

MAJOR PHASE SUBMITTAL

Portions of Development Blocks 26-27
MISSION BAY SOUTH

PROJECT OWNER: UBER/ALEXANDRIA JOINT VENTURE

ARCHITECTURAL PLANNING AND RENDERINGS: SHoP ARCHITECTS, GENSLER, DGA

LANDSCAPE ARCHITECTURE: SURFACE DESIGN, EDAW/AECOM

SUBMITTAL PREPARATION: POWELL ARCHITECTURE



DATE: MARCH 17, 2016

TO: THE OFFICE OF COMMUNITY INVESTMENT AND INFRASTRUCTURE

BY: UBER / ALEXANDRIA JOINT VENTURE



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Project Overview

This Major Phase Application is intended to guide the development of the remaining unbuilt portions of Blocks 26 to 28 in Mission Bay South. The majority of the land area and required infrastructure has been built pursuant to prior Major Phases, Final Maps, and Infrastructure Plans. The unbuilt portions include Parcel 1 on Block 26, Parcel 1 on Block 27, and portions of the Pierpoint Lane area. Block 26, Parcel 1 and Block 27, Parcel 1 are located at the mid-point of the eastern side of Third Street in the Mission Bay South Redevelopment Project Area and comprise 1.68 acres of land in total, separated by a privately-owned, publicly-accessible pedestrian pathway, Pierpoint Lane. The Mission Bay South Redevelopment Plan identifies the land use for these blocks as Commercial/Industrial. The site is located between the Third Street transit corridor and the waterfront. It provides an opportunity to complete the build-out of Blocks 26 - 28.

The existing development on these Blocks was completed over time in conformance with the Major Phase for Blocks 26-28 prepared by Catellus Development Corporation in 2000 and then Amended by Alexandria Real Estate Equities, Inc. in 2007. Then in 2010, Salesforce.com purchased Block 26, Parcel 1 and Block 27, Parcel 1 along with parking spaces within the existing parking garage at 450 South Street (Block 27, Parcel 2) and completed a new Major Phase for these parcels. There were no projects approved or built as a result of that 2010 Major Phase. Subsequently, Salesforce.com sold the same parcels – Block 26, Parcel 1 and Block 27, Parcel 1 along with 423 parking spaces and 23 bicycle spaces at 450 South Street – to a Joint Venture between Alexandria Real Estate Equities, Inc. and Uber Corporation. This Joint Venture is now seeking to create a new Major Phase for these same parcels and at the same time to obtain approval for a Basic Concept/Schematic Design for the corporate headquarters of

Uber Corporation on these parcels. The project site is proposed to have one building on each parcel, related in form and appearance, and linked by enhanced landscape across Pierpoint Lane. The principal building entrances for each building are from Third Street with secondary entrances facing each other across Pierpoint Lane. The walkway also provides easy access to the existing parking garage on Block 27 [parcels 2 & 3] that provides the required vehicle and bicycle parking for these sites. The entrances ensure that the walkways will be active, vital components of these urban blocks.

This Major Phase Application Submittal seeks approval pursuant to the Design for Development Standards and Guidelines in the Mission Bay South Redevelopment Plan (DforD). The Major Phase will support the Uber Mission Bay Project now being reviewed by the San Francisco Office of Community Investment and Infrastructure. The addresses of the Uber Mission Bay project are 1455 3rd Street (Block 26, Parcel 1) and 1515 3rd Street (Block 27, Parcel 1). This Major Phase is intended to guide future development of these parcels where the use will be primarily allocated as office space, totaling up to 422,980 square feet. Small local-serving retail spaces will be placed in each building at the ground floor. A child care center can also be included in the 1455 Third Street building with required outdoor space provided in the existing privately owned and privately maintained open space on an adjacent private parcel.

The Major Phase establishes a basic development site plan with required pedestrian easements providing access through the site. The Major Phase identifies height, massing and bulk requirements. The height and bulk of the proposed development of the two building sites is described in this application in a manner that demonstrates

their conformance with all DforD standards and guidelines. In addition, the Major Phase establishes design standards and guidelines intended to describe the preferred architectural response to be implemented on these parcels.

Blocks 26, Parcel 1 and Block 27, Parcel 1 are bounded by developed privately owned land and public right-of-ways — Third Street, South Street, Bridgeview Way, and Pierpoint Lane. The build-out of all of this land and much of the right-of-way is essentially complete. Diagrammatic infrastructure drawings included in this Major Phase application describe proposed tie-ins and extensions to existing utilities. There is no new component of infrastructure required to support this Major Phase. This application will propose optional surface landscape enhancements to Pierpoint Lane, in order to improve the pedestrian experience and integrate the project's storm water mitigation measures. There will be an optional modification of the privately owned public park, to make it accessible to the proposed daycare center with better integration into Bridgeview Way and Pierpoint Lane.

The current submittal closely follows the 2007 submittal for Block 26, Parcel 1 and Block 27, Parcel 1, including aspects such as program, site plan, footprint, massing, access, density and height. Infrastructure to serve these sites was reviewed as part of the original Major Phase submittal and was constructed as part of development of other buildings on these Blocks. Accordingly, the primary focus of this Major Phase submittal is to update information regarding program and design, and to provide contextual information regarding infrastructure and other aspects of the Major Phase. For ease of reference, this Major Phase is submitted as a stand-alone document rather than an amendment.

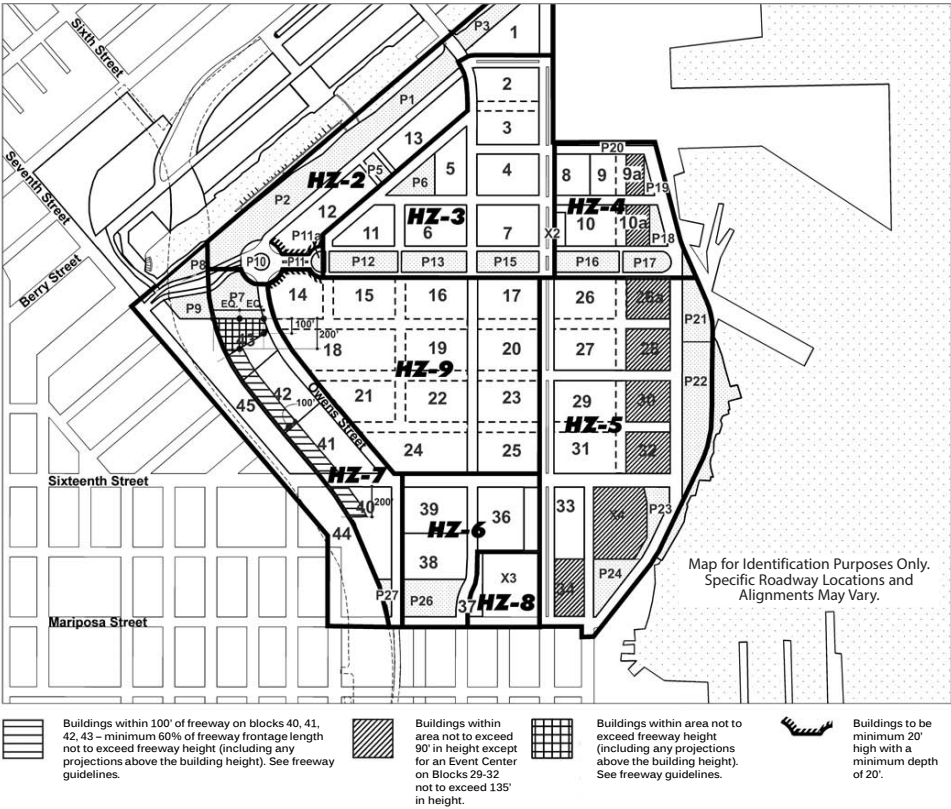
Land Use Program & Data Charts

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Land Use Program & Data Charts

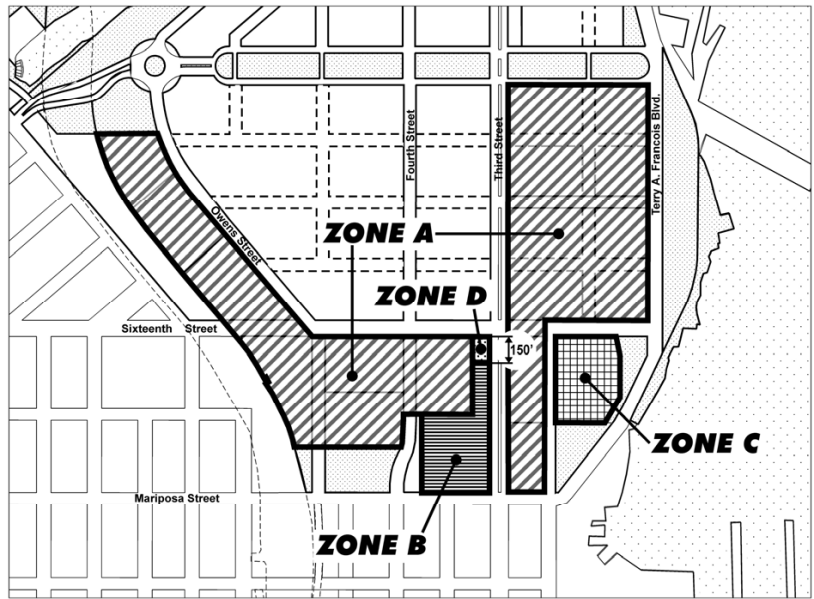
Developable Area in Height Zone 5 (HZ-5)



Estimated Built or Planned Developments	Floor Plate (square feet, est.)	
	Base	Tower
Blocks 26-27 (Alexandria/Uber proposal)	51,844	20,000
Block 26 (Buildings 2 & 3)	44,468	
Block 26a	52,029	
Block 28	51,486	
Blocks 33-34 (UCSF proposal)	66,667	20,000
Blocks X4	75,000	
GSW Proposed Development	189,181	39,736
Total:	530,675	79,736

Note: Information quoted from OCII Memorandum #126-062215-01, dated October 27, 2015, Attachment C, for areas of other parcels: Blocks 26-27 (Alexandria/Uber proposal) areas updated per current submittal

Mission Bay South Zone A Commercial/Industrial Leasable Area Allocation



Note: Information quoted from OCII Memorandum #126-062215-01, dated October 27, 2015, Attachment A

Total Allowed in Zone A	Leasable (square feet)
	5,000,000
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)	1,003,209
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)	N/A
Total:	5,021,081
Total Retail approved in Zone A:	29,858
Adjusted Commercial/Office Leasable Area:	4,991,223
Remaining Commercial/Office Area:	8,777

Land Use Program & Data Charts

Data Table

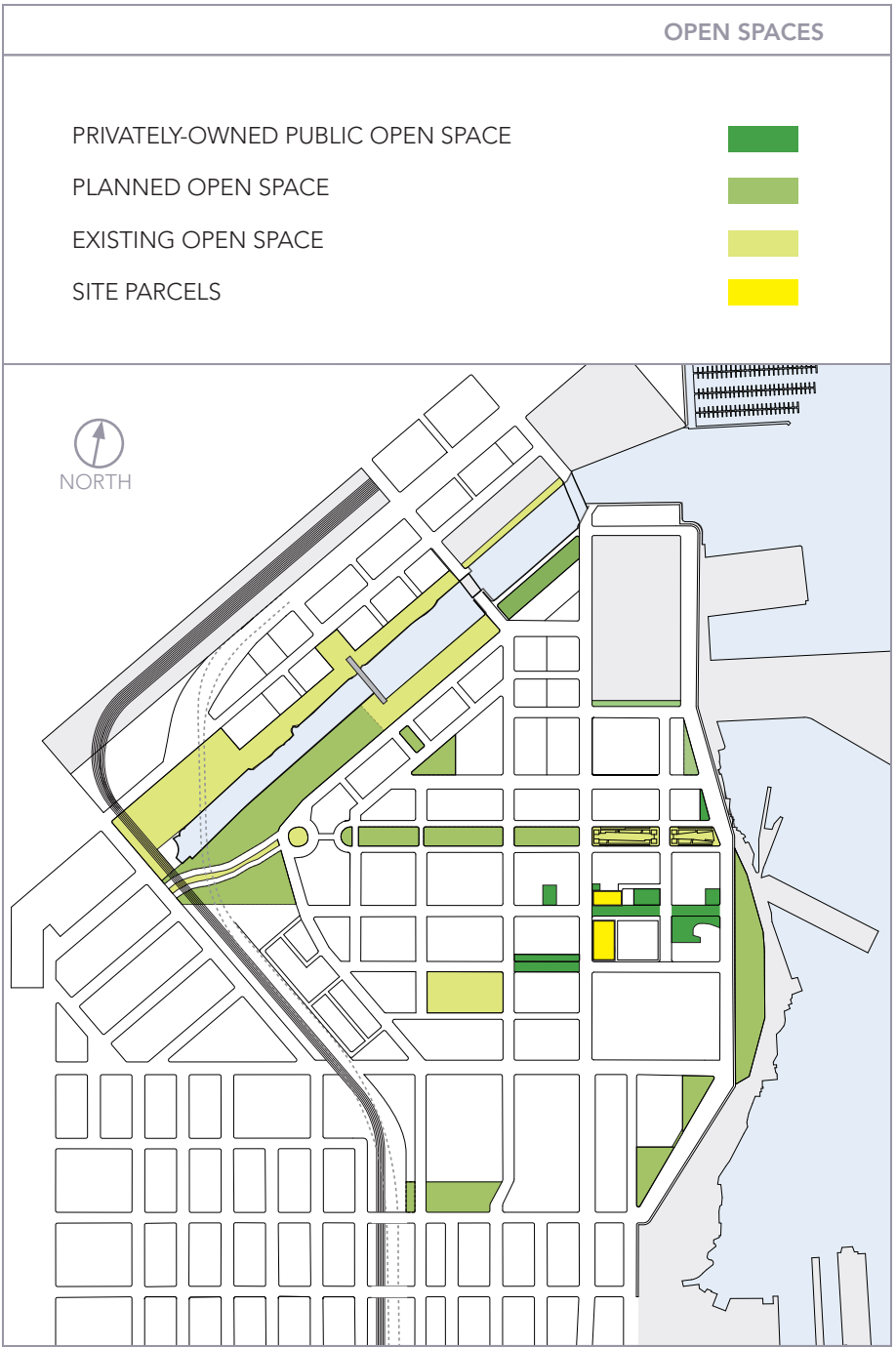
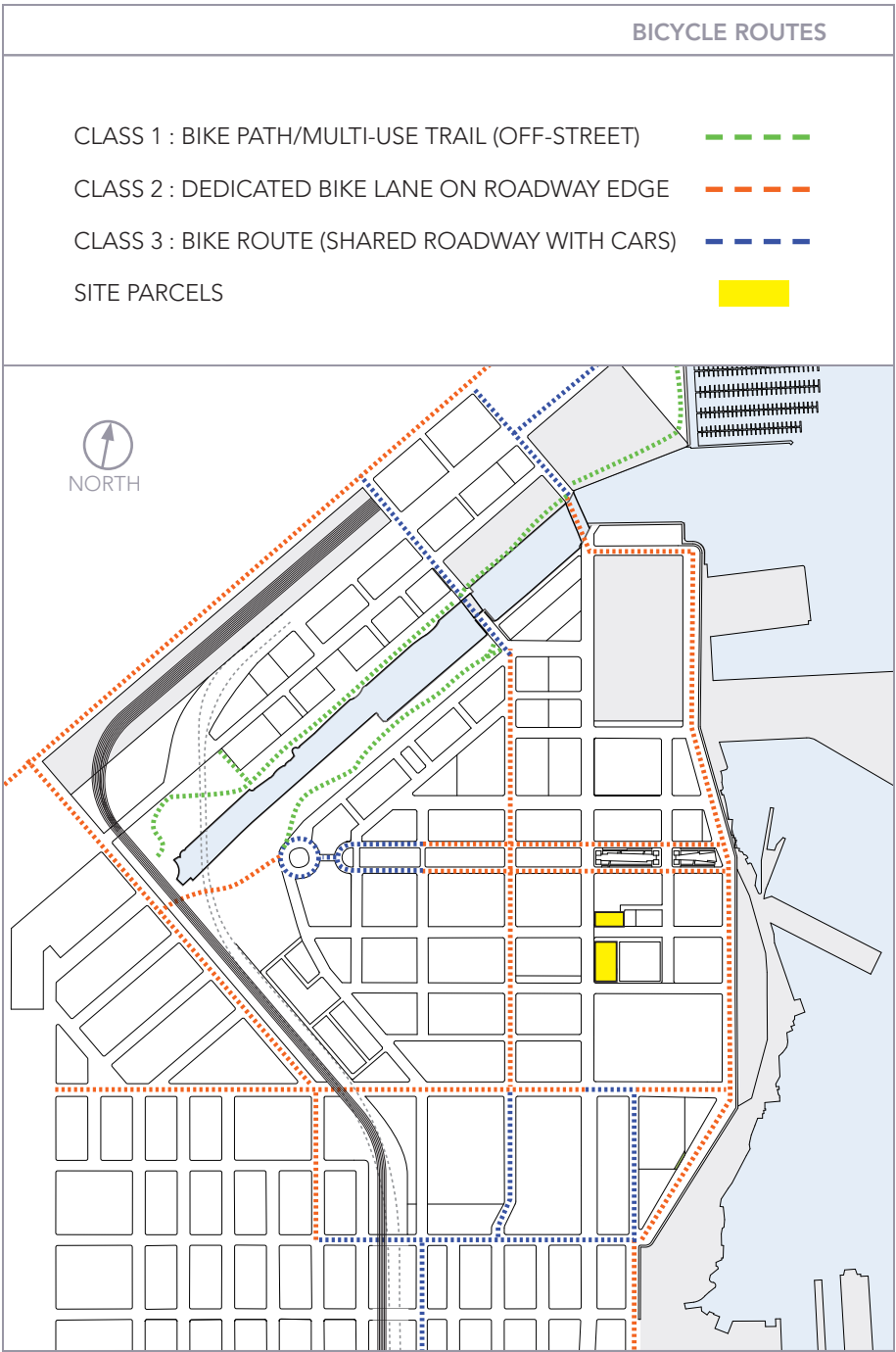
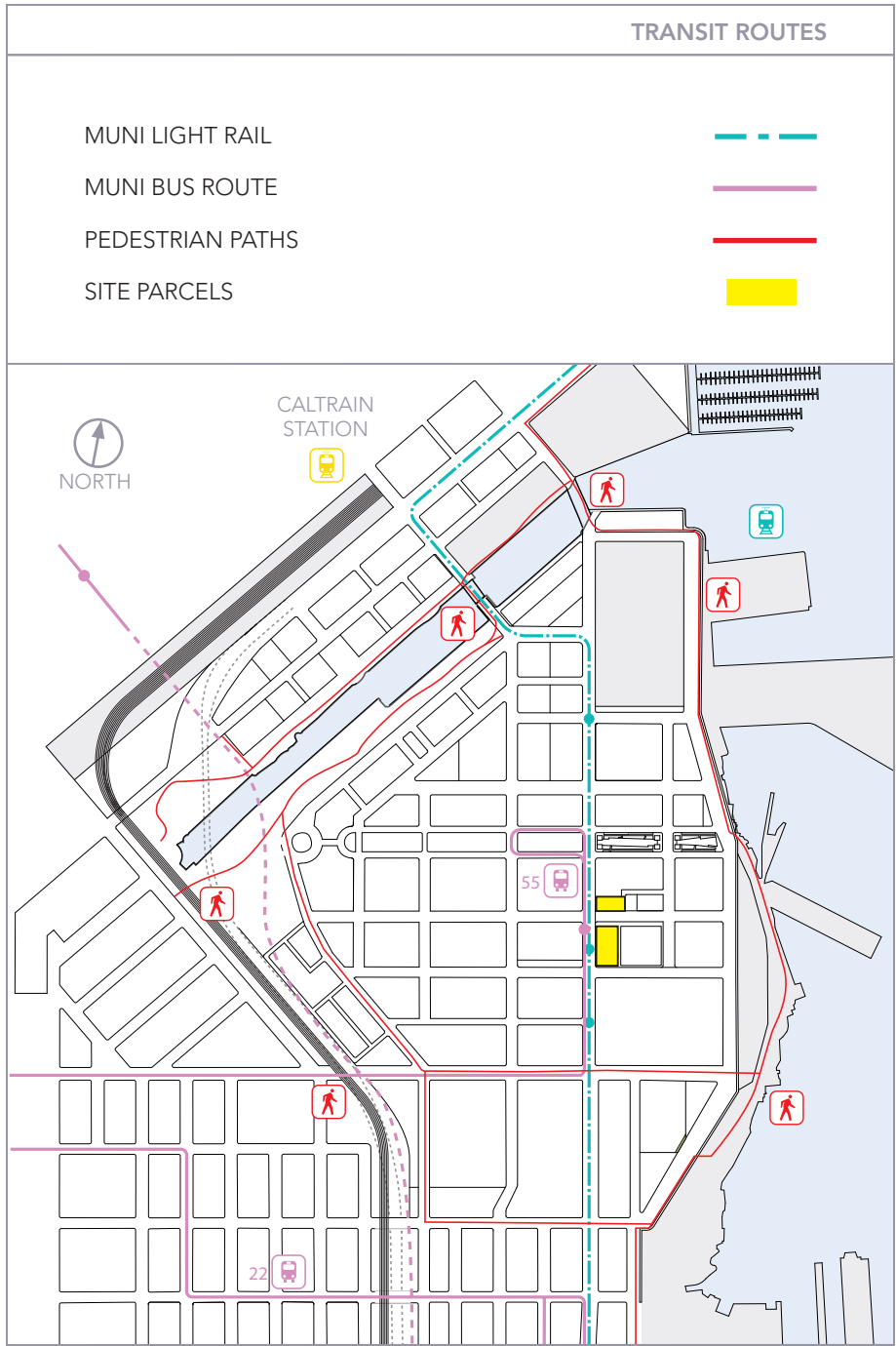
	PARCEL AREA (acres)	PARCEL AREA (sq. ft.)	LAND USE	GROSS FLOOR AREA (sq. ft.)	LEASABLE FLOOR AREA (sq. ft.)	DEVELOPED AREA (sq. ft.) AT BASE HEIGHT (< 90')	DEVELOPED AREA (sq. ft.) AT TOWER HEIGHT (> 90')	DEVELOPED BUILDING HEIGHT	POTENTIAL RETAIL AREA (sq. ft.)	REQUIRED AUTOMOBILE PARKING SPACES (4)	PARKING SPACES PROVIDED (5)	REQUIRED BICYCLE PARKING SPACES (6)	REQUIRED LOADING ZONES (7)
BLOCK 26, PARCEL 1 - 1455 THIRD STREET	0.69	30,142	Commercial/ Industrial	185,000 to 196,866	—	9,631	20,000	Base Height: 90'-0" Tower Height: 160'-0"	0 to 3,000	185 to 203	185 to 203	10 to 11	1
BLOCK 27, PARCEL 1 - 1515 THIRD STREET	0.99	43,316	Commercial/ Industrial	145,000 to 226,114	—	42,213	- 0 -	Base Height: 90'-0"	0 to 3,000	145 to 233	145 to 233	8 to 12	1 to 2
PROJECT TOTALS	1.68	73,457	Commercial/ Industrial	330,000 to 422,980 (1)	401,831 max. (2)	51,844 (3)	20,000 (3)	—	3,000 max.	330 to 429	330 to 429	17 to 22	—

1. Maximum allowable gross density for both parcels is 422,980 square feet.
2. The maximum leasable area has been established for the two parcels using BOMA 1996 standards; see page 3, Mission Bay South Zone A Commercial/Industrial Leasable Area Allocation . The distribution of the leasable area by parcel will be established in the BCD/SD submittal and shall not exceed the established combined maximum.
3. The maximum area at base height is less than the allowable area of 53,830 square feet; see page 3, Developable Area in Height Zone 5 (HZ-5).

4. Based on D for D parking density of 1 space per 1,000 GSF of office and 1 space per 500 GSF of retail, rounded up. Total retail parking will not exceed 6 spaces across both parcels.
5. Dedicated automobile parking to be provided in existing adjacent parking structure on Block 27; the parking structure has a total of 1,427 parking stalls.
6. Based on one space for every 20 parked cars, rounded up. A minimum of 22 bicycle spaces are provided in the adjacent parking structure at 450 South Street.
7. Two spaces required for 200,001 to 500,000 GFA.

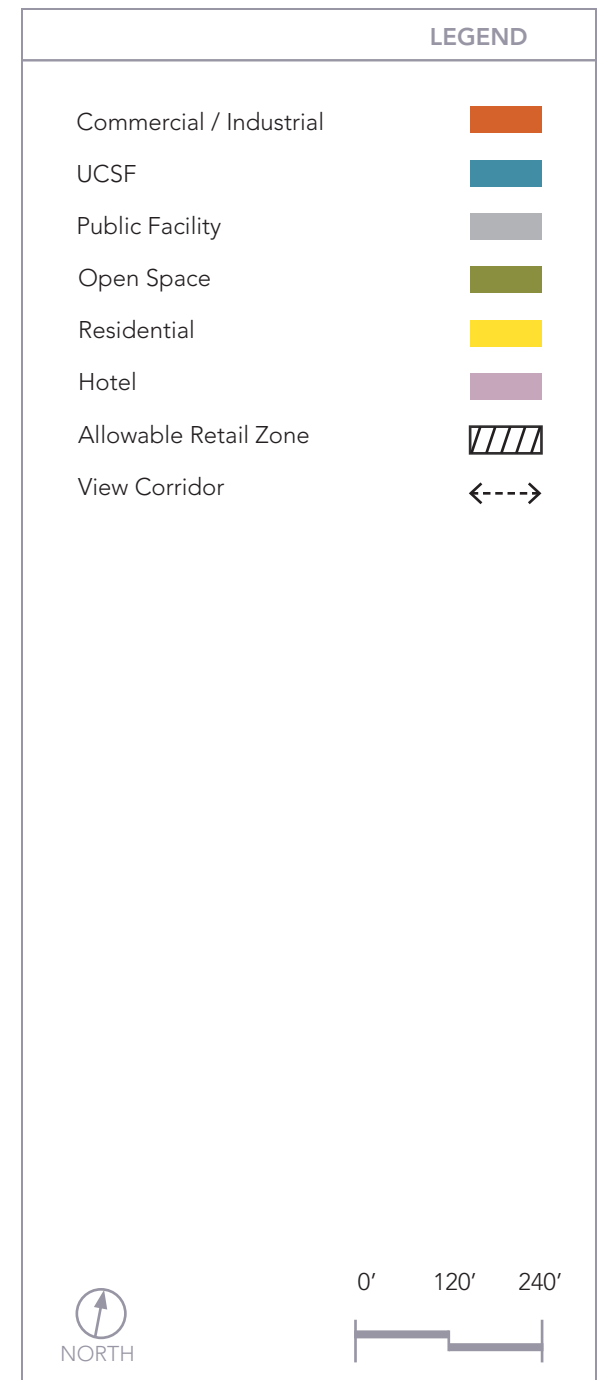
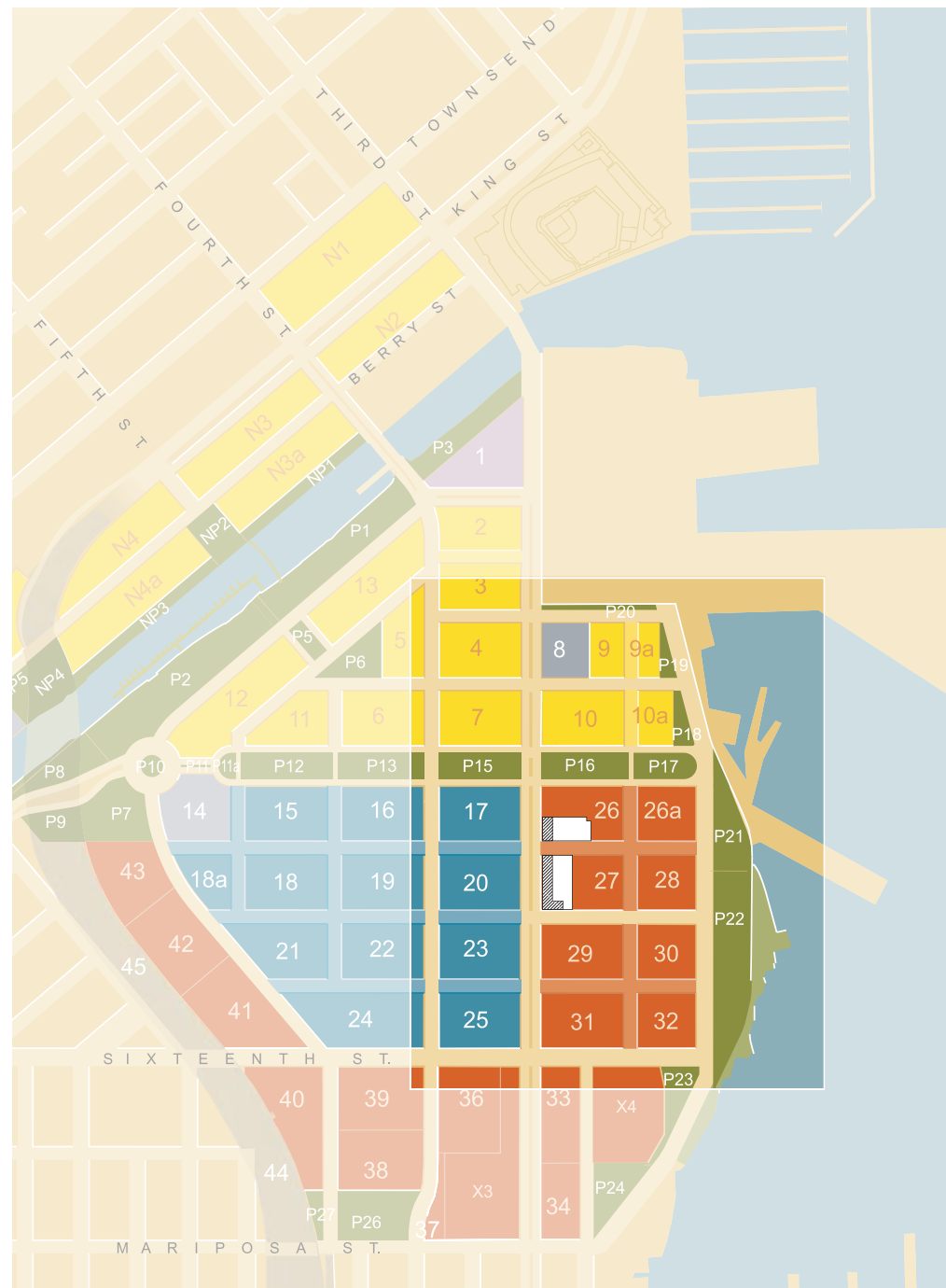
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Vicinity Plan — Transit, Bicycle & Open Spaces



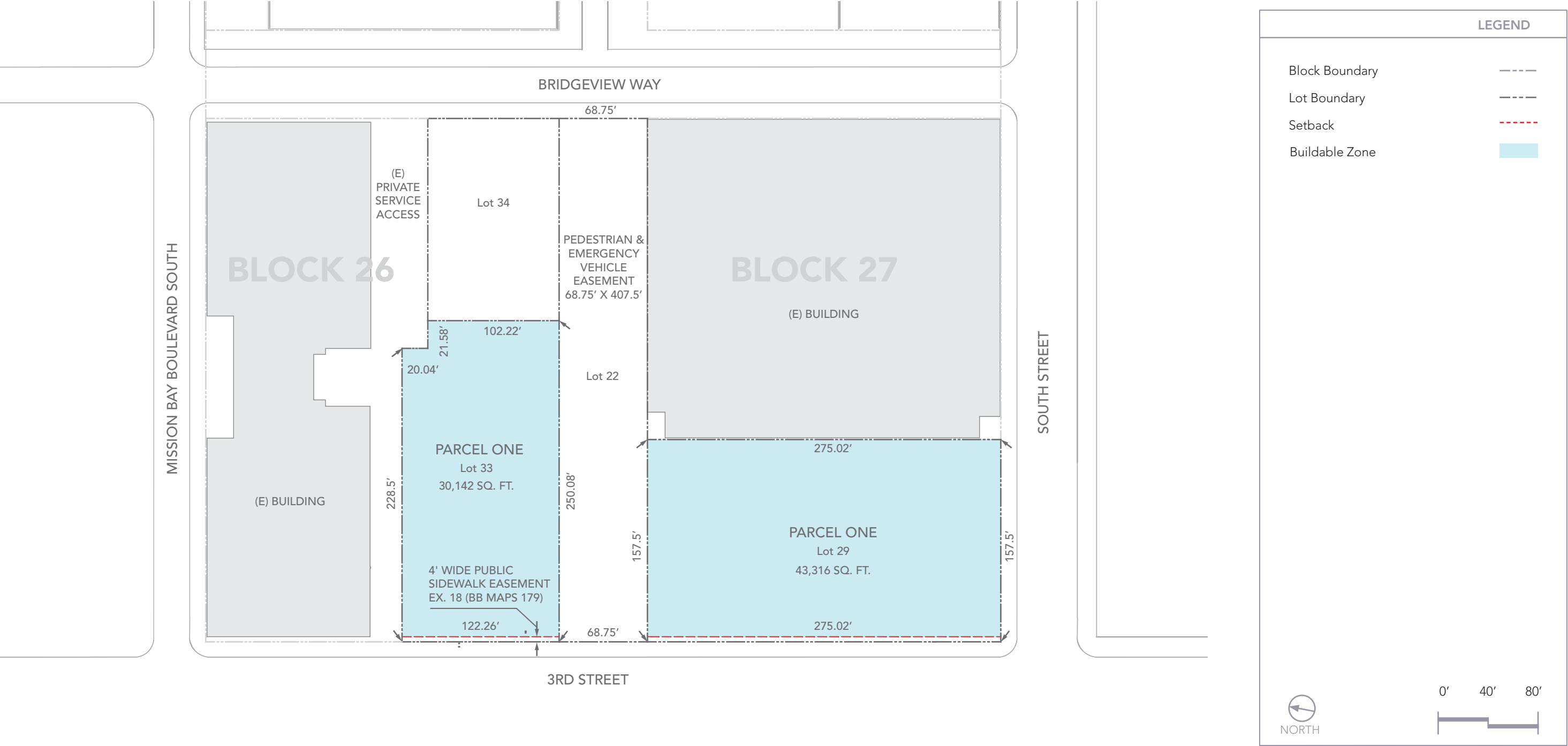
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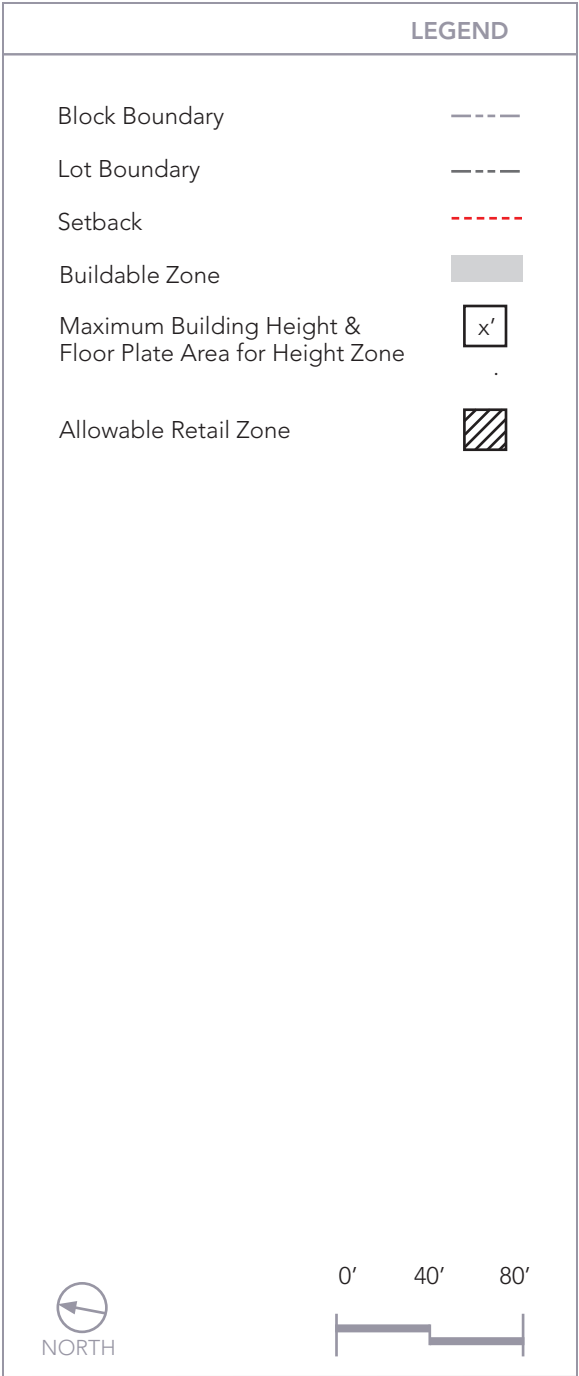
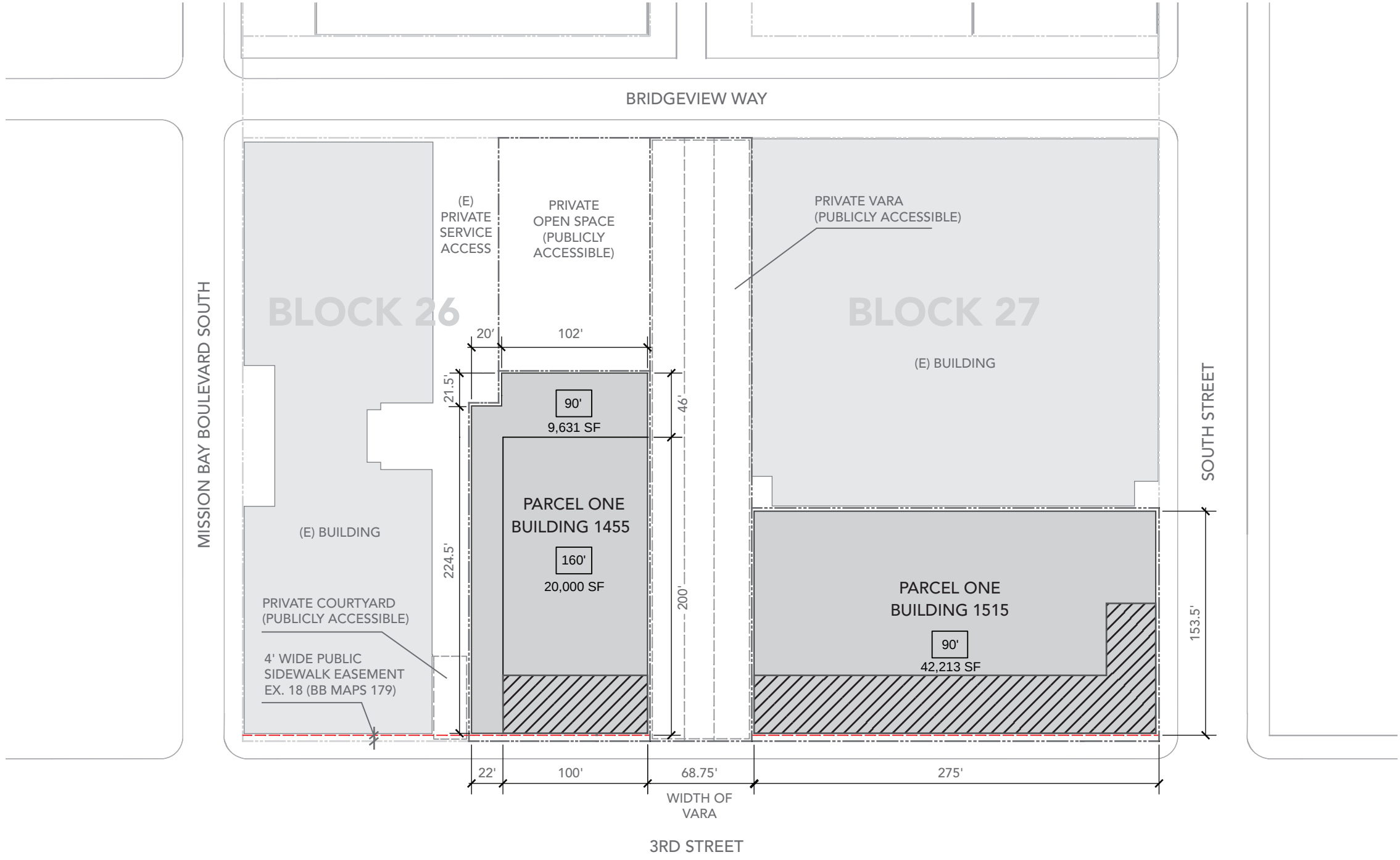
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Site Plan



Land Use Program & Data Charts

Site Plan & Building Pad



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Infrastructure

Street Improvements

To serve the project site and the larger transportation needs of the Mission Bay South Project Area, existing public streets around these blocks required improvements as identified in the Mission Bay South Infrastructure Plan. The adjacent circulation improvements are consistent with the transportation measures contained in the Mission Bay FSEIR Mitigation Monitoring and Reporting Program. These improvements are as follows:

Third Street

Third Street has been reconstructed to accommodate the MUNI Third Street Light Rail transit median, while maintaining two travel lanes in each direction. There are two 11-foot through lanes in the northbound direction and two 11-foot through lanes in the southbound direction. No on-street parking is allowed on Third Street. Twelve-foot sidewalks with trees in tree wells are provided on both sides of the street. A MUNI light rail station is located at the intersection of Third and South Streets. The intersection is signalized with accessible pedestrian crosswalks. The improvements have been approved, constructed and either accepted or are pending acceptance by the City and County of San Francisco.

South Street

South Street has two traffic lanes in each direction. There is one 11-foot traffic land and one 10.875-foot traffic lane each in both the east and westbound directions. A 12.5-foot sidewalk with trees in tree wells is provided on both the north and south side of the street. The improvements have been approved, constructed and either accepted or are pending acceptance by the City and County of San Francisco.

Bridgeview Way

Bridgeview Way is owned and maintained by the Mission Bay Commercial Maintenance Corporation (MBCMC) – a private association of Mission Bay commercial property owners. It is a publicly accessible vara easement with one 11-foot wide traffic lane in each direction. There are a 6 foot wide sidewalk and a 5 foot wide continuous planting strip on either side of the street. Accessible curb ramps can be found at each corner where Bridgeview intersects South Street and where it intersects Mission Bay Boulevard South.

Pierpoint Lane

Pierpoint Lane is a privately owned, publicly accessible vara easement for both pedestrian access and a paved 20 foot wide clearance for emergency vehicles. The eastern part of Pierpoint Lane between Bridgeview Way and Terry Francois Boulevard has been completed pursuant to a prior Major Phase and is owned and maintained by the MBCMC. The western part of Pierpoint Lane between Third Street and Bridgeview Way is currently owned by an affiliate of the project

Roads & Appurtenances

applicant but once all improvements are completed it is set to be deeded to the MBCMC and will be maintained by the association. There were improvements made to a portion of the western part of Pierpoint Lane at a prior time. These existing improvements include eased curbs for emergency vehicle access and removable bollards where Pierpoint Lane intersects Third Street and Bridgeview Way. There is a planted landscape area with benches between the existing garage and the pavement and between the pavement and privately owned public park. In the landscape section of this application, it will be proposed that the planting and paving of the vara easement be revised and updated in order to enhance the overall experience of these blocks.



Infrastructure

Roads & Appurtenances



Access

The project site is accessible from three surface roadways as described in the previous section, Third Street to the west, South Street to the south, and Bridgeview Way to the east. Parking will be provided at the existing garage entered and exited from both South Street and Bridgeview Way; the garage fronts both project parcels, and it is proposed to provide sheltered daycare drop-off in dedicated spaces within the garage.

Transit Service

Regional Transit

Caltrain provides South Bay regional transit service to the Fourth and Townsend main station terminus, approximately one mile to the north of the project site and to the secondary 22nd Street Station one mile to the south of the site. Caltrain currently operates 114 trains each weekday between San Jose and San Francisco with frequencies varying between five and thirty minutes. Both stations are accessible on foot and on the SF Muni T-Third light rail.

The 16th Street BART station is 1-3/4 miles to the west and is supported by a dedicated SF MUNI bus along 16th Street. The 55-16th Street bus stops at the intersection of Third and South Street. This is also a longer link via the Third Street Light Rail to the Embarcadero station.

Local Transit

The Major Phase Project Site is served by Muni's local transit service provided to the Mission Bay South Plan Area. Existing and proposed Muni transit routes in the vicinity of the project include:

MUNI Third Street Light Rail:

The existing rail line runs from the Embarcadero BART station along the Embarcadero and Fourth Street, continuing to Third Street, then heading south through Mission Bay South until near the Bayshore Caltrain station. There is a stop on Third Street in the median at the intersection of Third and South Street.

MUNI 55-16th Street:

The recently initiated 16th Street MUNI bus service runs from the 16th Street BART station along 16th, running a short distance on Third Street to a terminus and turnaround on the west side of Mission Bay Boulevard South. There is a stop on Third Street at the project site.

MUNI 22-Fillmore:

MUNI will re-route the 22-Fillmore to access the Mission Bay South Area via Sixteenth and Third Streets, to terminate at South Common Street near the intersection of Third Street. In the future there will be a stop on Third Street at the project site. Currently, the Fillmore bus terminates at 18th and Third Street.

Transportation Management Plan

In conformance with Mitigation Measure E-47, the Mission Bay Transportation Management Association (TMA) 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. Commercial owners (of completed projects possessing a Certificate of Occupancy) are in 2016 billed at \$0.24 per square foot of developed area per annum and residential units are billed at a flat rate of \$9.00 per month.

The MBTMA prepares an annual Work Plan and establishes the annual fee for commercial owners in order to cover the costs of the Work Plan. The 2014/2015 Annual Report Work Plan included:

- Conducting an employee survey to determine current commute patterns and share this information to inform travel decisions.
- Liason with existing shuttle services to investigate cooperation and/or collaboration between shuttle programs
- Implement a Guaranteed Ride Home program
- Recommend bicycle parking in Mission Bay common areas that are both accessible and safe, promote the bike sharing program.
- Market transit options and opportunities to Mission Bay residents and employees, with the goal of reducing single occupant vehicle travel
- Serve as a resource for Mission Bay employers and residents for transportation-related issues and information

The Mission Bay Shuttle plans to expand service in March 2016, in conjunction with the opening of the Kaiser Permanente medical office building. Service improvements include:

- Earlier morning service from both BART and the Transbay Terminal
- Additional service to and from the Transbay Terminal
- An additional East route bus to accommodate needed capacity of 200+ riders per hour in peaks
- Later service at night to BART
- More streamlined routing for the Caltrain route
- Longer run times on all loops to reflect increasing travel times

The MBTMA has also established and maintains a website at www.mission-baytma.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.

Transportation Management Plan

Transportation Facilities

Development Blocks 26 and 27 are immediately adjacent to significant vehicular and public transportation facilities. The building sites are flanked on west by Third Street, a major City arterial thoroughway. On the south, Block 27 is bounded by South Street, connecting Third Street with Terry Francois Boulevard.

In addition to carrying high vehicular traffic volumes, Third Street also carries the T-Third light rail connecting Mission Bay to the Financial District and the Caltrain Bayshore Station and the 55-16th Street bus lining to BART at 16th Street. The 22-Filmore is scheduled to be re-routed to travel a short distance on Third Street in front of the project site.

Caltrain's northern terminus is located near the intersection of Fourth and Townsend Streets. Caltrain's rail service was expanded to a minimum of 106 daily trains by the year 2015 as cited in the Mission Bay Subsequent Environmental Impact Report, September 1998.

Parking

The 330 to 429 parking spaces required to meet the Design for Development requirements will be provided as dedicated spaces in the existing 1,427 stall parking structure at 450 South Street. The garage is immediately adjacent to both buildings at the corner of South Street and Bridgeview Way. Additional parking is available on a first come, first served basis. The garage also serves the required parking spaces for other development already existing on Blocks 26, 26a and 28 including 455 Mission Bay Boulevard South, 500 Terry Francois Boulevard and 550 Terry Francois Boulevard. Per the Final Transportation Management Plan for the Golden State Warriors San Francisco Event Center (released Dec. 02, 2015), 132 parking stalls will be dedicated to the GSW Event Center at the 450 South Street Garage. There is no overlap between the parking stalls for the 1455/1515 Third Street project and the parking dedicated to the existing buildings on Blocks 26-28 or the GSW Center.

Additional off-street parking can be found across Third Street on the UCSF campus in a parking structure at the corner of Third Street and Campus Way. There is limited, metered street parking one block away on 4th Street and Terry Francois Boulevard.

Pedestrian Circulation

The project site is readily accessible to pedestrians from the surrounding streets and vara with wide sidewalks and a dedicated path down the vara. All public improvements required pursuant to the

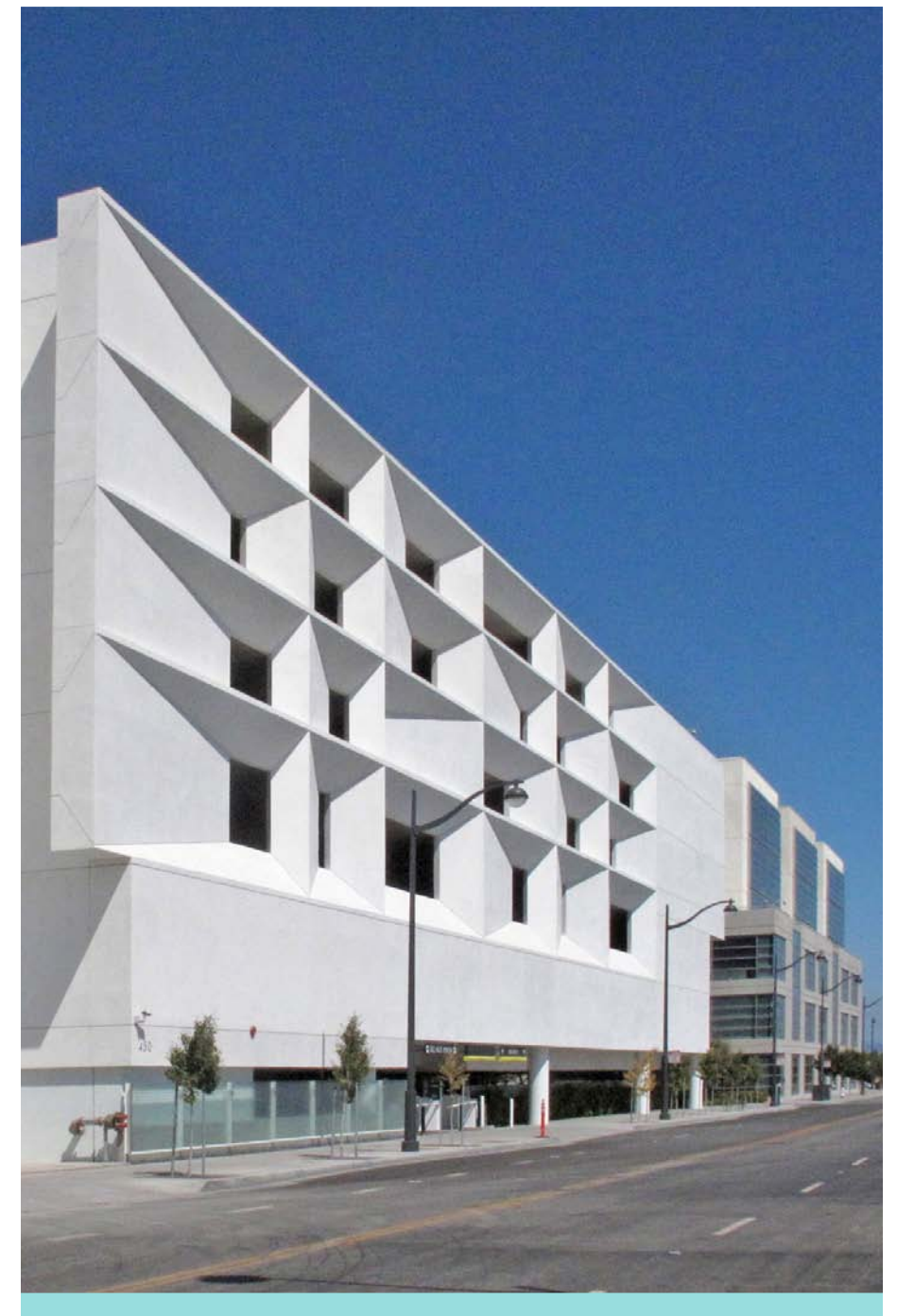
Mission Bay South Streetscape Master Plan for Blocks 26, 26a and 28 have been approved, constructed and either accepted or are pending acceptance by the City and County of San Francisco. All private improvements required per the prior Major Phase for Bridgeview Way and the east part of Pierpoint Lane have been approved and built. The remaining improvements to be made, to complete the pedestrian circulation through these blocks, are to complete the improvements on the west part of Pierpoint Lane. Pedestrian amenities on Pierpoint Lane west will include enhanced lighting, paving treatments, tree planting along the vara, and added seating. The site is fully accessible.

Bicycle Circulation

Per the Infrastructure Plan, an exclusive 6-foot wide bicycle lane will be constructed on both sides of Sixteenth Street, connecting to the existing bicycle network west of the Caltrain tracks (Seventh Street, Sixteenth Street and Mississippi Street) and with the other bicycle lanes in Mission Bay South (Fourth Street and Terry Francois Boulevard). Terry Francois Boulevard and Fourth Street are designated as a Class II bicycle routes.

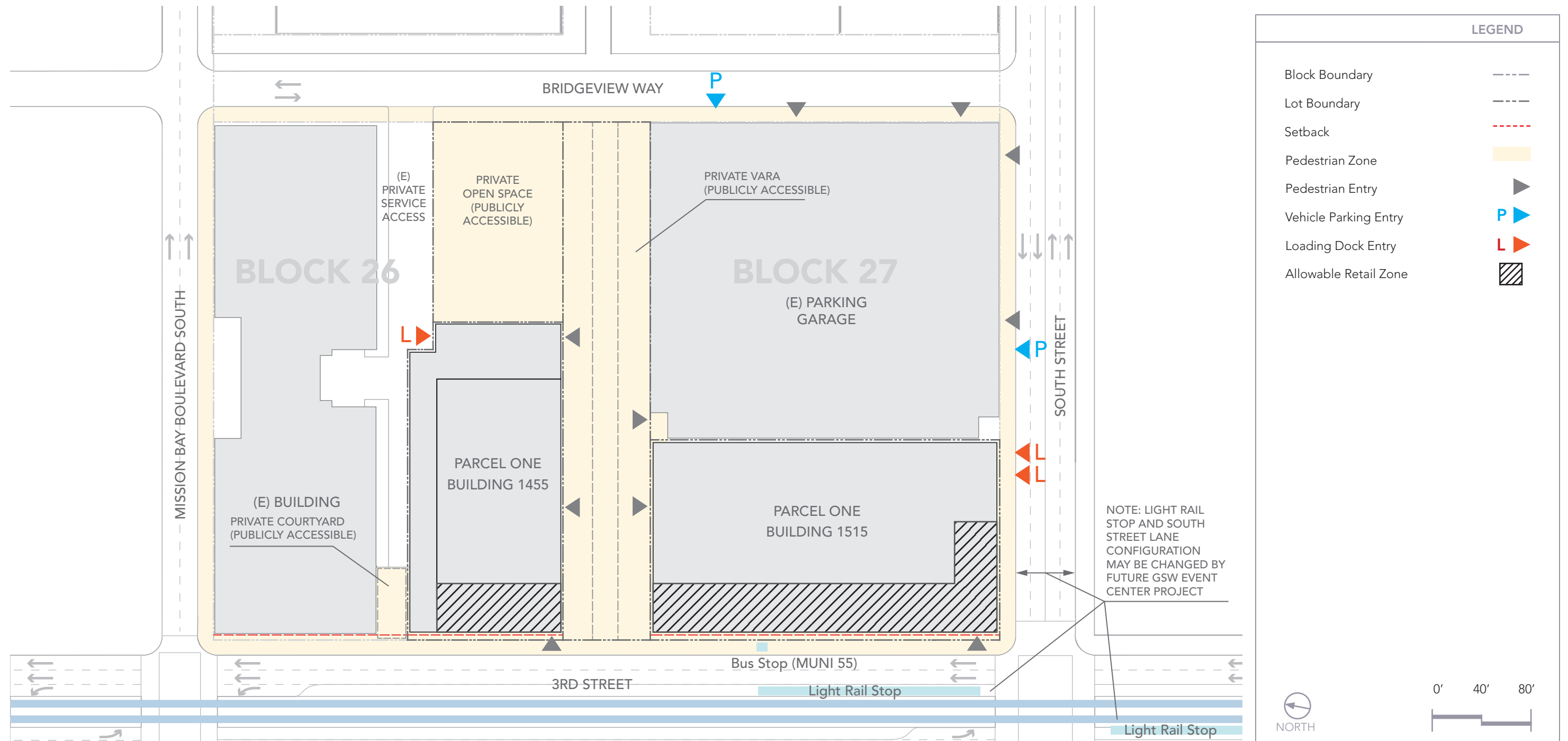
Infrastructure

Roads & Appurtenances



Infrastructure

Circulation — Vehicular & Pedestrian



Infrastructure

Landscaped Private Pedestrian Walkways

Private Open Space

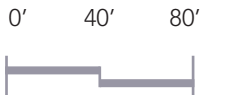
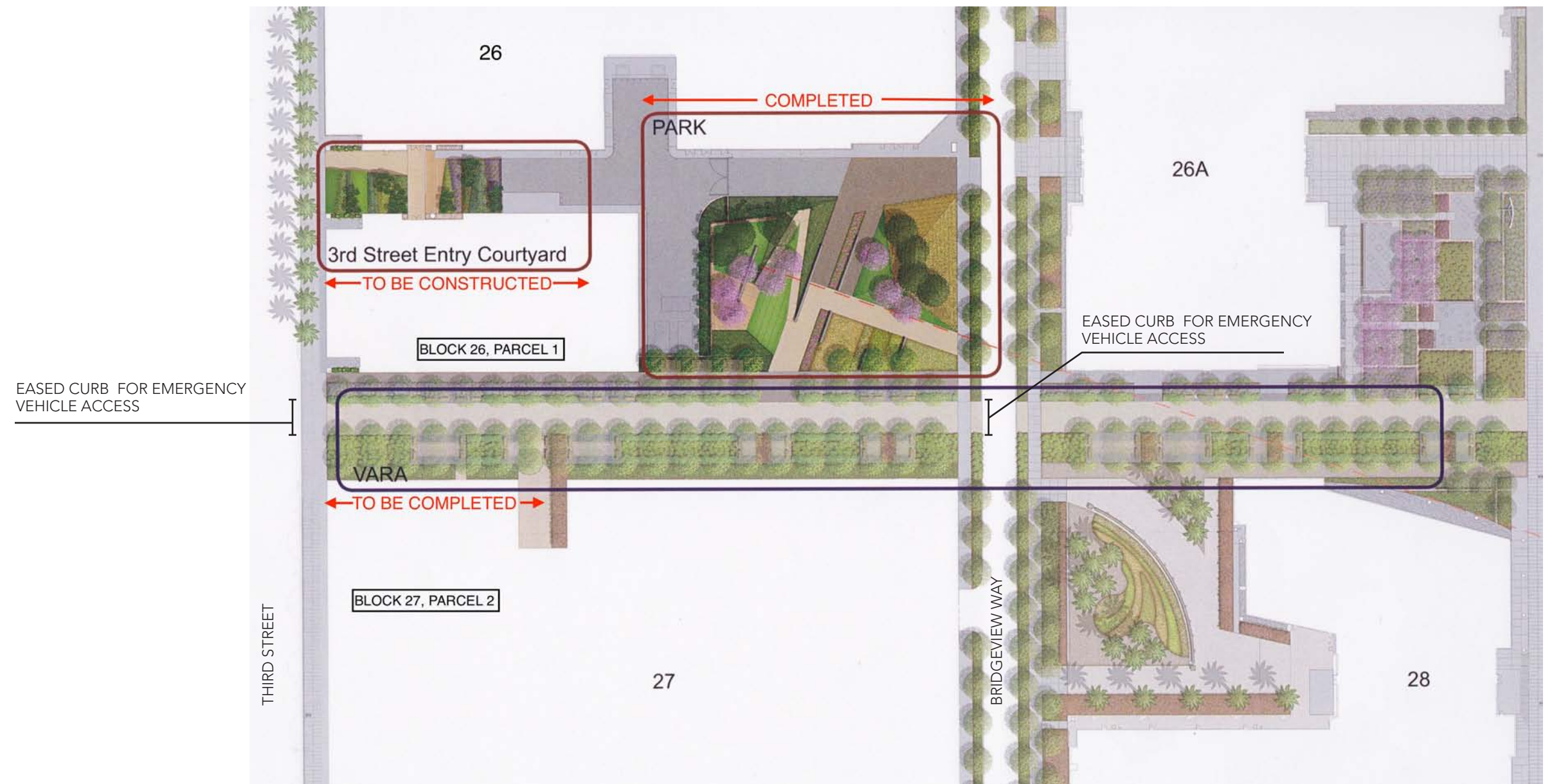
Pursuant to the prior approved Major Phase, a private open space was built at the north-west corner of the intersection of Bridgeview Way and Pierpoint Lane. This Major Phase proposes to either: OPTION 1) complete the construction and planting of Pierpoint Lane consistent with existing improvements and construct the 3rd Street entry court, or OPTION 2) as part of a Basic Concept/Schematic Design submittal provide a comprehensive redesign of the public park and Pierpoint Lane and construct a 3rd Street courtyard.

If option 2 is selected, the existing trees would remain on the vara adjacent to the parking structure. The revised landscape design for the vara and park would be rooted in its San Francisco context, and more specifically in the landscape of Mission Bay. The ecological and industrial built history of Mission Bay should serve as the inspiration for these landscape spaces as they may be designed. The private open space should serve the needs of the surrounding property owners as well as be a respite for pedestrian passersby. The landscape of the pedestrian walkway should seek to serve as an access route for the buildings in Blocks 26-28 as well as knitting the project into the streetscape and the broader Mission Bay landscape.

Clear pathways allow the public to meander through Pierpoint Lane and the adjacent privately owned public open space with multiple opportunities to sit and enjoy the landscape. Stormwater treatment gardens line the south edge of Pierpoint Lane with benches located to create planted rooms as gathering spots.

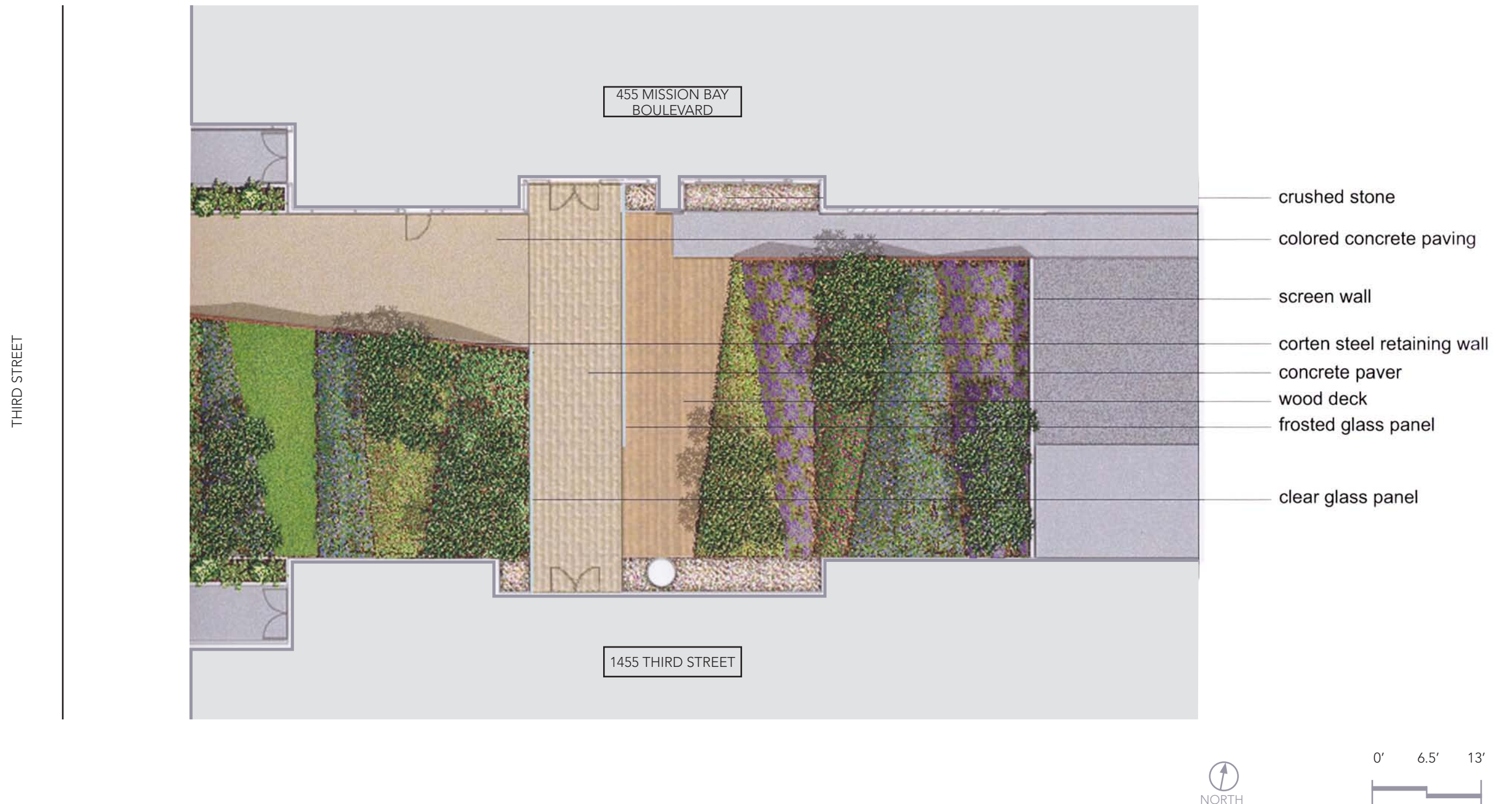


Option 1: Illustrative Private Open Space



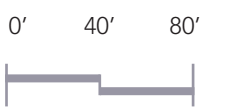
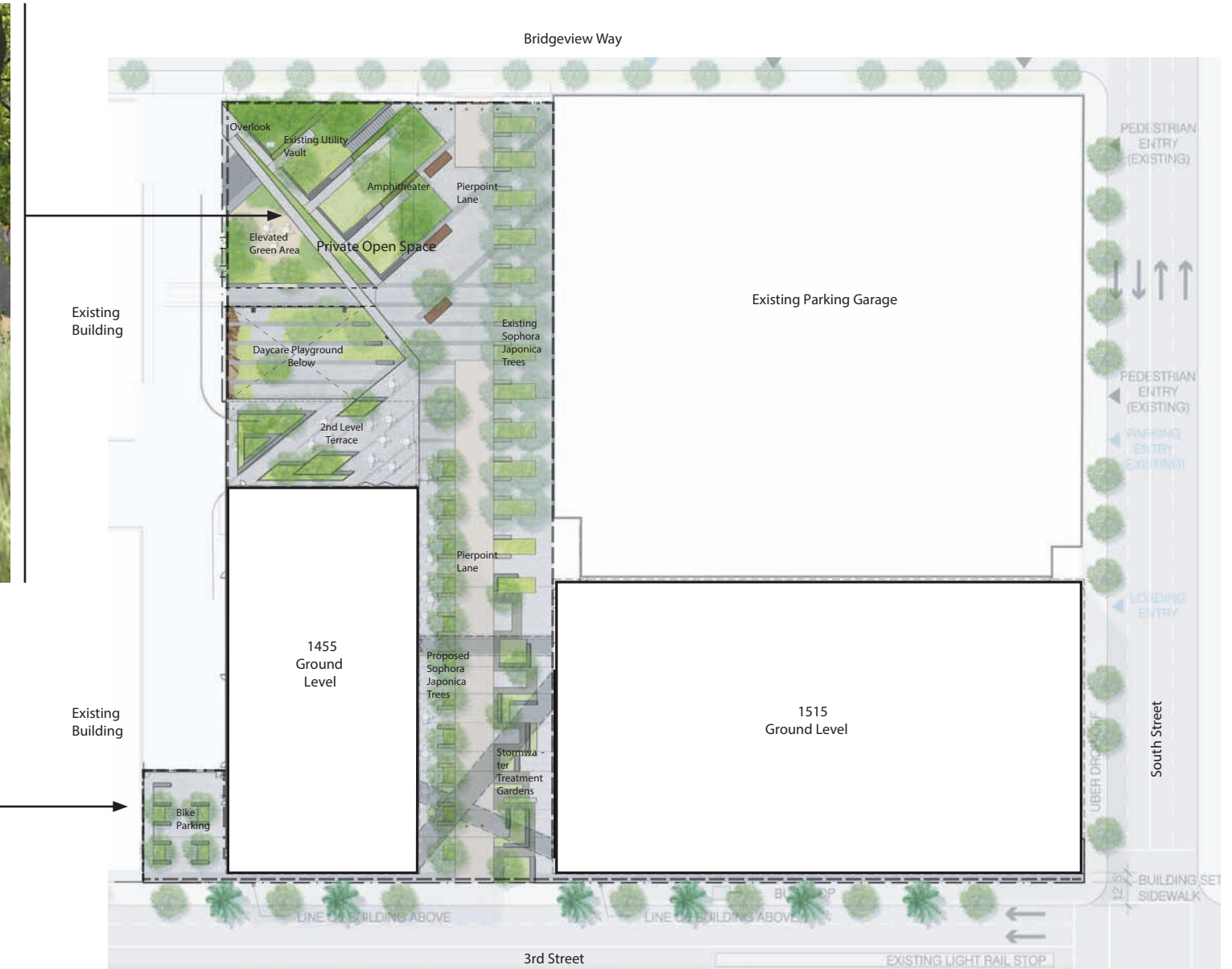
Infrastructure

Option 1: Illustrative Third Street Entry Courtyard



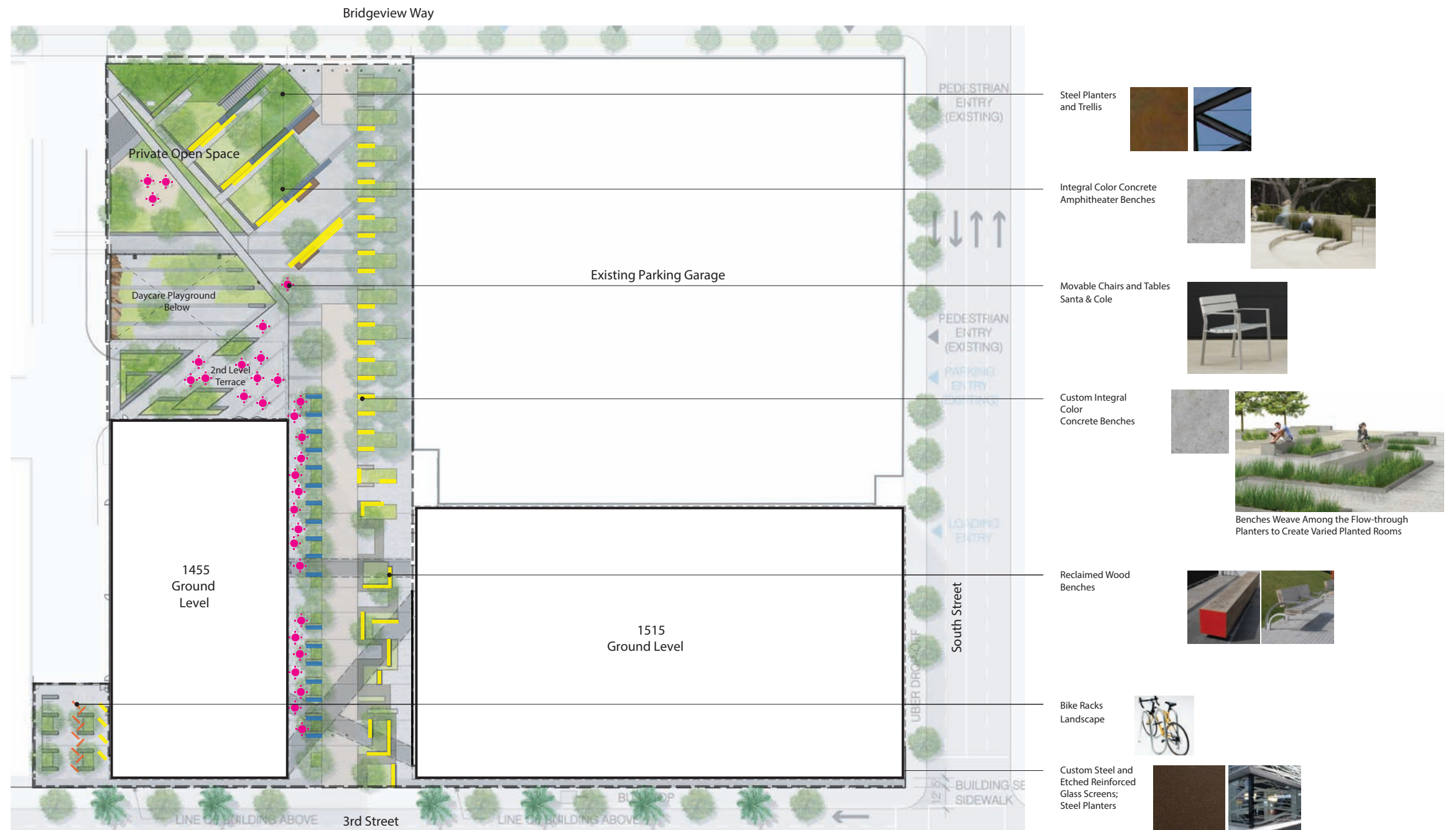
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Option 2: Illustrative Private Open Space



Infrastructure

Option 2: Illustrative Site Elements

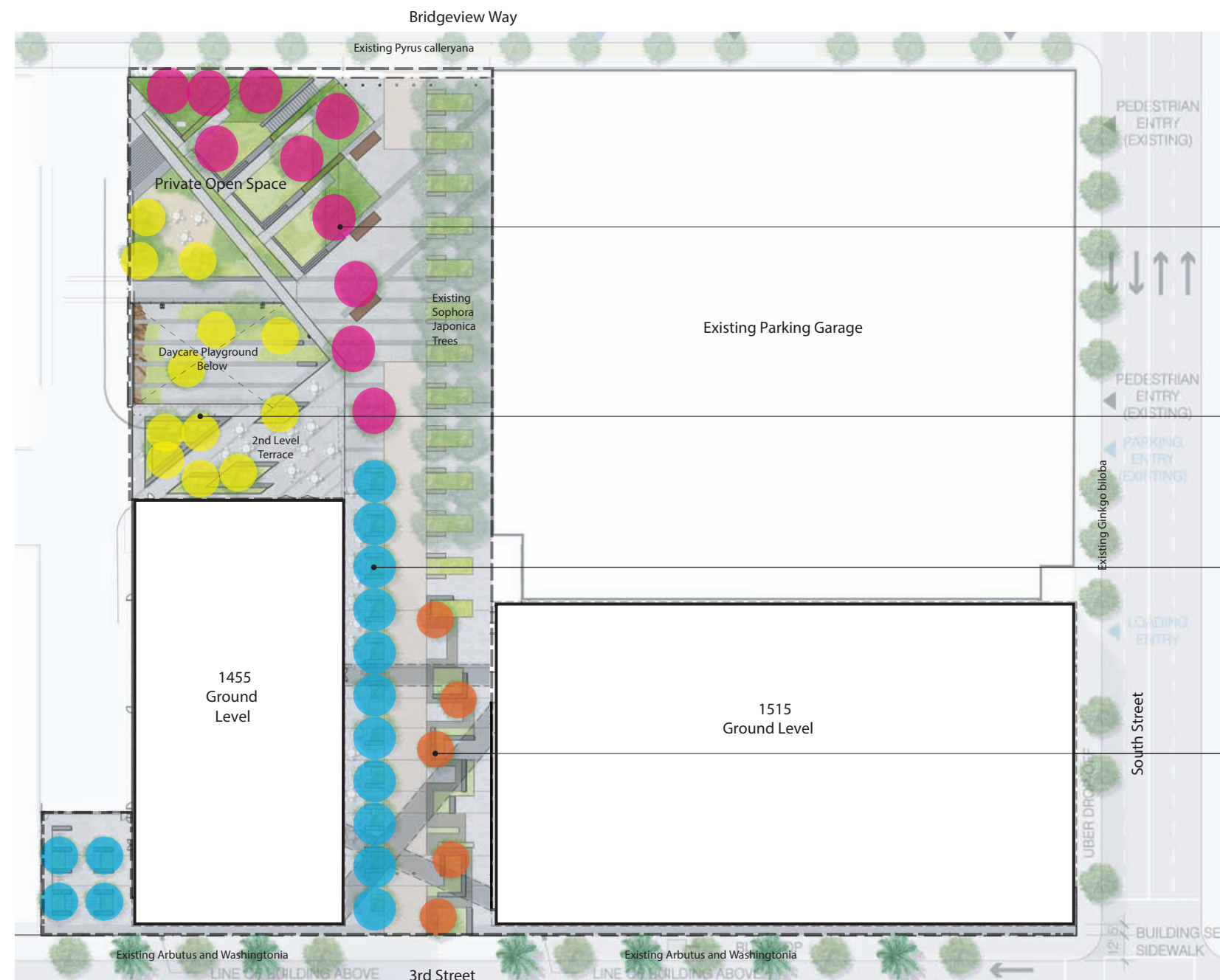


Option 2: Illustrative Shrub and Groundcover Planting



Infrastructure

Option 2: Illustrative Tree Planting Plan



Evergreen Shade Trees



Multi-Trunk Flowering Trees



Sophora japonica



Filtration Planter Tree

Infrastructure

Utility Infrastructure

Utility Infrastructure

Pursuant to the prior Major Phase, public and private utility infrastructure serving all parcels within Blocks 26-28 have been completed and installed. Fully developed utility systems are available along the frontages of Block 26/1455 Third Street and Block 27/1515 Third Street on Third and South Street respectively. Connections between utility systems and new building services will be made, in most cases, where the building frontage meets street frontage. The storm drainage installed under the Pierpoint Lane vara will connect with the treatment gardens in the vara. 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 26-28 Public Improvement Plans. All utility connections for the Project are planned to be made consistent with those approved plans and already installed systems.

A privately-owned and operated Joint Utility Trench is proposed to cross under the vara between the two buildings and will be located within a private easement for operation and maintenance. The private Utility Trench would house multiple service crossings between the buildings on 1455 and 1515 Third Street and contain hot water, chilled water, telecom, and electrical services. This is not a required component of public infrastructure but rather a convenience for inter-connection between two private buildings crossing a private walkway.

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 and accepted separate storm drain lines exist in Mission Bay Boulevard South, South Street, 16th Street, Third Street north of 16th Street, Terry A. Francois Blvd. north of South Street, and under Pierpoint Lane. Storm drainage from the building roofs will be conveyed into a proposed new treatment garden to be constructed along the south side of the Pierpoint Lane vara. From there, it will discharge into the existing storm drain system beneath the vara. Surface run-off will find its way into the treatment gardens, existing 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. Overland flow from north of 16th Street will flow to an existing outlet into the Bay located at Mission Bay Boulevard South.

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 at 1455 Third Street will have a lateral connection to the existing sewer line under Third Street, and the building at 1515 Third Street will have a lateral connection to the existing sewer line under South Street.

Infrastructure

Utility Infrastructure

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 the east side of Third Street by the City's Water Department will provide service to the project buildings.

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 existing fire hydrants at the corner of Third and South Street and two at the intersection of Pierpoint with Third.

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 Third Street along the entire project area frontage. One of the two fire hydrants at Pierpoint and Third is a high pressure hydrant.

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 Third 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 joint trench under Third Street for 1455 Third and under South Street for 1515 Third Street.

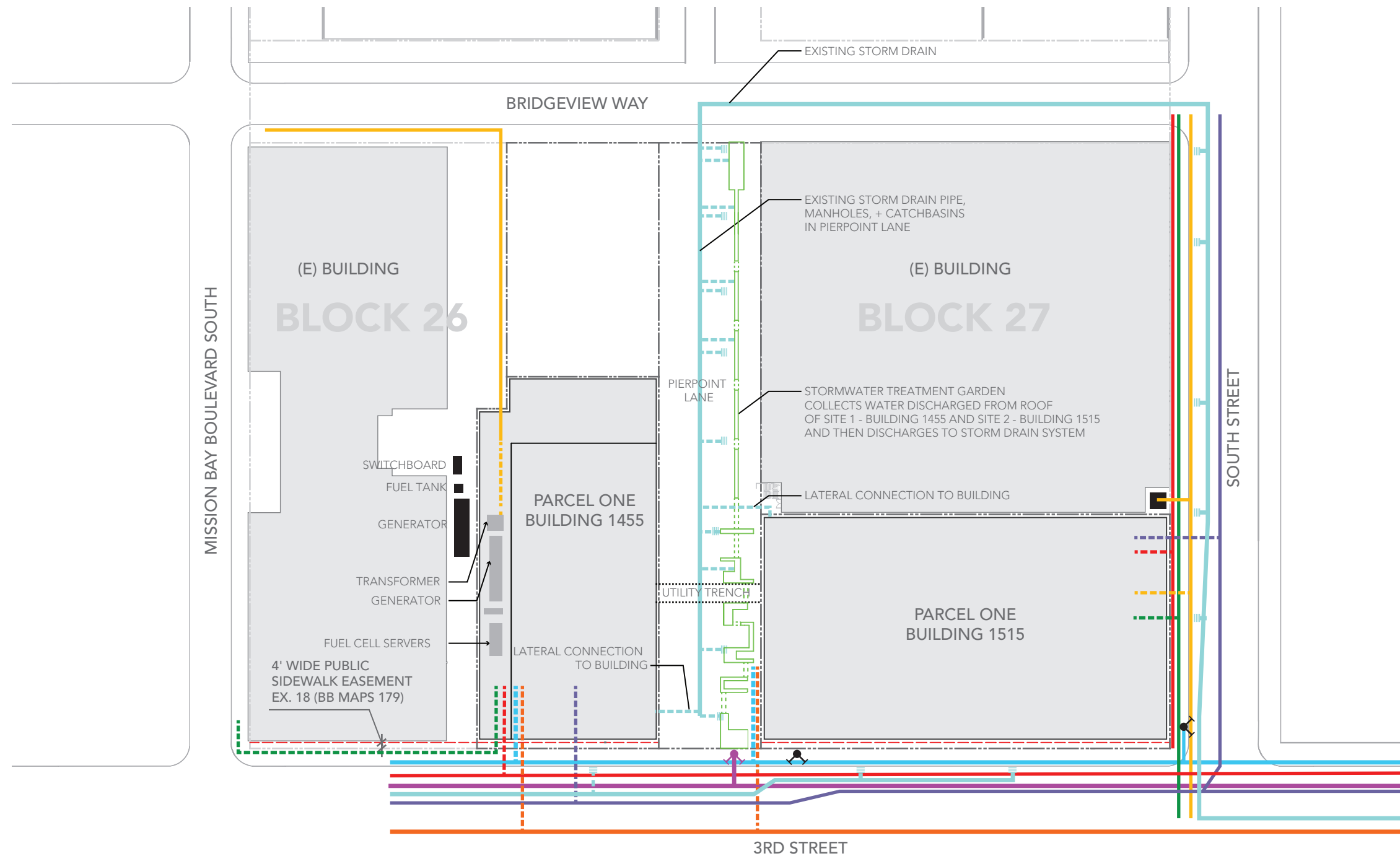
Note that there is an existing underground electrical service line from Bridgeview Way to the Service Yard on the north side of 1455 Third Street; the connection to the building will be made at that point. 1515 Third Street will connect from the joint trench under South Street.

Natural Gas

The building at 1455 Third Street will connect to the existing natural gas line under Third Street. The building at 1515 Third Street will connect to the existing natural gas line under South Street.

Infrastructure

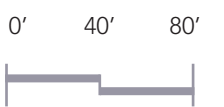
Utility Plan

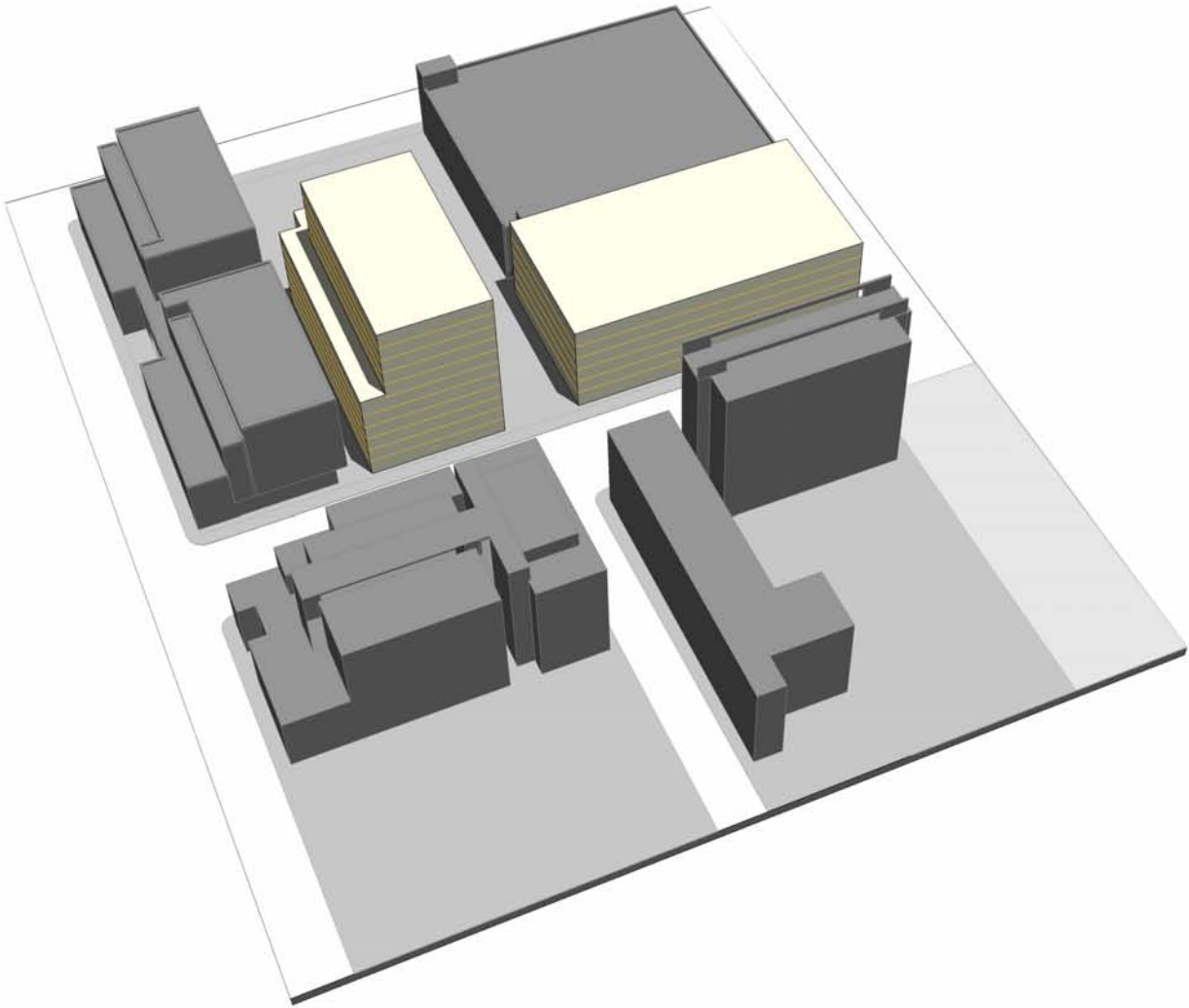


LEGEND

- Electrical (Existing)
- Electrical (POE)
- Telecom (Existing)
- Telecom (New)
- Low Pressure Water (Existing LPW)
- Low Pressure Water (POE)
- High Pressure Water (Existing AWSS)
- Low Pressure Fire Hydrant
- High Pressure Fire Hydrant
- Sewer Service (Existing)
- Sewer Service (POE)
- Gas (Existing)
- Gas (POE)
- Storm Drain (Existing)
- Storm Drain (POE)
- Recycled Water (Existing)
- Recycled Water (POE)
- Equipment (Existing)
- Equipment (New)
- Stormwater Treatment Garden (Private)
- Utility Trench (Private)

Note: Utility trench houses multiple service crossings between building 1455 and building 1515. Trench contains hot water, chilled water, telecom and electrical services.





Building Development

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Building Development

Proposed Design Standards

1455 Third Street and 1515 Third Street

The two buildings will be very closely related in their materials and expression, and though identifiable as being of the same project, each will have its own dynamic character in part because 1515 Third Street is horizontally oriented and 1455 Third Street is a vertically oriented tower. They will respond individually to context immediately impacting each site as well as to the light and the climate.

1455 Third Street

- Building footprint can fill out the property line envelope pursuant to easements or other limitations. The at-grade footprint after consideration of the easements is 122 feet maximum in the north-south direction by 246 feet in the east-west for a maximum building footprint of 29,631 square feet (20,000 SF tower footprint area + 9,631 SF base footprint area).
- Building height - 160 ft maximum height – and pursuant to applicable Design for Development Standards and Guidelines tower limitations. Above 90 feet, the tower is 100 feet in the north-south direction by 200 feet in the east-west direction for a developed area at tower height of 20,000 square feet.
- The building can have up to 196,866 gross square feet of office or lab/office with a maximum of 12 stories.
- Provide 0 to 3,000 sf of ground floor retail fronting on Third Street.
- Massing should ensure that the tower element is well articulated and differentiated.
- This articulation should be expressed along the building's four

facades facing Third Street, Pierpoint Lane, Mission Bay Boulevard South and Bridgeview Way.

- Building elevations should be articulated through the use of full or partial building setbacks, expressed structure, or other prominent architectural features such as sun-shading devices, projecting bays, etc.
- Primary building lobby access should be provided from Third St.
- Secondary lobby access should be provided from the adjacent vara to the buildings.
- The ground level mechanical, service and delivery yard required for this building is to be located at the end of the existing private access lane entered from Bridgeview Way, adjacent and contiguous to the existing mid-block yard serving the building at 455 Mission Bay Boulevard South. Additional mechanical systems will be located at the roof level.

1515 Third Street

- Building footprint can fill out the property line envelope pursuant to easements or other limitations. The at-grade footprint after consideration of the easements is 153.5 feet in the east-west direction by 275 feet in the north-south for a maximum building footprint area of 42,213 square feet (42,213 SF base footprint area).
- Building height - 90 ft maximum height – and pursuant to applicable Design for Development Standards and Guidelines limitations.
- The building can have up to 226,114 gross square feet of office or lab/office with a maximum of 6 stories.
- Provide 0 to 3,000 sf of ground floor retail fronting on Third Street

with an option to add ground floor retail along South Street.

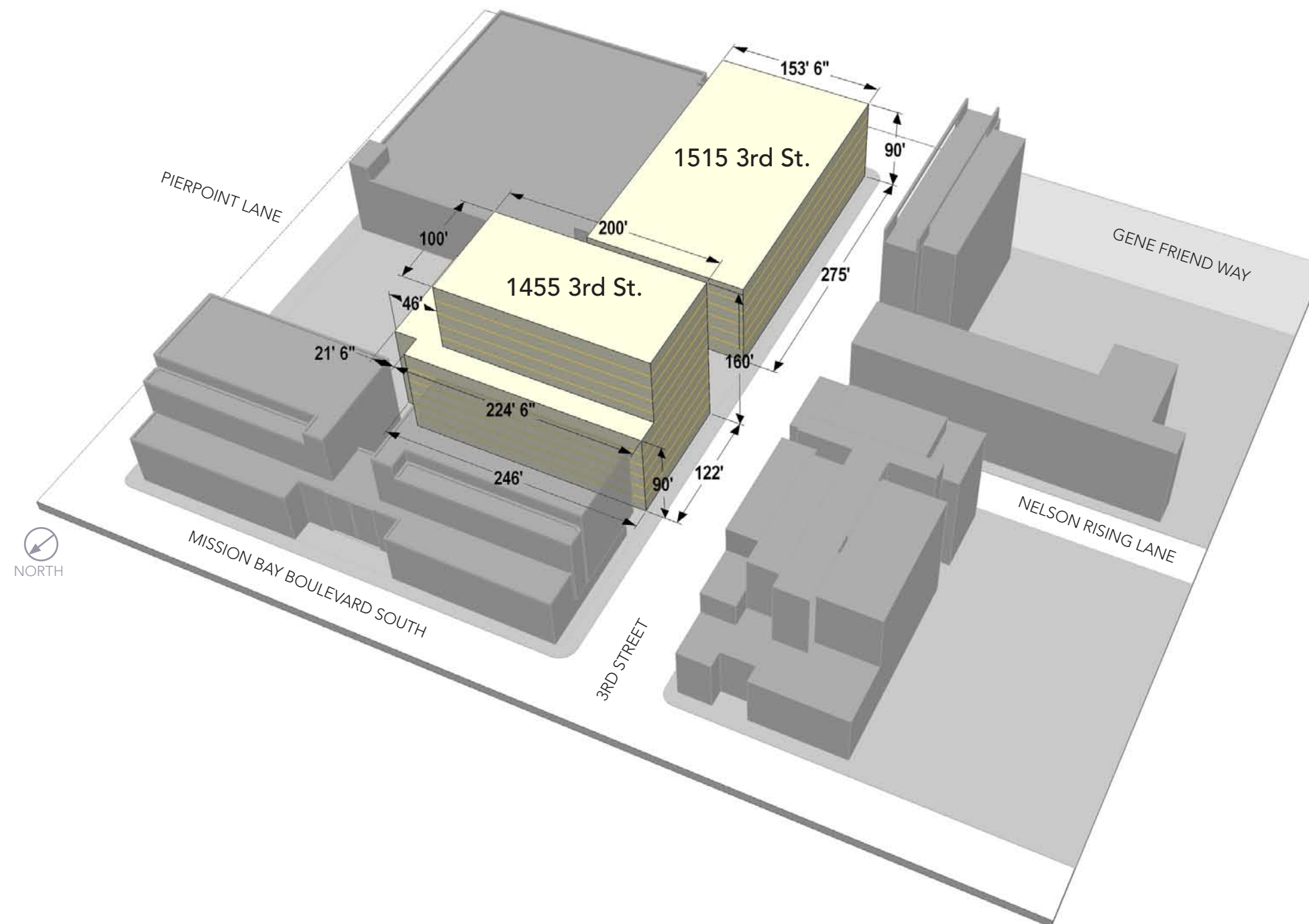
- Building articulation is encouraged to be expressed along the Third Street, South Street and Pierpoint Lane facades.
- Building elevations should be articulated through the use of full or partial building setbacks, expressed structure, or other prominent architectural features such as sun-shading devices, projecting bays, etc.
- Primary building lobby access should be provided from Third Street.
- Secondary lobby access should be provided from the vara to the buildings.
- The ground level mechanical, service and delivery yard required for this building is to be located within the building footprint and accessed from South Street immediately adjacent to the 450 South Street garage. Additional mechanical systems will be located at the roof level.

Phasing

This project will be a single phase of development - refer to the diagram on page 31 for the elements contained in this phase.

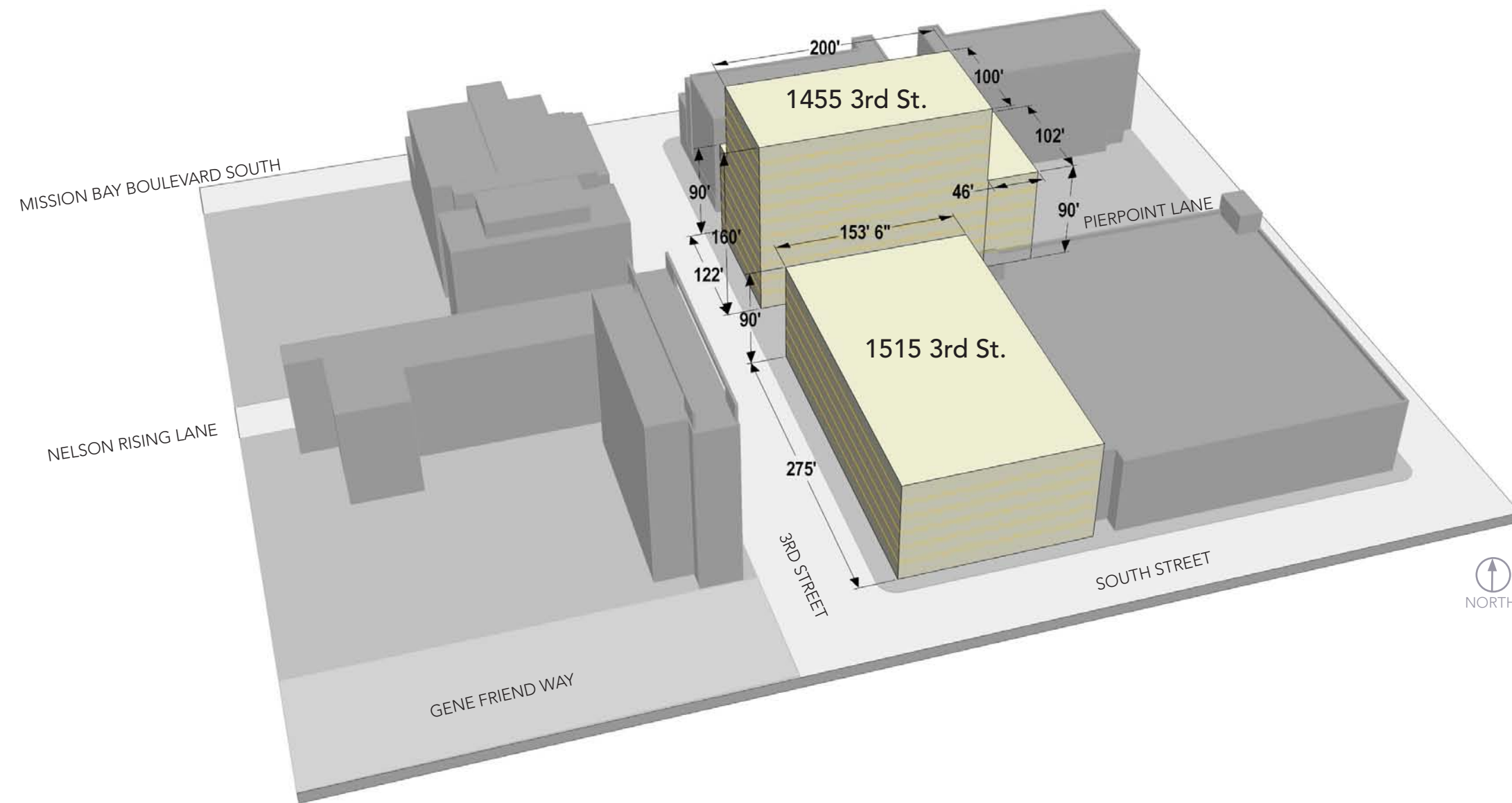
Building Development

Proposed Building Bulk, View 1



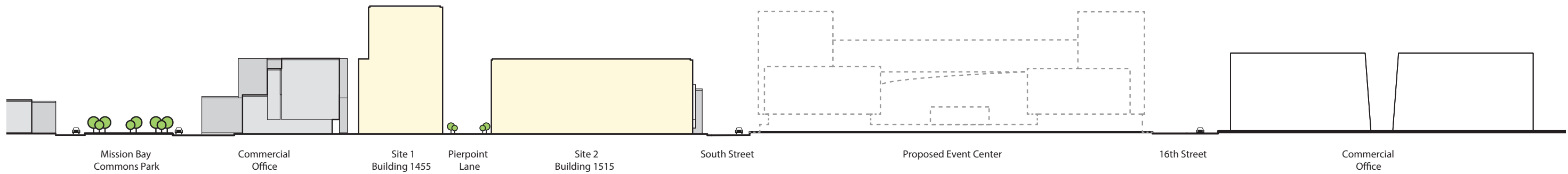
Building Development

Proposed Building Bulk, View 2

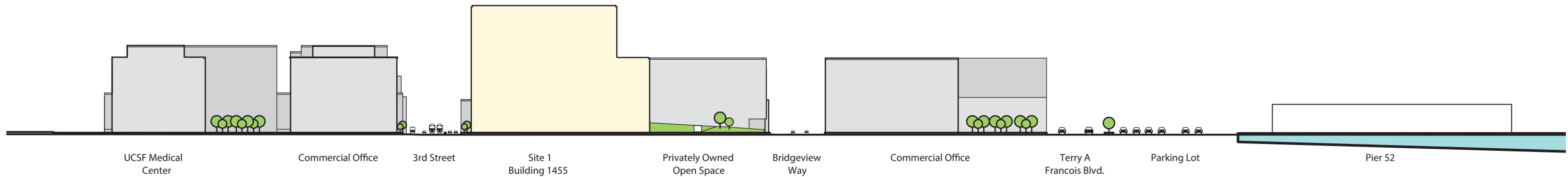


Building Development

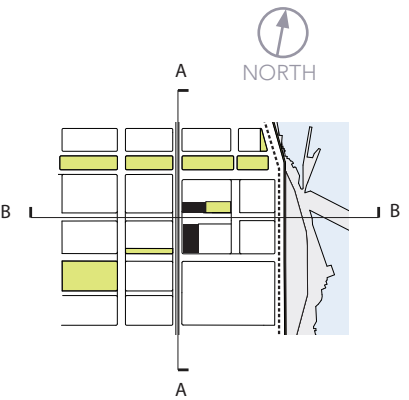
Proposed Building Massing, Section



A/ Section Through 3rd Street



B/ Section Through Pierpoint Lane



Building Development

Examples of Acceptable Building Materials



Teak Wood

Teak wood slats are weathered to different degrees and arranged in a highly calibrated design, intensifying the interplay of light and shadow within the Commons.



Antique Heart Pine Wood



White Oak Wood



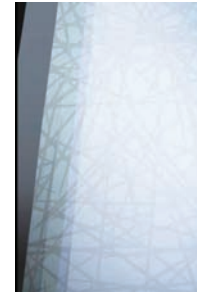
Reclaimed Cherry Wood



Reclaimed Oak Wood



Low-Iron Laminated Glass



Ornilux Bird-Safe Glass
(Pattern Visible in UV Light, see pages 122-132 or more info)



Brushed Stainless Steel



Patinated Zinc

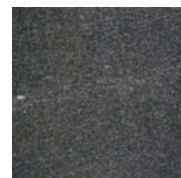


Weathered Steel

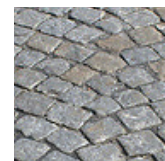


Transparent Glass @
Outer Facade

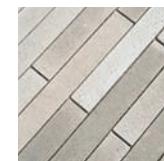
A dynamic wood-patterned ceramic frit is selectively printed onto the glass, emulating the tectonic found in the commons. The frit mitigates heat and glare in the workspace while reinforcing the architectural partis. The frit pattern doubles as a bird-safe material treatment to the glass.



Jet Mist Granite,
Honed Finish



Reclaimed San
Francisco Cobble



Stepstone Narrow
Modular Pavers



Checker Block
Permeable Pavers



Asphalt Pavers



Calacatta Marble



Platinum Travertine



Corrugated Glass



Painted Aluminum



Blackened Steel



Bronze Anodized Alu
minum



Statuary Bronze
Stainless Steel



Dark Grey Ceramic



Leather



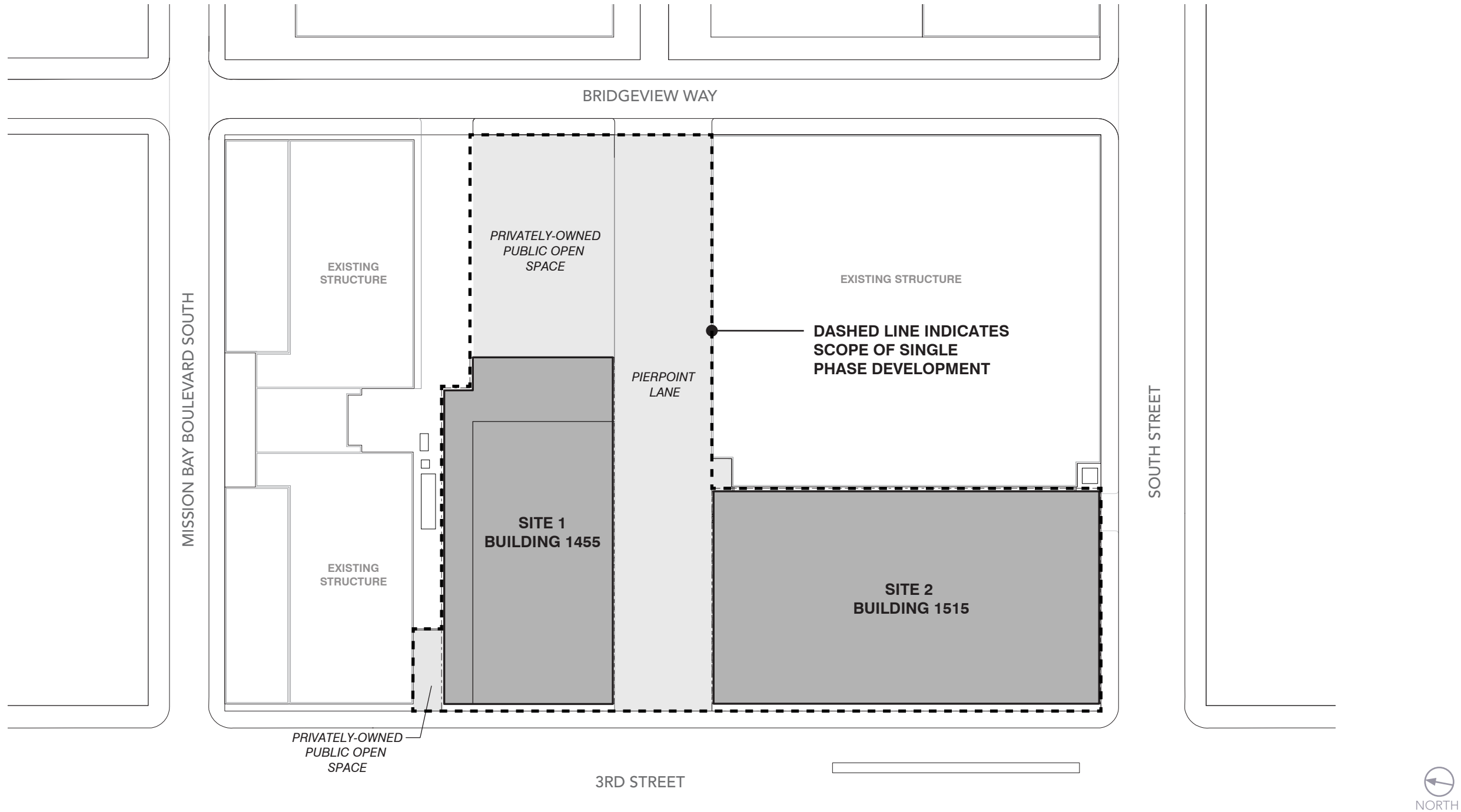
Diamond Ceramic



Light Bronze

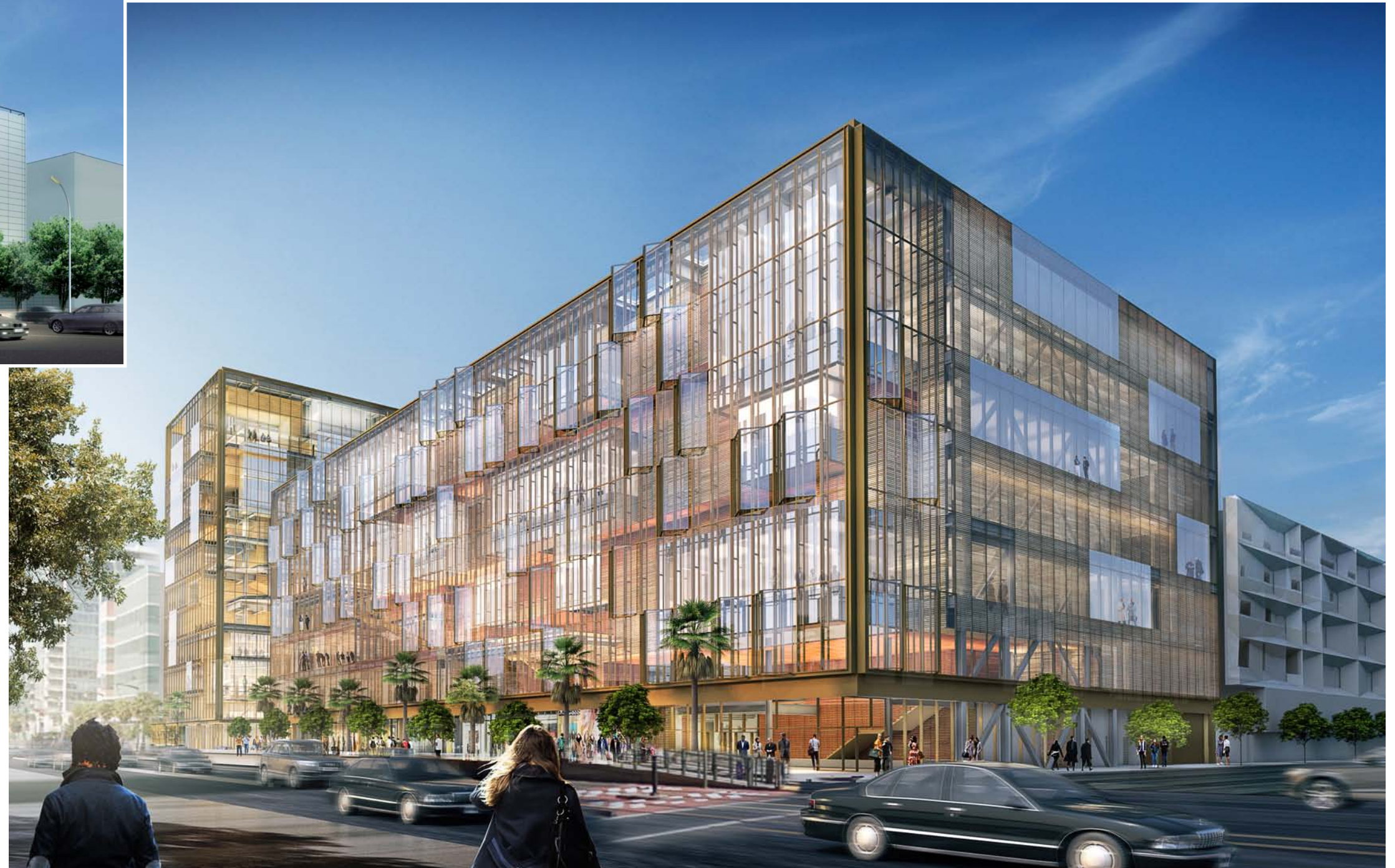
Building Development

Phasing Plan



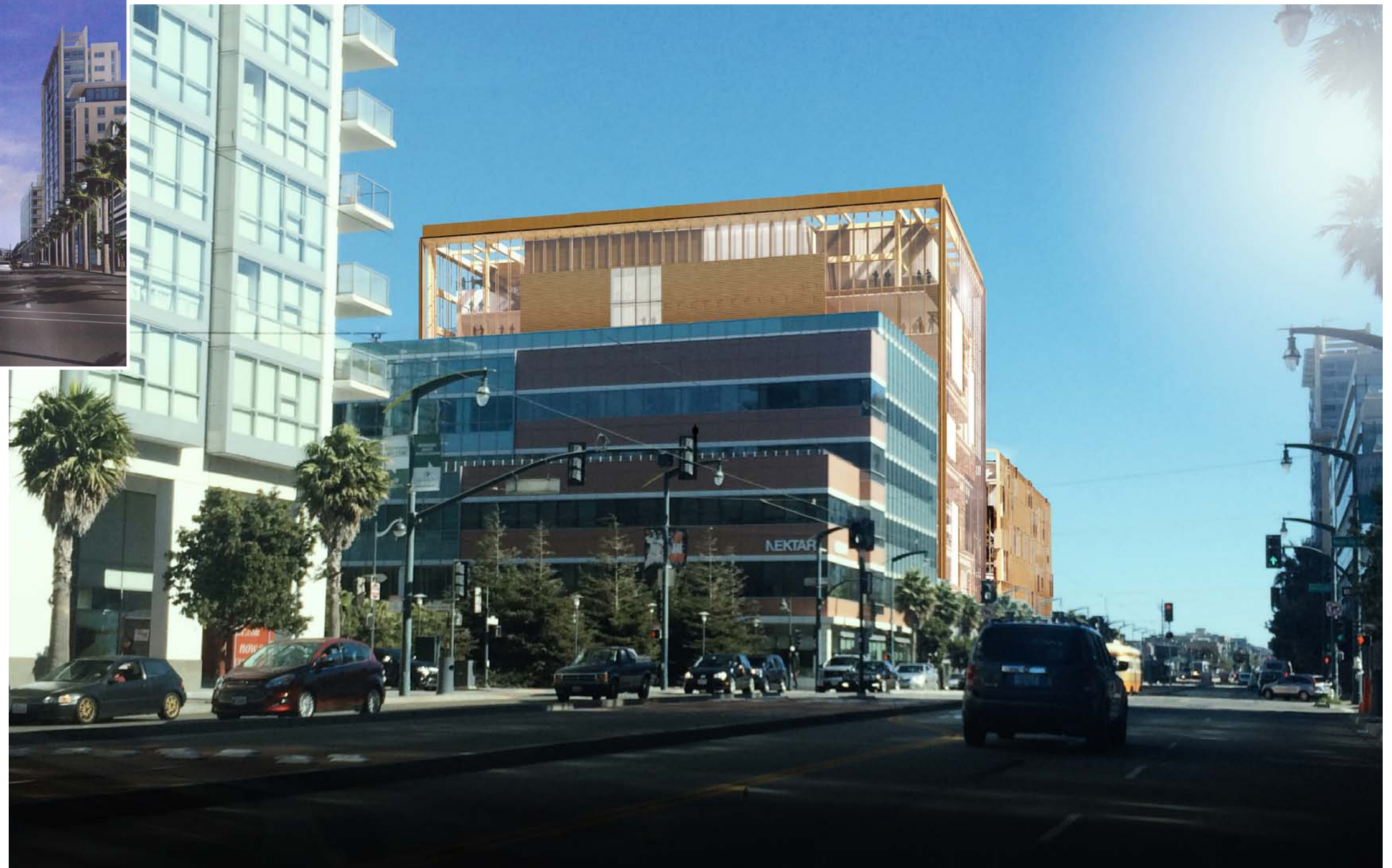
Building Development

Illustrative Renderings, Third & South Streets



Building Development

Illustrative Renderings, Third Street Looking South



Building Development

Illustrative Renderings, Third Street Looking North



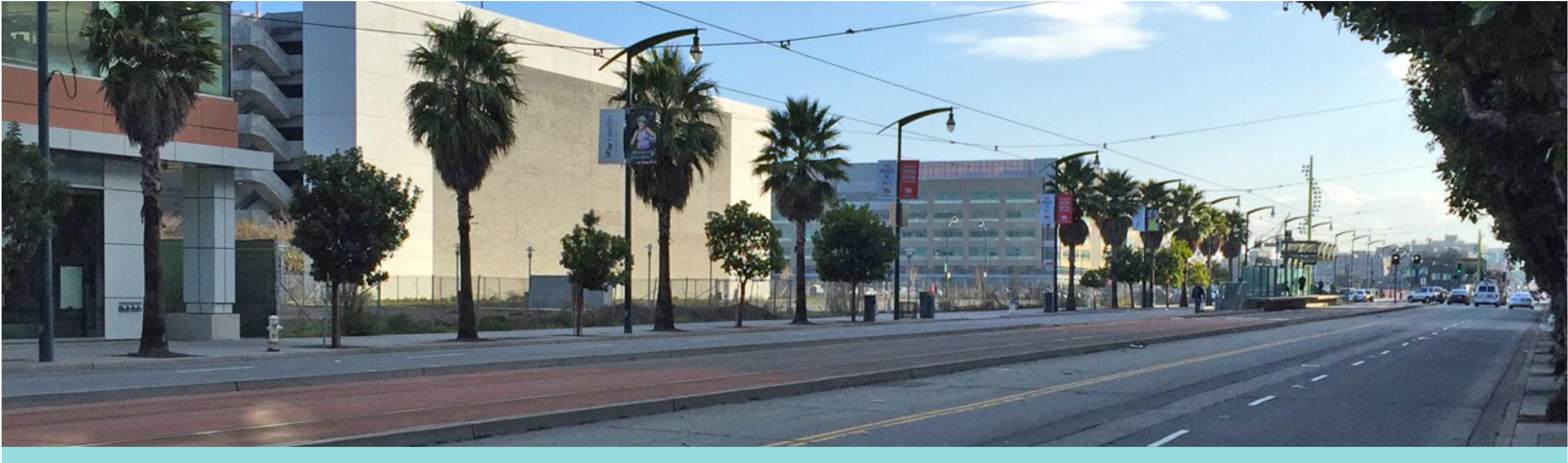
Building Development

Illustrative Rendering, Pierpoint Lane & Bridgeview Way



Streetscape

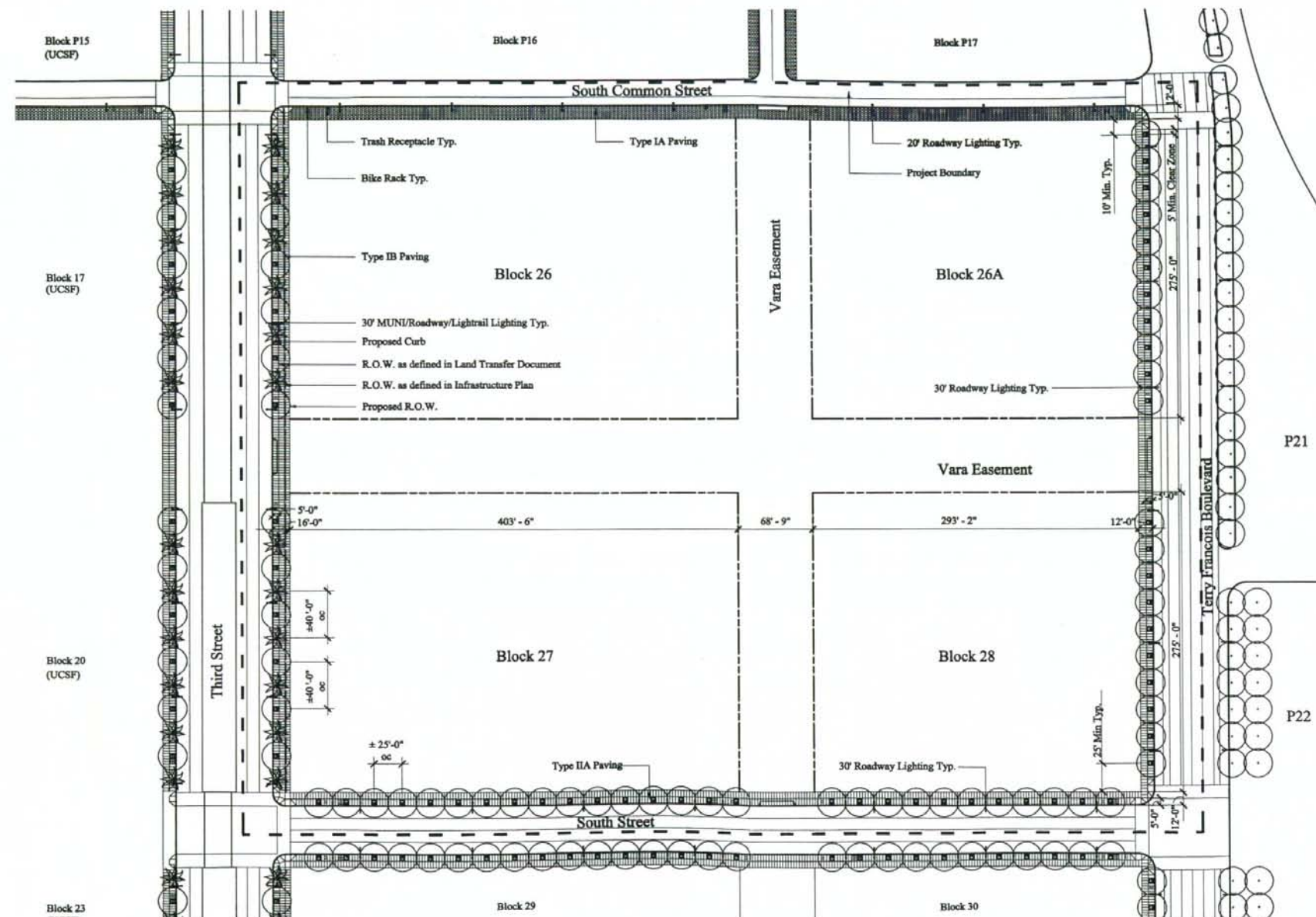
STREETSCAPE	36
Off-Site Improvements	37



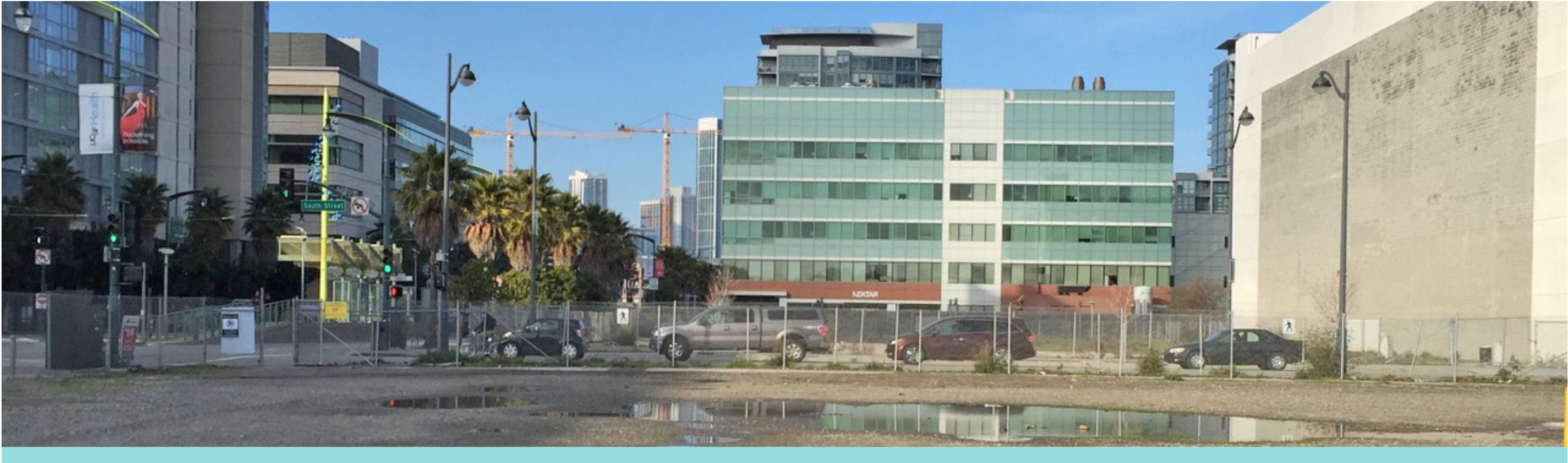
Streetscape

Off-Site Improvements

The project sites are bordered on two sides by public streets, Third Street and South Street, with access along the way from Bridgeview Way. Improvements to these public streets have been undertaken on an adjacency basis as established in the Infrastructure Plan for Mission Bay South, and are consistent with the Streetscape Master Plan. The improvements are detailed in the Improvement Plans that accompany the Final Map for the Blocks 26-28. These required improvements are now complete. The streetscape improvements include the appropriate trash/recycling receptacles and bicycle racks. The lane configuration on South Street and the light rail stop adjacent to the project site may be altered by approvals of the future Golden State Warriors Event Center project.



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Block 26: Mitigation Status Report

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures	Is Measure Applicable?	Implementation	Name Phone/E-mail
Major Phase								
D.06 UNKNOWN ARCHAEOLOGICAL REMAINS								
D.06. 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, other developers	R.A.	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	
(Condition Major Plan Accordingly to require on individual building sites or potential for single coordinated program for Block)								
E.04 THIRD STREET/THE COMMON								
E.04a. Install new traffic signals.	Owner	R.A.	DPW; DPT	Provide trip generation calculations and Infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Subdivision map review	1. Refer to Infrastructure plan for specific timing and implementation responsibility. 2. DPW or DPT to inspect intersection to ensure new traffic signals were installed.	The adjacency phasing principle requires implementation of this measure as part of the Mission Bay South Plan Area.	Construction Completed. Pending Board of Supervisors Acceptance	Fred Dejarlais (415) 546-7111 fred_dejarlais@mindspring.com
E.05 THIRD STREET/SOUTH STREET								
E.05a. Install a new traffic signal.	Owner	R.A.	DPW; DPT	Provide trip generation calculations and Infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Subdivision map review	1. Refer to Infrastructure plan for specific timing and implementation responsibility. 2. DPW or DPT to inspect intersection to ensure new traffic signal was installed.	The adjacency phasing principle requires implementation of this measure as part of the Mission Bay South Plan Area.	Construction Completed. Pending Board of Supervisors Acceptance	Fred Dejarlais (415) 546-7111 fred_dejarlais@mindspring.com

Block 26: Mitigation Status Report

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures	Is Measure Applicable?	Implementation	Name Phone/ E-mail
Major Phase								
E.47 TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLAN								
E.47. Prepare a TSM Plan, which could include the following elements:	Owner (TMA), other developers	R.A.	DPT; PTC	As identified by TMA; ongoing review with Agency	1. The TSM is an attachment to the OPA-specific recommendations 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-E49 will be addressed by the TMA.	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.47a. Shuttle Bus System Operate shuttle bus service between Mission Bay and regional transit stops in San Francisco (e.g., BART, Caltrain, Ferry Terminal, Transbay Transit Terminal), and specific gathering points in major San Francisco residential neighborhoods (e.g., Richmond and Mission Districts).	Owner (TMA)	R.A.	DPT; PTC	As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.		5/4/1999 Implementation of the specific measures within the Conceptual TSM may be applied to individual sites as determined by the TMA.	David Freyer (650) 349-0803 freyer@freyerlaureta.com

Block 26: Mitigation Status Report

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures	Is Measure Applicable?	Implementation	Name Phone/ E-mail
Major Phase								
E.47b. Transit Pass Sales Sell transit passes in neighborhood retail stores and commercial buildings in the Project Area.	Owner (TMA); other developers	R.A.	DPT; PTC	As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.		5/4/1999 Implementati on of the specific measures within the Conceptual TSM may be applied to individual sites as determined by the TMA.	David Freyer (650) 349-0803 freyer@freyerlaureta.com
E.47c. Employee Transportation Subsidies Provide a system of employee transportation subsidies for major employers.	Owner (TMA); major employers	R.A.	DPT; PTC	As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.		5/4/1999 Implementati on of the specific measures within the Conceptual TSM may be applied to individual sites as determined by the TMA.	David Freyer (650) 349-0803 freyer@freyerlaureta.com
E.47e. 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), other developers	R.A.		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.		5/4/1999 Implementati on of the specific measures within the Conceptual TSM may be applied to individual sites as determined by the TMA.	David Freyer (650) 349-0803 freyer@freyerlaureta.com
E.47f. Appropriate Street Lighting. Ensure that sidewalks in Mission Bay are sufficiently lit to provide pedestrians and bicyclists with a greater sense of safety, and thereby encourage Mission Bay employees, visitors, and residents to walk and bicycle to and from Mission Bay.	Owner (TMA)	R.A.		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.		5/4/1999 Implementati on of the specific measures within the Conceptual TSM may be applied to individual sites as determined by the TMA.	David Freyer (650) 349-0803 freyer@freyerlaureta.com

Block 26: Mitigation Status Report

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures	Is Measure Applicable?	Implementation	Name Phone/ E-mail
Major Phase								
E.47g. Transit, Pedestrian and Bicycle Route Information Provide maps of the local and citywide pedestrian and bicycle routes with transit maps and information on kiosks throughout the Project Area to promote multi-modal travel.	PTC, DPW to provide in connection with transit shelters and other transit signage		PTC; DPW	In conjunction with transit shelter and signage plans	See implementation procedures identified for Mitigation Measure E.47.		5/4/1999 Implementati on of the specific measures within the Conceptual TSM may be applied to individual sites as determined by the TMA.	David Freyer (650) 349-0803 freyer@freyerlaureta.com
E.47h. Parking Management Guidelines Establish parking management guidelines for the private operators of parking facilities in the Project Area.	Owner (TMA)	R.A.		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.		As above.	David Freyer (650) 349-0803 freyer@freyerlaureta.com
F.6 CHILDCARE BUFFER ZONES								
Require preschool and childcare centers to notify BAAQMD and the San Francisco Department of Public Health regarding the locations of their operations, and require these centers to consult with these agencies regarding existing and possible future stationary and mobile sources of toxic air contaminants. The purpose of these consultations is to obtain information so that preschool and childcare centers can be located to minimize potential impacts from toxic air contaminants emissions sources.	Owner, other developers	R.A.	DPH; BAAQMD	Implement as part of project-level review	Agency to review land uses as part of Project-level review and require evidence of consultation prior to inclusion of such uses in a Major Phase or Project		Pending	
J.01 RISK MANAGEMENT PLAN(S)								
J.01. 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, other developers	R.A.	RWQCB; DBI; DPW; DPH	As provided in the EIR or in RMPs	Issuance of the Certificate of Completion by the RWQCB.	Addressed within RMP.	5/25/1999 Completed	David Freyer (650) 349-0803 freyer@freyerlaureta.com

Block 27: Mitigation Status Report

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures	Is Measure Applicable?	Implementation	Name Phone/E-mail
Major Phase								
D.06 UNKNOWN ARCHAEOLOGICAL REMAINS								
D.06. 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, other developers	R.A.	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	
(Condition Major Plan Accordingly to require on individual building sites or potential for single coordinated program for Block)								
E.04 THIRD STREET/THE COMMON								
E.04a. Install new traffic signals.	Owner	R.A.	DPW; DPT	Provide trip generation calculations and Infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Subdivision map review	1. Refer to Infrastructure plan for specific timing and implementation responsibility. 2. DPW or DPT to inspect intersection to ensure new traffic signals were installed.	The adjacency phasing principle requires implementation of this measure as part of the Mission Bay South Plan Area.	Construction Completed. Pending Board of Supervisors Acceptance	Fred Dejarlais (415) 546-7111 fred_dejarlais@mindspring.com
E.05 THIRD STREET/SOUTH STREET								
E.05a. Install a new traffic signal.	Owner	R.A.	DPW; DPT	Provide trip generation calculations and Infrastructure adjacency information; identify any improvements based on cumulative or adjacency thresholds as part of Major Phase and/or Subdivision map review	1. Refer to Infrastructure plan for specific timing and implementation responsibility. 2. DPW or DPT to inspect intersection to ensure new traffic signal was installed.	The adjacency phasing principle requires implementation of this measure as part of the Mission Bay South Plan Area.	Construction Completed. Pending Board of Supervisors Acceptance	David Freyer (650) 349-0803 freyer@freyerlaureta.com

Block 27: Mitigation Status Report

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures	Is Measure Applicable?	Implementation	Name Phone/ E-mail
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E.47a. Shuttle Bus System Operate shuttle bus service between Mission Bay and regional transit stops in San Francisco (e.g., BART, Caltrain, Ferry Terminal, Transbay Transit Terminal), and specific gathering points in major San Francisco residential neighborhoods (e.g., Richmond and Mission Districts).	Owner (TMA)	R.A.	DPT; PTC	As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.		5/4/1999 Implementation of the specific measures within the Conceptual TSM may be applied to individual sites as determined by the TMA.	David Freyer (650) 349-0803 freyer@freyerlaureta.com

Block 27: Mitigation Status Report

Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures	Is Measure Applicable?	Implementation	Name Phone/ E-mail
Major Phase								
E.47b. Transit Pass Sales Sell transit passes in neighborhood retail stores and commercial buildings in the Project Area.	Owner (TMA); other developers	R.A.	DPT; PTC	As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.		5/4/1999 Implementati on of the specific measures within the Conceptual TSM may be applied to individual sites as determined by the TMA.	David Freyer (650) 349-0803 freyer@freyerlaureta.com
E.47c. Employee Transportation Subsidies Provide a system of employee transportation subsidies for major employers.	Owner (TMA); major employers	R.A.	DPT; PTC	As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.		5/4/1999 Implementati on of the specific measures within the Conceptual TSM may be applied to individual sites as determined by the TMA.	David Freyer (650) 349-0803 freyer@freyerlaureta.com
E.47e. 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), other developers	R.A.		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.		5/4/1999 Implementati on of the specific measures within the Conceptual TSM may be applied to individual sites as determined by the TMA.	David Freyer (650) 349-0803 freyer@freyerlaureta.com
E.47f. Appropriate Street Lighting. Ensure that sidewalks in Mission Bay are sufficiently lit to provide pedestrians and bicyclists with a greater sense of safety, and thereby encourage Mission Bay employees, visitors, and residents to walk and bicycle to and from Mission Bay.	Owner (TMA)	R.A.		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.		5/4/1999 Implementati on of the specific measures within the Conceptual TSM may be applied to individual sites as determined by the TMA.	David Freyer (650) 349-0803 freyer@freyerlaureta.com

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Mitigation Measures	Mitigation Response	SFRA RA	Responsible (Other	Mitigation Schedule	Implementation Procedures	Is Measure Applicable?	Implementation	Name Phone/ E-mail
Major Phase								
E.47g. Transit, Pedestrian and Bicycle Route Information Provide maps of the local and citywide pedestrian and bicycle routes with transit maps and information on kiosks throughout the Project Area to promote multi-modal travel.	PTC, DPW to provide in connection with transit shelters and other transit signage		PTC; DPW	In conjunction with transit shelter and signage plans	See implementation procedures identified for Mitigation Measure E.47.		5/4/1999 Implementati on of the specific measures within the Conceptual TSM may be applied to individual sites as determined by the TMA.	David Freyer (650) 349-0803 freyer@freyerlaureta.com
E.47h. Parking Management Guidelines Establish parking management guidelines for the private operators of parking facilities in the Project Area.	Owner (TMA)	R.A.		As identified by TMA; ongoing review with Agency	See implementation procedures identified for Mitigation Measure E.47.		As Above	David Freyer (650) 349-0803 freyer@freyerlaureta.com
F.6 CHILDCARE BUFFER ZONES								
Require preschool and childcare centers to notify BAAQMD and the San Francisco Department of Public Health regarding the locations of their operations, and require these centers to consult with these agencies regarding existing and possible future stationary and mobile sources of toxic air contaminants. The purpose of these consultations is to obtain information so that preschool and childcare centers can be located to minimize potential impacts from toxic air contaminants emissions sources.	Owner, other developers	R.A.	DPH; BAAQMD	Implement as part of project-level review	Agency to review land uses as part of Project-level review and require evidence of consultation prior to inclusion of such uses in a Major Phase or Project		Pending	
J.01 RISK MANAGEMENT PLAN(S)								
J.01. 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, other developers	R.A.	RWQCB; DBI; DPW; DPH	As provided in the EIR or in RMPs	Issuance of the Certificate of Completion by the RWQCB.	Addressed within RMP.		David Freyer (650) 349-0803 freyer@freyerlaureta.com