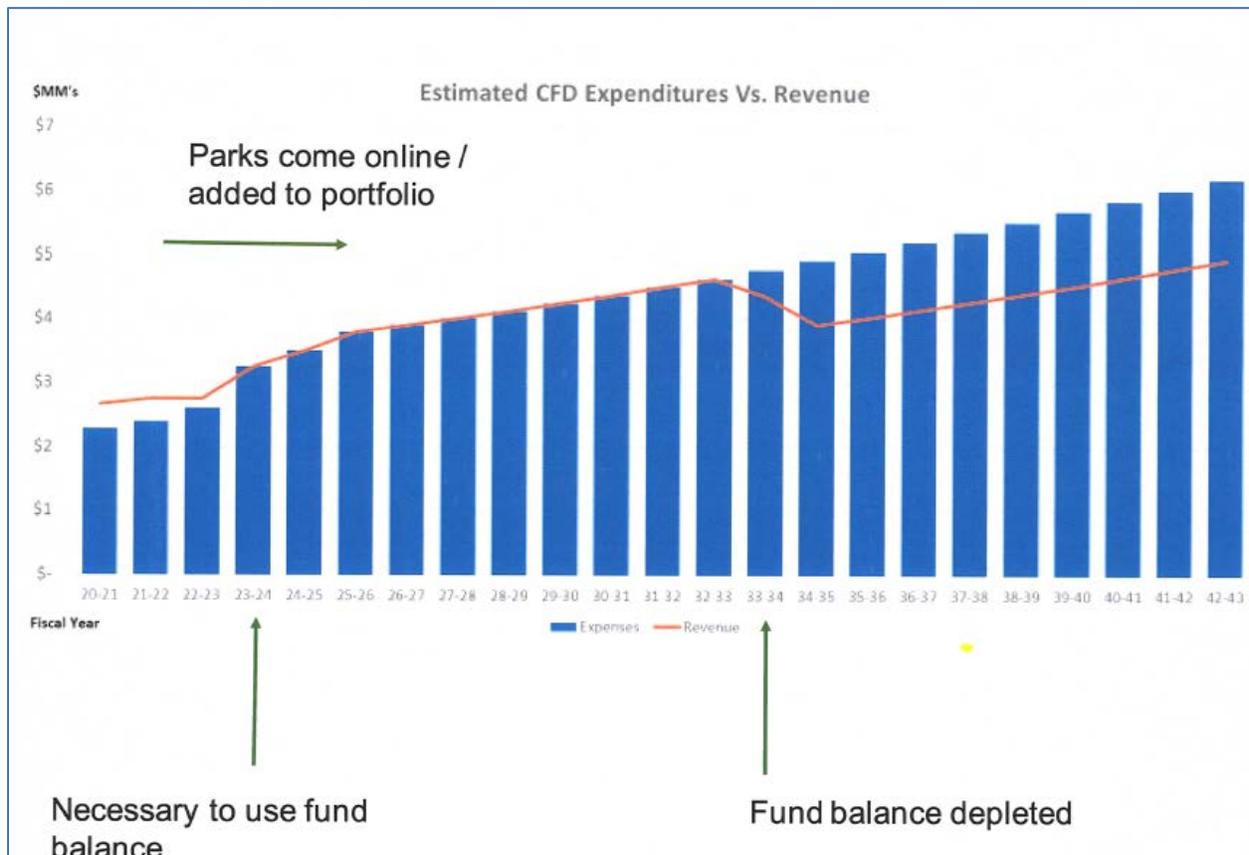
parcs. Table 1 above also reflects savings expected in FY23-24 due to the mid-year delivery of P22 as well as the 12-month landscaping warranty that applies to the green space. In February 2024, as part of the biennial budget submission for FY 2024-25 and FY 2025-26, staff will request Commission approval of adjustments to the budget above based on actual experience maintaining the parks.

**Financial Risks**

Near-Term Financial Risk: The estimated cost of RPD and Port maintenance of Mission Bay parks exceeds the annual revenue of CFD#5. Fortunately, OCII has sufficient fund balance from the CFD #5 to make up this annual shortfall for at least the next five years; staff estimates that soon thereafter OCII will not be able to fully fund the costs of both RPD and Port and Port and RPD staff anticipate requesting General Fund support to fund the shortfall. Should such funding be denied, the Port would be liable for funding the shortfall for the parks under its jurisdiction.

The graphic below from OCII conceptually illustrates the use of reserves through the life of the CFD period, as well as the funding shortfall after the reserves are depleted. Note the expenditures in the OCII graphic reflect operating cost estimates from the current contractor, not the costs of RPD and the Port; therefore, the estimate of costs illustrated below is not representative of fund balance usage once RPD and the Port take over maintenance.

*Illustration from OCII on Use of CFD Fund Balance*



Long-Term Risk: CFD #5 expires in 2044 at which point no revenues will be available through OCII. Similar to the strategy above to address annual shortfalls, Port and RPD staff anticipate requesting General Fund support for ongoing maintenance. In the absence of such support, the Port's Harbor Fund would likely be liable for all park operating costs.

### *Community Outreach*

The Port, RPD and OCII have met on several occasions with the Mission Bay Citizens Advisory Committee (Mission Bay CAC) to review the approach outlined above regarding transfer of Mission Bay Parks from OCII management to Port and RPD. Port plans to bring this matter to its Southern Waterfront Advisory Committee (SAC) this spring for discussion. Moving forward, Port and RPD will each make staff available to the Mission Bay CAC and other CAC's to keep the public informed of park operations.

## **II. MAINTENANCE OF NON-STANDARD IMPROVEMENTS**

### **Background**

Under the rules established by Proposition J in 1976, City departments may enter into contracts with private companies for services which can be performed at a lower cost than similar work by City employees. The Port has longstanding Proposition J contracts for security and janitorial services.

In order for the Port to enter into a license with a private entity (Mission Rock Commons - MRC), an affiliate of Mission Rock Partners, at Mission Rock; and a Brookfield affiliate at Pier 70), the Port must analyze the costs for maintenance by a private entity compared with Port-employee costs.

### Mission Rock Non-Standard Improvement Maintenance

Through a future license, Mission Rock Commons will provide all maintenance and repairs of the non-standard improvements in Mission Rock Phase 1.

- **Non-standard improvements.** These non-standard improvements include paseos (pedestrian-oriented streets) and street elements like pavers, street furniture, bollards, raised crosswalks (see illustration below of a typical location having these unique elements).

*Illustration of Non-Standard Improvements, Bollards*



- Services.** The services will include custodial services and cleaning, security, landscaping, and miscellaneous street infrastructure repairs. MRC is expected to perform maintenance and repairs for China Basin Park through a planned Park Lease and it is anticipated that substantial efficiencies will occur due to also managing the non-standard improvements. Table 2 below shows the estimated cost for the contractor to perform these services.

**Table 2: Estimated Contractor’s Cost to Provide Services, Mission Rock**

<b>Category</b>	<b>Estimated Cost</b>
<b>Security and Prop Mgmt</b>	\$ 144,533
<b>Custodial</b>	\$ 66,647
<b>Exterminating</b>	\$ 15,000
<b>As-Needed Cleaning</b>	\$ 20,000
<b>Cleaning Supplies</b>	\$ 4,000
<b>Electrical Maintenance</b>	\$ 5,000
<b>Light Maintenance</b>	\$ 12,000
<b>Sidewalk Repair</b>	\$ 5,000
<b>Metal Maintenance</b>	\$ 10,000
<b>Painting</b>	\$ 10,000
<b>Landscaping</b>	\$ 50,349
<b>Radio Maintenance</b>	\$ 3,000
<b>Lighting/Electrical Supplies</b>	\$ 8,000
<b>Signage and Directories</b>	\$ 5,000
<b>Utilities</b>	\$ 96,707
<b>Overhead</b>	\$ 16,300
<b>Total</b>	<b>\$ 471,536</b>

**Mission Rock Commons performs the work.** MRC estimates the costs at \$471,536, with those costs paid directly by MRC in exchange for the Port not levying Contingent Special Services Tax on the development project. Therefore, the cost to the Port is the foregone revenue which would have been collected through the CFD and not any direct expenditure of Harbor Funds.

As required for the Proposition J analysis, the cost for City employees to provide the same service would be \$590,000 – 652,000 annually. Therefore, the Prop J is estimated to create savings of \$118,464 – 180,464 per year<sup>2</sup>.

### *Analysis of Issue*

Throughout the buildout of this new neighborhood (+15 new City blocks, +2.75 million new square feet of development), the Port and developer have worked to have the appropriate agencies accept public improvements (streets, water, sewer, power, streetlights). For improvements that City infrastructure agencies will not accept – the non-standard improvements - either the Port or a developer affiliate will need to be responsible and Port staff recommends due to the unusual characteristics of the non-standard improvements and costs savings that it is prudent to pursue a partnership with the developer’s affiliate.

### *Approvals*

By way of background, several approvals over the years of planning and implementing the Mission Rock neighborhood have envisioned a mix of publicly- and privately-maintained improvements. The Port Commission and Board of Supervisors will have future actions to take to effectuate this distribution of maintenance responsibilities. Past and future actions are summarized below.

- **2019 Phase 1 Approval.**<sup>3</sup> The Phase 1 approval included adoption of a Mission Rock Parks Plan; both the staff report and the Mission Rock Parks Plan include the concept of a private entity maintaining various locations including the paseos.
- **2020 approval of MOU with City agencies for infrastructure at the site.**<sup>4</sup> In 2020, the Port approved the MOU with these City agencies to allow maintenance of these improvements on Port property. The MOU defines an array of non-standard improvements that the infrastructure departments would not accept

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<sup>2</sup> Note, the traditional savings analysis of a Prop J contract compares the direct cost to the city of a private contractor vs the cost of using city staff. Because the cost to the city of a private contractor is foregone revenue, not a direct expenditure, the Prop J analysis submitted to the Controller as part of the supplemental budget does not match the comparison in this staff report.

<sup>3</sup> See for staff report and exhibits on Phase approval and Mission Rock Parks Plan here:

<https://sfport.com/meetings/san-francisco-port-commission-september-24-2019>

<sup>4</sup> See staff report on MOU here:

<https://sfport.com/sites/default/files/Item%20A%20SWL%20337%20Staff%20Report%205.21.2020%20Final%20%28S%29.pdf>

(see Attachment II ). It is for these non-standard improvements that the Port would like the Prop J allowance for a private entity to maintain.

- **2021 CFD approval.**<sup>5</sup> In forming the Community Facilities District, the City adopted a Contingent Services Special Tax. This tax “springs” into place if the Port does not enter an agreement with a private entity.
- **2023 Proposition J.** Current action item approval.
- **2023 Parks lease and license.** In the spring, Port staff anticipate requesting approval to enter a license for maintenance of non-standard improvements (which requires the Prop J approval) and a lease for activation and maintenance of China Basin Park with an affiliate of the developer.

### *Community Outreach*

The Port, RPD and OCII have met on several occasions with the Mission Bay Citizens Advisory Committee (Mission Bay CAC) to review the approach outlined above to transfer Mission Bay Parks back from OCII management to the Port and RPD. The Port will be bringing this to the Port’s Southern Waterfront Advisory Committee (SAC), this spring for discussion. Moving forward the Port and RPD will both make themselves available at Mission Bay CAC and other CAC’s to keep the public apprised of park operations.

Port staff and the developer provide the Southern Advisory Committee (“SAC”) quarterly updates on the development. At the December 7, 2022 SAC meeting, in addition to updates on construction and workforce accomplishments, the project team provided details on unique aspects of the project’s open spaces including street furnishings and public art installations. The team received broad support from the SAC and will now move forward with the specific details of programming and maintaining these public spaces.

### Pier 70: Non-Standard Improvement Maintenance

Under a future agreement, a Brookfield affiliate would provide all maintenance and repairs for non-standard improvements in the Phase 1 Horizontal Development.

- **Non-standard improvements.** These non-standard improvements include Louisiana Street from 20<sup>th</sup> to 21<sup>st</sup> Streets, the Building 15 Frame, mid-block passages, and other miscellaneous non-standard street improvements (see images below for illustration of improvements).

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<sup>5</sup> See CFD staff report here: [https://sfport.com/files/2021-10/Item%2011A%20MR%20CFD%20Bond%20Action%20Item final.pdf](https://sfport.com/files/2021-10/Item%2011A%20MR%20CFD%20Bond%20Action%20Item%20final.pdf)

*Building 15 Frame*



*Cobbles and Custom Streetlights on 20<sup>th</sup> Street*



- Services.** The services will include custodial services and cleaning, security, landscaping, and miscellaneous street infrastructure repairs. The current estimated cost of maintenance is \$2.25 per sq. ft. for a total estimated area of 69,625. Based on these estimates, the total estimated cost for the Brookfield affiliate to maintain these improvements is \$156,656, as shown in Table 3 below.

**Table 3: Estimated Contractor’s Cost to Provide Services, Pier 70**

<b>Non-Standard Improvement Area</b>	<b>Square Feet</b>	<b>Cost per Sq Ft</b>	<b>Total Expense</b>
Louisiana St (20th - 21st)	8,379	\$2.25	\$18,853
Midblock Passage - E2/E3	8,547	\$2.25	\$19,231
Building 12 Plaza	12,017	\$2.25	\$27,038
Miscellaneous Non-Standard Improvements	25,000	\$2.25	\$56,250
Building 15 Structural Frame	15,682	\$2.25	\$35,285
<b>Total</b>	<b>69,625</b>		<b>\$156,656</b>

- **Brookfield affiliate performs the work.** Brookfield estimates the costs at \$156,656, however, its costs will be paid from Services Special Taxes from the Pier 70 CFDs and not the Port's Harbor Revenue Fund.

As required for the Proposition J analysis, the cost for City employees to perform comparable work to maintain these non-standard improvements within Pier 70 Phase 1 would be approximately \$199,796 annually based on an estimated cost of maintenance of \$2.87 per sq. ft. Therefore, the proposed Prop J is estimated to generate savings of \$43,140 per year.

### *Analysis of Issue*

Like Mission Rock, the Port and developer have worked to have the relevant public agency accept public improvements such as streets, water, sewer, power, and streetlights. For non-standard improvements City infrastructure agencies will not accept, the Port or a developer affiliate will need to perform ongoing maintenance and repairs (see Attachment II). By partnering with the developer's affiliate, the Port will preserve the Port's small team for other critical work as the City faces ongoing staff vacancy challenges.

### *Approvals*

The Pier 70 project has received several approvals since its inception that align to a blend of publicly- and privately-managed improvements and open spaces. The Port Commission and Board of Supervisors will review future items to approve the distribution of maintenance responsibilities. Past Port Commission items and future actions include:

- **2017 Pier 70 SUD Approval.** The SUD approval included the D4D that provided a vision for the design of the entire site including buildings and the public realm. The public realm concepts included the non-standard improvements maintained under this Prop J request.
- **2018 Phase 1 informational.** The Phase 1 submittal was approved by the Commission and proposed development of 588 residential units, 100,000 square feet of maker/PDR/retail space, up to 460,000 square feet of office, three acres of park, and backbone infrastructure. Construction on the infrastructure components started later that year.
- **2019 CFDs Approved.** The Pier 70 Community Facilities Districts included a Special Services Tax that relies upon developed vertical buildings to generate revenues. Due to delays in vertical construction at Pier 70, the Port does not anticipate this source of revenue to begin in the near future.
- **2022 Notice of Completion.** Pier 70 received a Notice of Completion for Phase 1 horizontal infrastructure. Acceptance of these infrastructure items is anticipated in 2023.
- **2023 Proposition J.** Current action item approval.

- **2023 Maintenance Agreement.** Port staff anticipate requesting approval to enter into an agreement with a Brookfield affiliate for maintenance of non-standard improvements in Pier 70's Phase 1 infrastructure.

## **SCHEDULE**

The tentative schedule for the approval of the supplemental budget:

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|-------------------|--|
| February 14, 2023 | Port staff presents supplemental appropriation information to the Port Commission  |
| February 20, 2023 | Port staff submits proposed supplemental information to the Mayor's Budget Office.   |
| February 28, 2023 | Port staff requests approval of the supplemental from the Port Commission  |
| Spring 2023       | Port staff requests approval of an MOU with Recreation and Parks Department and OCII for the transfer and management of the Mission Bay Parks.   |
| Spring 2023       | Port staff requests approval of a license for maintenance of non-standard improvements (which requires the Prop J approval) and of a lease for activation and maintenance of China Basin Park. |
| June-August 2023  | The Port's supplemental follows the City-wide budget process for FY 2023-24, with final Board of Supervisors approval in June of 2023.   |

## **CONCLUSION**

The proposed supplemental appropriation would fund operations of certain Mission Bay Parks and approve Proposition J contracts for maintenance of nonstandard improvements at Mission Rock and Pier 70.

Staff requests that the Port Commission adopt the attached resolution authorizing Port staff to submit the supplemental appropriation, including the Proposition J contracts, to the Mayor and the Board of Supervisors for their review and approval.

Prepared for and by:	Nate Cruz Acting Deputy Director Finance and Administration
	David Beaupre Deputy Director for Planning and Environment
	Rebecca Benassini Deputy Director of Real Estate and Development

**PORT COMMISSION  
CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 23-10**

- WHEREAS, In November 2009, the voters of San Francisco approved Proposition A which amended Section 9.100 of the San Francisco Charter to require the City to adopt a new rolling two-year budget cycle; and
- WHEREAS, On November 1, 2011 under File No. 11-1009, “Resolution adopting a fixed two-year budgetary cycle for the Airport, the Port, and the Public Utilities Commission, defining terms, and setting deadlines,” the Board of Supervisors determined that the Port must adopt a fixed biennial budget; and
- WHEREAS, On February 22, 2022 the Port Commission adopted Resolution 22-09 approving the Fiscal Year 2022-23 and Fiscal Year 2023-34 Biennial Budget; and
- WHEREAS, The California Redevelopment Dissolution Law requires the Office of Community Investment and Infrastructure (“OCII”) to dispose of the real property interests of OCII’s predecessor in interest (the San Francisco Redevelopment Agency), including OCII’s master lease of certain Mission Bay parks on Port property; and
- WHEREAS, Port staff is negotiating with OCII to terminate the master lease and take over maintenance and operations of certain Mission Bay parks on Port property, and such maintenance requires Port to hire additional maintenance and operations staff and incur additional costs; and
- WHEREAS, Under the rules established by Proposition J in 1976, City departments may enter into contracts with private companies for services which can be performed at a lower cost than similar work by City employees; and
- WHEREAS, Port staff has executed development agreements for Mission Rock and Pier 70 that include significant public improvements, including non-standard improvements that the Department of Public works cannot maintain; and
- WHEREAS, Port staff is negotiating agreements with private entities affiliated with the master developers of Mission Rock and Pier 70 to provide for the maintenance of these non-standard improvements at a lower cost than could be provided if that maintenance was provided by City employees; and,

WHEREAS, Port staff have prepared an operating supplemental appropriation (the "Fiscal Year 2023-24 Operating Supplemental Appropriation") to authorize an increase to Port's Fiscal Year 2023-24 budget to allow Port to maintain and operate certain Mission Bay parks on Port property and enter into one or more Proposition J contracts for maintenance of non-standard improvements at Pier 70 and Mission Rock; and, now therefore, be it

RESOLVED, That the Port Commission hereby approves the Fiscal Year 2023-24 Operating Supplemental Appropriation including (a) one or more Proposition J contract(s) for maintenance of non-standard improvements at Pier 70 and Mission Rock, and (b) increase the operating budget by 4 new positions and additional expenditure authority to fund operating costs of the Mission Bay parks on Port property as proposed by staff described in the staff memorandum to the Port Commission dated February 23, 2023; and be it further

RESOLVED, That Port staff is directed to submit the Operating Supplemental Appropriation to Mayor London Breed and the Board of Supervisors for their review and approval; and, be it further

RESOLVED, That the Port Commission hereby authorizes the Executive Director to make such changes to the Operating Supplemental Appropriation that the Executive Director deems to be in the Port's best interest, and, be it further

RESOLVED, That after the Operating Supplemental Appropriation has been approved by Mayor London Breed and the Board of Supervisors, Port staff is directed to return to the Port Commission to report on, and receive, if needed, Port Commission approval for any material changes to the Operating Supplemental Appropriation.

***I hereby certify the foregoing resolution was adopted by the Port Commission at its meeting of February 28, 2023.***

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Secretary

# ATTACHMENT 1: Mission Bay Parks Ownership and Status Map



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| <span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black;"></span> Construction Started | <span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-image: linear-gradient(to right, transparent 49%, black 49%, black 51%, transparent 51%); background-size: 4px 4px;"></span> Port Owned |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #008000; border: 1px solid black;"></span> Complete             | <span style="display: inline-block; width: 15px; height: 10px; border: 2px solid purple;"></span> Port Proposed to Manage  |
| <span style="display: inline-block; width: 15px; height: 10px; border: 2px solid red;"></span> Future  |  |

\* All other Open Space Parcels owned by City

## MISSION BAY OPEN SPACE STATUS

September 2022



## ATTACHMENT 2. List of Non-Standard Improvements

*The tables below show a working list of non-standard improvements and Port-maintained items within the Mission Rock and Pier 70 developments. These lists are subject to change.*

### Mission Rock Non-Standard Improvements

<b>Improvement</b>	<b>Description</b>
<b>Temporary LCC Edge Protection and Barrier Wall for Fall Protection</b>	Concrete walls or sloped edge protection constructed with LCC and soil fill to cover exposed face of LCC and barrier wall to provide fall protection from elevated streets to existing grade at future building and open space parcels.
<b>LCC Perforated Drains for Utility Vaults and Structural Soils in Tree Wells</b>	Perforated drainage system in public right-of-way to drain structural soils and utility vaults where storm water cannot drain through LCC.
<b>Non-Standard Roadway Treatment</b>	Raised intersections; raised crosswalks, pavers, or other non-standard materials in roadway.
<b>Sidewalk Streetlife Zone</b>	Sidewalk streetscape/street furniture zone including pavers, landscape, irrigation, intermediate curbs and mid-block bulb-outs, decorative concrete paving not listed within the Public Works Standard Material Palette.
<b>Non-Standard Roadway Treatments</b>	Non-standard treatments, including but not limited to paving, including unit pavers in the roadway or decorative paving; non-standard detectable warning pavement; flush curbs; and valley gutters.
<b>Linear Drainage Elements</b>	Valley gutters and trench drains located Shared Public Way and Terry Francois Boulevard
<b>Seating</b>	Benches or seating within the public right-of-way (not a City improvement)
<b>Custom Trash/Recycling Receptacles, subject to Port approval</b>	Any trash or recycling receptacles which does not meet City standards
<b>Bollards and Streetlight Protection Elements</b>	Various types at flush curb conditions or fire access terminus
<b>Non-Standard Bike Rack</b>	SFMTA approved non-standard bike rack
<b>Non-Standard Roadway Signage</b>	Any additional signage for wayfinding, interpretive, art, etc.
<b>Non-Standard Street Lights</b>	Non-standard (i.e. not included in the SFPUC-approved street light catalogue) street lights, roadway lighting and pedestrian lighting, including poles, luminaires, pull-boxes, and conduit
<b>Sanitary Sewer System upstream of and including the sanitary sewer force main discharging flows from the private blackwater plant in Lot 2</b>	Permanent pipes, pipe fittings, manholes and laterals up to face of vertical curb; gravity overflow pipe
<b>Shared Public Ways - Trench Drain</b>	Concrete trench drain with a metal grate will act to convey runoff from the Shared Public Way to City stormwater treatment and storm drain infrastructure.
<b>Shared Public Ways – Storm Drain Laterals</b>	Service laterals from main to private property and trench drain.
<b>Port-Owned Storm Drain System in Paseos</b>	Port-owned storm drain pipes in Paseos
<b>Port-Owned Sanitary Sewer in Paseos</b>	Port-owned sanitary sewer pipes in Paseos
<b>Private Water Lines and Fire Hydrants in Port Open Space</b>	Private water line and hydrants, including backflow preventers
<b>Private Water Lines Serving Parks</b>	Private line, including meter and backflow preventer at edge of ROW, to serve park structures and other potable water needs in parks
<b>SD System in Port Open Space</b>	Storm drain system serving Port parks and open spaces
<b>Power Infrastructure in Port Open Space</b>	Phase 1 electrical infrastructure is located in the Bridgeview Paseo and powers China Basin Park
<b>Lightweight Cellular Concrete (LCC) Fill (in Port Parks and Open Spaces)</b>	Lightweight cellular concrete used to raise grades and mitigate consolidation settlement

<b>Centralized Green Stormwater Infrastructure - Port</b>	Non-standard, Port standard stormwater controls, including the treatment system, vegetation, soil media, aggregate matrix, underdrains, internal piping and fittings, overflow structures, conveyance piping appurtenances, curbs/walls, and laterals, treatment pump station, pumps, force mains, and sediment removal devices
<b>Interim Improvements required for functionality of Phased Improvements</b>	Temporary Improvements needed for Phase 1 Improvements to function
<b>Fixed Bollards</b>	Posts to prevent vehicular traffic from entering pedestrian areas such as parks and open spaces
<b>Retractable Bollards and associated control systems</b>	Bollards that retract into the ground to allow emergency access
<b>Joint signal/Street light pole on Channel Street</b>	Streetlight in Port-owned area
<b>Street Rooms in Port Open Space</b>	Street Rooms in Port-owned areas
<b>Electrical Receptacles within the DMA Paseo, DMA ROW, and Bridgeview Paseo</b>	Electric Receptacles within Port-owned areas

## **Pier 70 Non-Standard Improvements**

<b>Improvement</b>	<b>General Description</b>
<b>Non-Standard Roadway Treatment</b>	Non-standard treatments on Dedicated Right-of Ways including but not limited to raised crosswalks, cobblestones, unit pavers or decorative paving in the roadway, non-standard detectable warning pavement, or other non-standard materials in Dedicated Right of Ways, including thickened PCC sub-slab beneath the pavers.
<b>Sidewalks</b>	Any portion of the sidewalk, including bulb-outs, and pedestrian throughways that are not maintained by Public Works
<b>Sidewalk elements Dedicated Right-of-Ways</b>	Elements in Sidewalk Street life Zone: Seating, Trash/Recycling Receptacles, Bollards, and Bike Racks.
<b>Non-standard Sidewalk Streetlife Zone</b>	Non-standard improvements in sidewalk streetscape/street furniture zone including pavers, landscape, irrigation, intermediate curbs, sidewalk corners and bulb outs
<b>Louisiana Street (between 20<sup>th</sup>-21<sup>st</sup>)</b>	This is a non-standard street and not intended for acceptance by the City. Roadway Treatment, Sidewalk Corner, Signage and Striping, joint trench, and the combined sewer system (e.g. pipes, manholes, catch basins, and appurtenances)
<b>Driveways</b>	Driveway sidewalk aprons including the curb (Curb Cut) along width of driveway
<b>Custom Trash/Recycling Receptacles</b>	Any trash or recycling receptacles which do not meet City standards
<b>Bollards in right of way</b>	Various types at flush curb conditions or fire access terminus
<b>Retaining Walls in Dedicated Right-of-Ways</b>	Retaining walls constructed to support area adjacent to roadway or support roadway where higher than adjacent area
<b>Building 15 Structural Frame</b>	Historic structure consisting of steel frame over roadway supported by columns with protective barrier at ground plane.
<b>Non-Standard Bike Rack/Corrals</b>	
<b>Non-Standard Roadway Signage</b>	Any additional decorative signage for wayfinding, interpretive, art, etc.
<b>Building 12 Plaza – Benches/Furnishings</b>	Furnishings in the Building 12 plaza area that cross over property line for plaza and sidewalk to address grade change
<b>Mid-Block Passageways</b>	publicly owned and accessible midblock passageways