

COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE

RESOLUTION NO. 34-2020

CONDITIONALLY APPROVING AMENDMENTS TO THE REVISED MAJOR PHASE FOR BLOCKS 41-43 APPLICATION AND THE BASIC CONCEPT / SCHEMATIC DESIGN FOR MISSION BAY SOUTH BLOCK 43, PARCEL 7 (1450 OWENS STREET) TO DEVELOP A MIXED-USE LIFE SCIENCES FACILITY; AND, ADOPTING ENVIRONMENTAL REVIEW FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; MISSION BAY SOUTH REDEVELOPMENT PROJECT AREA

WHEREAS, On September 17, 1998, the former Redevelopment Agency of the City and County of San Francisco (“Redevelopment Agency”) approved, by Resolution No. 190-98, the Redevelopment Plan for the Mission Bay South Redevelopment Project Area (“Redevelopment Plan”). On the same date, the Redevelopment Agency Commission adopted related documents, including Resolution No. 193-98 conditionally authorizing execution of an Owner Participation Agreement (“South OPA”) and related documents with Catellus Development Corporation, a Delaware corporation (“Catellus”). On November 2, 1998, the San Francisco Board of Supervisors (“Board of Supervisors”) adopted, by Ordinance No. 335-98, the Redevelopment Plan. The Redevelopment Plan and its implementing documents, as defined in the Redevelopment Plan, constitute the “Plan Documents,” and,

WHEREAS, On February 1, 2012, state law dissolved the Redevelopment Agency and required the transfer of certain of its assets and obligations to the Successor Agency to the Redevelopment Agency (“Successor Agency”), commonly known as the Office of Community Investment and Infrastructure (“OCII”) (Cal. Health & Safety Code §§ 34170 et seq., “Redevelopment Dissolution Law”). On June 27, 2012, the Redevelopment Dissolution Law was amended to clarify that successor agencies are separate public entities from the city or county that had originally established a redevelopment agency and that successor agencies succeed to the organizational status of the former redevelopment agency to complete any work related to an approved enforceable obligation, Cal. Health & Safety Code § 34173 (g); and,

WHEREAS, The Board of Supervisors, acting as the legislative body of the Successor Agency, adopted Ordinance No. 215-12, which, among other matters: (a) acknowledged and confirmed that the Successor Agency is a separate legal entity from the City, and (b) established this Successor Agency Commission, commonly known as the Commission on Community Investment and Infrastructure (“Commission”) and delegated to it the authority to (i) act in place of the Redevelopment Agency Commission to, among other matters, implement, modify, enforce and complete the Redevelopment Agency’s enforceable obligations, (ii) approve all contracts and actions related to the assets transferred to or retained by the Successor Agency, including, without limitation, the authority to exercise land use, development, and design approval, consistent with applicable enforceable obligations, and (iii) take any action that the Redevelopment Dissolution Law (Cal. Health & Safety Code §§ 34170 et seq., “Redevelopment Dissolution Law”) requires or authorizes on behalf of the Successor Agency and any other action that this Commission deems appropriate,

consistent with the Redevelopment Dissolution Law, to comply with such obligations; and,

WHEREAS, The Redevelopment Plan and the Plan Documents, including the Design Review and Document Approval Procedure, designated as Attachment G to the South OPA ("DRDAP"), provide that development proposals in Mission Bay South will be reviewed and processed in "Major Phases," as defined in and consistent with the Redevelopment Plan and the Plan Documents. Submission of design plans and documents for any specific building ("Project") must be consistent with the requirements established for each Major Phase, though the DRDAP allows for a Major Phase to be amended by a schematic design submittal if the overall submittal is still consistent with the Redevelopment Plan and Plan Documents. The DRDAP sets forth the review and approval process for Major Phases and Projects; and,

WHEREAS, Catellus, the original master developer of the Mission Bay North and South Redevelopment Project Areas, has sold most of its remaining undeveloped land in Mission Bay to FOCIL-MB, LLC, ("FOCIL-MB"), a subsidiary of Farallon Capital Management, LLC, a large investment management firm. The sale encompassed approximately 71 acres of land in Mission Bay. FOCIL-MB has assumed all of Catellus's obligations under the South OPA and the Owner Participation Agreement for Mission Bay North (together the "OPAs"), as well as all responsibilities under the related public improvement agreements and land transfer agreements with the City and County of San Francisco. FOCIL-MB will be bound by all terms of the OPAs and related agreements, including the requirements of the affordable housing program, equal opportunity program, and design review process; and,

WHEREAS, As permitted under the South OPA, all of Blocks 41, 42 and 43, except for Parcel 4 ("Blocks 41 - 43") were sold to another developer, ARE-San Francisco No. 15, LLC ("ARE"), which will develop the blocks. ARE will be bound by all relevant terms of the South OPA and related agreements, including the requirements of the equal opportunity program and design review process; and,

WHEREAS, On October 21, 2008, by Resolution No 128-2008, the Agency approved a Combined Basic Concept and Schematic Design for a 39-foot-high, 61,581 leasable-square-foot building on Parcel 7 of Blocks 41-43 ("Parcel 7"). ARE chose not to develop the project ("Former Parcel 7 BC/SD"); and,

WHEREAS, Pursuant to the Plan and Plan Documents, including the DRDAP, ARE has submitted an amendment to the revised major phase application for Blocks 41 - 43 on October 20, 2020 (the "Amended Major Phase"). Block 45 is not included in this Amended Major Phase; and,

WHEREAS, Pursuant to the Plan and Plan Documents, including the DRDAP, ARE has submitted a Combined Basic Concept and Schematic Design for a mixed-use life sciences building on Parcel 7 of Blocks 41-43, dated October 20, 2020 (the "Parcel 7 BC/SD") that supplants the Former Parcel 7 BC/SD. The mixed-use life sciences building would include up to approximately 169,810 leasable square feet in total, comprised of: approximately 119,812 leasable square feet of life sciences research and development (R&D) space, up to approximately 49,998 square feet of office space,

and ground-floor retail space; and the R&D space would include life science laboratories and accessory office space, a life sciences incubator space, and an event/conference center (the "Parcel 7 Project"). The building would be 7 stories, with a maximum height of 109 feet. The building also would contain a 20-foot-tall screened rooftop mechanical penthouse; and,

WHEREAS, The Commission has adopted, by Resolution No. 31-2020 (Nov. 17, 2020), certain amendments to the Redevelopment Plan to increase the total amount of Commercial Industrial uses that may be developed in the Plan Area, by approximately 170,000 leasable square feet; provided that this additional leasable square feet is located only on Parcel 7 and provided further that the maximum average floor area ratio for Commercial Industrial and Commercial Industrial/Retail uses is increased from 2.9:1 to a floor area ratio not to exceed 2.95:1 to account for new development at Parcel 7; and,

WHEREAS, The Commission has adopted, by Resolution No. 33-2020, certain amendments to the Design for Development for the Mission Bay South Project Area ("MBS D for D") that permit an increase to the maximum allowable height on Parcel 7 from 39 feet to 109 feet, modify the bulk limitations for certain properties with freeway frontage by increasing the maximum allowable plan length and floor plate, adjusts the maximum developable area at base and tower heights in Height Zone 7, reconfigure the streewall location on Parcel 7 to account for an existing City storm and sewer no-build easement, and remove the freeway zone height restriction on Parcel 7, among other amendments; and,

WHEREAS, The Parcel 7 Project has been designed in the context of the unique location and configuration of the site. Parcel 7 is located at the northern terminus of the major research and development office corridor along the western boundary of the Plan Area and adjacent to the freeway to the west. The Parcel 7 Project will establish a northern gateway to the office corridor, creating a sense of place and forming a symmetrical bookend with the southern gateway at Block 40. The configuration of Parcel 7 lends itself to a unique building form in this location. Parcel 7 has an irregular trapezoidal shape, with a wider edge proximate to the adjacent freeway to the west that tapers to a narrower edge to the east. There is also an existing public utility easement on Parcel 7's eastern edge that limits the developability of the site. The proposed building form will optimize development of the parcel at this key location; and,

WHEREAS, The proposed height and bulk of the Parcel 7 Project take into account the importance in establishing a design character for the area, as seen from surrounding neighborhoods, and frame a dramatic and attractive arrival sequence from the freeway to central San Francisco, while complying with the MBS D for D's Freeway Zone design guidelines by situating the tower placement on the Parcel 7 site perpendicular to Owens Street. The architecture of the Parcel 7 Project, including the proposed building skin, is appropriate at its prominent location, along the freeway and is therefore visually interesting, articulated, and light in tone, and will avoid the use of reflective glass; and,

WHEREAS, On November 17, 2020, the Commission adopted Resolution No. 29-2020, by which the Commission determined that the Final Mission Bay Subsequent Environmental

Impact (therein defined), together with further analysis provided in Addendum No. 10 remains adequate, accurate, and objective and in compliance with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq., "CEQA") and the CEQA Guidelines (14 California Code of Regulations Sections 15000 et seq.), for purposes of evaluating the potential environmental effects of the Plan Amendment; and,

WHEREAS, The environmental effects of the Parcel 7 BC/SD and the Revised Major Phase Application for Blocks 41-43 have been analyzed in the environmental documents as described in Commission Resolution No. 29-2020. Copies of the environmental documents are on file with the Commission Secretary; now, therefore be it:,

RESOLVED, That the Commission hereby finds that for purposes of compliance with CEQA, the Parcel 7 BC/SD and the Revised Major Phase Application for Blocks 41-43 are included in the actions identified in Resolution No. 29-2020 adopted concurrently with this Resolution; and, be it further

RESOLVED, That in Resolution No. 29-2020, the Commission adopted findings that various actions, including the Parcel 7 BC/SD and the Revised Major Phase Application for Blocks 41-43 are in compliance with CEQA. Said findings, which are on file with the Commission Secretary, are in furtherance of the actions contemplated in this Resolution and are made part of this Resolution by reference herein; and, be it further

RESOLVED, That the conditional approval of Parcel 7 BC/SD and the Revised Major Phase Application for Blocks 41-43 are consistent with and advance the objectives of the Redevelopment Plan. The Parcel 7 BC/SD and the Amended Major Phase are hereby approved by the Commission subject to the following conditions, which require further review and approval by the Executive Director, or her or his designee:

1. The building materials, landscape design and additional finishes and architectural detailing are subject to further review and approval by OCII staff during Design Development and/or in field mock-ups prior to construction.
2. All building signage is subject to further staff review and approval during Design Development and at the time a signage permit application is submitted, pursuant to the Mission Bay South Signage Master Plan.
3. Materials and Colors. Continue to develop and refine the building materials palette, wall systems, glazing, screening and other materials, in coordination with OCII staff. Materials palette must demonstrate durability, quality, color, variety, graffiti-resistance, and visual interest, especially at the ground floor. Explore opportunities to incorporate locally sourced materials to establish a palette that works with climate, light, neighborhood context, history, and culture. Sustainable and recycled materials are highly encouraged. Physical material and color samples shall be provided to OCII in advance of mock-up design and construction.
4. Architectural Mock-Up Scope. Prior to Construction Document submittal and in advance of building materials purchasing, provide scope and plans for design mock-up, including primary building materials, color palette, wall

systems, glazing and detail installation. OCII staff shall approve a) mock-up plans prior to mock-up construction, and b) of mock-up materials, as per Construction Documents, and their application, after OCII's staff mock-up observations and prior to materials purchases and shipping.

5. Architectural Mock-Up Construction. Prior to procuring façade materials, construct a physical material mock-up to allow for OCII, design team, and contractor review of material durability, texture, color and detail installation.
6. Landscape Plans. Provide detailed landscape plans, including plans for entry plaza, all setback zones, courtyards, mechanical and utility screening and balconies.
7. Glazing. Aside from potential opaque glazing necessary to screen mechanical and loading uses, clear, un-tinted low-reflectivity glass shall be used to reduce glare and allow maximum visual interaction between exterior and interior of the building. Maintain the approved proportion of glazed surface façade area on all building elevations, as shown in the Basic Concept-Schematic Design submittal.
8. Street Trees. Maintain the equivalent number of existing street trees within all public right-of-ways in the Project Area. If any existing tree wells are to be relocated to accommodate new utility infrastructure, the Developer shall submit revised infrastructure plans. In the event that future utility connections conflict with existing trees, lighting, bicycle racks, benches, planters or other streetscape elements, an equivalent number of street trees and all other streetscape elements will be relocated and/or replaced on the same street frontage or replaced at a one-to-one ratio on site.
9. Ground-Floor and Retail Facades. Design of the ground-floor facades shall be subject to further design review to ensure that the frontage (1) activates the pedestrian realm and maintains a pedestrian scale (2) provides an equivalent proportion of transparent frontage as shown in the approved Basic Concept-Schematic Design, and (3) integrates with the overall building design. The retail facades should be compatible with the proportions and design features of the commercial facades above.
10. Utility Infrastructure. The location, design and screening for all proposed utility infrastructure within the public realm and public open spaces shall be subject to further review and approval by OCII.
11. Blank Walls / Utility Room Screening. Refine the screening, materiality and architectural treatment of all ground-floor utility rooms and garage doors, especially the West Elevation where there is a large expanse of blank wall area. Doors and utility frontage should screen mechanical uses while providing visual interest to the public realm through incorporation of design features such as high-quality materials, texture, artistic expression and transparency. The proposed aluminum panel screening at the West Elevation shall be further developed in coordination with OCII staff.

12. Rooftop Mechanical Equipment. All rooftop mechanical equipment, including façade access equipment when not in use, shall be fully set back or screened from pedestrian-level and freeway views. An exception is made for rooftop solar PV or other sustainable energy infrastructure. Mechanical screens shall form part of the upper building architectural composition and consist of materials consistent with the overall building color and material palette. The proposed aluminum panel rooftop mechanical screening shall be further developed in coordination with OCII staff.
13. Roofscape. Roof design shall incorporate ‘cool roof’ principles to reduce urban heat island effect. Due to visibility and proximity to the freeway, roof colors and materials should be attractive and maximize solar reflectance while minimizing glare.
14. Lighting Plan. Provide a detailed building lighting plan. Lighting should be subtle and reinforce the overall façade design.
15. Signage. All building signage shall be subject to further OCII staff review and approval. Developer shall submit a signage plan prior to or concurrent with the Design Development submittal, pursuant to the Mission Bay South Signage Master Plan.
16. Environmental. Sponsors shall comply with all applicable mitigation measures in the adopted Mitigation Monitoring and Reporting Program (“MMRP”) as provided by the schedule in the MMRP.
17. Noise. Prior to the start of construction, the Developer and its general contractor shall meet with OCII staff to discuss noise regulations and hours of construction operation to ensure that they understand the existing regulations and do not work outside the allowed hours of operations. During construction, the Developer shall designate a single point of contact to address all construction-related concerns from OCII, the City, residents of Mission Bay and other stakeholders.

I hereby certify that the foregoing resolution was adopted by the Commission at its meeting of November 17, 2020.

Commission Secretary

Exhibit A: Mission Bay Major Phase Blocks 41 - 43 Amendment and Blocks 41 – 43, Parcel 7
Project Basic Concept / Schematic Design

APPROVED AS TO FORM:

James B. Morales
Successor Agency General Counsel

Exhibit A:

1450 OWENS LIFE SCIENCES FACILITY

MISSION BAY SOUTH BLOCK 43, PARCEL 7

BASIC CONCEPT DESIGN / SCHEMATIC DESIGN SUBMITTAL

MAJOR PHASE AMENDMENT BLOCKS 41-43

SECTION 321 AUTHORIZATION SUBMITTAL TO THE SAN FRANCISCO PLANNING DEPARTMENT

PROJECT OWNER:

ALEXANDRIA REAL ESTATE EQUITIES, INC.

PROJECT TEAM:

EXECUTIVE ARCHITECT: DGA

DESIGN ARCHITECT: IWAMOTOSCOTT ARCHITECTURE

ASSOCIATE ARCHITECT: POWELL ARCHITECTURE

LANDSCAPE ARCHITECT: BIONIC

STRUCTURAL ENGINEER: THORNTON TOMASETTI

CONSULTING S.E.: BELLO & ASSOCIATES

MEP ENGINEER: ARUP

CONSULTING MEP: EDESIGNC

CIVIL ENGINEER: FREYER & LAURETA

ACOUSTIC ENGINEER: VIBRO ACOUSTIC

FACADE ENGINEER: ARUP

FACADE CONSULTANT: MCCLINTOCK FACADE CONSULTING

EXTERIOR LIGHTING: MINUSCULE LIGHTING DESIGN

LEED / ENERGY CONSULTING: THORTON TOMASETTI

RENDERINGS: J&C CONSULTING



DATE: November 12, 2020

TO: THE OFFICE OF COMMUNITY INVESTMENT AND INFRASTRUCTURE

BY: ALEXANDRIA REAL ESTATE EQUITIES, INC.

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Project Overview

This Combined Basic Concept and Schematic Design Submittal for Parcel 7, Block 43 in Mission Bay South is presented to the Office of Community Investment and Infrastructure for consideration and approval. It is simultaneously submitted for consideration to the San Francisco Planning Department under Planning Code Section 321 for Project Authorization for small cap office space under 49,999 square feet. Parcel 7 has the assigned address of 1450 Owens Street and a site area of 49,388 square feet or 1.13 acres. It is zoned for Commercial/Industrial and neighborhood retail use under the Mission Bay South Redevelopment Plan and located within the HZ-7 height zone. The site is bounded by a future as yet to be designed active recreation public open space to the north, Owens Street (a public street) to the east, “A” Street (a private street) to the south, and the raised 280 freeway and Caltrain right-of-way to the west.

The first Major Phase Application for Blocks 41-45 was submitted by the Catellus Development Corporation to the San Francisco Redevelopment Agency and approved on October 10, 2000. Alexandria Real Estate Equities, Inc. subsequently acquired blocks 41-43, and the San Francisco Redevelopment Agency approved a Revised Major Phase Application for these blocks only on October 18, 2005. All projects on Blocks 41-43 are complete with the exception of Parcel 7, which had a previous Combined Basic Concept and Schematic Design Submittal approved by the San Francisco Redevelopment Agency for Alexandria Real Estate on October 21, 2008.

This current submittal seeks to revise the 2005 Major Phase Application in as far as it concerns Parcel 7. This revision will require amendments to the Mission Bay South Redevelopment Plan, the Mission Bay South Owner Participation Agreement (OPA), and the Design for Development. If approved, this submittal will supersede the 2008 Basic Concept and Schematic Design Approval for Parcel 7 in its entirety.

The project has been designed in the context of the prominent site location and its irregular configuration. Parcel 7 is located at the northern terminus of the major research and development (R&D) office corridor that constitutes the western boundary of the Plan Area, directly adjacent to the 280 freeway. The project will establish a northern gateway to the office corridor, serving as a bookend with the southern gateway at Block 40. The parcel has an irregular trapezoidal shape that is wider at the western freeway border, tapering down at its eastern border. There is also an existing public utility easement running along Parcel 7’s eastern edge that further constrains the site. The resulting parcel shape lends itself to the design of a unique, non-rectilinear building that will add visual interest to the district. The proposed building form will optimize development of the parcel at this key location.

The project proposes a 7-story building rising to a maximum height of 109 feet to the top of the roof with a screened mechanical penthouse of not more than 20 feet high on the roof as allowed in the Mission Bay South Design for Development. Building support is to be located on the west side of the first floor where the build-

ing backs up against a 15 foot wide- no-build Caltrans easement following the freeway and in the mechanical penthouse. All building mechanical, electrical and plumbing infrastructure required for base building functions will be built as part of the project. (See Building Support areas on the color coded plans.) Given the irregular shape of the site and no-build easements on the west and east of the parcel, the tower base will cover most of the true buildable area and require that the height restriction matching the 280 freeway rail height be modified.

The 1450 Owens Street building is designed for the primary purpose of laboratory work for Life Science research as originally planned for the parcel. In addition to the lab floors, there will be Life Science Meeting Rooms, less than 50,000 square feet of office use submitted for Planning Section 321 small cap authorization, and a 2,500 square foot corner space on the ground floor for a neighborhood-serving retail business which is exempt from building calculations per the Mission Bay Redevelopment Plan. The building front faces Owens Street and is entered from the setback area forming a privately owned, publicly available plaza with planting, benches, and bike parking. Floors for tenant lease will be constructed as a shell in preparation for tenant connections and build-out. Core services for occupant safety and convenience are to be constructed as part of this phase. (See Occupant Support areas on the color coded plans as well as the location of primary, planned uses.) The project will seek LEED Gold certification.

The site is within the Mission Bay area which was reclaimed by fill material in the early 1900’s. The site is designated as potentially liquefiable; however, risk of lateral spreading is low. The geotechnical engineer recommends deep pilings down to the Colma Formation strata for the foundation system. The recommendations include 14-inch square pre-cast concrete piles, 18-inch diameter auger cast piles, or Torque Down Piles. It is anticipated that the above-grade structure will be composite steel floor framing supported on steel columns (rolled shapes). Columns will start at the ground level and will be concrete-encased columns. Lateral bracing will consist of six Buckling Resistant Braced Frames (BRBF), with three braced frames in each Direction, one on each exterior face and two inside the core.

The building is offset a short distance from the north and south property lines to create areas for planting and bio-retention. There is another required offset to the east at Owens Street created by a Public Utility Easement for a pressurized sewer main running underground through that edge of the property. As a result, the building streetwall on the Owens Street edge is proposed to be amended in the Design for Development in order to conform to the required Public Utility Easement. This creates space for the publicly accessible, landscaped entrance plaza mentioned above. The public open space (active recreation) located to the north of the site affords the building with spectacular views to downtown San Francisco. There will be a significant piece of public art located on the entry plaza following the guidelines of the Redevelopment Plan.

Public transit by MUNI is available on nearby 16th and 3rd Streets, and Caltrain is nearby at King and Fourth Streets and 22nd Street. The Mission Bay Transportation Management Association also runs two publicly accessible Shuttle lines from a nearby stop at Owens and Nelson Rising Way. One line operates from this location to the Civic Center and Powell Street BART stations and the other line operates from

this location serving both the Transbay Bus Terminal and the Embarcadero BART station. The site is also served by a number of routes for pedestrians and bicycles. There are several public and private open spaces within easy walking distance. The required car parking spaces are available in an Alexandria owned multi-level parking structure located directly across A Street. Car loading and drop-off is located on A Street adjacent to the entry plaza and in the adjacent parking structure. Nine Class 2 bicycle racks will be located immediately in front of the building at the entry plaza, on Owens Street and on A Street near the curb; 41 Class 1 bicycle parking spots are located in the building adjacent to showers and lockers.

Impacts of the proposed project were reviewed through an Addendum to the Mission Bay Final Subsequent Environmental Report, certified September 17, 1998, previous addenda to the Mission Bay FSEIR, and the Event Center and Mixed-Use Development Subsequent EIR, certified November 3, 2015. Summaries of the Wind and Shadow Analysis are found in the appendix.

To facilitate development of the project, the Mission Bay South Redevelopment Plan, the Mission Bay South Owner Participation Agreement (OPA) and the Design for Development for Mission Bay South are proposed to be amended as follows:

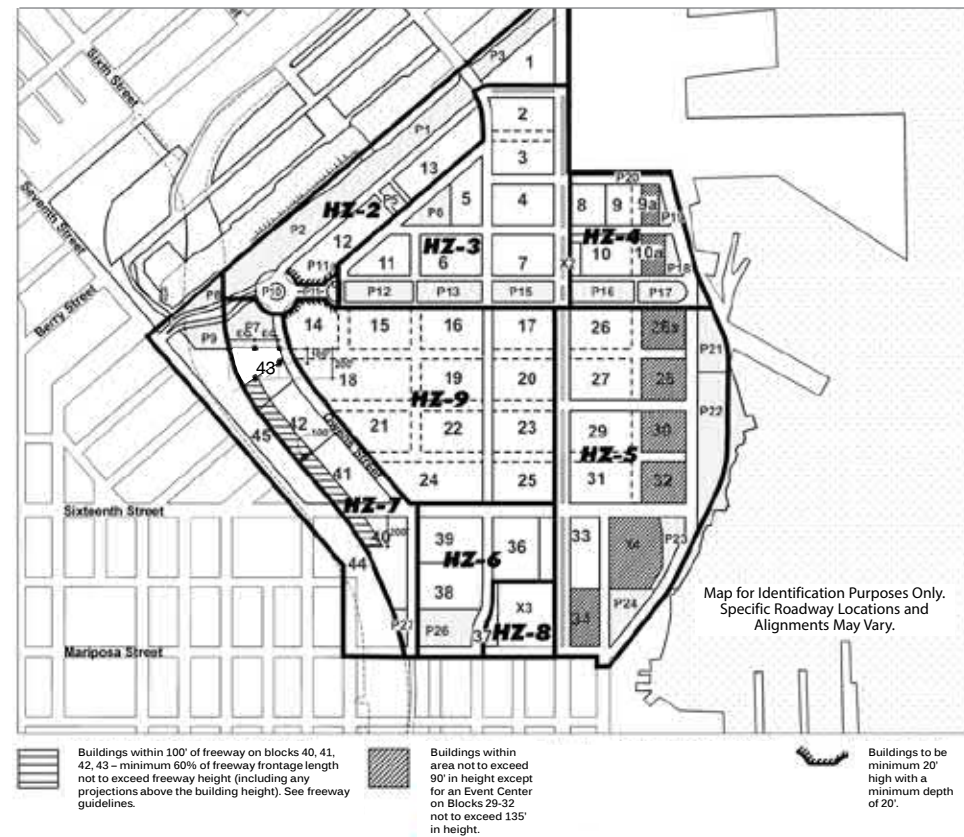
- Plan amendments to: (i) increase the Office/Commercial leasable floor area in the overall South Plan area by 170,000 square feet (2.8 percent of the South Plan total), from 5,953,600 square feet to 6,123,600 square feet; and (ii) increase the Floor Area Ratio (FAR) for the Commercial Industrial and Commercial Industrial/Retail area, averaged over the entire area of these two land use districts combined, from 2.9 to 2.95, in the event that the project is constructed.
- OPA amendments to increase the amount of mixed office, research and development, and light manufacturing square footage within the Mission Bay South Redevelopment Plan area and to specify a maximum FAR of 3.57 for the ARE Property on Parcel 7.
- Design for Development amendments to (i) increase the height limit for ARE Property on Parcel 7, (ii) increase allowable floor plate above a height of 90 feet from 20,000 square feet to 30,000 square feet; (iii) increase the maximum plan length above a height of 90 feet from 200 feet to 260 feet; (iv) revise the street wall controls along Owens Street; (v) delete a guideline protecting “a portion of the downtown panorama,” in views from the I-280 freeway; (vi) increase the land area developable at heights over 90 feet in the South Plan’s Height Zone 7 from 15 percent to 18 percent.
- Amendments to the 2005 Major Phase Application: (i) increase the Land Use Density to 177,000 square feet; (ii) increase maximum building height to 109 feet; (iii) increase the number of allow parking spaces to 177; (iv) increase the number of required bicycle parking spaces to 18.

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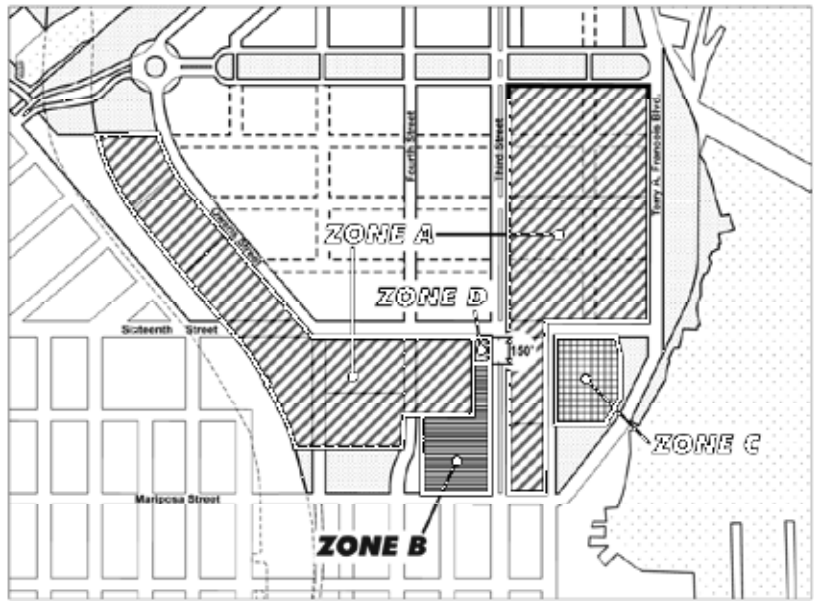
Developable Area in Height Zone 7 (HZ-7)



Built or Planned Commercial/Industrial Developments in HZ-7	Area, square feet	
	Base ¹	Towers ²
Block 40: Office (The Exchange)	45,982	24,899 & 27,522
Block 41-43/P-1: Life Science/Office	30,502	—
Block 41-43/P-2: Life Science (Gladstone)	31,350	—
Block 41-43/P-4: MOB (Kaiser)	9,679	19,732
Block 41-43/P-5: MOB (UCSF)/Life Science	26,713	—
Block 41-43/P-7: Life Science/Office (proposed)	—	28,628
Total:	144,229	100,781

1. 26.2% of the Total Developable Area of 551,467 square feet
2. Four (4) towers allowed; total is 18.3% of the Total Developable Area

Mission Bay South Zone A Mixed Office, Research and Development, and Light Manufacturing Square Footage



Total Allowed in Zone A (Areas to be Confirmed by OCII)	Revised Leasable (square feet)
Note: Prior areas quoted from OCII Memorandum #126-062215-01, dated October 27, 2015, Attachment A and Blocks 29-30 Hotel/Residential Project Basic Concept / Schematic Design, dated May 11, 2020	5,170,000
Block 26a	293,117
Block 26 Bld 2&3	197,507
Block 28	287,319
Blocks 26-27 (Alexandria/UBER proposal)	401,831
GSW (29-32)	1,011,986
UCSF (Blocks 33/34)	475,000
UCSF (Blocks 36-39)	1,020,000
Block 40	636,713
1700 Owens (41-43/P1)	158,651
Gladstone (41-43/P2)	175,279
1600 Owens (41-43/P4)	216,847
1500 Owens (41-43/P5)	155,608
1450 Owens (41-43/P7)	169,810
Total:	5,199,668
Total Retails prior approved in Zone A:	29,858
Actual Adjusted Commercial/ Office Leasable Area:	5,169,810

Revisions to 2005 Major Phase Application

Location	Topic	Approved Major Phase Application	Proposed BCSD & Section 321 Application	*Compliance or Required Revision to the Major Phase Application
Parcel 7, Block 43	Site Area	1.13 acres	no change	Complies
		49,388.03 square feet	no change	Complies
	Use	Commercial/Industrial including Neighborhood Retail	no change	Complies
	Land Use Density	62,000 square feet	177,000 square feet	Increased area; revision to MPA required (a)
	Building Pad Area	31,000 square feet	29,829 square feet	Complies
	Maximum Building Height	Maximum height of all portions of the building at or below the average height of the adjacent freeway edge barrier	109 feet	Increased height; revision to MPA and DforD required (b)
	Bulk above 90 ft. (HZ-7)	not included/applicable	7th floor above 90 feet with 28,628 GSF	Addition to MPA; Revision to DforD (d)
	Allowed Parking Spaces	124 spaces maximum	177 spaces, minimum	Revision to MPA required: (c)
	Required Bicycle Parking	6 spaces	18 spaces, minimum	Revision to MPA required: (c)
	Loading Zone	One	One	Complies
Blocks 41 - 43	Total Land Use Density	779,000 square feet	894,000 square feet	Increased area; revision of MPA required (a)
	Allowed Parking Spaces	1,357 spaces, allowed	968 spaces total, required	Complies: includes 177 spaces proposed for Parcel 7
	Parking Provided	1,357 spaces, proposed	1,129 spaces, provided	Complies

- * As noted in the Project Overview on page 1, the current Revised Major Phase Application (MPA) for Blocks 41-43 was approved on October 18, 2005. When the proposed building at 1450 Owens Street (Parcel 7, Block 43) breaks ground, all of the other parcels will have been constructed according to the MPA and subsequent design submittals. For the proposed building at 1450 Owens Street to be approved, the following revisions to the 2005 MPA will be required:
- (a) Increase the MPA Land Use Density on Parcel 7 from 62,000 square feet to 177,000 square feet, increasing the Total Land Use Density on Blocks 41-43 from 779,000 square feet to 894,000 square feet.
 - (b) Increase the Maximum Building Height on Parcel 7 in the DforD from the average height of the adjacent freeway edge barrier to 109 feet plus mechanical penthouse roof screen.
 - (c) Although no additional parking spaces are required for the Major Phase, the project requires an increase to the allowed number of parking spaces to be allocated for Parcel 7 from 124 spaces to 177 spaces in order to meet the minimum of 1 space per 1,000 sf. Similarly the project needs an increase in the number of bicycle parking spaces allocated to Parcel 7 from 6 to 9. The total minimum number of parking spaces for all of Blocks 41-43 required would then be 968 spaces which can be easily accommodated by the maximum 1,357 spaces allowed in the MPA and the 1,129 spaces actually built and provided in the two existing parking garages on Blocks 41-43.
 - (d) Requires increase in maximum allowed floor area above 90 feet from 20,000 SF to 30,000 SF in the DforD

Note: The required building streetwall on Owens Street in front of 1600, 1500 and 1450 Owens will be amended to accommodate a pre-existing force main sewer line which includes a no-build easement. See illustration, page 29, of the revised DforD.

Data Table

PROJECT STANDARD	*SITE DATA	REFERENCES AND REQUIREMENTS
Land Use	Commercial/Industrial including neighborhood serving retail	(1) Redevelopment Plan for the Mission Bay South Redevelopment Project dated November 4, 1998 and as most recently amended, Section 302.3 and The Redevelopment Land Use Map, Attachment 2. (2) Revised Major Phase Application for Blocks 41, 42, & 43 dated August 9, 2005
Parcel Land Area	49,388 SF or 1.13 acres	Revised Major Phase Application , pages 3 and 6
Buildable Area	35,400 SF	A part of aggregate developable area in HZ-7 : 551,467 SF
Gross Floor Area	176,360 GSF	A part of aggregate FAR of Zone A, Redevelopment Plan , Section 304.5
Lot Coverage at Base	59%	Mission Bay South Design for Development , Design Standards, page 28.
Floor Plate Above 90 Feet	28,628 SF	Mission Bay South Design for Development , Design Standards, page 23, revised.
Leasable Area	169,810 GSF	A part of aggregate leasable area in Zone 'A' mixed office, research and development, and light manufacturing square footage, calculated per BOMA standard, Redevelopment Plan for the Mission Bay South Redevelopment Project dated November 4, 1998 and as most recently revised based on latest information, Section 304.5
Retail Area	2,580 GSF	Less than 5,000 SF; excluded from OCII gross area calculations by definition
Base Height	90 feet	Mission Bay South Design for Development , Height Limits, page 22, revised
Tower Height	109 feet to top of roof	Mission Bay South Design for Development , Height Limits for Zone HZ-7, pages 22 and 23, revised; Freeway Zone, page 79, revised.
Penthouse Height	20 feet, top of roof to top of Penthouse screen	20 feet maximum, Mission Bay South Design for Development , page 23.
Number of Stories	7	--
Required Setback	Complies	Buildings within 100' of freeway: minimum 45% of freeway frontage length not to exceed freeway height (including any projections above the building height), Mission Bay South Design for Development , Height Limits for Zone HZ-7, page 22, revised
Max Lot Coverage	NA	not applicable in Commercial/Industrial Zone
Required Streetwall	Complies	Minimum of 70% of block frontage required for street walls along Owens Street, Mission Bay South Design for Development , pages 28 and 29, revised
Parking	177 spaces, provided in adjacent parking structure on Parcel 6 located less than 600 feet from the entrance to the building.	1 space per 1,000 GSF, Mission Bay South Design for Development , pages 42-43.
Bicycle Parking	41 Class 1 bicycle parking spaces located in building 18 Class 2 bicycle parking spaces on adjacent sidewalk & plaza	1 space per 20 parked cars; located in building and near entry; supplemental bicycle spaces in adjacent parking structure, Mission Bay South Design for Development , page 42.
Loading Spaces	Two loading spaces located within the building; an on-street loading zone is located on A Street near the entry plaza	1 space up to 200,000 GSF; Mission Bay South Design for Development , page 44.
Shadow Analysis	See Appendix A	required when seeking a variance from the Design Standards; established in an amended Mission Bay South Design for Development
Wind Analysis	See Appendix B	required for buildings over 100 feet in height, Mission Bay South Design for Development , page 38.

(*) Information in this table assumes that proposed amendments are approved and final.

Section 321 Project Authorization and
OCII Building Area Calculations

Floor	Total Building Area (1)	Exclusions to OCII Gross Area			OCII Commercial/Industrial Gross Area	BOMA 1996 Commercial/Industrial Exclusions (5) (Vertical Circulation)	OCII Commercial/Industrial Leasable Area	Exclusions to SF Planning Gross Area	SF Planning Gross Area
		Mechanical, Operational, & Penthouse Areas (2)	Ground floor circulation/ service (3)	Retail < 5,000 SF (4)				Mechanical, Operational, & Penthouse Areas (6)	
1	29,829	12,483	4,104	2,580	10,662	946	9,716	12,483	
2	27,659	1,002	0	0	26,657	934	25,723	1,002	26,657
3	29,238	1,002	0	0	28,236	934	27,302	1,002	28,236
4	28,419	1,002	0	0	27,417	934	26,483	1,002	27,417
5	29,125	1,002	0	0	28,123	934	27,189	1,002	28,123
6	28,641	1,002	0	0	27,639	934	26,705	1,002	27,639
7	28,628	1,002	0	0	27,626	934	26,692	1,002	27,626
P	5,312	5,312	0	0	0	0	0	5,312	0
TOTALS:	206,851	23,807	4,104	2,580	176,360	6,550	169,810	23,807	183,044
Of total lesable: Maximum non-Life Science dedicated Office use:							49,998	Section 321 Project Office Allocation (8) <50,000 GSF	49,998
Of total leasable: Minimum Life Science dedicated use:							119, 812		
								Remaining SF Planning Gross Area (7)	133,046

(1) This area is measured at the perimeter of the building encompassing all portions of the building bound by that perimeter.

NOTE: The exclusions in footnotes 2, 3, and 4 are summarized from the Mission Bay South Design for Development document’s definition for Gross Floor Area.

(2) Comprises Exclusion #3: Penthouses and Other Rooftop Spaces for the Maintenance or Operation of the Building, and Exclusion #4: Mechanical Equipment, Appurtenances and Areas Necessary to the Operation of the Building.

(3) Exclusion #11: Ground Floor Building Pedestrian Circulation and Service.

(4) Exclusion #12: Personal Service, Restaurants and Retail establishments less than 5,000 square feet.

(5) From the Mission Bay South Design for Development document’s definition for Leasable Floor Area, these are exclusions as defined in the 1996 Building Owners and Management Association International publication “Standard Method for Measuring Floor Area in Office Building to determine Lease Floor Area”.

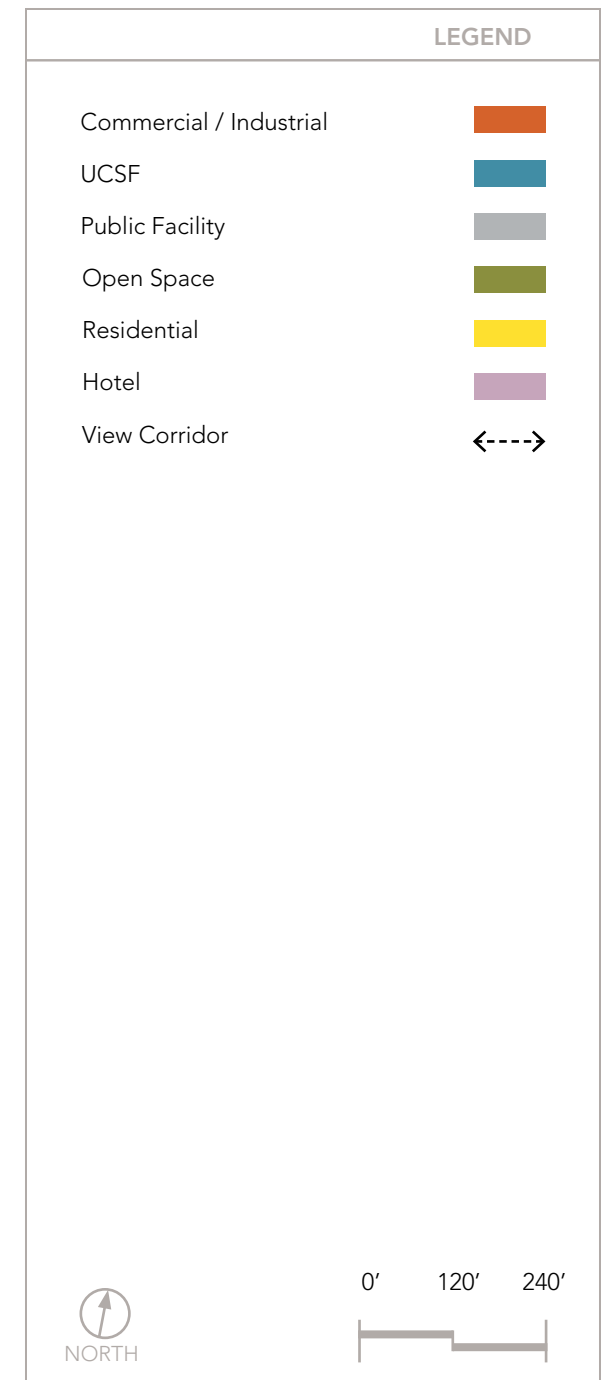
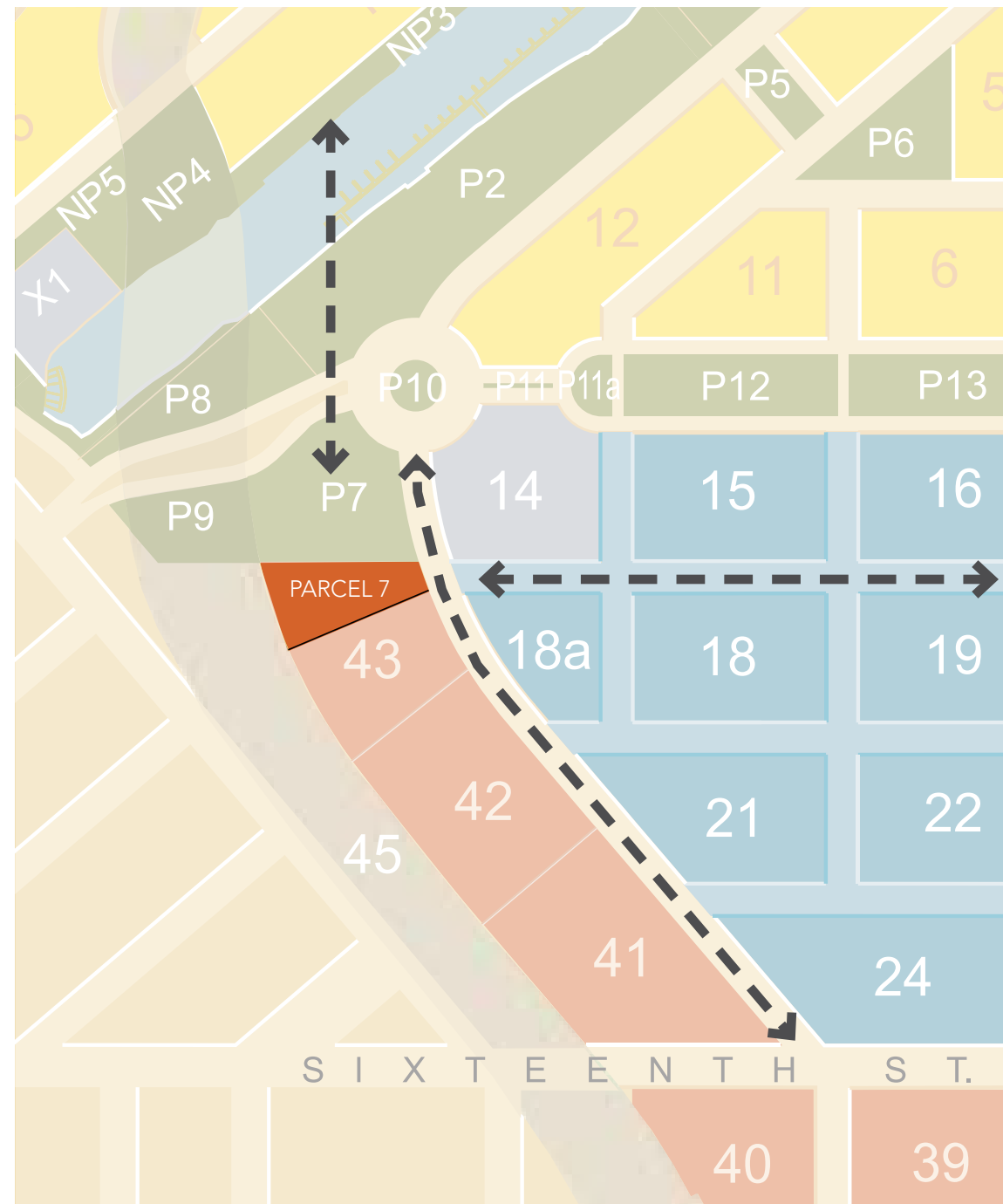
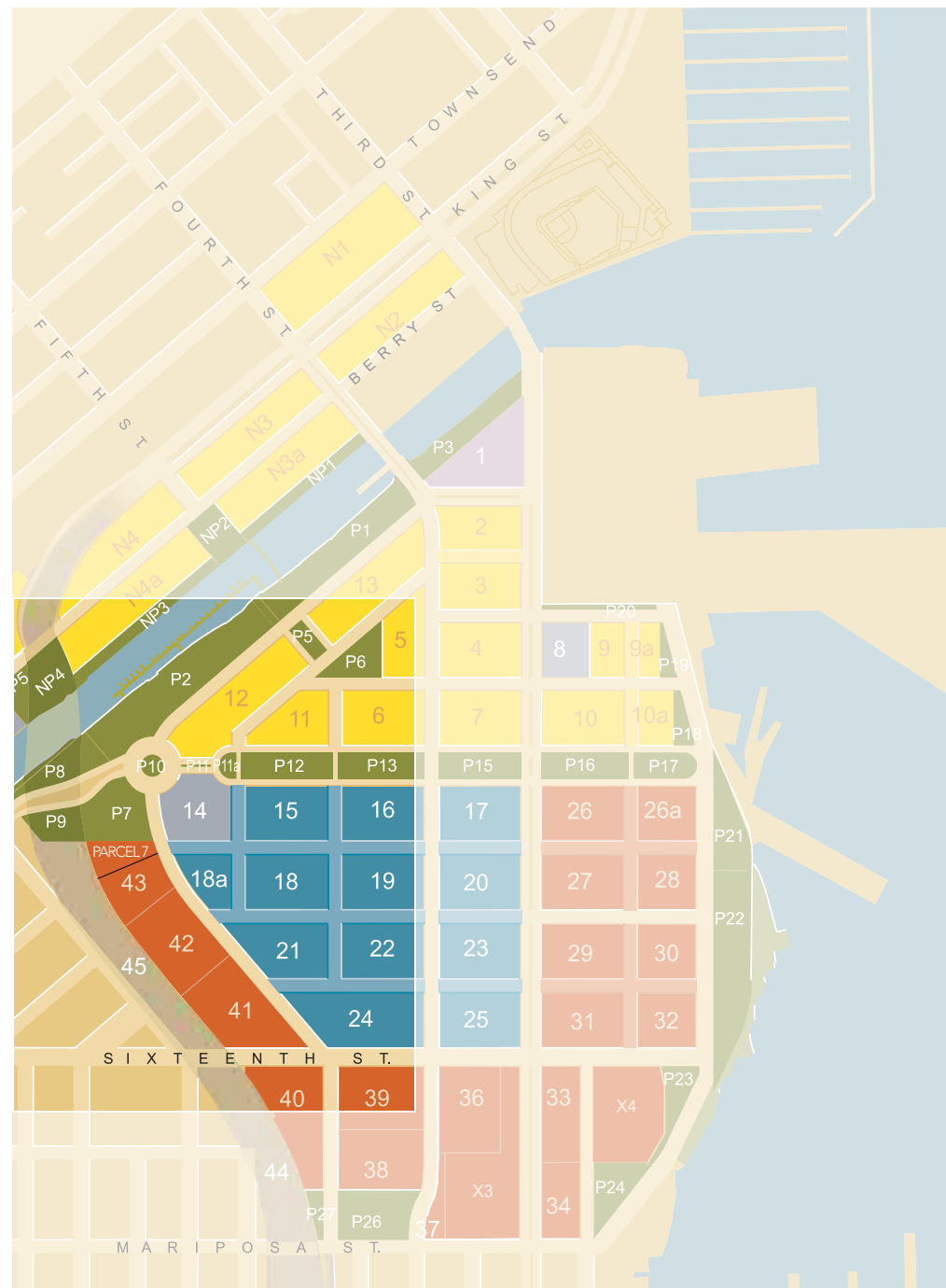
NOTE: The exclusions in footnote 6 are summarized from the San Francisco Planning Code Section 102.9 defining Gross Floor Area.

(6) Comprises the following exclusions to the Total Building Area. Exclusion #3: Penthouses and Other Rooftop Spaces for the Maintenance or Operation of the Building, and Exclusion #4: Mechanical Equipment, Appurtenances and Areas Necessary to the Operation of the Building.

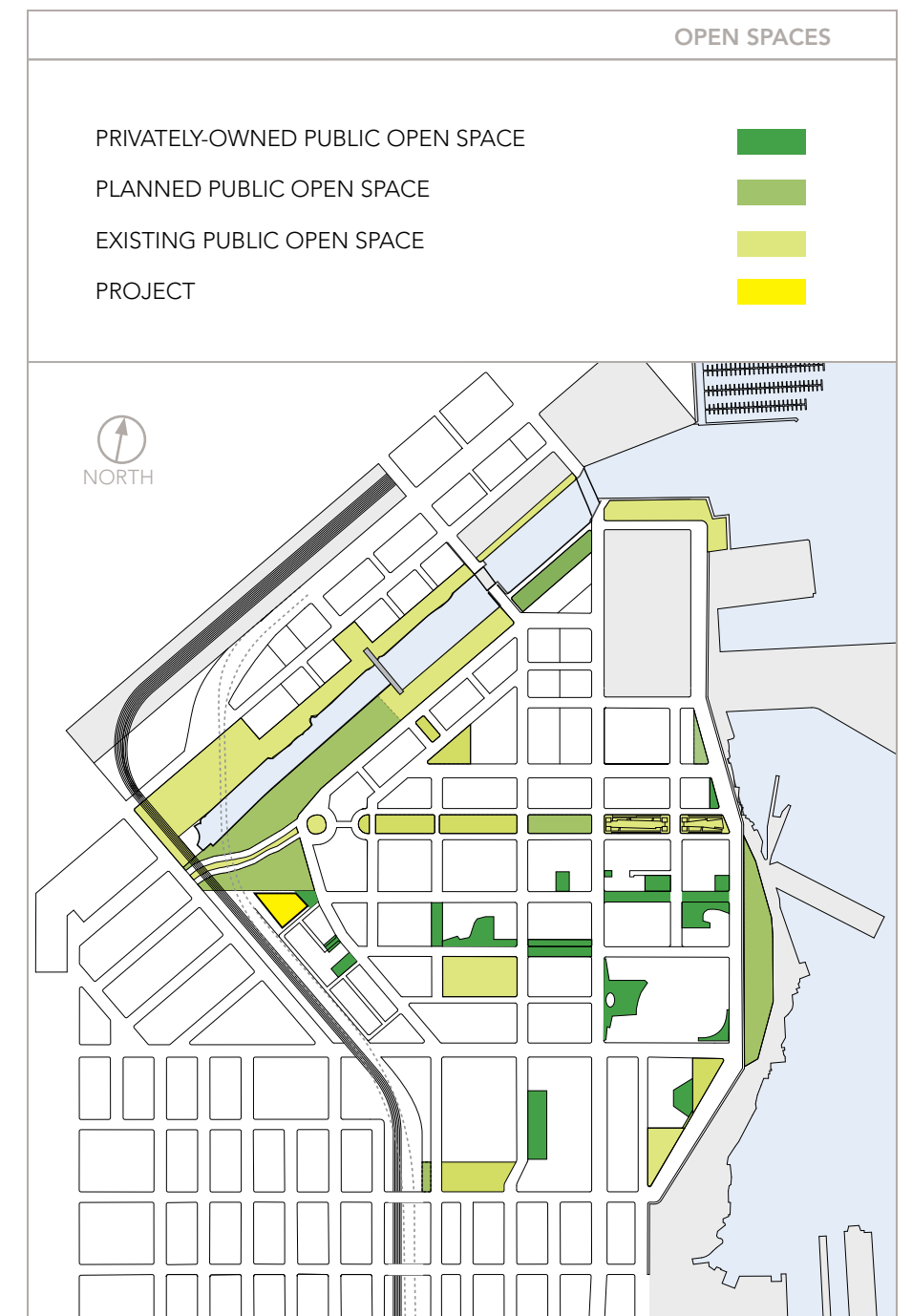
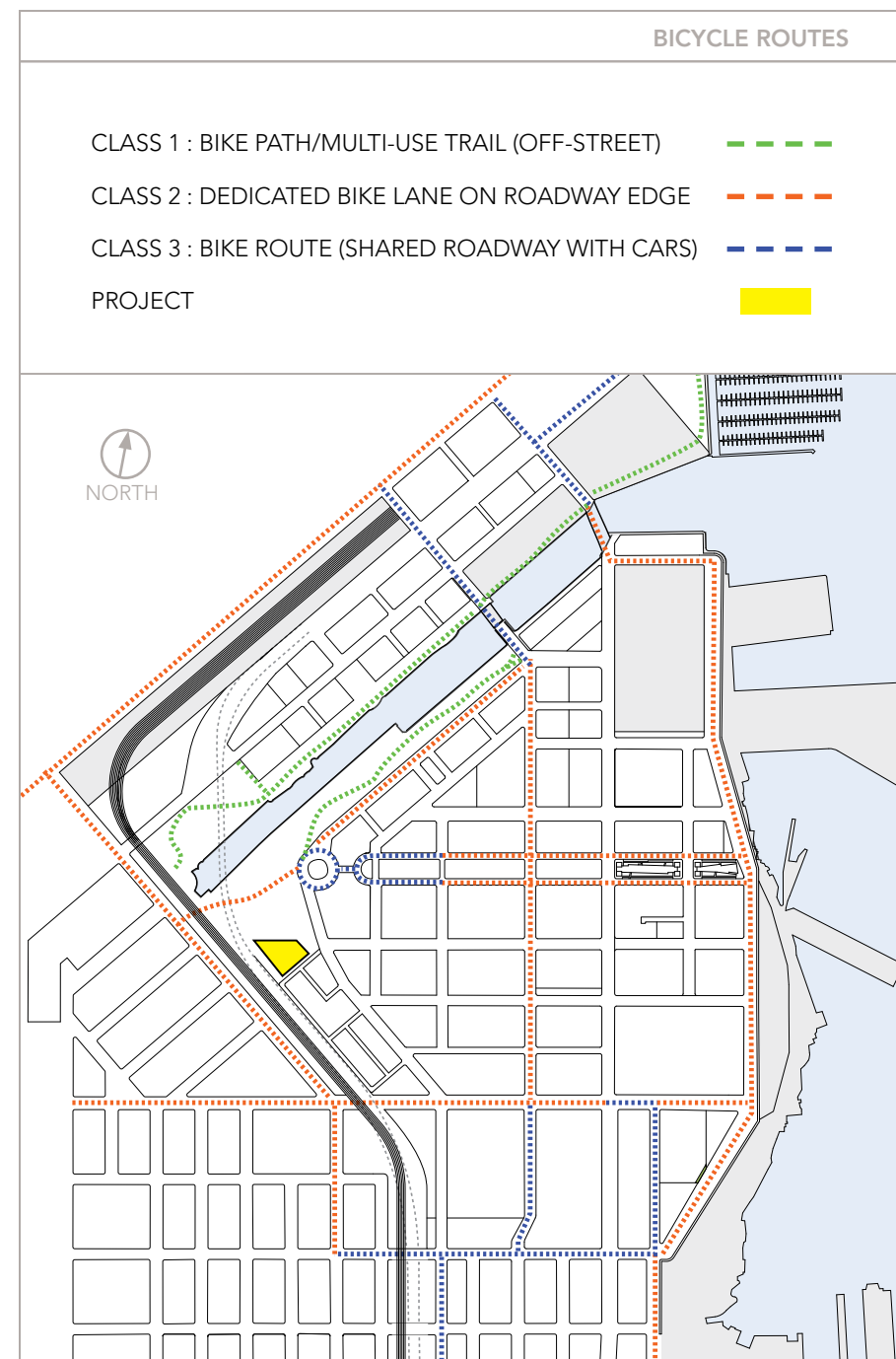
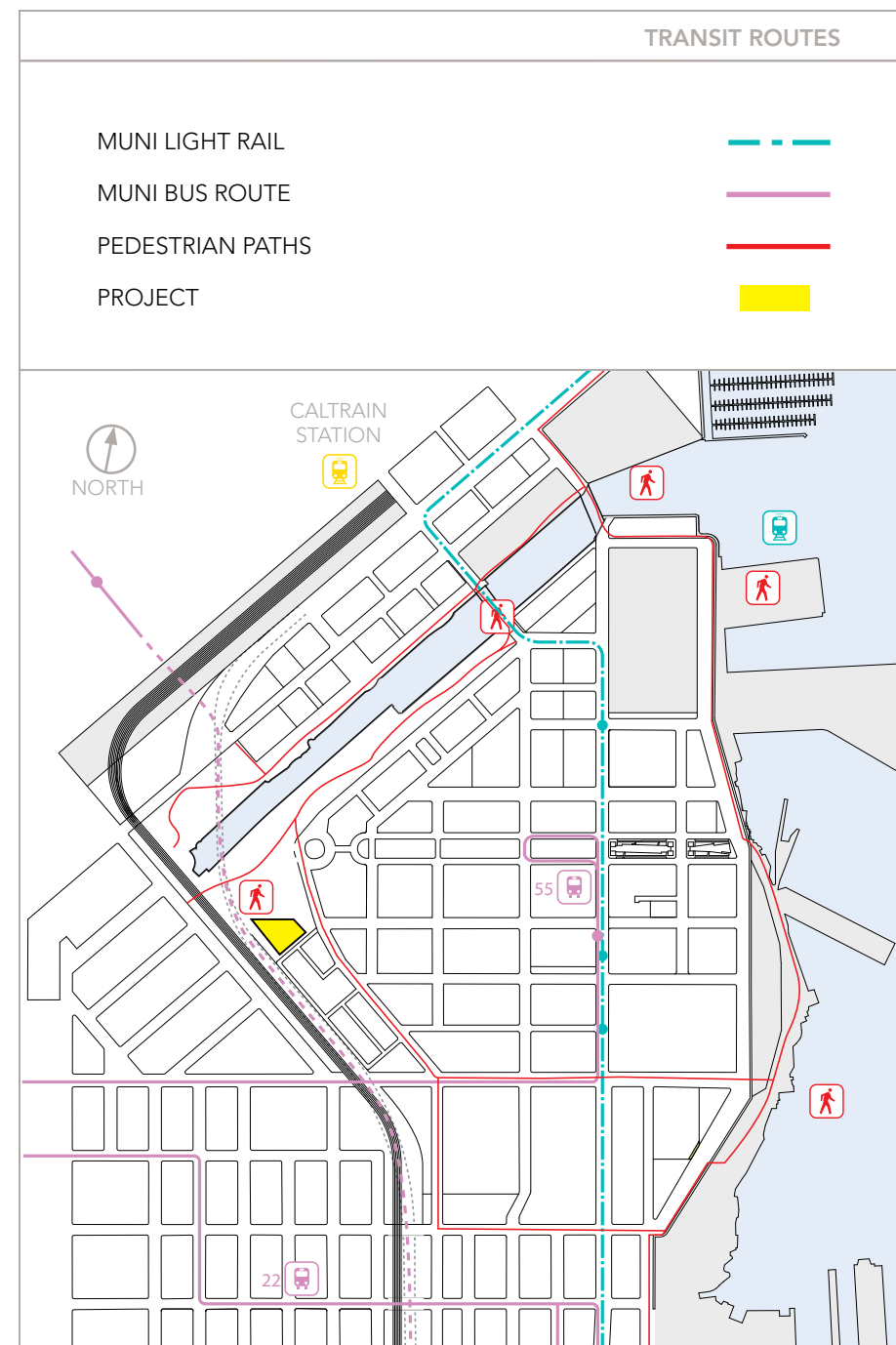
(7) The uses in the gross area not allocated as office under Section 321 will be Life Science, Life Science Meeting/Conference, Retail, and Lobby/Entry.

(8) Under the existing Zoning Code, the interpretation of Science Support uses includes office space as long as that space is less than 33% of the entire facility. The Section 321 office authorization will provide for any additional office space should the need arise, and it will be distributed throughout the building at the time the Tenant Improvements are built. Section 321 has procedure to administer the office allocation.

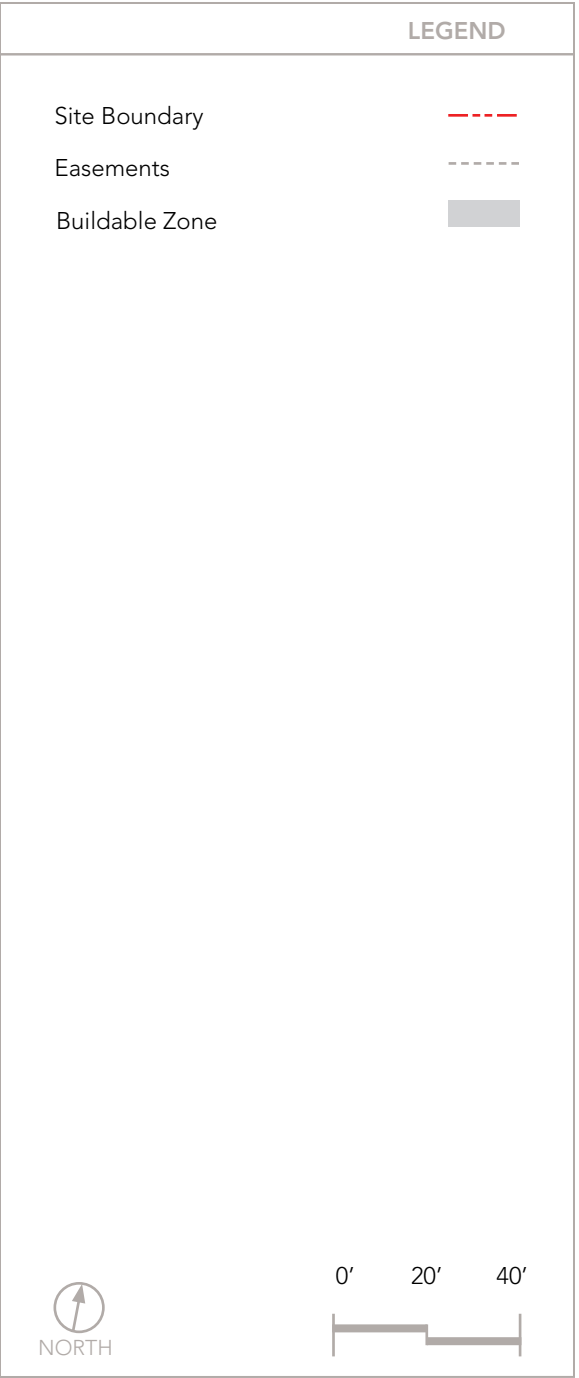
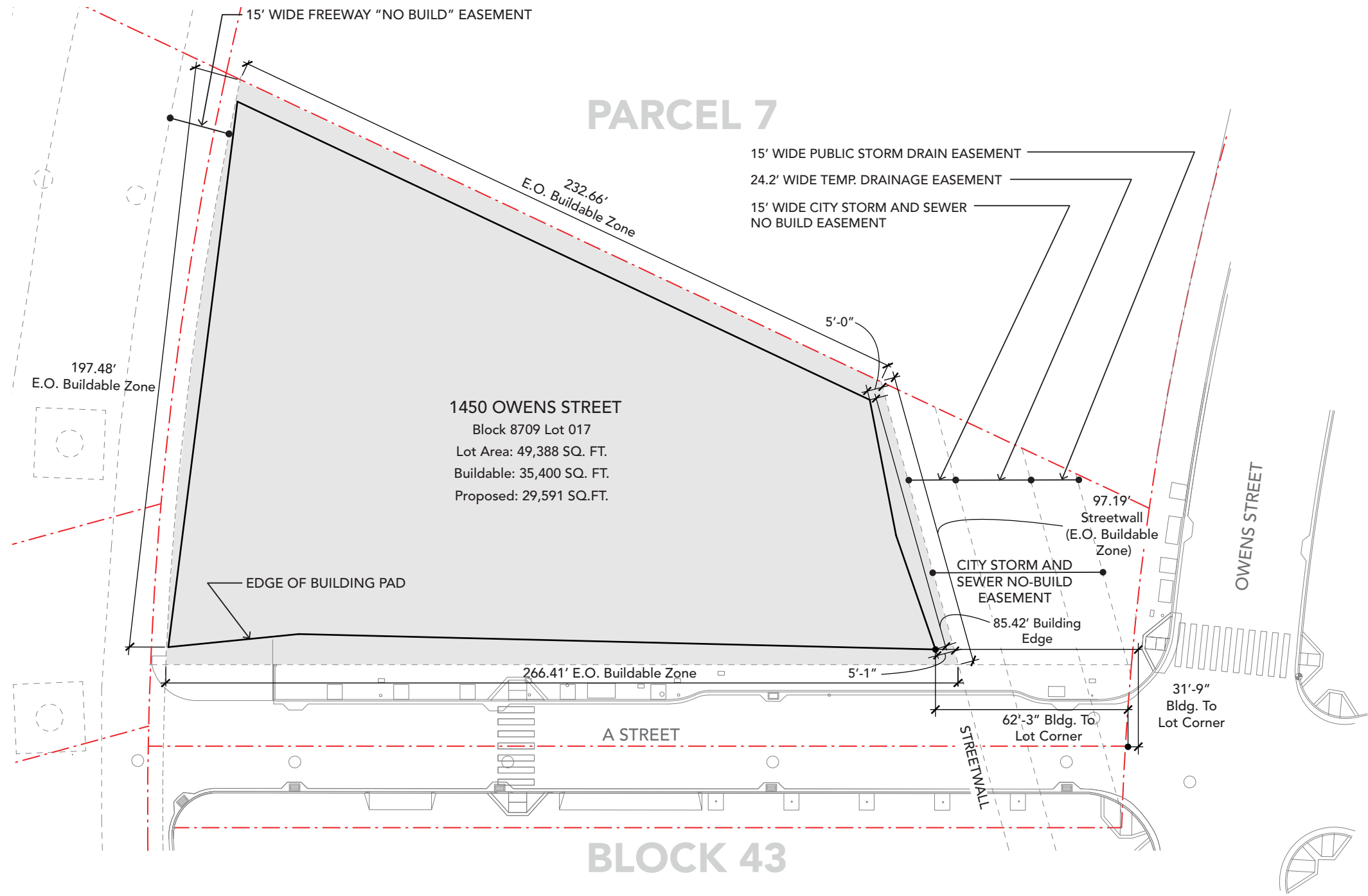
Vicinity Plan — Land Use & View Corridors



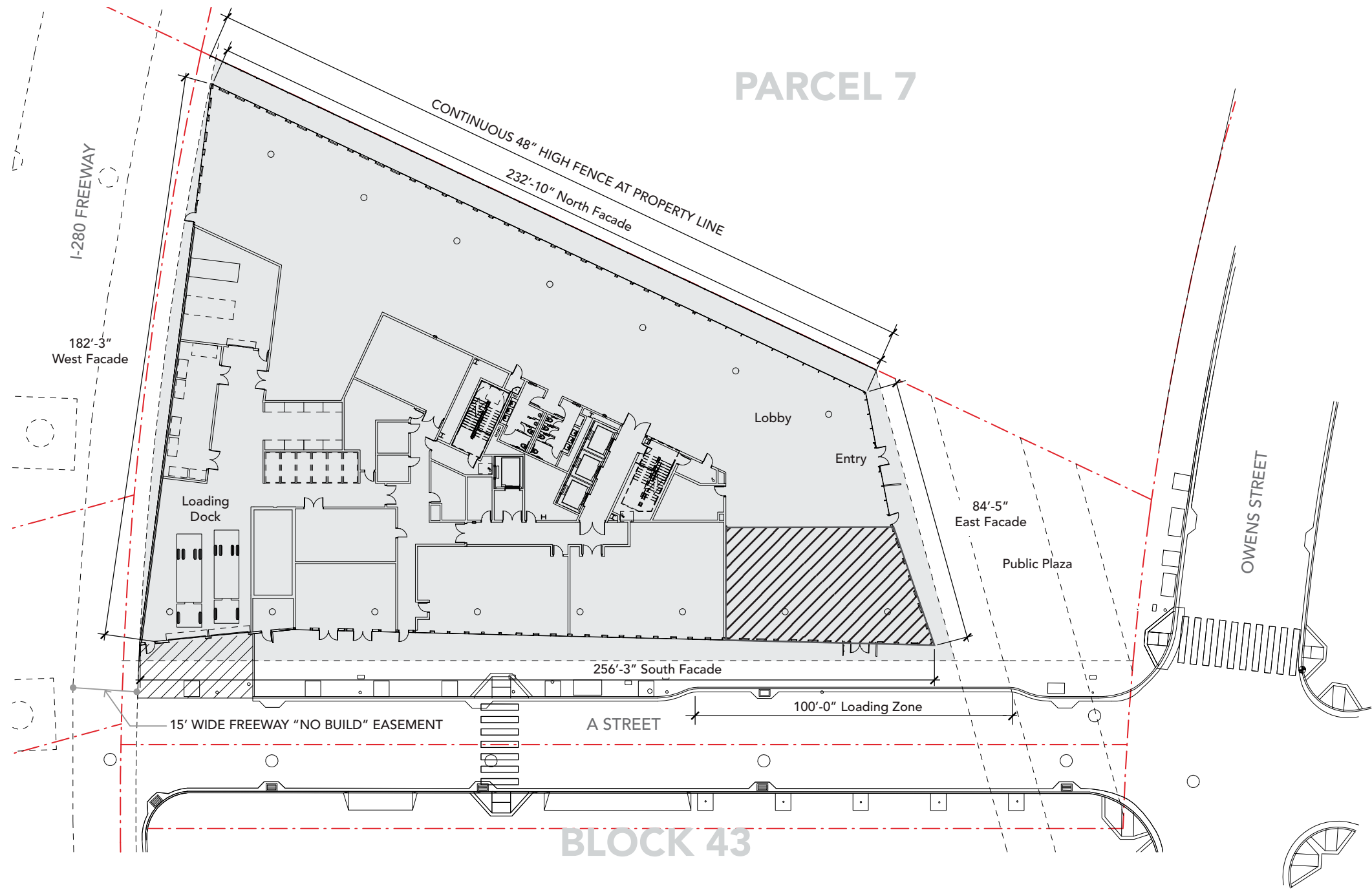
Vicinity Plan — Transit, Bicycle & Open Spaces



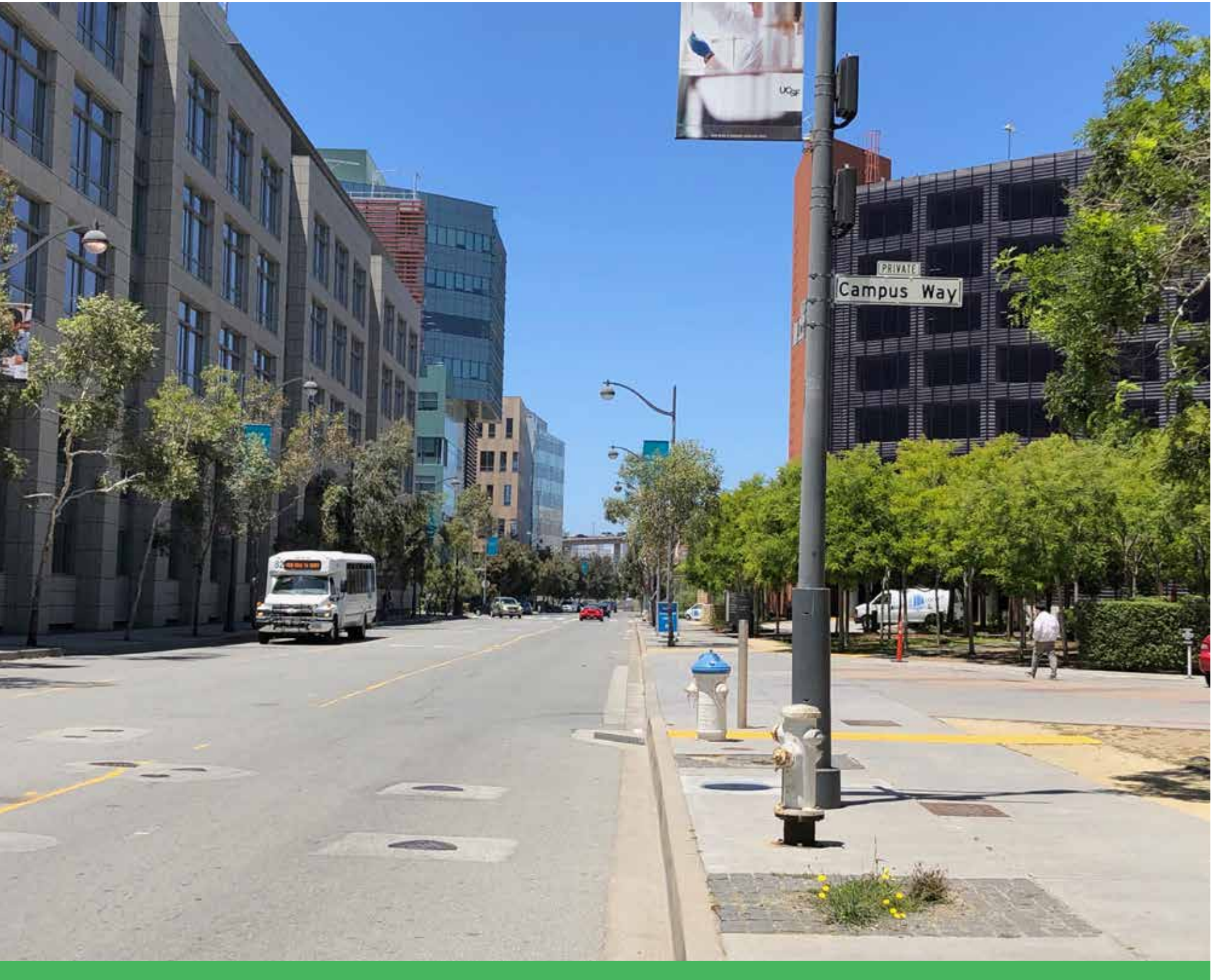
Site Plan & Building Pad



Site Plan



Infrastructure



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Transportation Management Plan

In conformance with Mitigation Measure E-47 of the Mission Bay South Redevelopment Plan EIR, the Mission Bay Transportation Management Association (MBTMA) has been formed. The MBTMA Board of Directors meets at least Quarterly and has retained the services of a TMA consultant to assist in the implementation of the approved work plan. Operation expenses are funded entirely by fees from the local community of residents and commercial property owners in and around Mission Bay. In 2018, residential units pay \$10 per month and commercial properties pay \$0.30 per square foot per month. Affordable housing, City and UCSF occupied properties are exempt from paying dues.

The MBTMA strives to fulfill its primary goal of reducing Single Occupancy Vehicular (SOV) travel to, from and within Mission Bay at peak commute periods through Transportation Demand Management (TDM) strategies as described in the City-mandated 1999 Mission Bay Transportation Systems Management Plans (TSM) for North and South Mission Bay. Signatories to these Plans were the City and County of San Francisco, the San Francisco Redevelopment Agency, and the Master Developer of Mission Bay.

The strategies called for in these agreements were:

1. Develop services, facilities, incentives and policies that make public transit the preferred means of access to Mission Bay
2. Coordinate the development and delivery of TSM activities among property owners and tenants in Mission Bay

3. Promote, encourage and facilitate the use of ridesharing, bicycling and walking
4. Manage the supply and demand of commercial parking to provide sufficient capacity primarily for business visitors and persons traveling in high occupancy vehicles
5. Ensure that activities are coordinated with other transportation interests in and around Mission Bay as well as with existing activities in the Greater Downtown Area
6. Allow flexibility in determining the most cost effective methods to achieve TSM goals and objectives since the Plan Area and its supporting infrastructure will be built out over a long period and will involve a broad range of uses and different levels of service demand

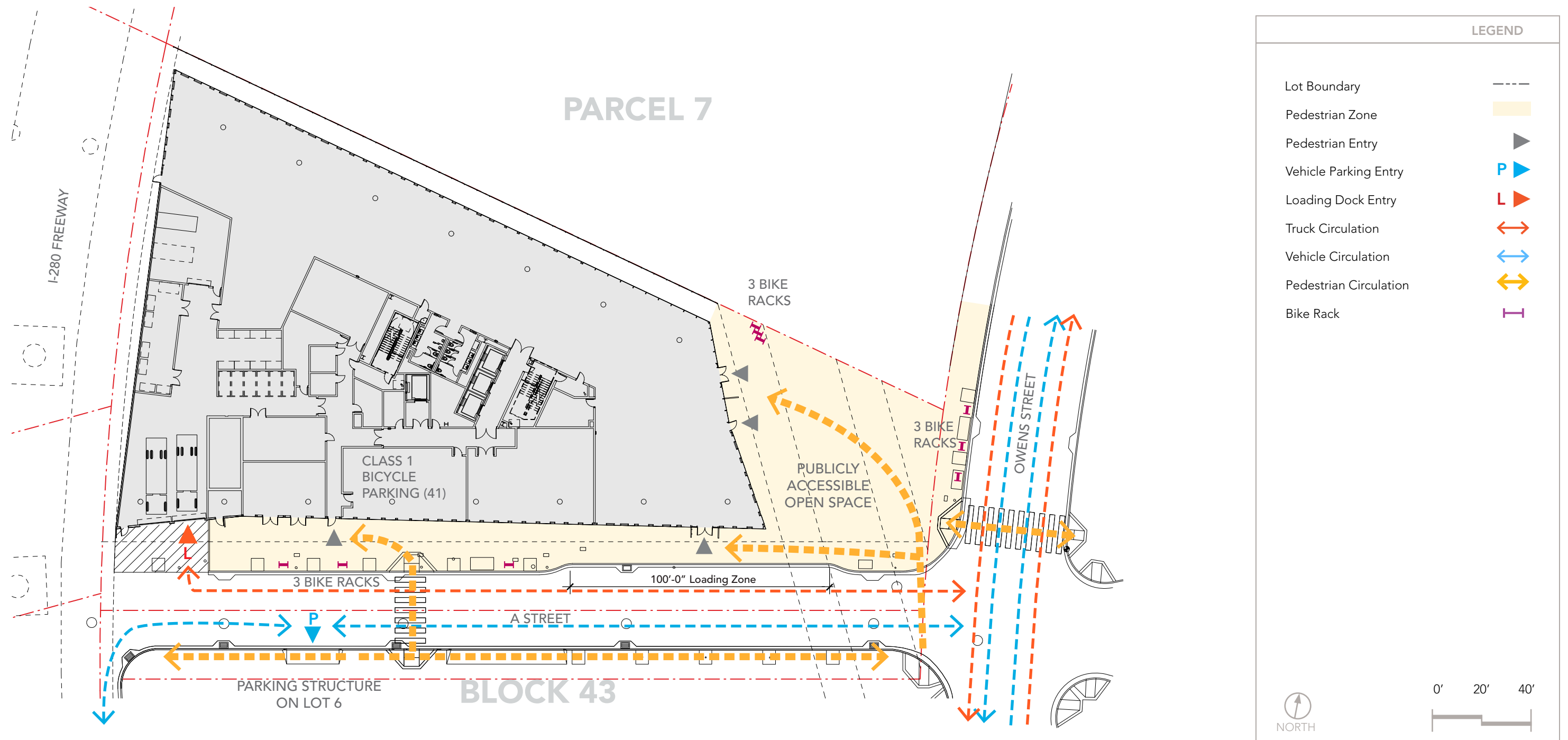
The MBTMA continues to modify its Mission Bay Shuttle service. Recent challenges have included longer travel times due to construction related road closures, congestion on BART and falling ridership. Recent shuttle route changes in 2018 include:

- East and West routes will operate from Powell
- Transbay/Caltrain will operate from Montgomery and Transbay terminals. This route also replaces the early morning Loop and the late evening Loop
- CCA continues to operate from Civic Center
- East route will pick up at 16th @ 4th Streets (temporary Illinois stop)
- MB shuttles will begin stopping at the new TransBay Terminal

The MBTMA has also established and maintains a website at www.missionbaytma.org which provides information about transportation options such as links to vanpool and carpool options, information about San Francisco's free Emergency Ride Home program, locations of car sharing opportunities throughout Mission Bay, as well as maps and schedules for the Mission Bay Shuttle and all public transportation options serving Mission Bay.

It is anticipated that the scope of services that the MBTMA will provide will evolve as commercial and residential developments are completed and new members join the Association. Based upon the differing needs of each type of development, the MBTMA shall modify its focus to best serve those particular users.

Circulation — Vehicular & Pedestrian



Utility Infrastructure

Public utility infrastructure serving the project site is complete and installed under both Owens Street and A Street. Connections between utility systems and new building services will be made, in most cases, where the building frontage meets street frontage. The new utility connections shown on the plan and described below have been schematically identified and analyzed in the South of Channel Infrastructure Plan as well as in the previously approved Blocks 41-43 Public Improvement Plans. All utility connections for the Project are planned to be made consistent with those approved plans and already installed systems.

Storm Drain (Treated): Separate storm drains and sanitary sewers are installed in the south of channel area of Mission Bay replacing the historical combined sewer system within the area. Existing separate storm drain lines exist under both Owens Street and A Street. Storm drainage from the building roofs will be conveyed into a proposed new treatment garden to be constructed in the proposed plaza at the corner of Owens Street and A Street. From there, it will discharge into the existing storm drain system under A Street. Surface run-off will find its way into the treatment garden, future park and existing catch basins. Per San Francisco city standards, the 5-year storm water flow is carried in the underground storm drain system. Up to the 100-year storm water flow can result in “overland” flows. During these times, the excess storm water flow will be conveyed via the network of streets and channels to San Francisco Bay, as indicated in the storm drainage master plan documents.

Sanitary Sewer: Pursuant to the Mission Bay Infrastructure Plan, the sanitary sewer system is separate from the storm system in Mission Bay to help reduce sewer overflow during the rainy season. The project includes installation of connections to previously constructed sanitary systems as directed in the sanitary sewer system master documents. The building will have a lateral connection to the existing sewer line under A Street.

Low Pressure Water (LPW): The City’s low pressure water (LPW) system is the primary supply for domestic use and fire suppression purposes. The system installed under Owens Street by the City’s Water Department will provide service to the project. As development plans proceed, site-specific analysis will be performed to confirm that the combination of existing and proposed piping and the connections built as part of the project area will adequately serve the development, especially with respect to required fire flow. There are three existing fire hydrants nearby on A Street. There is one existing standard fire hydrant nearby on Owens Street.

High Pressure Water (AWSS): The City’s high pressure water system (AWSS) is used for fire suppression only during a significant fire event. An AWSS main exists on Owens Street. There is a high pressure hydrant at the intersection of Owens and A Street.

Reclaimed Water: The reclaimed water system within Mission Bay is intended to supply treated water for use in toilet systems and

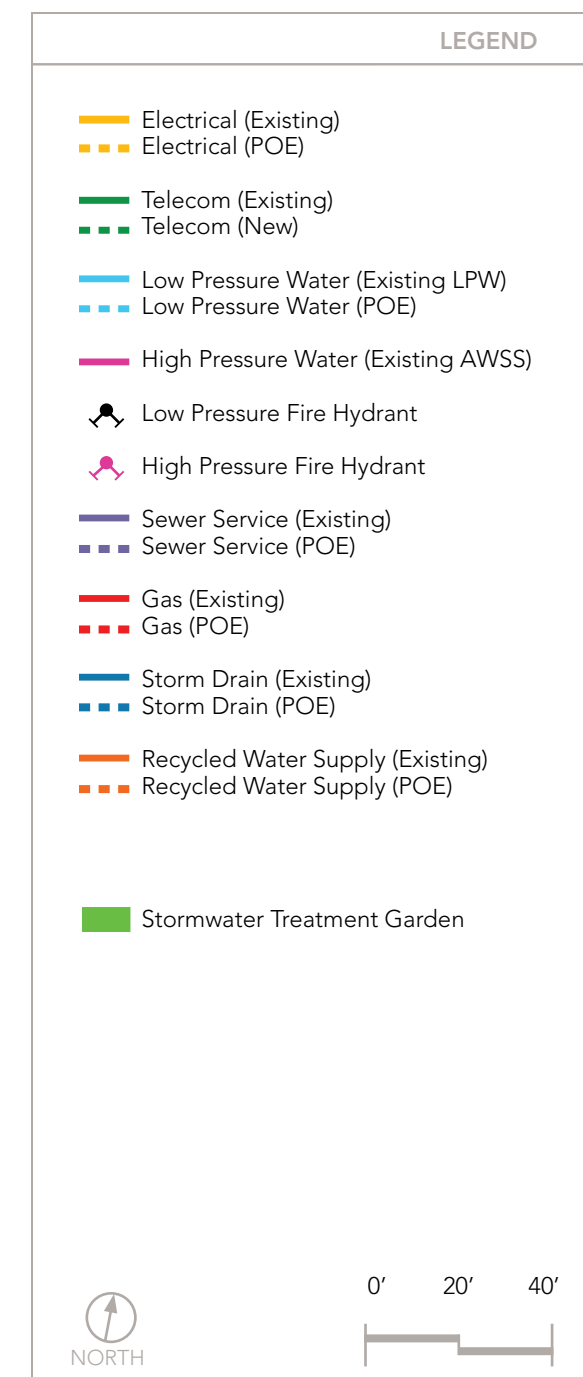
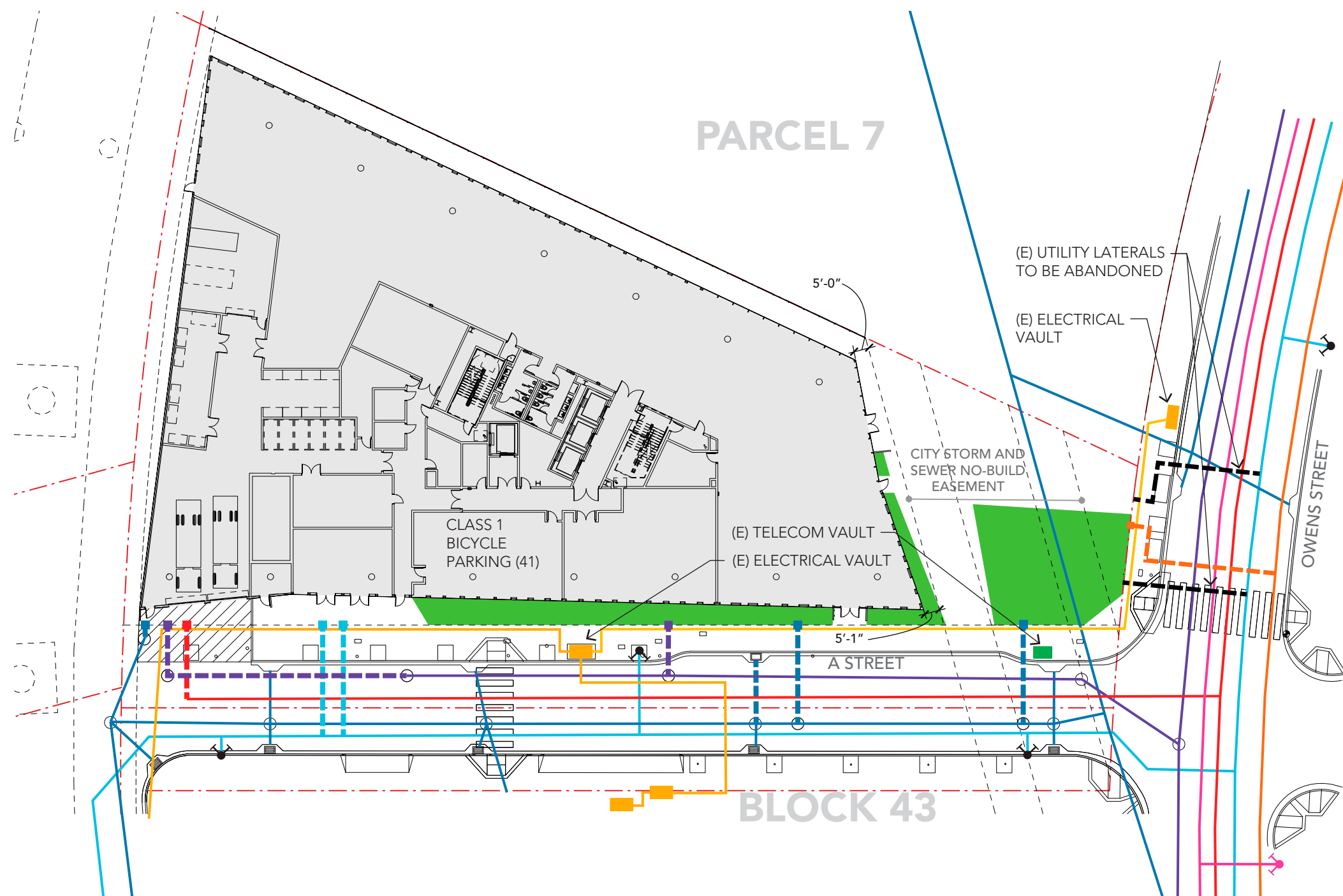
landscape irrigation. The existing reclaimed water system has been pressurized, on an interim basis, using supply from the low pressure water system pending the creation of a City reclaimed point of distribution. The project will have lateral links to the existing reclaimed piping below Owens Street.

Joint Trench (Dry) Utilities: “Dry” utilities are located in a common trench, including primary and secondary electric power, telephone, CATV, police and fire alarm conductors, high speed data communications (fiber optics), municipal telemetry lines and similar utilities. Secondary power for street lighting is also located in the joint trench. Project connections to these utilities will be to the existing join trench under A Street.

Natural Gas: The building will connect to the existing natural gas line under A Street.

Overhead Electrical and Telephone Lines: Existing overhead utilities will be relocated as required.

Utility Plan



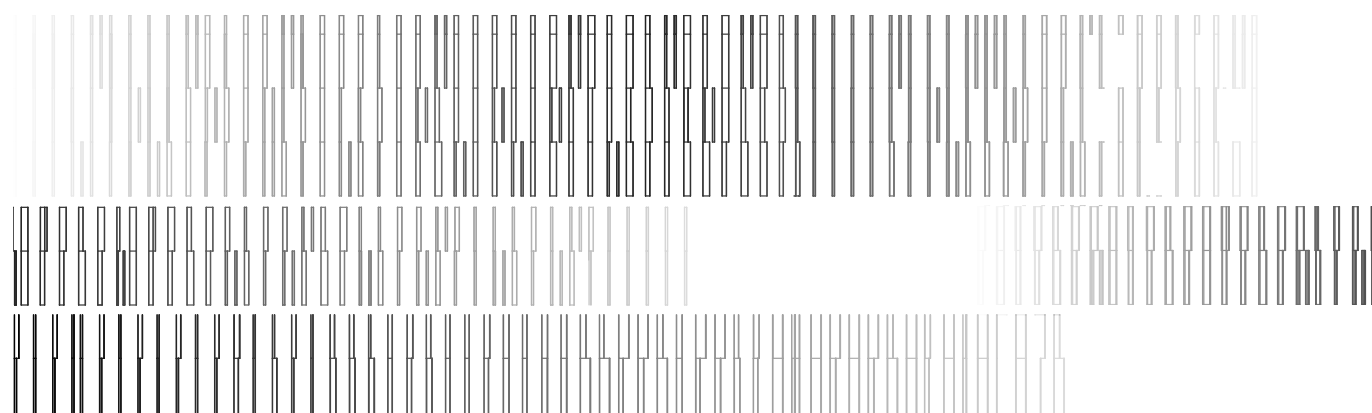
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Design Narrative



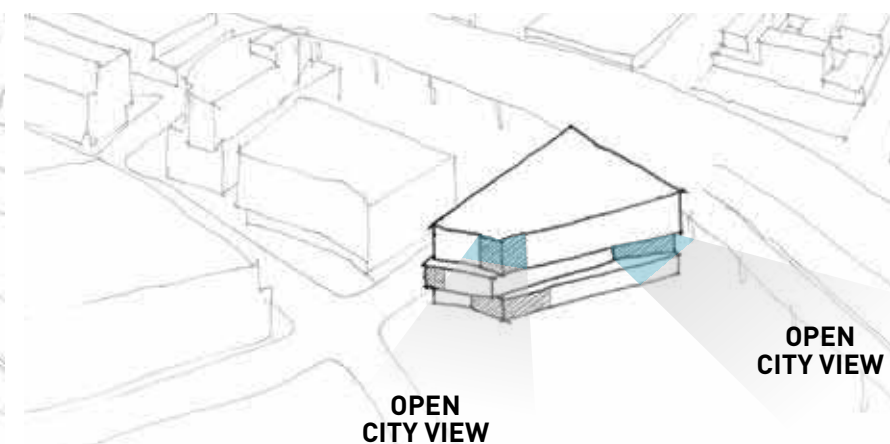
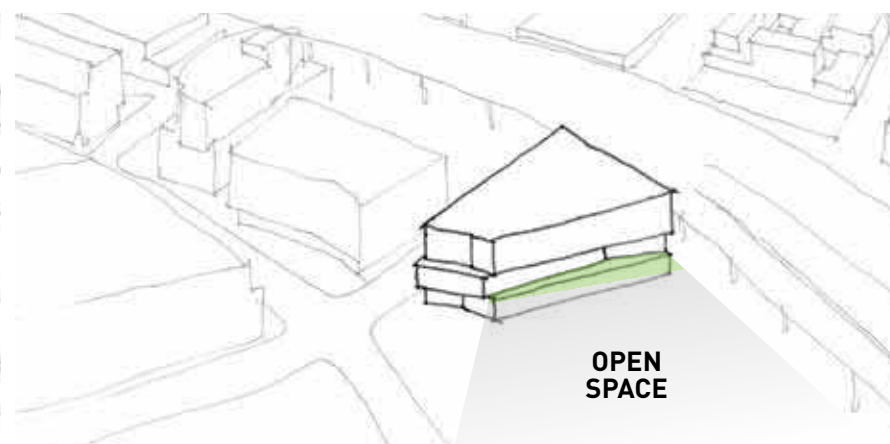
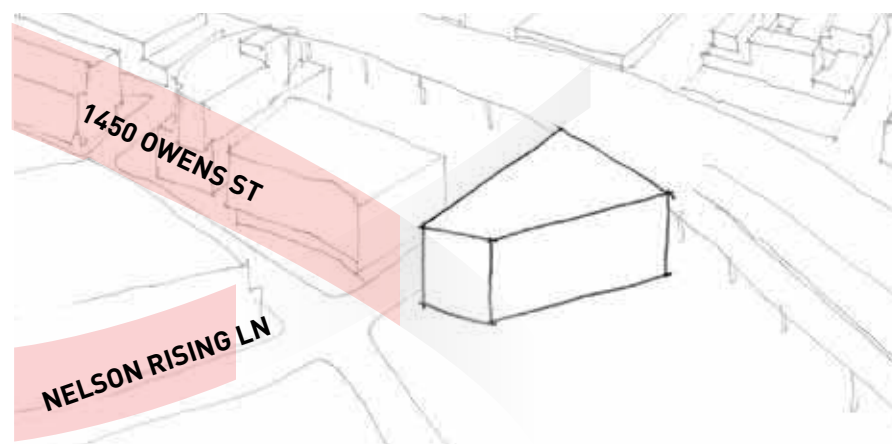
Buildings to varying degrees are shaped by their site. There is the land itself, the immediate conditions surrounding the site, and the environmental conditions where the site is situated. There can be a certain uniformity in these factors or diversity. It is for the building to harmonize these influences so that it finds its place in the situation for which it has been designed.

The site for 1450 Owens is challenged from near and far. The poor quality of the bearing capacity of the soil requires a deep and costly foundation system. The immediate vicinity is a study in contrasts with the east edge of the site positioned at the terminus of the vara, Nelson Rising Lane, the north facing a future public field and the central city beyond, the west edge against the elevated 280 freeway, and the south edge looking out to an assortment

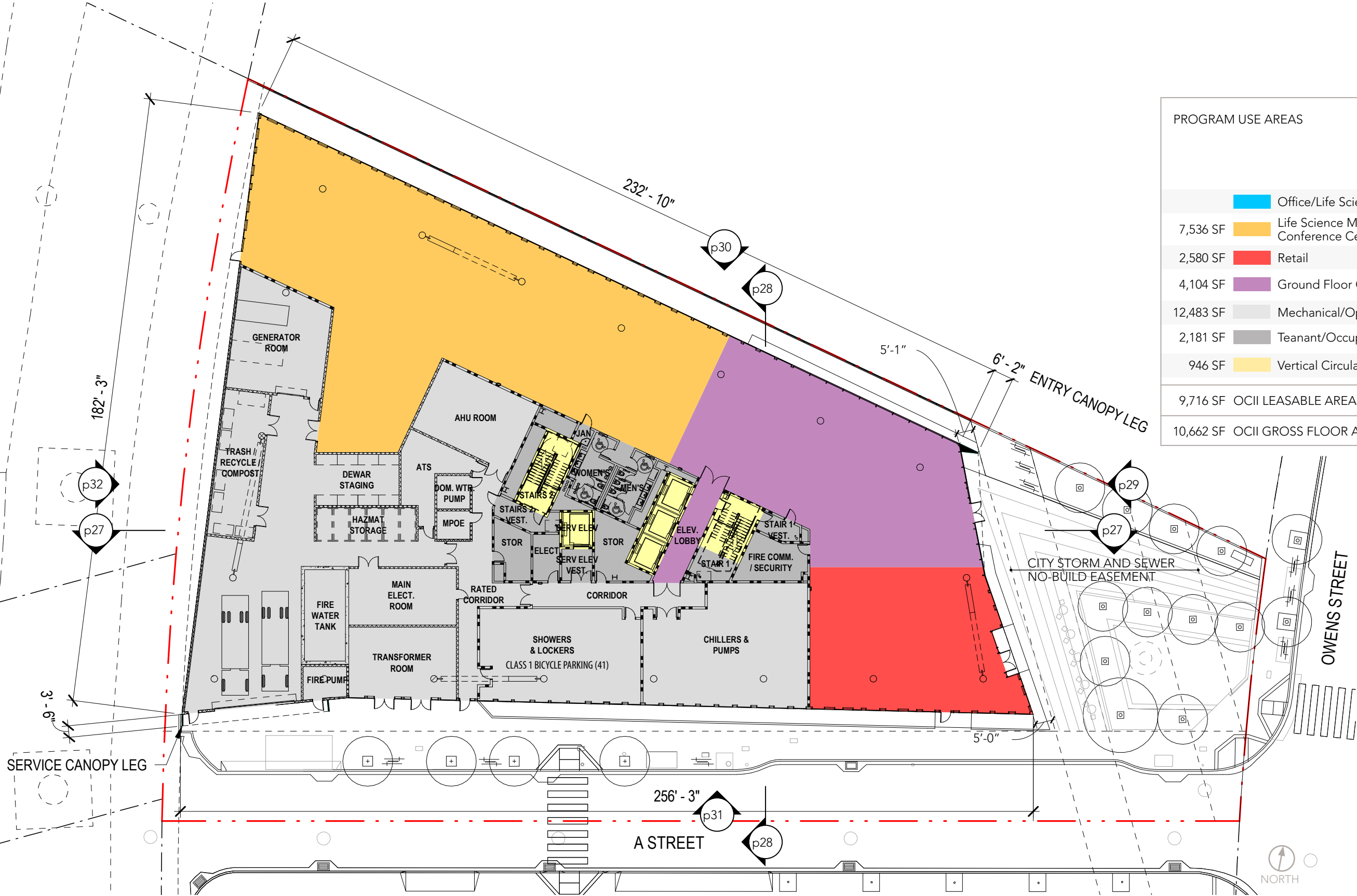
of life science buildings and parking garages. It may not be a situation to be envied, but restraint in response to constrained circumstances often leads to the best results.

For any project to be financially feasible at this location, the built area of the irregularly shaped site must be maximized on the one hand while paying heed to the views from Potrero Hill on one side and an active recreation public open space on the other. The design height strikes a balance to preserve views and minimize shadows. The building respects easements to the west and east and creates setbacks on the north and south for planting and water retention basins. On the east, the planting and basins form part of the plaza at the main entry where a prominent sculpture will be on axis with the vara.

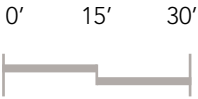
The seven story structure above is a delicate, open bronze lantern easing the views to it and opening to those beyond. In a nod to its intended function, the pattern of vertical window mullions inspired by the patterns of an electrophoresis assay serves to lighten and diminish the bulk of the building. The carefully designed shifts, selective expression and strategic retreat of certain floor plates and curtain wall surfaces further contribute to a reduction of visual weight while opening the work spaces within to the surroundings. With simple candor, the building acknowledges the dynamism of its site. It is situated as a new gateway to Mission Bay.



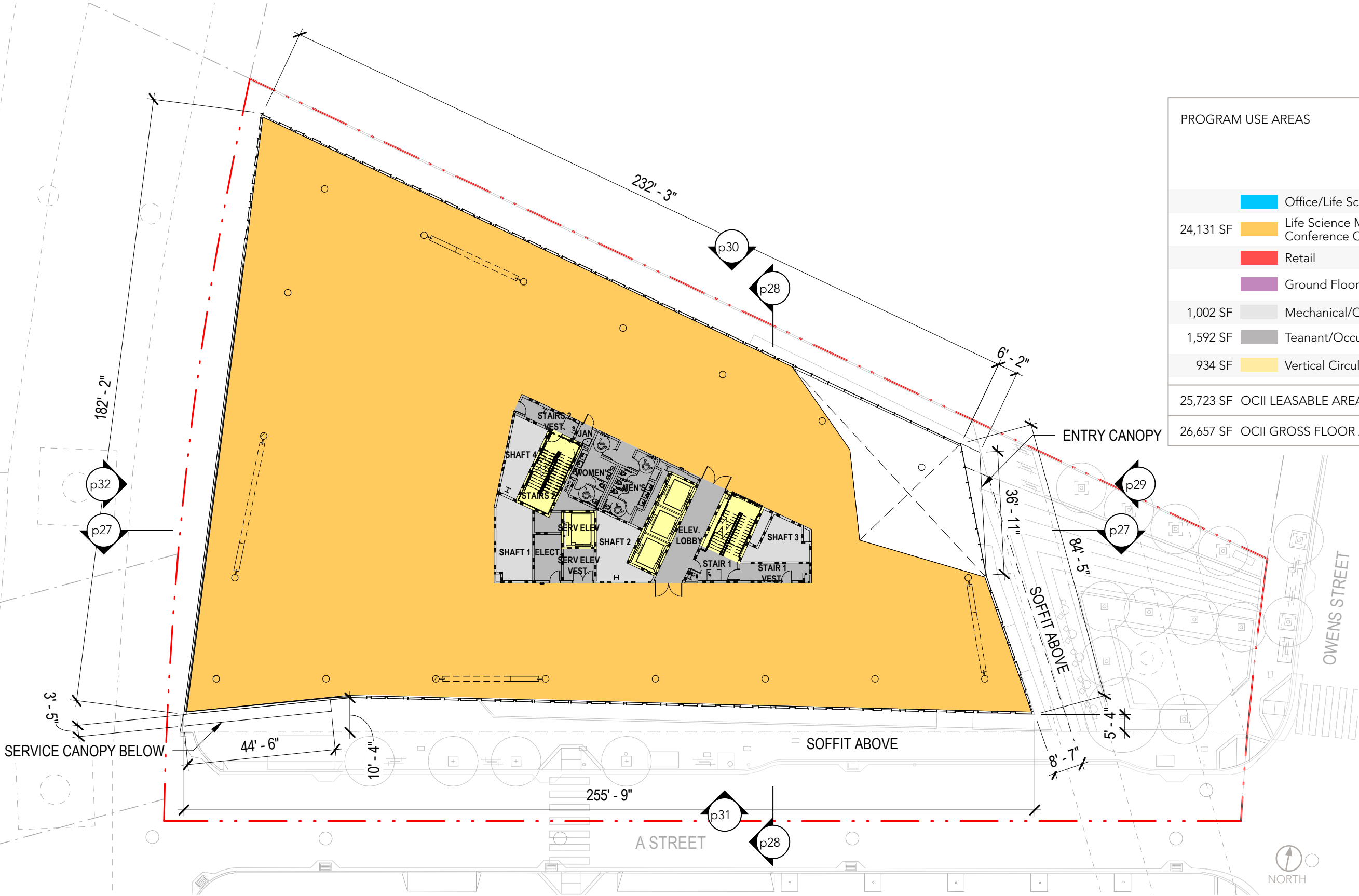
Level 1 Plan



PROGRAM USE AREAS		Leasable Area	Gross Area
	Office/Life Sciences	X	X
7,536 SF 	Life Science Meeting/Conference Center	X	X
2,580 SF 	Retail		
4,104 SF 	Ground Floor Circulation/Service		
12,483 SF 	Mechanical/Operational		
2,181 SF 	Tenant/Occupant Support	X	X
946 SF 	Vertical Circulation (BOMA 1996)		X
9,716 SF OCII LEASABLE AREAS THIS LEVEL			
10,662 SF OCII GROSS FLOOR AREAS THIS LEVEL			

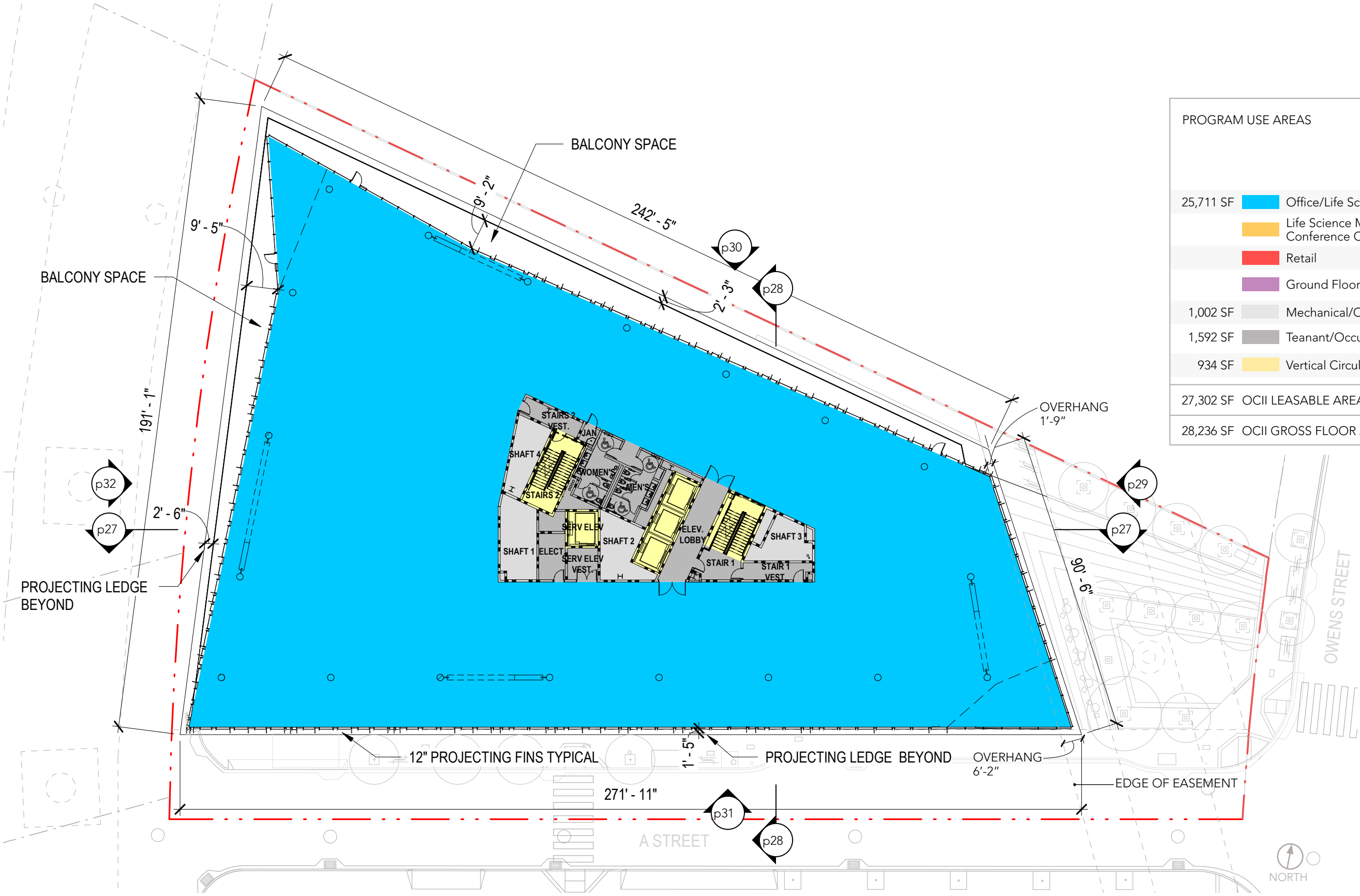


Level 2 Plan



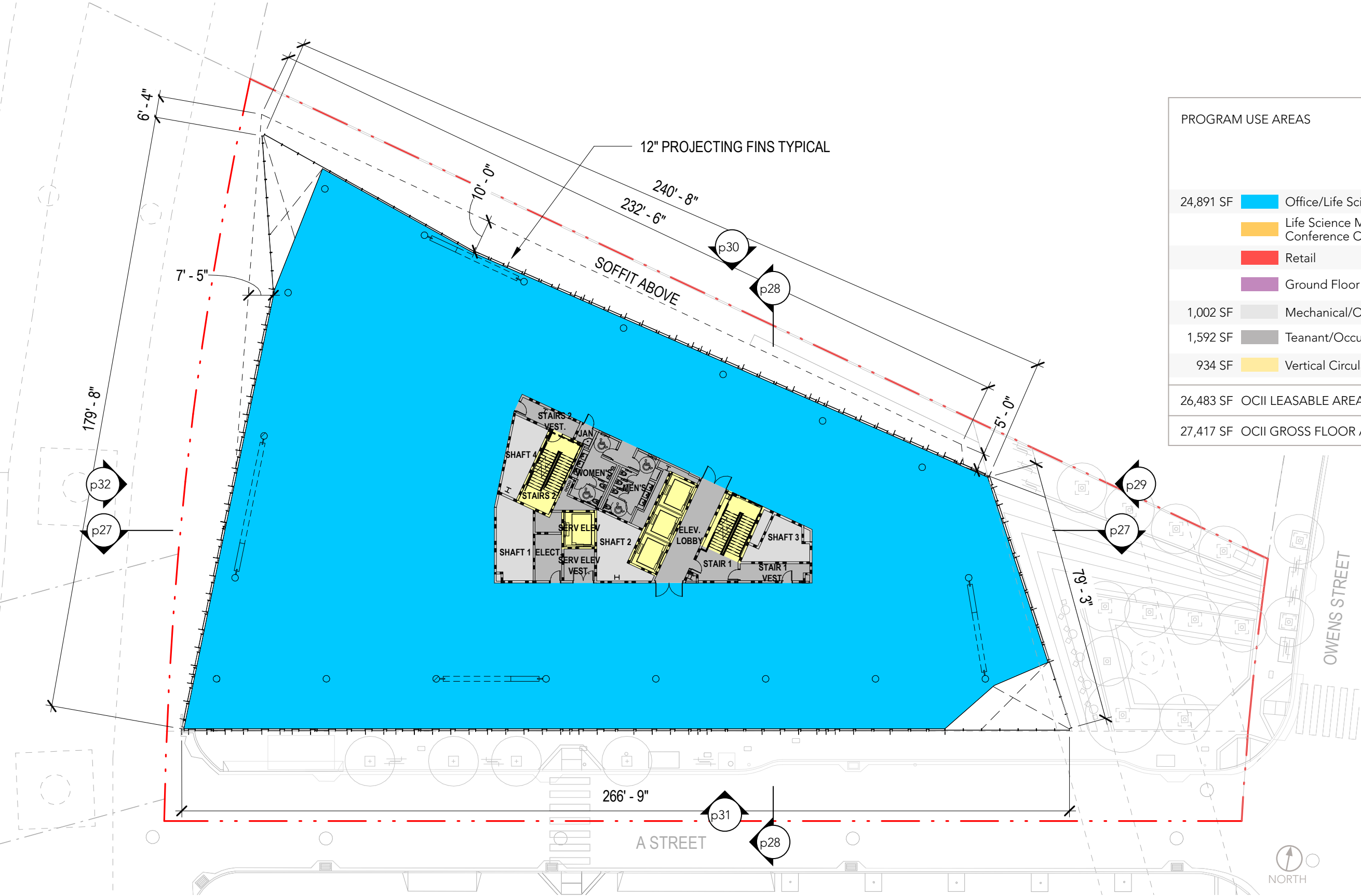
PROGRAM USE AREAS		Leasable Area	Gross Area
 Office/Life Sciences		X	X
24,131 SF  Life Science Meeting/Conference Center		X	X
 Retail			
 Ground Floor Circulation/Service			
1,002 SF  Mechanical/Operational			
1,592 SF  Tenant/Occupant Support		X	X
934 SF  Vertical Circulation (BOMA 1996)			X
25,723 SF OCII LEASABLE AREAS THIS LEVEL			
26,657 SF OCII GROSS FLOOR AREAS THIS LEVEL			

Level 3 Plan



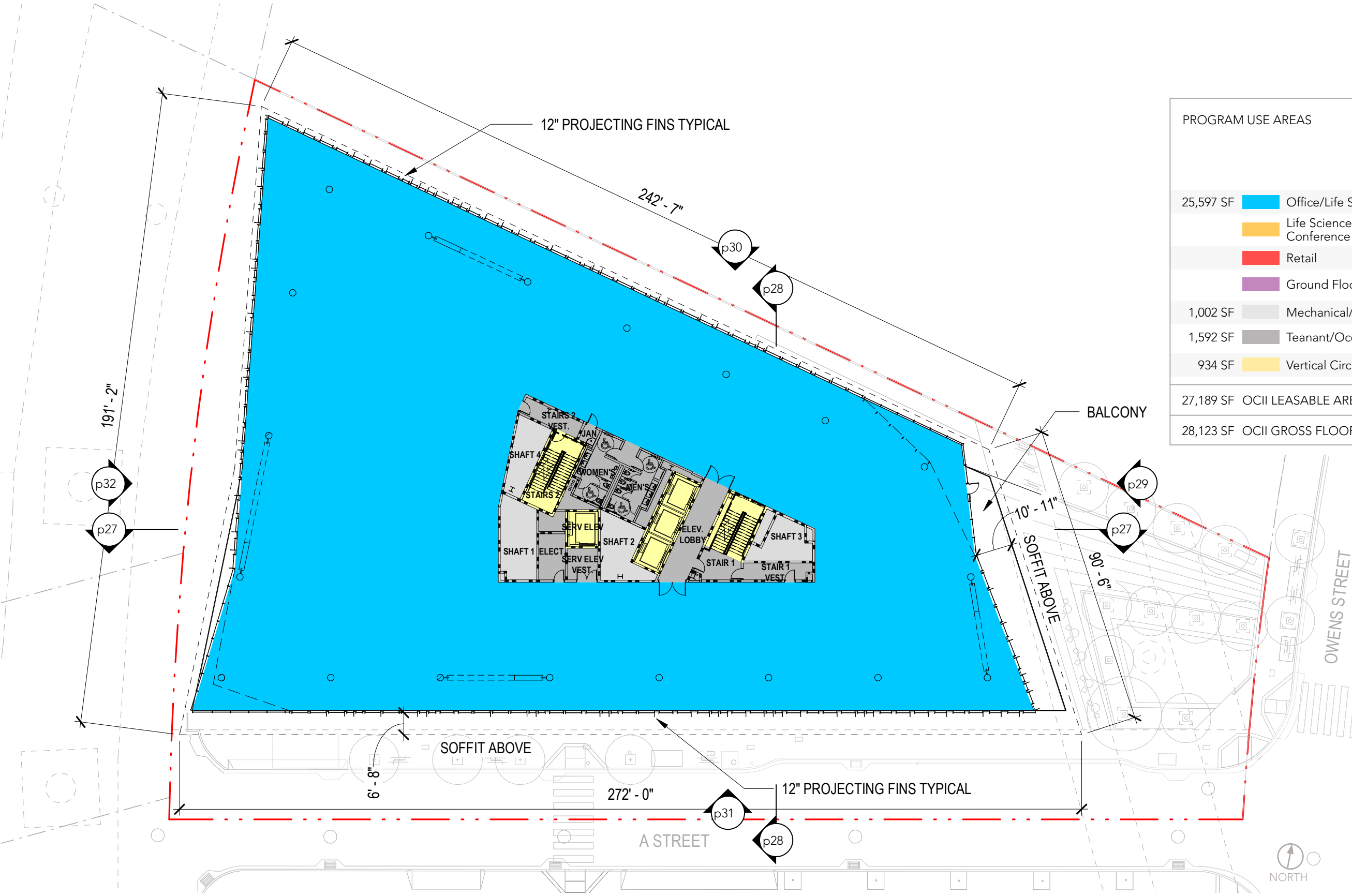
PROGRAM USE AREAS		Leasable Area	Gross Area
25,711 SF	Office/Life Sciences	X	X
	Life Science Meeting/Conference Center	X	X
	Retail		
	Ground Floor Circulation/Service		
1,002 SF	Mechanical/Operational		
1,592 SF	Tenant/Occupant Support	X	X
934 SF	Vertical Circulation (BOMA 1996)		X
27,302 SF OCII LEASABLE AREAS THIS LEVEL			
28,236 SF OCII GROSS FLOOR AREAS THIS LEVEL			

Level 4 Plan



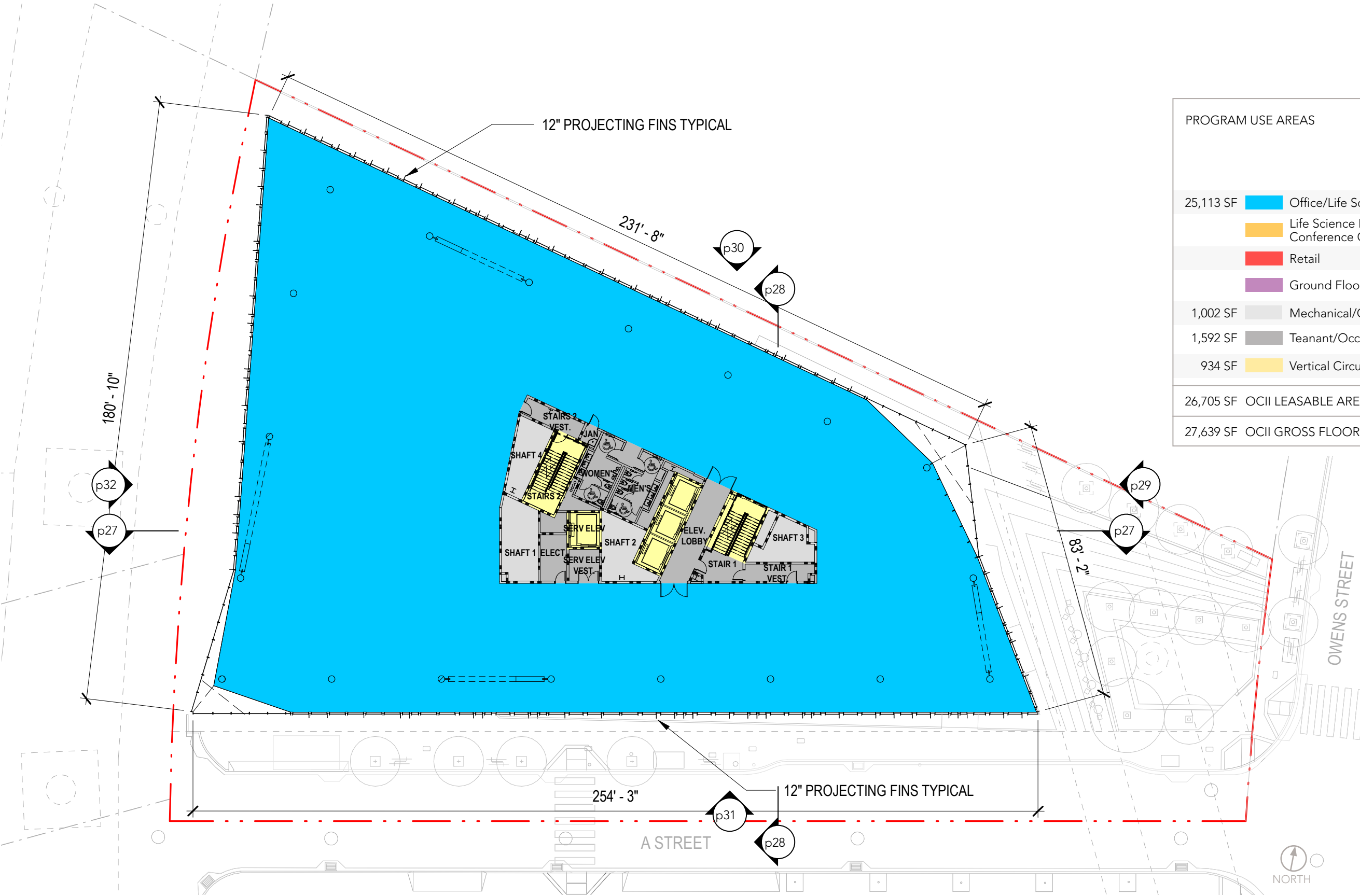
PROGRAM USE AREAS		Leasable Area	Gross Area
24,891 SF	Office/Life Sciences	X	X
	Life Science Meeting/Conference Center	X	X
	Retail		
	Ground Floor Circulation/Service		
1,002 SF	Mechanical/Operational		
1,592 SF	Teasant/Occupant Support	X	X
934 SF	Vertical Circulation (BOMA 1996)		X
26,483 SF OCII LEASABLE AREAS THIS LEVEL			
27,417 SF OCII GROSS FLOOR AREAS THIS LEVEL			

Level 5 Plan



PROGRAM USE AREAS		Leasable Area	Gross Area
25,597 SF	Office/Life Sciences	X	X
	Life Science Meeting/Conference Center	X	X
	Retail		
	Ground Floor Circulation/Service		
1,002 SF	Mechanical/Operational		
1,592 SF	Teasant/Occupant Support	X	X
934 SF	Vertical Circulation (BOMA 1996)		X
27,189 SF OCII LEASABLE AREAS THIS LEVEL			
28,123 SF OCII GROSS FLOOR AREAS THIS LEVEL			

Level 6 Plan



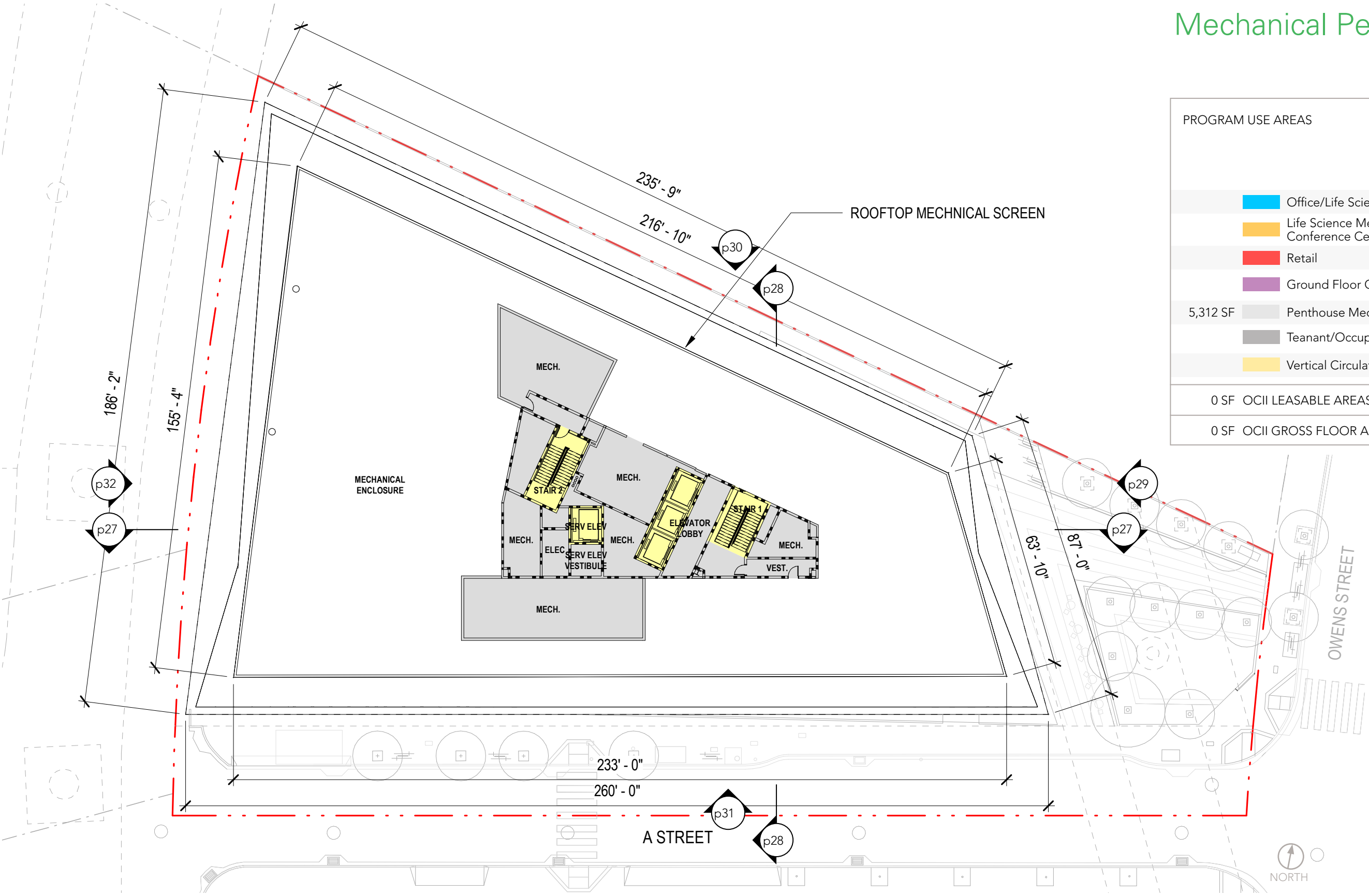
PROGRAM USE AREAS		Leasable Area	Gross Area
25,113 SF	Office/Life Sciences	X	X
	Life Science Meeting/Conference Center	X	X
	Retail		
	Ground Floor Circulation/Service		
1,002 SF	Mechanical/Operational		
1,592 SF	Teasant/Occupant Support	X	X
934 SF	Vertical Circulation (BOMA 1996)		X
26,705 SF OCII LEASABLE AREAS THIS LEVEL			
27,639 SF OCII GROSS FLOOR AREAS THIS LEVEL			

Level 7 Plan

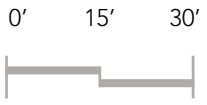


PROGRAM USE AREAS		Leasable Area	Gross Area
25,100 SF	Office/Life Sciences	X	X
	Life Science Meeting/Conference Center	X	X
	Retail		
	Ground Floor Circulation/Service		
1,002 SF	Mechanical/Operational		
1,592 SF	Tenant/Occupant Support	X	X
934 SF	Vertical Circulation (BOMA 1996)		X
26,692 SF OCII LEASABLE AREAS THIS LEVEL			
27,626 SF OCII GROSS FLOOR AREAS THIS LEVEL			

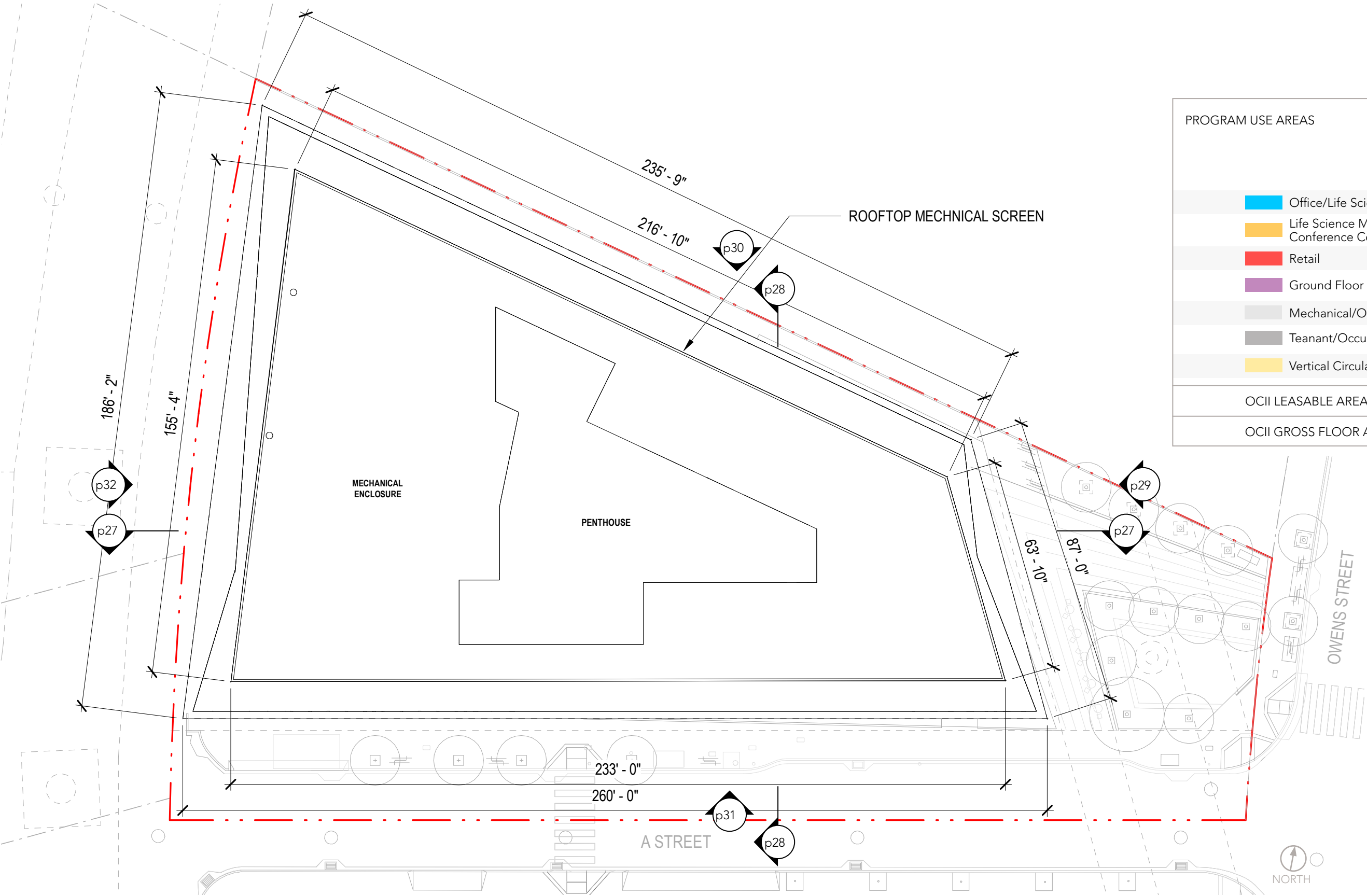
Mechanical Penthouse Plan



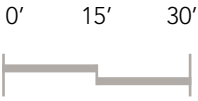
PROGRAM USE AREAS		Leasable Area	Gross Area
Office/Life Sciences		X	X
Life Science Meeting/Conference Center		X	X
Retail			
Ground Floor Circulation/Service			
5,312 SF Penthouse Mechanical			
Tenant/Occupant Support		X	X
Vertical Circulation (BOMA 1996)			X
0 SF OCII LEASABLE AREAS THIS LEVEL			
0 SF OCII GROSS FLOOR AREAS THIS LEVEL			



Roof Plan



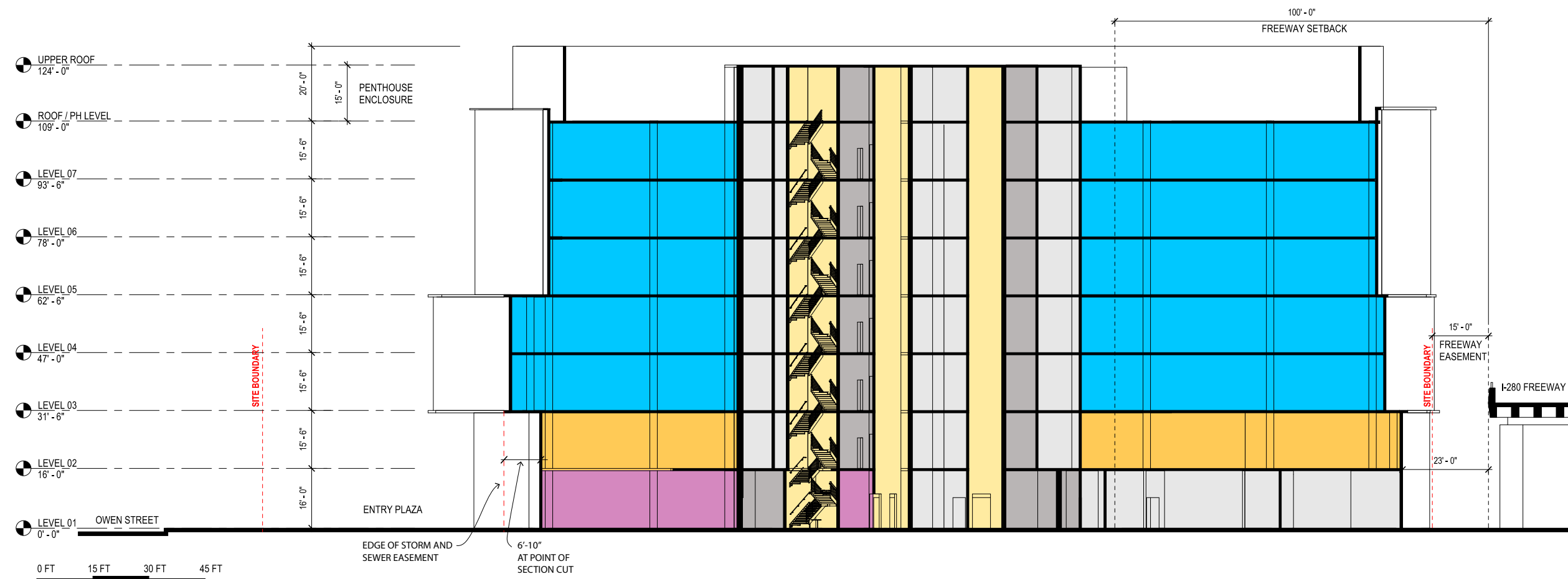
PROGRAM USE AREAS		Leasable Area	Gross Area
Office/Life Sciences		X	X
Life Science Meeting/Conference Center		X	X
Retail			
Ground Floor Circulation/Service			
Mechanical/Operational			
Teanant/Occupant Support		X	X
Vertical Circulation (BOMA 1996)			X
OCII LEASABLE AREAS THIS LEVEL			
OCII GROSS FLOOR AREAS THIS LEVEL			



East-West Building Section Through Core

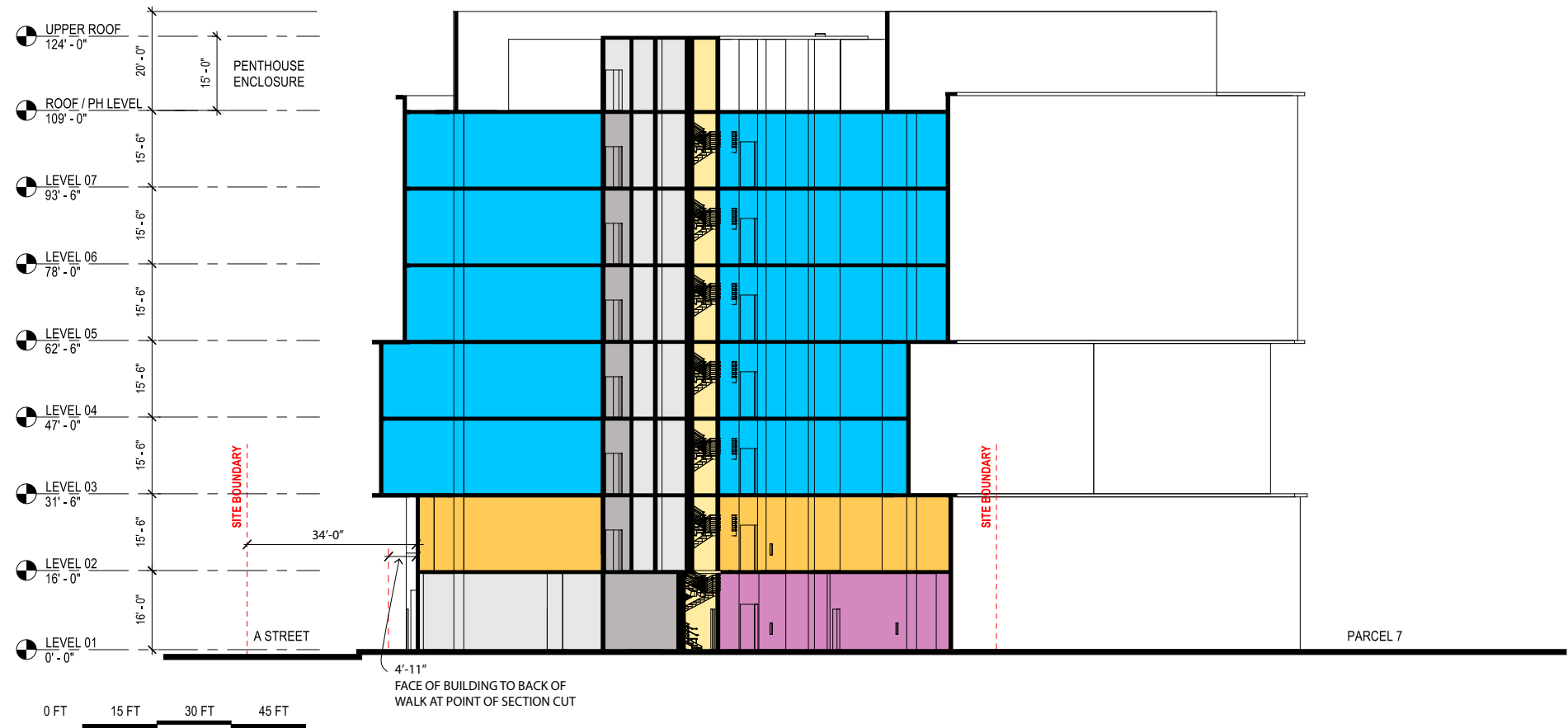
PROGRAM USE AREAS

- Office/Life Sciences
- Life Science Meeting/
Conference Center
- Retail
- Ground Floor Circulation/Service
- Mechanical/Operational
- Teanant/Occupant Support
- Vertical Circulation (BOMA 1996)



North-South Building Section Through Core

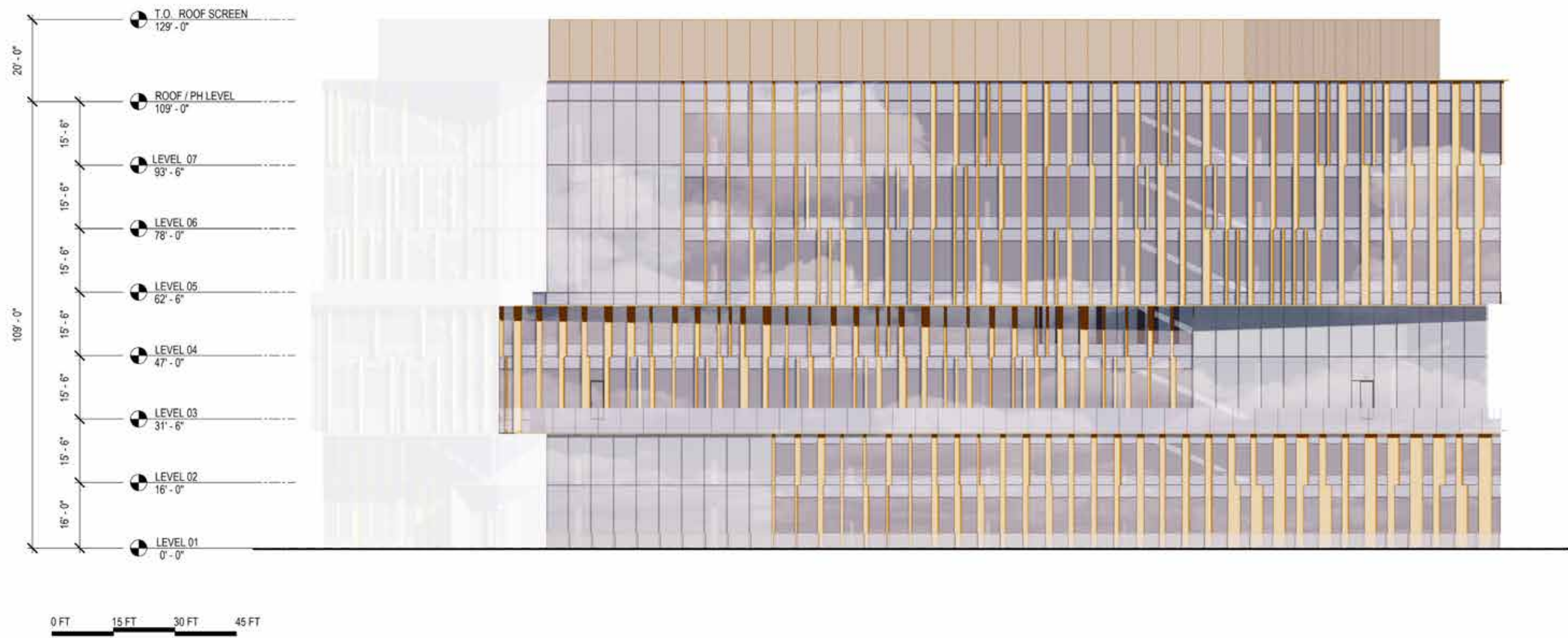
- PROGRAM USE AREAS
- Office/Life Sciences
 - Life Science Meeting/Conference Center
 - Retail
 - Ground Floor Circulation/Service
 - Mechanical/Operational
 - Teasant/Occupant Support
 - Vertical Circulation (BOMA 1996)



East Elevation



North Elevation



South Elevation



West Elevation



Illustrative Rendering, From Owens Street Looking Southwest



Illustrative Rendering, From Ball Field Looking South



Illustrative Rendering, Down 'A' Street, Looking West



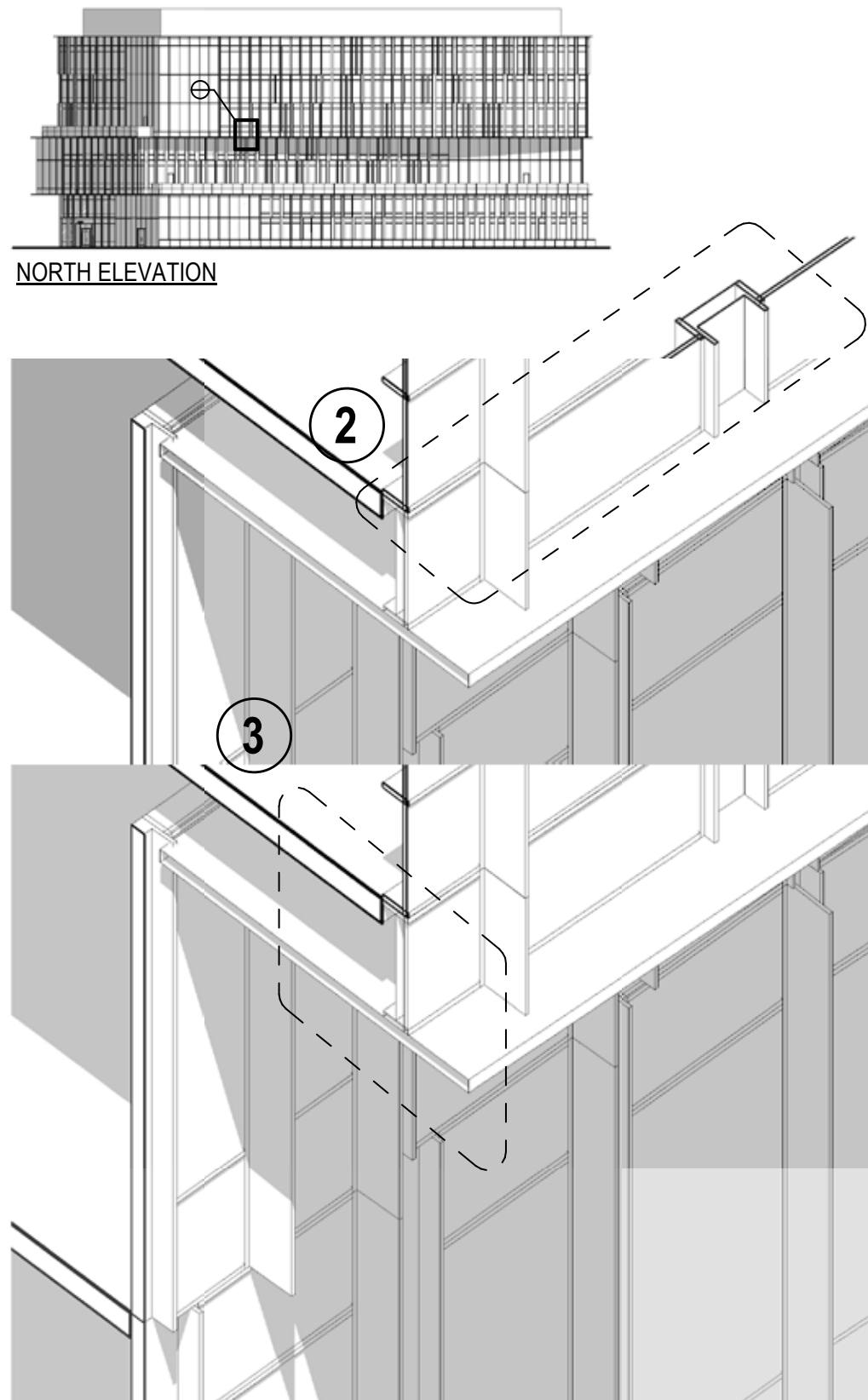
Illustrative Rendering, View From the I-280 Freeway, Looking North



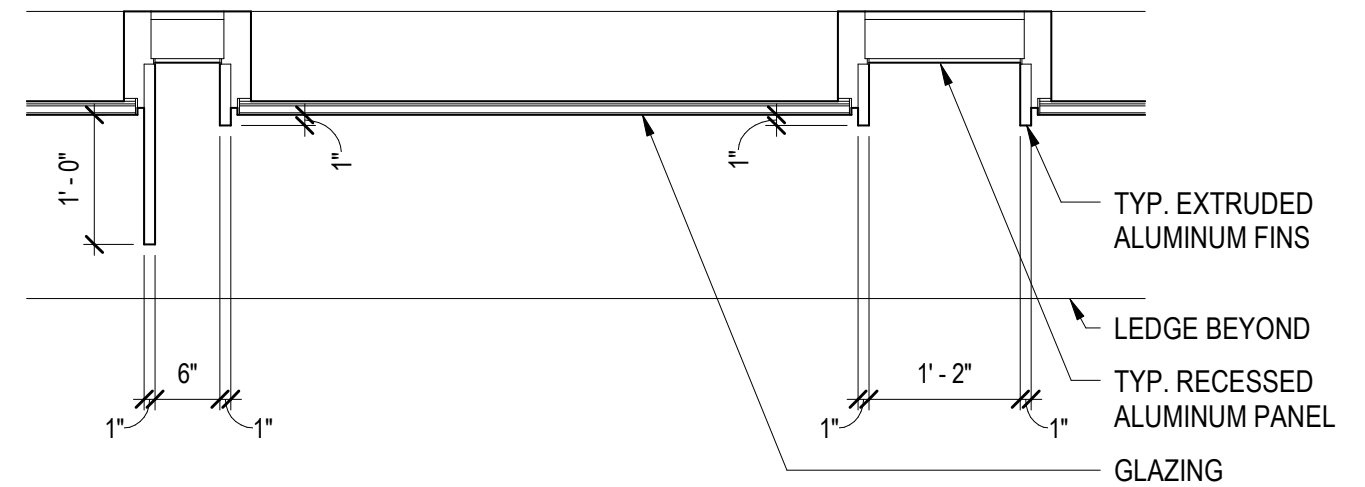
Illustrative Rendering, View At Entry Plaza



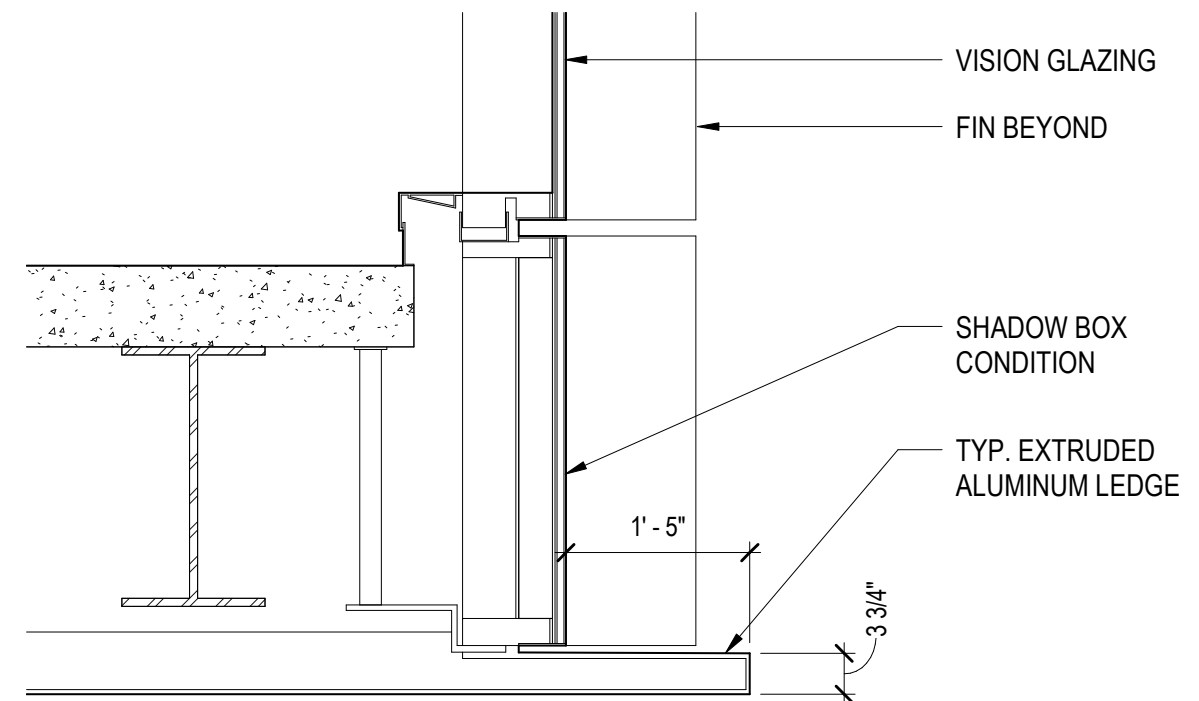
Facade Details



1 WALL SECTION ISOMETRIC
SCALE: NTS

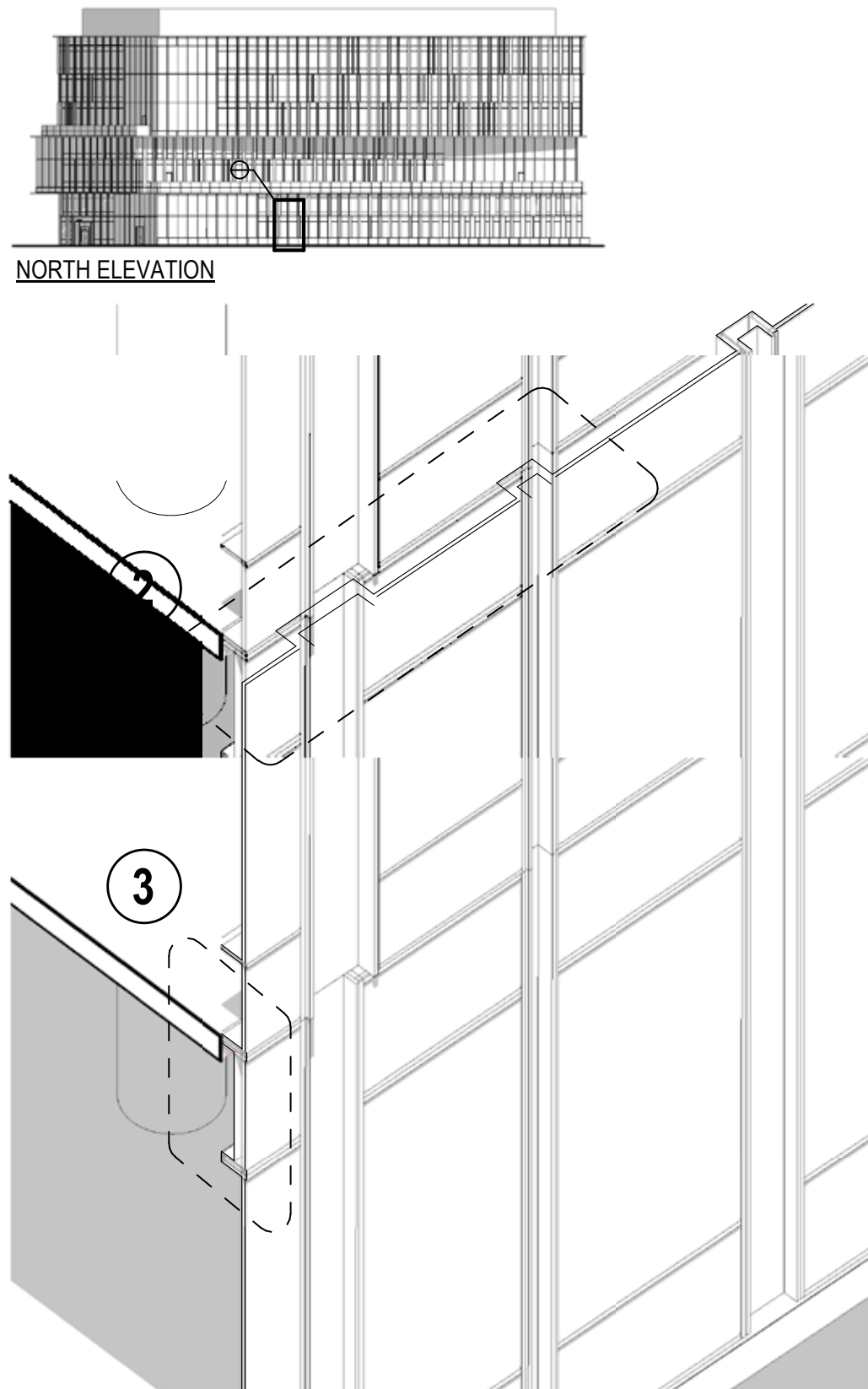


2 PLAN DETAIL - TYPICAL RECESSED PANELS AND FIN
SCALE: 3/4" = 1'-0"

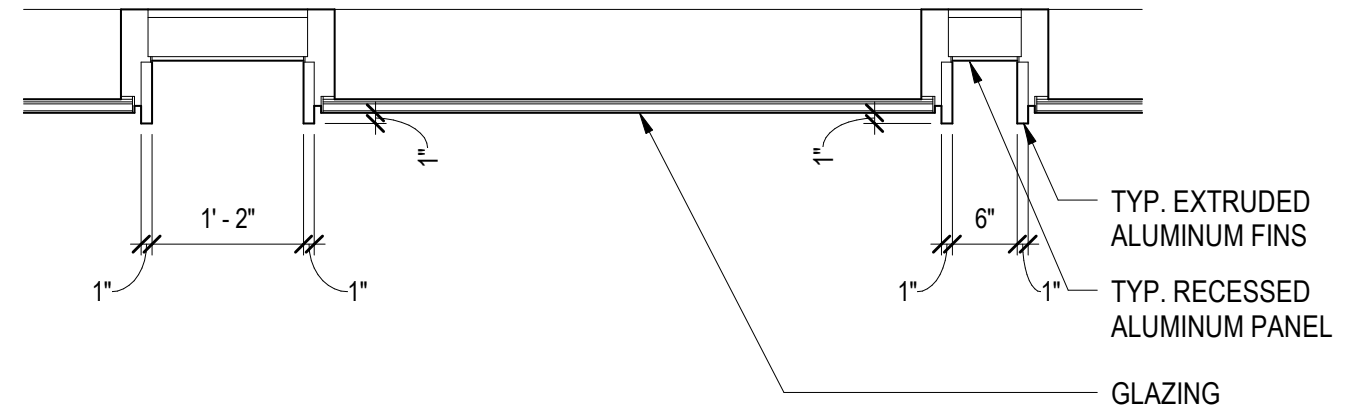


3 SECTION DETAIL - TYPICAL LEDGE TRIM
SCALE: 3/4" = 1'-0"

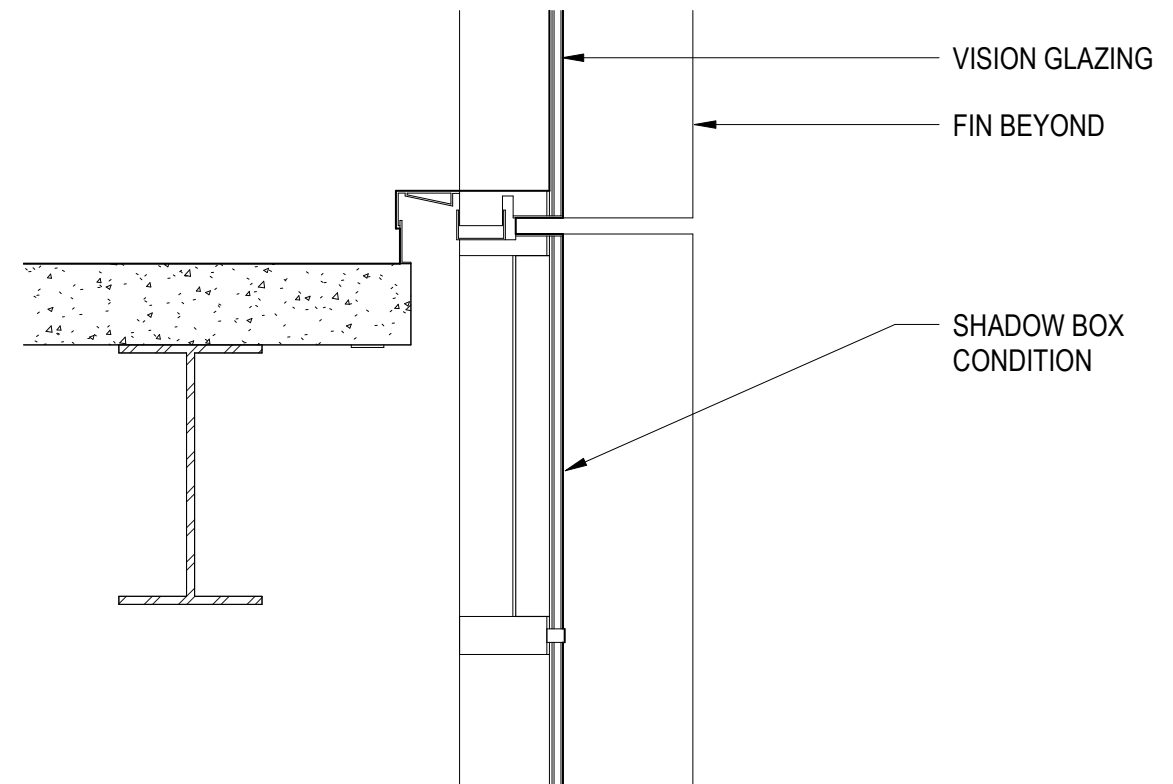
Facade Details



1 WALL SECTION ISOMETRIC LOWER LEVELS
SCALE: NTS



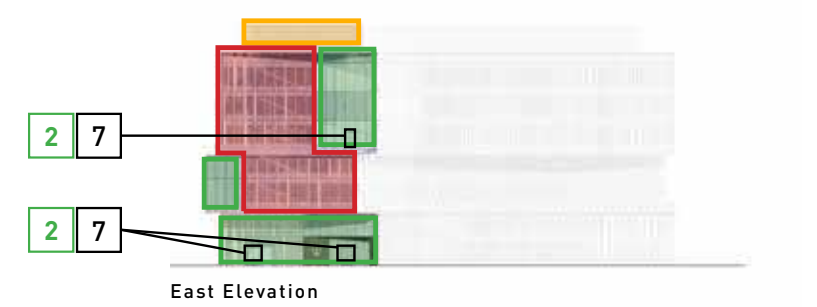
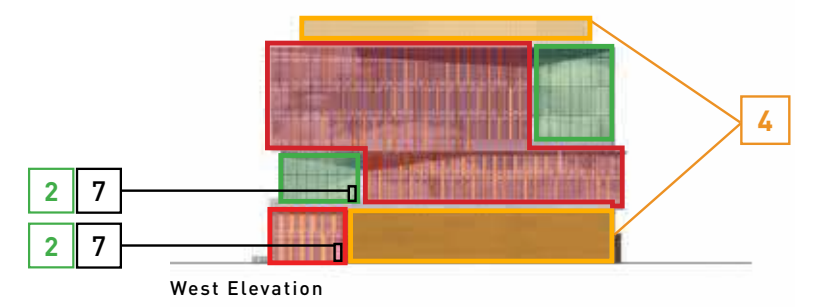
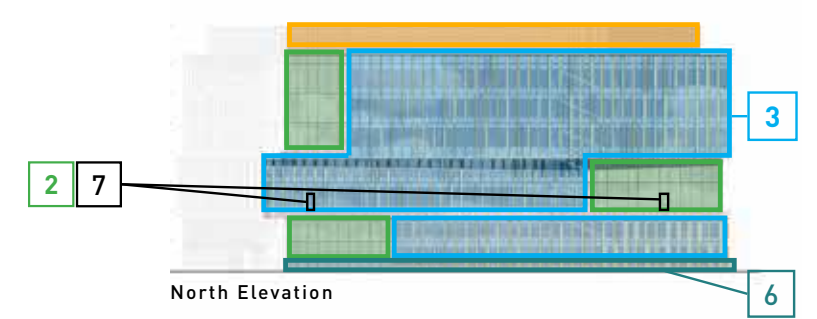
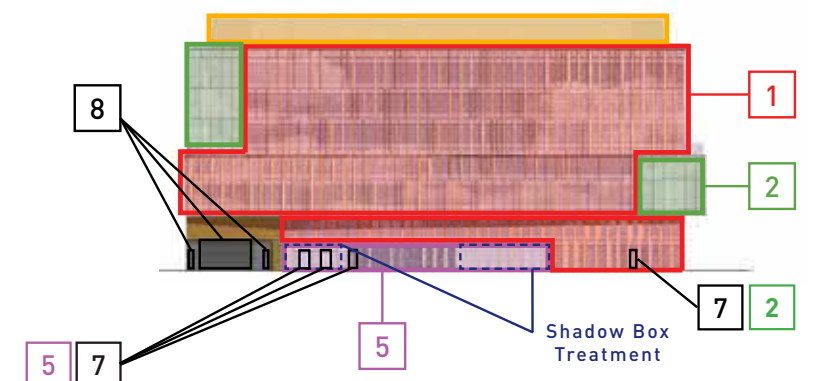
2 PLAN DETAIL - TYPICAL RECESSED PANELS AT LOWER LEVELS
SCALE: 3/4" = 1'-0"



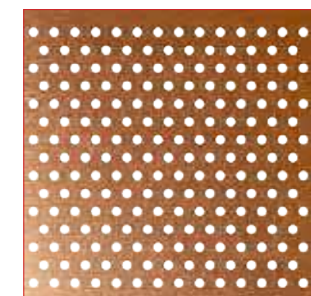
3 SECTION DETAIL - TYPICAL SHADOW BOX SPANDREL
SCALE: 3/4" = 1'-0"

Samples of Building Materials

GLASS & DOOR TYPES



Samples of Building Materials



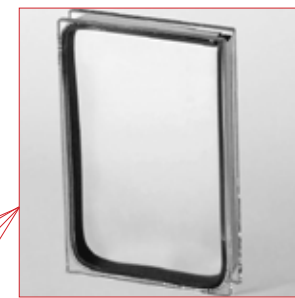
4
Rooftop Screen and West/South Rainscreen: Powder Coating Aluminum Panel



Railing: Low-Iron Laminated Glass



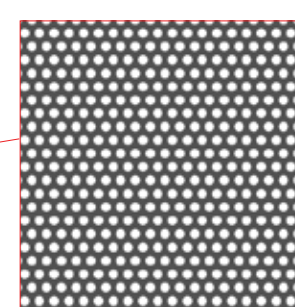
3
Upper Level North Glazing: Solarban 60



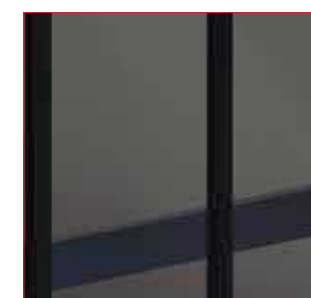
2
Lobby/Atrium Glazing and Entry/Terrace/West Ground Full-Lite Glass Door: Low-Iron Glass



5
Ground Floor Glazing Treatment and Internal Corridor Full-Lite Glass Door: Full-Lite Acid Etch Glass



6
Fence: Perforated Powder Coating Aluminum Panel



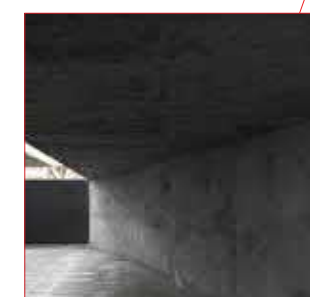
1
Upper Level Glazing (North Excluded): Halio Glass



Shadow Box: Glass Coating to Match Upper Level North Glazing Solarban 60 Custom Paint for Shadow Box



Fin/Reveal/Ledge: Powder Coating Aluminum Copper Finish



Grand Entry Canopy: Precast Concrete



7
Entry/Terrace/Internal Corridor/Transformer Room/West Ground Door Frame: To Match Curtain Wall

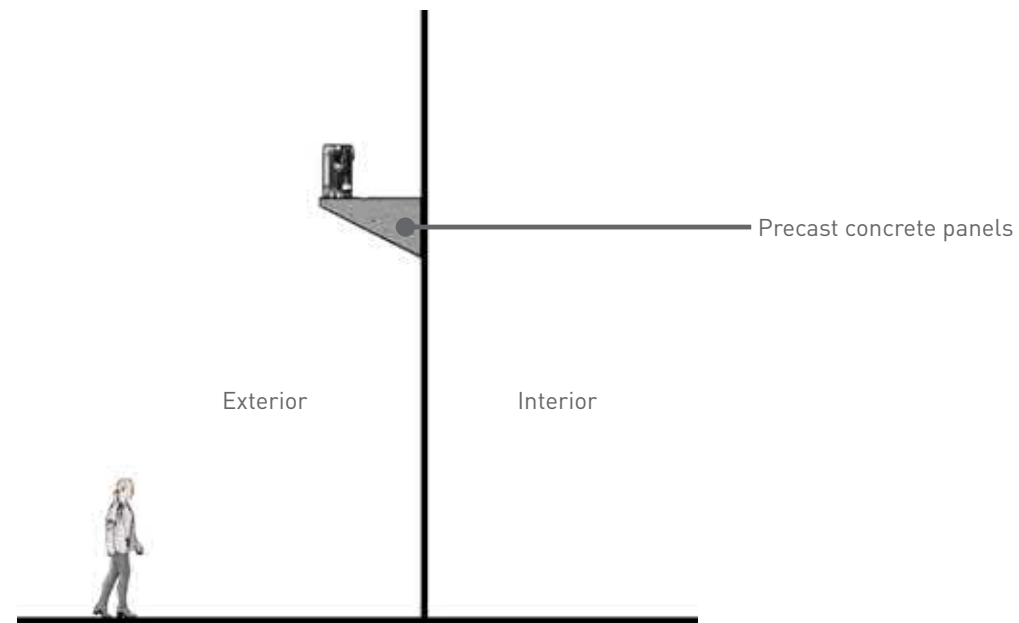


Curtain Wall Mullion: Powder Coating Aluminum Custom Metallic Black Finish

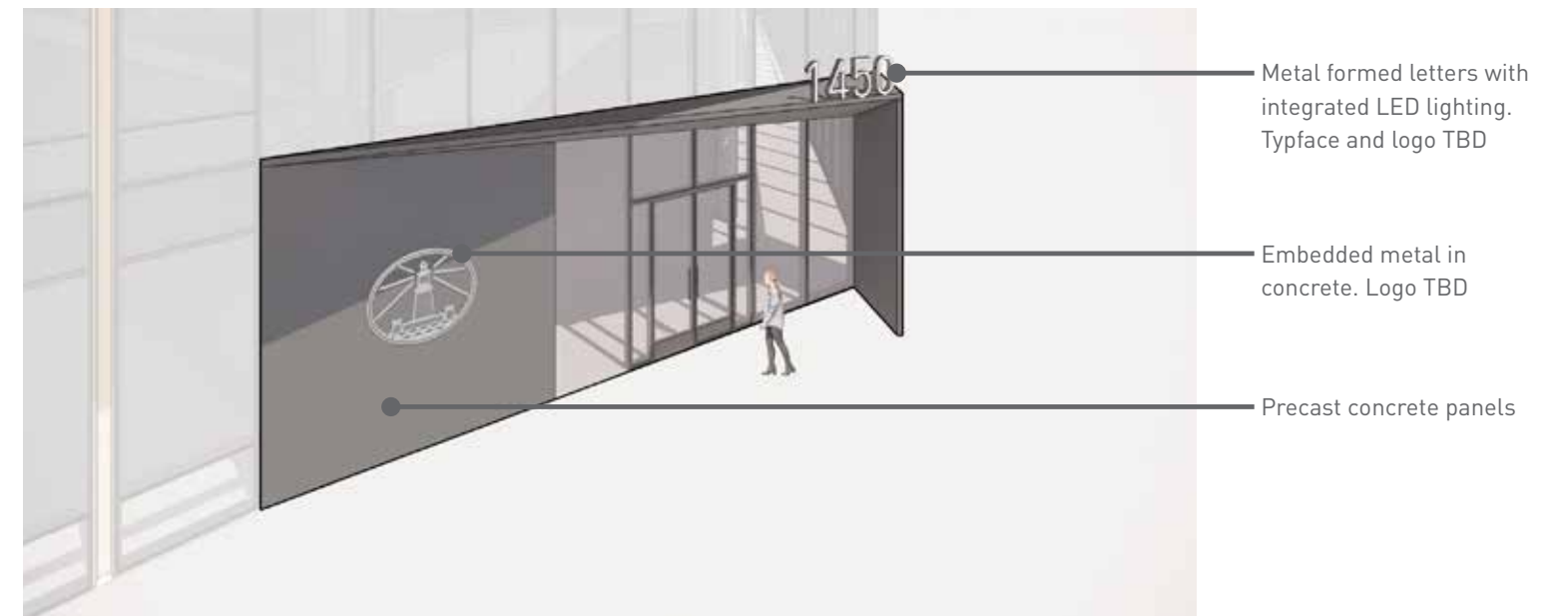


8
Loading Room/Fire Pump Door Frame and Solid Panel: To Match Curtain Wall Mullion

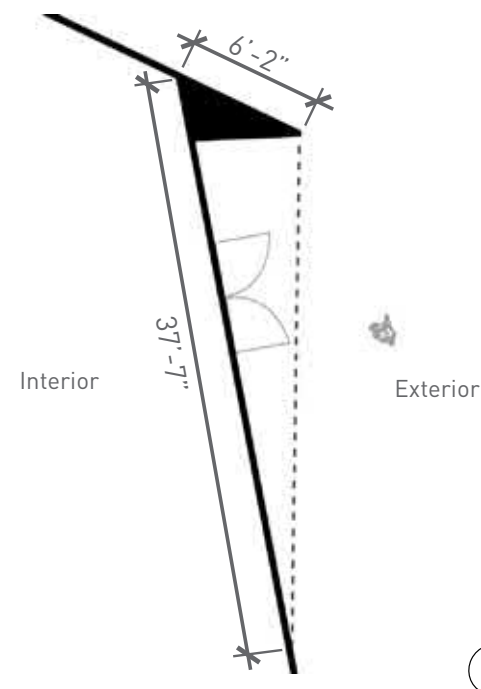
Building Entry Signage Concept



Section



Isometric

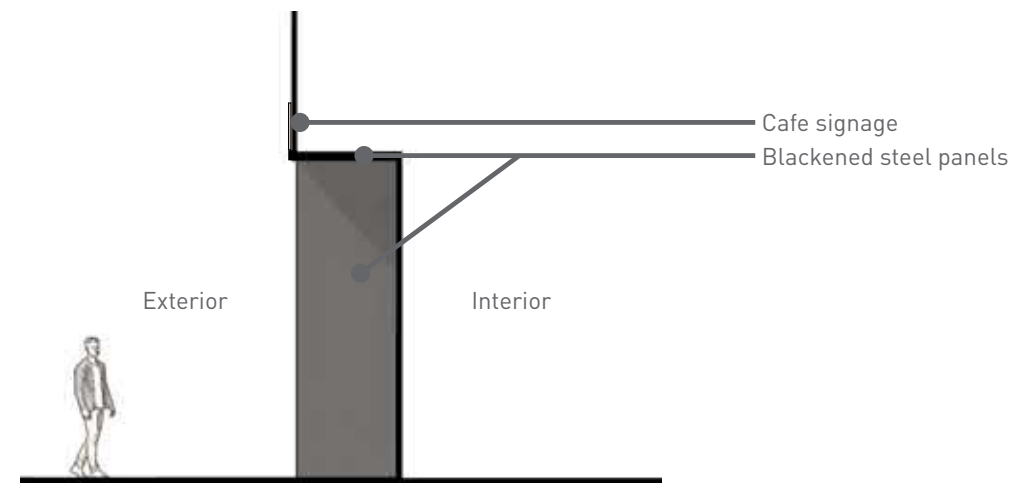


Plan

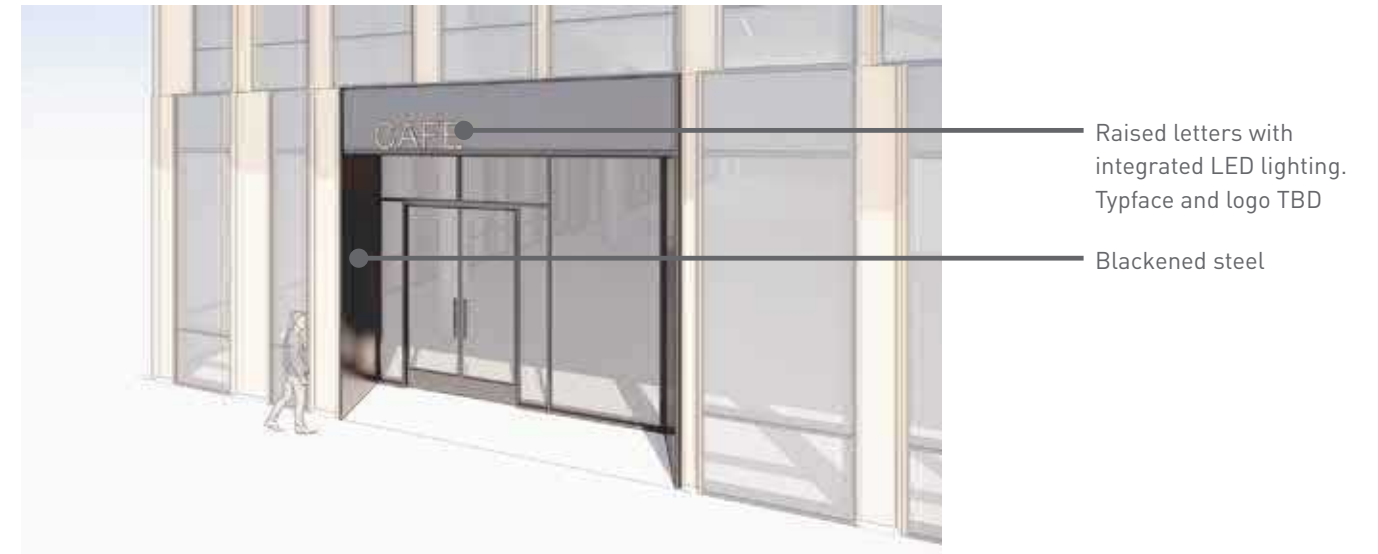


Elevation

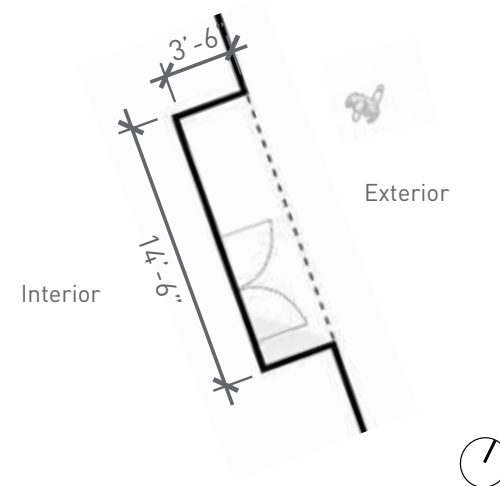
Building Cafe Signage Concept



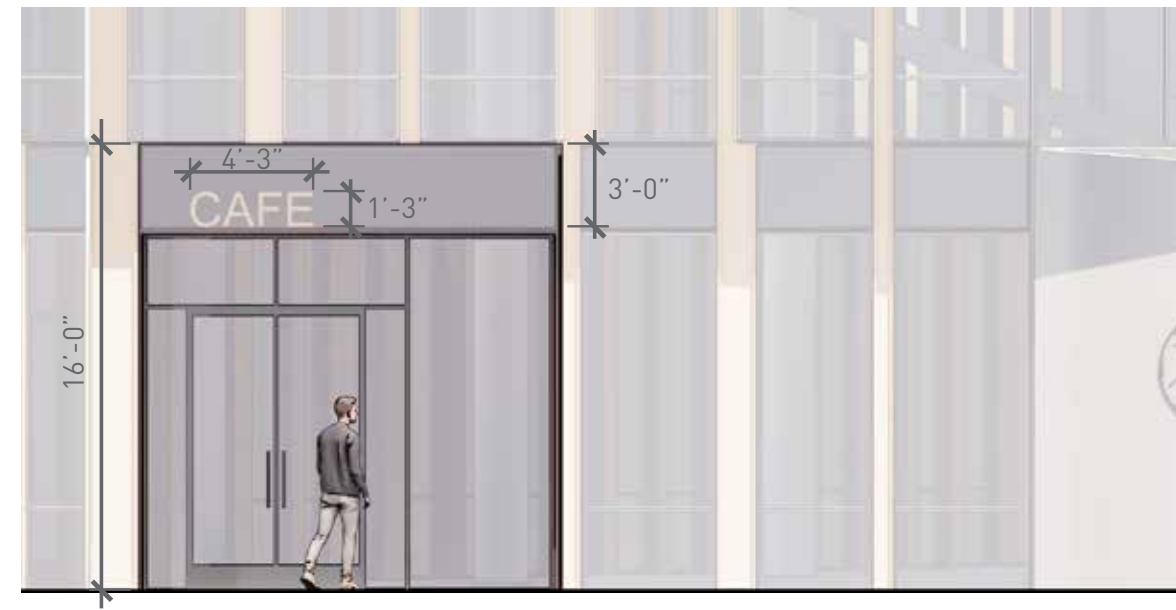
Section



Isometric



Plan



Elevation

Site View: From De Haro St & Southern Heights Ave



Site View: From Arden Complex



Site View: From Nelson Rising Lane

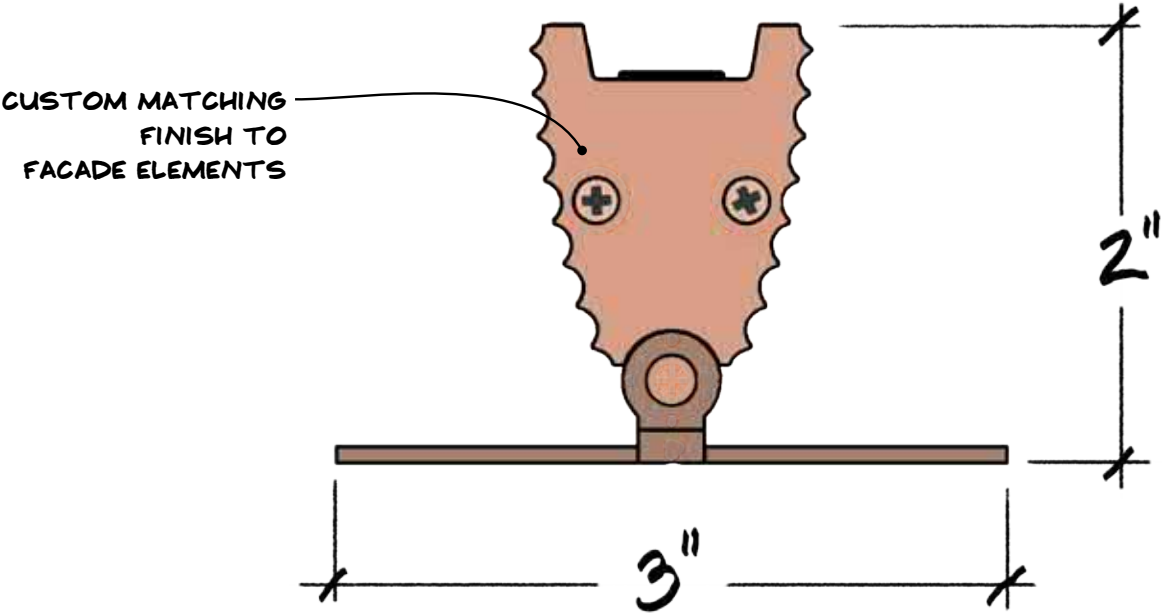
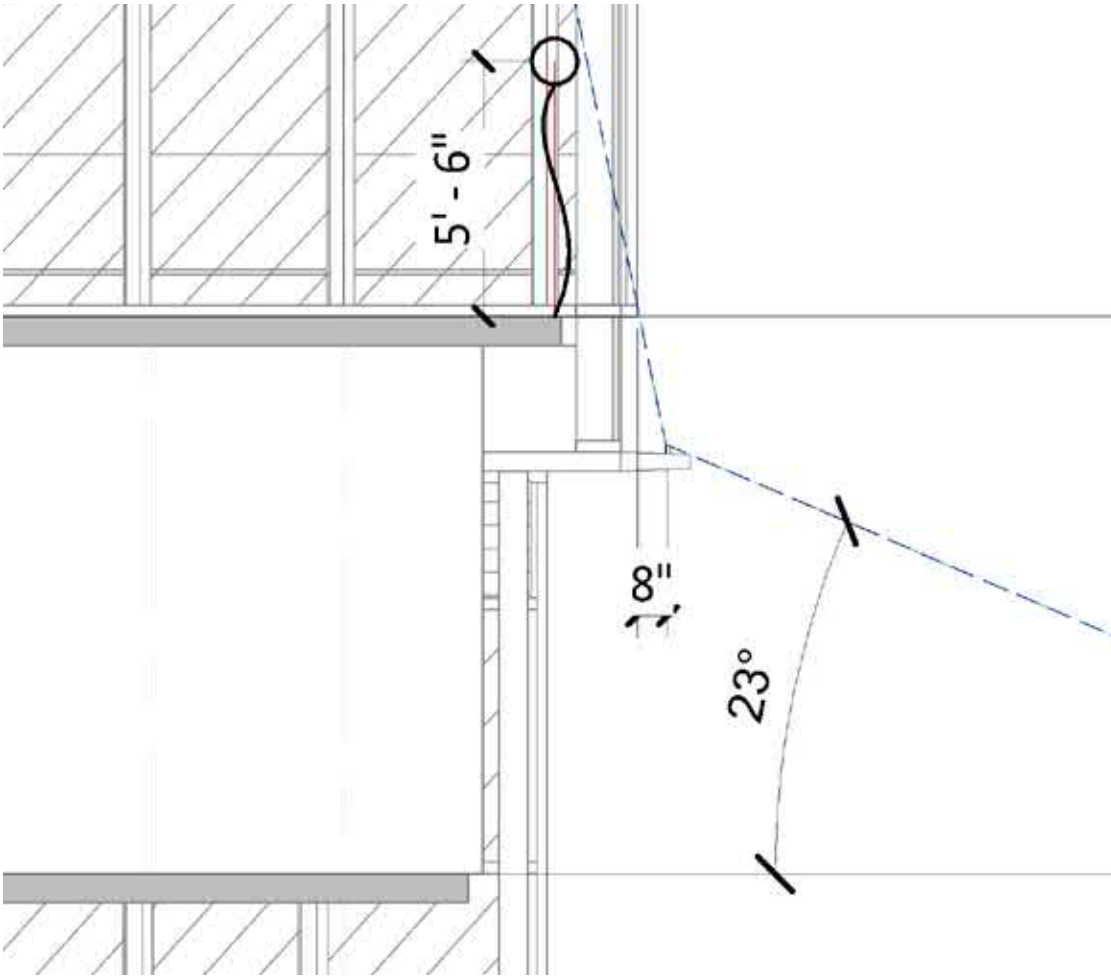
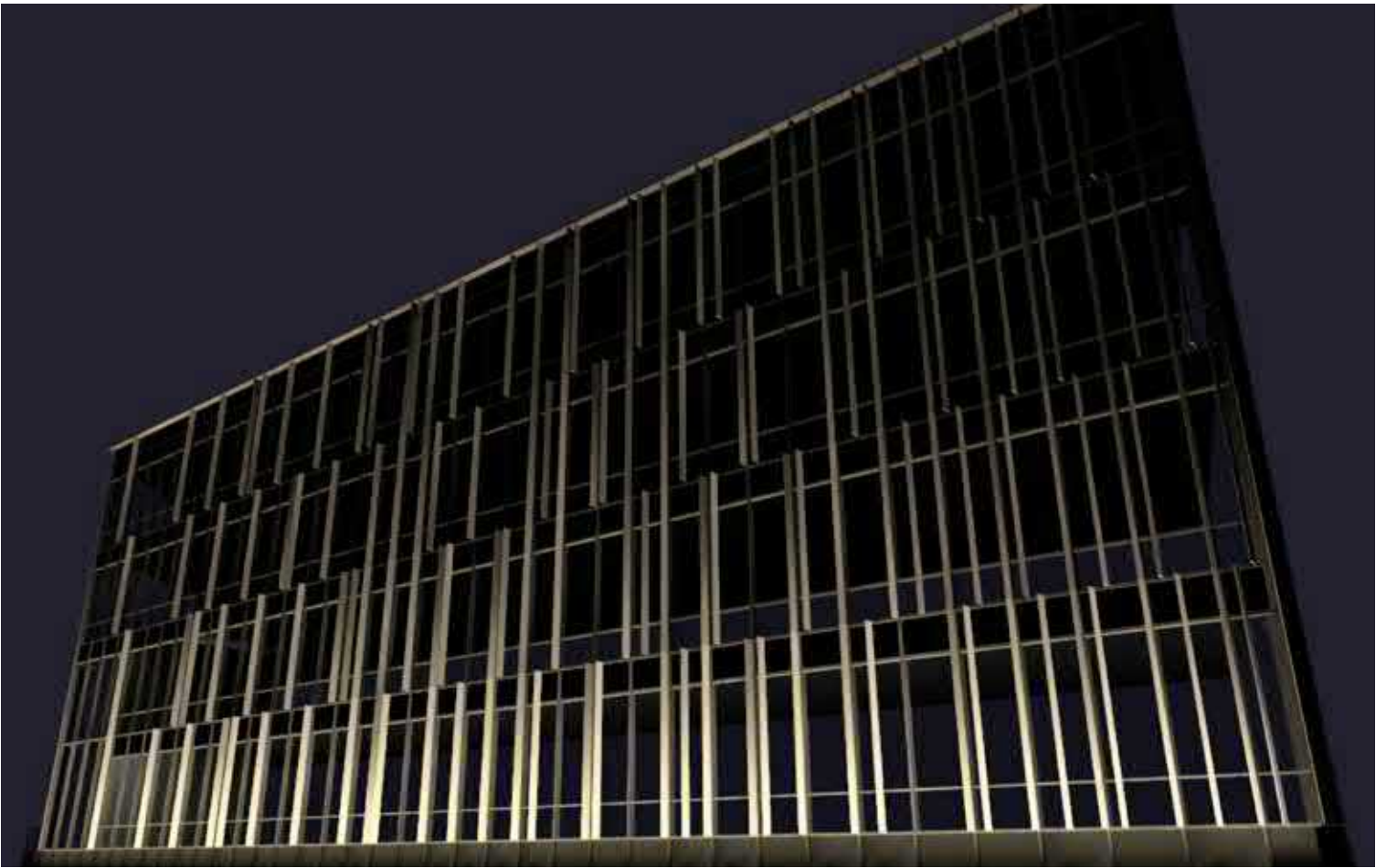


Exterior Lighting Concept



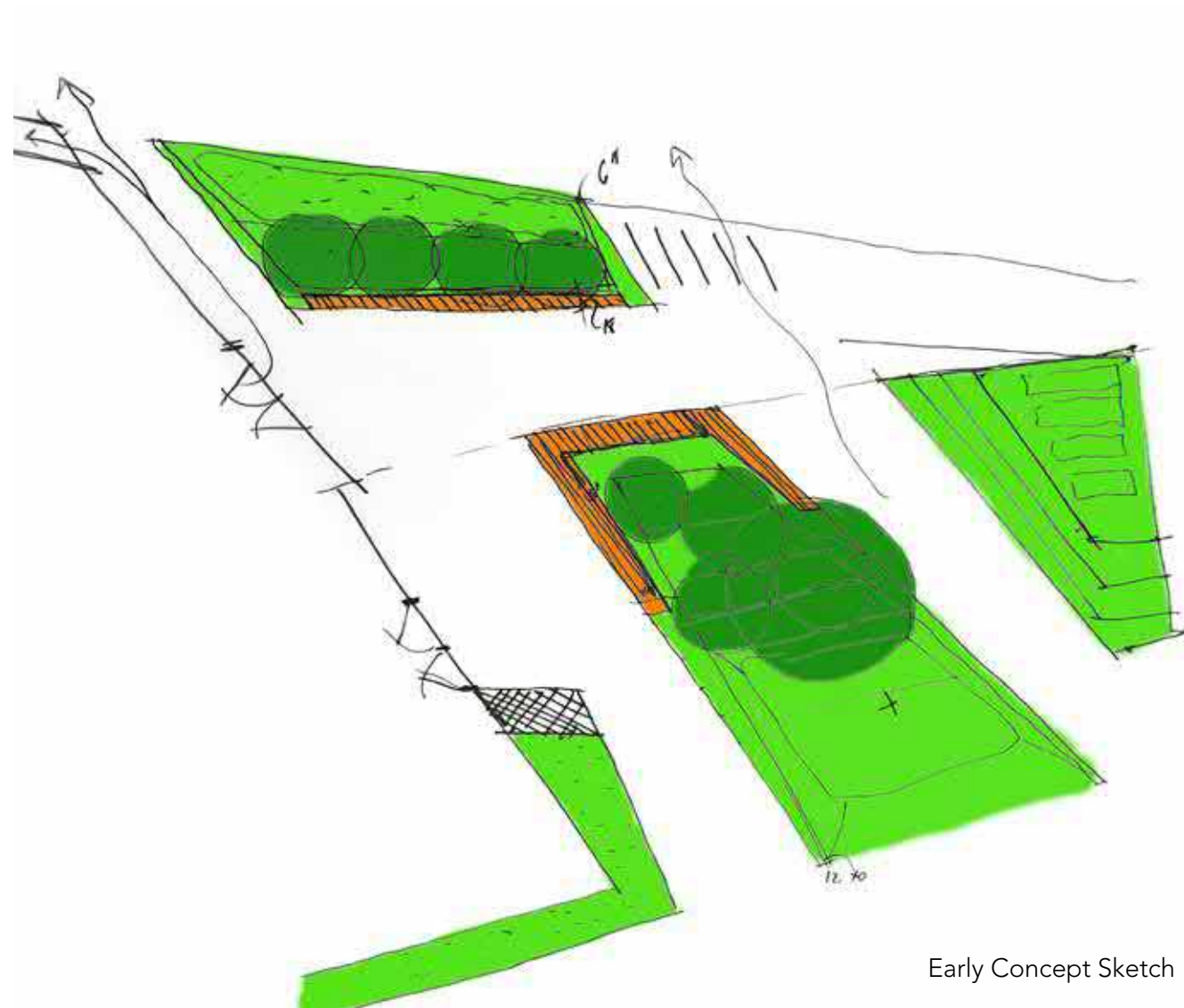
- 1 Facade Uplighting:** Linear fixtures surface mounted to the ledges, which illuminate protruding fins with a shielded grazing light
- 2 Cutout Boxes:** Internally illuminated forms emphasize the void created by these multi-height spaces
- 3 Entry Portal:** Uplighting creates a dramatic focal point visible from the streetside.

Exterior Lighting Concept - Detail



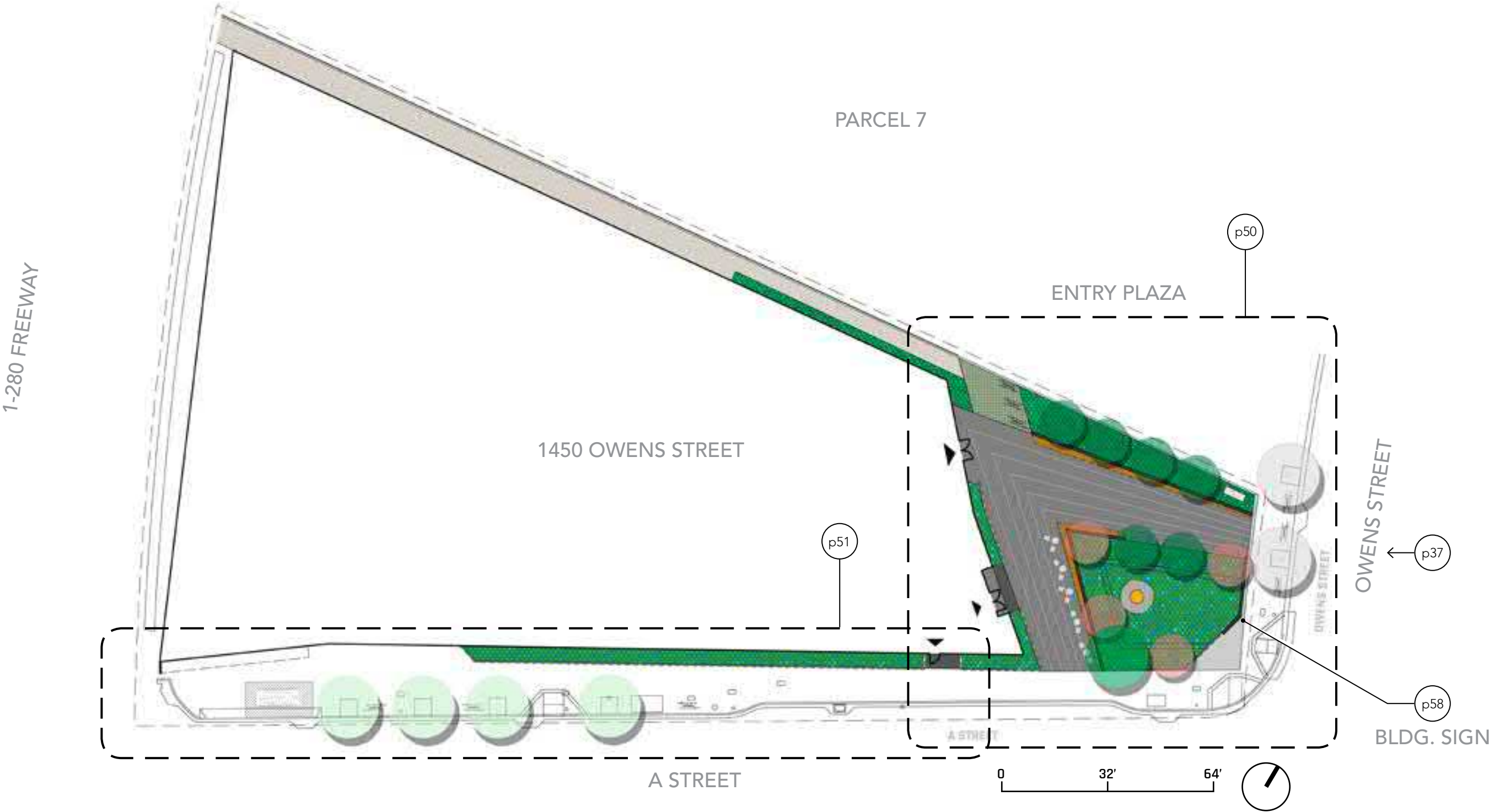
Linear Uplight Mounting Details

Landscape Narrative



The ground-level Plaza is laid out to provide direct access to the main building entrance for pedestrians arriving from Owens and A Streets. A planted stormwater basin anchors the intersection, creating a distinct entry moment approaching the building, and a backdrop for the building entry signage. It provides the necessary treatment capacity & vegetated respite from the adjacent streets. Artwork will be situated within this bioretention basin, positioned for optimal views from the streets as well as the building interior. The acute chevron layout is accentuated by intersecting radial paving patterns creating tension and energy culminating at the front entrance of the building. IPE and steel benches with tapering profiles along the entrances create social corridors stimulating employee interaction. A bioretention basin at the base of the building, extending down A Street, softens the interface of the public realm and the facade. Tree species have been chosen to create tactile and visual interest with their foliage, bark, and branching structures. Multiple connections to the adjacent park are provided, as well as bicycle parking near the entrance.

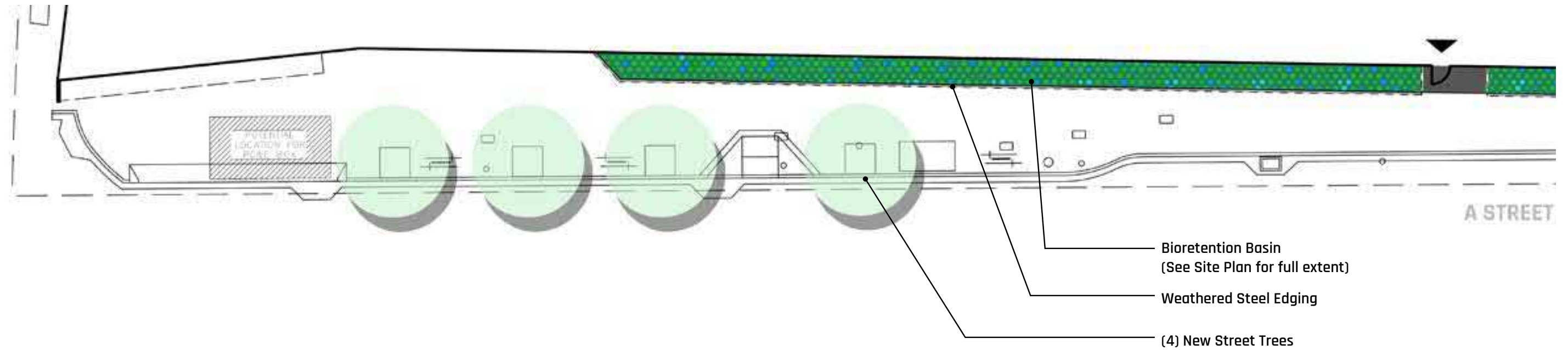
Landscape Site Plan



Landscape Plan Detail: Entry Plaza



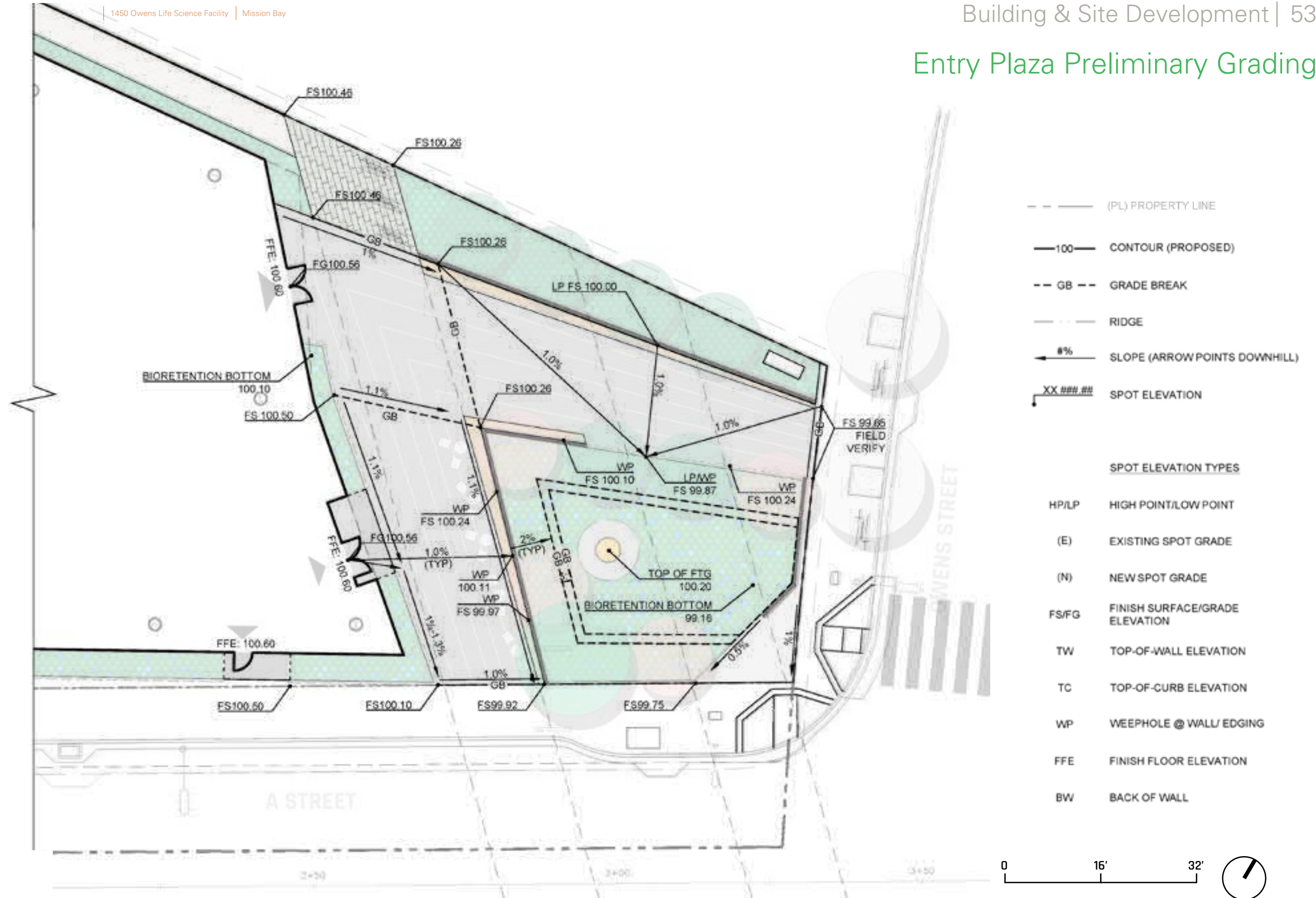
Landscape Plan Detail: A Street



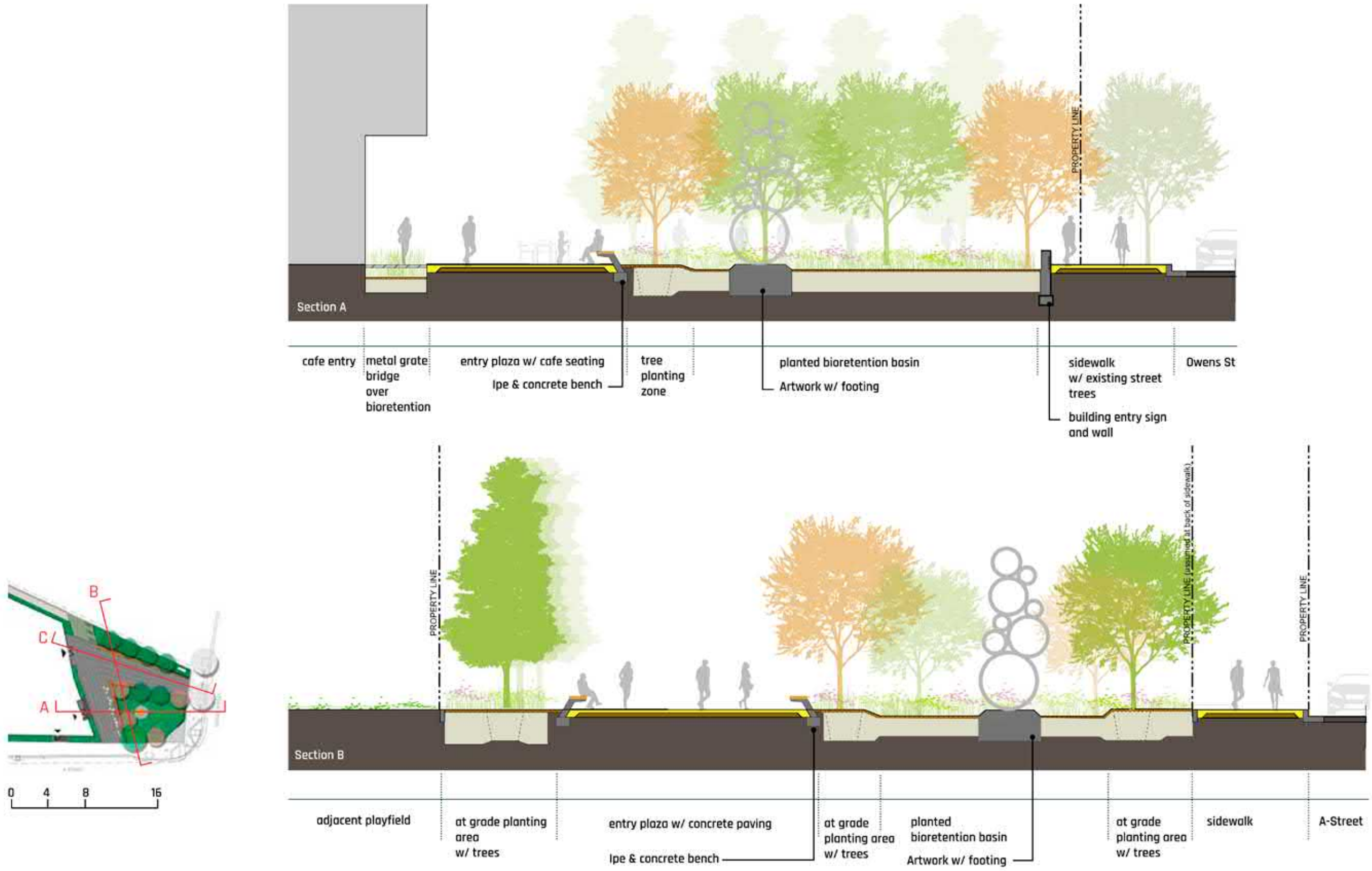
Entry Plaza Preliminary Layout



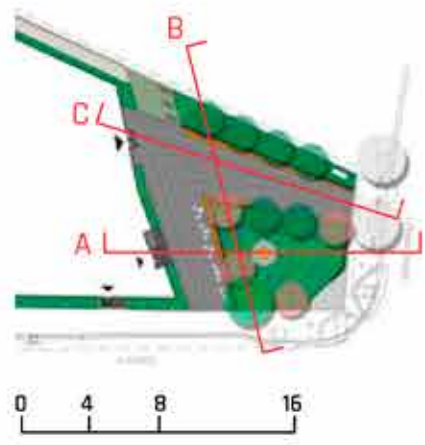
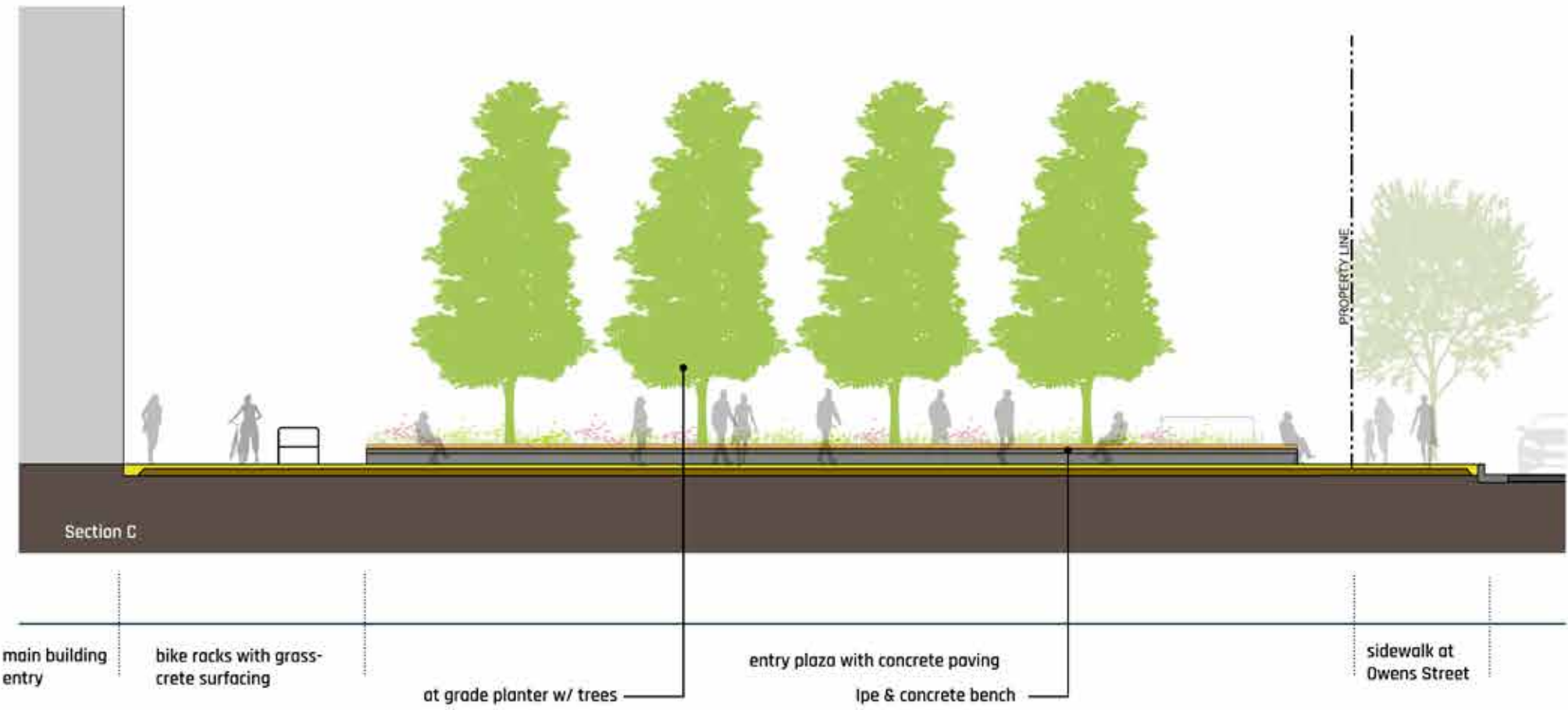
Entry Plaza Preliminary Grading



Landscape Section 1



Landscape Section 2



Landscape Planting: Entry Plaza

Bioretention Palette



Chondropetalum tectorum
Cape Rush



Iris douglasiana
Pacific Coast Iris



Juncus patens
Blue Rush



Melica imperfecta
Coast Range Melic



Sisyrinchium bellum
Blue Eyed Grass

Ground Plane Planting Palette



Pennisetum 'Fairy Tales'
Fountain Grass



Calamagrostis x acutiflora 'Karl Foerster'
Feather Reed Grass



Festuca idahoensis 'Siskiyou Blue'
Siskiyou Blue Fescue



Lomandra longifolia 'Breeze'
Dwarf Mat Rush



Echium candicans
Pride of Madeira



Asclepias speciosa
Showy Milkweed



Achillea millefolium 'Sonoma Coast'
Sonoma Coast Yarrow



Monardella villosa
Coyote Mint

Tree Palette



Acer rubrum 'Armstrong'
Red Maple



Aesculus californica
California Buckeye



Arbutus menziesii
Madrone



Lagerstroemia indica
Crape Myrtle

Hardscape and Materials: Entry Plaza



Concrete & Wood Bench w/ illumination



Weathered Steel edging



Bike Racks at City Sidewalk



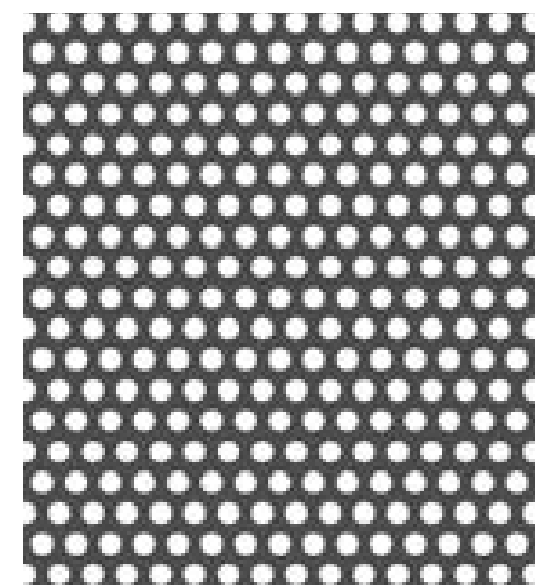
Poured in Place Concrete Paving w/ metal strip inlay



Crushed Stone Surfacing

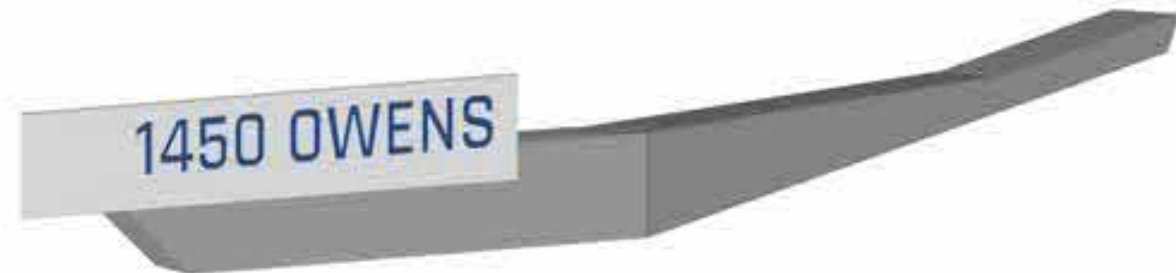


Concrete Unit Pavers

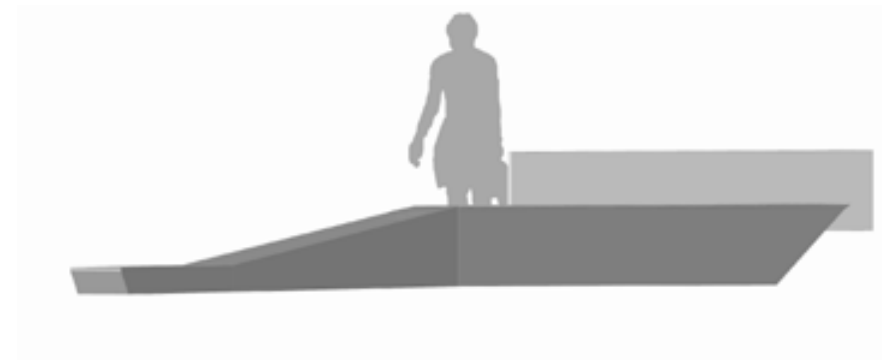


Perforated Powder Coating
Aluminum Panel

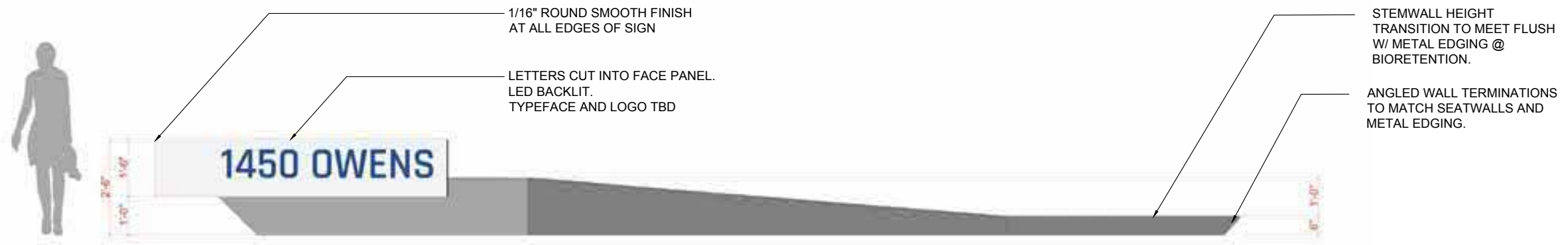
Entry Plaza Signage Concept



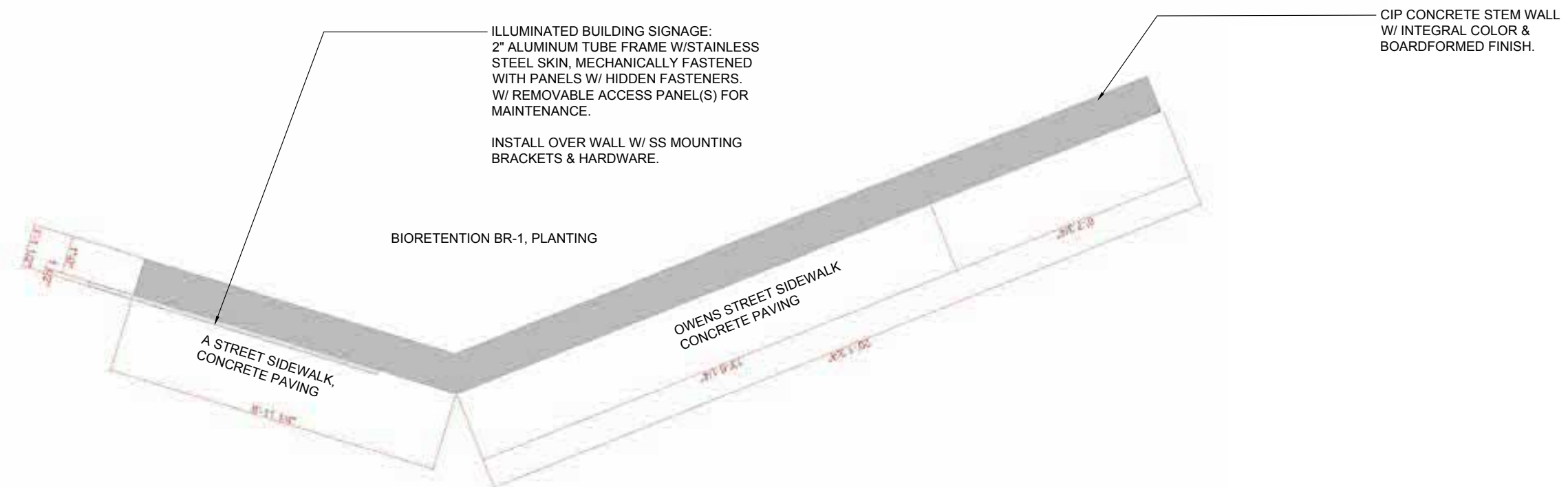
FRONT (STREET) OBLIQUE ELEVATION



REAR (BIORETENTION) ELEVATION



FRONT (STREET) ELEVATION



PLAN

Appendix

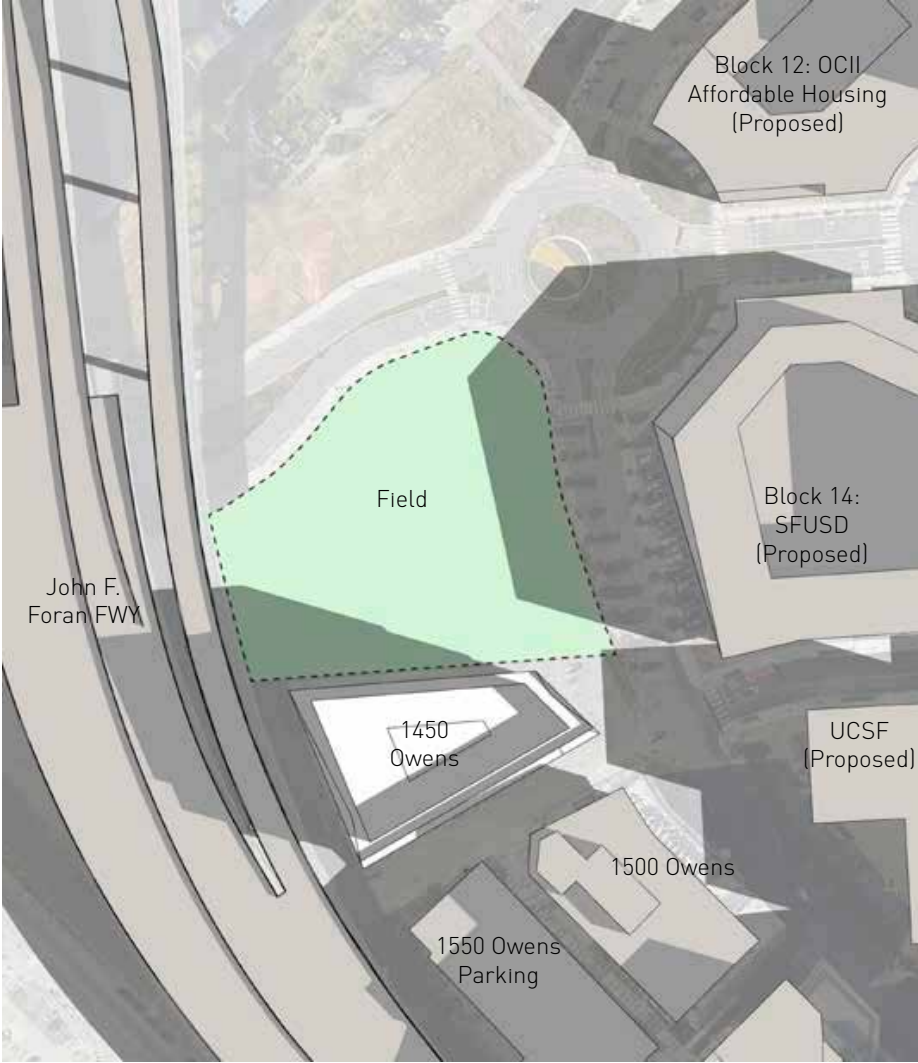
APPENDIX	59
A. Shadow Study	60
B. Wind Analysis	65
C. Block 43 Mitigation Status Report	67



A. Shadow Study



Summer Solstice
08:00am



Spring/Autumn Equinox
08:00am



Winter Solstice
08:00am

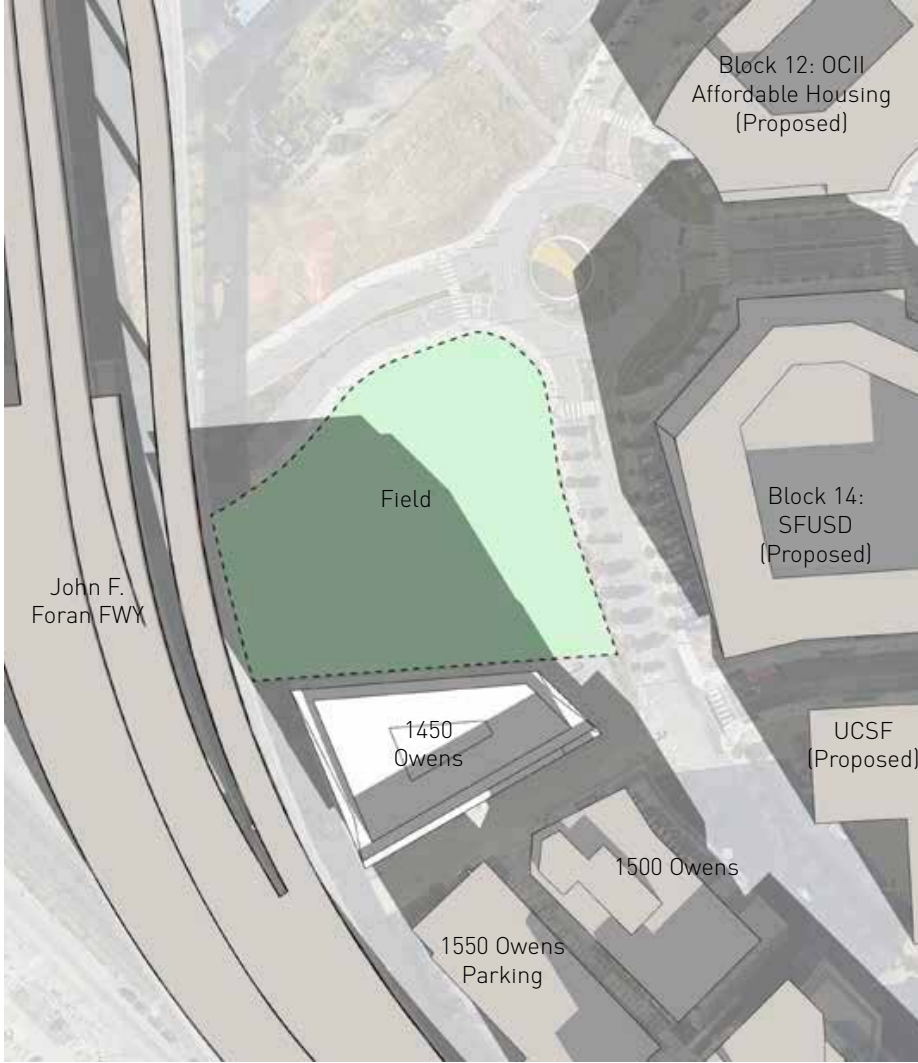
Shadow Study



Summer Solstice
10:00am



Spring/Autumn Equinox
10:00am

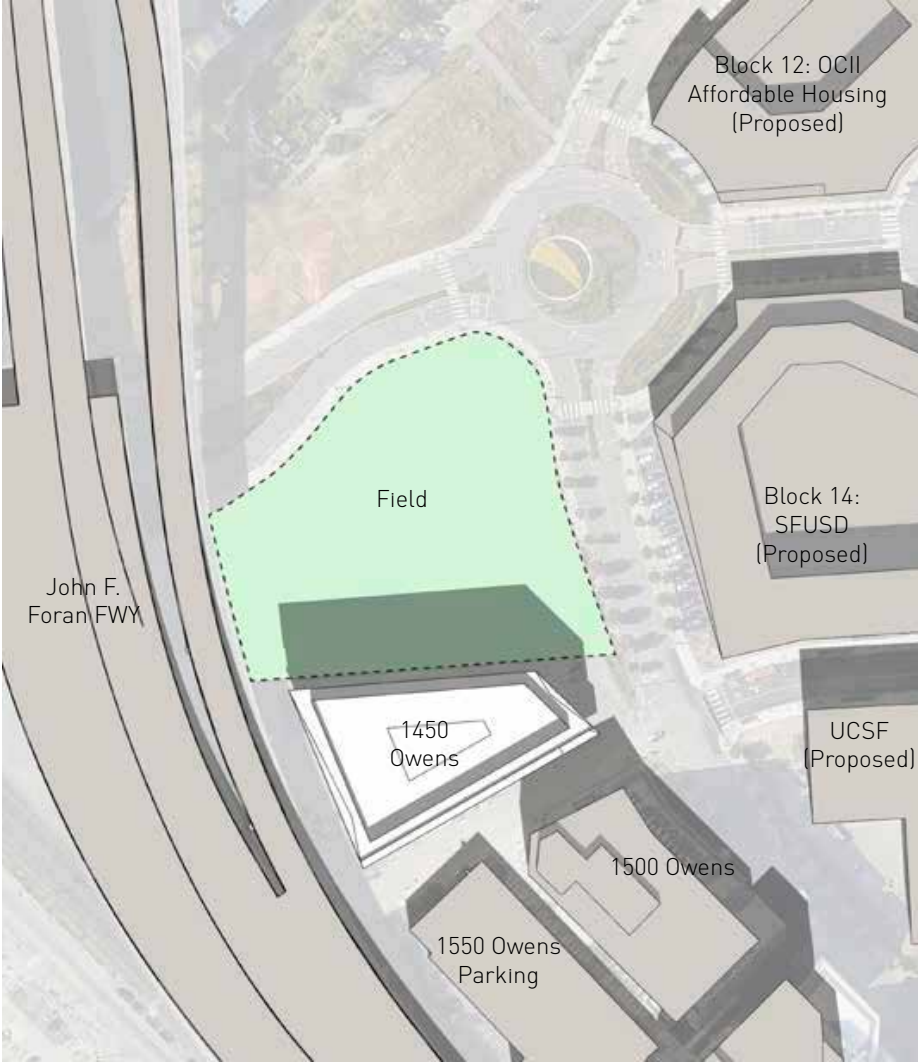


Winter Solstice
10:00am

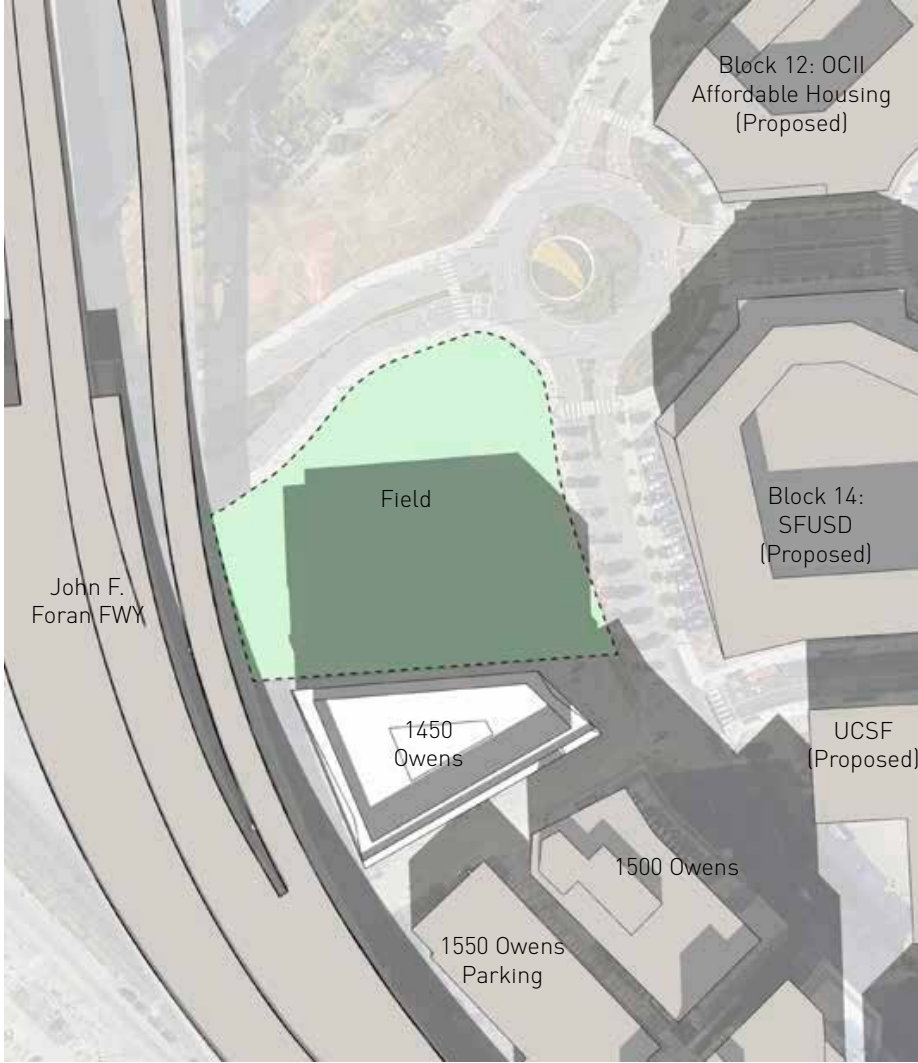
Shadow Study



Summer Solstice
12:00pm



Spring/Autumn Equinox
12:00pm

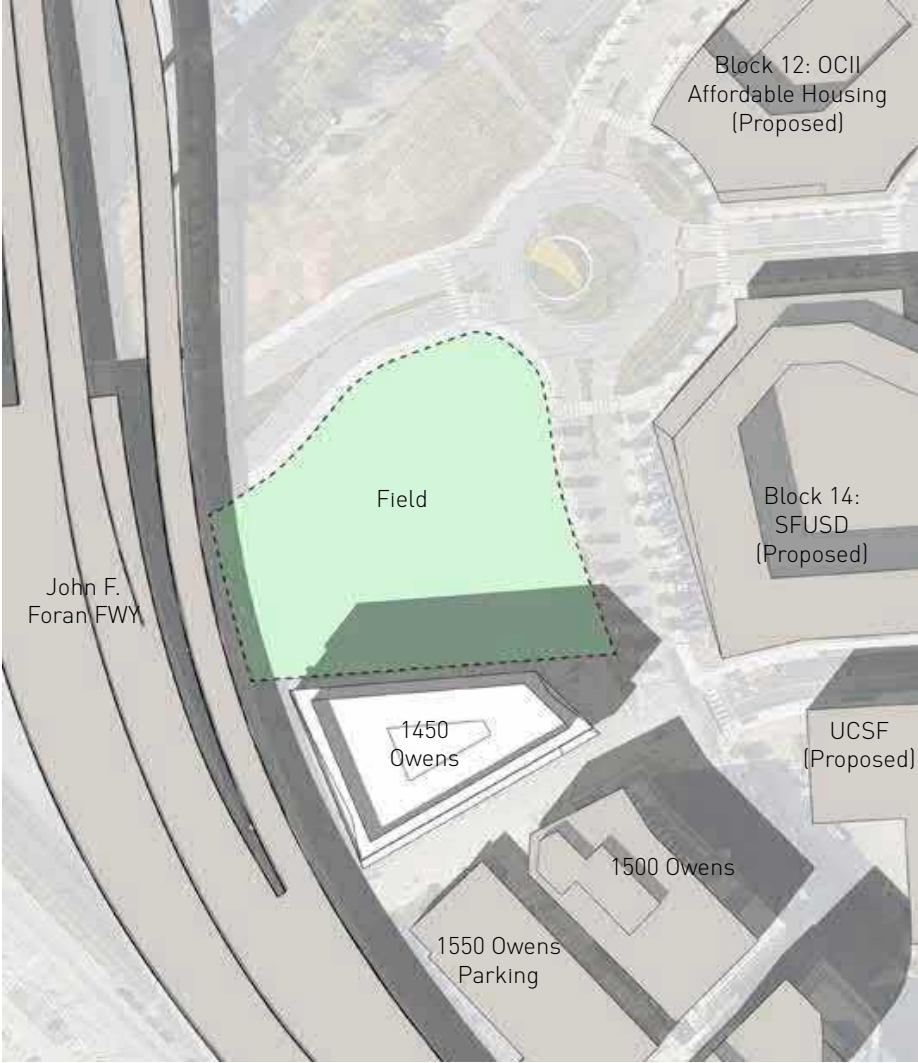


Winter Solstice
12:00pm

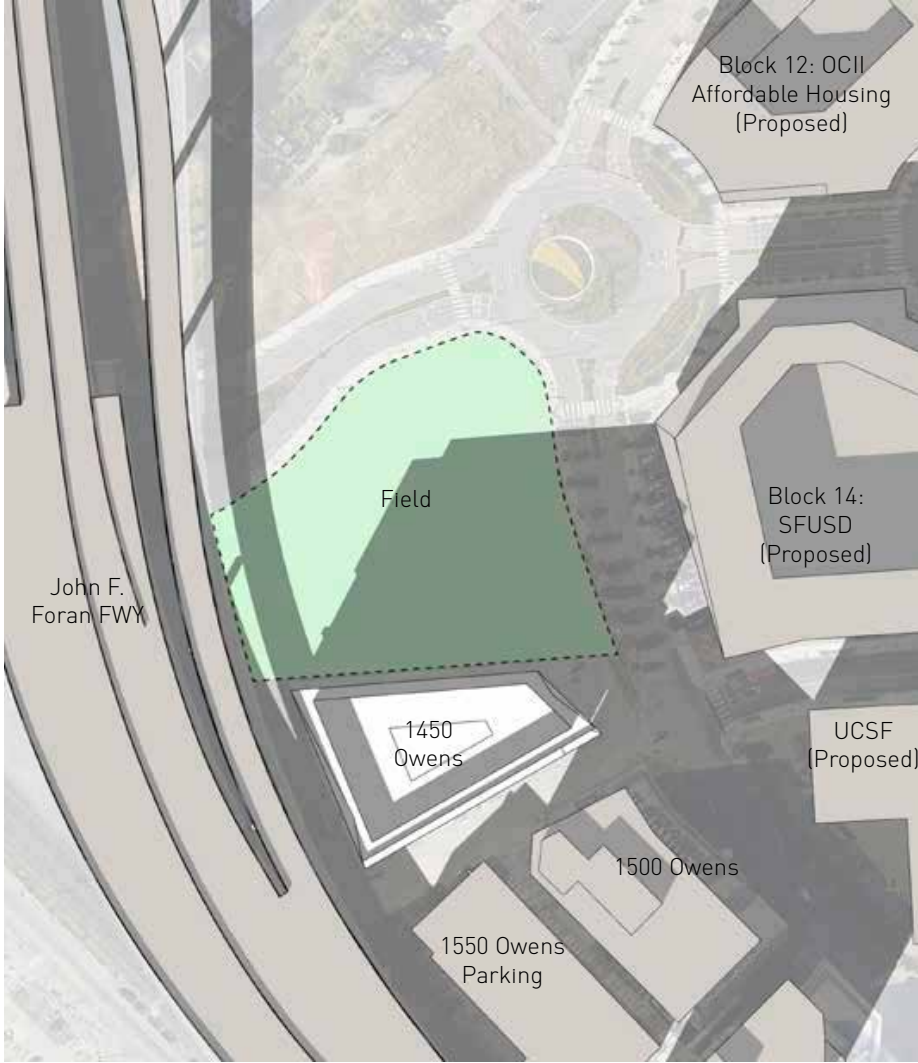
Shadow Study



Summer Solstice
2:00pm



Spring/Autumn Equinox
2:00pm



Winter Solstice
2:00pm

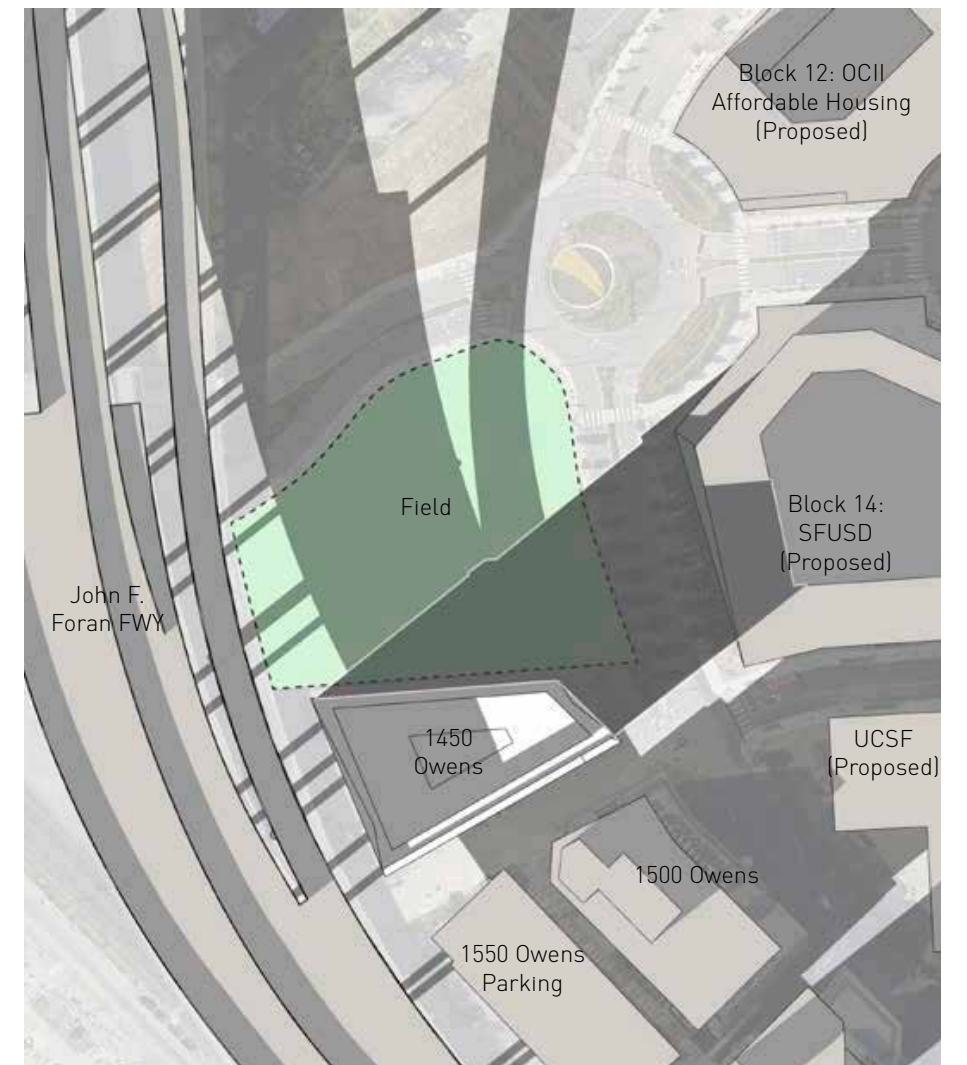
Shadow Study



Summer Solstice
4:00pm (Sunset at 07:30pm)



Spring/Autumn Equinox
4:00pm (Sunset at 06:17pm)



Winter Solstice
4:00pm (Sunset at 04:50pm)

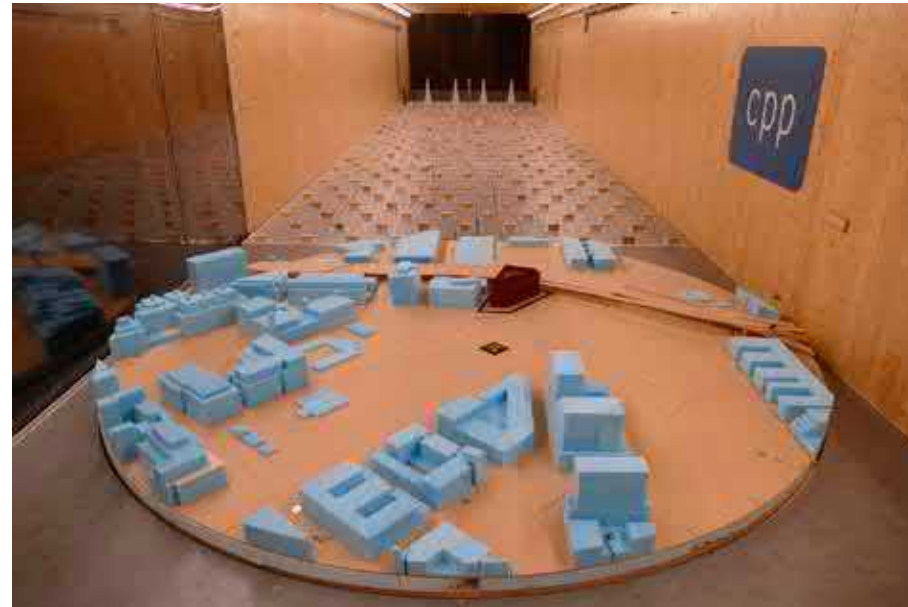
04:00pm

B. Wind Analysis

Because the proposed project would develop a building 109 feet in height, a project-specific wind analysis was performed, consistent with Mission Bay FSEIR Mitigation Measure D.7⁽¹⁾. The analysis included wind-tunnel testing in accordance with the procedures developed for implementation of San Francisco Planning Code Section 148. The wind tunnel test was conducted using a 1:240 (1 inch = 20 feet) scale model of the proposed project and surrounding buildings within a 1,360-foot radius centered on the project site, which is sufficient to encompass buildings on the site as well as nearby buildings that could affect winds on and near the site. The circular study area extends west from the project site to encompass the I-280 freeway and buildings across Seventh Street, north to buildings on the north side of Mission Creek, east to Fourth Street, and south almost to 16th Street. Using 16 compass directions (northwest, west-northwest, west, west-southwest, southwest, etc.), wind tunnel tests were conducted for the project site and vicinity using the following scenarios:

- Existing (2)
- Existing plus 1450 Owens Street Project
- Cumulative (with project), consisting of buildout of the remainder of the Mission Bay South Plan⁽³⁾, along with nearby projects at 900 7th Street (Recology site) and 1140 7th Street (California College of the Arts new academic building)project

The scale model, which was equipped with permanently mounted wind speed sensors, was placed inside an atmospheric boundary layer wind tunnel. The model had 31 wind speed sensors (test points) to measure wind speeds at locations where relatively severe conditions are frequently found, such as at building corners, near building entrances, on adjacent sidewalks with pedestrian traffic, and in open plaza areas, at an equivalent full-scale height of approximately 5 to 7 feet above ground. Consistent with Planning Code Section 148, the locations of test points primarily consisted of publicly accessible sidewalks and open spaces under



with-project conditions where pedestrian use is anticipated.

The project-specific wind-tunnel test found that the proposed project would result in a small increase in wind speeds, with the average wind speed exceeded one hour per year increasing from 23 mph under existing conditions to 25 mph with the project⁽⁴⁾.

Under cumulative conditions, with buildout of the South Plan area, the average wind speed exceeded one hour per year would be 25 mph, the same as under with-project conditions. No exceedances of the pedestrian wind hazard criterion were identified under any of the three wind-tunnel test scenarios; therefore, there would be no significant project or cumulative wind impacts. Therefore, the proposed project would not result in any new or substantially more severe wind impacts than were identified in the Mission Bay FSEIR, Mitigation Measure D.7 from the Mission Bay FSEIR has been fully satisfied, and no further mitigation measures are required.

Although not a CEQA analysis, the wind-tunnel testing also included measurement of wind speeds that were exceeded 10 percent of the time

for comparison to the Planning Code pedestrian wind comfort criterion of 11 mph⁽⁵⁾. The wind comfort analysis found that the average wind speed exceeded 10 percent of the time would remain the same (12 mph) under existing conditions, conditions with the proposed project, and cumulative conditions. The analysis found that wind speeds under existing conditions exceed the comfort criterion at 24 of the 31 test points, while with the project, wind speeds would exceed the comfort criterion at 27 of the 31 test points. Under cumulative conditions, wind speeds would exceed the comfort criterion at 24 of the 31 test points, the same number as under existing conditions, although the locations of some exceedances would be different.

(1) CPP Inc., 1450 Owens: Pedestrian-Level Winds Report, July XX, 2020.

(2) The Existing Baseline scenario assumes completion of under-construction buildings on Block 1 (hotel) and Block 6W (affordable housing).

(3) Buildout of the South Plan area assumes development at the Plan-approved heights of affordable residential buildings on Blocks 12W, 4E, and 9A; UCSF development at Plan-approved heights on Blocks 15A, 15B, 16A, 16B, and 18A; and development at the Plan-approved height on Block 14 of a school and potential additional uses. Not all of these buildings are included in the wind analysis, because many are too far away to have wind effects that would interact with wind effects of the proposed project. Not included in the wind analysis are the Block 1 hotel (existing conditions) and buildings on Blocks 4E and 9A. The Golden State Warriors' recently approved hotel adjacent to the new Event Center site is also too distant to interact with project wind or shadow effects.

(4) As stated in footnote 21, page 23, because of the conversion involved in evaluating hourly wind speeds based on wind speed data collected over one-minute averages, the hazard wind speeds in this discussion are based on the 36 mph wind speed averaged over one-minute, and the hazard criterion is based on 36 mph.

(5) The wind comfort speed is useful for characterization of the more common wind environment, as it represents winds that are exceeded 876 hours per year, as opposed to the hazard criterion's one hour per year.

B. Wind Analysis

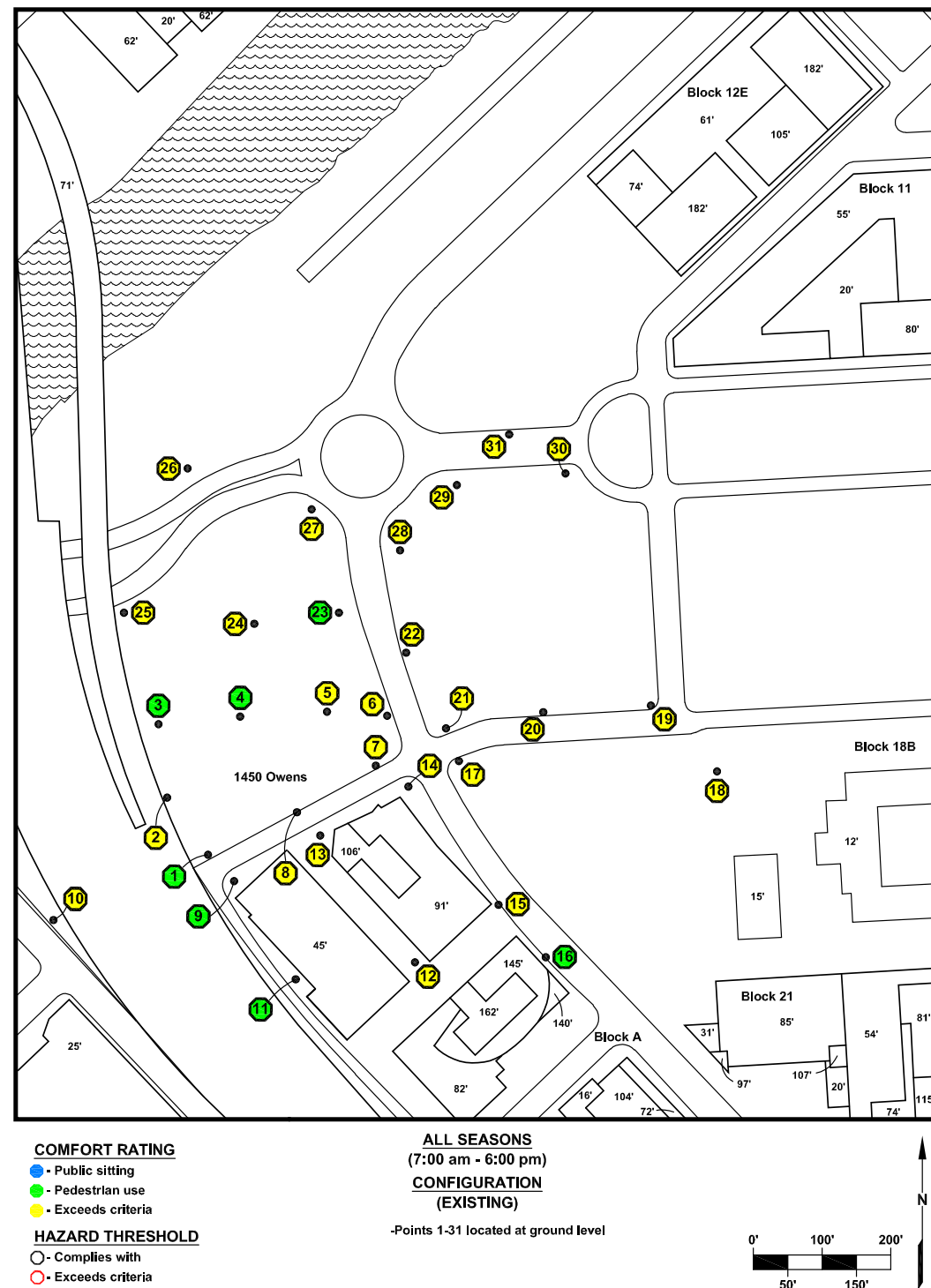


Figure 2a: Pedestrian wind speed measurement points with Comfort and Hazard ratings – Existing Configuration.

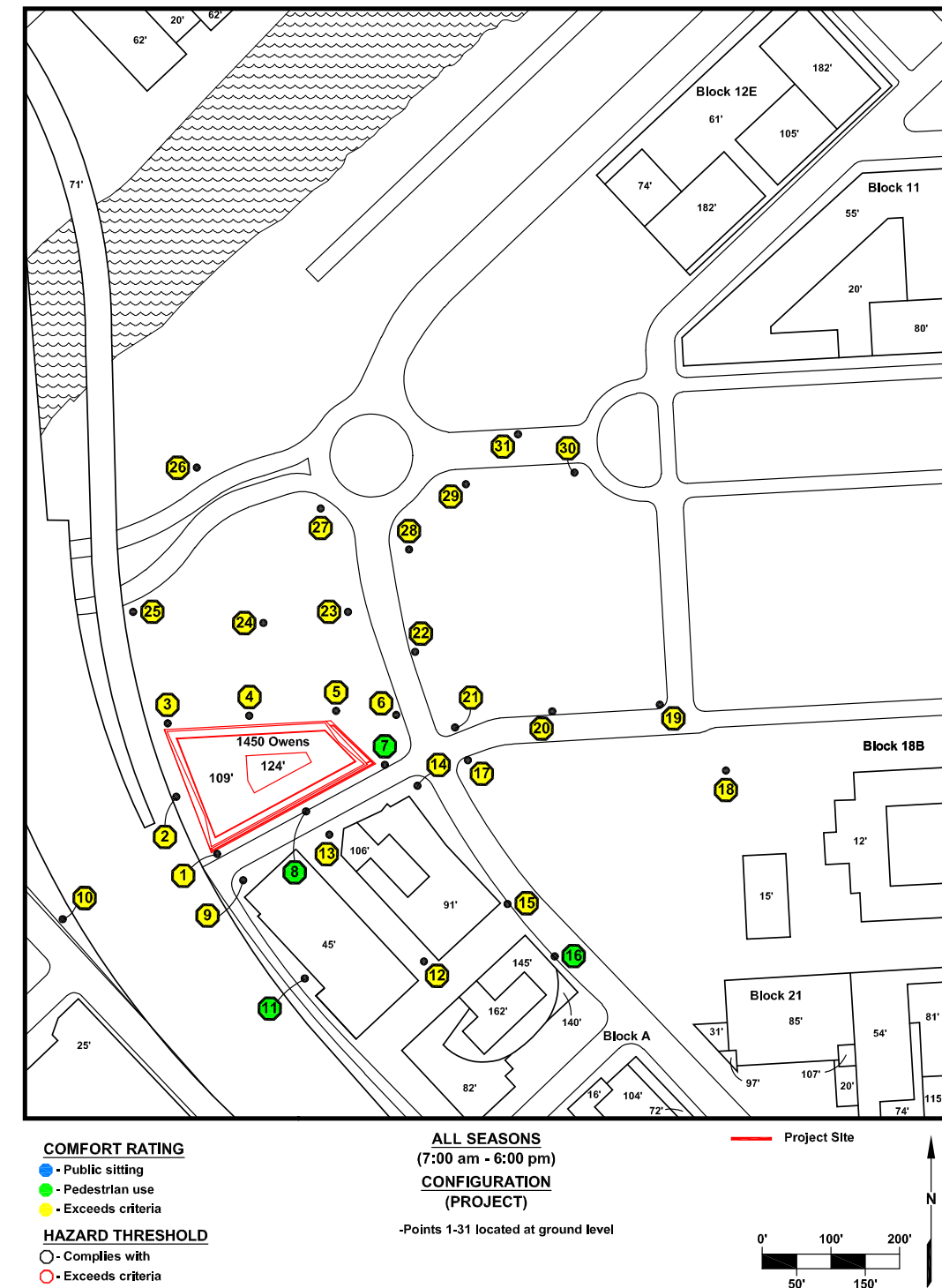


Figure 2b: Pedestrian wind speed measurement points with Comfort and Hazard ratings – Project Configuration.

C. Block 43 Mitigation Status Report

MITIGATION MEASURES	MITIGATION RESPONSE	OTHERS RESPONSIBLE	MITIGATION SCHEDULE	IMPLEMENTATION PROCEDURES	IS MEASURE APPLICABLE?	IMPLEMENTATION	NAME PHONE EMAIL
D.6. UNKNOWN ARCHAEOLOGICAL REMAINS. The entire Mission Bay Project Area has at least some sensitivity for the presence of unknown archaeological remains. Prehistoric cultural deposits could be encountered in three identified areas and unknown historical features, artifact caches and debris areas could be located anywhere in the Project Area. Follow procedures for instructing excavation crews, notifying the ERO and President of the LPAB, and developing recovery measures, as described in Measure D.03, above. In addition, in the event that prehistoric archaeological deposits are discovered, consult local Native American organizations. Dialogue with the ERO, LPAB and the archaeological consultant would take place in developing acceptable archaeological testing & excavation procedures, particularly in regard to the disposition of cultural materials and Native American burials.	Owner, Agency, City	Planning Department, ERO; LPAB President	Prior to excavation; ongoing implementation as required by measure	Prior to preparation of the work plan consultant shall consult with ERO and LPAB to develop a testing and excavation procedures.	Prior to preparation of the work plan consultant shall consult with ERO and LPAB to develop a testing and excavation procedures.	Pending City Action	

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D.7 PEDESTRIAN LEVEL WINDS. Require a qualified wind consultant to review specific designs for buildings 100 feet or more in height for potential wind effects. The Redevelopment Agency would conduct wind review of high-rise structures above 100 ft. Wind tunnel testing would also be required unless, upon review by a qualified wind consultant, and with concurrence by the Agency, it is determined that the exposure, massing and orientation of the buildings are such that impacts, based on a 26-mile-per-hour hazard for a single hour of the year criterion, will not occur. The purpose of the wind tunnel studies is to determine design-specific impacts and to provide a basis for design modifications to mitigate these impacts. Projects within Mission Bay, including UCSF, would be required to meet this standard or to mitigate exceedances through building design.	Owner, Agency, City		Owner to submit consultant study during design phases with mitigations if needed	Implement per EIR	Yes	Building Schematic Design	

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E.47. TRANSPORATION SYSTEM MANAGEMENT (TSM) PLAN. Prepare a TSM Plan, which could include the following elements:	Owner (TMA)	DPT, PTC	As identified by TMA; ongoing review with Agency	1. The TSM is an attachment to the OPA-specific recommendations and will be provided by the TMA. 2. DPT to contact TMA to confirm preparation of TSM plan prior to first phase approval. 3. TMA to submit periodic status reports to DPT. 4. TMA to submit completed TSM plan with first phase plans to DPT for review. 5. DPT to approve TSM plan with first phase approvals. 6. TMA to implement TSM plan. 7. DPT to inspect project area to ensure compliance with TSM plan. 8. The TMA will submit an annual report to the Redevelopment Agency and the Planning Department that provides implementation details.	The following measures E.47a-E47i will be addressed by the TMA.	E47a - E47i: 5/4/1999: A conceptual TSM and strategic plan was prepared and subsequently approved on May 4, 1999	David Freyer (650) 349-0803 freyer@freyerlaureta.com
E.47.b. TRANSIT PASS SALES. Sell transit passes in neighborhood retail stores and commercial buildings in the Project Area.	Owner (TMA), Agency	DPT, PTC	As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.			
E.47.c. EMPLOYEE TRANSPORTATION SUBSIDIES. Provide a system of employee transportation subsidies for major employers.	Owner (TMA), Major Employers	DPT, PTC	As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.			

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E.47.e. SECURE BICYCLE PARKING. Provide secure bicycle parking areas in parking garages of residential buildings, office buildings, and research and development facilities. Provide secure bicycle parking areas by 1) constructing secure bicycle parking at a ratio of 1 bicycle parking space for every 20 automobile parking spaces, and 2) carrying out an annual survey program during project development to establish trends in bicycle use and to estimate demand for secure bicycle parking and for sidewalk bicycle racks, increasing the number of secure bicycle parking spaces or racks either in new buildings or in existing automobile parking facilities to meet the estimated demand. Provide secure bicycle racks throughout Mission Bay for the use of visitors.	Owner (TMA)		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.			
E.47.h. PARKING MANAGEMENT GUIDELINES. Establish parking management guidelines for the private operators of parking facilities in the Project Area	Owner (TMA)		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.			
E.47.i. FLEXIBLE WORK TIME/TELECOMMUTING. Where feasible, offer employees in the Project Area the opportunity to work on flexible schedules and/or telecommute so they could avoid peak hour traffic conditions.	Owner (TMA), Major Employers		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.			

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F.1. TSM MEASURES. Implement measures to decrease vehicle trips, as described in Mitigation Measures E.46 through E.50	Owner (TMA)		As identified by TMA; ongoing review with Agency	See implementation procedures identified for TMA.	F.1 through F.2.n: Agency to review and require evidence of consultation prior to inclusion of such uses in a Major Phase or Project	F.1 through F.2.n: 5/4/1999 Implementation of the specific measures within the Conceptual TSM may be applied to individual sites as determined by the TMA.	F.1 through F.2.n: David Freyer (650) 349-0803 freyer@freyerlaureta.com
F.2. CONSTRUCTION PM. As conditions of construction contracts, require contractors to implement the following mitigation program, based on the instructions in the Bay Area Air Quality Management District (“BAAQMD”) CEQA Guidelines, at all construction sites within the Project Area:	Owner, Agency, City	BAAQMD	As part of GC’s contract for construction for implementation during construction	Implement as part of project- level review			
F.2.a Water all active construction areas at least twice a day, or as needed to prevent visible dust plumes from blowing off-site.	Owner, Agency, City	BAAQMD	As part of GC’s contract for construction for implementation during construction	Implement as part of project- level review			
F.2.b Use tarpaulins or other effective covers for on-site storage piles and for haul trucks that travel on streets	Owner, Agency, City	BAAQMD, DPT	As part of GC’s contract for construction for implementation during construction	Implement as part of project- level review			

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F.2.c. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas at construction sites.	Owner, Agency, City	BAAQMD	As part of GC’s contract for construction for implementation during construction	Implement as part of project- level review			
F.2.d. Sweep all paved access routes, parking areas, and staging areas daily (preferably with water sweepers)	Owner, Agency, City	DPT, DPW	As part of GC’s contract for construction for implementation during construction	Implement as part of project- level review			
F.2.e. Sweep streets daily (preferably with water sweepers) if visible amounts of soil material are carried onto public streets.	Owner, Agency, City	DPT, DPW	As part of GC’s contract for construction for implementation during construction	Implement as part of project- level review			
F.2.i. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.	Owner, Agency, City	DPT, DPW	As part of GC’s contract for construction for implementation during construction	Implement as part of project- level review			
F.2.j. Replant vegetation in disturbed areas as quickly as possible.	Owner, Agency, City		As part of GC’s contract for construction for implementation during construction	Implement as part of project- level review			
F.2.k. Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.	Owner, Agency, City	DPT, DPW	As part of GC’s contract for construction for implementation during construction	Implement as part of project- level review			

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F.2.l. Install wind breaks, or plant trees / vegetative wind breaks at windward side(s) of construction areas.	Owner, Agency, City	BAAQMD	As part of GC’s contract for construction for implementation during construction	Implement as part of project- level review			
F.2.m. Suspend excavation and grading on large construction sites when winds (instantaneous gusts) exceed 25 mph.	Owner, Agency, City	BAAQMD	As part of GC’s contract for construction for implementation during construction	Implement as part of project- level review			
F.2.n. Limit the area subject to excavation, grading and other construction activity at any one time.	Owner, Agency, City	BAAQMD	As part of GC’s contract for construction for implementation during construction	Implement as part of project- level review			
F.3 TOXIC AIR CONTAMINANTS (TACs). Prior to issuing a certificate of occupancy for a facility containing potential toxic air contamination sources, obtain written verification from BAAQMD either that the facility has been issued a permit from BAAQMD, if required by law, or that permit requirements do not apply to the facility.	Owner, Agency, City	BAAQMD	At final inspection and project close-out	Implement as part of project- level review			
G.1. NOISE REDUCTION IN PILE DRIVING. Use noise reducing pile driving techniques such as pre-drilling pile holes (if feasible, based on soils) to the maximum feasible depth, installing intake and exhaust mufflers on piledriving equipment, vibrating piles into place when feasible, installing shrouds around the piledriving hammer where feasible, and restricting the hours of operation.	Owner, Agency, City	BAAQMD	As part of GC’s contract for construction for implementation during construction	Implement as part of project- level review			

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I.1. BIOHAZARDOUS MATERIALS HANDLING GUIDELINES. Require business that handle biohazardous materials and do not receive federal funding to certify that they follow the guidelines published by the National Research Council and the United States Department of Health and Human Services Public Health Service, National Institutes of Health, and Centers for Disease Control, as set forth in “Biosafety in Microbiological and Biomedical Laboratories”, “Guidelines for Research Involving Recombinant DNA Molecules (NIH Guidelines)”, and “Guide for the Care and Use of Laboratory Animals”, or their successors, as applicable.	Owner, Tenants	BAAQMD	Implement at tenant build-out	Implement as part of project- level review			
I.2. USE OF HEPA FILTERS. Require businesses handling biohazardous materials to certify that they use high efficiency particulate air (HEPA) filters or substantially equivalent devices on all exhaust from Biosafety Level 3 laboratories unless they demonstrate that exhaust from their Biosafety Level 3 laboratories would not pose substantial health or safety hazards to the public or the environment. Require such businesses to certify that they inspect or monitor the filters regularly to ensure proper function.	Owner, Tenants	BAAQMD	Implement at tenant build-out	Implement as part of project- level review			

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I.3. HANDLING OF BIOHAZARDOUS MATERIALS. Require businesses handling biohazardous materials to certify that they do not handle or use biohazardous materials requiring Biosafety Level 4 containment (i.e., dangerous or exotic materials that pose high risks of life-threatening diseases or aerosol-transmitted infections, or unknown risks of transmission) in the Project Area.	Owner, Tenants	BAAQMD	Implement at tenant build-out	Implement as part of project- level review			
J.01. RISK MANAGEMENT PLAN(S). Prior to any site development activities in the Project Area, develop and implement an RWQCB-approved Risk Management Plan or Plans (RMP). The RMP shall address all site development activities and post-development activities and shall include specific measures that would be protective of human health and the aquatic environment. The human health standards to be applied in the RMP are a cumulative cancer risk of 1 x 10--5 and Hazard Index of 1, or more stringent standards as may be required by the RWQCB. Amend the RMPs as required by the RWQCB to reflect new information regarding contamination, land use decisions, or as a result of Article 20 compliance.	Owner, Agency	RWQCB; DBI; DPW; DPH	As provided in the EIR or in RMPs	As provided in the EIR or in RMPs	Issuance of the Certificate of Completion by the RWQCB.		David Freyer (650) 349-0803 freyer@freyerlaureta.com
J.2. SITE SPECIFIC RISK EVALUATION. Carry out a site-specific risk evaluation for each site in a non-residential area proposed to be used for a public school or child care facility; submit to RWQCB for review and approval. If cancer risks exceed 1 x 10-5 and/or non-cancer risk exceeds a Hazard Index of 1, carry out remediation designed to reduce risks to meet these standards or select another site that is shown to meet these standards.	Owner, Agency	RWQCB; DBI; DPW; DPH	As provided in the EIR or in RMPs	As provided in the EIR or in RMPs	Issuance of the Certificate of Completion by the RWQCB.		David Freyer (650) 349-0803 freyer@freyerlaureta.com

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M.2. INCLUDE WATER CONSERVATION IN BUILDINGS AND LANDSCAPING. Include methods of water conservation in Mission Bay buildings and landscaping. Water conservation methods include the following:	Owner, Agency, City	DBI	Implement in design and construction	Implement as part of project- level review			M.2 through M.2.f: David Freyer (650) 349-0803 freyer@freyerlaureta.com
M.2.b. Install water conserving dishwashers and water efficient centralized cooling systems in office buildings.	Owner, Agency, City	DBI	Implement in design and construction	Implement as part of project- level review			
M.2.c. Incorporate water efficient laboratory techniques in research facilities where feasible.	Owner, Agency, City	DBI	Implement at tenant build-out	Implement as part of project- level review			
M.2.d. Provide information to residences and businesses advising methods to conserve water.	Owner, Agency, City		As part of building information displays and tenant lease package	As provided in the EIR or in RMPs			
M.2.e. Install water conserving irrigation systems (e.g. drip irrigation)	Owner, Agency, City		Implement in design and construction	Implement as part of project- level review			
M.2.f. Design landscaping using drought resistant and other low-water use plants.	Owner, Agency, City		Implement in design and construction	Implement as part of project- level review			