



EXECUTIVE SUMMARY

GENERAL PLAN REFERRAL / OFFICE DEVELOPMENT AUTHORIZATION

HEARING DATE: November 19, 2020

Continued From: October 22, 2020

Record No.: 2018-014357OFA / GPR

Project Address: 1450 Owens Street
Redevelopment Plan Amendments to the Mission Bay South Redevelopment Plan for the Development of Parcel 7 of Block 43 of the Mission Bay South Redevelopment Project Area (1450 Owens Street)

Zoning: Commercial / Industrial (Mission Bay South Redevelopment Plan)
HZ-7 Height Zone (Mission Bay South Design for Development)

Block/Lot: Lot 003, Block 8709

Project Sponsor: ARE-SF No. 15 LLC
1700 Owens Street, Suite 790
San Francisco, CA 94158

Property Owner: ARE-SF No. 15 LLC
1700 Owens Street, Suite 790
San Francisco, CA 94158

Staff Contact: Mat Snyder ((628) 652-7460)
mathew.snyder@sfgov.org

Recommendation: Adopt General Plan Finding for Redevelopment Plan Amendments and approve the Office Development Authorization

Project Description

The proposal is to amend the Mission Bay South Redevelopment Plan to enable the construction of a new project at 1450 Owens Street (Mission Bay South Parcel 7 of Lot 43), which would consist of a new 7-story 109-foot tall building (exclusive of mechanical penthouse) that would contain approximately 133,000 square feet of laboratory use (including conference rooms), 49,999 square feet of office use, and 2,600 square feet of ground floor retail. As a Project that is currently not proposed for specific tenants, the floor plates currently don't delineate between the office and laboratory use; the Office Development Authorization is conditioned to assure that, outside of permitted accessory office use for laboratory tenants, no more than 49,999 of office used be allowed at any given time.

To enable the 1450 Owens Street Project, the Mission Bay South (hereinafter “MBS”) Redevelopment Plan would need to be amended by (1) increasing the cap of allowed commercial use across the Project Area from 5,253,600 to 6,123,600 leasable square feet with the additional 170,000 square feet limited to the subject site and, (2) increasing the maximum average floor area ratio (FAR) for Commercial Industrial and Commercial Industrial/Retail uses from 2.9 to 2.95 to account for new development at the subject site.

Because the project also looks to increase the height limit, increase bulk limits (plan dimension and floor plate size) above the base height, and revise current setback and streetwall requirements, amendments to the Mission Bay South Design-for-Development (hereinafter “D4D”). Amendments to the Mission Bay South Ownership Participation Agreement (“OPA”) are also required in order to conform to the Redevelopment Plan Amendments and establish agreements regarding fees and other payments. Amendments to the D4D and the OPA are approved by the Commission on Community Investment and Infrastructure and not the Planning Commission.

Required Commission Action

In order for the Project to proceed, the Commission must make Finding of Consistency with the General Plan and the Policies of Planning Code Section 101.1 for the proposed Redevelopment Plan Amendments pursuant to Section 4.105 of the City Charter and Section 2A.53 of the Administrative Code.

The Planning Commission must also approve up to 49,999 square feet from the small office cap for the Project through an Office Development Authorization.

Background – Mission Bay and Mission Bay South Redevelopment Project Area and Plan

The Mission Bay South Redevelopment Project Area is one of two Redevelopment Project Areas that make up the Mission Bay development, which, together, covers 302 acres of land between the San Francisco Bay and Interstate-280. The two Redevelopment Project Areas (and respective Development Plans) were established in 1998 and enable the development of up to 6,404 housing units (approximately 30% affordable), 4.4 million square feet of commercial space (office/lab uses and the 18,000 seat Event Center), the new UCSF research campus, the 550 bed UCSF medical center, 419,000 square feet of retail, and 41 acres of new public open space.

As Redevelopment Plan Areas established under California Community Redevelopment Law, development is controlled by the respective Redevelopment Plans and their associated D4D documents, rather than the Planning Code. Similarly, land use and entitlement decisions that are consistent with the adopted Redevelopment Plan are generally made by the Office of Community Investment and Infrastructure (“OCII”), the successor agency to the Redevelopment Agency, or the Commission on Community Investment and Infrastructure (“CCII”), and not by the Planning Department or Planning Commission. However, pursuant to MBS Redevelopment Plan section 304.11 and Planning Code Section 321 and 322, approval for office development greater than 24,999 square feet must also be approved by the Planning Commission to assure there is sufficient office allocation in the cap and that the Project meets relevant design requirements.

Amendments to the Redevelopment Plan must be approved by CCII and the Board of Supervisors, but also requires the Planning Commission to make a finding of conformity with the General Plan. Amendments to the D4D and the OPA must be approved by CCII. CCII is scheduled to take action on the Redevelopment, D4D, and OPA Amendments at its November 17 hearing.

Issues and Other Considerations

- **Public Comment & Outreach.** The Mission Bay Citizens Advisory Committee (“MB CAC” has recommended the project at 1450 Owens move forward for approval by CCII. The Project Sponsor worked with the MB CAC in considering other designs for the site, including a previous taller proposal that would have had a smaller footprint. The MB CAC asked the Project Sponsor to seek input from surrounding neighborhoods groups, including those from Potrero Hill and Mission Bay. The Project Sponsor, over a year period workshopped with nearby stakeholders to consider other alternatives including the proposed design now being considered for approval. The Project Sponsor has reported that the Potrero Boosters Neighborhood Association recommended approval of the current proposal.
- **Design:** The proposed building will be larger than what is currently permitted and will require amendments to the D4D to allow the taller and bulkier building than currently allowed for this site. The site is currently subject to the development standards in the D4D that limit the building height to the height of the adjacent freeway, allowing for a building up to approximately 39 feet in height. The proposed building features a 109-foot tall building with similarly sized floor plates that generally reflect the site’s irregular shape; however to reduce the sense of bulk of the building, the building’s design feature horizontal shifts at some levels; to further provide visual interest, the design also features mix of bronze vertical window mullions and glass in an arrangement inspired by the patterns of DNA. The Project Sponsor states that the purpose of the proposed massing approach is to address specific challenges of the site, from its atypical shape, to its location immediately adjacent to a future park and existing freeway, and finally to its visibility from Potrero Hill. 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 Nelson Rising Lane.

The base of the building will feature a public entry plaza that will be bordered by an approximately 2,600 square foot retail space and the main entry to the building. The building will abut a yet-to-be constructed public park that is planned to feature a playing field. Though the building will shade the park, the park is yet to be designed and the intent has always been to feature active recreation/sports ballfields, whose active use would be less sensitive to some shading than a passive park, playground, garden or similar uses. The subject park site is not subject to Planning Code Section 295.

The Project requires amendments to the D4D to provide a height increase from 39-feet to 109-feet (exclusive of the mechanical penthouse) and a bulk increase to allow larger floor plates above the 90-foot base height, where such limits are not required. The design also requires changes to streetwall requirement to enable the Project to meet the requirements at the back of the proposed public entry plaza and not at the street due to an existing utility easement. At the same time, modifications to the D4D are proposed to enable the Project to include more mass toward the I-280 freeway than previously allowed.

While the Project’s size will be larger in terms of height and bulk than what is currently allowed by the D4D, staff believes that the height and bulk are generally consistent with the surrounding context. The proposed

height of the building blends in with and is lower than the prevailing height of buildings in Mission Bay, and as such does not represent a substantial change to the skyline or public views from surrounding hills and vantages.

- **Impact Fees and Additional Community Benefits.** The Project Sponsor will pay development impact fees as required by the Redevelopment Plan, and as outlined in the City and County of San Francisco Planning Code Article 4 and the San Francisco Citywide Development Impact Fee Register. These one-time development impact fees include the Jobs-Housing Linkage Program Fee, Transportation Sustainability Fee, Mission Bay Artwork Fee, SFUSD's School Development Impact Fee and the Child Care Fee. The Project Sponsor will pay the standard amounts associated with these fees, with the exception of the Child Care Fee, for which the Project Sponsor has agreed to apply the current rate for Office and Hotel uses to research and laboratory space, which are otherwise not subject to this fee. Additionally, the Project Sponsor will pay an ongoing fee to support maintenance of Mission Bay Parks. The Project Sponsor is in discussions with the San Francisco Unified School District regarding a community benefits contribution for the future school SFUSD is planning to open in 2025 on a lot across Owens Street from the planned park and the subject site.

Environmental Review

The proposed project is part of the Mission Bay South Redevelopment Plan Project ("Mission Bay Project") for which the former Redevelopment Agency Commission by Resolution No. 190-98 and the Commission by Resolution No. 14696 certified the Mission Bay Final Supplemental Environmental Impact Report ("Mission Bay FSEIR") on September 17, 1998. The Board of Supervisors affirmed the certification of the FSEIR by Motion No. 98-132, and adopted CEQA findings, including a statement of overriding considerations and a Mission Bay mitigation monitoring and reporting program in support of various approval actions for the Mission Bay Project, which findings are incorporated herein by this reference. Subsequent to the certification of the Mission Bay FSEIR, the Redevelopment Agency Commission and CCII, as successor to the Redevelopment Agency Commission, have also adopted several addenda to the Mission Bay FSEIR and certified the Event Center FSEIR, which tiered off of the Mission Bay FSEIR (collectively, the "Mission Bay CEQA Documents").

An Addendum to the Mission Bay CEQA Documents (the "Addendum") has been prepared by the OCII, Successor Agency to the SF Redevelopment Agency, in connection with the proposed Redevelopment Plan Amendment and development at 1450 Owens Street. The Addendum concludes that the proposed Redevelopment Plan Amendment and project is within the scope of the Mission Bay CEQA Documents and will not result in any new significant impacts or a substantial increase in the severity of previously identified significant effects that would alter the conclusions reached in the Mission Bay CEQA Documents. The Successor Agency Commission is scheduled to adopt finding related to the Addendum at their scheduled November 17, 2020 hearing. The Addendum and any supporting documents have been made available to the Commission and the public, and the Addendum is incorporated herein by this reference.

Basis for Recommendation

The Department finds that the Redevelopment Plan amendments and the associated Office Development Authorization at 1450 Owens Street are, on balance, consistent with the Objectives and Policies of the General Plan and Planning Code Section 101.1 and 321. The Project is a mixed laboratory and office project use at a

location that is consistent and synergistic with the existing surrounding use, including the Mission Bay UCSF Campus across the street. Permitting these uses at a greater scale than previously proposed will provide for an office use at an appropriate location, in furtherance of the Redevelopment Plan objectives.

Attachments:

Draft Motion – General Plan Consistency Findings for Amendments to the Mission Bay South Redevelopment Plan

Draft Motion – Office Development Authorization

Exhibit B – Plans and Renderings

Exhibit D – Mission Bay South Redevelopment Plan as proposed to be amended (redline)

Exhibit E – Mission Bay South D4D as proposed to be amended (redline) – for informational purposes

Exhibit E - Addendum



PLANNING COMMISSION DRAFT MOTION

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Mathew.Snyder@sfgov.org

ADOPTING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND WITH THE GENERAL PLAN PRIORITY POLICIES OF PLANNING CODE SECTION 101.1 FOR THE PROPOSED REDEVELOPMENT PLAN AMENDMENT TO THE REDEVELOPMENT PLAN FOR THE MISSION BAY SOUTH REDEVELOPMENT PROJECT TO ALLOW FOR ADDITIONAL SQUARE FOOTAGE OF COMMERCIAL USE AT MISSION BAY BLOCK 43 PARCEL 7 AND ALLOWING ADDITIONAL FLOOR AREA RATIO TO ACCOMMODATE DEVELOPMENT AT THE SAME LOCATION AND ADOPTING ENVIRONMENTAL FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

Section 4.105 of the City Charter and 2A.53 of Administrative Code require General Plan referrals to the Planning Commission (hereinafter “Commission”) for certain matters, including changes to redevelopment project plans within the City and County of San Francisco, to determine conformity of the proposed redevelopment plan with the General Plan prior to consideration by the Board of Supervisors.

On August 2, 2020, ARE-SF No 15 LLC (“Project Sponsor”) submitted a General Plan Referral application for the Redevelopment Plan Amendment for the *Redevelopment Plan for the Mission Bay South Redevelopment Project* (the “Project” or “Redevelopment Plan Amendment”) for Block 43, Parcel 7 (referred to as 1450 Owens Street.

The proposed project is part of the Mission Bay South Redevelopment Plan Project (“Mission Bay Project”) for which the former Redevelopment Agency Commission by Resolution No. 190-98 and the Commission by Resolution No. 14696 certified the Mission Bay Final Supplemental Environmental Impact Report (“Mission Bay FSEIR”) on September 17, 1998. The Board of Supervisors affirmed the certification of the FSEIR by Motion No. 98-132, and adopted CEQA findings, including a statement of overriding considerations and a Mission Bay mitigation monitoring and reporting program in support of various approval actions for the Mission Bay Project, which findings are incorporated in this motion by this reference. Subsequent to the certification of the Mission Bay FSEIR, the Redevelopment Agency Commission and CCII, as successor to the Redevelopment Agency Commission, have also adopted several addenda to the Mission Bay FSEIR and certified the Event Center FSEIR, which tiered off of the Mission Bay FSEIR (collectively, the “Mission Bay CEQA Documents”).

An Addendum to the Mission Bay CEQA Documents (the “Addendum”) has been prepared by OCII, in connection with the proposed Redevelopment Plan Amendment and development at 1450 Owens Street. The Addendum concludes that the proposed Redevelopment Plan Amendment and Project is within the scope of the Mission Bay CEQA Documents and will not result in any new significant impacts or a substantial increase in the severity of previously identified significant effects that would alter the conclusions reached in the Mission Bay CEQA Documents. The Successor Agency Commission approved the Addendum on November 17, 2020 by Resolution No. XX-2020. The Addendum and any supporting documents have been made available to the Commission and the public, and the Addendum is incorporated in this resolution by this reference.

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

- 1. The above recitals are accurate and constitute findings of this Commission.**
- 2. Background.** The Mission Bay South Redevelopment Project Area is one of two Redevelopment Project Areas that make up the Mission Bay development, which together, covers 302 acres of land between the San Francisco Bay and Interstate-280; the two Redevelopment Project Areas (and respective Development Plans) were established in 1998 and enable the development of up to 6,404 housing units (approximately 30% affordable), 5 million square feet of commercial space (office/lab uses and the 18,000 seat Event Center), the new UCSF research campus, the 550 bed UCSF medical center, 419,000 square feet of retail, and 41 acres of new public open space.

As Redevelopment Plan Areas established under California Community Redevelopment Law, development is controlled by the respective Redevelopment Plans and their associated Design for Development documents, rather than the Planning Code. Similarly, land use and entitlement decisions are generally made by the Office of Community Investment and Infrastructure (“OCII”), the successor agency to the Redevelopment Agency, or the Commission on Community Investment and Infrastructure (“CCII”), and not by the Planning Department or Planning Commission.

- 3. Project Description.** The proposal is to amend the Mission Bay South Redevelopment Plan (“South Redevelopment Plan” or “Redevelopment Plan”) to enable the construction of a new project at 1450

Owens Street, which would consist of a new 7-story 109-foot building that would contain UP TO approximately 131,000 square feet of laboratory use, 49,999 square feet of office use, and 2,600 square feet of ground floor retail.

To enable the 1450 Owens Street Project (hereinafter “Project”), the Mission Bay South Redevelopment Plan would need to be amended by (1) increasing the cap of allowed Commercial Industrial use across the Project Area from 5,253,600 to 6,123,600 leasable square feet and limiting the additional 170,000 square feet to 1450 Owens Street and, (2) increasing the maximum average allowed floor area ratio (FAR) for Commercial Industrial uses from 2.9 to 2.95.

Because the project also looks to increase the height limit, increase bulk limits (plan dimension and floor plate size) above the base height, and revise current setback and streetwall requirements, amendments to the Mission Bay South Design-for-Development (hereinafter “D4D”) are also required. Amendments to the D4D are approved by the CCII and not the Planning Commission.

4. **Public Outreach and Comments.** The Mission Bay Citizens Advisory Committee (herein after “MB CAC”) has recommended the project at 1450 Owens move forward for approval by CCII. The Project Sponsor worked with the MB CAC in considering other designs for the site, including a previous taller proposal that would have had a smaller footprint. The MB CAC asked the Project Sponsor to seek input from surrounding neighborhoods groups, including those from Potrero Hill and Mission Bay. The Project Sponsor, over a year period workshopped with nearby stakeholders to consider other alternatives including the proposed design now being considered for approval. The Project Sponsor has reported that the Potrero Boosters Neighborhood Association recommended approval of the current proposal.
5. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

COMMERCE AND INDUSTRY ELEMENT

OBJECTIVE 2

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Policy 2.2

Seek revenue measures which will spread the cost burden equitably to all users of city services.

Policy 2.3

Maintain a favorable social and cultural climate in the city in order to enhance its attractiveness as a firm location.

The MBS Redevelopment Plan Amendments will enable the construction of a new 183,044 square foot mixed-use life sciences building that would include laboratory, office and retail uses within the Mission Bay South Redevelopment Project Area that accommodates and encourages such uses and includes the UCSF Campus. The Redevelopment Plan amendments will enable additional construction that would not otherwise be allowed in Mission Bay South due to the current cap of commercial use. Increasing the cap will enable additional laboratory and office use in an appropriate location that features similar uses including the UCSF Campus. Also by increasing the cap, the new development at 1450 Owens Street will be constructed within a context where the Project Sponsor

is required to participate in the creation of new infrastructure and community benefits through the Mission Bay South Owner Participation Agreement and pay impact fees per the Redevelopment Plan and the Planning Code. The infrastructure has included the creation of a new public realm for Mission Bay.

OBJECTIVE 6

MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.1

Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

Policy 6.9

Regulate uses so that traffic impacts and parking problems are minimized.

The Project includes a new entry plaza and approximately 2,600 square foot retail space. While not within a Neighborhood Commercial District, the retail space will provide an amenity to the subject building's and surrounding building's workers and visitors. The retail and open space will be a part of a larger network of public realm and retail amenities throughout Mission Bay South. The Addendum establishes that the Project will not result in any significant impacts to transportation. In addition, the Project will provide code required parking in an existing parking facility located to the south of the Project Site across A Street.

URBAN DESIGN ELEMENT

OBJECTIVE 1

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVE TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

Policy 1.1

Recognize and protect major views in the city, with particular attention to those of open space and water.

Policy 1.3

Recognize that buildings, when seen together, produce a total effect that characterizes the city and its district.

The Redevelopment Plan Amendments will enable the construction of a new building at 1450 Owens Street at a square footage currently not permitted due to the existing cap of commercial development. The related Design for Development amendments will allow the building to be at a height and bulk currently not permitted, but more in keeping with similar surrounding buildings. The proposed height of the building blends in with and is lower than the prevailing height of buildings in Mission Bay, and as such does not represent a substantial change to the skyline or public views from surrounding hills and vantages. The design of the building will feature a consistent mass for all floor plates, but will provide visual interest through horizontal shifts and a fine-grained window and mullion pattern.

ENVIRONMENTAL PROTECTION ELEMENT

OBJECTIVE 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

Policy 15.3

Encourage an urban design pattern that will minimize travel requirements among working, shopping, recreation, school and childcare areas.

The Project site is in a mixed-use neighborhood within walking distance of Muni light rail and bus stations. Development of the site promotes further infill development in Mission Bay South, allowing the building's new workers and visitors to be in close proximity to the City's residential and retail centers and allowing workers to rely more heavily on the City and region's public transportation network. Moreover, given the presence of both City-serving and neighborhood-serving retail in the vicinity of the Project and throughout Mission Bay North and South, workers would be able to satisfy convenience needs without frequent use of a private automobile.

AIR QUALITY ELEMENT

OBJECTIVE 3

DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.

Policy 3.1

Take advantage of the high density development in San Francisco to improve the transit infrastructure and also encourage high density and compact development where an extensive transportation infrastructure exists.

Policy 3.2

Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.

The Project site is within walking distance of Muni light rail and Caltrain. By promoting infill development that would be denser than currently allowed near existing transit, the Project would promote walking and the use of public transportation for daily commuting, entertainment/recreation and convenience needs. By facilitating modes of transportation other than private automobile, the Project's air quality impacts would be reduced.

6. Planning Code Section 101.1(b) establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project complies with said policies in that:

- A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The Project at 1450 Owens, which would be enabled by the subject Redevelopment Plan amendments would accommodate up to approximately 2,600 square feet of ground-floor retail use. This amount of retail will provide an amenity primarily to the users of the Project as well as others in the neighborhood, which will be complementary to existing retail uses. The Project's occupants are expected to provide additional customers for existing neighborhood serving retail uses. Therefore, the Project would not have a negative effect on existing neighborhood serving

retail uses and will enhance future opportunities for employment in ownership of neighborhood-serving retail businesses.

- B. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

There is no existing housing at the Project site and so the Project would not have a negative impact on the conservation and preservation of housing. The Project site is located within a sub-district of Mission Bay South that features similar uses and is immediately adjacent to UCSF Mission Bay Campus. The Redevelopment Plan Amendments will enable the construction of the Project on a vacant site, one of the few remaining underdeveloped parcels in Mission Bay South, will enhance the economic diversity of the neighborhood by providing life science lab, office, conference space and ground floor uses. The Project will enhance neighborhood character through its high-quality design, and other new improvements.

- C. That the City's supply of affordable housing be preserved and enhanced,

There is no existing affordable housing at the Project site, and the Project does not propose residential uses. However, the Project will pay the appropriate Jobs-Housing Linkage impact fees associated with construction of the new life science lab, office, and retail use.

- D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Project will not impede Muni transit service or overburden streets or neighborhood parking. The Project is located in close proximity to transit. The transit lines operating in the area, including the K and T Muni lines Project also would participate in the Mission Bay Transportation Management Association (MBTMA), and would be required to pay monthly dues towards funding transportation programs in Mission Bay. Access to transit and participation in the MBTMA will minimize any additional traffic impacts that could overburden City streets. The Project also will pay the Transportation Sustainability Fee (TSF). Finally, approximately 176 dedicated parking spaces (1 space per 1,000 square feet) would be provided in an existing multi-level parking structure owned by the Project sponsor located directly south of the Project site, and so the Project would not overburden neighborhood parking.

- E. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The Project will develop an undeveloped, vacant site with approximately 131,000 gsf of life sciences R&D space; up to 49,998 gsf of office space; and 2,600 gsf of ground-floor retail space. The R&D space would include life science laboratories and accessory office space, a life sciences incubator space, and an event/conference center. As the site is vacant, the Project would not cause displacement of the industrial or service sectors due to office development, and future

opportunities for resident employment or ownership in these sectors would not be impaired. Instead, the Project would provide space for a range of innovative life science and R&D users as well as retail space, thereby increasing employment and business ownership opportunities in the area, in a manner that is consistent with the existing character of this portion of the Mission Bay South Redevelopment Plan Area.

- F. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The Project will employ state-of-the-art structural and seismic design, which will meet all aspects of the most up-to-date building, fire, accessibility, and life safety codes.

- G. That landmarks and historic buildings be preserved.

The Project site is vacant and does not contain any existing City landmarks or historic buildings.

- H. That our parks and open space and their access to sunlight and vistas be protected from development.

The Project will not impact any open space under the jurisdiction of the Recreation and Parks Department. The Project will not shadow any of the open space subject to shadow limits during protected hours pursuant to the Mission Bay South Design For Development. The Project will be immediately to the south of "Owens Field" (P7 in the Redevelopment Plan), a planned active recreation open space. While the Project would shadow this proposed ballfield, such shadow will not negatively impact the usability or enjoyment of Owens Field because access to sunlight is not an essential component for the use of the ballfield.

NOW THEREFORE BE IT MOVED, that the Commission has reviewed and considered the CEQA Findings and statement of overriding considerations that the Successor Agency previously adopted in Resolution No. 190-98, and reviewed and considered the CEQA Findings contained in the Addendum, which the Successor Agency adopted in Resolution No. XX-2020, and hereby adopts these additional CEQA Findings as its own. The Commission additionally finds that: (A) implementation of the Project does not require major revisions in the Mission Bay CEQA Documents due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (B) no substantial changes have occurred with respect to the circumstances under which the Mission Bay Project analyzed in the Mission Bay CEQA Documents will be undertaken that would require major revisions to the Mission Bay CEQA Documents due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Mission Bay CEQA Documents; and (C) no new information of substantial importance to the Mission Bay Project analyzed in the Mission Bay CEQA Documents has become available which would indicate that (i) the Project will have significant effects not discussed in the Mission Bay CEQA Documents; (ii) significant environmental effects will be substantially more severe; (iii) mitigation measures or alternatives found not feasible which would reduce one or more significant effects have become feasible; or (iv) mitigation measures or alternatives which are considerably different from those in the Mission Bay CEQA Documents will substantially reduce one or more significant effects on the environment; and be it,

NOW THEREFORE BE IT FURTHER MOVED, that the that the Commission hereby finds the proposed amendments to the Mission Bay South Redevelopment Plan, as described above, to be consistent with the General Plan of the City and County of San Francisco, including, but not limited to the Commerce and Industry Element, Urban Design Element, Environmental Protection Element, and Air Quality Element, and is consistent with the eight Priority Policies in City Planning Code Section 101.1 for reasons set forth in this motion.

I hereby certify that the foregoing motion was adopted by the Commission at its meeting on November 19, 2020

Jonas Ionin
Planning Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED: November 19, 2020



PLANNING COMMISSION DRAFT MOTION

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Property Owner: [same as project sponsor]
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ADOPTING FINDINGS RELATING TO AN ALLOCATION OF OFFICE SQUARE FOOTAGE UNDER THE 2020 – 2021 ANNUAL OFFICE DEVELOPMENT LIMITATION PROGRAM PURSUANT TO PLANNING CODE SECTIONS 321 AND 322 THAT WOULD AUTHORIZE UP TO 49,999 SQUARE FEET OF OFFICE SPACE FOR THE PROJECT AT 1450 OWENS STREET, LOT 003 IN ASSESSOR’S BLOCK 8709, WITHIN THE COMMERCIAL / INDUSTRIAL LAND USE DISTRICT OF THE MISSION BAY SOUTH REDEVELOPMENT PLAN AND THE HZ-7 HEIGHT DISTRICT OF THE MISSION BAY SOUTH DESIGN-FOR-DEVELOPMENT DOCUMENT.

PREAMBLE

On August 21, 2020, Terezia Nemeth of ARE-SF No. 15 LLC (hereinafter "Project Sponsor") filed Application No. 2018-014357OFA (hereinafter "Application") with the Planning Department (hereinafter "Department") for an Office Development Authorization to authorize 49,999 gross square feet of office use (hereinafter "the Project") at 1450 Owens Street to construct a 7-story laboratory / office building new 1450 Owens Street, Block 8709 Lot 003 (hereinafter "Project Site").

The proposed project is part of the Mission Bay South Redevelopment Plan Project ("Mission Bay Project") for which the former Redevelopment Agency Commission by Resolution No. 190-98 and the Commission by Resolution No. 14696 certified the Mission Bay Final Supplemental Environmental Impact Report ("Mission Bay

FSEIR”) on September 17, 1998. The Board of Supervisors affirmed the certification of the FSEIR by Motion No. 98-132, and adopted CEQA findings, including a statement of overriding considerations and a Mission Bay mitigation monitoring and reporting program in support of various approval actions for the Mission Bay Project, which findings are incorporated in this motion by this reference. Subsequent to the certification of the Mission Bay FSEIR, the Redevelopment Agency Commission and CCI, as successor to the Redevelopment Agency Commission, have also adopted several addenda to the Mission Bay FSEIR and certified the Event Center FSEIR, which tiered off of the Mission Bay FSEIR (collectively, the “Mission Bay CEQA Documents”).

An Addendum to the Mission Bay CEQA Documents (the “Addendum”) has been prepared by the Office of Community Investment and Infrastructure (hereinafter “OCII”), Successor Agency to the SF Redevelopment Agency, in connection with the proposed Redevelopment Plan Amendment and development at 1450 Owens Street. The Addendum concludes that the proposed Redevelopment Plan Amendment and project are within the scope of the Mission Bay CEQA Documents and will not result in any new significant impacts or a substantial increase in the severity of previously identified significant effects that would alter the conclusions reached in the Mission Bay CEQA Documents. The Successor Agency Commission adopted environmental review findings confirming the Addendum’s conclusions on November 17, 2020 by Resolution No. 29-2020. The Addendum and any supporting documents have been made available to the Commission and the public, and the Addendum is incorporated in this motion by this reference.

On October 22, 2020, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Office Development Authorization Application No. 2018-014357OFA and continued the hearing to November 19, 2020.

On November 19, 2020, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Office Development Authorization Application No. 2018-014357OFA.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2018-014357OFA is located at 49 South Van Ness, Suite 1400, San Francisco, California.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Office Development Authorization as requested in Application No. 2018-014357OFA, subject to the conditions contained in “EXHIBIT A” of this motion, based on the following findings:

THAT THESE APPROVALS ARE WITHIN THE SCOPE OF THE MISSION BAY FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (“FSEIR”), A PROGRAM EIR, AND IS ADEQUATELY DESCRIBED IN THE FSEIR FOR THE PURPOSES OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; MISSION BAY SOUTH REDEVELOPMENT PROJECT AREA

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.

- 2. Project Description.** The proposal is to construct a new building on an empty lot t at 1450 Owens Street (Mission Bay South Parcel 7 of Lot 43), which would consist of a new 7-story 109-foot building (exclusive of mechanical penthouse) that would contain up to approximately 133,000 square feet of laboratory use (including conference rooms and lobby), 49,999 square feet of office use, and 2,600 square feet of ground floor retail. As a Project that is currently not proposed for specific tenants, the floor plates currently don't delineate between the office and laboratory use; this Office Development Authorization is conditioned to assure that, outside of permitted accessory office use for laboratory tenants, no more than 49,999 of office used be allowed at any given time.

The 1450 Owens Street building is designed for the primary purpose of laboratory work for Life Science research (131,000 gross square feet) as originally planned for the parcel. In addition to the lab floors, there will be life science meeting rooms, up to 49,999 square feet of office use, and an approximately 2,600 square foot corner space on the ground floor for a neighborhood-serving retail. 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.

- 3. Site Description and Present Use.** 1450 Owens Street (referred to in the Redevelopment Plan as Parcel 7 in Block 43), is a vacant site with an area of 49,388 square feet or 1.13 acres. 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 site features a 15-foot wide no-build easement on its eastern site facing Owens Street. The site currently features curb cuts both from Owens and from A Street.
- 4. Surrounding Properties and Neighborhood.** The Project Site is designated for Commercial/Industrial under the Mission Bay South Redevelopment Plan (hereinafter "MBS Redevelopment Plan" or "Redevelopment Plan") and is located within the HZ-7 height zone under the Mission Bay South Design-for-Development document (hereinafter "D4D"). Immediately across from Owens Street from the subject parcel is a temporary parking lot, which is part of the UCSF Mission Bay Campus. Immediately across from A Street from the subject site is 1550 Owens Street, a six-story office laboratory building and a four-story parking garage parking garage, which will serve 1450 Owens Street along with several other surrounding buildings. As noted above, it is immediately adjacent to an empty parcel that will be the future site of an active recreation park.
- 5. Entitlement History.** The Subject site is within the Mission Bay South Redevelopment Project Area. In general, entitlements for development projects within Mission Bay South are under the jurisdiction of Office of Community Investment and Infrastructure (herein after "OCII") and the Commission on Community Investment and Infrastructure hereinafter "CCII"), the Agency and Commission of the

successor agency to the San Francisco Redevelopment Agency. However, pursuant to Mission Bay South Redevelopment Plan Section 304.11 and Planning Code Section 321 an 322, Office Development Authorization applications must be approved by the Planning Commission. Because the Project Sponsor is also seeking amendments to the MBS Redevelopment Plan to enable the project, the Planning Commission must also find that such amendments are consistent with the General Plan and Planning Code Section 101.1.

Outside of the Planning Department's jurisdiction, the Project also requires amendments to the Mission Bay South Owner Participation Agreement (herein after "OPA"), D4D, the Major Phase Application which includes the subject site.

A previous project for the subject site was previously approved by the Planning Commission on September 25, 2008 under Case No. 2008.0690B. The previous project included up to 61,000 gross square feet of office space, which was to be drawn from a previously approved pool of office allocation under Planning Commission Motion 17709, adopted October 2, 2008. Under Motion 17709, the Project Sponsor was granted an Office Allocation of up to 1,350,000 square feet that could be distributed amongst several sites throughout Mission Bay. Subsequent to the original approval for 1450 Owens Street, the Project Sponsor found the previous project infeasible. The Project Sponsor is seeking a new office allocation for the revised project.

- 6. Public Outreach and Comments.** The Mission Bay Citizens Advisory Committee (herein after "MB CAC" has recommended the project at 1450 Owens move forward for approval by CCII. The Project Sponsor worked with the MB CAC in considering other designs for the site, including a previous taller proposal that would have had a smaller footprint. The MB CAC asked the Project Sponsor to seek input from surrounding neighborhoods groups, including those from Potrero Hill and Mission Bay. The Project Sponsor, over a year period workshopped with nearby stakeholders to consider other alternatives including the proposed design now being considered for approval. The Project Sponsor has reported that the Potrero Boosters Neighborhood Association recommended to approve the current proposal.
- 7. Mission Bay South Redevelopment Plan and Design-for-Development Compliance.** As a project with the Mission Bay South Project Area, its not subject to the Planning Code but rather the MBS Redevelopment Plan and D4D. The Commission finds that the Project is consistent with the relevant provisions in the following manner:

 - A. Land Use.** 1450 Owens Street is within a designated Commercial Industrial District. The Project includes office, laboratory and retail use, which are all permitted within this district, pursuant to Sections 302.2 of the Redevelopment Plan.
 - B. Commercial Square Footage Cap.** The MBS Redevelopment Plan currently limits commercial use across the entire MBS Plan Area to 5,253,600 leasable square feet (MBS Redevelopment Plan Section 304.5). To enable the Project, the Project Sponsor is proposing to amend the Redevelopment Plan by increasing the cap to 6,123,600 leasable square feet, with the 170,000 square feet difference being limited to being located at 1450 Owens Street.
 - C. Floor Area Ratio (FAR).** The MBS Redevelopment Plan currently limits the maximum average FAR in

the Commercial Industrial Zone to 2.9:1. (MBS Redevelopment Plan Section 304.5). The Project Sponsor is proposing to amend the MBS Redevelopment Plan to increase the maximum average FAR in the Commercial Industrial Zone to 2.95:1 to enable a slightly larger building at 1450 Owens Street.

- D. **Height.** The D4D currently limits the height at 1450 Owens Street to the height of the adjacent freeway, which is approximately 39-feet. The Project Sponsor is proposing to amend the D4D to allow a height of up to 109-feet (excluding mechanical penthouses), to enable the Project at 1450 Owens Street.
- E. **Bulk.** The subject site is within the HZ-7 Height Zone of the MBS D4D. Currently bulk controls for site establish a base height of 90 feet; the D4D currently requires that no less than 85% of a projects developable area be under the 90-foot base height and no more than 15% of the developable area be above the base height. Towers, which are defined as portions of buildings above the base height, are currently limited to the southeast corner of the subject site. Further, the D4D currently limits plan length to 200-feet above the 90-foot base height and limits the floor plate to 20,000 gsf. The Proposed Project would feature a single mass that rises to the proposed full height of 109-feet, including the top 7th floor, which would rise above the 90-foot base height and features a plan dimension of 260-feet and a 28,628 square foot floor plate; more than 15% of the proposed building's developable area would be above the base height. The Project Sponsor is proposing to amend the D4D to enable buildings within the HZ-7 Height Zone to only require 80% of the developable area and allow up to 20% of the developable area to be above the base height and; enable portions of the building above the base height to have a plan dimension of 260-feet and a floor plate of 30,000 square feet. The limitation of a tower at the southeast corner of the site would also be removed. With these amendments, the Project would comply with the D4D.
- F. **Freeway Setback.** The D4D currently includes limitation of how much building bulk can be built taller than the adjacent I-280 Freeway. The D4D also includes a height buffer zone next to the freeway that limits the percentage of total linear feet of all buildings within the height zone to no more than 60% of the height zones linear dimension. The proposed project would include a single mass that would be built within 15-feet of the freeway facing property-line up to a height of 109-feet requiring an amendment to the D4D to allow the additional height
- G. **Streetwall Requirement.** The D4D requires a streetwall build-to line of at least 70% along Owens Street. The subject site features a City Storm and Sewer Easement at Owens that cannot be built upon. The Project Sponsor is proposing to amend the D4D to enable the build-to requirement to be met at the back of the easement. Relatedly, the D4D requires streetwalls at all corners. The proposed amendment would enable this corner streetwall requirement to be met at the corner of A Street and the utility easement instead of at Owens.
- H. **Parking.** The D4D requires one parking space for every 1,000 square feet of commercial use. For the Project's 176,360 gross square feet, 176 spaces would be required by the Redevelopment Plan. Parking will be provided in the existing Owens parking garage across A Street from the Project Site. No additional parking would be constructed within the building.

- I. **Off-Street Freight Loading.** The D4D requires one loading space of at least 10-feet wide, 35-feet wide and 14-feet high for buildings between 100,001 and 200,000 square feet. The Project would feature two freight loading spaces, which would be located away from Owens Street at the western most end of A Street.
 - J. **Bicycle Parking.** The D4D requires one secure bicycle parking space for every 20 vehicular parking spaces or fraction thereof, or approximately 9 spaces for the 176 vehicular parking spaces attributed to the Project. The Project features 41 Class 1 bicycle spaces along with showers and lockers on the ground floor of the building. In addition, 18 Class 2 bicycle parking spaces would be provided on the adjacent sidewalk and plaza.
 - K. **Impact Fees.** Pursuant to the MBS Redevelopment Plan and Planning Code Article 4, the Project Sponsor would be responsible for paying the Jobs Linkage Housing Fee, the Transportation Sustainability Fee, the SFSUD School Development Impact Fee and the Child Care Fee. For this Project, only 49,998 square feet of office would be assessed the Child Care fee as the Redevelopment Plan does not currently require the fee for laboratory use. However, the Project Sponsor has agreed to pay the Child Care fee for the square footage dedicated to laboratory use. The Project Sponsor would also be responsible for the Mission Bay Artwork requirement by providing public art on site. In addition to these fees required by the Redevelopment Plan, the Project Sponsor has also agreed to pay an additional \$50,000 annually toward ongoing Mission Bay open space maintenance.
8. **Office Development Authorization .** Planning Code Section 321 establishes standards for San Francisco’s Office Development Annual Limit. In determining if the proposed Project would promote the public welfare, convenience and necessity, the Commission considered the seven criteria established by Code Section 321(b)(3), and finds as follows:

- A. **APPORTIONMENT OF OFFICE SPACE OVER THE COURSE OF THE APPROVAL PERIOD IN ORDER TO MAINTAIN A BALANCE BETWEEN ECONOMIC GROWTH ON THE ONE HAND, AND HOUSING, TRANSPORTATION AND PUBLIC SERVICES, ON THE OTHER.**

Currently, there are 827,624 gross square feet of available “Small Cap” office space for allocation. The Project will add approximately 49,999 square feet of office space at the Property. If the Project is approved, approximately 777,625 gross square feet of space will remain available in the small cap allocation.

The subject site is located in Mission Bay immediately across the street from the UCSF Mission Bay Campus and within a cluster of similarly scaled office and laboratory buildings, and will include a small retail space and plaza that will provide an amenity to nearby workers, visitors and nearby residents. The Project’s proposed square footage is currently greater than what the Mission Bay South Redevelopment Plan currently allows; raising the cap by 170,000 square feet will allow the Project on an underutilized vacant site among similar uses and similarly scaled buildings.

The Project would balance its office use with the laboratory and retail uses. These uses would further encourage the economic growth of the area and add a neighborhood-serving amenity at its base. As a whole, the Project will result in a healthy balance of office and laboratory use in an

urban context that supports such uses. The modest 49,999 square feet of office use is synergistic with the building's principle laboratory use. Moreover, the Project is part of the overall Mission Bay South Project that includes housing, including affordable housing.

The Project would be approved in furtherance of the Mission Bay South Redevelopment Plan, which specifically encourages office and laboratory uses in this part of Mission Bay to create an economically diversified and lively jobs center. The mix of laboratory and office use will provide a commercial project that requires on-site workers. The increase in jobs and employees to the area will be balanced by the Project's retail use at the ground floor which will serve the Project's office uses as well as the broader Mission Bay area, including residents and immediate neighbors. The current site is an underutilized surface parking lot. The Project is proposing 49,999 square feet of new office space in conjunction with the approximately 131,000 square feet of laboratory use. The building is seven stories or 109-feet in height. While allowing the building will require several amendments to the MBS Redevelopment Plan and the MBS D4D, these amendments will accommodate a well-designed building in a context of similarly scaled buildings. The site is part of the larger Mission Bay South Project for which almost all sites have been entitled for development. The Project will be part of the larger Mission Bay neighborhoods and contribute to and take advantage of the surrounding city amenities.

As a project within Mission Bay, workers and visitors of the building will have access to a wide range of transit and transportation options. 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.

B. THE SUITABILITY OF THE PROPOSED OFFICE DEVELOPMENT FOR ITS LOCATION, AND ANY EFFECTS OF THE PROPOSED OFFICE DEVELOPMENT SPECIFIC TO THAT LOCATION

- (1) **Use.** *The Project's office, laboratory, and retail uses are permitted with the Commercial Industrial Land Use Zone of the MBS Redevelopment Plan. The MBS Redevelopment Plan expressly encourages new development in the Plan Area. While the Project will require an amendment to the MBS Redevelopment Plan to allow the amount of square footage, the Project will be designed to fit within the current urban context and will be in a part of the City that is well suited for new workers. The Project's proximity to public transit will provide employees and tenants with ample access to the Project site, making it a suitable location for office and laboratory development. Pursuant to the Addendum, the Project will not have any additional adverse environmental impacts other than those identified in the Mission Bay CEQA Documents, as described above. By supporting the office-related component of the mixed-use laboratory building, and therefore Francisco's economy, the Commission will be strengthening local neighborhood businesses, offering new employment opportunities to San Francisco residents, and keeping industries in San Francisco that would otherwise be forced out. The Project is*

proposing 49,999 square feet of new office, use, which will fill the needs of small-to-medium sized companies that are essential to the City's economy. The existing site is a surface parking lot that does not serve the neighborhood residents or user. The proposed Project proposes 2,600 square feet of ground-floor retail that will add to and enhance the neighborhood character along Owens Street.

- (2) **Transit Accessibility.** As noted above, as a project within Mission Bay, workers and visitors of the building will have access to a wide range of transit and transportation options. 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.
- (3) **Open Space Accessibility.** The Mission Bay South plan envisions a network of approximately 41 acres of parks and open space, of which, approximately 28 acres have been constructed. One of the remaining undeveloped lots for open space is located immediately north of the subject site. A variety of open space opportunities will be available to the Project's new workers and visitors. The addition of the entry plaza at Owens will add to the public realm network of Mission Bay.
- (4) **Urban Design.** The design of 1450 Owens Street addresses the challenge of the irregularly shaped lot, while assuring that it contributes to the urban fabric of Mission Bay. The east end of the site is positioned at the terminus of Nelson Rising Lane, and to the immediate south of a future public park that will be programmed for active recreation; it is also immediately adjacent to the I-280 Freeway. The Project Sponsor has stated that a previous development proposal for the site was infeasible and therefore has looked to increase the site's development capacity, while respecting views from Potrero Hill and minimizing shadows. The proposed height of the building blends in with and is lower than the prevailing height of buildings in Mission Bay, and as such does not represent a substantial change to the skyline or public views from surrounding hills and vantages. 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 from part of the plaza at the main entry where a prominent sculpture will be on axis with Nelson Rising Lane. The Project Sponsors has stated that in the design intent for the seven-story 109-foot structure is to create a delicate, open bronze lantern effect, easing the views to it and opening to those beyond. The buildings design will feature a pattern of vertical window mullions inspired by the patterns of an electrophoresis assay that will lighten and diminish the bulk of the building.
- (5) **Seismic Safety.** The building will be constructed pursuant to current building and seismic safety codes.

C. WHETHER THE PROPOSED PROJECT INCLUDES DEVELOPMENT OF NEW AFFORDABLE HOUSING UNITS SUCH THAT ALL OF THE FOLLOWING CRITERIA ARE SATISFIED:

- (1) The New Affordable Housing units are on-site or located within a Community of Concern as designated by the Board of Supervisors;
- (2) The New Affordable Housing Units will be developed pursuant to a requirement included in a development agreement authorized by Government Code Section 65865 or any successor section for the proposed office development;
- (3) The number of New Affordable Housing Units is no less than 100% of the New Affordable Housing Units required to house the future employees of the proposed project's office development in accordance with the City's Affordable Housing Demand Ratio;

The Project does not feature housing. The Project will pay the Jobs-Housing Linkage Fee.

D. THE EXTENT TO WHICH THE PROJECT INCORPORATES COMMUNITY IMPROVEMENTS THAT EXCEED THE REQUIREMENTS OF ZONING AND CITY ORDINANCES APPLICABLE TO THE PROJECT. "COMMUNITY IMPROVEMENT(S)" INCLUDE CONSTRUCTION, FINANCING, LAND DEDICATION, OR LAND EXCHANGES FOR THE CREATION OF ANY OF THE FOLLOWING FACILITIES: COMMUNITY-SERVING FACILITIES, INCLUDING WITHOUT LIMITATION, CHILDCARE FACILITIES, TOT LOTS, COMMUNITY GARDENS, PARKS, INDOOR AND OUTDOOR NEIGHBORHOOD-ORIENTED PLAZAS AND OPEN SPACE, NEIGHBORHOOD RECREATION CENTERS, DOG PARKS, PUBLIC SAFETY FACILITIES, AFFORDABLE SPACE FOR COMMUNITY-SERVING RETAIL SERVICES AND FOOD MARKETS, AND AFFORDABLE SPACE FOR COMMUNITY ARTS AND CULTURAL ACTIVITIES.

As a part of the Mission Bay South Cooperative Agreement, the Project will contribute to the creation and ongoing maintenance and operation of Mission Bay infrastructure and amenities through participation in the area Community Facilities District along with paying impact fees as described above. Above and beyond what is required by the MBS Redevelopment Plan and other MBS master approval document, the Project will include a small public plaza at the Project's front entry. In addition, the Project Sponsor has agreed to pay the child care fee for the Project's square footage devoted to laboratory uses consistent with the Office rate higher even though not required. In addition, the Project Sponsor has also agreed to pay an additional \$50,000 annually toward ongoing Mission Bay open space maintenance. The Project Sponsor is in discussions with the San Francisco Unified School District regarding a community benefits contribution for the future school SFUSD is planning to open in 2025 on a lot across Owens Street from the planned park and the subject site.

10. **General Plan Consistency.** *The General Plan Consistency Findings set forth in Resolution No. XXXX, Case No. 2018-014357GPA (General Plan Referral) apply to this Motion, and are incorporated herein as though fully set forth.*

11. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
12. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
13. The Commission hereby finds that approval of the Office Allocation Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES approximately 49,999 square feet of office use identified in Office Development Application No. 2018-014357OFA subject to the following conditions** attached hereto as “EXHIBIT A” in general conformance with plans on file, dated November 19, 2020, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

The Planning Commission hereby adopts the MMRP and incorporated herein as part of this Motion by this reference thereto. All applicable mitigation measures identified in the Mission Bay CEQA Documents and contained in the MMRP are included as conditions of approval.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Office Development Allocation to the Board of Appeals within fifteen (15) days after the date of this Motion No. 20698. The effective date of this Motion shall be the date of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (415) 575-6880, 1650 Mission Street, Room 304, San Francisco, CA.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission’s adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator’s Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives NOTICE that the 90-day protest period under Government Code Section 66020 has begun. If the

City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing motion on November 19, 2020

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: November 19, 2020

EXHIBIT A

AUTHORIZATION

This authorization is for an Office Development Authorization to allow 49,999 square feet of office use for the Project identified in Office Development Application No. 2018-014357OFA at 1450 Owens Street, Block 8709, Lot 003, pursuant to Planning Code Sections 321 and 322 within the Commercial Industrial Land Use District of the Mission Bay South Redevelopment Plan in general conformance with plans, dated August 18, 2020, and stamped “EXHIBIT B” included in the docket for Case No. 2018-014357OFA and subject to conditions of approval reviewed and approved by the Commission on November 19, 2020 under Motion No. XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

Currently, the Plans in EXHIBIT B do not show the office use delineated from laboratory use. In no case at any time shall office use, as a separate tenant space or spaces be greater than 49,999 gross square feet.

COMPLIANCE WITH OTHER REQUIREMENTS

The Mission Bay South Compliance Findings set forth in Motion No. XXXXX, and the Mitigation, Monitoring, and Reporting Program adopted as Exhibit C to Planning Commission Motion No. xxxx, Case No. 2018-014357OFA apply to this Motion, and are incorporated herein as though fully set forth.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on November 19, 2020 under Motion No. XXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. xxxxx shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building permit application for the Project. The Index Sheet of the construction plans shall reference to the Office Allocation Authorization and any subsequent amendments or modifications.

SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. “Project Sponsor” shall include any subsequent responsible party.

CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval.

CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

1. **Development Timeline - Office.** Pursuant to Planning Code Section 321(d)(2), construction of the office development project shall commence within 18 months of the effective date of this Motion. Failure to begin work within that period or to carry out the development diligently thereafter to completion, shall be grounds to revoke approval of the office development under this office development authorization.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

2. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said construction is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

3. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes or Codes related to the Mission Bay South Redevelopment Plan in effect at the time of such approval.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

4. **Mitigation Measures** Mitigation measures described in the MMRP of the Mission Bay CEQA Documents are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

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: THORNTON TOMASETTI

RENDERINGS: J&C CONSULTING



DATE: October 20, 2020

TO: THE OFFICE OF COMMUNITY INVESTMENT AND INFRASTRUCTURE

BY: ALEXANDRIA REAL ESTATE EQUITIES, INC.

Attachment 7: 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: THORNTON TOMASETTI

RENDERINGS: J&C CONSULTING



DATE: October 20, 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 building 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:

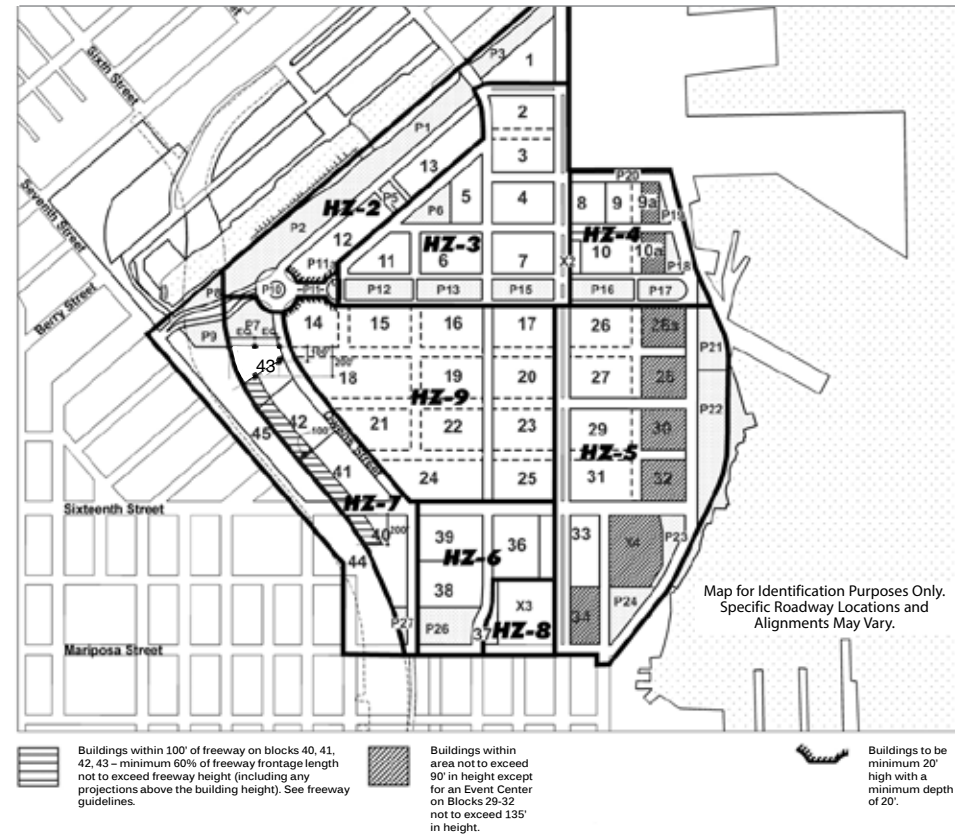
- Plan amendments to: (i) to increase the amount of mixed office, research and development, and light manufacturing square footage within the Mission Bay South Redevelopment Plan Area, and (ii) to allocate that square footage to Zone A of the Mission Bay South Redevelopment Plan Area.
- OPA Amendments to increase the amount of mixed office, research and development, and light manufacturing square footage within the Mission Bay South Redevelopment Plan Area.
- Design for Development amendments to: (i) increase the height limit for the ARE Property on Parcel 7, (ii) the adjustment of the proportional allocation of base to tower area, (iii) adjustment of the required building streetwall along Owens Street where feasible to conform to the Public Utility Easement, (iv) adjust the freeway height requirement for Block 43, and (v) increase the maximum floor plate area above 90 feet.

Land Use Program & Data Charts

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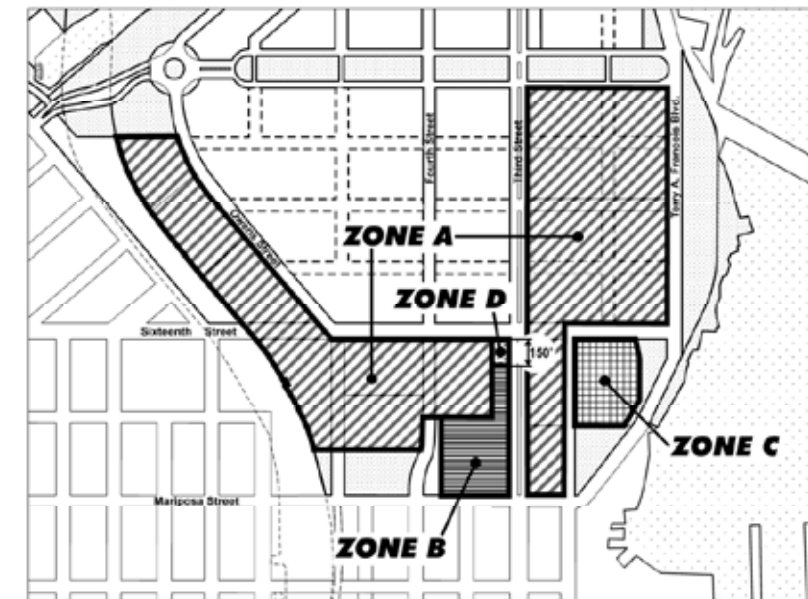
Developable Area in Height Zone 7 (HZ-7)



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 leasable: 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".

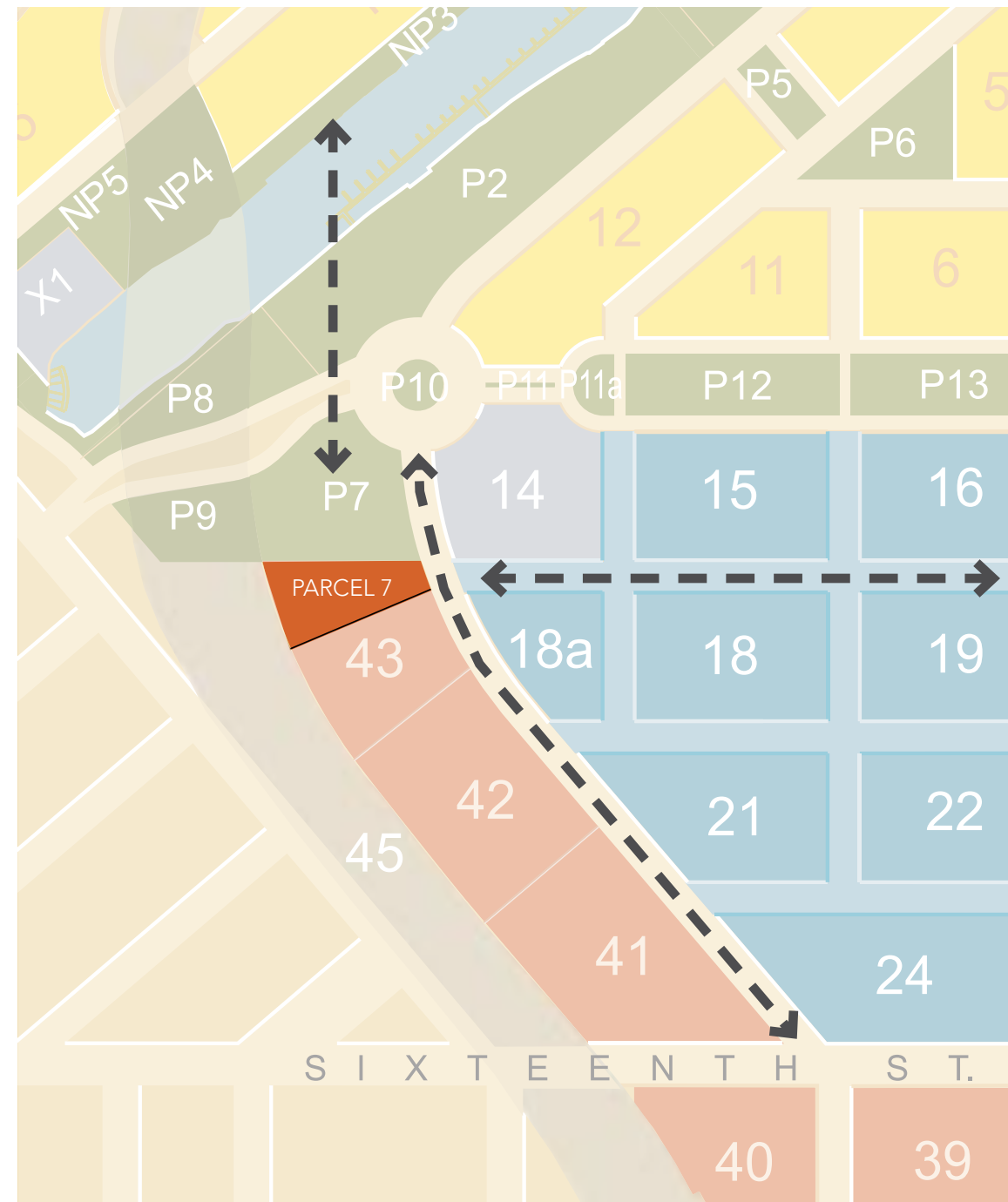
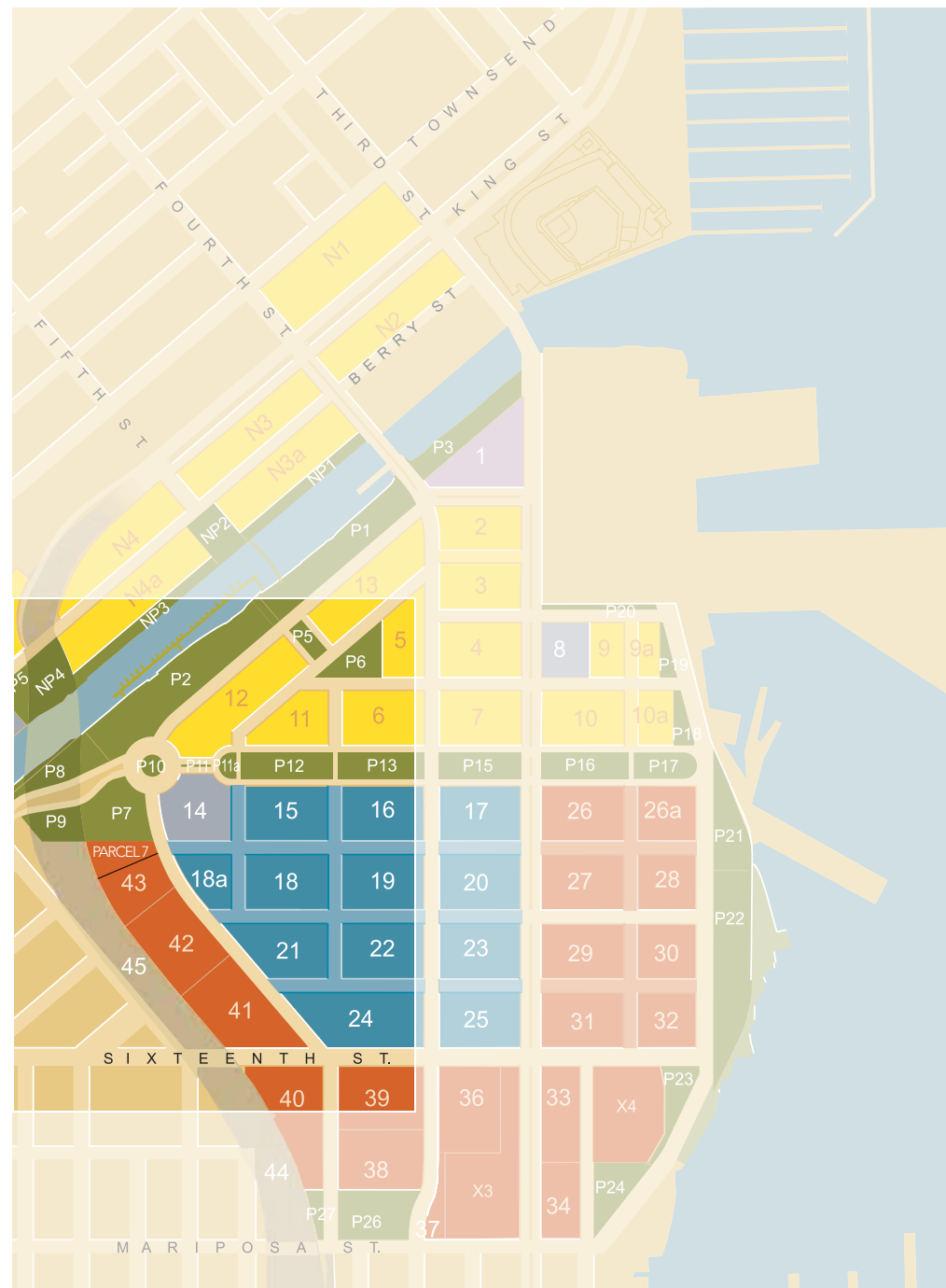
NOTE: The exclusions in footnote 6 are summarized from the San Francisco Planning Code Section 102.9 defining Gross Floor Area.

(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

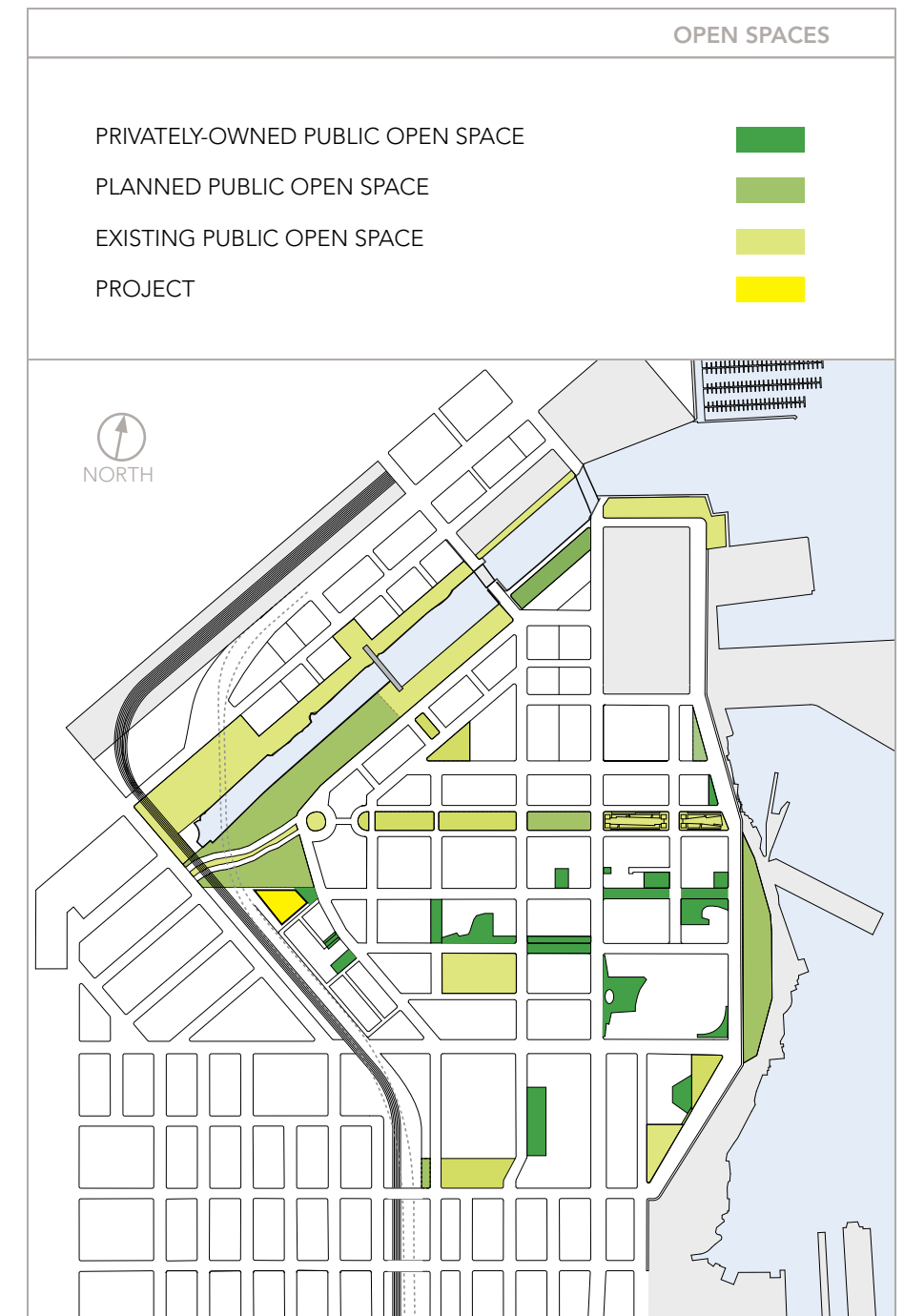
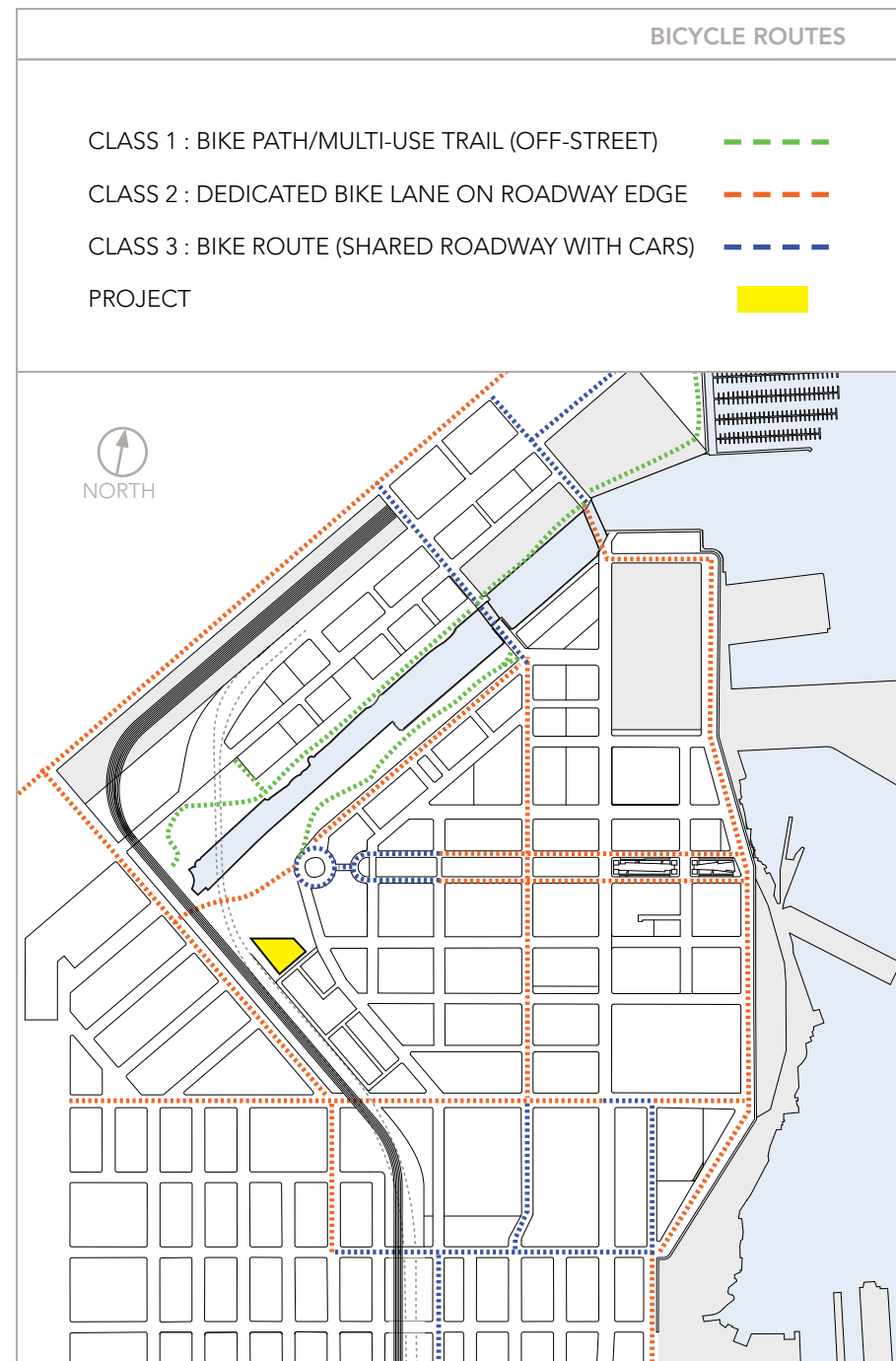
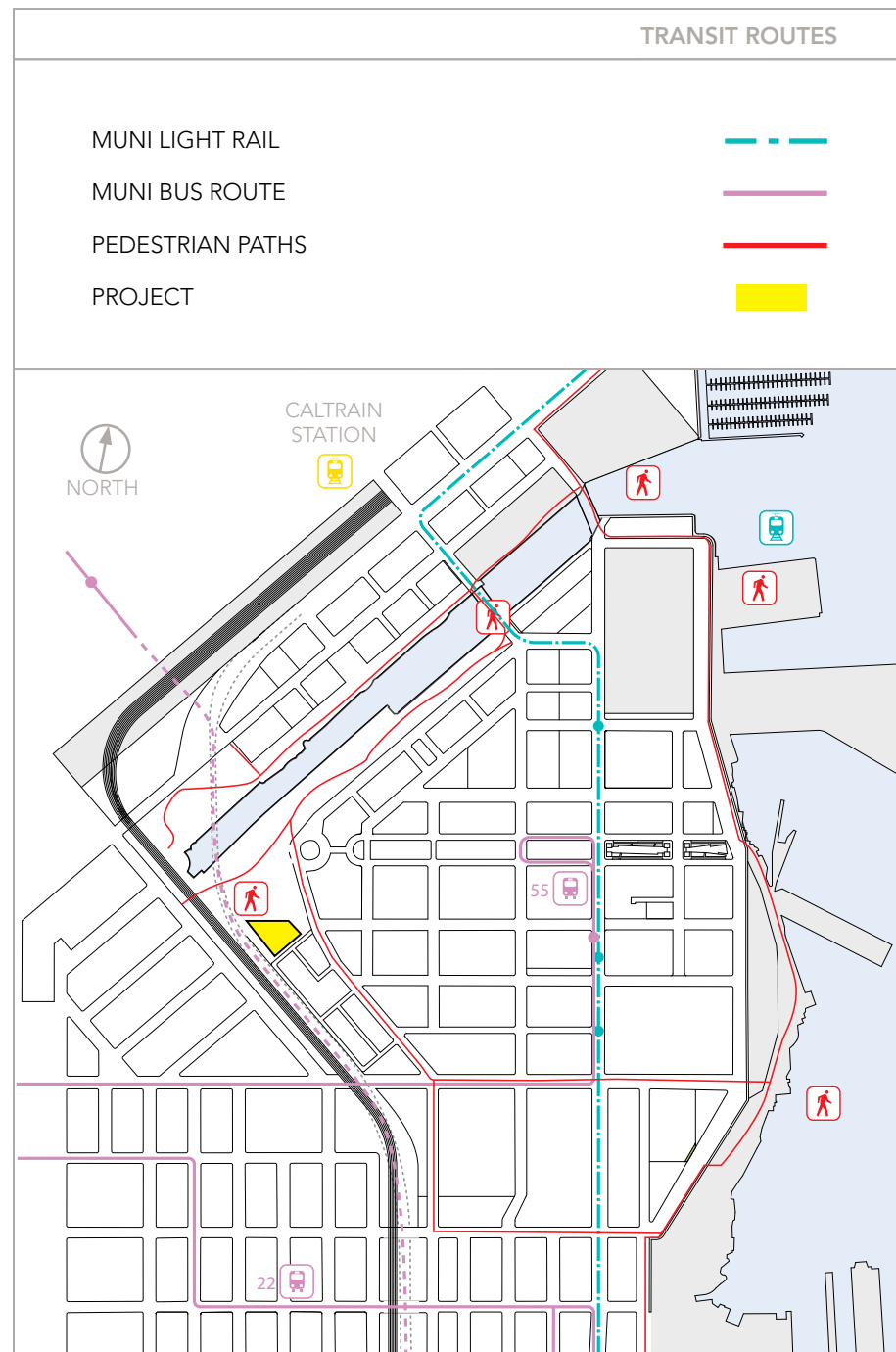


LEGEND	
Commercial / Industrial	
UCSF	
Public Facility	
Open Space	
Residential	
Hotel	
View Corridor	

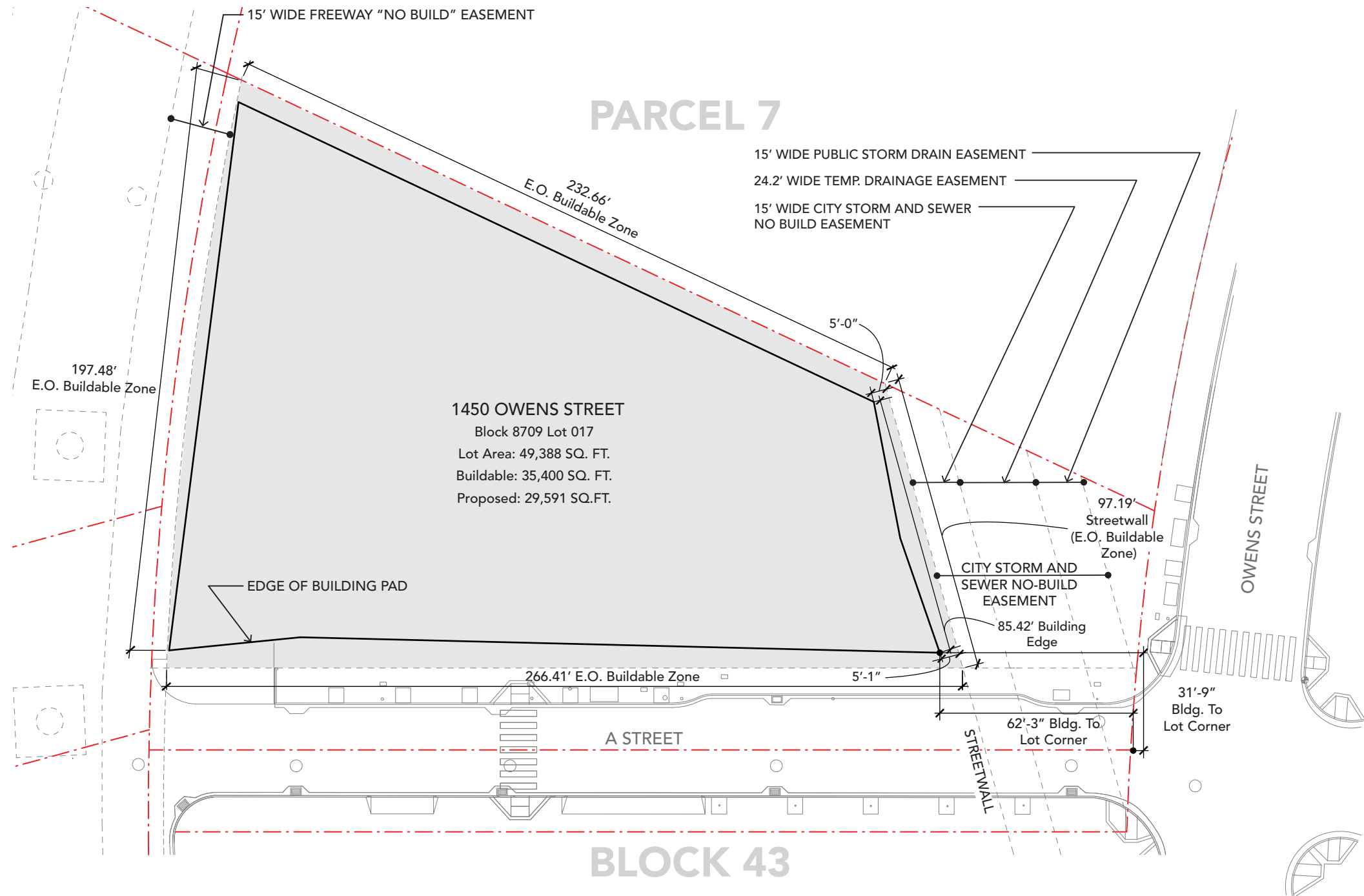
NORTH

0' 120' 240'

Vicinity Plan — Transit, Bicycle & Open Spaces



Site Plan & Building Pad

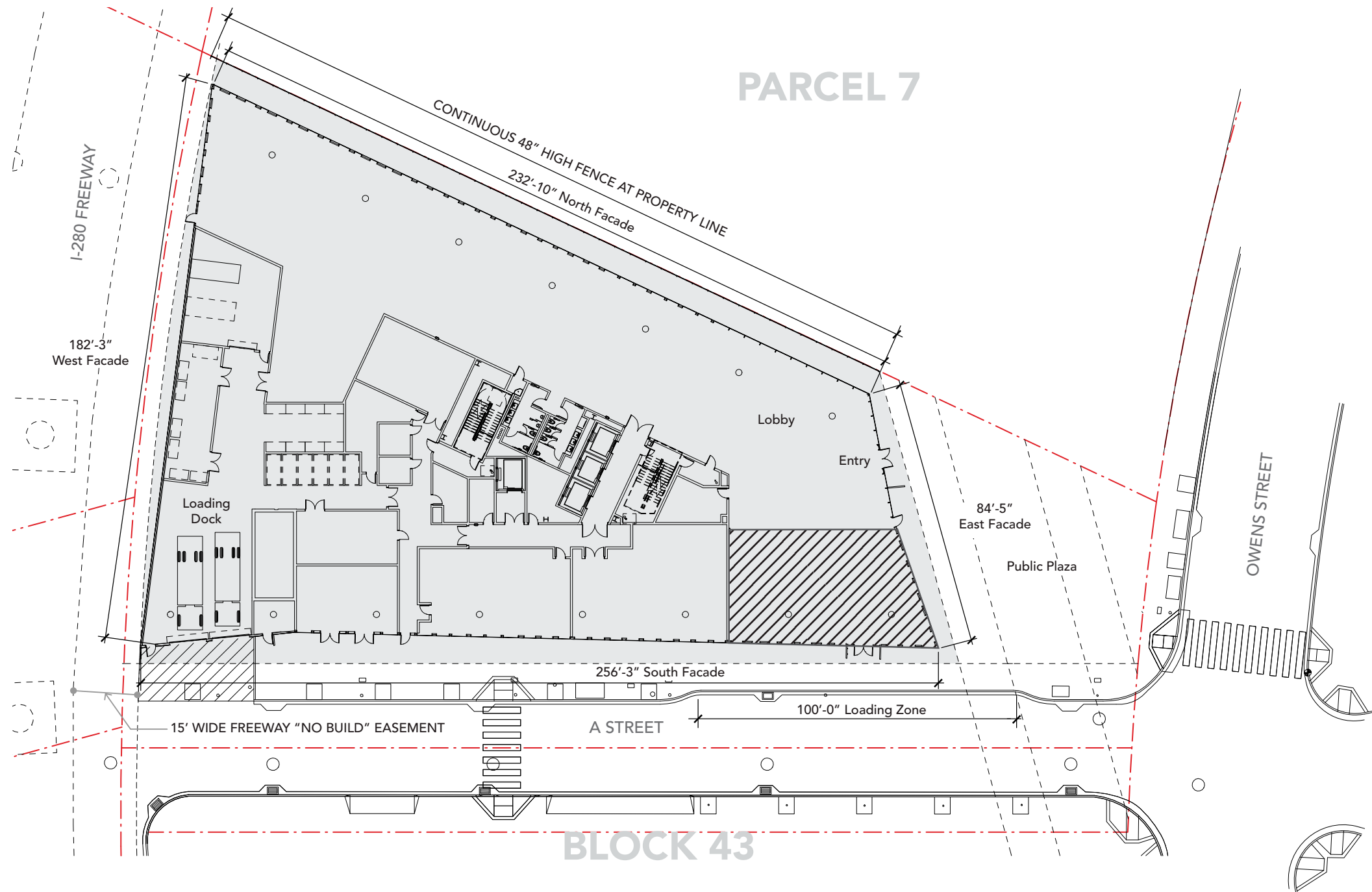


LEGEND	
Site Boundary	---
Easements	- - - -
Buildable Zone	■

0' 20' 40'

NORTH

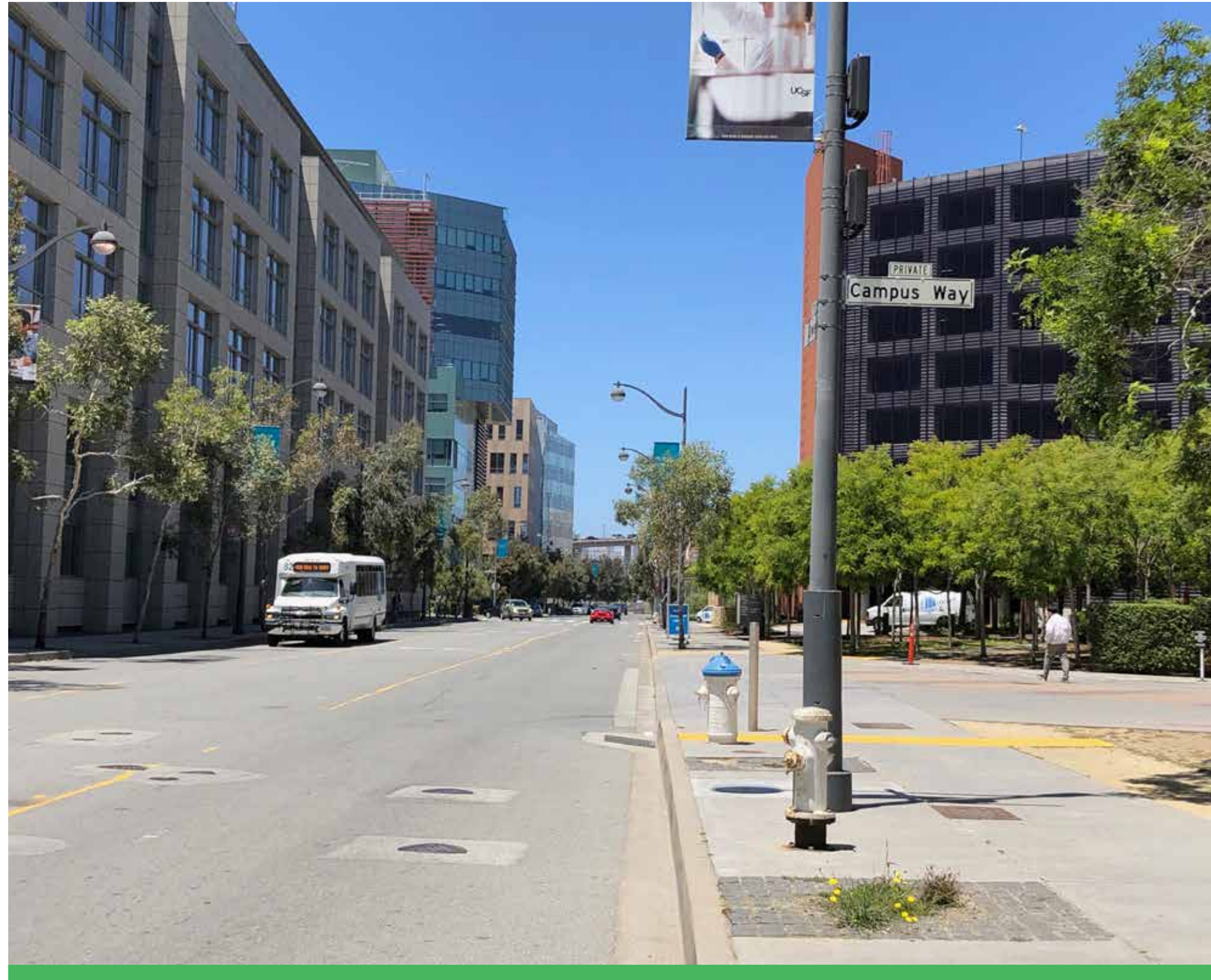
Site Plan



LEGEND	
Property Boundary	---
Site Boundary	- - - -
Easements	---
Buildable Zone	■ (light gray)
Retail Zone	■ (diagonal hatching)

 NORTH


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

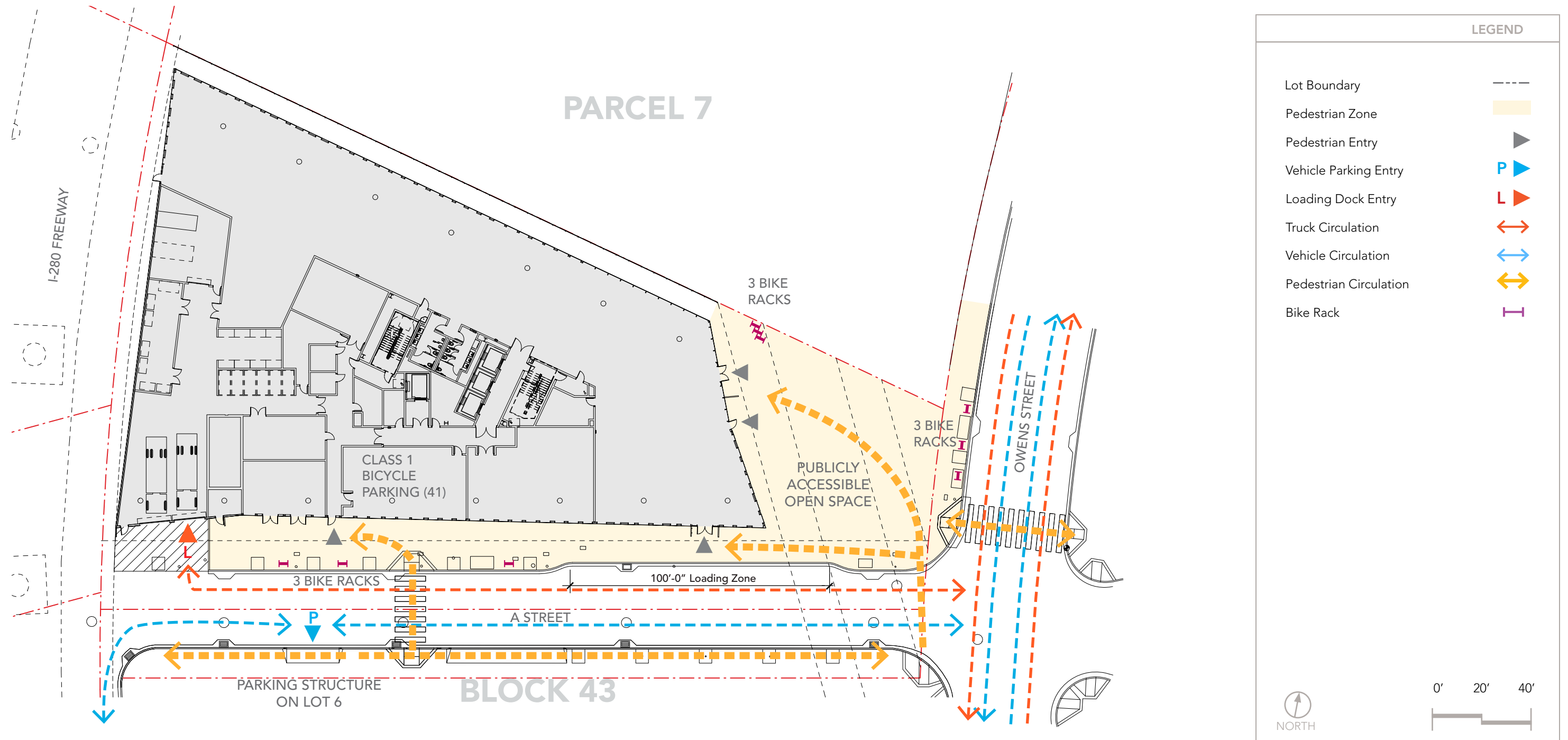
The MBTMA continues to modify its Mission Bay Shuttle service. Recent challenges have included longer travel times due to construction related road closures, congestion on BART and falling ridership. Recent shuttle route changes in 2018 include:

- 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

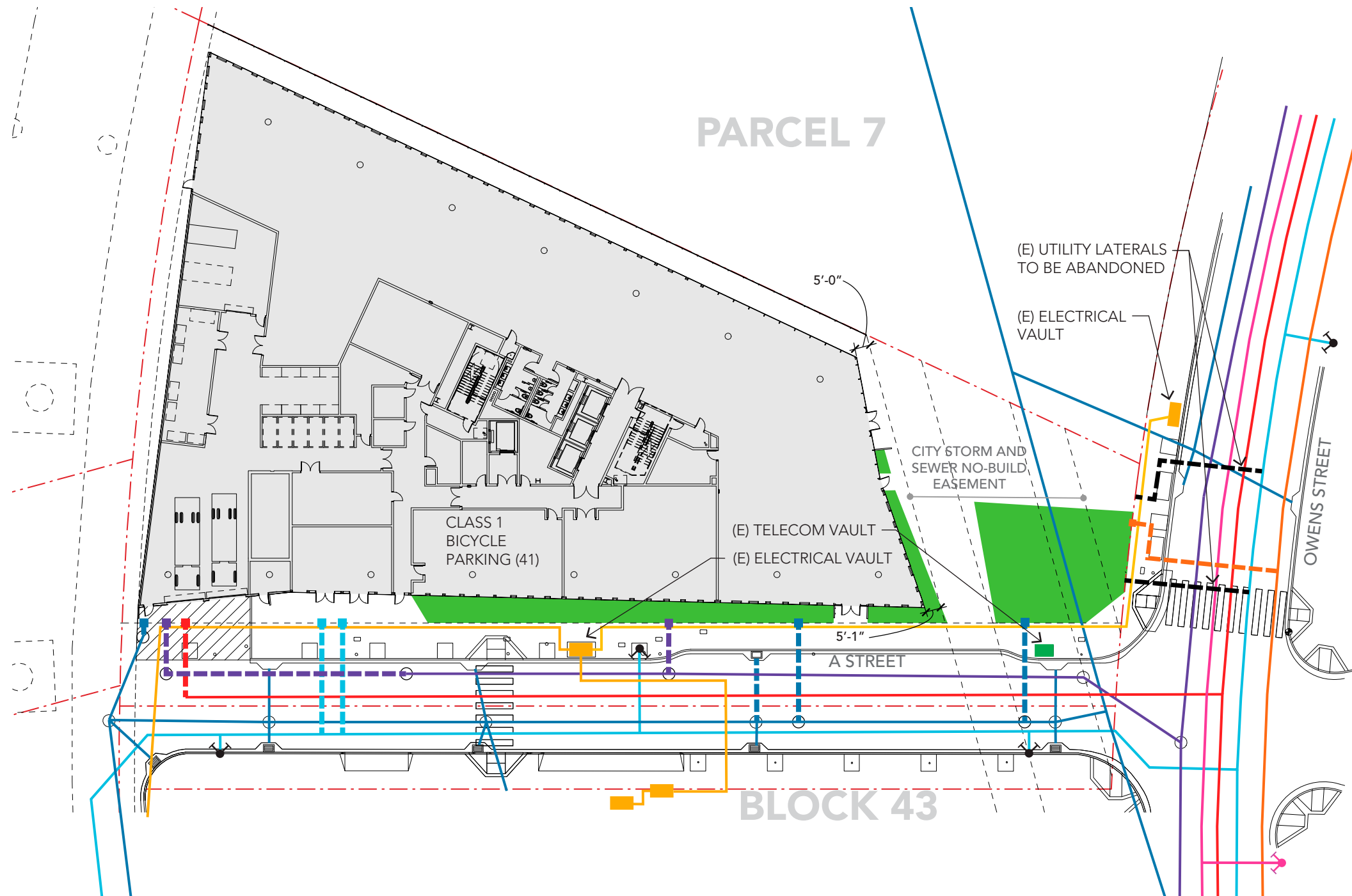
landscape irrigation. The existing reclaimed water system has been pressurized, on an interim basis, using supply from the low pressure water system pending the creation of a City reclaimed point of distribution. The project will have lateral links to the existing reclaimed piping below Owens Street.

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 joint 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



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 Supply (Existing)
	Recycled Water Supply (POE)
	Stormwater Treatment Garden

NORTH

Building & Site Development

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Design Narrative

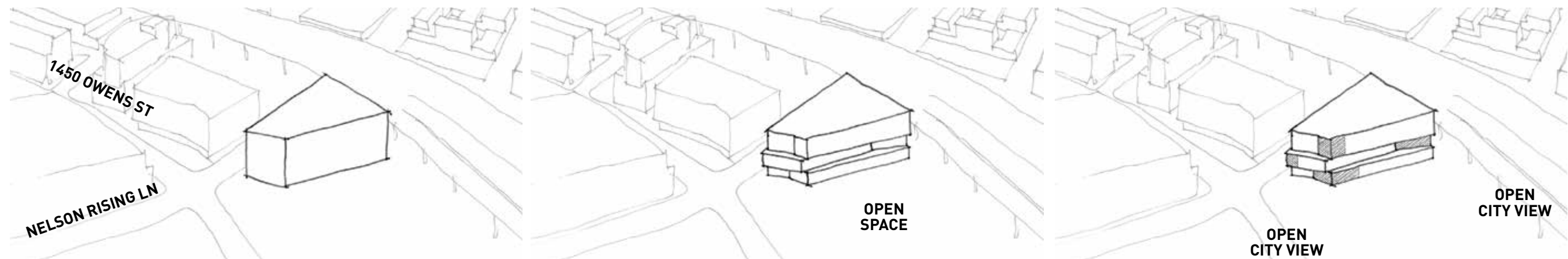
Buildings to varying degrees are shaped by their site. There is the land itself, the immediate conditions surrounding the site, and the environmental conditions where the site is situated. There can be a certain uniformity in these factors or diversity. It is for the building to harmonize these influences 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

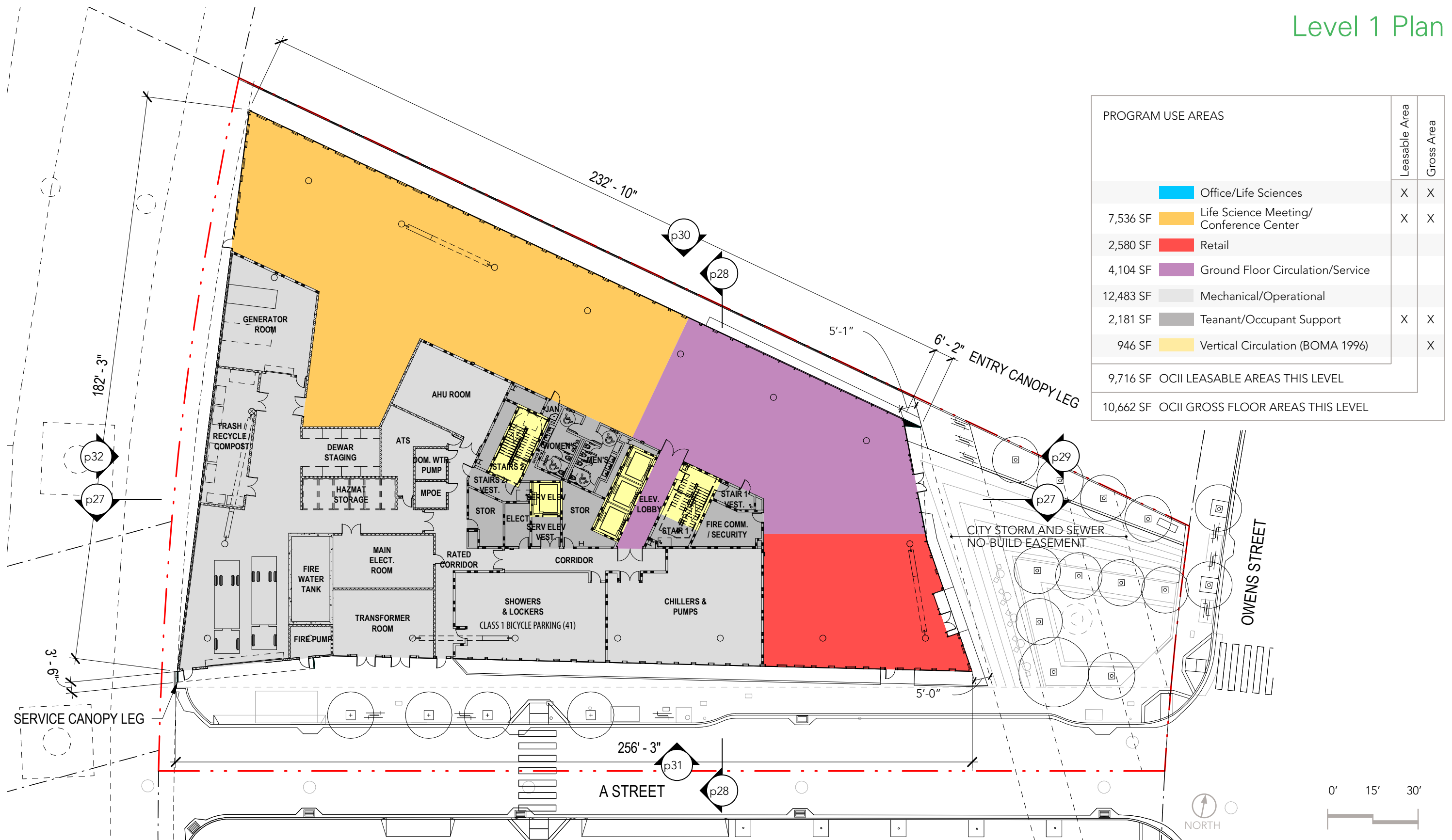
of life science buildings and parking garages. It may not be a situation to be envied, but restraint in response to constrained circumstances often leads to the best results.

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.

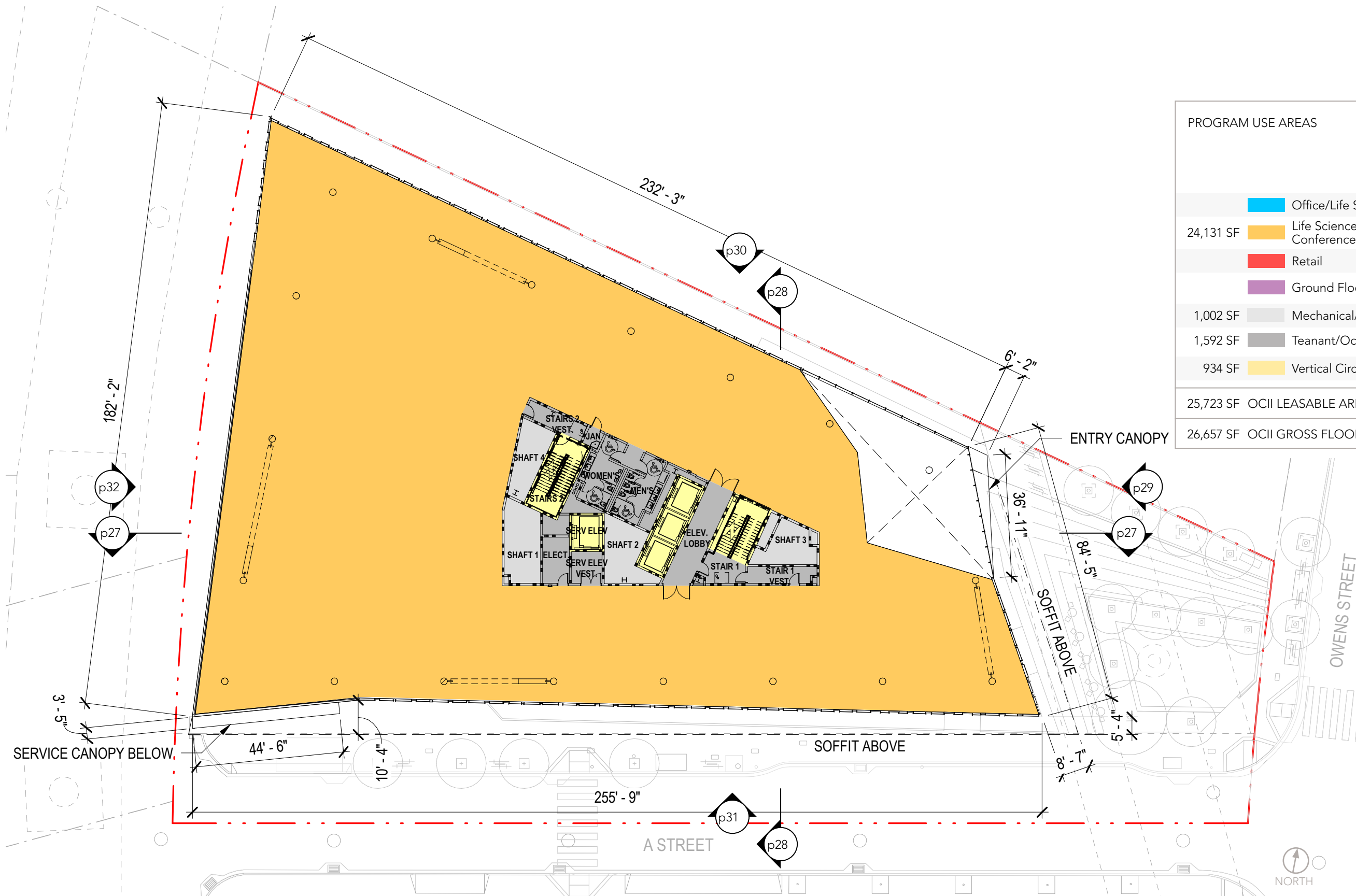
The seven story structure above is a delicate, open bronze lantern easing the views to it and opening to those beyond. In a nod to its intended function, the pattern of vertical window mullions inspired by the patterns of an electrophoresis assay serves to lighten and diminish the bulk of the building. 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

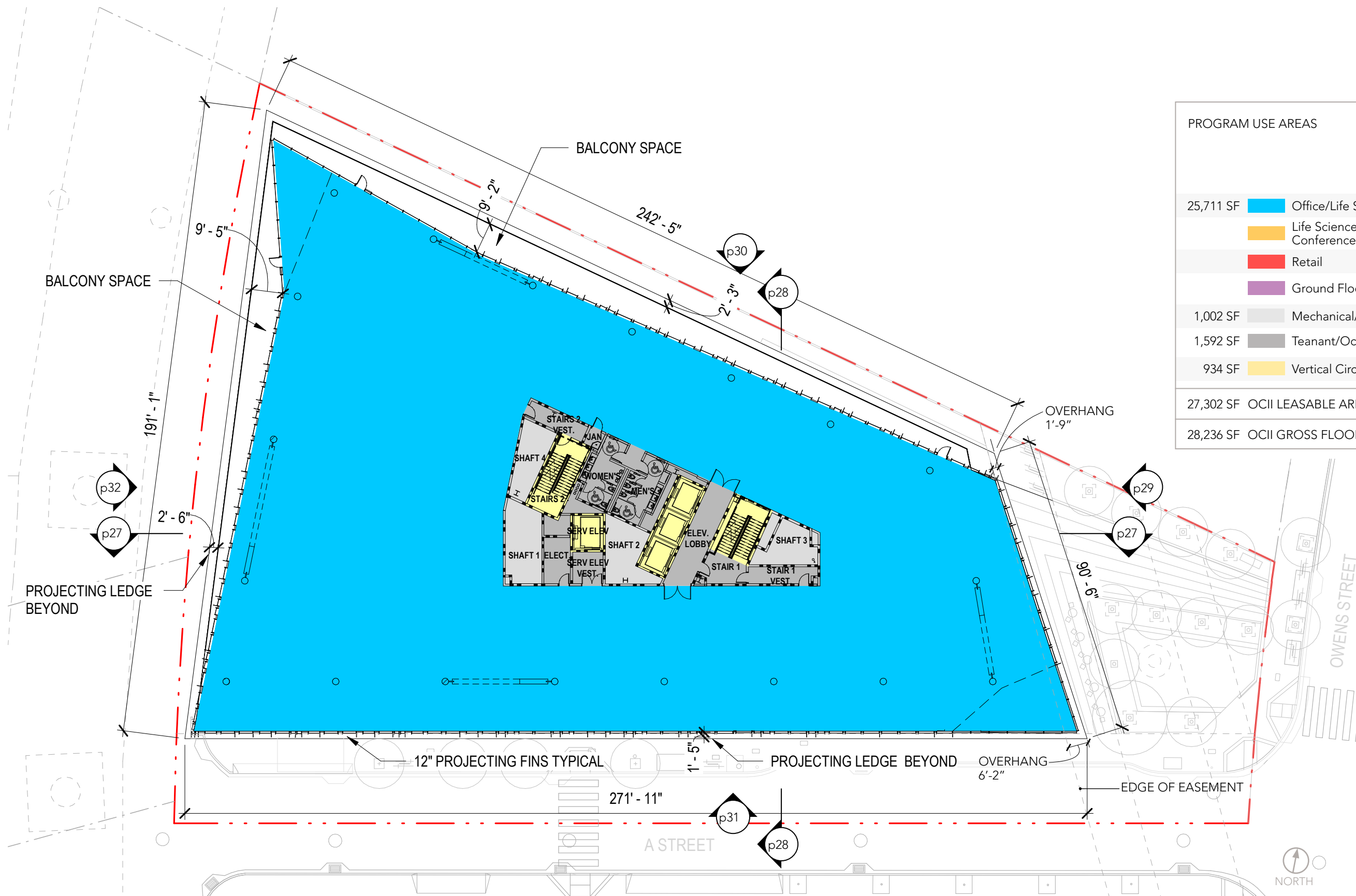


Level 2 Plan

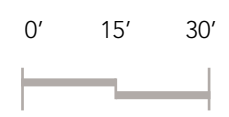


PROGRAM USE AREAS		Leasable Area	Gross Area
■	Office/Life Sciences	X	X
24,131 SF	■ Life Science Meeting/Conference Center	X	X
	■ Retail		
	■ Ground Floor Circulation/Service		
1,002 SF	■ Mechanical/Operational		
1,592 SF	■ Tenant/Occupant Support	X	X
934 SF	■ Vertical Circulation (BOMA 1996)		X
25,723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

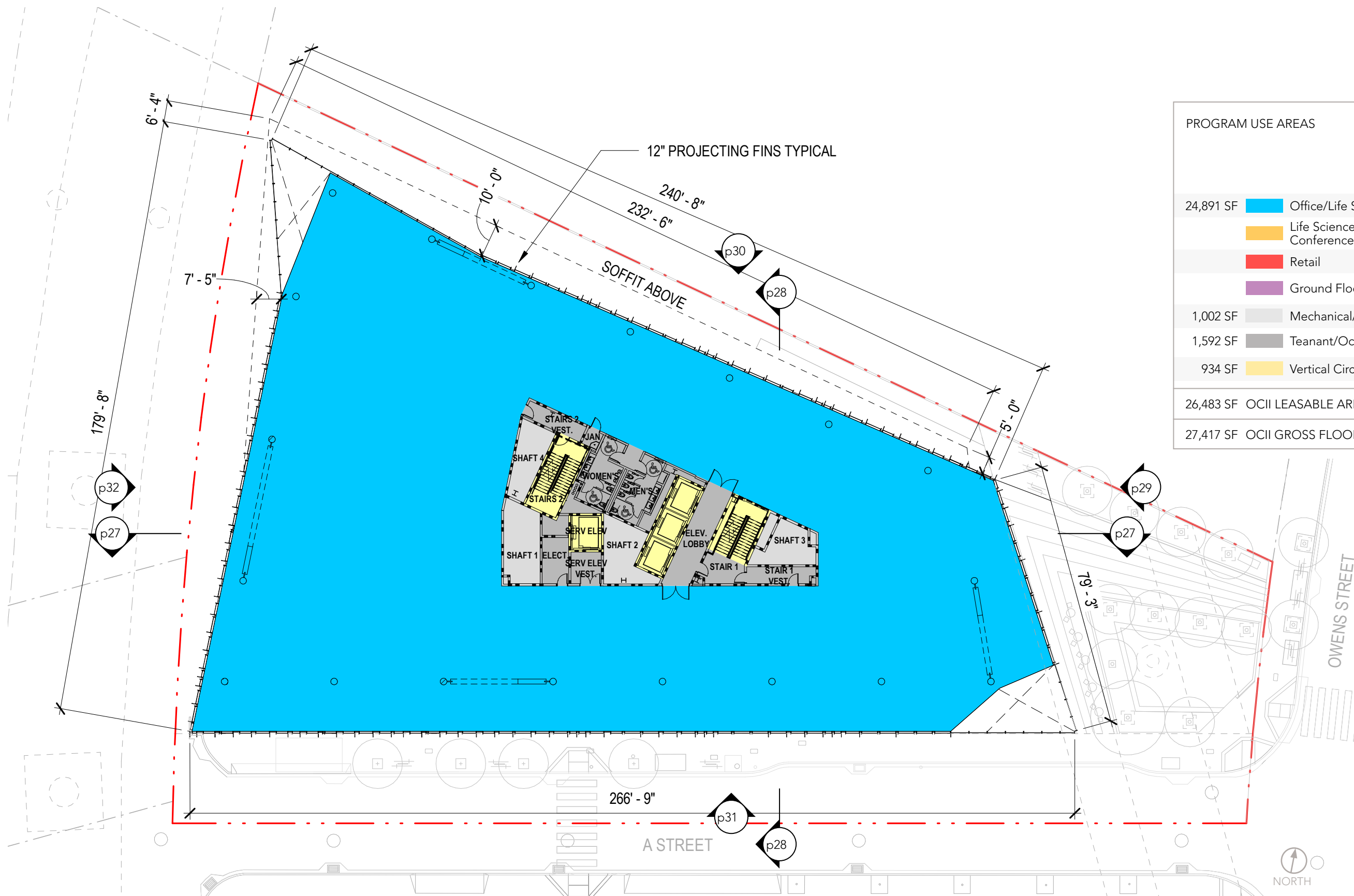
Level 3 Plan



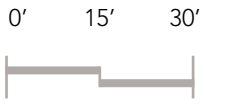
PROGRAM USE AREAS			Leasable Area	Gross Area
25,711 SF	Office/Life Sciences	X	X	
	Life Science Meeting/Conference Center	X	X	
	Retail			
	Ground Floor Circulation/Service			
1,002 SF	Mechanical/Operational			
1,592 SF	Tenant/Occupant Support	X	X	
934 SF	Vertical Circulation (BOMA 1996)		X	
27,302 SF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



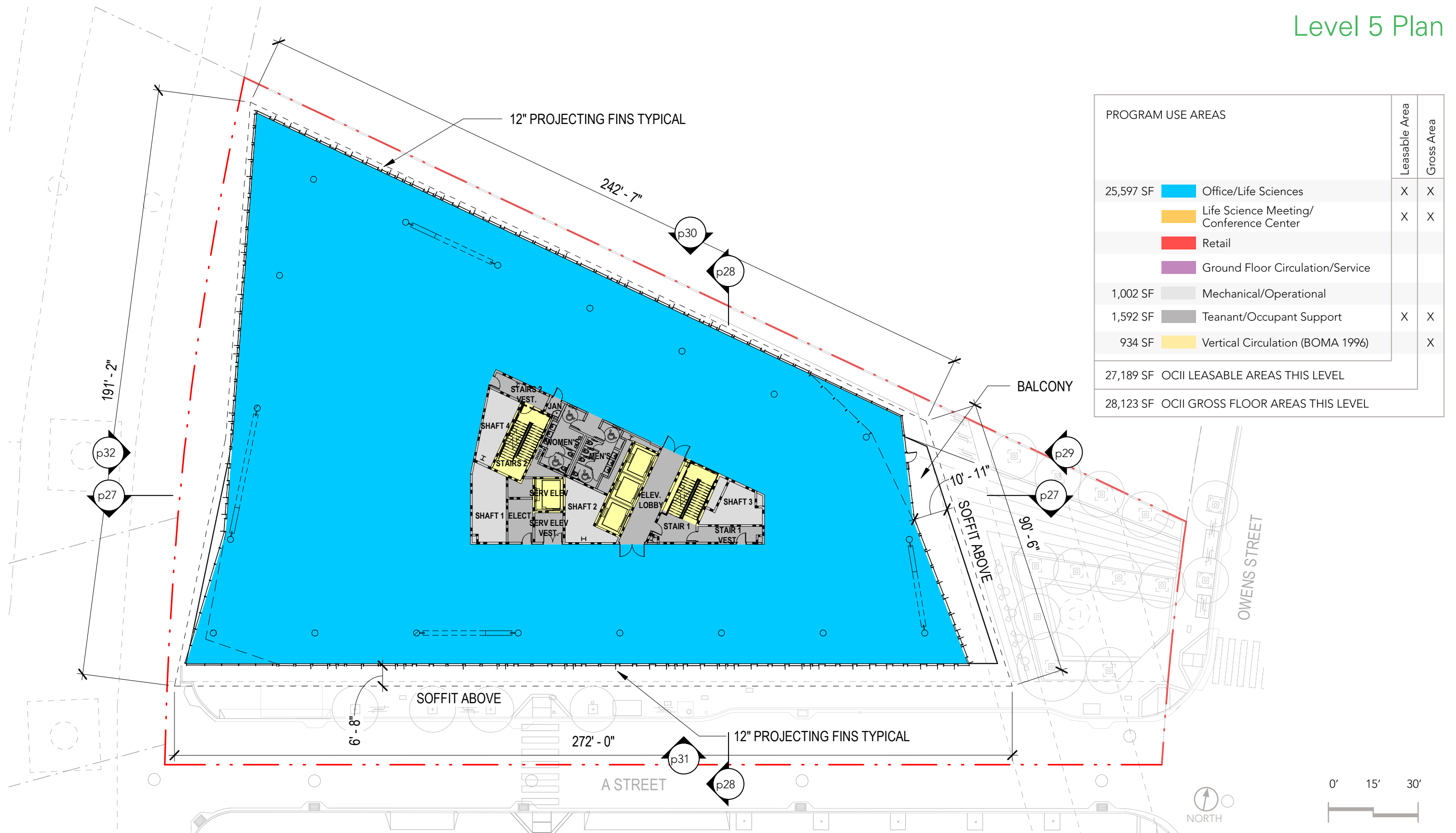
Level 4 Plan



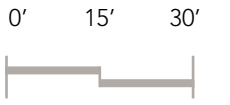
PROGRAM USE AREAS		Leasable Area	Gross Area
24,891 SF	Office/Life Sciences	X	X
	Life Science Meeting/Conference Center	X	X
	Retail		
	Ground Floor Circulation/Service		
1,002 SF	Mechanical/Operational		
1,592 SF	Teasant/Occupant Support	X	X
934 SF	Vertical Circulation (BOMA 1996)		X
26,483 SF OCII LEASABLE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



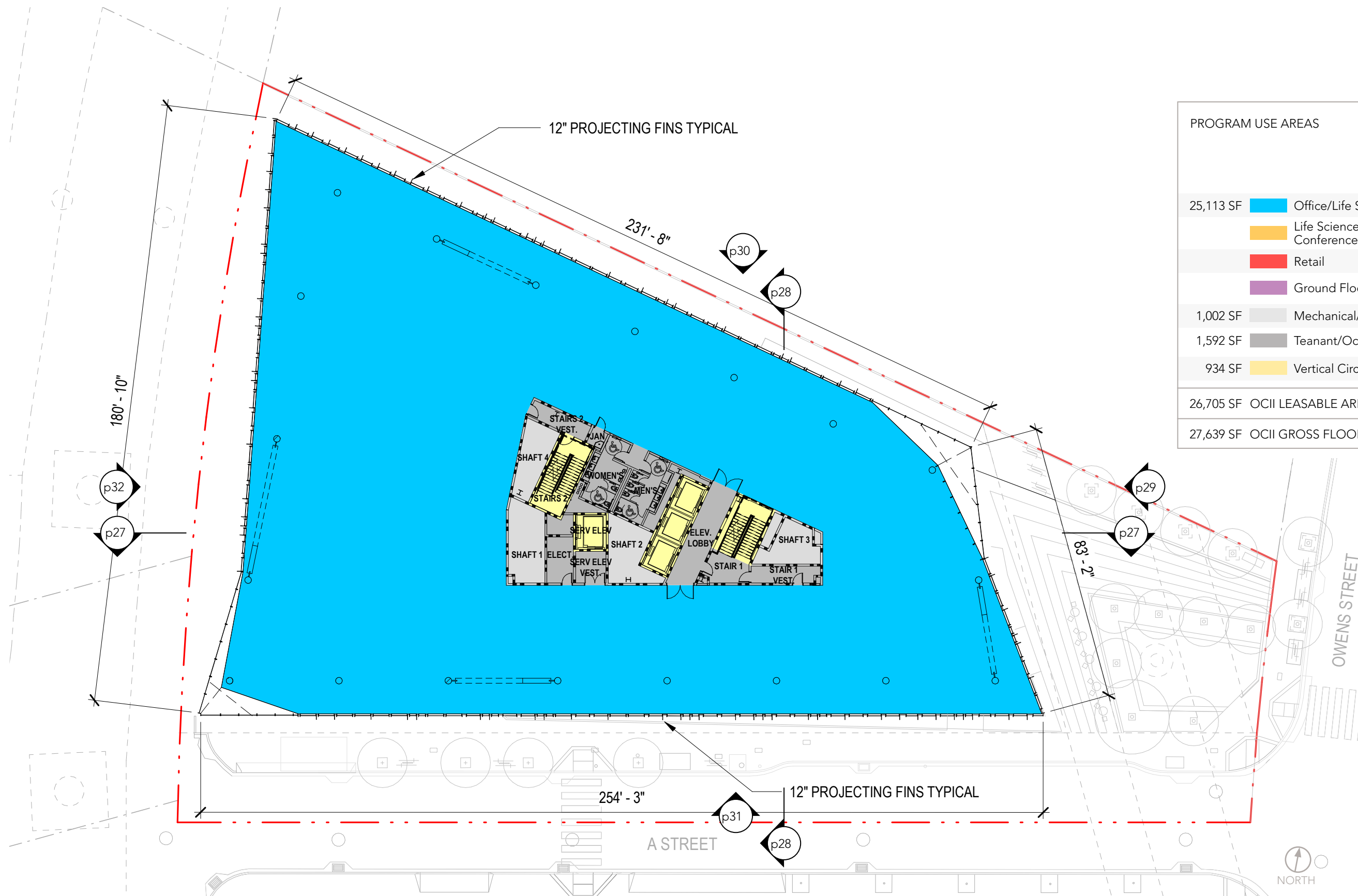
Level 5 Plan



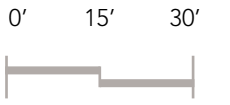
PROGRAM USE AREAS		Leasable Area	Gross Area
25,597 SF	Office/Life Sciences	X	X
	Life Science Meeting/Conference Center	X	X
	Retail		
	Ground Floor Circulation/Service		
1,002 SF	Mechanical/Operational		
1,592 SF	Tenant/Occupant Support	X	X
934 SF	Vertical Circulation (BOMA 1996)		X
27,189 SF OCII LEASABLE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



Level 6 Plan



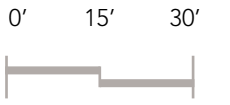
PROGRAM USE AREAS		Leasable Area	Gross Area
25,113 SF	Office/Life Sciences	X	X
	Life Science Meeting/Conference Center	X	X
	Retail		
	Ground Floor Circulation/Service		
1,002 SF	Mechanical/Operational		
1,592 SF	Tenant/Occupant Support	X	X
934 SF	Vertical Circulation (BOMA 1996)		X
26,705 SF OCII LEASABLE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

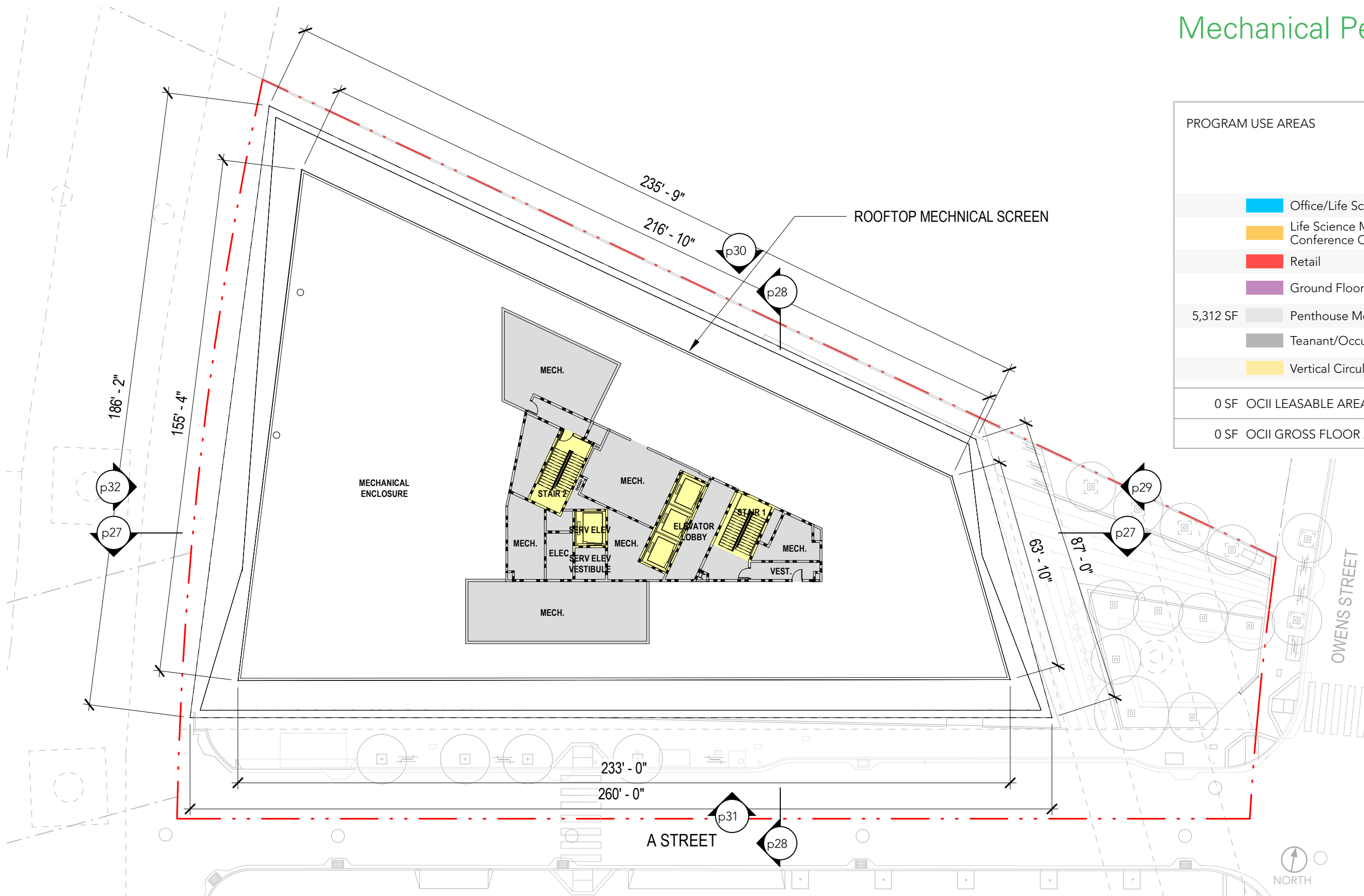


Level 7 Plan

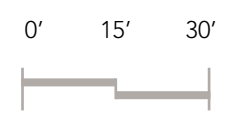


PROGRAM USE AREAS			Leasable Area	Gross Area
25,100 SF	Office/Life Sciences	X	X	
	Life Science Meeting/Conference Center	X	X	
	Retail			
	Ground Floor Circulation/Service			
1,002 SF	Mechanical/Operational			
1,592 SF	Tenant/Occupant Support	X	X	
934 SF	Vertical Circulation (BOMA 1996)		X	
26,692 SF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

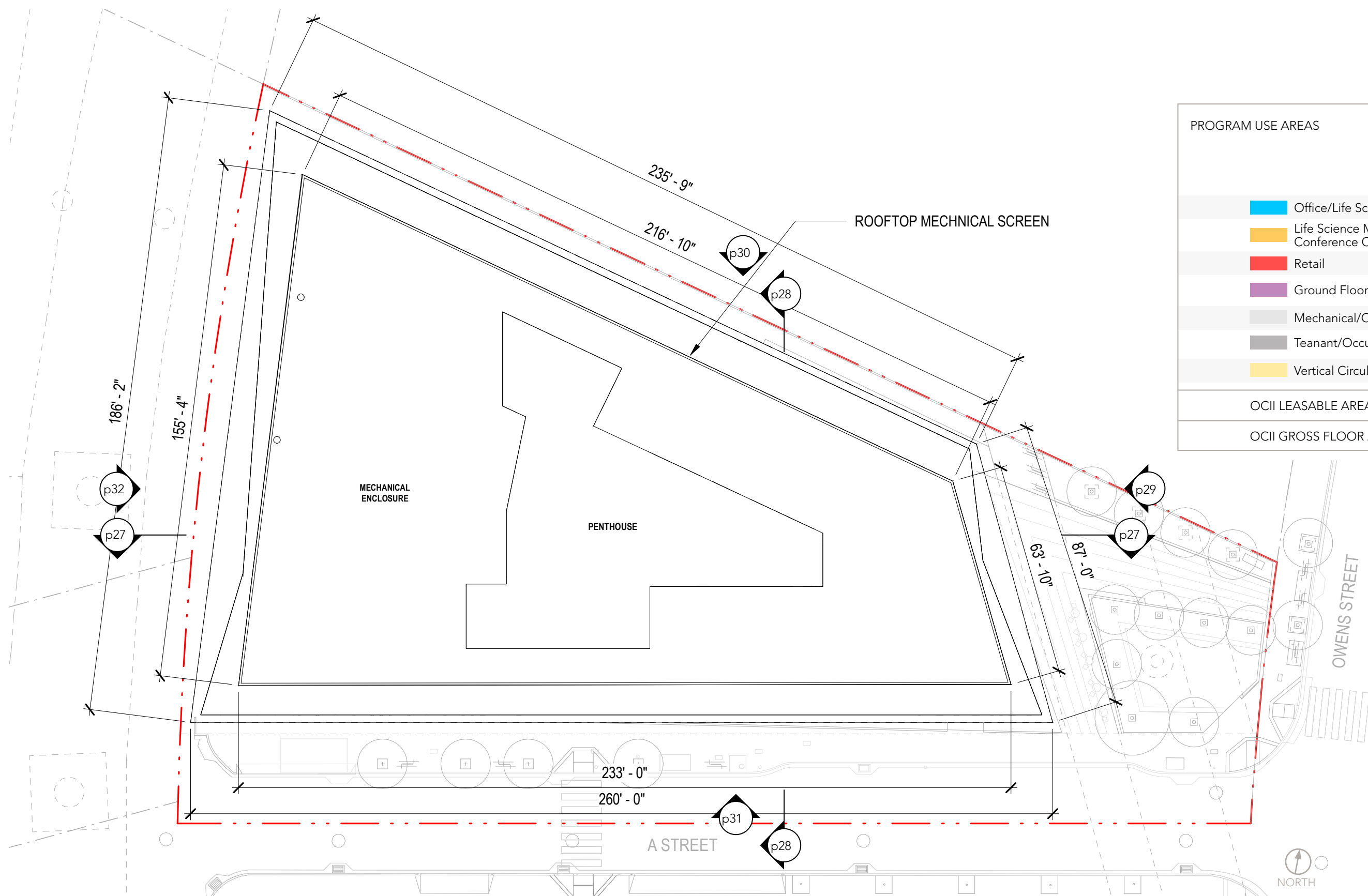




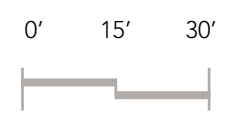
PROGRAM USE AREAS		Leasable Area	Gross Area
■	Office/Life Sciences	X	X
■	Life Science Meeting/Conference Center	X	X
■	Retail		
■	Ground Floor Circulation/Service		
5,312 SF	Penthouse Mechanical		
■	Tenant/Occupant Support	X	X
■	Vertical Circulation (BOMA 1996)		X
0 SF OCII LEASABLE AREAS THIS LEVEL	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



Roof Plan



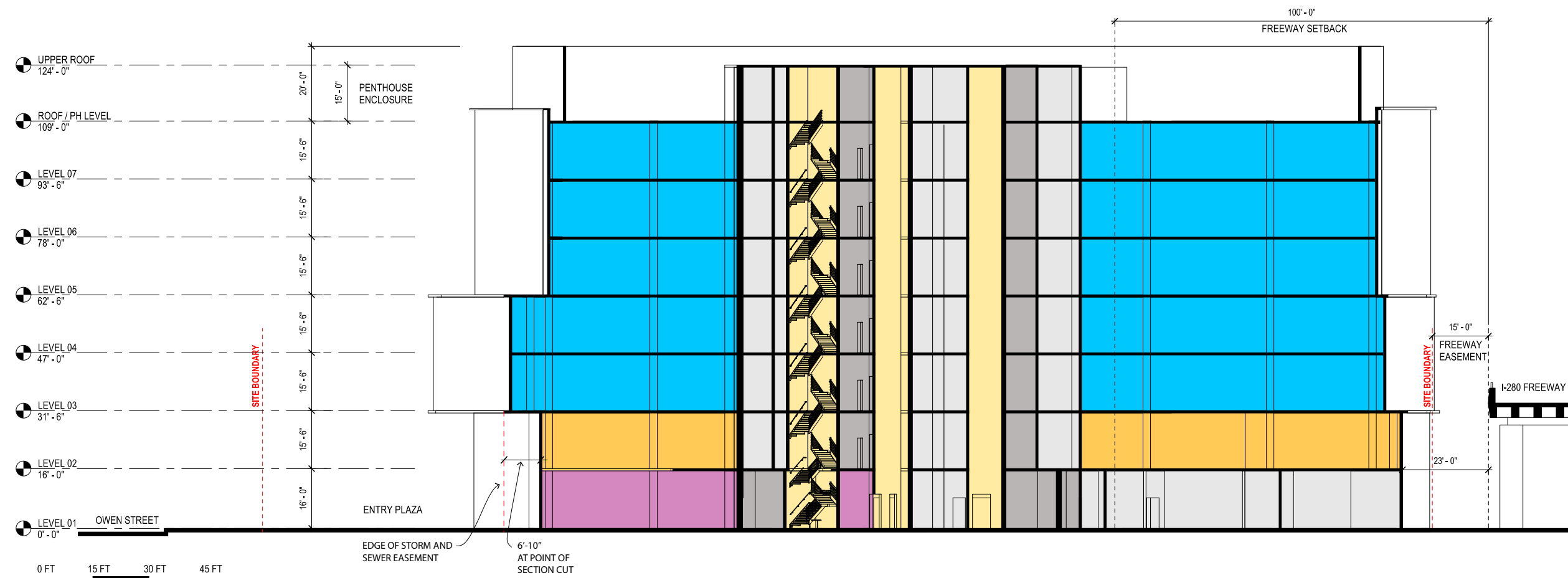
PROGRAM USE AREAS		Leasable Area	Gross Area
■	Office/Life Sciences	X	X
■	Life Science Meeting/Conference Center	X	X
■	Retail		
■	Ground Floor Circulation/Service		
■	Mechanical/Operational		
■	Tenant/Occupant Support	X	X
■	Vertical Circulation (BOMA 1996)		X
OCII LEASABLE AREAS THIS LEVEL			
OCII GROSS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



East-West Building Section Through Core

PROGRAM USE AREAS

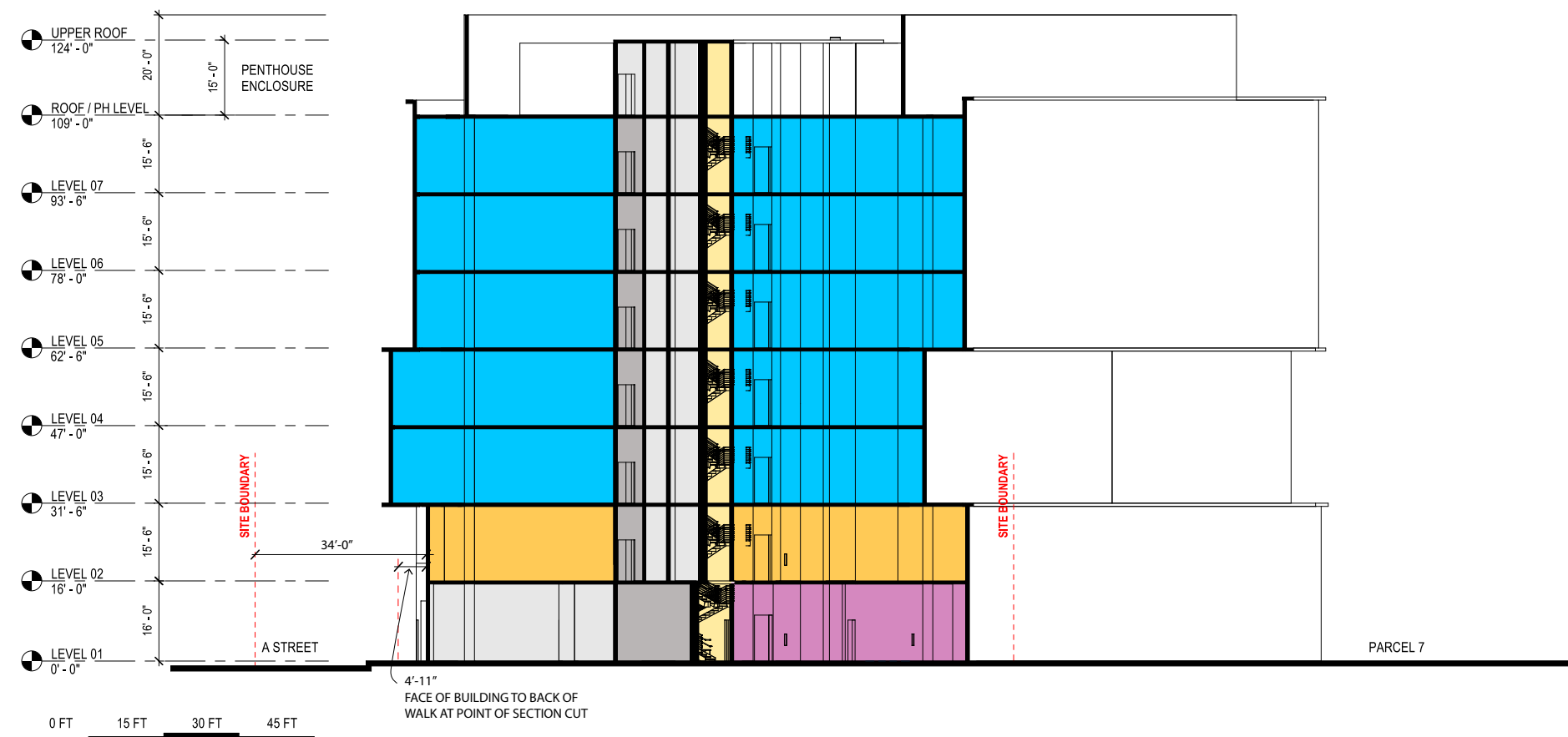
- Office/Life Sciences
- Life Science Meeting/Conference Center
- Retail
- Ground Floor Circulation/Service
- Mechanical/Operational
- Teanant/Occupant Support
- Vertical Circulation (BOMA 1996)



North-South Building Section Through Core

PROGRAM USE AREAS

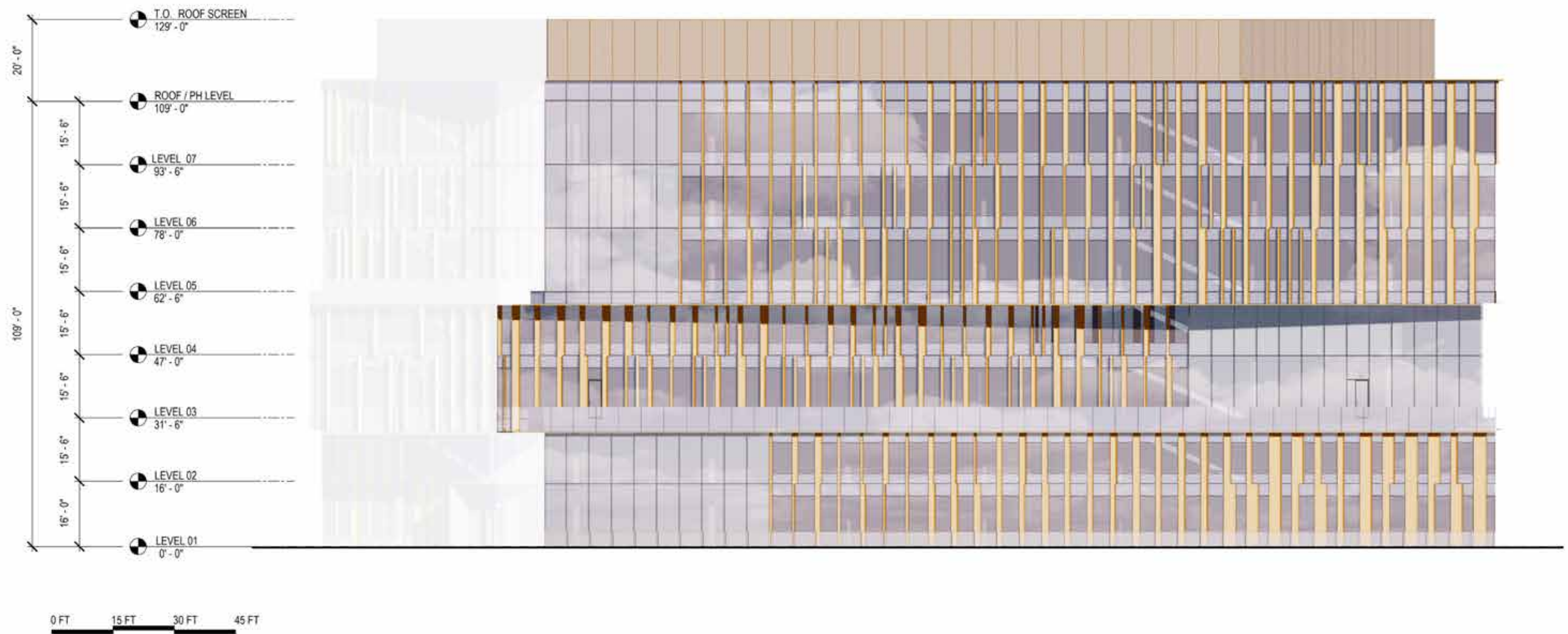
- Office/Life Sciences
- Life Science Meeting/Conference Center
- Retail
- Ground Floor Circulation/Service
- Mechanical/Operational
- Teanant/Occupant Support
- Vertical Circulation (BOMA 1996)



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



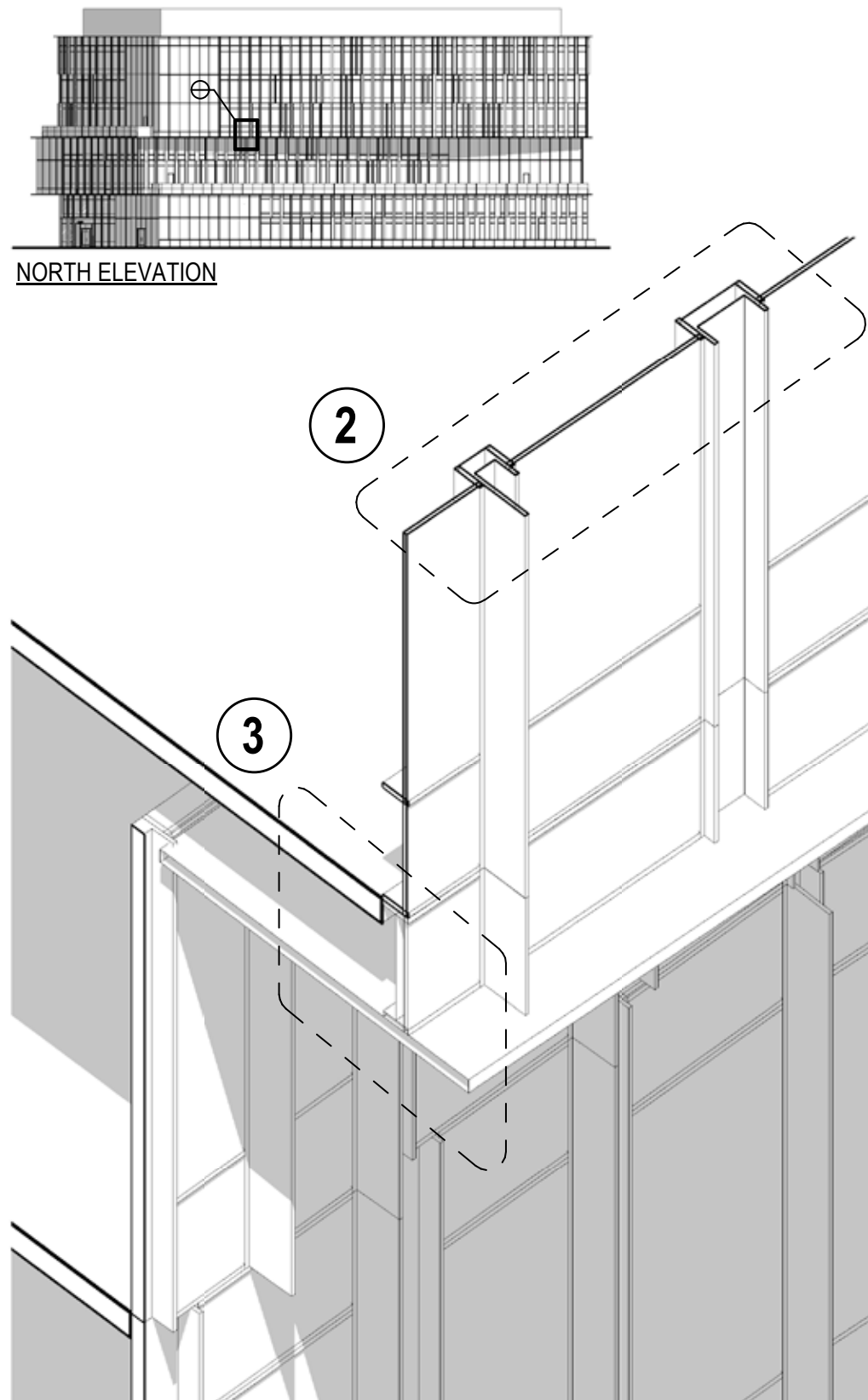
Illustrative Rendering, View From the I-280 Freeway, Looking North



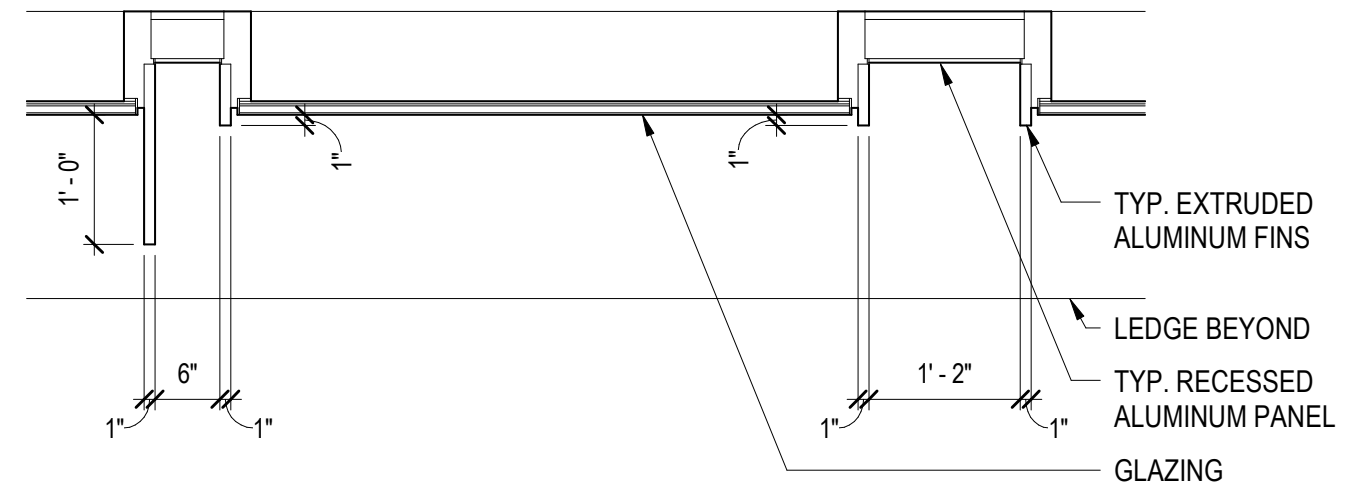
Illustrative Rendering, View At Entry Plaza



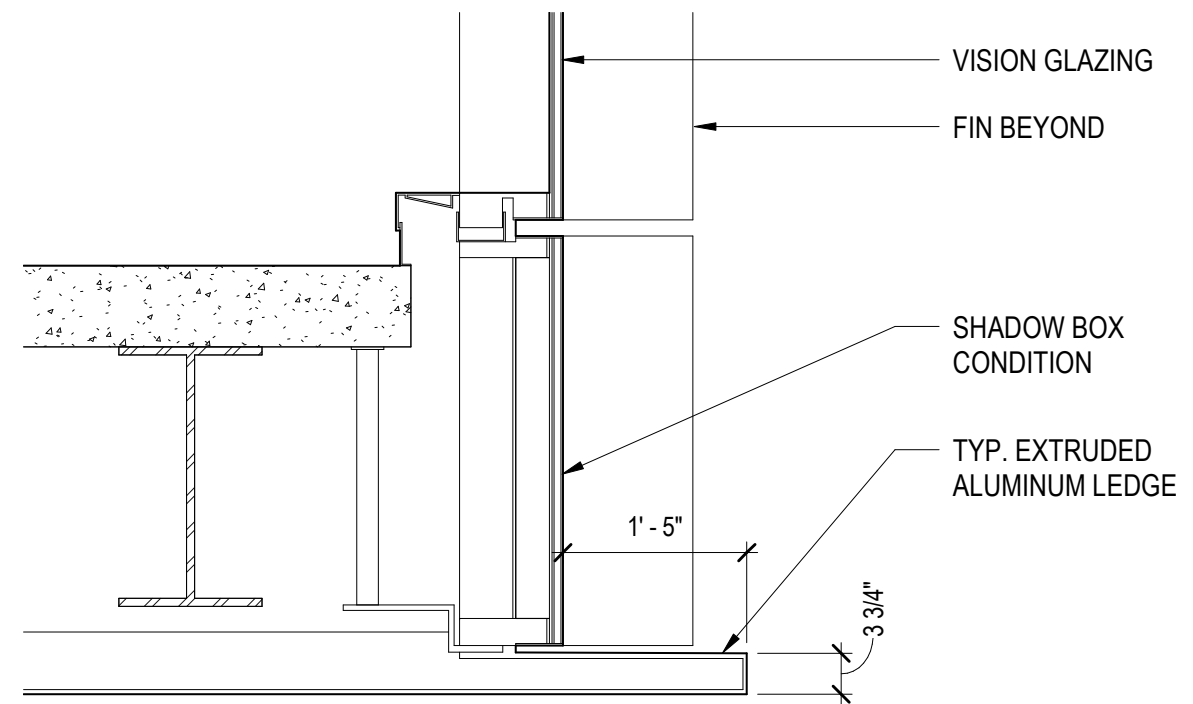
Facade Details



1 WALL SECTION ISOMETRIC
SCALE: NTS

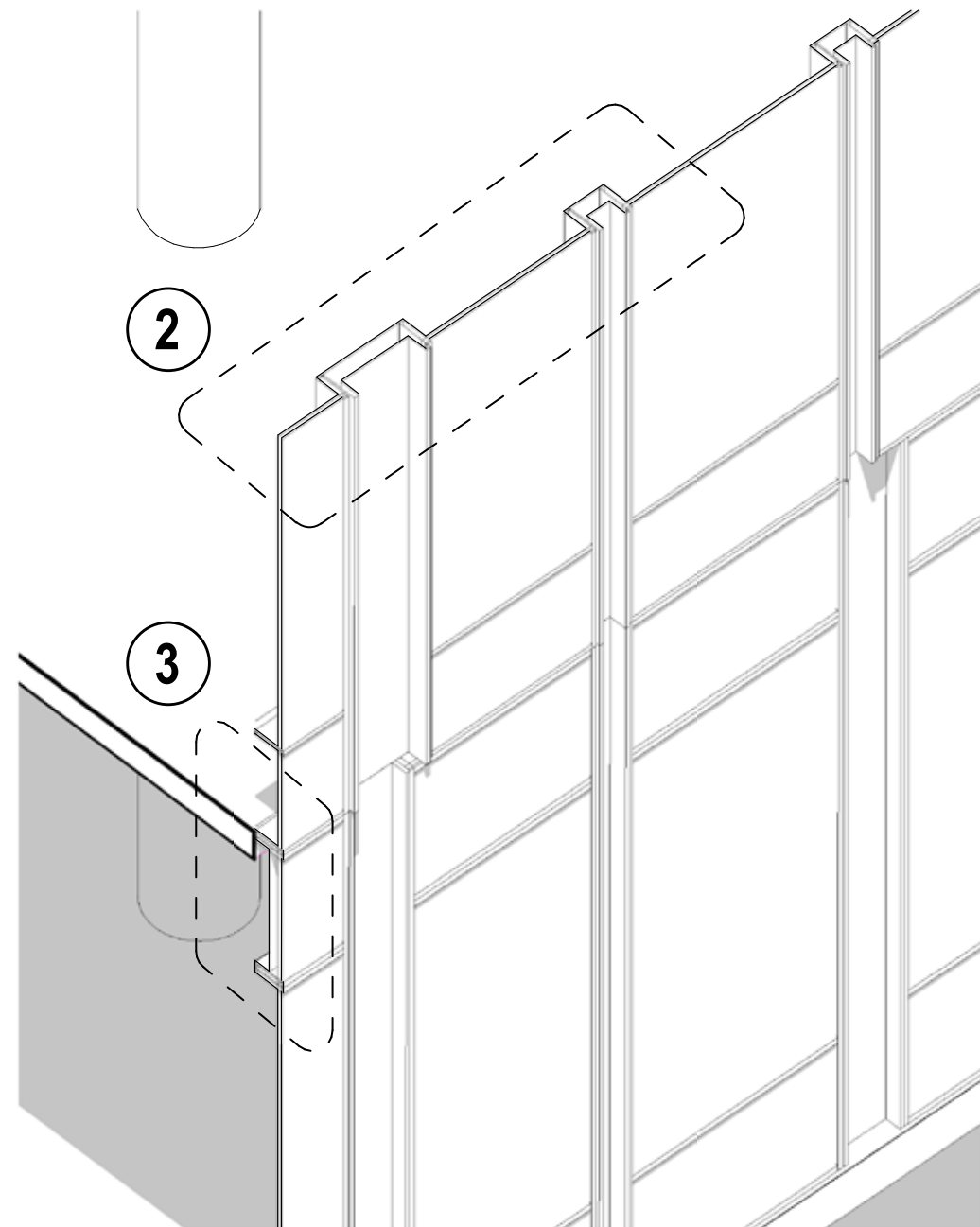
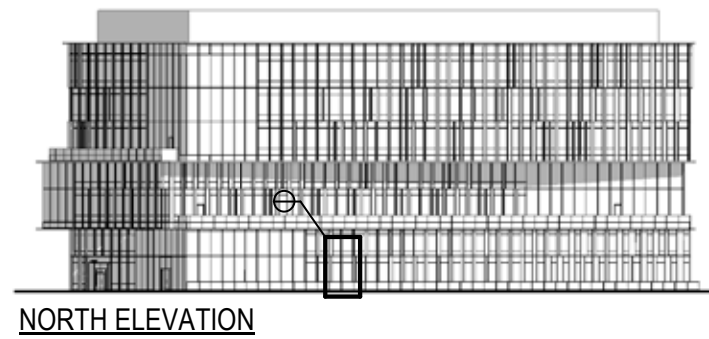


2 PLAN DETAIL - TYPICAL RECESSED PANELS AND FINNS
SCALE: 3/4" = 1'-0"

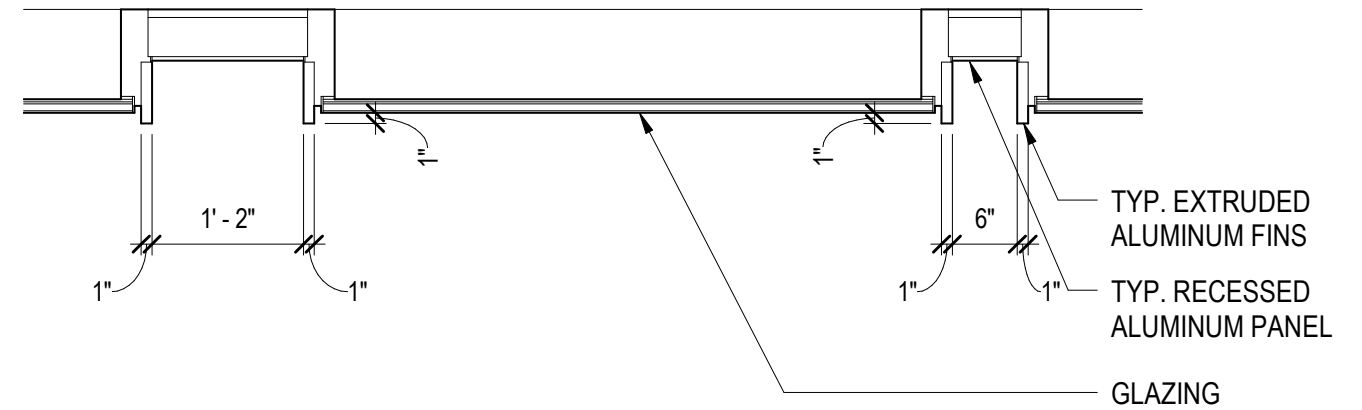


3 SECTION DETAIL - TYPICAL LEDGE TRIM
SCALE: 3/4" = 1'-0"

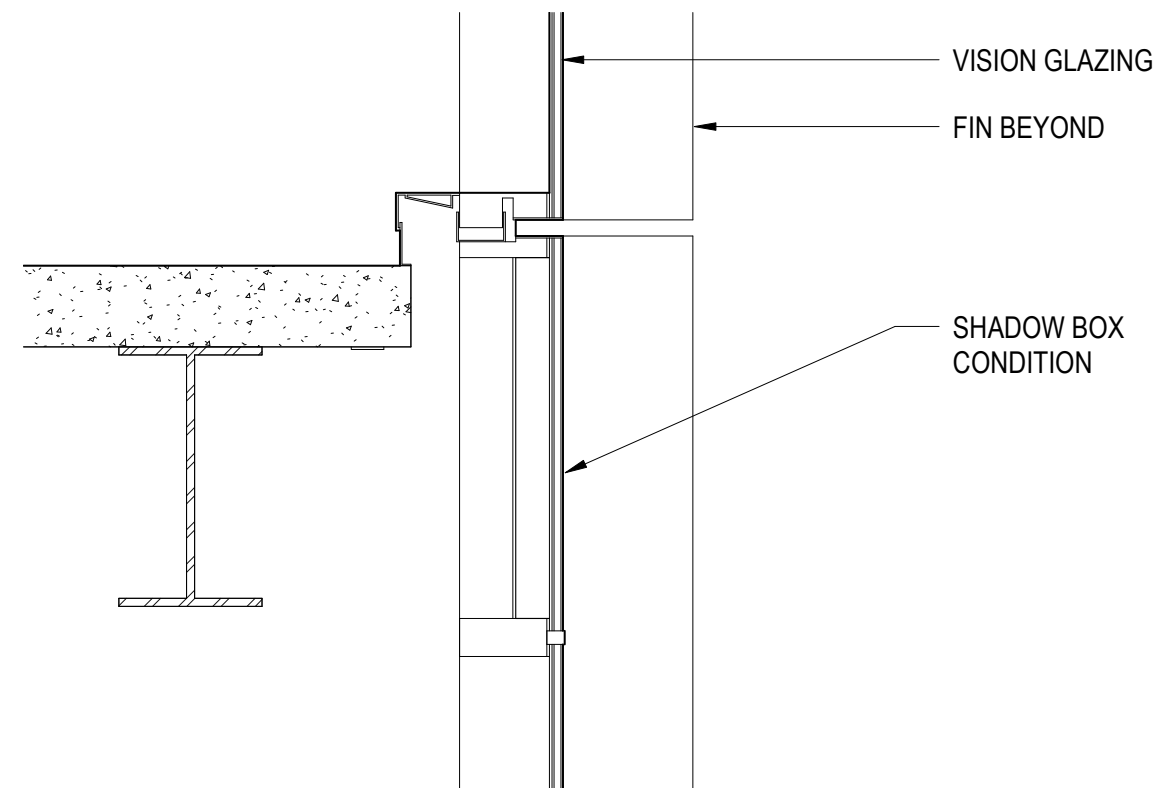
Facade Details



1 WALL SECTION ISOMETRIC, LOWER LEVELS
SCALE: NTS

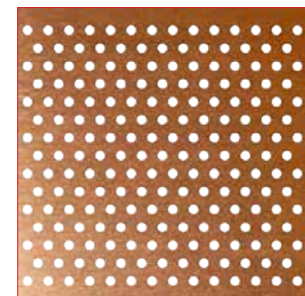


2 PLAN DETAIL - TYPICAL RECESSED PANELS AT LOWER LEVELS
SCALE: 3/4" = 1'-0"



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

Samples of Building Materials



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



3
Railing: Low-Iron Laminated Glass



1
Upper Level Glazing (North Excluded): Halio Glass



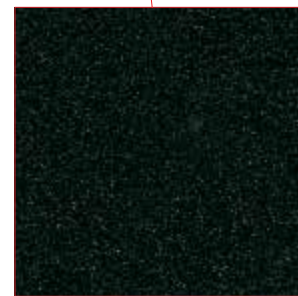
2
Shadow Box: Glass Coating to Match Upper Level North Glazing Solarban 60 Custom Paint for Shadow Box



7
Fin/Reveal/Ledge: Powder Coating Aluminum Copper Finish



8
Grand Entry Canopy: Precast Concrete



5
Entry/Terrace/Internal Corridor/Transformer Room/West Ground Door Frame: To Match Curtain Wall



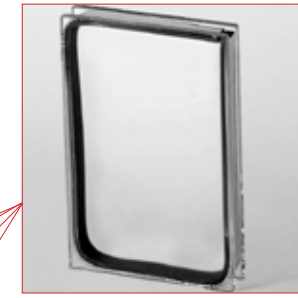
6
Curtain Wall Mullion: Powder Coating Aluminum Custom Metallic Black Finish



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



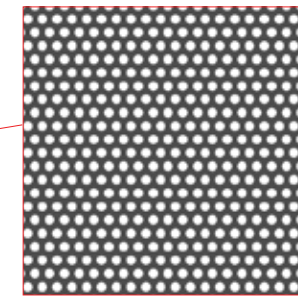
3
Upper Level North Glazing: Solarban 60



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

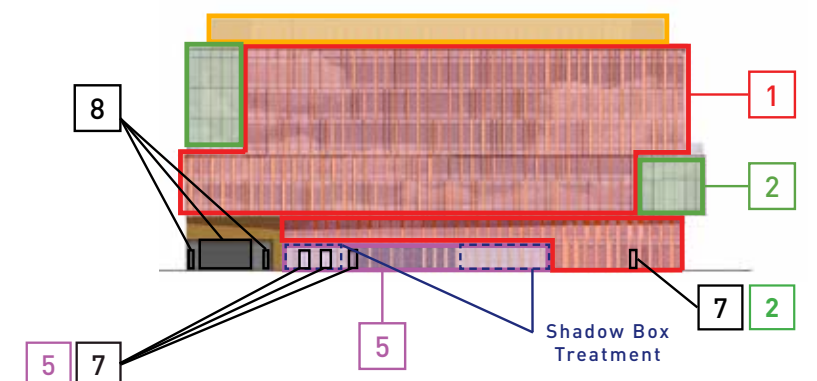


5
Ground Floor Glazing Treatment and Internal Corridor Full-Lite Glass Door: Full-Lite Acid Etch Glass

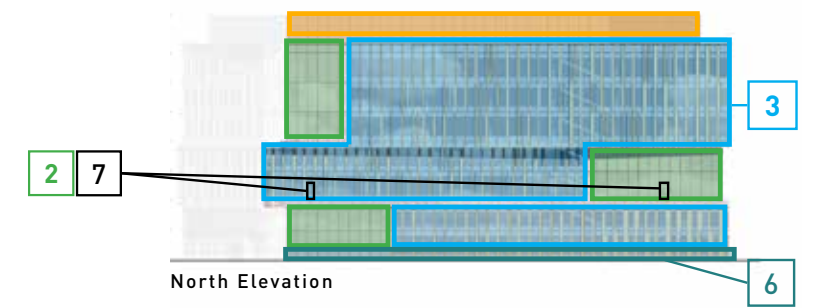


6
Fence: Perforated Powder Coating Aluminum Panel

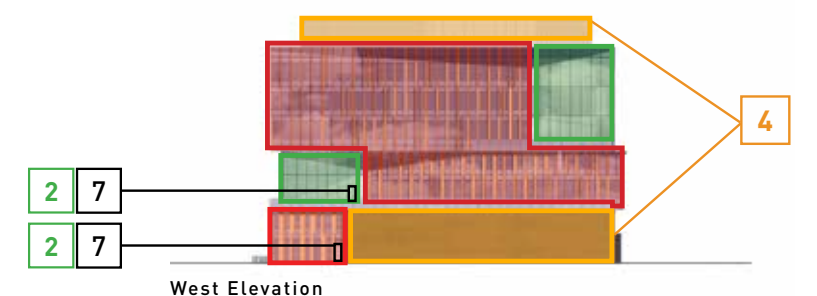
GLASS & DOOR TYPES



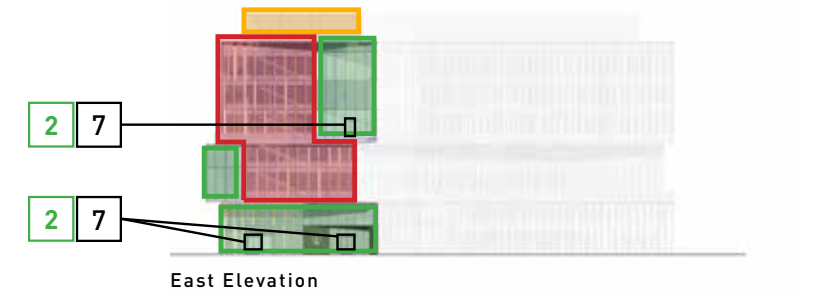
South Elevation



North Elevation



West Elevation

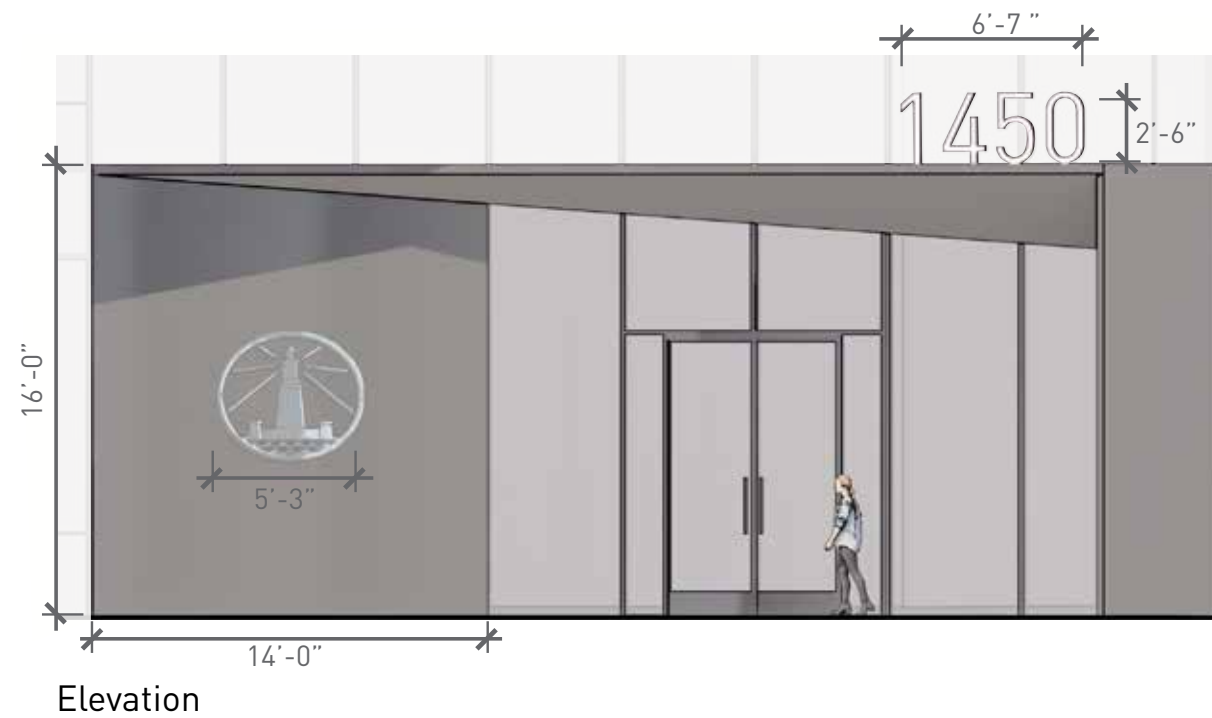
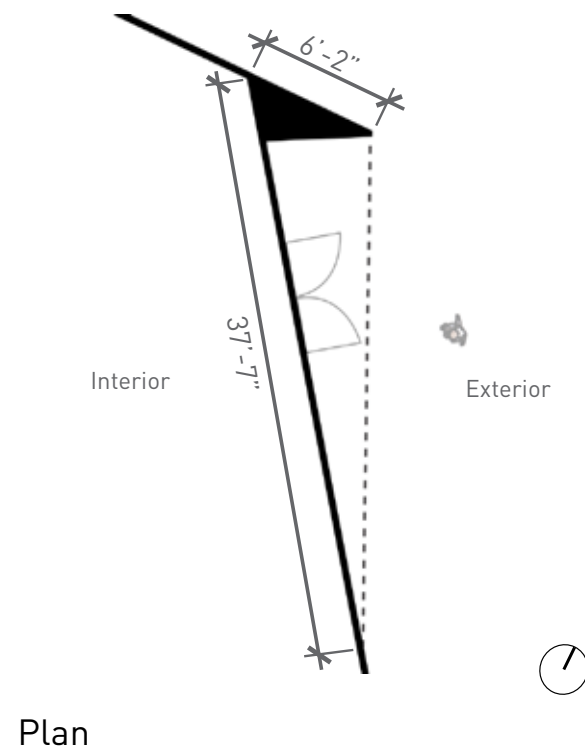
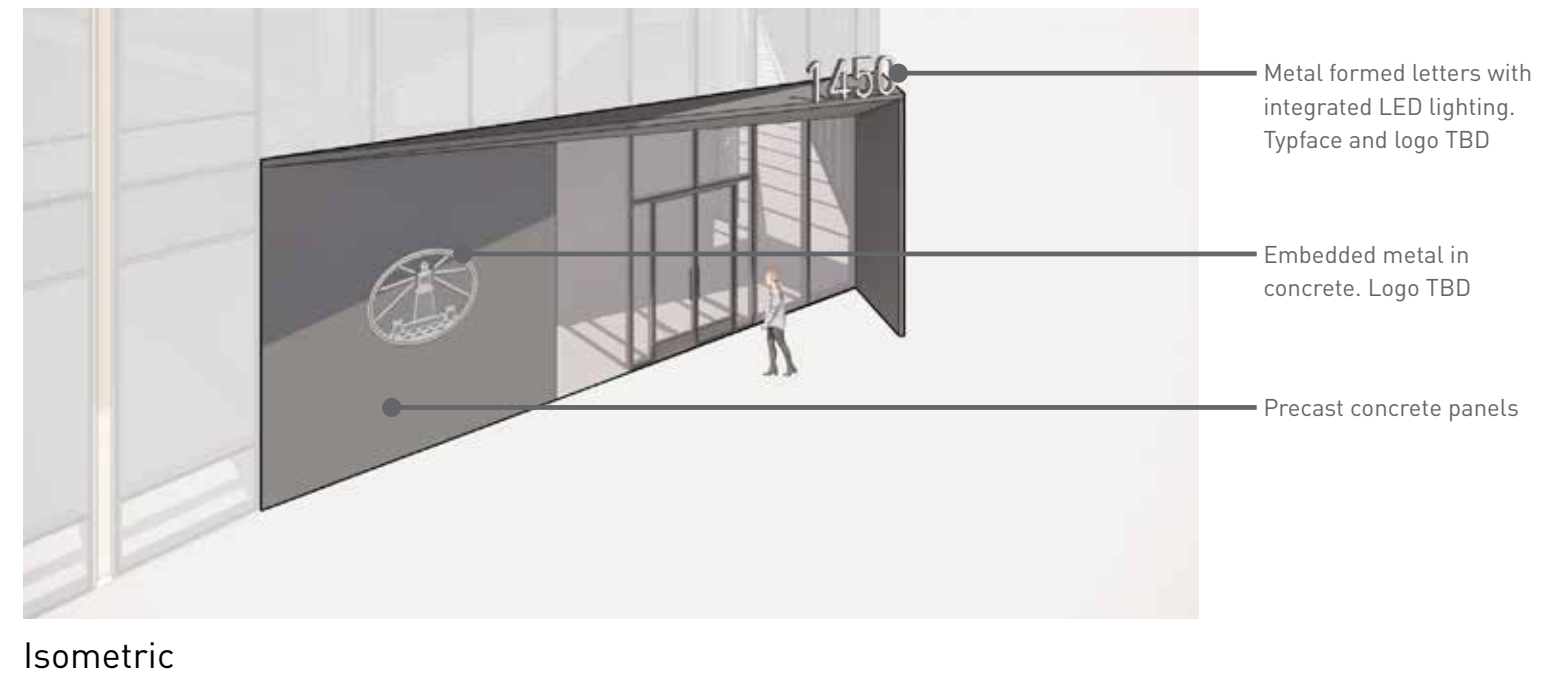
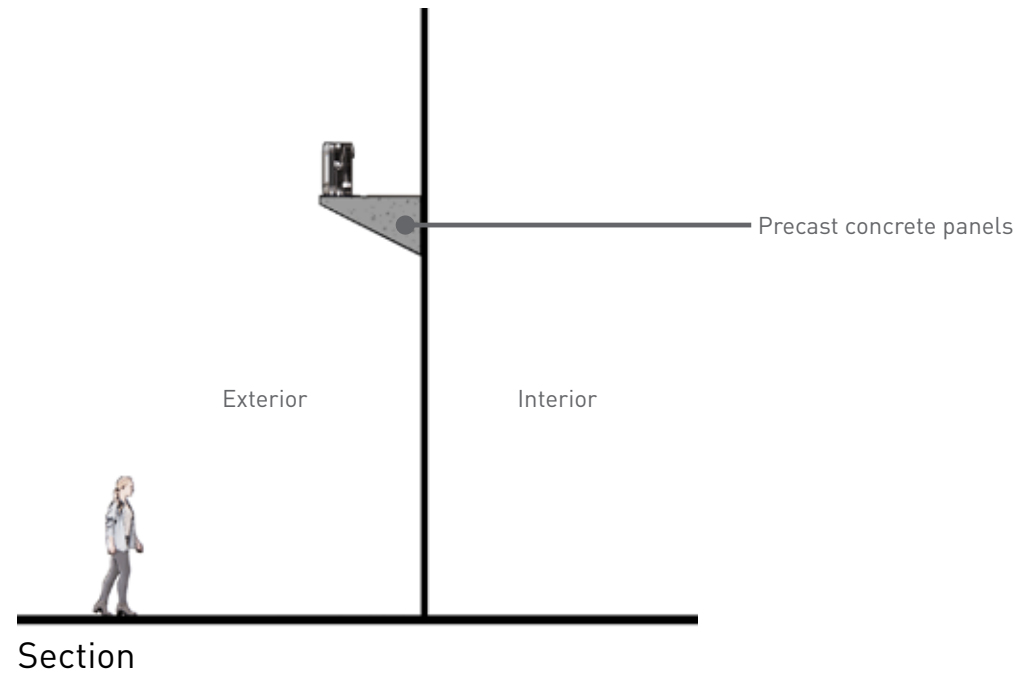


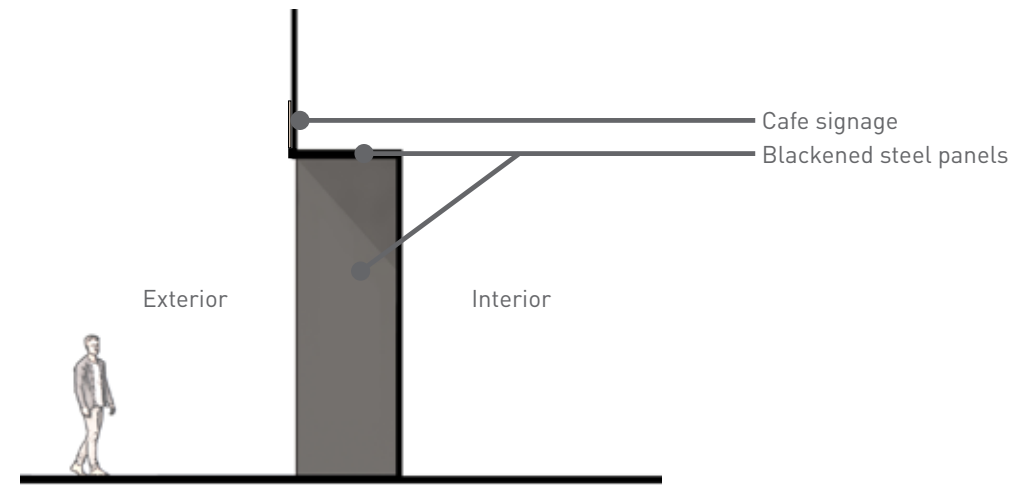
East Elevation

Samples of Building Materials

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Building Entry Signage Concept

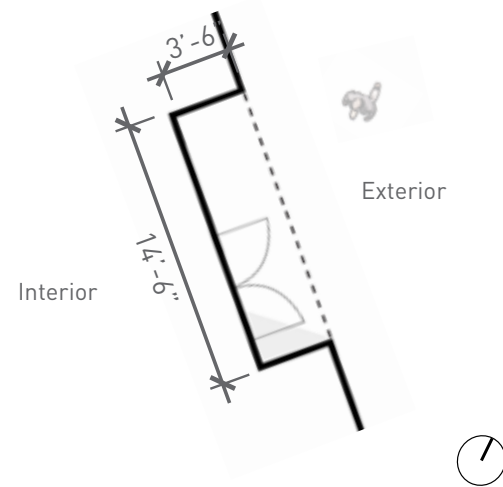




Section



Isometric



Plan



Elevation

Site View: From De Haro St & Southern Heights Ave





Site View: From Nelson Rising Lane

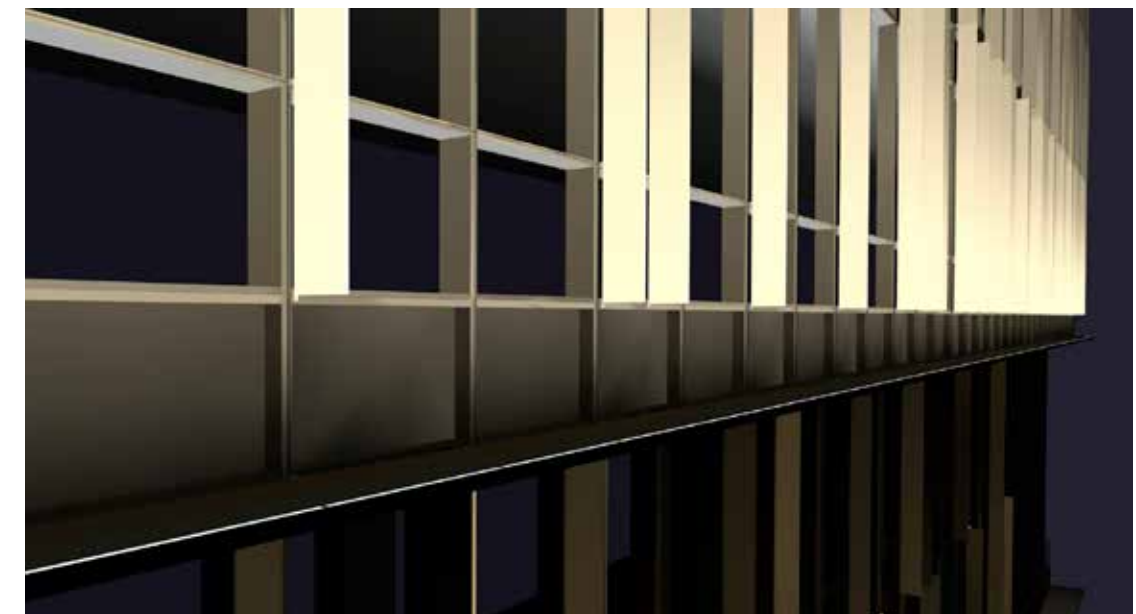
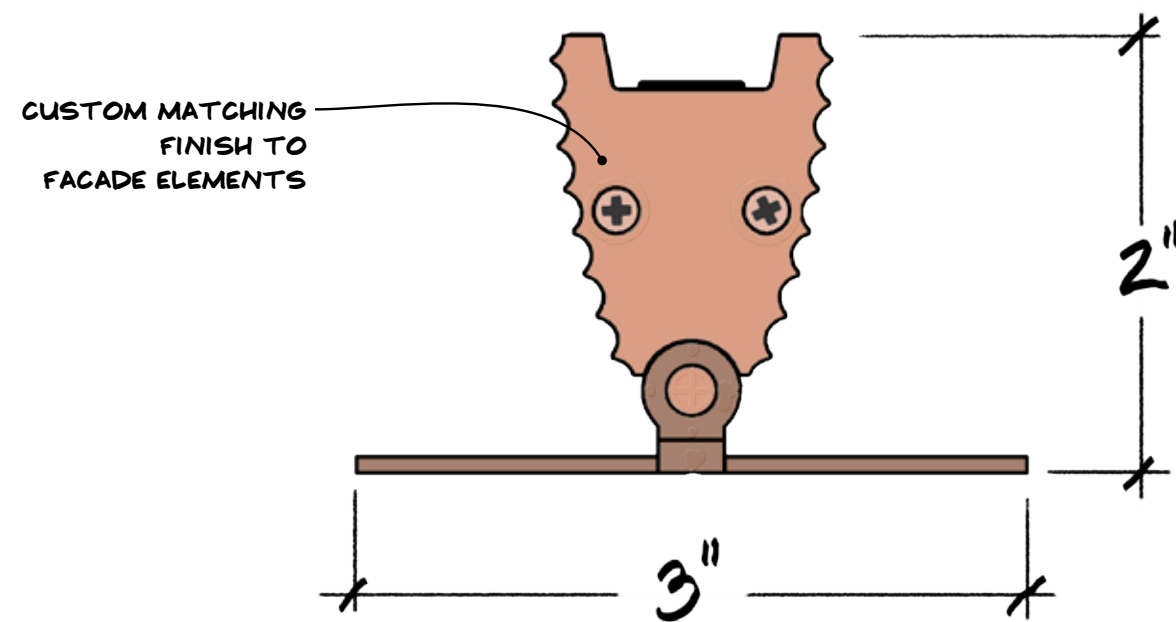
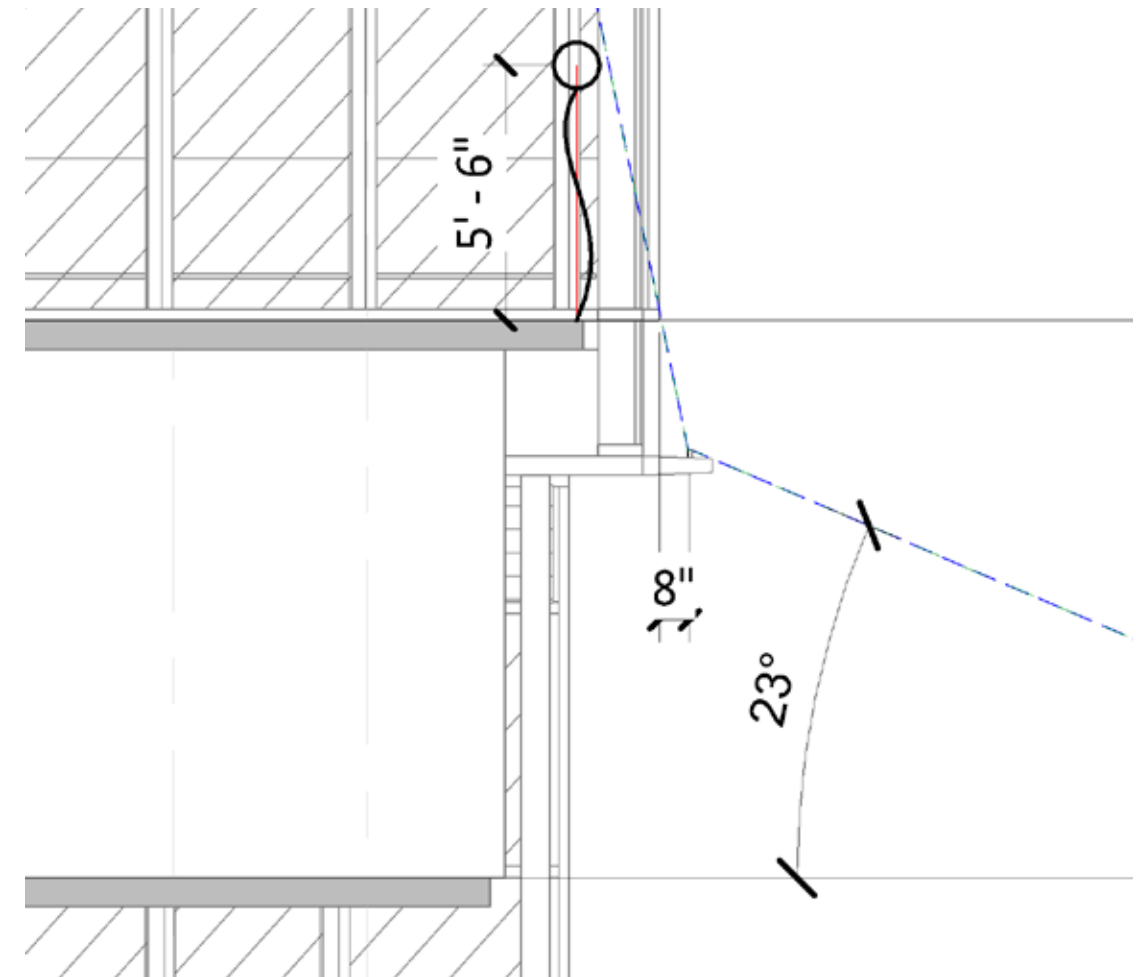
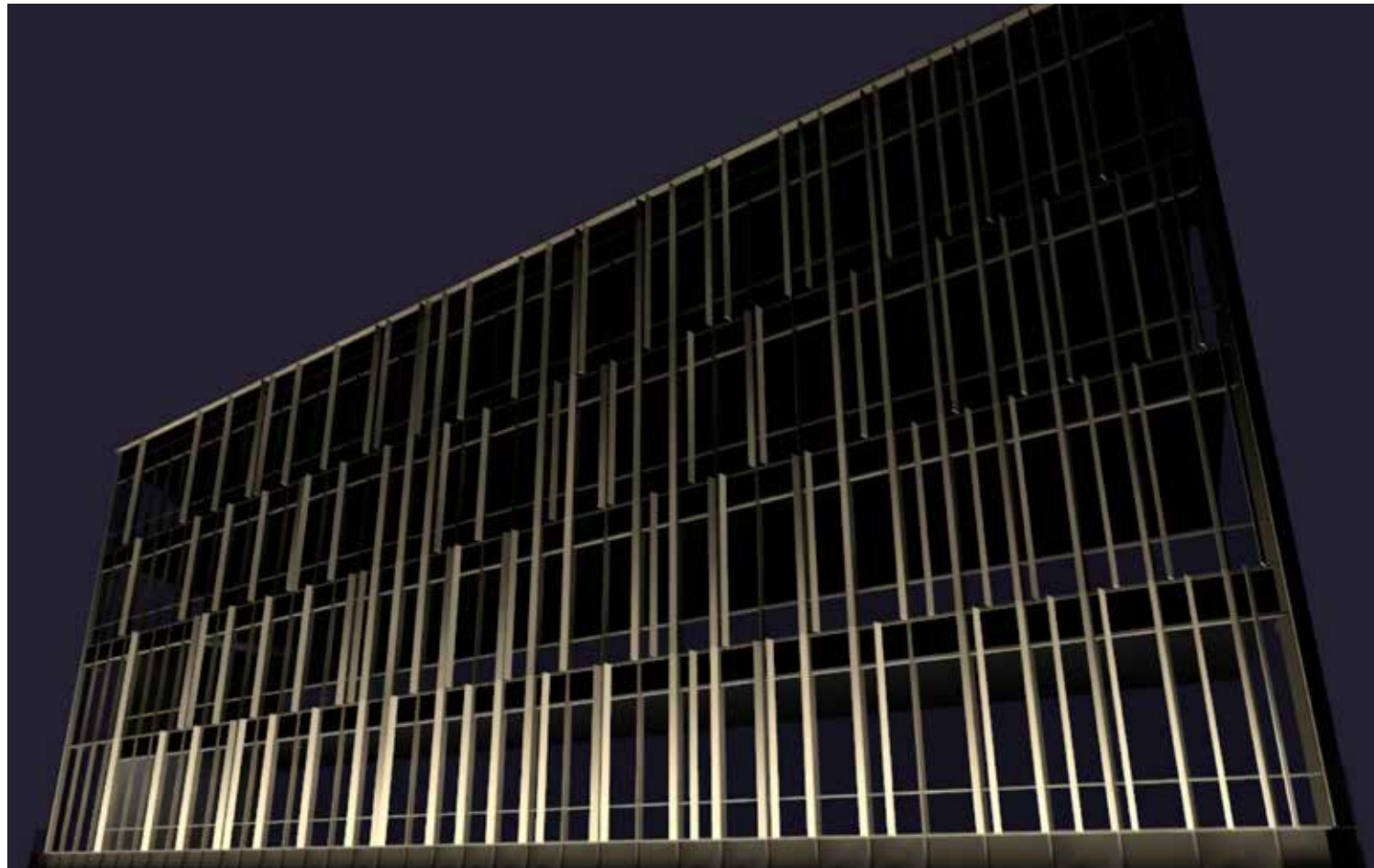


Exterior Lighting Concept



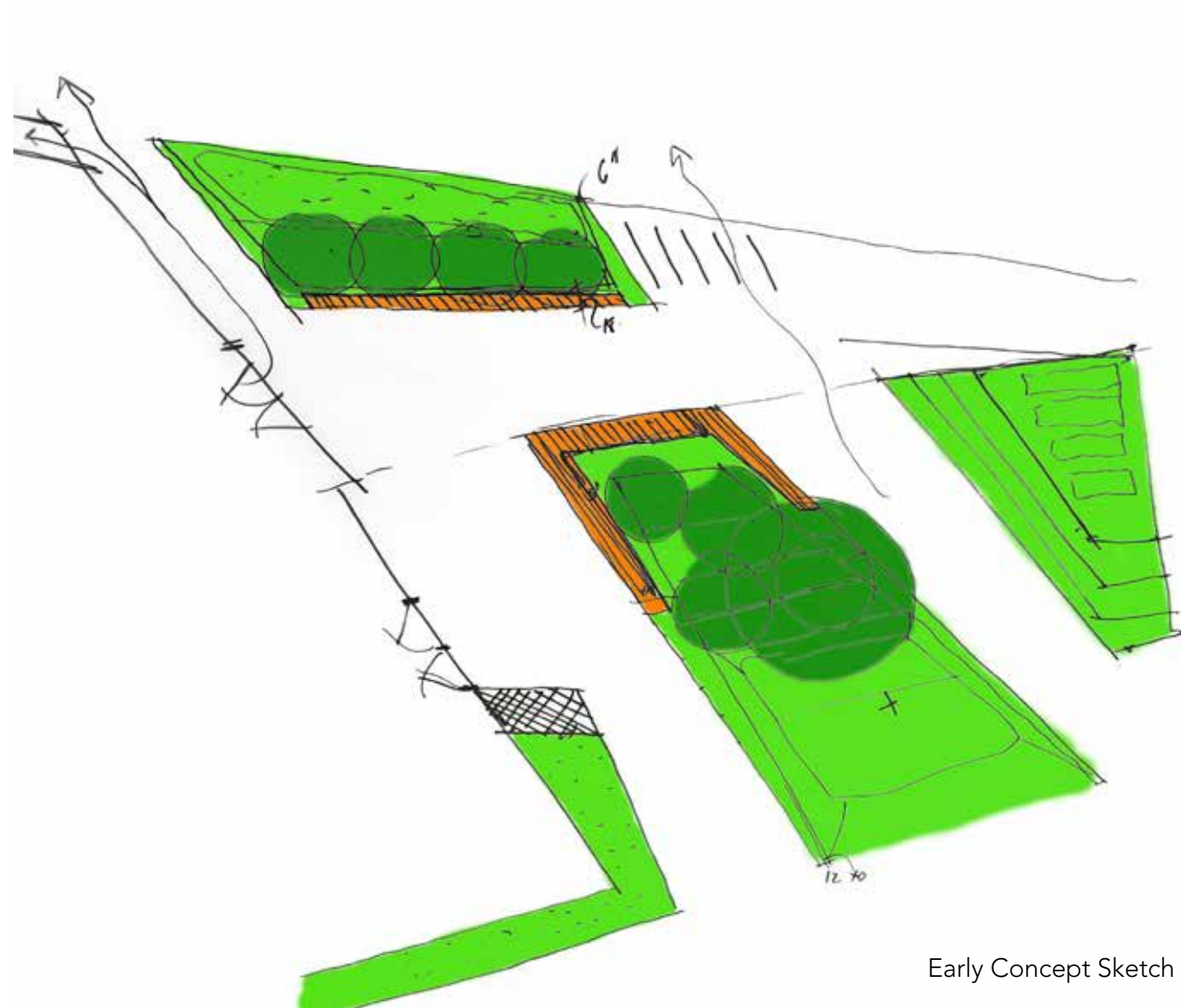
- 1 Facade Uplighting:** Linear fixtures surface mounted to the ledges, which illuminate protruding fins with a shielded grazing light
- 2 Cutout Boxes:** Internally illuminated forms emphasize the void created by these multi-height spaces
- 3 Entry Portal:** Uplighting creates a dramatic focal point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

Exterior Lighting Concept - Detail



Linear Uplight Mounting Details

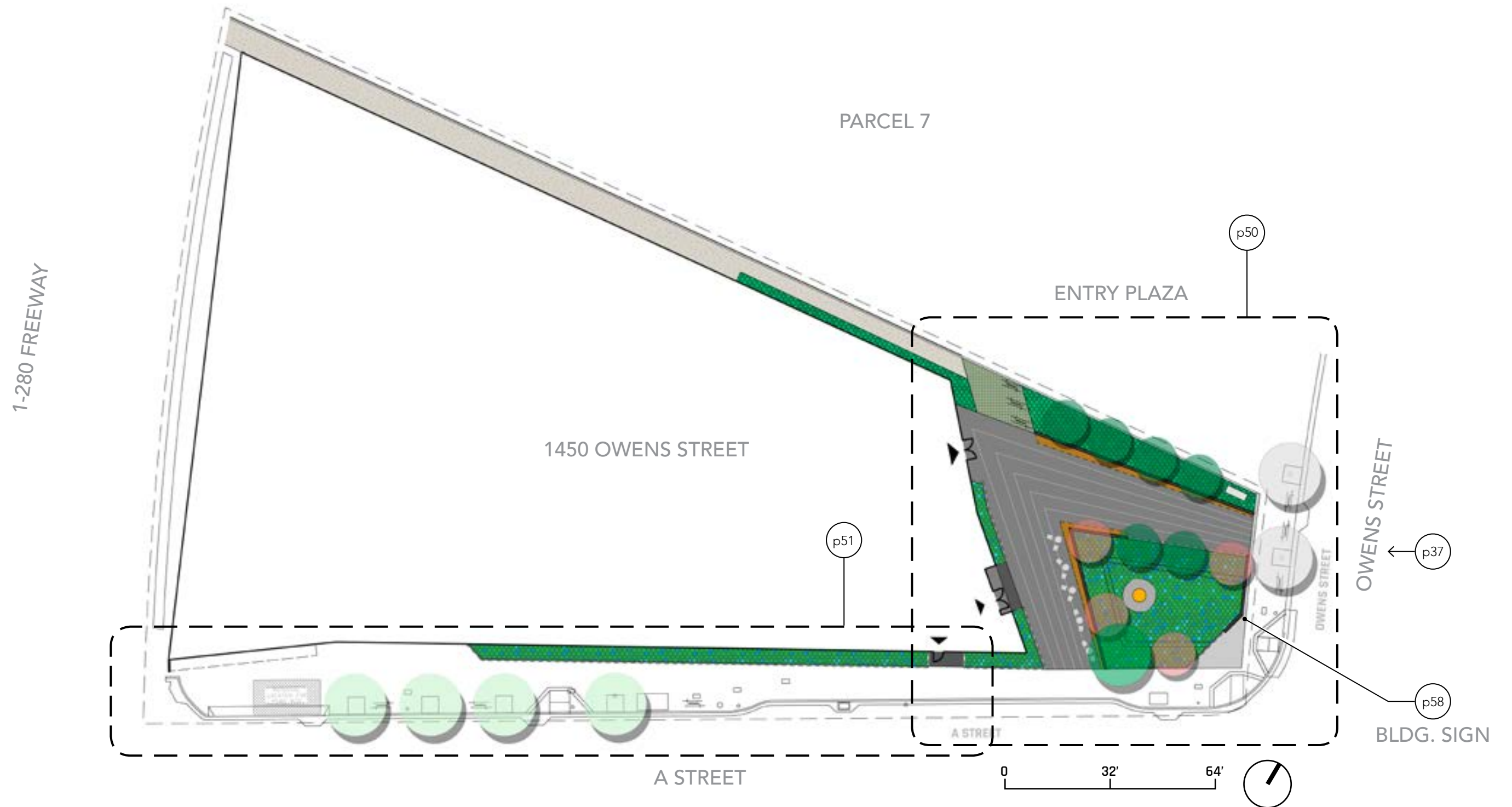
Landscape Narrative



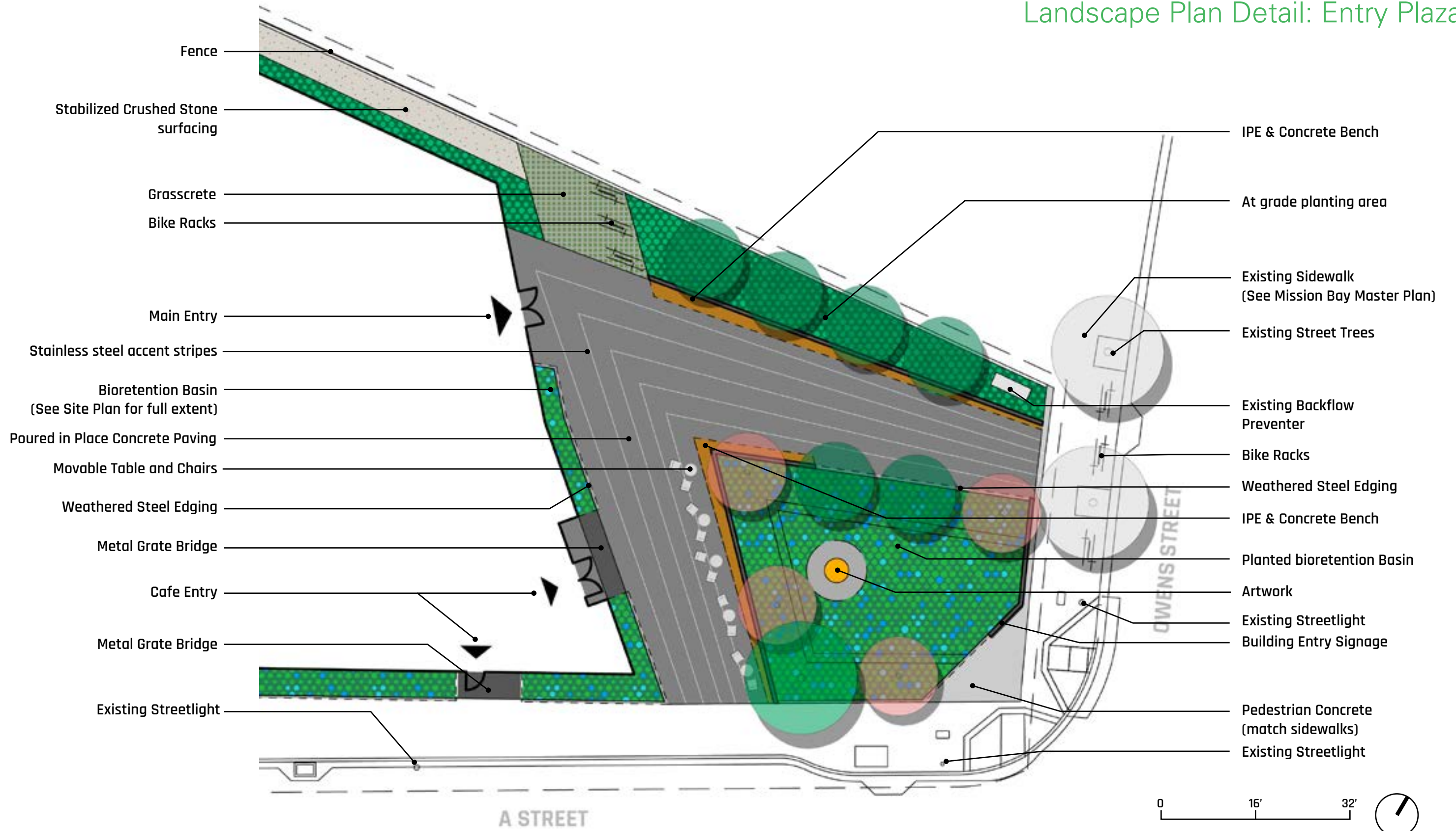
Early Concept Sketch

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



Fence

Stabilized Crushed Stone surfacing

Grasscrete

Bike Racks

Main Entry

Stainless steel accent stripes

Bioretention Basin (See Site Plan for full extent)

Poured in Place Concrete Paving

Movable Table and Chairs

Weathered Steel Edging

Metal Gate Bridge

Cafe Entry

Metal Gate Bridge

Existing Streetlight

IPE & Concrete Bench

At grade planting area

Existing Sidewalk (See Mission Bay Master Plan)

Existing Street Trees

Existing Backflow Preventer

Bike Racks

Weathered Steel Edging

IPE & Concrete Bench

Planted bioretention Basin

Artwork

Existing Streetlight

Building Entry Signage

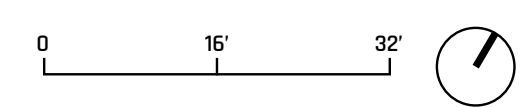
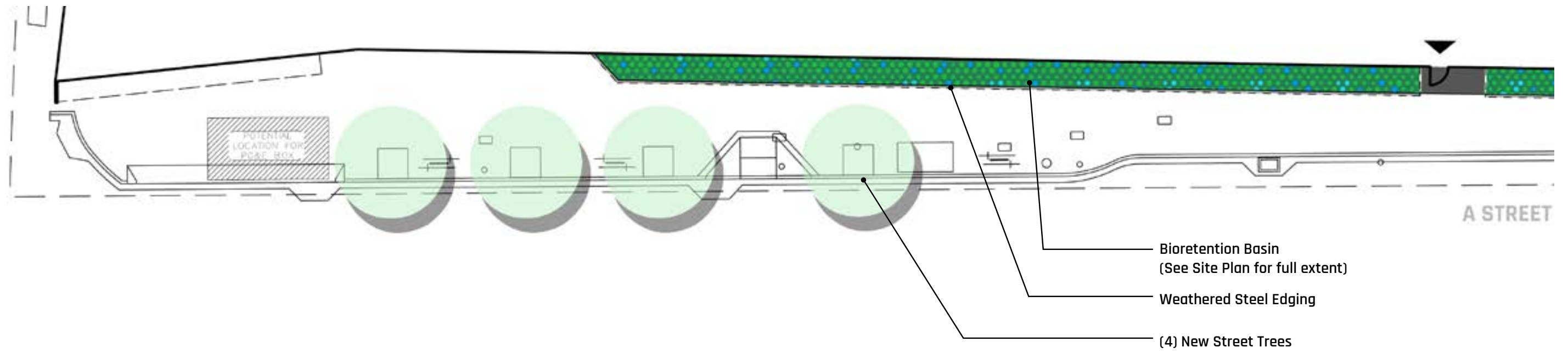
Pedestrian Concrete (match sidewalks)

Existing Streetlight

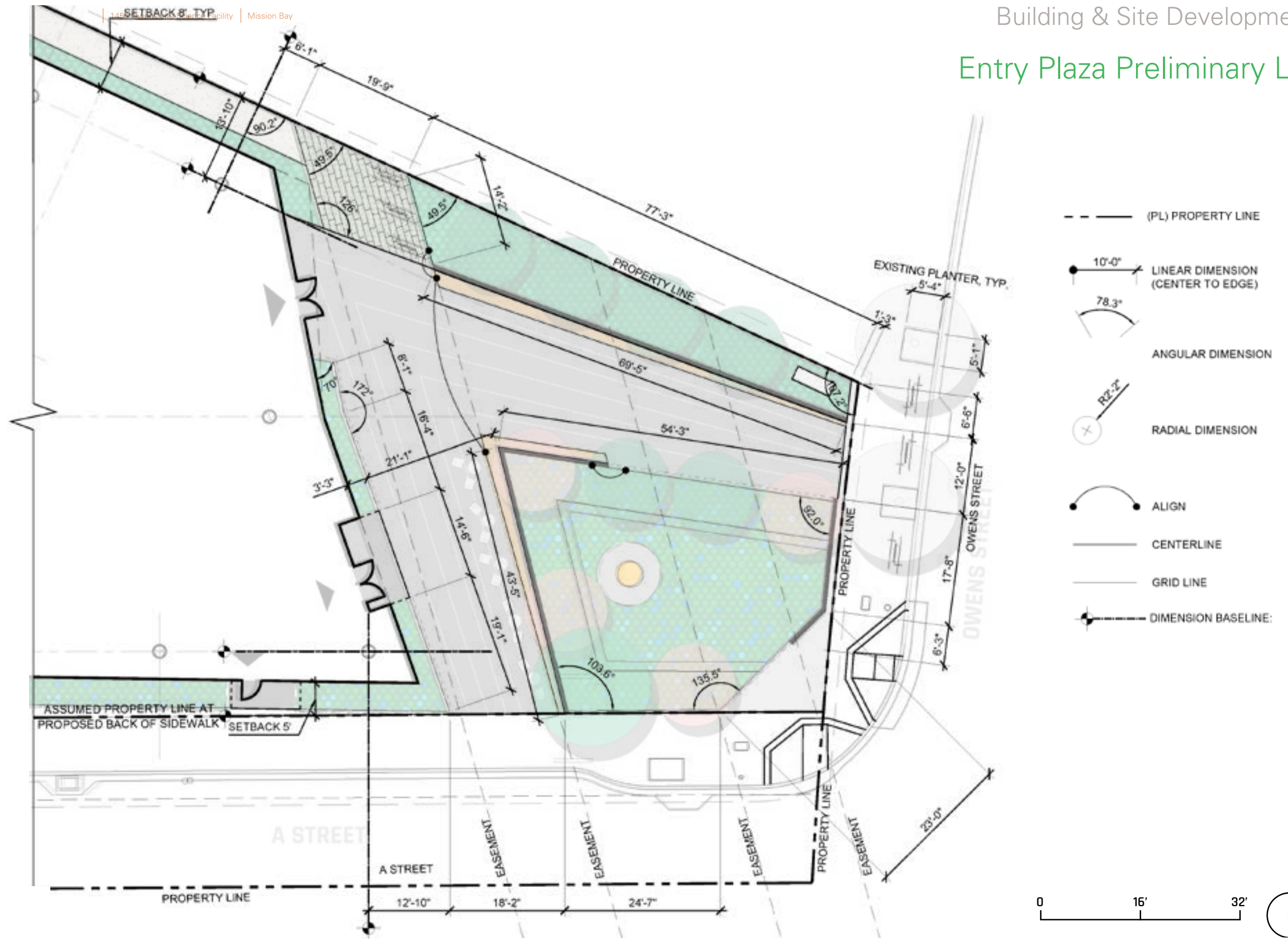
A STREET

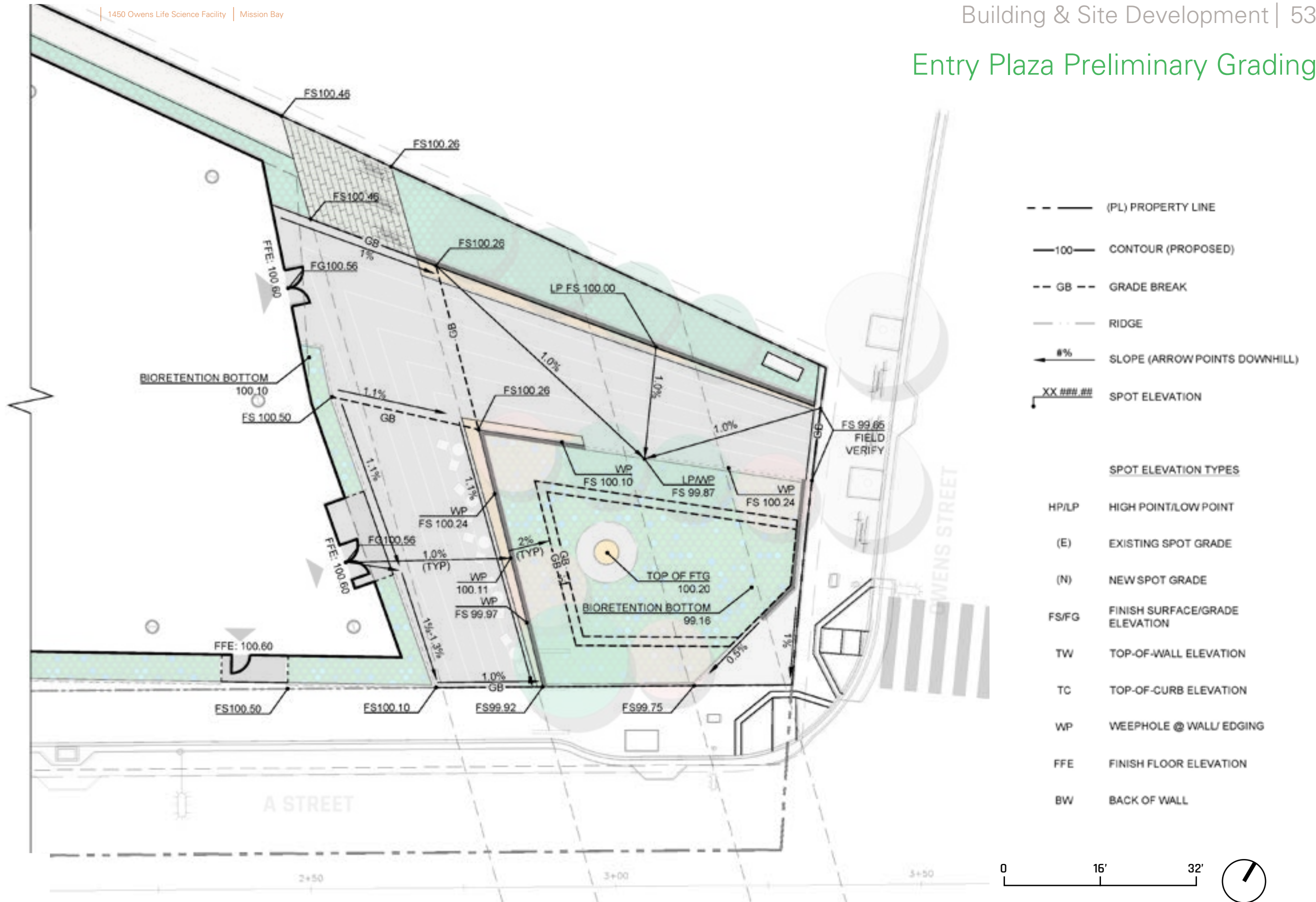
0 16' 32'



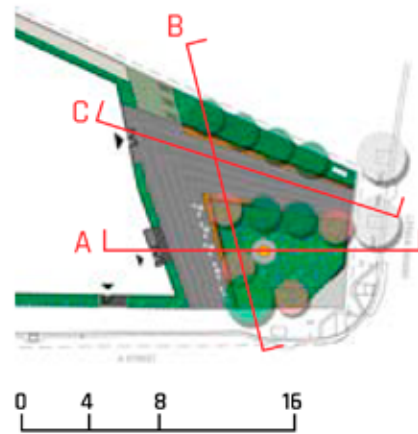
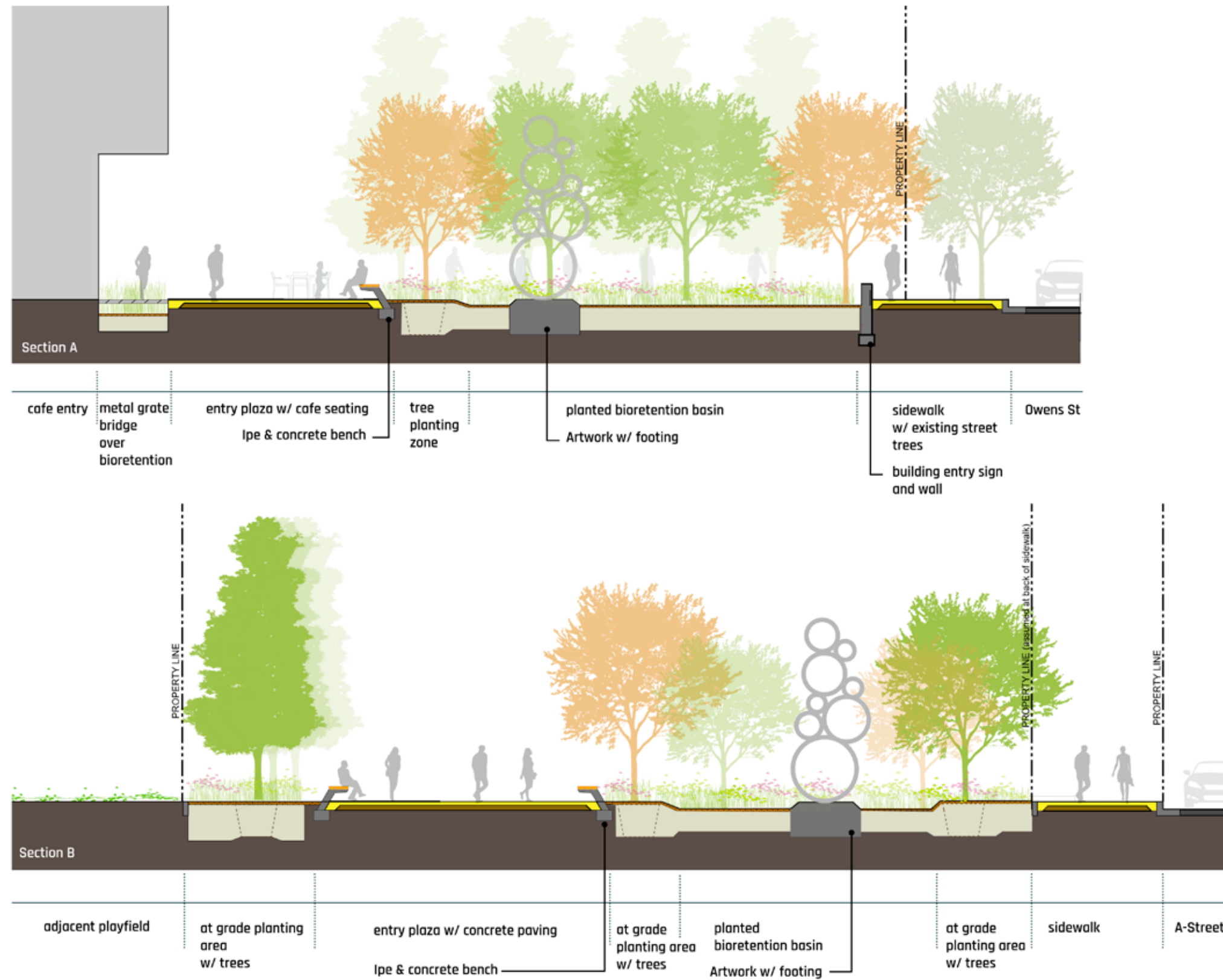


Building & Site Development | 52 Entry Plaza Preliminary Layout

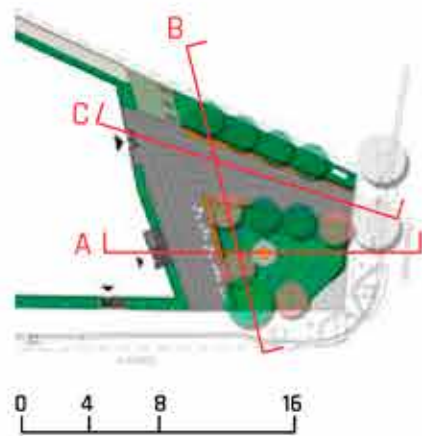
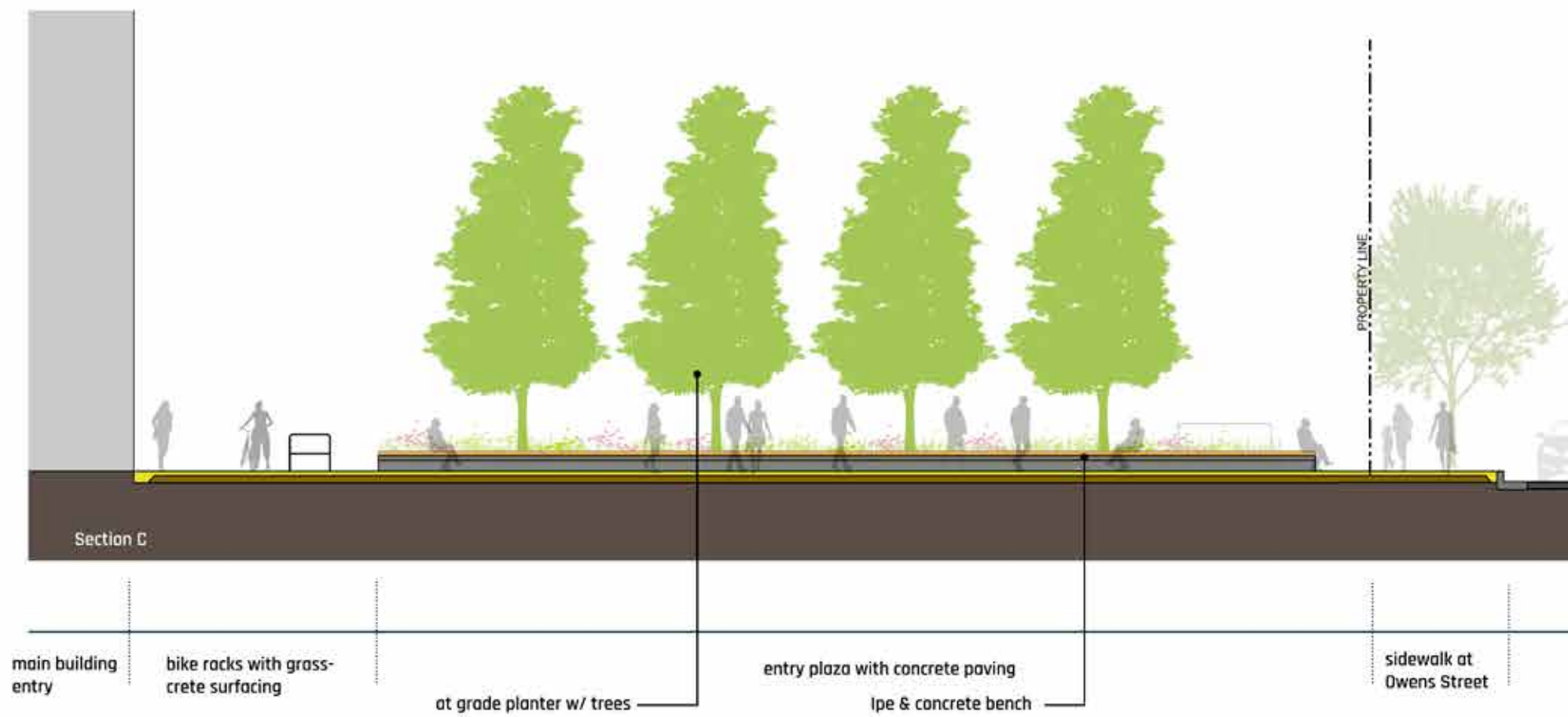




Landscape Section 1



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



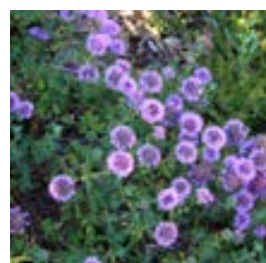
Echium candicans
Pride of Madeira



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



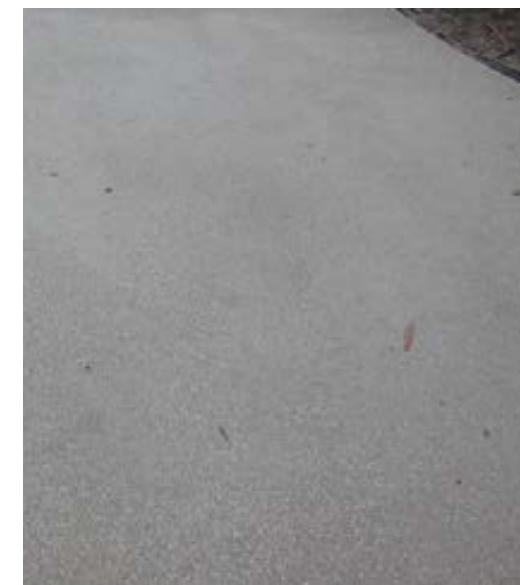
Weathered Steel edging



Bike Racks at City Sidewalk



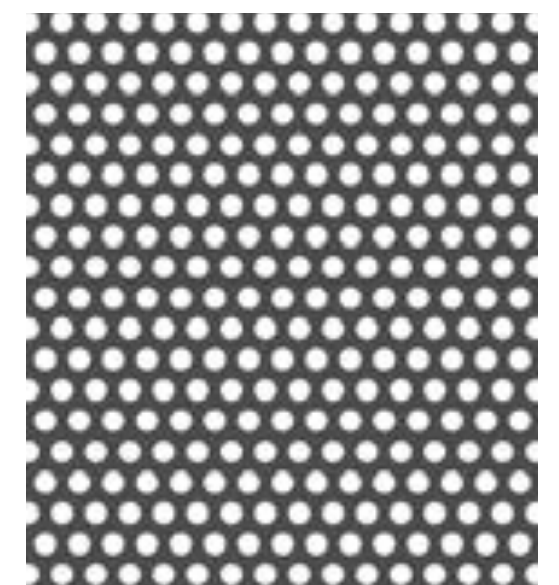
Poured in Place Concrete Paving w/ metal strip inlay



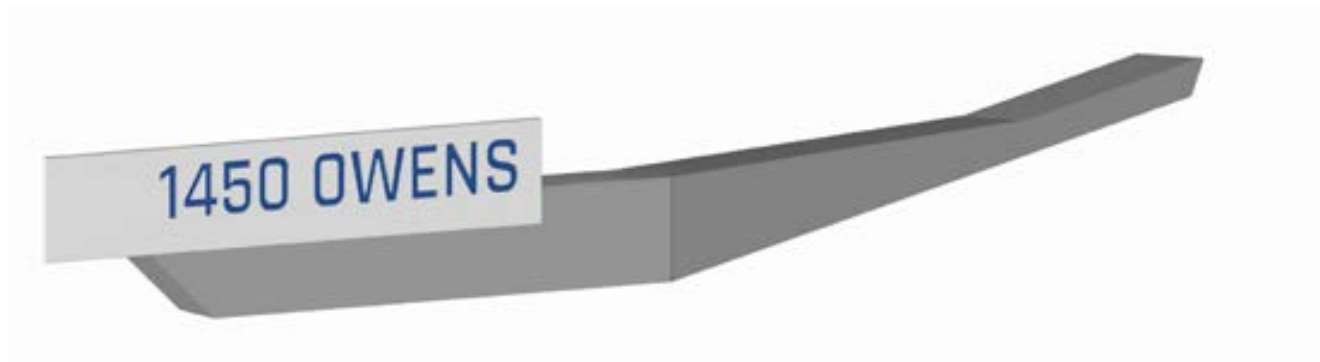
Crushed Stone Surfacing



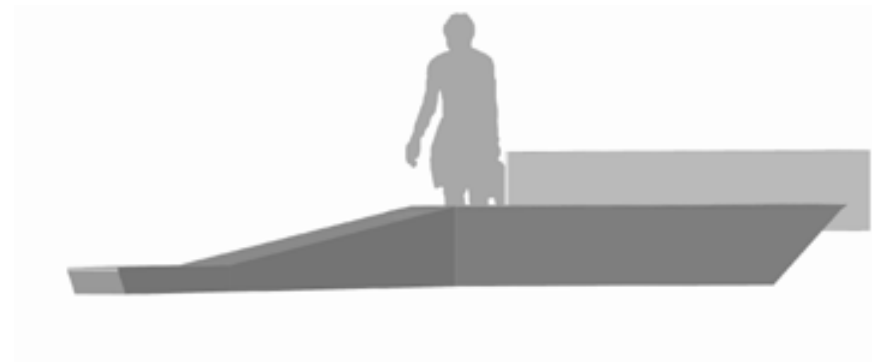
Concrete Unit Pavers



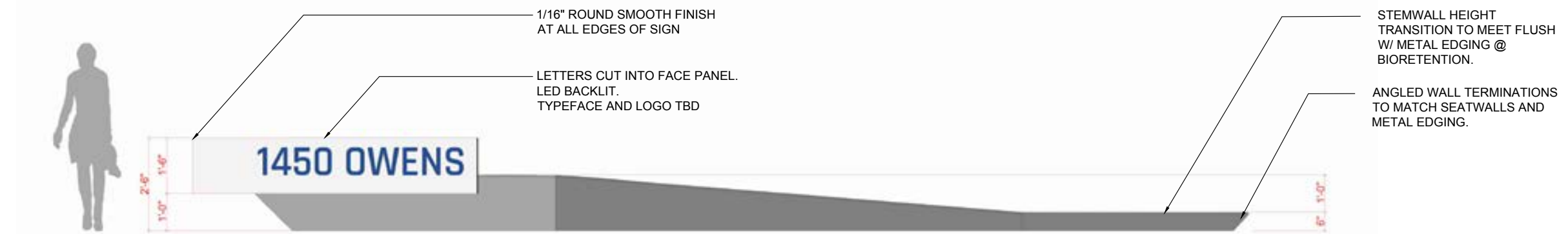
Perforated Powder Coating Aluminum Panel



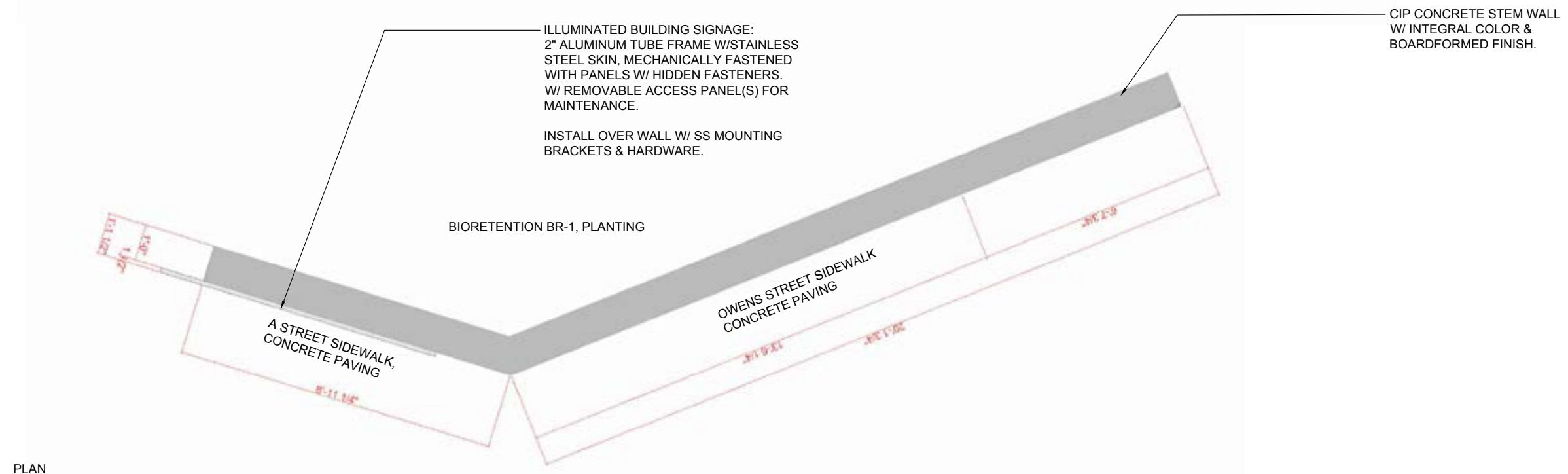
FRONT (STREET) OBLIQUE ELEVATION



REAR (BIORETENTION) ELEVATION



FRONT (STREET) ELEVATION



PLAN

Appendix

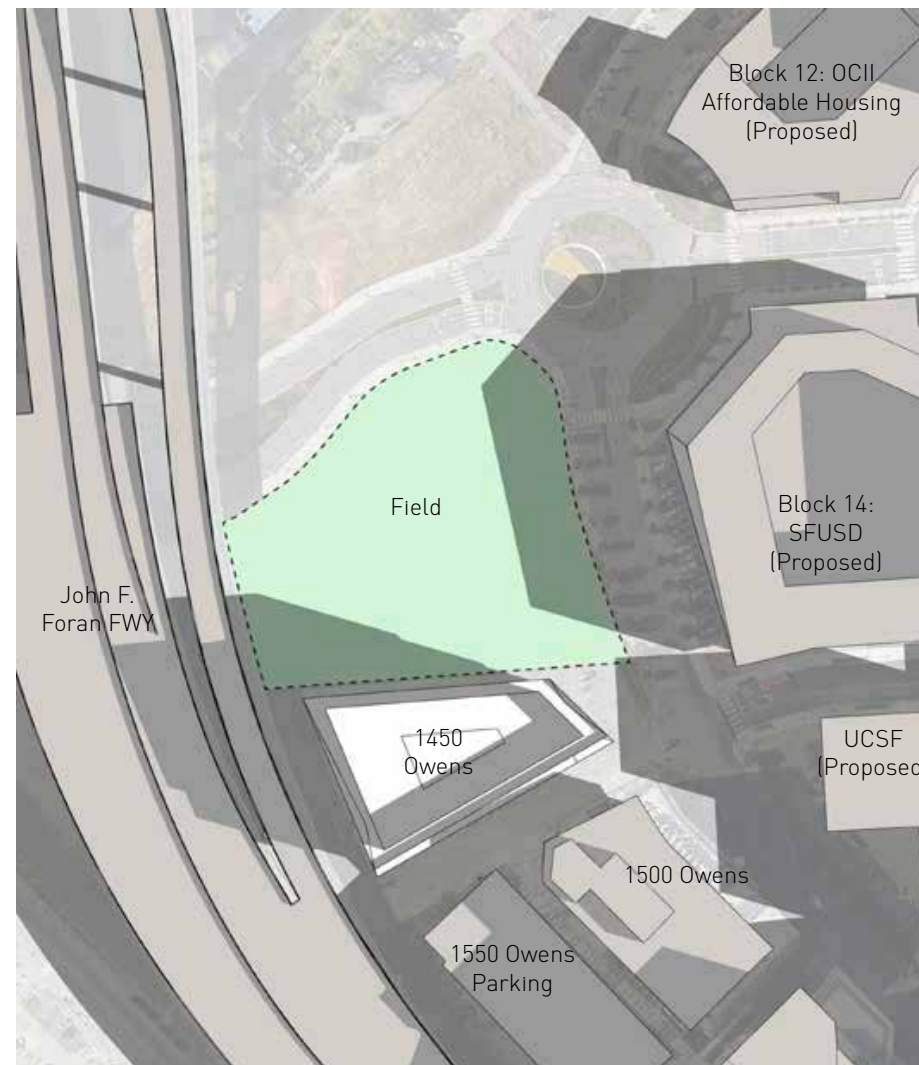
APPENDIX	59
A. Shadow Study	60
B. Wind Analysis	65
C. Block 43 Mitigation Status Report	67



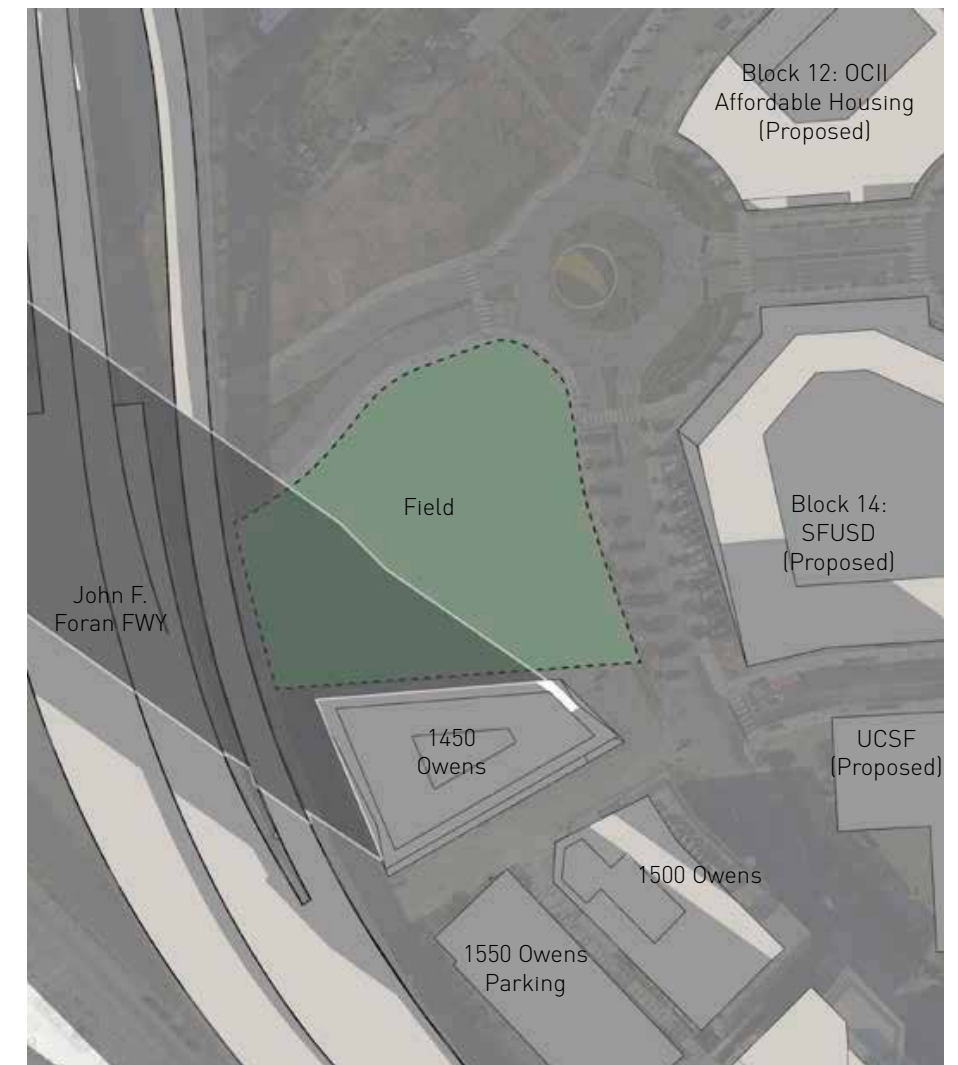
A. Shadow Study



Summer Solstice
08:00am



Spring/Autumn Equinox
08:00am

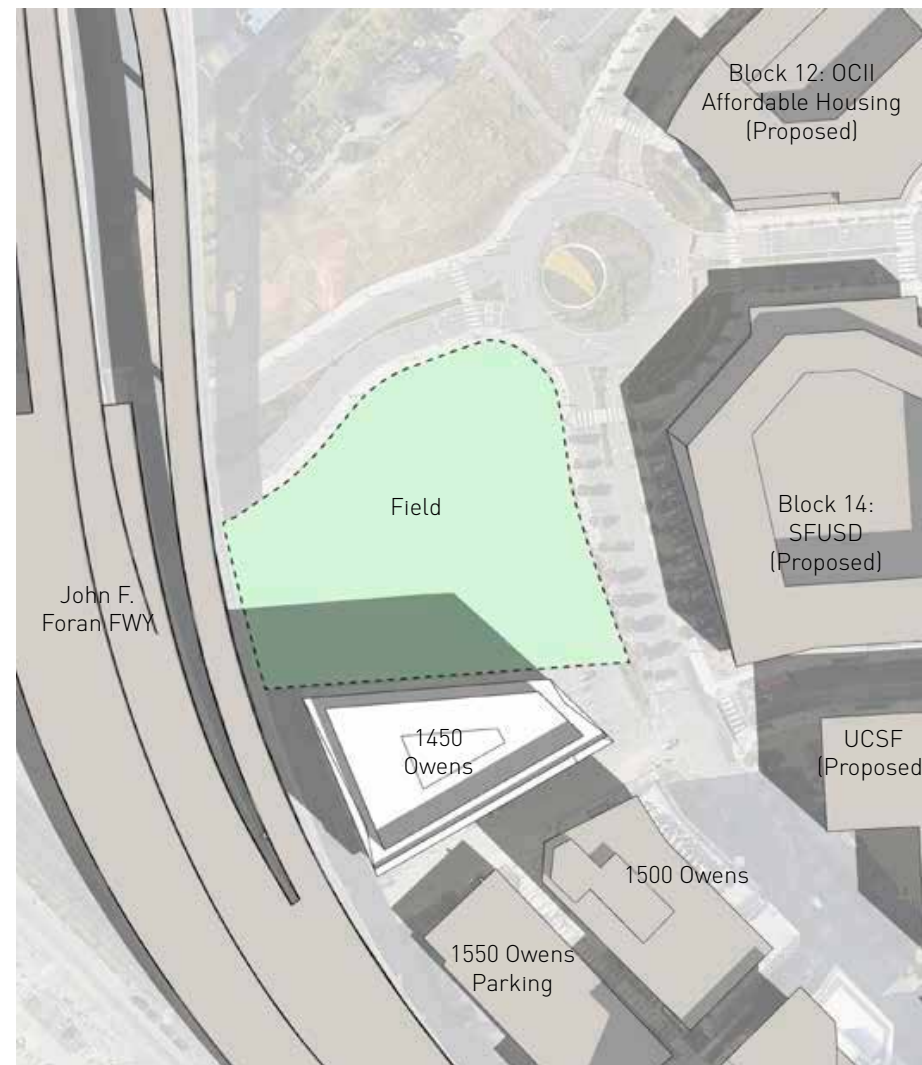


Winter Solstice
08:00am

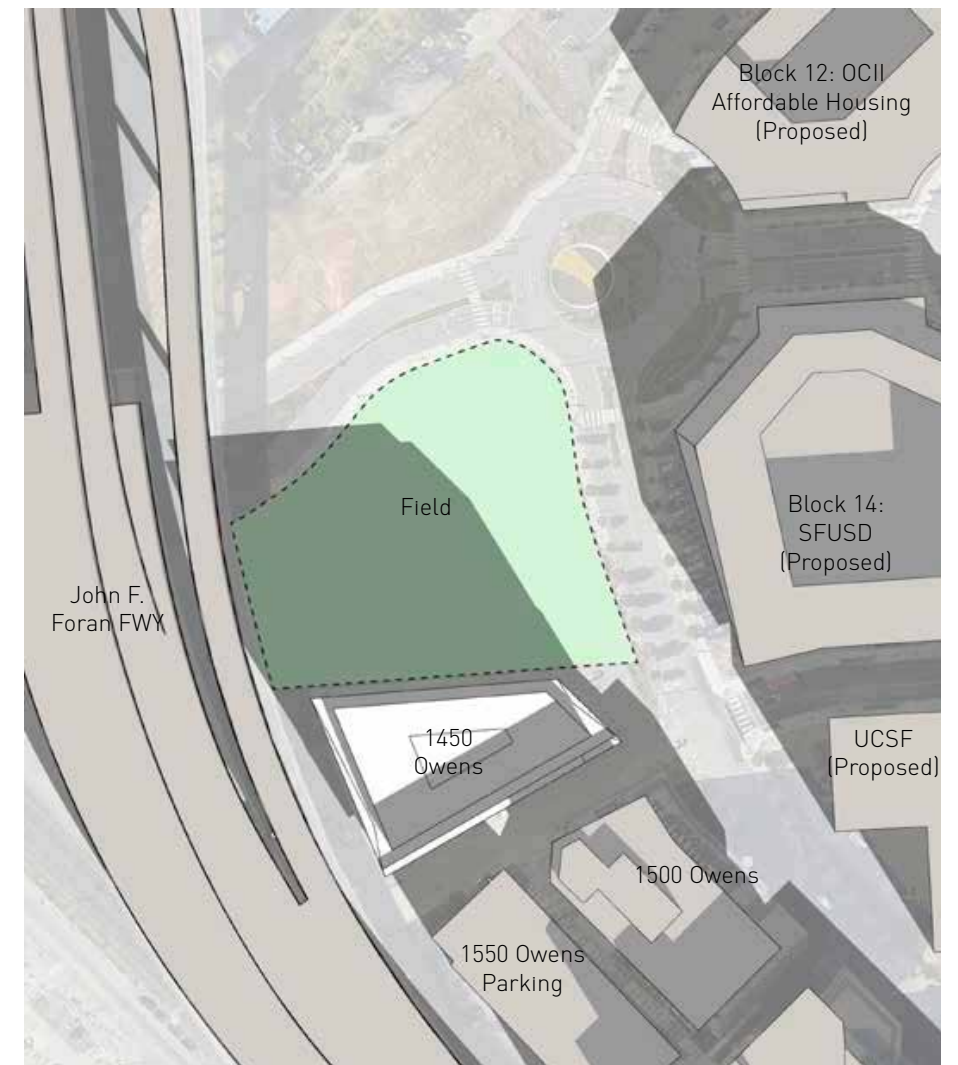
Shadow Study



Summer Solstice
10:00am



Spring/Autumn Equinox
10:00am



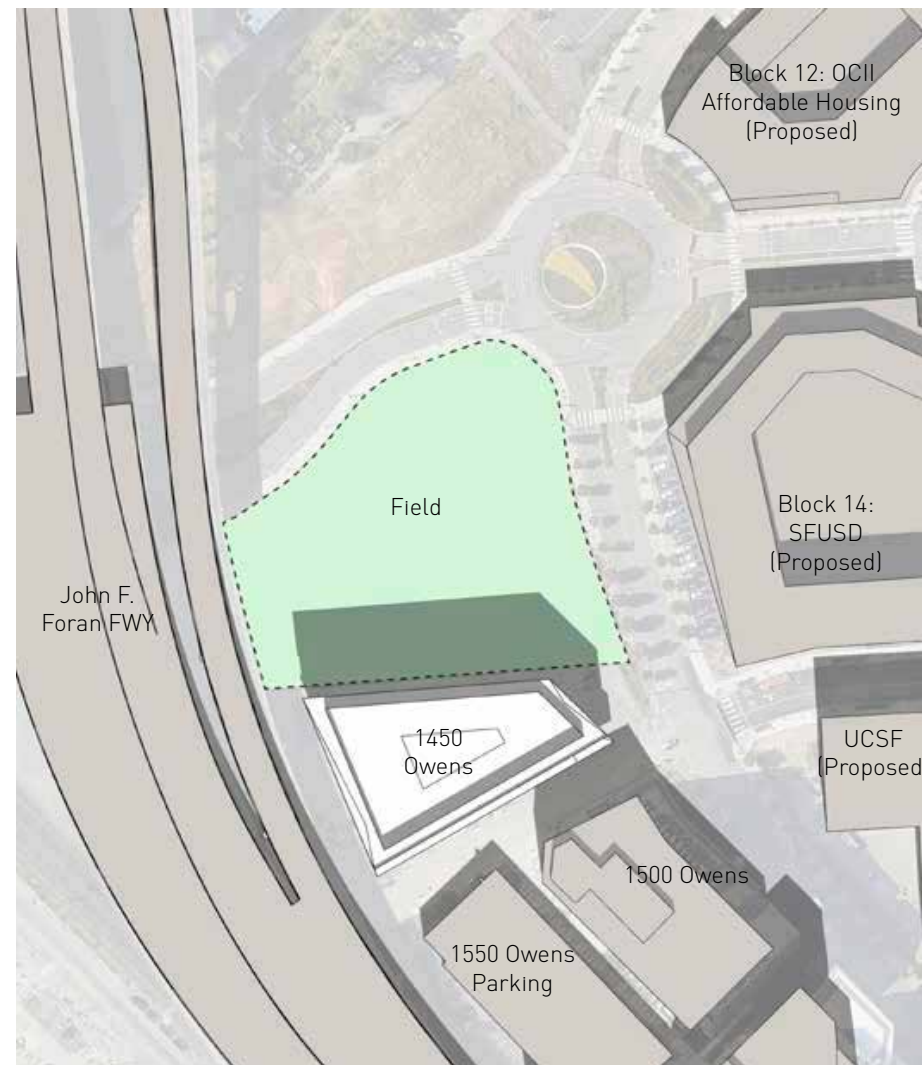
Winter Solstice
10:00am

10:00am

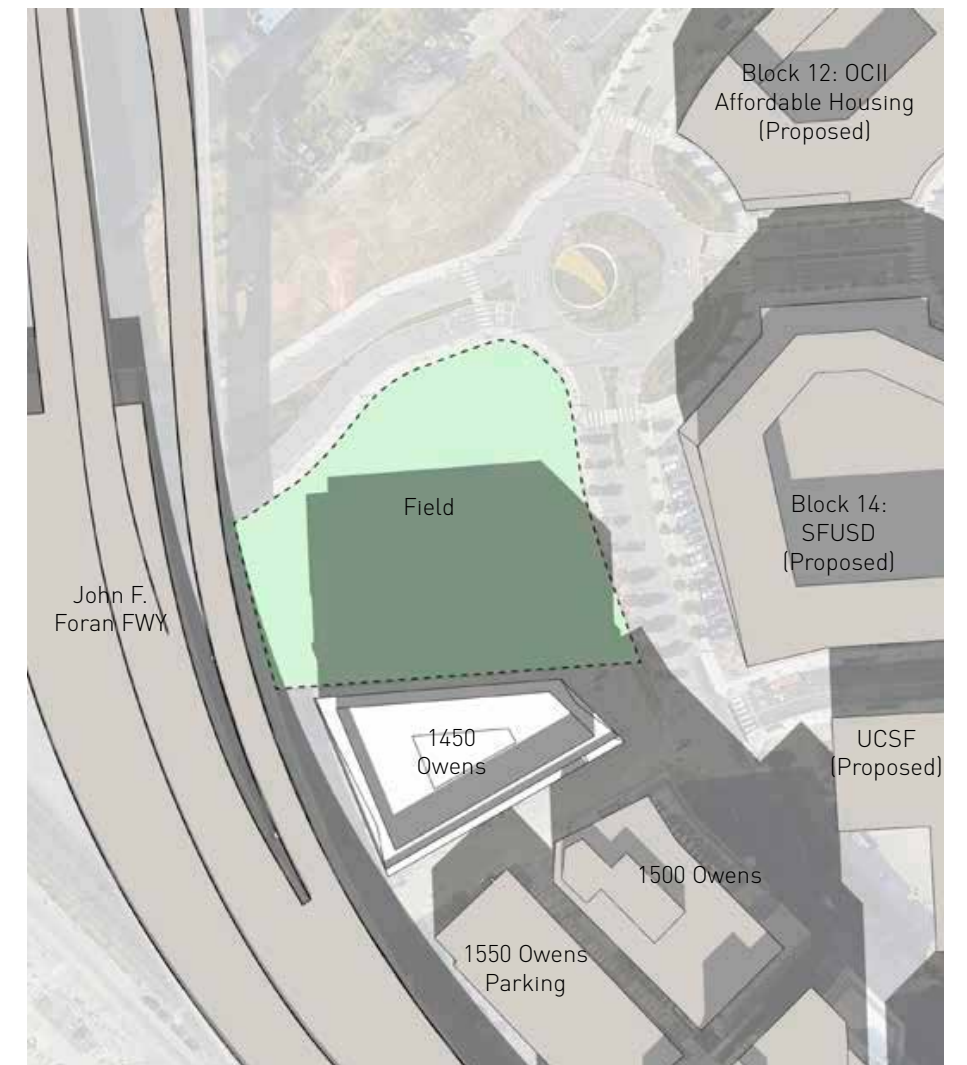
Shadow Study



Summer Solstice
12:00pm



Spring/Autumn Equinox
12:00pm



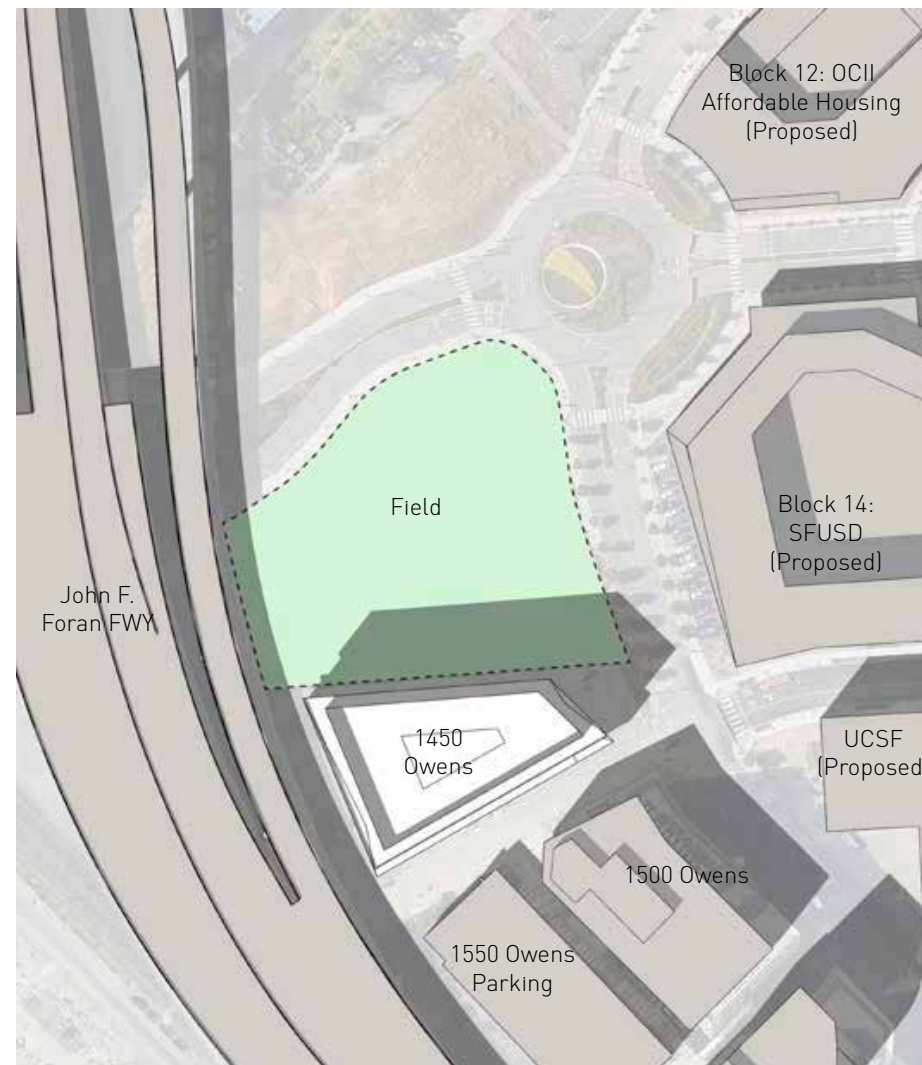
Winter Solstice
12:00pm

12:00pm

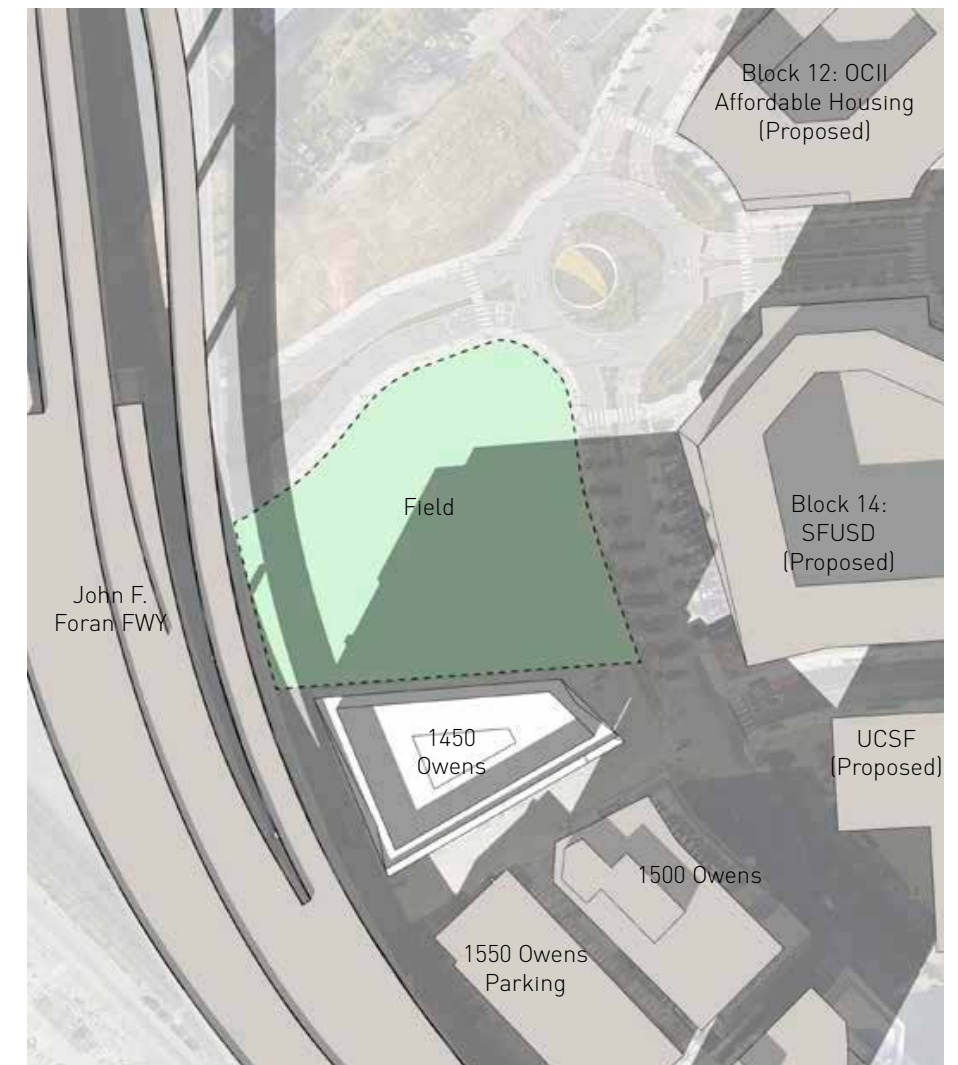
Shadow Study



Summer Solstice
2:00pm



Spring/Autumn Equinox
2:00pm



Winter Solstice
2:00pm

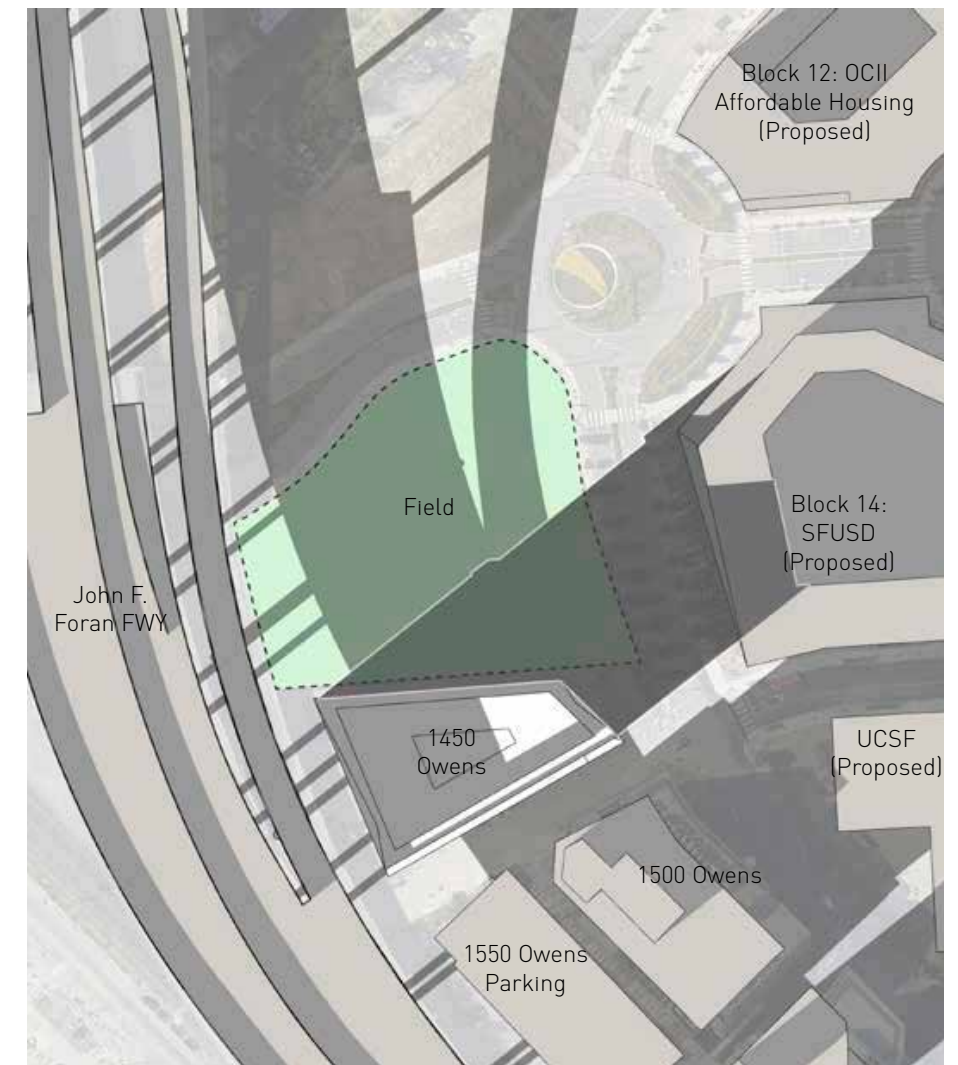
Shadow Study



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)

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

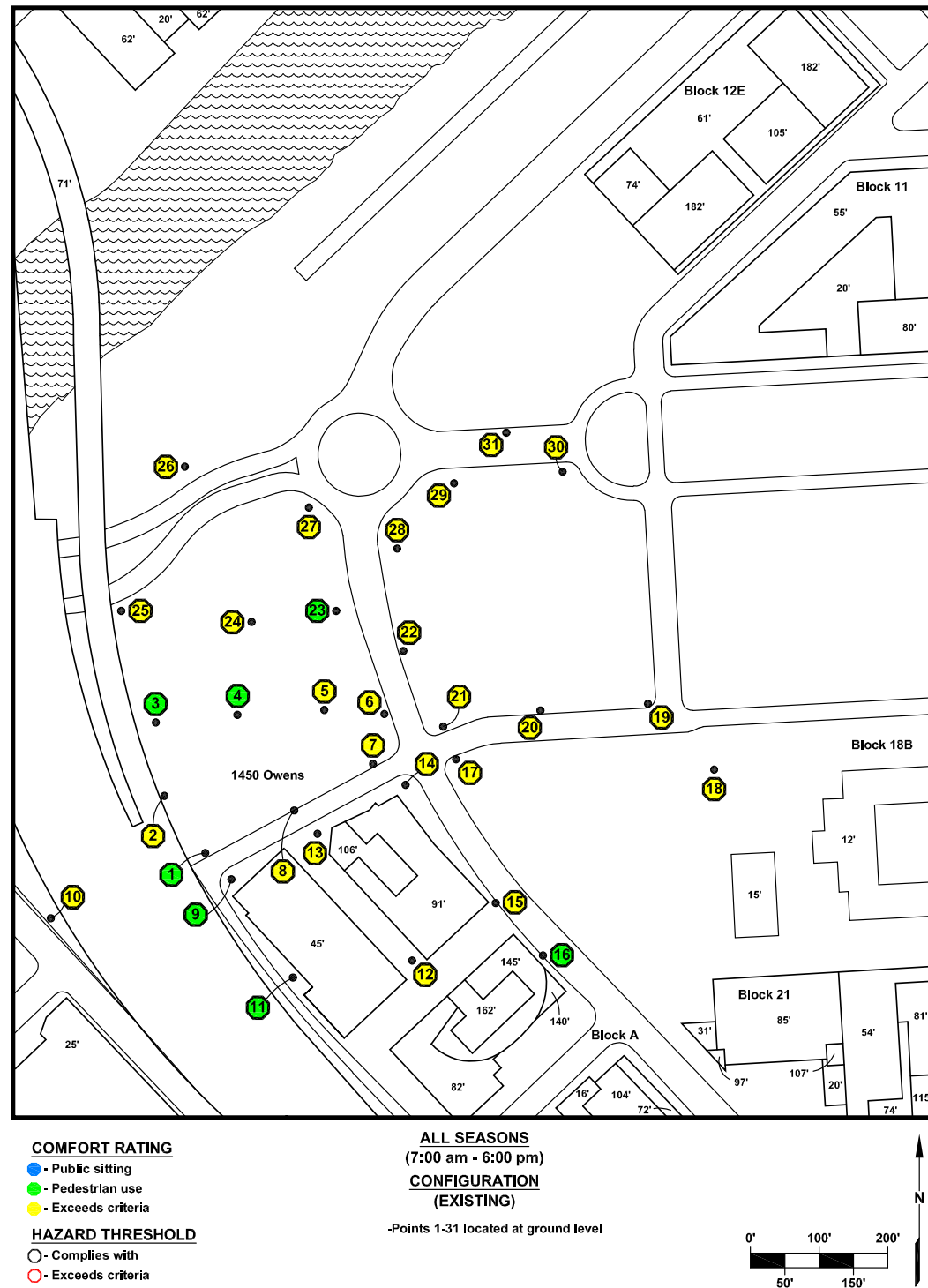


Figure 2a: Pedestrian wind speed measurement points with Comfort and Hazard ratings – Existing Configuration.

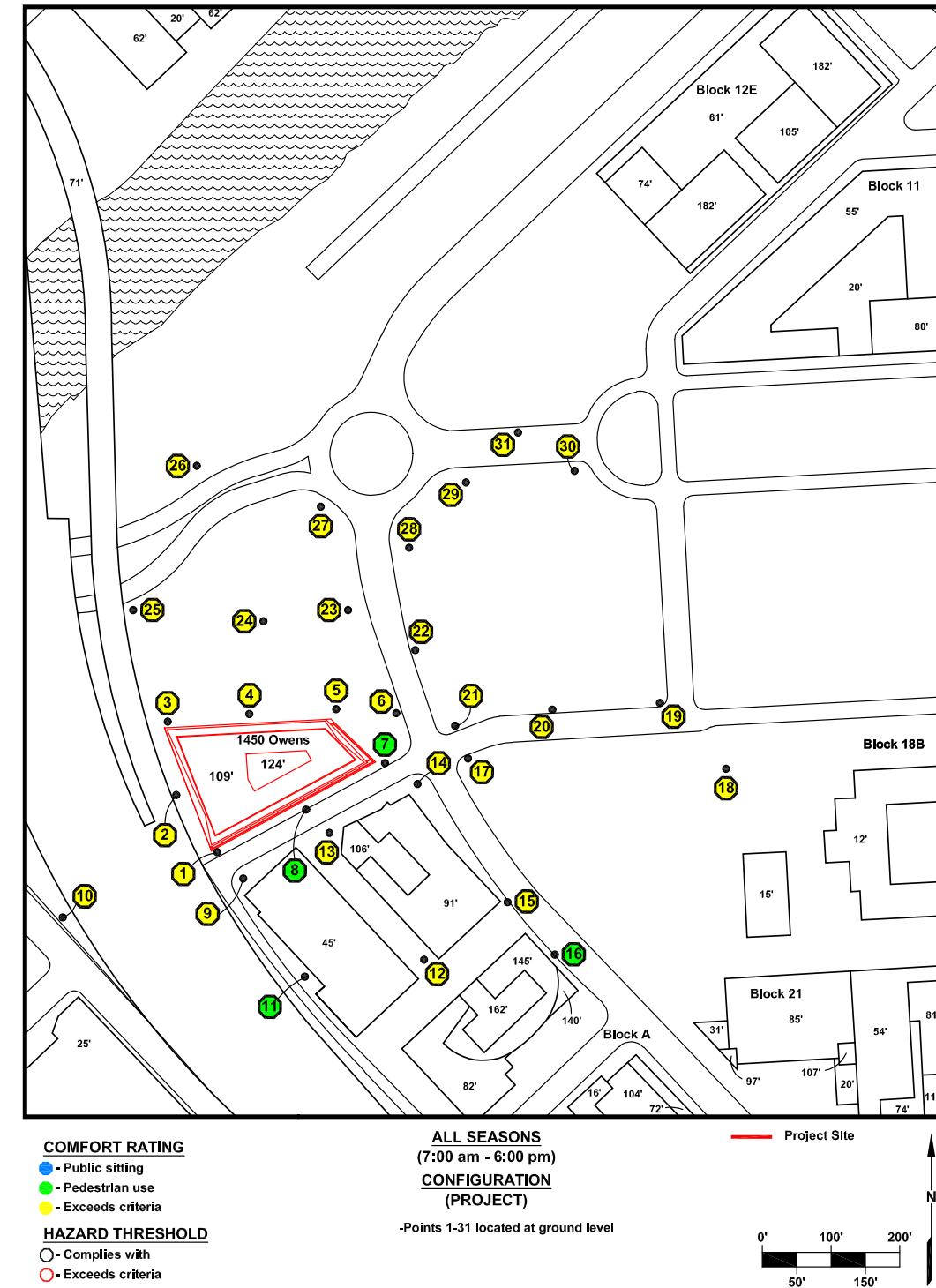


Figure 2b: Pedestrian wind speed measurement points with Comfort and Hazard ratings – Project Configuration.

C. Block 43 Mitigation Status Report

MITIGATION MEASURES	MITIGATION RESPONSE	OTHERS RESPONSIBLE	MITIGATION SCHEDULE	IMPLEMENTATION PROCEDURES	IS MEASURE APPLICABLE?	IMPLEMENTATION	NAME PHONE EMAIL
<p>D.6. UNKNOWN ARCHAEOLOGICAL REMAINS.</p> <p>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.</p>	<p>Owner, Agency, City</p>	<p>Planning Department, ERO; LPAB President</p>	<p>Prior to excavation; ongoing implementation as required by measure</p>	<p>Prior to preparation of the work plan consultant shall consult with ERO and LPAB to develop a testing and excavation procedures.</p>	<p>Prior to preparation of the work plan consultant shall consult with ERO and LPAB to develop a testing and excavation procedures.</p>	<p>Pending City Action</p>	

MITIGATION MEASURES	MITIGATION RESPONSE	OTHERS RESPONSIBLE	MITIGATION SCHEDULE	IMPLEMENTATION PROCEDURES	IS MEASURE APPLICABLE?	IMPLEMENTATION	NAME PHONE EMAIL
<p>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.</p>	<p>Owner, Agency, City</p>		<p>Owner to submit consultant study during design phases with mitigations if needed</p>	<p>Implement per EIR</p>	<p>Yes</p>	<p>Building Schematic Design</p>	

MITIGATION MEASURES	MITIGATION RESPONSE	OTHERS RESPONSIBLE	MITIGATION SCHEDULE	IMPLEMENTATION PROCEDURES	IS MEASURE APPLICABLE?	IMPLEMENTATION	NAME PHONE EMAIL
<p>E.47. TRANSPORTATION SYSTEM MANAGEMENT (TSM) PLAN. Prepare a TSM Plan, which could include the following elements:</p>	<p>Owner (TMA)</p>	<p>DPT, PTC</p>	<p>As identified by TMA; ongoing review with Agency</p>	<ol style="list-style-type: none"> 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. 	<p>The following measures E.47a-E47i will be addressed by the TMA.</p>	<p>E47a - E47i: 5/4/1999: A conceptual TSM and strategic plan was prepared and subsequently approved on May 4, 1999</p>	<p>David Freyer (650) 349-0803 freyer@freyerlaureta.com</p>
<p>E.47.b. TRANSIT PASS SALES. Sell transit passes in neighborhood retail stores and commercial buildings in the Project Area.</p>	<p>Owner (TMA), Agency</p>	<p>DPT, PTC</p>	<p>As identified by TMA; ongoing review with Agency</p>	<p>See implementation procedures identified for Mitigation Measure E.47.</p>			
<p>E.47.c. EMPLOYEE TRANSPORTATION SUBSIDIES. Provide a system of employee transportation subsidies for major employers.</p>	<p>Owner (TMA), Major Employers</p>	<p>DPT, PTC</p>	<p>As identified by TMA; ongoing review with Agency</p>	<p>See implementation procedures identified for Mitigation Measure E.47.</p>			

MITIGATION MEASURES	MITIGATION RESPONSE	OTHERS RESPONSIBLE	MITIGATION SCHEDULE	IMPLEMENTATION PROCEDURES	IS MEASURE APPLICABLE?	IMPLEMENTATION	NAME PHONE EMAIL
<p>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.</p>	<p>Owner (TMA)</p>		<p>As identified by TMA; ongoing review with Agency</p>	<p>See implementation procedures identified for Mitigation Measure E.47.</p>			
<p>E.47.h. PARKING MANAGEMENT GUIDELINES. Establish parking management guidelines for the private operators of parking facilities in the Project Area</p>	<p>Owner (TMA)</p>		<p>As identified by TMA; ongoing review with Agency</p>	<p>See implementation procedures identified for Mitigation Measure E.47.</p>			
<p>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.</p>	<p>Owner (TMA), Major Employers</p>		<p>As identified by TMA; ongoing review with Agency</p>	<p>See implementation procedures identified for Mitigation Measure E.47.</p>			

MITIGATION MEASURES	MITIGATION RESPONSE	OTHERS RESPONSIBLE	MITIGATION SCHEDULE	IMPLEMENTATION PROCEDURES	IS MEASURE APPLICABLE?	IMPLEMENTATION	NAME PHONE EMAIL
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			

MITIGATION MEASURES	MITIGATION RESPONSE	OTHERS RESPONSIBLE	MITIGATION SCHEDULE	IMPLEMENTATION PROCEDURES	IS MEASURE APPLICABLE?	IMPLEMENTATION	NAME PHONE EMAIL
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			

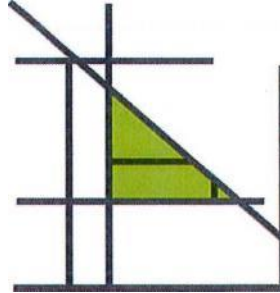
MITIGATION MEASURES	MITIGATION RESPONSE	OTHERS RESPONSIBLE	MITIGATION SCHEDULE	IMPLEMENTATION PROCEDURES	IS MEASURE APPLICABLE?	IMPLEMENTATION	NAME PHONE EMAIL
F.2.l. Install wind breaks, or plant trees / vegetative wind breaks at windward side(s) of construction areas.	Owner, Agency, City	BAAQMD	As 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			

MITIGATION MEASURES	MITIGATION RESPONSE	OTHERS RESPONSIBLE	MITIGATION SCHEDULE	IMPLEMENTATION PROCEDURES	IS MEASURE APPLICABLE?	IMPLEMENTATION	NAME PHONE EMAIL
<p>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.</p>	<p>Owner, Tenants</p>	<p>BAAQMD</p>	<p>Implement at tenant build-out</p>	<p>Implement as part of project- level review</p>			
<p>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.</p>	<p>Owner, Tenants</p>	<p>BAAQMD</p>	<p>Implement at tenant build-out</p>	<p>Implement as part of project- level review</p>			

MITIGATION MEASURES	MITIGATION RESPONSE	OTHERS RESPONSIBLE	MITIGATION SCHEDULE	IMPLEMENTATION PROCEDURES	IS MEASURE APPLICABLE?	IMPLEMENTATION	NAME PHONE EMAIL
<p>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.</p>	<p>Owner, Tenants</p>	<p>BAAQMD</p>	<p>Implement at tenant build-out</p>	<p>Implement as part of project-level review</p>			
<p>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 1×10^{-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.</p>	<p>Owner, Agency</p>	<p>RWQCB; DBI; DPW; DPH</p>	<p>As provided in the EIR or in RMPs</p>	<p>As provided in the EIR or in RMPs</p>	<p>Issuance of the Certificate of Completion by the RWQCB.</p>		<p>David Freyer (650) 349-0803 freyer@freyerlaureta.com</p>
<p>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 1×10^{-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.</p>	<p>Owner, Agency</p>	<p>RWQCB; DBI; DPW; DPH</p>	<p>As provided in the EIR or in RMPs</p>	<p>As provided in the EIR or in RMPs</p>	<p>Issuance of the Certificate of Completion by the RWQCB.</p>		<p>David Freyer (650) 349-0803 freyer@freyerlaureta.com</p>

MITIGATION MEASURES	MITIGATION RESPONSE	OTHERS RESPONSIBLE	MITIGATION SCHEDULE	IMPLEMENTATION PROCEDURES	IS MEASURE APPLICABLE?	IMPLEMENTATION	NAME PHONE EMAIL
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			

**REDEVELOPMENT PLAN
FOR THE
MISSION BAY SOUTH REDEVELOPMENT PROJECT**



OCI I

office of

**COMMUNITY INVESTMENT
and INFRASTRUCTURE**

**SUCCESSOR AGENCY TO THE
REDEVELOPMENT AGENCY OF THE
CITY OF SAN FRANCISCO**

Mission Bay South Redevelopment Plan Approved
and Adopted by the Board of Supervisors of the City
and County of San Francisco
Ordinance No. 335-98, November 2, 1998

Amendment Adopted by the Board of Supervisors
of the City and County of San Francisco
Ordinance No. 143-13, July 9, 2013

Amendment Adopted by the Board of Supervisors
of the City and County of San Francisco
Ordinance No. 032-18, March 6, 2018

Amendment Adopted by the Board of Supervisors
of the City and County of San Francisco
Ordinance No. XXX-XX, Month X, 20XX

**REDEVELOPMENT PLAN
FOR THE
MISSION BAY SOUTH REDEVELOPMENT PROJECT**

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100 INTRODUCTION

All initially capitalized terms shall have the meaning set forth herein, including Section 304.9 and Attachment 5.

101 Legal Foundation

This is the Redevelopment Plan (the "Plan") for the Mission Bay South Redevelopment Project in the City and County of San Francisco (the "City"), State of California, and consists of the Text, the Legal Description of the Plan Area (Attachment 1), the Plan Area Map (Attachment 2), the Redevelopment Land Use Map (Attachment 3), the Zone Map (Attachment 3A), Proposed Public Improvements (Attachment 4) and Definitions (Attachment 5). This Plan was prepared by the Redevelopment Agency of the City and County of San Francisco (the "Agency") pursuant to the Community Redevelopment Law of the State of California (Health and Safety Code Section 33000 et seq.), the California Constitution and all applicable local laws and ordinances. The Plan is also referred to as the "Mission Bay South Redevelopment Plan." The Mission Bay South Project Area covered by this Plan is hereinafter referred to as the Plan Area.

The proposed redevelopment of the Plan Area as described in this Plan is consistent with the Central Waterfront Plan, adopted by the Planning Commission of the City and County of San Francisco (the "Planning Commission") on September 27, 1990, and other applicable elements of the General Plan for the City and County of San Francisco, in effect on the effective date of this Plan, and is in conformity with the eight Priority Policies of Section 101.1 of the City Planning Code in effect at the date of adoption of this Plan.

This Plan is based upon a Preliminary Plan formulated and adopted by the Planning Commission by **Motion No. 14483**, on October 23, 1997. It provides the Agency with the powers, duties, and obligations to implement and further the program generally formulated in this Plan for the redevelopment, rehabilitation, and revitalization of the Plan Area. This Plan sets forth the objectives and the basic land use controls within which specific redevelopment activities in the Plan Area will be pursued. It is consistent with provisions of the Community Redevelopment Law in effect at the date of adoption of this Plan.

This Plan and the other Plan Documents, including the Design for Development, shall supersede the San Francisco Planning Code in its entirety, except as otherwise provided herein.

Regardless of any future action by the City or the Agency, whether by ordinance, resolution, initiative or otherwise, the rules, regulations, and official policies applicable to and governing the overall design, construction, fees, use or other aspect of development of the Plan Area shall be (i) this Plan and the other applicable Plan Documents, (ii) to the extent not inconsistent therewith or not superseded by this Plan, the Existing City Regulations and (iii) any new or changed City Regulations permitted under this Plan.

102 Relationship of Plan to Plan Documents

This Plan is enacted to establish the powers, duties, and obligations to implement and further the program generally formulated in this Plan. All real property in the Plan Area is made subject to the controls and requirements of this Plan, and the other applicable Plan Documents.

In order to facilitate the implementation of this Plan, the City and the Agency have entered into the Mission Bay South Interagency Cooperation Agreement ("ICA"). The ICA is intended to provide the framework for cooperation among various City Agencies and the Agency in accordance with this Plan and the other applicable Plan Documents with respect to the review and approval of development authorizations in the Plan Area and, where appropriate, to facilitate cooperation of the City Agencies in issuance of those permits, approvals, agreements and entitlements at each applicable stage of development.

103 Redevelopment Project Objectives

The purposes of the Community Redevelopment Law, which will be attained through, and the major objectives of this Plan are:

- A. Eliminating blighting influences and correcting environmental deficiencies in the Plan Area, including, but not limited to, abnormally high vacancies, abandoned buildings, incompatible land uses, depreciated or stagnant property values, and inadequate or deteriorated public improvements, facilities and utilities.
- B. Retaining and promoting, within the City and County of San Francisco, academic and research activities associated with the University of California San Francisco ("UCSF"), which seeks to provide space for existing and new programs and consolidate academic and support units from many dispersed sites at a single major new site which can accommodate the 2,650,000 square foot program analyzed in the UCSF Long Range Development Plan.
- C. Assembling land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation in the Plan Area.
- D. Replanning, redesigning and developing undeveloped and underdeveloped areas which are improperly utilized.
- E. Providing flexibility in the development of the Plan Area to respond readily and appropriately to market conditions.
- F. Providing opportunities for participation by owners in the redevelopment of their properties.
- G. Strengthening the community's supply of housing by facilitating economically feasible, affordable housing through installation of needed site improvements and expansion and improvement of the housing supply by the

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construction of up to approximately 3,440 very low-, low- and moderate-income and market-rate units, including approximately 1,100 units of very low-, low- and moderate-income housing.

H. Strengthening the economic base of the Plan Area and the community by strengthening retail and other commercial functions in the Plan Area through the addition of up to approximately 335,000 Leasable square feet of retail space and a hotel of up to 500 rooms and associated uses, depending on the amount of residential uses constructed in the Hotel land use district, and about ~~5,953,600~~ 6,123,600 Leasable square feet of mixed office, research and development and light manufacturing uses.

I. Facilitating emerging commercial-industrial sectors including those expected to emerge or expand due to their proximity to the UCSF new site, such as research and development, bio-technical research, telecommunications, business service, multi-media services, and related light industrial, through improvement of transportation access to commercial and industrial areas, improvement of safety within the Plan Area, and the installation of needed site improvements to stimulate new commercial and industrial expansion, employment, and economic growth.

J. Facilitating public transit opportunities to and within the Plan Area to the extent feasible.

K. Providing land in an amount of approximately 41 acres for a variety of publicly accessible open spaces.

L. Achieving the objectives described above in the most expeditious manner feasible.

104 Planning Objectives and Policies

The Central Waterfront Plan of the San Francisco General Plan sets forth broad land use planning objectives and policies for the entire Central Waterfront, of which Mission Bay South is a part. In addition to the redevelopment objectives listed in Section 103, the following planning objectives and policies provide a more detailed treatment of the basic General Plan objectives and policies for the Plan Area, and will guide the uses permitted in the Plan Area, the construction of facilities therein, and other physical development of the Plan Area. Application of these objectives and policies is a concerted effort to recognize the positive attributes of the City, to enhance and conserve those attributes, and to improve the quality of the living environment based on human needs. This Plan implements the following to the extent feasible:

A. LAND USE

Objective 1 Create a vibrant urban community in Mission Bay South which incorporates a variety of uses including medical research, office, business

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services, retail, entertainment, hotel, light industrial, education, utility, housing, recreation and open space, and community facilities.

Policy 1 Consider land use compatibility in siting the various uses.

Policy 2 Integrate Mission Bay South land uses, scale and circulation systems with surrounding districts and San Francisco Bay.

Policy 3 Create a variety of retail and other visitor-serving uses that benefit residents, workers and visitors, including regional retail, entertainment, recreational, and hotel uses.

Policy 4 Where appropriate, encourage the siting of ground floor neighborhood-serving retail and personal service uses in locations convenient to serve Mission Bay South businesses, residents, visitors and working populations, and/or encourage the siting of other pedestrian-interest activities along pedestrian pathways, at major intersections and at transit stops.

Policy 5 Where appropriate, design building forms and ground floor uses that enliven and activate streets and open space and which provide visual interaction between building occupants and pedestrians ("eyes on the street") for safety and security.

Objective 2 Assure that adequate community services and facilities are provided for Mission Bay South residents and working population.

Policy 1 Provide for general community services and recreational facilities at a scale appropriate to serve Mission Bay South.

Policy 2 Include adequate public improvements, utilities and amenities.

B. URBAN DESIGN

Objective 3 Emphasize in Mission Bay South the characteristic San Francisco development patterns, which give its neighborhoods image and means of orientation.

Policy 1 Provide pedestrian scale and interest in ground floor treatments of buildings through the use of treatments such as clear glass fenestration, cornice treatments and detailed facades.

Policy 2 Design in consideration of protecting major views of the Bay, the Bay Bridge and the Downtown skyline from Mission Bay South and, if feasible, the elevated 1-280 freeway along Mission Bay South, using street view corridors, open space, the careful placement of building forms and building massing.

Policy 3 Create a visual and physical access to San Francisco Bay and the channel of China Basin.

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Policy 4 Recognize that buildings, open spaces and view corridors, seen together, will create the character of Mission Bay South.

Policy 5 Achieve high quality design for buildings and landscaping.

Policy 6 Emphasize the importance of intersections by encouraging higher density uses, taller buildings (one to two stories or the tallest portion of buildings) and architectural variety on street corners.

Policy 7 Avoid extreme contrasts in color, shape and other characteristics, which will cause new buildings to stand out in excess of their public importance.

Policy 8 Promote building forms that enhance sun exposure on public open spaces.

Objective 4 Create a building form for the Mission Bay South area such that the scale of new development relates to the adjacent waterfront and to adjacent buildings.

Policy 1 Building heights should decrease as they approach the water's edge.

Policy 2 Provide variety in building design within a block to break up the perception of bulk and to achieve a visually interesting streetscape.

C. NEIGHBORHOOD ENVIRONMENT

Objective 5 Develop new residential neighborhoods in consideration of the character and quality of traditional San Francisco neighborhoods.

Policy 1 Create a pattern of buildings built to the front property line so that building facades generally define streets and public places.

Policy 2 As appropriate to the neighborhood, provide on-street parking in the manner typical throughout the City. Limit the amount of curb cut and garage door access to off-street parking in housing blocks.

Policy 3 Whenever possible, orient housing entrances toward the street or walkway.

Policy 4 Screen parking garages at-grade along streets with retail, housing, art elements or landscape treatments.

Policy 5 Encourage social interaction by use of outdoor common areas for horizontal circulation in residential blocks, when feasible.

Policy 6 Provide adequate active outdoor recreation spaces, including passive recreational spaces, and facilities for the area's residential population.

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Policy 7 Provide for building security through street orientation of housing, housing design and adequate street lighting.

Policy 8 Provide for pedestrian and open space security through visibility of public spaces and avoid obscured spaces with little sense of proprietorship.

Policy 9 Design buildings in consideration of noise and traffic in the area. Such design can include measures such as placing residential units above a podium of parking or commercial uses, installing double-glazed windows and using sound attenuation construction methods and materials along the traffic-facing walls, placing sleeping quarters away from noise sources, and installing varieties of trees that tolerate traffic impacts.

D. RECREATION AND OPEN SPACE

Objective 6 Provide a variety of open spaces adequate to serve the Mission Bay South community and to augment the City's open space network.

Policy 1 Create parks, open space and recreational facilities within a comfortable walking/wheelchair traveling distance to serve the needs of Mission Bay South residents, workers and visitors of all ages and that are accessible to everyone, including the physically disabled and the elderly.

Policy 2 Create an open space network which provides walking, jogging and bicycle paths between recreation and open space areas throughout Mission Bay South, and provide connections to City-wide pedestrian, bicycle and open space networks, where applicable.

Policy 3 Orient development and parks, public and private open space, and pedestrian areas to facilitate solar access and wind protection for public open space where feasible and consistent with the land uses and intensities contemplated by this Plan.

Policy 4 Enhance parks and open spaces by maintaining view corridors from such areas.

E. COMMERCE AND INDUSTRY

Objective 7 Maintain, enhance and diversify a sound and dynamic economic base for Mission Bay South and the City.

Policy 1 Encourage the siting of educational institutions, medical research and development, retail, multi-media/ telecommunications, recreational, entertainment and public and private utility uses at Mission Bay South in a manner compatible with adjacent uses.

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Policy 2 Encourage complementary support services to Mission Bay South such as office, light industrial, business service and neighborhood-serving retail in order to add to the economic diversity of the area and the City.

Objective 8 Expand employment opportunities in Mission Bay South for San Francisco residents.

Policy 1 Promote the creation of jobs for a highly skilled and professional work force.

Policy 2 Promote efforts to attract, retain and expand employment improvement opportunities for unskilled and semi-skilled workers.

F. TRANSPORTATION

Objective 9 Establish a street system, which is consistent in function and design with the character and use of adjacent land and efficient traffic flow.

Policy 1 Design the Mission Bay South street system in consideration of the layout of surrounding City streets consistent with the Infrastructure Plan for Mission Bay South.

Policy 2 Design the Mission Bay South streets (curb to curb) to the minimum scale necessary to provide required movement, parking, transit, bicycle and access functions.

Policy 3 Establish a truck route system to facilitate truck movements within and through Mission Bay South.

Policy 4 Within a "Transit First" environment, provide parking facilities in consideration of the needs of residents, workers, visitors and their service providers.

Policy 5 Explore opportunities for shared use of parking facilities, both day and night.

Objective 10 Accommodate the expansion of transit services to, from, through and within Mission Bay South.

Policy 1 Work with transit providers to coordinate the siting of transit stops at locations serving high-density uses.

Policy 2 Encourage the siting of shelters, and retail and personal service uses at or near transit stops.

Objective 11 Provide for the safe and convenient use of the bicycle as a means of transportation and recreation.

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Objective 12 Provide for convenient, safe, and pleasant pedestrian circulation.

Policy 1 Recognize the importance of the pedestrian environment in the street level design of buildings.

Policy 2 Where appropriate, provide for public pedestrian-dominated streets with limited vehicular access.

Policy 3 Ensure quality street level environments, including street furniture.

Policy 4 Expand and enhance pedestrian access to San Francisco Bay and to the channel of China Basin.

200 DESCRIPTION OF THE PLAN AREA

The boundaries of the Plan Area are described in the "Legal Description of the Plan Area," attached as Attachment I and shown on the "Plan Area Map," attached as Attachment 2.

300 USES PERMITTED IN THE PLAN AREA

301 Redevelopment Land Use Map

The "Redevelopment Land Use Map," attached hereto as Attachment 3, illustrates the location of the Plan Area boundaries, major streets within the Plan Area and the proposed land uses to be permitted in the Plan Area.

302 Designated Land Uses

Land uses are permitted in the Plan Area as either principal or secondary uses as provided below. Principal uses shall be permitted in the Plan Area in the particular land use district as set forth in Sections 302.1 through 302.7 of this Plan, in accordance with the provisions of this Plan.

Secondary uses shall be permitted in a particular land use district as set forth in Sections 302.1, 302.3 and 302.4, provided that such use generally conforms with redevelopment objectives and planning and design controls established pursuant to this Plan and is determined by the Executive Director to make a positive contribution to the character of the Plan Area, based on a finding of consistency with the following criterion: the secondary use, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community.

302.1 Mission Bay South Residential

The Mission Bay South Residential land use district, shown on the Redevelopment Land Use Map (Attachment 3), consists of residential uses and compatible local-serving retail and other uses which can be in mixed use facilities.

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- A. The following principal uses are permitted in the Mission Bay South Residential district:

Dwelling Units

Retail Sales and Services:

Local-Serving Business, excluding Bars, aerobics studios, and dry-cleaning facilities that conduct onsite dry-cleaning operations
Restaurants
Automobile Rental

Arts Activities and Spaces:

Arts activities in ground floor commercial spaces and/or in Live/Work Units

Office Use:

Local-Serving Business above the ground floor

Home and Business Services:

Catering Establishment
Household and business repair
Interior decorating shop

Other Uses:

Family Child Care Facility
Home Occupation
Live/Work Units
Open Recreation
Outdoor Activity Area
Parking
Automated Teller Machines (ATMs)
Telecommunications antenna and equipment
Installation of tower or antenna for reception of radio and television for benefit of building occupants

- B. The following secondary uses shall be permitted in the Mission Bay South Residential district if the criteria set forth in this Section 302 are met:

Institutions, including but not limited to:

Local-Serving Child Care Facility
Small residential care facility licensed by the State
Small social service/philanthropic facility
Small vocational/job training facility
Church/religious institution

Retail Sales and Services:

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Aerobics studios

Animal Care:

Animal Services in enclosed building

Office Use:

Local-Serving Business on the ground floor

Other Uses:

Walk-Up Facility, except ATMs

Commercial wireless transmitting, receiving or relay facility with these reports if required

302.2 Hotel

The Hotel land use district, shown on the Redevelopment Land Use Map (Attachment 3), consists of primarily hotel, retail sales, destination retail, assembly and entertainment with compatible other uses, excluding Theaters.

The following principal uses are permitted in the Hotel district:

Retail Sales and Services:

Tourist Hotel

All Retail Sales and Services, including Bars and aerobic studios and excluding dry-cleaning facilities that conduct onsite dry-cleaning operations

Restaurants

Automobile Rental

Art Activities and Spaces

Assembly and Entertainment:

Amusement Enterprise

Nighttime Entertainment

Recreation building

Institutions:

Local-Serving Child Care Facility

Home and business services:

Catering Establishment

Animal Care:

Animal Services in enclosed building

Other Uses:

Open Recreation

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Outdoor Activity Area
Parking
Walk-Up Facility, including ATMs
Commercial wireless transmitting, receiving or relay facility with required EMR reports
Telecommunications antenna and equipment
Installation of tower or antenna for reception of radio and television for benefit of building occupants

The following secondary uses shall be permitted in the Hotel district if the criterion for a secondary use as set forth in Section 302 is met:

Dwelling Units, as long as they do not preclude within the Hotel land use district the development of an economically feasible hotel (subject to the limitations in Section 304.5 of this Plan) that will comply with the Design for Development and other Plan Documents, which determination the Agency shall make at the time it approves any dwelling units in the Hotel land use district.

302.3 Commercial Industrial

The Commercial Industrial land use district, shown on the Redevelopment Land Use Map (Attachment 3), consists of Commercial Industrial uses, including Manufacturing, Office Use, Animal Care facilities, Wholesaling and Other Uses, as described below. This district also includes compatible local-serving retail and personal services (excluding Theaters), consisting of the balance of the uses discussed below.

A. The following principal uses are permitted in the Commercial Industrial district:

Manufacturing (including office space and administrative uses associated therewith):

Light manufacturing uses involving assembly, packaging, repairing or processing of previously prepared materials
Software development and multimedia
Industrial or chemical research or testing laboratory
Medical research and bio-technical research facility
Experimental laboratory

Institutions:

Vocational/job training facility

Retail Sales and Services:

Local-Serving Business, including Bars and aerobics studios
Automobile Rental

Arts Activities and Spaces

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Office Use

Home and business services:

- Blueprinting shop
- Building, plumbing, electrical, printing, roofing, furnace, or pest-control contractor's office
- Carpenter shop, sheet metal fabrication
- Household and business repair shop
- Multi-media business services
- Newspaper publication, desktop publishing
- Printing shop
- Sign-painting shop

Animal Care:

- Animal Services in enclosed building
- Animal care facilities for animal housing, handling, treatment, transport
- Commercial kennel

Wholesaling:

- Storage of household or business goods in enclosed building
- Wholesale Sales and Services in enclosed building
- Wholesale storage warehouse
- Cold storage plant

Automotive:

- Automobile service station
- Automobile wash

Other Uses:

- Greenhouse or plant nursery
- Open Recreation
- Outdoor Activity Area
- Parking
- Walk-Up Facility, including ATMs
- Commercial wireless transmitting, receiving or relay facility with required EMR reports
- Telecommunications antenna and equipment
- Installation of tower or antenna for reception of radio and television for benefit of building occupants

- B. The following secondary uses shall be permitted in the Commercial Industrial district if the criteria set forth in this Section 302 are met:

Institutions, including but not limited to the following:

- Clinic for outpatient care
- Local-Serving Child Care Facility

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Post secondary school
Social service/philanthropic facility
Church/religious institution
Clubhouse
Lodge building
Meeting hall

Assembly and Entertainment:
Nighttime Entertainment
Recreation building

Other Uses:
Public structure or use of a nonindustrial character

302.4 Commercial Industrial/Retail

The Commercial Industrial/Retail land use district, shown on the Redevelopment Land Use Map (Attachment 3), consists of industrial, commercial and office uses, retail and compatible other uses, excluding theaters, which can be in mixed-use facilities. The definitions of "Commercial Industrial" and "Retail" are as provided in Section 302.3.

A. The following principal uses are permitted in the Commercial Industrial/Retail district:

Manufacturing (including office space and administrative uses associated therewith):
Light manufacturing uses involving assembly, packaging, repairing or processing of previously prepared materials
Software development and multimedia
Industrial or chemical research or testing laboratory
Medical research and bio-technical research facility
Experimental laboratory

Institutions:
Vocational/job training facility

Retail Sales and Services:
All Retail Sales and Services, including Bars and aerobic studios
Restaurants
Automobile Rental

Arts Activities and Spaces

Office Use

Home and business services:
Blueprinting shop

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Building, plumbing, electrical, printing, roofing, furnace, or pest-control contractor's office

Carpenter shop, sheet metal fabrication

Household and business repair shop

Multi-media business services

Newspaper publication, desktop publishing

Printing shop

Sign-painting shop

Animal Care:

Animal Services in enclosed building

Animal care facilities for animal housing, handling, treatment, transport

Commercial kennel

Wholesaling:

Storage of household or business goods in enclosed building

Wholesale Sales and Services in enclosed building

Wholesale storage warehouse

Cold storage plant

Automotive:

Automobile service station

Automobile wash

Other Uses:

Greenhouse or plant nursery

Open Recreation

Outdoor Activity Area

Parking

Walk-Up Facility, including ATMs

Commercial wireless transmitting, receiving or relay facility with required EMR reports

Telecommunications antenna and equipment

Installation of tower or antenna for reception or radio and television for benefit of building occupants

- B. The following secondary uses shall be permitted in the Commercial Industrial/Retail district if the criteria set forth in this Section 302 are met:

Institutions, including but not limited to:

Local-Serving Child Care Facility

Social service/philanthropic facility

Church/religious institution

Clinic for outpatient care

Post secondary school

Clubhouse

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Lodge building
Meeting hall

Assembly and Entertainment:
Nighttime Entertainment
Recreation building

Other Uses:
Public structure or use of a nonindustrial character

302.5 UCSF

The UCSF land use district, shown on the Redevelopment Land Use Map (Attachment 3), consists of institutional and academic uses as outlined in the 1996 Long Range Development Plan ("LRDP"). The land use district includes a proposed approximately 2.2-acre San Francisco Unified School District public school site. (Refer to Section 403 herein regarding cooperation between UCSF and the Agency.) The following indicates the type of uses, as defined in the UCSF LRDP, that will be developed by The Regents in the UCSF land use district, and which are generally consistent with the uses contemplated under this Plan:

Instruction:

Auditoriums, classrooms, seminar rooms
Teaching laboratories

Research:

Medical and biomedical laboratory facilities
Office-based or computer-based research facilities
Cold rooms, glass wash, microscopy areas, and other instrument areas

Clinical:

Community-serving clinic for outpatient care

Academic Support:

Animal care facilities for animal housing, handling, treatment, transport
Library and library facilities
Multimedia business services
Newspaper publication, desktop publishing

Academic/Campus Administration:

Administrative offices and administrative service
Academic offices and academic department/school facilities
Non-academic offices such as police and personnel offices

Campus Community:

Arts activities
Local-serving business and professional service

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- Local-serving child care facility
- Elementary school or secondary school
- Local-serving retail business or personal service establishments
- Social service/philanthropic facility
- Meeting hall
- Recreation building
- Open recreation/open space
- Public structure or use of a non-industrial character

Logistics:

- Automatic laundry
- Dry-cleaning establishment and hand-ironing establishment
- Hospital laundry plant
- Blueprinting shop
- Building, plumbing, electrical, printing, roofing, or pest-control office
- Carpenter shop, sheet metal fabrication
- Printing shop
- Sign-painting shop
- Service yard
- Storage building
- Cold storage plant
- Utility plant
- Installation of tower or antenna for reception
- Uses accessory to and supportive of the principal uses within a building

302.6 Mission Bay South Public Facility

The Mission Bay South Public Facility land use district, shown on the Redevelopment Land Use Map (Attachment 3), consists of land other than housing sites or open space owned by a governmental agency or other public or semi-public entity and in some form of public or semipublic use.

The following principal uses are permitted in the Mission Bay South Public Facility district:

- Fire/Police station
- Open lot or enclosed Storage
- Railroad tracks and related facilities
- Other public structure or use

302.7 Mission Bay South Open Space

The Mission Bay South Open Space land use district, shown on the Redevelopment Land Use Map (Attachment 3), consists of a comprehensive system of open spaces, including parks, plazas, and open space corridors. Only recreational uses and uses accessory to and supportive of recreational use are permitted in this district including, but not limited to, accessory parking,

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kiosks and pushcarts; except that a facility containing up to 13,637 Leasable square feet of retail uses on a development footprint not to exceed 7,500 gross square feet may be constructed on parcel P22 on Attachment 2.

303 Other Land Uses

303.1 Public Rights-of-Way

As illustrated on the Redevelopment Land Use Map (Attachment 3) the major public streets within the Plan Area include: Owens Street, Third Street, Terry Francois Boulevard, Channel Street, Sixteenth Street, and Mariposa Street. Up to five new east-west major streets will be created between Channel Street and Sixteenth Street. Alignments are not exact and are shown on the Redevelopment Land Use Map for illustrative purposes.

Fourth Street will be realigned and extended from the channel of Mission Creek to Mariposa Street; Owens Street will be extended from Sixteenth Street to Mariposa Street; and Channel Street will be extended from Fourth Street to Third Street. Other existing streets, alleys and easements may be abandoned, closed or modified as necessary for proper development of the Plan Area.

Any changes in the existing street layout within the Plan Area, and in the event that Agency funding is used, outside of the Plan Area, shall be in accordance with the objectives of this Plan.

The public rights-of-way may be used for railroad, vehicular and/or pedestrian traffic, as well as for public improvements, public and private utilities and activities typically found in public rights-of-way. Railroad rights-of-way are allowed in any land use district.

Railroad rights-of-way may be outside the street rights-of-way.

303.2 Other Public and Semi-Public Uses

In any area shown on the Redevelopment Land Use Map (Attachment 3), the Agency is authorized to permit the maintenance, establishment or enlargement of utility easements and boxes and equipment appurtenant thereto. Other permitted public uses are specified in Sections 302.6 and 302.7 of this Plan.

303.3 Temporary and Interim Uses

Pending the ultimate development of land consistent with the land use program described in Attachment 3, certain interim and temporary uses are authorized as follows:

- A. Temporary Uses: The following uses are authorized as of right pursuant to this Plan for a period not to exceed ninety (90) days:

Booth for charitable, patriotic or welfare purposes;
Exhibition, celebration, festival, circus or neighborhood carnival;

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Open Air Sales of agriculturally produced seasonal decorations including, but not necessarily limited to, Christmas trees and Halloween pumpkins;

Convention staging;

Parking; and

Truck parking and loading.

- B. Interim Uses: Interim Uses of over ninety (90) days may be authorized for an initial time period to be determined by the Executive Director of the Agency not to exceed fifteen (15) years, upon a determination by the Executive Director that the authorized uses will not impede the orderly development of the Plan Area as contemplated in this Plan. Extensions of this approval period may be authorized by the Executive Director in increments of up to five (5) year periods, subject to the same determination as required for the initial period. Permissible interim uses are as follows:

Rental or sales office incidental to a new development, provided that it be located in the development or a temporary structure;

Structures and uses incidental to environmental cleanup and staging;

Temporary structures and uses incidental to the demolition or construction of a structure, building, infrastructure, group of buildings, or open space, including but not limited to construction staging of materials and equipment;

Storage;

Parking; and

Truck Parking.

- C. Interim Pacific Bell Ballpark Parking: Interim parking associated with the Pacific Bell (San Francisco Giants) Ballpark within the Plan Area which was previously approved by the City Zoning Administrator is permitted as a matter of right, pursuant to the terms and conditions of the Zoning Administrator letter. Extensions of the original approval shall be governed by Section 303.3(B).

303.4 Nonconforming Uses

The Agency shall provide for the reasonable continuance, modification and/or termination of nonconformities as provided in this Section 303.4 to promote compatibility of uses, eliminate blighting conditions and effectuate the purposes, goals, and objectives of this Plan. The Agency shall permit the continuation of existing, nonconforming uses and structures for (1) 15 years after the date of adoption of this plan; or (2) for such use in fully enclosed warehouse buildings east of Third Street for an initial period through February 27, 2001 with an additional period of at least 25 years after the expiration of this initial period. In either case, the Executive Director is authorized to grant extensions of time if he/she determines that the extension will not impede the orderly development of the Plan Area. No extension shall be for a period in excess of two years. Successive extensions, subject to the same limitations, may be granted upon new application.

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The Executive Director may authorize additions, alterations, reconstruction, rehabilitation, or changes in use through uses or structures which do not conform to the provisions of this Plan, subject to the same determination as is provided above for extensions of the nonconforming use period.

304 General Controls and Limitations

All real property in the Plan Area is made subject to the controls and requirements of this Plan. No real property shall be developed or rehabilitated after the date of the adoption of this Plan, except in conformance with the provisions of this Plan and the other applicable Plan Documents.

304.1 Construction

All construction in the Plan Area shall comply with the provisions of Section 306 of this Plan, the applicable Plan Documents, and all applicable laws.

304.2 Rehabilitation and Retention of Properties

Any existing structure within the Plan Area approved by the Agency for retention and rehabilitation shall be repaired, altered, reconstructed or rehabilitated in such a manner that it will be safe and sound in all physical respects and be attractive in appearance and not detrimental to the surrounding uses.

304.3 Limitation on the Number of Buildings

The number of Buildings in the Plan Area shall not exceed 500.

304.4 Number of Dwelling Units

The number of Dwelling Units presently in the Plan Area is currently none, and shall be approximately 3,440 under this Plan. Of those 3,440 Dwelling Units, 350 are allocated to the Hotel land use district and cannot be constructed on any site other than Block 1, with the remaining Dwelling Units allocated to the Mission Bay South Residential land use district. The total number of Dwelling Units that may be constructed within the Hotel land use district must not exceed 350 Dwelling Units and must not preclude the development of a hotel within the Hotel land use district as provided for in Section 302.2. Further, inclusion of Dwelling Units within the Hotel land use district will reduce the total hotel size and Leasable square footage of retail allowed in the Plan Area as provided for in Section 304.5.

304.5 Limitation on Type, Size and Height of Buildings

The type of buildings may be as permitted in the Building Code as in effect from time to time. Approximately 335,000 Leasable square feet of retail space, a 500-room hotel, including associated uses such as retail, banquet and conferencing facilities, approximately 6,123,600 Leasable square feet of mixed office, research and development and light manufacturing uses, with about 2,650,000 square feet of UCSF instructional, research and support uses are allowed in the Plan Area.

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The ~~5,953,600~~ 6,123,600 Leasable square feet is allocated to the Zones depicted on Attachment 3A as follows: 504,000 Zone B; 414,000 Zone C; 35,600 Zone D. The balance is permitted in Zone A and on other sites designated Commercial Industrial on Attachment 3 (except that 170,000 Leasable square feet of the balance may only be located on Parcel 7 of Block 43). In addition to the ~~5,953,600~~ 6,123,600 Leasable square feet of Commercial Industrial uses, up to 45,000 Leasable square feet of such Commercial Industrial uses are permitted in Zone B and 36,000 Leasable square feet in Zone C, respectively, in lieu of all or a portion of the retail allocations provided below for such zones; provided, however, that the total development programs for Zones B and C shall not exceed 549,000 and 450,000 Leasable square feet, respectively.

Of the 335,000 Leasable square feet, up to 105,700 Leasable square feet may be City-serving retail, allocated as follows: 20,700 on blocks 29, 30, 31, 32 and 36 in Zone A; 45,000 Zone B; 36,000 Zone C; 4,000 Zone D. The balance of the permitted retail use, 229,300 Leasable square feet, is allocated as follows: 50,000 entertainment/neighborhood-serving retail in the Hotel district, 159,300 neighborhood-serving retail in Zone A and sites designated Commercial or Mission Bay South Residential on Attachment 3 in the Plan Area, and 20,000 neighborhood-serving retail on Agency-sponsored affordable housing sites.

In addition to the maximum densities described above, the following uses are permitted: (a) a total of up to approximately 10,000 additional Leasable square feet of neighborhood-serving retail uses on Agency-sponsored affordable housing sites (bringing the total permitted allocation of neighborhood-serving retail on Agency-sponsored affordable housing sites to 30,000 Leasable square feet); and (b) an up to approximately 13,637 Leasable square foot retail facility on parcel P22 on Attachment 2.

The floor area ratio (FAR) for Commercial Industrial and Commercial Industrial/Retail shall be a maximum of 2.9:1, averaged over the entire area of these two land use districts combined, except that the area in Zones B-D shall be excluded from the calculation and except that if some or all of the additional Leasable square feet allocated to Parcel 7 of Block 43 is constructed, the maximum average of the FAR of 2.9:1 for Commercial Industrial and Commercial Industrial/Retail shall be increased to, but shall not exceed, 2.95:1, to account for the additional Leasable square feet allocated to Parcel 7 of Block 43. The floor area ratio for Zones B-D shall be a maximum of 2.9:1, calculated separately for each Zone. Maximum building height within the Plan Area is 160 feet.

If Dwelling Units are constructed within the Hotel land use district, the maximum size of the hotel will be reduced to 250 rooms and the maximum amount of retail square footage will be reduced to 25,000 Leasable square feet.

304.6 Open Space

Open space to be provided in the Plan Area is the total of all public open spaces and shall be approximately 41 acres, including approximately 8 acres of publicly accessible open space that will be provided within the UCSF land use district.

304.7 Utilities

All utilities within the Plan Area, and in the event Agency funding is used, outside of the Plan Area, shall be placed underground whenever physically and economically feasible.

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304.8 Nondiscrimination and Nonsegregation

There shall be no discrimination or segregation based upon race, color, creed, religion, sex, gender identity, sexual orientation, age, marital or domestic partner status, national origin or ancestry, or disability including HIV/AIDS status permitted in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of property in the Plan Area.

304.9 Fees and Exactions: All Plan Area Property Excepting X2, X3 and X4

The following provisions shall apply to all property in the Plan Area excepting the property designated X2, X3 and X4 on Attachment 2 and parcels utilized as affordable housing developed by Agency-sponsored entities.

- A. Definitions: For purposes of this Section 304.9 only, the definitions below shall apply.

Administrative Fee. Any fee charged by any City Agency or the Agency in effect at the time of submission for the processing of any application for Building Permits, subdivision maps, other City regulatory actions or approvals for a Major Phase or Project in the Plan Area that are generally applicable on a City-wide basis for similar land uses.

Art Requirement. The installation and maintenance of works of art costing an amount equal to 1 percent of the hard costs of initial construction (excluding therefrom the costs of Infrastructure and tenant improvements) of a Project for retail or commercial uses exceeding 25,000 gross square feet of floor area prior to the issuance of the first certificate of occupancy or such later time as may be determined by the Agency not to exceed one year thereafter; provided, however, that where the works of art are proposed to be included within an Open Space Parcel, such installation may occur any time prior to completion of the improvements to the Open Space Parcel. Such works may include sculpture, bas-relief, murals, mosaics, decorative water features, fountains, tapestries or other artwork and shall be located in and permanently affixed to a Project, its grounds or an Open Space Parcel or the surrounding area.

Child Care Requirements. The requirements set forth in City Planning Code Section 314.

City-Wide. All privately-owned property within (1) the territorial limits of the City or (2) any designated use district or use classification of the City so long as (a) any such use district or use classification includes more than an insubstantial amount of affected private property other than affected private property within the Plan Area and the Mission Bay North Plan Area, (b) the use district or use classification includes all private property within the use district or use classification that receives the general or special benefits of, or causes the burdens that occasion the need for, the new City Regulation or Development Fees or Exactions, and (c) the cost of compliance with the new City Regulation or

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Development Fee or Exaction applicable to the same type of use in the Plan Area (or portion thereof) does not exceed the proportional benefits to, or the proportional burdens caused by private development of that type of use in, the Plan Area (or portion thereof).

Development Fees or Exactions. A monetary or other exaction including in-kind contributions, other than a tax or special assessment or Administrative Fee, which is charged by the Agency or any City Agency in connection with any permit, approval, agreement or entitlement for a Major Phase or Project or any requirement for the provision of land for a construction of public facilities or Infrastructure or any requirement to provide or contribute to any public amenity or services. Development Fee or Exaction does not include Building Codes in effect from time to time generally applicable on a City-wide basis to similar land uses.

Improvements. Buildings, structures, Infrastructure and other work of improvement to be constructed in or for the benefit of the Plan Area.

Infrastructure. Open space (including, among other items, park improvements and restrooms), streets, sewer and storm drainage systems, water systems, street improvements, traffic signal systems, dry utilities, and other Improvements any of which are to be constructed in or for the benefit of the Plan Area.

Major Phase. A development segment comprising one or more of the numbered parcels shown on Attachment 2 (or portions of parcels) included with a numbered parcel or a remaindered parcel if so approved by Agency pursuant to the design review and document approval procedure under an applicable owner participation agreement containing one or more Projects.

Open Space Parcel. Those parcels or portions thereof designated for use as parks, plazas, or other public open space in Attachment 3 of this Plan.

Project. An individual Building and the related Improvements anticipated to be constructed in connection therewith under this Plan.

School Facilities Impact Fee. The sum payable to the San Francisco Unified School District pursuant to Government Code Section 65995.

- B. Administrative Fees: Nothing in this Plan shall preclude or constrain the Agency or any City Agency from charging and collecting an Administrative Fee or any such fee which may be provided for in any owner participation agreement.
- C. Development Fees and Exactions:
 - (i) Existing Development Fees or Exactions. Except as provided in the following provisions of this Section 304.9C, from and so long as this Plan is in effect, the following Development Fees or Exactions as same are in effect as of the date of adoption of this Plan, and only the following, are applicable to the

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Plan Area: (a) the School Facilities Impact Fee; (b) the Child Care Requirements; and (c) the Art Requirement.

(ii) New or Increased Development Fees or Exactions. No increase in any Development Fee or Exaction and no new Development Fee or Exaction shall be applicable to the Plan Area for ten (10) years following the date of issuance to Owner of the first Building Permit for a Project in the South Plan Area and, thereafter, shall only be applicable if said new or increased Development Fee or Exaction is generally applicable on a City-Wide basis to similar land uses; provided, however, that any increase in the School Facilities Impact Fee authorized by any change in state law at any time after the approval of this Plan shall apply. Any new or increased Development Fee or Exaction which becomes effective more than ten (10) years following the date of issuance to Owner of the first Building Permit for a Project in the Plan Area shall be applicable to the Plan Area so long as such new or increased Development Fee or Exaction is (i) generally applicable on a City-Wide basis to similar land uses and (ii) not redundant as to the initial Project of a fee, dedication, program, requirement or facility described in the applicable Plan Documents related to (A) affordable housing or (B) open space.

Notwithstanding the foregoing, new or increased Development Fees or Exactions may be imposed in order to comply with changes in applicable federal or state law or regulations as further provided in Subsection 304.9C(iii); provided, however, that any such new or increased Development Fee or Exaction shall be applied to the Plan Area on a Project by Project basis in a manner which is proportional to the impacts caused by the development in the Plan Area; that is, any such Development Fee or Exaction shall be no more than the equitable share of the cost of funding reasonable compliance with the applicable federal or state law or regulation taking into account the equitable amount allocable to the impacts caused by previous or existing development within the City. In no event shall any Project within the Plan Area be required to pay a new or increased Development Fee or Exaction in connection with compliance with any such federal or state law or regulation which is not applied on a City-Wide basis to similar land uses.

() Protection of Public Health and Safety. Notwithstanding any provision of this Section 304.9C to the contrary, the Agency and any City Agency having jurisdiction, shall exercise its discretion under this Plan and the other applicable Plan Documents in a manner which is consistent with the public health, safety and welfare and shall retain, at all times, its and their respective authority to take any action that is necessary to protect the physical health and safety of the public including without limitation authority to condition or deny a permit, approval, agreement or other entitlement or to change or adopt any new City Regulation if required (a) to protect the physical health or safety of the residents in the Plan Area, the adjacent community or the public, or (b) to comply with applicable federal or state law or regulations including without limitation changes in

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Existing City Regulations reasonably calculated to achieve new, more restrictive federal or state attainment or other standards applicable to the City for water quality, air quality, hazardous materials or otherwise relating to the physical environment where such City Regulations are generally applicable and proportionally applied to similar land uses on a City-Wide basis but subject, in all events, to any rights to terminate any owner participation agreement between an owner and the Agency as set forth in the applicable Plan Documents. Except for emergency measures, any City Agency or the Agency, as the case may be, will meet and confer with the owner in advance of the adoption of such measures to the extent feasible, provided, however, that said City Agency and the Agency shall each retain the sole and final discretion with regard to the adoption of any new City Regulation in furtherance of the protection of the physical health and safety of the public as provided in this Subsection 304.9C(iii).

(iv) Nonconflicting Laws. In addition to the reservation set forth in Section 304.9C(iii), the City Agencies and the Agency reserve the right to impose any new City Regulations and any changes to the Existing City Regulations (except for the Planning Code sections superseded by this Plan) that do not conflict with the development allowed by this Plan and the other applicable Plan Documents. As used herein, "conflict" means any proposed new or changed City Regulations which preclude or materially increase the cost of performance of or compliance with any provision of this Plan or the applicable Plan Documents or do any of the following: alter the permitted uses of land; decrease the maximum building height of buildings; reduce the density or intensity of development permitted; delay development; limit or restrict the availability of Infrastructure; impose limits or controls on the timing, phasing or sequencing of development; or modify Development Fees or Exactions except as permitted by this Section 304.9C. Notwithstanding the foregoing, the City may apply its then current standards for Infrastructure pursuant to then applicable City Regulations. Nothing in this Plan or the other applicable Plan Documents shall be deemed to limit any City Agency's or the Agency's ability to comply with the California Environmental Quality Act ("CEQA").

304.10 Fees and Exactions: Parcels X2, X3 and X4

The parcels designated X2, X3 and X4 (as shown on Attachment 2) shall be subject to all fees and exactions under the City Planning Code in effect from time to time, except as otherwise provided pursuant to an owner participation agreement if the Agency determines that the public benefits under the owner participation agreement exceed those that would otherwise be obtained through imposition of the City Planning Code fees and exactions.

304.11 Office Development Limitations. By Resolution No. 14702, the Planning Commission adopted findings pursuant to Planning Code Section 321(b)(1) that the office development contemplated in this Plan in particular promotes the public welfare, convenience and necessity, and in so doing considered the criteria of Planning Code Section 321(b)(3)(A)-(G). The findings contained in Resolution No. 14702 are incorporated herein by reference and

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attached as Attachment 6 to this Plan. Because the office development contemplated by this Plan has been found to promote the public welfare, convenience and necessity, the determination required under Section 321(b), where applicable, shall be deemed to have been made for all specific office development projects undertaken pursuant to this Plan. No office development project contemplated by this Plan may be disapproved either (i) for inconsistency with Planning Code Sections 320-325 or (ii) in favor of another office development project that is located outside the Plan Area and subject to Planning Code Sections 320-325; provided, however, that (x) no office development project shall be approved that would cause the then applicable annual limitation contained in Planning Code Section 321 to be exceeded, and (y) the Planning Commission shall consider the design of the particular office development project to confirm that it is consistent with the Commission's findings contained in Resolution No. 14702. Upon such determination, the Planning Commission shall issue a project authorization for such project. The decision on the design of any particular office development project reviewed pursuant to this Section 304.11 shall be binding on the Agency.

305 Variations

The Agency may modify the land use controls in this Plan where, owing to unusual and special conditions, enforcement would result in undue hardships or would constitute an unreasonable limitation beyond the intent and purposes of these provisions. Upon written request for variation from the Plan's land use provisions from the owner of the property, which states fully the grounds of the application and the facts pertaining thereto, and upon its own further investigation, the Agency may, in its sole discretion, grant such variation from the requirements and limitations of this Plan. The Agency shall find and determine that the variation results in substantial compliance with the intent and purpose of this Plan, provided that in no instance will any variation be granted that will change the land uses of this Plan.

306 Design for Development

Within the limits, restrictions and controls established in this Plan, the Agency is authorized to establish height limits of buildings, land coverage, density, setback requirements, design and sign criteria, traffic circulation and access standards, and other development and design controls necessary for proper development of both private and public areas within the Plan Area, as set forth in the Design for Development.

400 PROPOSED REDEVELOPMENT ACTIONS

401 General Redevelopment Actions

The Agency proposes to achieve the objectives of Sections 103 and 104 and effectuate the policies of Section 104 of this Plan by:

- A. The acquisition of real property;
- B. The demolition or removal of certain buildings and improvements and the relocation of rail lines;

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- C. The provision for participation in redevelopment by owners presently located in the Plan Area and the extension of preferences to business occupants and other tenants desiring to remain or relocate within the redeveloped Plan Area;
- D. The management of any property acquired by and under the ownership or control of the Agency;
- E. The provision of relocation assistance to eligible occupants displaced from property in the Plan Area;
- F. The installation, construction or reconstruction of streets, utilities, parks, other open spaces, and other public improvements;
- G. The disposition of property for uses in accordance with this Plan;
- H. The redevelopment of land by private enterprise or public agencies for uses in accordance with this Plan and to promote economic development of the area;
- I. The rehabilitation of structures and improvements by present owners, their successors and the Agency;
- J. The assembly of adequate sites for the development and construction of residential, commercial or industrial facilities; and
- K. Provision for very low-, low- and moderate-income housing.

To accomplish the above activities in the implementation and furtherance of this Plan, the Agency is authorized to use all the powers provided in this Plan and all the powers now or hereafter permitted by law.

402 Participation Opportunities; Extension of Preferences for Reentry Within Redeveloped Plan Area

402.1 Opportunities for Owners and Business Tenants

In accordance with this Plan and the rules for participation by owners and the extension of preferences to business tenants adopted by the Agency pursuant to this Plan and the Community Redevelopment Law, persons who are owners of real property in the Plan Area shall be given a reasonable opportunity to participate in redevelopment by: (1) retaining all or a portion of their properties and developing or improving such property for use in accordance with this Plan; (2) acquiring adjacent or other properties within the Plan Area and developing or improving such property for use in accordance with this Plan; or (3) selling their properties to the Agency and purchasing other properties in the Plan Area.

The Agency shall extend reasonable preferences to persons who are engaged in business in the Plan Area to participate in the redevelopment of the Plan Area, or to reenter into business within the redeveloped Plan Area, if they otherwise meet the requirements of this Plan.

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402.2 Rules for Participation Opportunities, Priorities and Preferences

In order to provide opportunities to owners to participate in the redevelopment of the Plan Area and to extend reasonable preferences to businesses to reenter into business within the redeveloped Plan Area, the Agency has promulgated rules for participation by owners and the extension of preferences to business tenants for reentry within the redeveloped Plan Area.

402.3 Owner Participation Agreements

The Agency shall require as a condition to participation in redevelopment that each participant enter into a binding agreement with the Agency by which the participant agrees to rehabilitate, develop, use and maintain the property in conformance with this Plan and to be subject to its provisions.

Whether or not a participant enters into an owner participation agreement with the Agency, all other provisions of this Plan are applicable to all public and private property in the Plan Area.

In the event that a participant fails or refuses to rehabilitate, develop and use and maintain its real property pursuant to this Plan and the owner participation agreement, the real property or any interest therein may be acquired by the Agency and sold or leased for rehabilitation or development in accordance with this Plan.

402.4 Conforming Owners

Subject to any owner participation agreement provisions, the Agency may determine in its sole and absolute discretion, that certain real property within the Plan Area meets the requirements of this Plan, and the owner of such property will be permitted to remain as a conforming owner without an owner participation agreement with the Agency, provided such owner continues to operate, use and maintain the real property within the requirements of this Plan. However, a conforming owner shall be required by the Agency to enter into an owner participation agreement with the Agency in the event that such owner desires to: (a) construct any additional improvements or substantially alter or modify existing structures on any of the real property described above as conforming; or (b) acquire additional contiguous property within the Plan Area.

402.5 Phasing with Development

Subject to the terms of owner participation agreements, owners shall be required to provide for infrastructure, affordable housing and open space in conjunction with development of improvements in the Plan Area.

403 Cooperation with Public Bodies

The Agency is authorized to financially (and otherwise) assist any public entity in the cost of public land, buildings, facilities, structures or other improvements (within or without the

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Plan Area) which land, buildings, facilities, structures or other improvements are or would be of benefit to the Plan Area, in accordance with the ICA.

The Regents of the University of California will work cooperatively with the Agency regarding land use and planning issues in that portion of the Plan Area to be used by the University for educational purposes. This cooperative effort will assure that the mutual interests of UCSF and the Agency are addressed. However, because the University is exempt under Article 9, Section 9 of the State Constitution from local planning, zoning and redevelopment regulations when using its property in furtherance of its educational purposes, the portion of the Plan Area to be used by UCSF for educational purposes would not be subject to the actions of the Agency to implement this Plan. That portion of the Plan Area within the UCSF land use district to be developed either as a site for the San Francisco Unified School District or as public open space and the dedicated public streets (i.e., 4th Street) would be subject to the jurisdiction of the Agency.

The Regents would develop the UCSF site in accordance with the uses and total gross square footage described in UCSF's 1996 Long Range Development Plan ("LRDP"), as it may be amended from time to time. The LRDP has been subjected to environmental analysis pursuant to the California Environmental Quality Act ("CEQA"), and a Final Environmental Impact Report has been certified by the Regents. As each UCSF development project within the Plan Area is proposed, the Regents will determine whether additional environmental review will be necessary. To the extent provided in CEQA, the CEQA Guidelines and the UC CEQA Handbook, the City, the Agency and the public would have an opportunity to comment on any environmental documentation prepared by the Regents for individual development projects.

404 Property Acquisition

404.1 Real Property

The Agency may acquire real property located in the Plan Area by any means authorized by law.

It is in the public interest and necessary in order to eliminate the conditions requiring redevelopment and in order to implement this Plan for the power of eminent domain to be employed by the Agency to acquire real property in the Plan Area which cannot be acquired by gift, devise, exchange, purchase or any other lawful method, except that the Agency is not authorized to employ the power of eminent domain to acquire property on which any persons legally reside. Eminent domain proceedings, if used, must be commenced within twelve (12) years from the date the ordinance adopting this Plan becomes effective.

The Agency is authorized to acquire structures without acquiring the land upon which those structures are located. The Agency is authorized to acquire either the entire fee or any other interest in real property less than a fee.

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404.2 Personal Property

Where necessary to implement this Plan, the Agency is authorized to acquire personal property in the Plan Area by any lawful means, including eminent domain.

405 Property Management

During such time as property, if any, in the Plan Area is owned or leased by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency, and such rental or lease shall be pursuant to such policies as the Agency may adopt.

406 Relocation of Persons, Business Concerns and Others Displaced by the

Project 406.1 Assistance in Finding Other Locations

The Agency shall assist or cause to be assisted all eligible persons (including individuals and families), business concerns and others displaced from the Plan Area pursuant to this Plan in finding other locations and facilities, as may be required by law. In order to implement this Plan with a minimum of hardship to eligible persons, business concerns and others, if any, displaced by implementation of this Plan, the Agency shall assist such persons, business concerns and others in finding new locations in accordance with all applicable relocation statutes and regulations (Section 33410 et seq. of the Community Redevelopment Law).

406.2 Relocation Payments

The Agency shall make or cause to be made relocation payments to persons (including individuals and families), business concerns and others displaced by implementation of this Plan as may be required by law. Such relocation payments shall be made pursuant to the California Relocation Assistance Law (Government Code Section 7260 et seq.), Agency rules and regulations adopted pursuant thereto, and as may be applicable in the event that federal funding is used in the implementation of this Plan, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The Agency may make such other payments as it determines to be appropriate and for which funds are available.

407 Demolition, Clearance, and Building and Site Preparation

407.1 Demolition and Clearance

The Agency is authorized to demolish and clear buildings, structures and other improvements from any real property in the Plan Area owned or leased by the Agency or other public entity as necessary to carry out the purposes of this Plan.

407.2 Preparation of Building Sites

The Agency is authorized to prepare, or cause to be prepared, as building sites, any real property in the Plan Area owned or leased by the Agency or other public entity. In connection therewith, the Agency may cause, provide for, or undertake the installation or construction of

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streets, utilities, parks, playgrounds and other public improvements necessary to carry out this Plan. The Agency is also authorized to construct foundations, platforms and other structural forms necessary for the provision or utilization of air rights sites for buildings to be used for residential, commercial, public and other uses provided in this Plan.

408 Property Disposition and Development

408.1 Real Property Disposition and Development

For the purposes of this Plan, the Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust or otherwise dispose of any interest in real property. To the extent permitted by law, the Agency is authorized to dispose of or acquire real property by negotiated lease, sale or transfer without public bidding. Property containing buildings or structures rehabilitated by the Agency shall be offered for resale within one (1) year after completion of rehabilitation or an annual report concerning such property shall be published by the Agency as required by law.

Real property acquired by the Agency may be conveyed by the Agency without charge to the City and, where beneficial to the Plan Area, without charge to any public body. All real property acquired by the Agency in the Plan Area shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan, or may be developed by the Agency for public uses.

All purchasers or lessees of property acquired from the Agency shall be made obligated to use the property for the purposes designated in this Plan, to begin and complete development of the property within a period of time which the Agency fixes as reasonable and to comply with other conditions which the Agency deems necessary to carry out the purposes of this Plan.

408.2 Disposition and Development Documents

To provide adequate safeguards to ensure that the provisions of this Plan will be carried out and to prevent the recurrence of blight, all real property sold, leased or conveyed by the Agency, as well as all property subject to owner participation agreements, is subject to the provisions of this Plan.

The Agency shall reserve such powers and controls in the disposition and development documents as may be necessary to prevent transfer, retention or use of property for speculative purposes and to ensure that development is carried out pursuant to this Plan.

Leases, deeds, contracts, agreements and declarations of restrictions of the Agency may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes or any other provisions necessary to carry out this Plan. Where appropriate, as determined by the Agency, such documents, or portions thereof, shall be recorded in the office of the County Recorder.

All property in the Plan Area is hereby subject to the restriction that there shall be no discrimination or segregation based upon race, color, creed, religion, sex, gender identity, sexual

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orientation, age, marital or domestic partner status, national origin or ancestry, or disability including HIV/AIDS status permitted in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of property in the Plan Area. All property sold, leased, conveyed or subject to a participation agreement shall be expressly subject by appropriate documents to the restriction that all deeds, leases or contracts for the sale, lease, sublease or other transfer of land in the Plan Area shall contain such nondiscrimination and nonsegregation clauses.

408.3 Development by the Agency

To the extent now or hereafter permitted by law, the Agency is authorized to pay for, develop or construct any publicly-owned building, facility, structure or other improvement either within or without the Plan Area, for itself or for any public body or entity, which buildings, facilities, structures or other improvements are or would be of benefit to the Plan Area. Specifically, the Agency may pay for, install or construct the buildings, facilities, structures and other improvements, and may acquire or pay for the land and site preparation required therefor.

In addition to the public improvements authorized under this Section 408 and the specific publicly-owned improvements, the Agency is authorized to install and construct, or to cause to be installed and constructed, within or without the Plan Area, for itself or for any public body or entity for the benefit of the Plan Area, public improvements and public utilities, including, but not limited to, those described in Attachment 4.

The Agency is authorized to install and construct or cause to be installed and constructed temporary public improvements necessary to carry out this Plan. Temporary public improvements may include, but are not limited to, parks, streets, and utilities. Temporary utilities may be installed above ground only with the written approval of the Agency.

The Agency may enter into contracts, leases and agreements with the City or other public body or entity pursuant to this Section 408.3, and the obligation of the Agency under such contract, lease or agreement shall constitute an indebtedness of the Agency which may be made payable out of the taxes levied in the Plan Area and allocated to the Agency under subdivision (b) Section 33670 of the Community Redevelopment Law, Section 502 of this Plan or out of any other available funds.

408.4 Development Plans

All private development plans shall be submitted to the Agency for approval and architectural review consistent with the Plan and the other applicable Plan Documents. Except for UCSF, all public development plans shall be in accordance with the Plan and any applicable Plan Documents.

408.5 Personal Property Disposition

For the purposes of this Plan, the Agency is authorized to lease, sell, exchange, transfer, assign, pledge, encumber or otherwise dispose of personal property which is acquired by the Agency.

409 Rehabilitation, Conservation and Moving of Structures

409.1 Rehabilitation and Conservation

The Agency is authorized to rehabilitate and conserve or to cause to be rehabilitated and conserved, any building or structure in the Plan Area owned by the Agency. The Agency is also authorized and directed to advise, encourage and assist in the rehabilitation and conservation of property in the Plan Area not owned by the Agency. The Agency is also authorized to acquire, restore, rehabilitate, move and conserve buildings of historic or architectural significance.

It shall be the purpose of this Plan to encourage the retention of existing businesses that are generally compatible with proposed developments in the Plan Area and in conformity with the uses permitted in this Plan, and to add to the economic viability of such businesses by programs that encourage voluntary participation in conservation and rehabilitation. The Agency is authorized to conduct a program of assistance and incentives to encourage owners of property within the Plan Area to upgrade and maintain their property in a manner consistent with the Plan and with other standards that may be established by the Agency for the Plan Area.

409.2 Moving of Structures

As necessary in carrying out this Plan, the Agency is authorized to move, or to cause to be moved, any structure or building which can be rehabilitated to a location within or outside the Plan Area.

410 Low-and Moderate-Income Housing

410.1 Replacement Housing

In accordance with Section 33334.5 of the Community Redevelopment Law, whenever dwelling units housing persons and families of low or moderate income are destroyed or removed from the low and moderate income housing market as part of implementation of this Plan, the Agency shall, within four (4) years of such destruction or removal, rehabilitate, develop or construct, or cause to be rehabilitated, developed or constructed, for rental or sale to persons and families of low or moderate income an equal number of replacement dwelling units at affordable rents within the Plan Area or within the territorial jurisdiction of the City in accordance with all of the provisions of Sections 33413 and 33413.5 of the Community Redevelopment Law.

410.2 Affordable Housing Production

In accordance with subdivision (b) of Section 33413 of the Community Redevelopment Law, at least 15 percent of all new or rehabilitated dwelling units developed within the Plan Area by public or private entities or persons other than the Agency, shall be available at affordable housing cost to persons and families of very low, low or moderate income. Not less than 40 percent of the dwelling units required to be available at affordable housing cost to persons and families of very low, low or moderate income shall be available at affordable housing cost to very low income households.

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At least 30 percent of all new or rehabilitated dwelling units developed by the Agency shall be available at affordable housing cost to persons and families of very low, low or moderate income. Not less than 50 percent of these dwelling units shall be available at affordable housing cost to, and occupied by, very low income households.

410.3 Increased and Improved Housing Supply

Pursuant to Section 33334.2 of the Community Redevelopment Law, not less than twenty percent (20%) of all taxes which are allocated to the Agency pursuant to subdivision (b) of Section 33670 of the Community Redevelopment Law and Section 502 of this Plan shall be used by the Agency for the purposes of increasing, improving and preserving the City's supply of housing for persons and families of very low, low or moderate income unless certain findings are made as required by that section to lessen or exempt such requirement. In carrying out this purpose, the Agency may exercise any or all of its powers, including the following:

- A. Acquire land or building sites;
- B. Improve land or building sites with on-site or off-site improvements;
- C. Donate land to private or public persons or entities;
- D. Finance insurance premiums pursuant to Section 33136 of the Community Redevelopment Law;
- E. Construct buildings or structures;
- F. Provide subsidies to or for the benefit of persons or families of very low, low or moderate income;
- G. Develop plans, pay principal and interest on bonds, loans, advances or other indebtedness or pay financing or carrying charges;
- H. Preserve the availability of affordable housing units which are assisted or subsidized by public entities and which are threatened with conversion to market rates;
- I. Require the integration of affordable housing sites with sites developed for market rate housing;
- J. Assist the development of housing by developers.

The Agency may use the funds specified in this Section to meet, in whole or in part, the replacement housing provisions in Section 410.1 or the affordable housing production provisions in Section 410.2 above. These funds may be used inside the Plan Area, or outside the Plan Area only if findings of benefit to the Plan Area are made as required by said Section 33334.2 of the Community Redevelopment Law.

500 METHODS OF FINANCING THE PROJECT

501 General Description of the Proposed Financing Method

The Agency is authorized to finance the implementation of this Plan with financial assistance from the City, State of California, federal government, tax increment funds, interest income, Agency bonds, donations, loans from private financial institutions, assessments, the lease or sale of Agency-owned property or any other available source, public or private.

The Agency is also authorized to obtain advances, borrow funds and create indebtedness in carrying out this Plan. The principal and interest on such advances, funds and indebtedness may be paid from tax increments or any other funds available to the Agency.

The City or any other public agency may expend money to assist the Agency in carrying out this Plan. As available, gas tax funds from the state and county may be used for street improvements and public transit facilities.

502 Tax Increment Funds

All taxes levied upon taxable property within the Plan Area each year, by or for the benefit of the State of California, the City, any district or any other public corporation (hereinafter sometimes called "taxing agencies") after the effective date of the ordinance approving this Plan, shall be divided as follows:

- A. That portion of the taxes which would be produced by the rate upon which the tax is levied each year by or for each of said taxing agencies upon the total sum of the assessed value of the taxable property in the Plan Area as shown upon the assessment roll used in connection with the taxation of such property by such taxing agencies, last equalized prior to the effective date of such ordinance, shall be allocated to and when collected shall be paid into the funds of the respective taxing agencies as taxes by or for said taxing agencies on all other property are paid (for the purpose of allocating taxes levied by or for any taxing agency or agencies which does not include the territory of the Plan Area on the effective date of such ordinance but to which such territory is annexed or otherwise included after such effective date, the assessment roll of the County of San Francisco last equalized on the effective date of said ordinance shall be used in determining the assessed valuation of the taxable property in the Plan Area on said effective date).
- B. Except as provided in subdivision (e) of Section 33670 or in Section 33492.15 of the Community Redevelopment Law, that portion of said levied taxes each year in excess of such amount shall be allocated to and, when collected, shall be paid into a special fund of the Agency to pay the principal of and interest on loans, monies advanced to or indebtedness (whether funded, refunded, assumed or otherwise) incurred by the Agency to finance or refinance, in whole or in part, the implementation of this Plan. Unless and until the total assessed valuation of the taxable property in the Plan Area exceeds the total assessed value of taxable

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property in the Plan Area as shown by the last equalized assessment roll referred to in subdivision A hereof, all of the taxes levied and collected upon the taxable property in the Plan Area shall be paid into the funds of the respective taxing agencies. When said loans, advances indebtedness, if any, and interest thereon, have been paid, all monies thereafter received from taxes upon the taxable property in the Plan Area shall be paid into the funds of the respective taxing agencies as taxes on all other property are paid.

The portion of taxes mentioned in 502B above are hereby irrevocably pledged for the payment of the principal of and interest on the advance of monies, or making of loans or the incurring of any indebtedness (whether funded, refunded, assumed or otherwise) by the Agency to finance or refinance the implementation of this Plan in whole or in part, including but not limited to direct and indirect expenses. The Agency is authorized to make such pledges as to specific advances, loans and indebtedness as appropriate in carrying out this Plan.

The Agency is authorized to issue bonds from time to time, if it deems appropriate to do so, in order to finance all or any part of the implementation of this Plan. Neither the members of the Agency nor any persons executing the bonds are liable personally on the bonds by reason of their issuance.

The amount of bonded indebtedness of the Agency to be repaid from the allocation of taxes to the Agency pursuant to Section 33670 of the Community Redevelopment Law, which can be outstanding at one time, shall not exceed \$450,000,000, except by amendment of this Plan.

The bonds and other obligations of the Agency are not a debt of the City or the State, nor are any of its political subdivisions liable for them, nor in any event shall the bonds or obligations be payable out of any funds or properties other than those of the Agency, and such bonds and other obligations shall so state on their face. The bonds do not constitute indebtedness within the meaning of any constitutional or statutory debt limitation or restriction.

The Agency shall not establish or incur loans, advances or indebtedness to finance in whole or in part the Project beyond twenty (20) years from the effective date of the ordinance adopting this Plan unless amended following applicable provisions of the Community Redevelopment Law, except that the Agency may incur loans, advances or indebtedness beyond twenty (20) years from the effective date of the ordinance adopting this Plan to be paid from the Low and Moderate Income Housing Fund as defined by the Community Redevelopment Law or to meet the Agency's replacement housing or inclusionary housing requirements as set forth in Sections 33413 and 33413.5 of the Community Redevelopment Law. This limit shall not prevent the Agency from refinancing, refunding, or restructuring indebtedness after the time limit if the indebtedness is not increased and the time during which the indebtedness is to be repaid is not extended beyond the time limit to repay indebtedness required by Section 33333.2 of the Community Redevelopment Law.

The Agency shall not pay indebtedness or receive property taxes pursuant to Section 33670 from the Plan Area after forty-five (45) years from the effective date of the ordinance adopting this Plan.

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503 Other Loans and Grants

Any other loans, grants, guarantees or financial assistance from the United States government, the State of California or any other public or private source will be used if available.

600 ACTIONS BY THE CITY AND COUNTY

The City shall aid and cooperate with the Agency in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and the other applicable Plan Documents, including preventing the recurrence or spread of conditions causing blight in the Plan Area, pursuant to the ICA.

700 ADMINISTRATION AND ENFORCEMENT

Except as otherwise specified in Section 600 above, the administration and enforcement of this Plan, including the preparation and execution of any documents implementing this Plan, shall be performed by the Agency.

The provisions of this Plan or other documents entered into pursuant to this Plan may also be enforced by legal action instituted by the Agency to seek appropriate remedy, except as may be limited by owner participation agreements. Such remedies may include, but are not limited to, specific performance, damages, reentry, injunctions or any other remedies appropriate to the purposes of this Plan. In addition, any recorded provisions, which are expressly for the benefit of owners of property in the Plan Area, may be enforced by such owners.

800 PROCEDURE FOR AMENDMENT

This Plan may be amended by means of the procedure established in Sections 33450-33458 of the Community Redevelopment Law or by any other procedure hereafter established by law.

900 SEVERABILITY

If any provision, section, subsection, subdivision, sentence, clause or phrase of the Plan is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portion or portions of the Plan.

1000 DURATION AND EFFECTIVENESS OF THIS PLAN

The Provisions of this Plan shall be effective for thirty (30) years from the date of adoption of this Plan by the Board of Supervisors, except that the nondiscrimination and nonsegregation provisions shall run in perpetuity. After this time limit on the duration and effectiveness of the plan, the Agency shall have no authority to act pursuant to this Plan except to pay previously incurred indebtedness and to enforce existing covenants or contracts, and,

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except that, if the Agency has not completed its housing obligations pursuant to Section 33413 of the Community Redevelopment Law, it shall retain its authority to implement its requirements under Section 33413, including its ability to incur and pay indebtedness for this purpose, and shall use this authority to complete these housing obligations as soon as reasonably possible.

ATTACHMENT 1

LAND USE PLAN AND LEGAL DESCRIPTION

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

Commencing at the intersection point of the northeasterly line of Sixth Street (82.50 feet wide) with the southeasterly line of Berry Street (82.50 feet wide), said intersection having a coordinate of north 468817.32, east 1451868.98 in the California Coordinate System of 1927, Zone 3; thence along said southeasterly line of Berry Street south 46° 18' 07" west 990.05 feet to the southwesterly line of Seventh Street (82.50 feet wide); thence along said southwesterly line of Seventh Street south 43° 41' 53" east 440.00 feet to the southeasterly line of Channel Street (200.00 feet wide), and being the true point of beginning; thence continuing along said southwesterly line of Seventh Street south 43° 41' 53" east 2017.19 feet to the westerly line of Pennsylvania Street (90.00 feet wide); thence along said westerly line of Pennsylvania Street south 3° 10' 56" east 600.92 feet to the southerly line of Mariposa Street (66.00 feet wide); thence along said southerly line of Mariposa Street north 86° 49' 04" east 1690.17 feet to the westerly line of Illinois Street (80.00 feet wide); thence along said westerly line of Illinois Street south 3° 10' 56" east 63.85 feet; thence north 86° 49' 04" east 80.00 feet to a point on the easterly line of Illinois Street, last said point being on the Mission Bay Project boundary; thence along said Mission Bay Project boundary the following courses and distances; thence north 35° 06' 05" east 616.30 feet; thence northeasterly along an arc of a curve to the left, tangent to the preceding course with a radius of 440.00 feet through a central angle of 12° 49' 53" an arc distance of 98.54 feet; thence tangent to the preceding curve north 22° 16' 12" east 700.07 feet; thence northerly along an arc of a curve to the left, tangent to the preceding course with a radius of 340.00 feet through a central angle of 12° 28' 00" an arc distance of 73.98 feet; thence tangent to the preceding curve north 9° 48' 12" east 86.42 feet; thence northerly along the arc of a curve to the left, tangent to the preceding course with a radius of 340.00 feet, through a central angle of 11° 58' 09", an arc distance of 71.03 feet; thence tangent to the preceding curve north 2° 09' 57" west 121.44 feet; thence north 3° 10' 56" west 198.86 feet; thence north 2° 19' 47" west 292.70 feet; thence northwesterly along an arc of a curve to the left, tangent to the preceding course with a radius of 481.57 feet through a central angle of 24° 30' 49", an arc distance of 206.04 feet; thence tangent to the preceding curve north 26° 50' 36" west 402.03 feet; thence northwesterly along an arc of a curve to the right, tangent to the preceding course with a radius of 236.29 feet, through a central angle of 9° 00' 04" an arc distance of 37.12

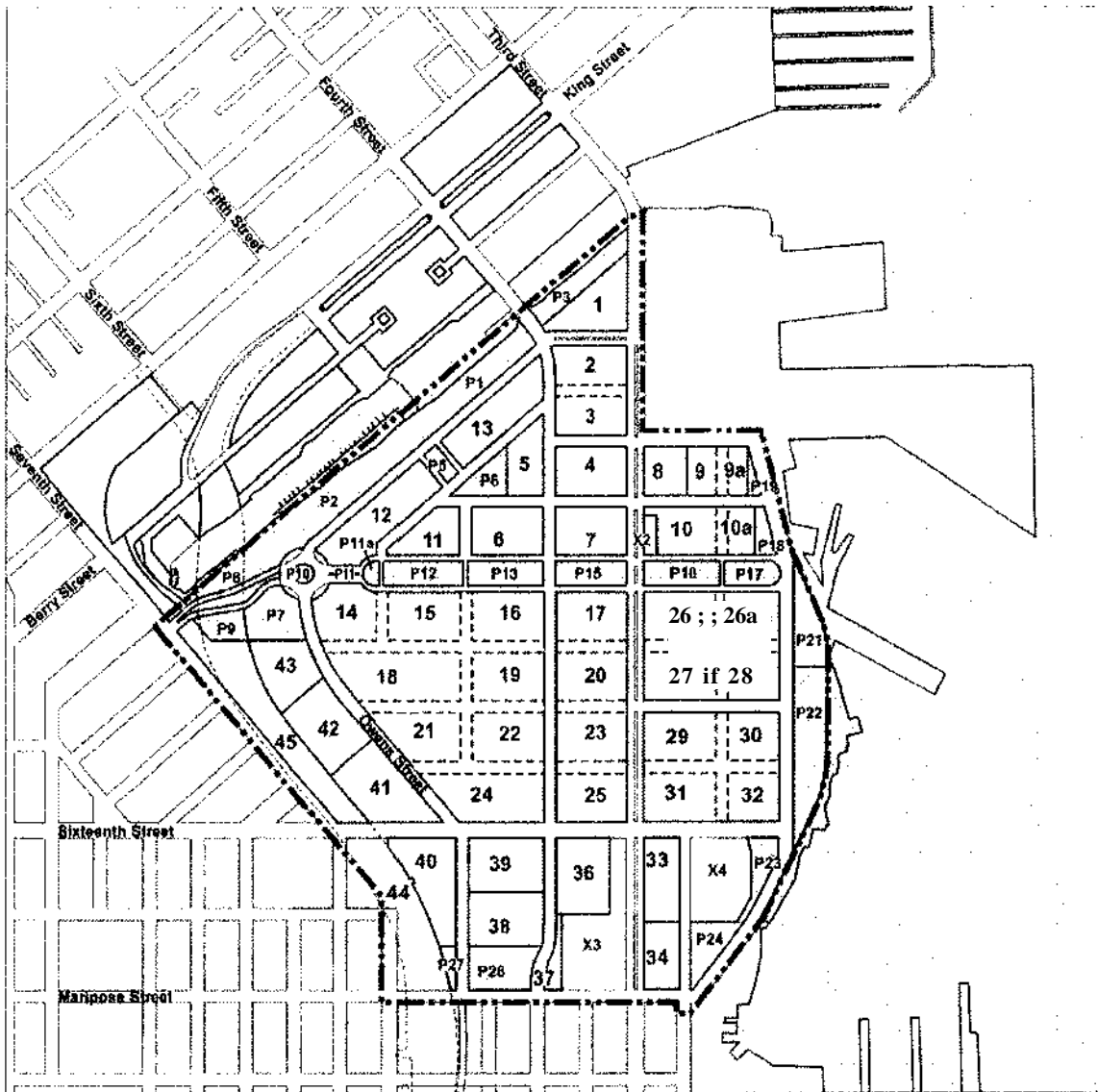
feet; thence tangent to the preceding curve north $17^{\circ} 50' 32''$ west 652.35 feet to the easterly prolongation of the northerly line of future Mission Rock Street (65.25 feet wide); thence leaving said Mission Bay Project boundary, along said easterly prolongation and along said northerly line of future Mission Rock Street, south $86^{\circ} 49' 04''$ west 673.43 feet to the easterly line of Third Street; thence along said easterly line of Third Street north $3^{\circ} 10' 56''$ west 23.36 feet to an angle point therein; thence along said easterly line of Third Street south $86^{\circ} 49' 04''$ west 12.50 feet to an angle point in the easterly line of Third Street; thence along said easterly line of Third Street north $3^{\circ} 10' 56''$ west 1265.04 feet; thence south $64^{\circ} 21' 26''$ west 95.76 feet to the intersection of the westerly line of Third Street with said southeasterly line of Channel Street; thence along said southeasterly line of Channel Street south $46^{\circ} 18' 07''$ west 3578.74 feet to the true point of beginning.

Containing 10,340,343 square feet, more or less.

The bearings used in the above description are on the California Coordinate System of 1927, Zone 3. Multiply the above distances by 0.999928 to obtain grid distances.

ATTACHMENT 2

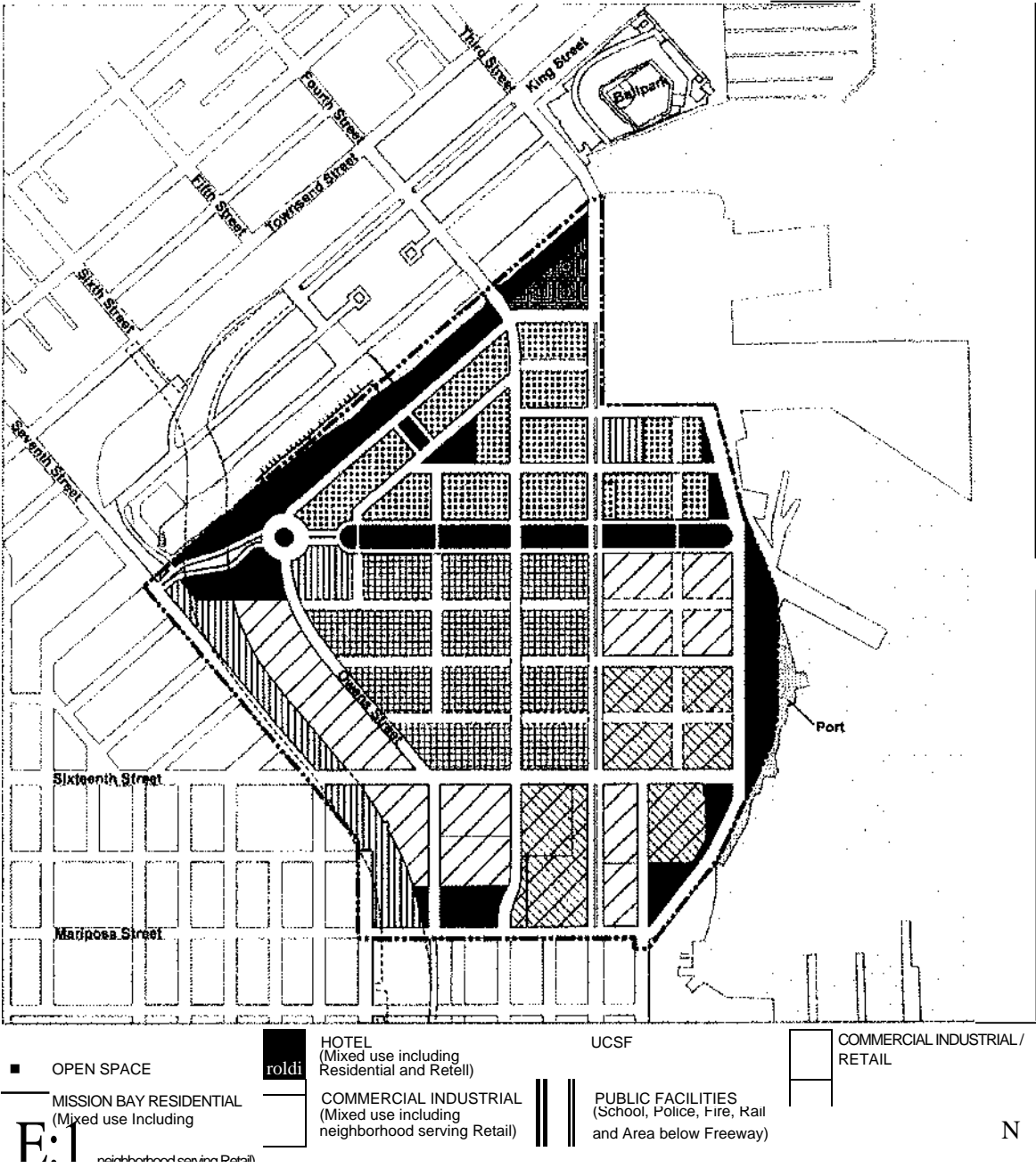
PLAN AREA MAP



Note: Street alignments and open space configurations shown on the figure are not exact and are indicated for illustrative purposes.

ATTACHMENT 3

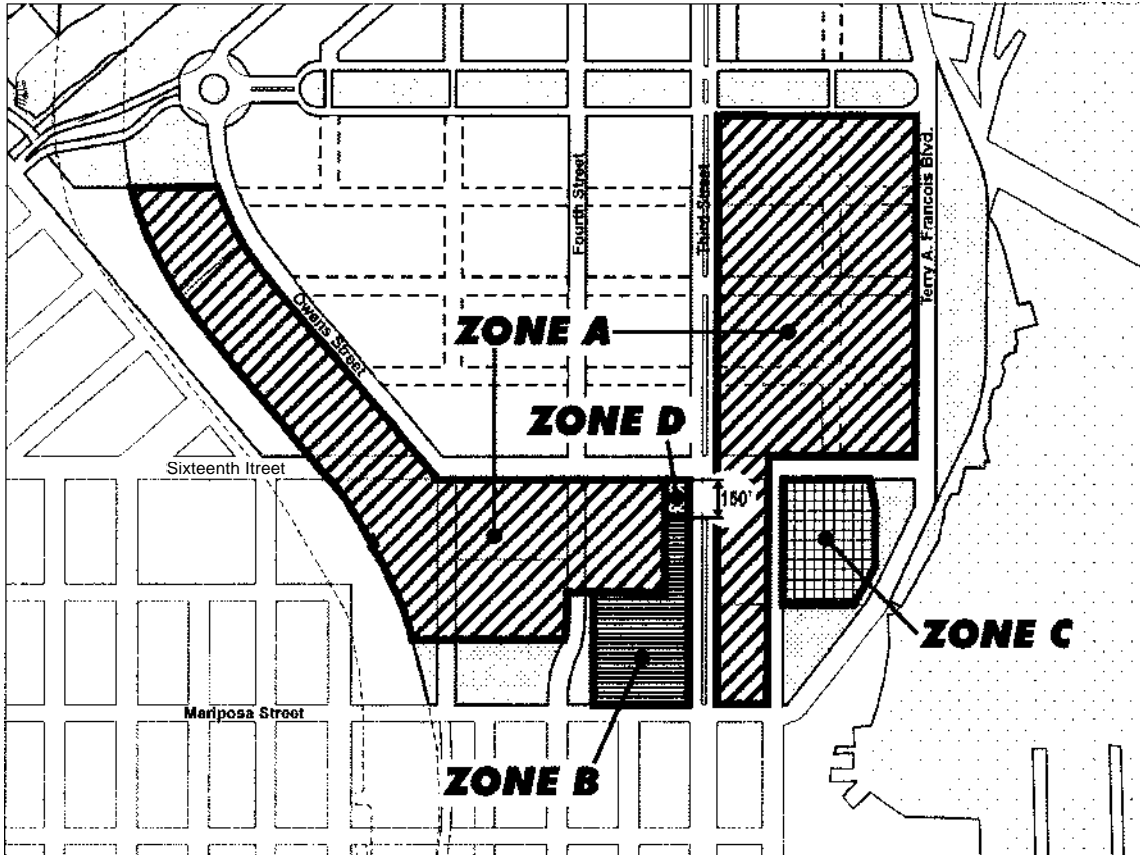
REDEVELOPMENT LAND USE MAP



Note: Street alignments and open space configurations shown on the figure are not exact and are indicated for illustrative purposes.

ATTACHMENT 3a

ZONE MAP



Note: Street alignments and open space configurations shown on the figure are not exact and are indicated for illustrative purposes.

ATTACHMENT 4

PROPOSED PUBLIC IMPROVEMENTS

Public roadways and other walkways, roadways, lanes and connections
Freeway improvements; such as bridge widenings and freeway ramp and related improvements
Median, curbs, gutters and sidewalks
Traffic signals, street signage and pavement striping
Street lighting
Landscaping (including street right-of-way landscaping)
Public open spaces, including plazas and parks
Functional and decorative facilities in parks and plazas such as fountains, bathrooms, benches, tables, trash receptacles, signage and landscaping
China Basin Channel and San Francisco Bay edge improvements and landscaping
Potable water distribution and fire suppression facilities (low pressure water and high pressure water)
Reclaimed and/or recycled water facilities
Combined and/or separated sanitary and storm sewer facilities (including pumping and treatment facilities)
Storm drains, pump stations facilities, treatment facilities and flood control facilities
Natural gas, electric telephone and telecommunications facilities
Utilities and utility relocations
Suction inlets along China Basin Channel or the San Francisco Bay for fire protection
Police and/or Fire Station structure and police and fire equipment and facilities
Pedestrian bridge across China Basin Channel
Structures for environmental investigations/testing/remediation in connection with roads, plazas, parks or other improvements
Water recirculation facilities
Rail facilities, signals, crossings and improvements
Islais Creek rail bridge and related improvements
Erosion control features related to public facilities
Improvements related to overland flows
MUNI light rail/bus/transit facilities and related improvements
Public school, school yard and related facilities
Additional temporary, interim and/or permanent facilities and improvements related to the foregoing

ATTACHMENT 5

DEFINITIONS

Following are definitions for certain words and terms used in this Plan. All words used in the present tense shall include the future. All words in the plural number shall include the singular number and all words in the singular number shall include the plural number, unless the natural construction of the wording indicates otherwise. The word "shall" is mandatory and not directory.

Adult Entertainment. An amusement and entertainment use which includes the following: adult bookstore, as defined by Section 791 of the San Francisco Police Code; adult theater, as defined by Section 791 of the Police Code; and encounter studio, as defined by Section 1072.1 of the Police Code, as in effect as of the date of adoption of this Plan.

Amusement Enterprise. An amusement and entertainment use which provides eleven or more amusement game devices such as video games, pinball machines or other such similar mechanical and electronic amusement devices, in a quantity which exceeds that specified in Section 1036.31 of the San Francisco Police Code, as in effect as of the date of adoption of this Plan, as accessory uses.

Animal Services. An animal care use which provides medical care and accessory boarding services for animals, not including a commercial kennel.

Arts Activities and Spaces. Arts activities shall include performance, exhibition (except exhibition of films), rehearsal, production, post-production and schools of any of the following: dance, music, dramatic art, film, video, graphic art, painting, drawing, sculpture, small-scale glass works, ceramics, textiles, woodworking, photography, custom-made jewelry or apparel, and other visual, performance and sound arts and crafts. It shall include commercial arts and art-related business service uses including, but not limited to, recording and editing services; small-scale film and video developing and printing; titling; video and film libraries; special effects production; fashion and photo stylists; production, sale and rental of theatrical wardrobes; and studio property production and rental companies. Art spaces shall include studios, workshops, galleries, museums, archives, and other similar spaces customarily used principally for arts activities, exclusive of Theaters, dance halls, and any other establishment where liquor is customarily served during performances.

Automobile Rental. A retail use which provides vehicle rentals whether conducted within a building or on an open lot.

Bar. A principal retail use not located in a Restaurant which provides on-site alcoholic beverage sales for drinking on the premises, including bars serving beer, wine and/or liquor to the customer where no person under 21 years of age is admitted (with Alcoholic Beverage Control "ABC" licenses 42, 48 or 61) and drinking establishments serving liquor (with ABC licenses 47 or 49) in conjunction with other uses which admit minors, such as theaters and other entertainment.

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Building. Any structure having a roof supported by columns or walls, and intended for permanent occupancy.

Building Code. The City's Building Code, Electric Code, Mechanical Code and Plumbing Code and any construction requirements in the Housing Code and the Fire Code of the City (including the Port) and including H-8 occupancy for life science buildings and laboratories above the third floor permitted by the State of California Building Code.

Building Permit. A permit issued by the Central Permit Bureau of the City, which will allow the commencement of construction.

Business or Professional Service. An office use which provides to the general public, general business or professional services, including but not limited to, accounting, architectural, clerical, consulting, insurance, legal, management, real estate brokerage and travel services. It also includes business offices of building, electrical, furnace, painting, pest control, plumbing or roofing contractors, if no storage of equipment or items for wholesale use are located on-site. It may also include incidental accessory storage of office supplies and samples. Loading and unloading of all vehicles shall be located entirely within the building containing the use. It may provide services to the business community, provided that it also provides services to the general public. This use does not include research service of an industrial or scientific nature in a commercial or medical laboratory, other than routine medical testing and analysis by a health-care professional or hospital.

Catering Establishment. A home and business service, which involves the preparation and delivery of goods, such as the following items: food, beverages, balloons, flowers, plants, party decorations and favors, cigarettes and candy.

City Agency/Agencies. Includes all City departments, agencies, boards, commission and bureaus with subdivision or other permit, entitlement, or approval authority or jurisdiction over development within the Plan Area, or any portion thereof, including, without limitation, the Port Commission (the "Port"), the City Administrator, the Public Works Department, the Public Utilities Commission, the Planning Commission, the Public Transportation Commission, the Parking and Traffic Commission, the Building Inspection Commission, the Public Health Commission, the Fire Commission, and the Police Commission, together with any successor City Agency, department or officer designated by or pursuant to law.

City Regulations. Includes (i) those City land use codes, including those of its Port Commission (including, without limitation, the Planning and Subdivision Codes, the City General Plan and Waterfront Land Use Plan), (ii) those ordinances, rules, regulations and official policies adopted thereunder and (iii) all those ordinances, rules, regulations, official policies and plans governing zoning, subdivisions and subdivision design, land use, rate of development, density, building size, public improvements and dedications, construction standards, new construction and use, design standards, permit restrictions, development fees or exactions, terms and conditions of occupancy, or environmental guidelines or review, including those relating to hazardous substances, pertaining to the Plan Area, as adopted and amended by the City from time to time.

Mission Bay South Redevelopment Plan

Developable Land Area. All areas within a lot including without limitation, private open space, private lanes, and private sidewalks; but excluding public streets and rights-of-way, and public open space.

Dwelling Unit. A room or suite of two or more rooms that is designed for residential occupancy for 32 consecutive days or more, with or without shared living spaces, such as kitchens, dining facilities or bathrooms.

Existing City Regulations. Those City Regulations in effect as of the date of adoption of this Plan.

Family Child Care Facility. A use in a residential unit, which provides less than 24-hour care for up to 12 children by licensed personnel and which meets the requirements of the State of California and other authorities.

Floor Area Ratio. The ratio of the Gross Floor Area of buildings to Developable Land Area, calculated as described in Section 304.5 for Commercial Industrial and Commercial Industrial/Retail areas. In cases in which portions of the Gross Floor Area of a building project horizontally beyond the lot lines, all such projecting Gross Floor Area shall also be included in determining the floor area ratio. If the height per story of a building, when all the stories are added together, exceeds an average of 18 feet, then additional Gross Floor Area shall be counted in determining the floor area ratio of the building, equal to the average Gross Floor Area of one additional story for each 18 feet or fraction thereof by which the total building height exceeds the number of stories times 18 feet; except that such additional Gross Floor Area shall not be counted in the case of Live/Work Units or a church, Theater or other place of public assembly.

Gross Floor Area. The sum of the gross areas of the several floors of a building or buildings, measured from the exterior faces of exterior walls or from the centerlines of walls separating two buildings. Where columns are outside and separated from an exterior wall (curtain wall) which encloses the building space or are otherwise so arranged that the curtain wall is clearly separate from the structural members, the exterior face of the curtain wall shall be the line of measurement, and the area of the columns themselves at each floor shall also be counted.

(a) Except as specifically excluded in this definition, "gross floor area" shall include, although not be limited to, the following:

- (1) Basement and cellar space, including tenants' storage areas and all other space except that used only for storage or services necessary to the operation or maintenance of the building itself;
- (2) Elevator shafts, stairwells, exit enclosures and smokeproof enclosures, at each floor;
- (3) Floor space in penthouses except as specifically excluded in this definition;

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- (4) Attic space (whether or not a floor has been laid) capable of being made into habitable space;
 - (5) Floor space in balconies or mezzanines in the interior of the building;
 - (6) Floor space in open or roofed porches, arcades or exterior balconies, if such porch, arcade or balcony is located above the ground floor or first floor of occupancy above basement or garage and is used as the primary access to the interior space it serves;
 - (7) Floor space in accessory buildings, except for floor spaces used for accessory off-street parking or loading spaces as described herein, and driveways and maneuvering areas incidental thereto; and
 - (8) Any other floor space not specifically excluded in this definition.
- (b) "Gross floor area" shall not include the following:
- (1) Basement and cellar space used only for storage or services necessary to the operation or maintenance of the building itself;
 - (2) Attic space not capable of being made into habitable space;
 - (3) Elevator or stair penthouses, accessory water tanks or cooling towers, and other mechanical equipment, appurtenances and areas necessary to the operation or maintenance of the building itself, if located at the top of the building or separated therefrom only by other space not included in the gross floor area;
 - (4) Mechanical equipment, appurtenances and areas, necessary to the operation or maintenance of the building itself if located at an intermediate story of the building and forming a complete floor level;
 - (5) Outside stairs to the first floor of occupancy at the face of the building which the stairs serve, or fire escapes;
 - (6) Floor space used for accessory off-street parking and loading spaces and driveways and maneuvering areas incidental thereto;
 - (7) Arcades, plazas, walkways, porches, breezeways, porticos and similar features (whether roofed or not), at or near street level, accessible to the general public and not substantially enclosed by exterior walls; and accessways to public transit lines, if open for use by the general public; all exclusive of areas devoted to sales, service, display, and other activities other than movement of persons;
 - (8) Balconies, porches, roof decks, terraces, courts and similar features, except those used for primary access as described in Paragraph (a)(6) above, provided that:

Mission Bay South Redevelopment Plan

(A) If more than 70 percent of the perimeter of such an area is enclosed, either by building walls (exclusive of a railing or parapet not more than three feet eight inches high) or by such walls and interior lot lines, and the clear space is less than 15 feet in either dimension, the area shall not be excluded from gross floor area unless it is fully open to the sky (except for roof eaves, cornices or belt courses which project not more than two feet from the face of the building wall).

(B) If more than 70 percent of the perimeter of such an area is enclosed, either by building walls (exclusive of a railing or parapet not more than three feet eight inches high), or by such walls and interior lot lines, and the clear space is 15 feet or more in both dimensions, (1) the area shall be excluded from gross floor area if it is fully open to the sky (except for roof eaves, cornices or belt courses which project no more than two feet from the face of the building wall), and (2) the area may have roofed areas along its perimeter which are also excluded from gross floor area if the minimum clear open space between any such roof and the opposite wall or roof (whichever is closer) is maintained at 15 feet (with the above exceptions) and the roofed area does not exceed 10 feet in depth; (3) in addition, when the clear open area exceeds 625 square feet, a canopy, gazebo, or similar roofed structure without walls may cover up to 10 percent of such open space without being counted as gross floor area.

(C) If, however, 70 percent or less of the perimeter of such an area is enclosed by building walls (exclusive of a railing or parapet not more than three feet eight inches high) or by such walls and interior lot lines, and the open side or sides face on a yard, street or court, the area may be roofed to the extent permitted by such codes in instances in which required windows are involved;

(9) On lower, nonresidential floors, elevator shafts and other life-support systems serving exclusively the residential uses on the upper floors of a building;

(10) One-third of that portion of a window bay conforming to the requirements of Section 136(d)(2) of the San Francisco Planning Code (in effect as of the date of adoption of this Plan) which extends beyond the plane formed by the face of the facade on either side of the bay but not to exceed seven square feet per bay window as measured at each floor;

(11) Ground floor area devoted to building or pedestrian circulation and building service;

(12) Space devoted to personal services, Restaurants, and retail sales of goods intended to meet the convenience shopping and service needs of downtown workers and residents, not to exceed 5,000 occupied square feet per use and, in total, not to exceed 75 percent of the area of the ground floor of the building plus the ground level, on-site open space;

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(13) An interior space provided as an open space feature in accordance with the requirements herein;

(14) Floor area devoted to child care facilities provided that:

(A) Allowable indoor space is no less than 3,000 square feet and no more than 6,000 square feet, and

(B) The facilities are made available rent free, and

(C) Adequate outdoor space is provided adjacent, or easily accessible, to the facility. Spaces such as atriums, rooftops or public parks may be used if they meet licensing requirements for child care facilities, and

(D) The space is used for child care for the life of the building as long as there is a demonstrated need. No change in use shall occur without a finding by the Redevelopment Agency that there is a lack of need for child care and that the space will be used for a facility described herein dealing with cultural, educational, recreational, religious, or social service facilities;

(15) Floor area permanently devoted to cultural, educational, recreational, religious or social service facilities available to the general public at no cost or at a fee covering actual operating expenses, provided that such facilities are:

(A) Owned and operated by a nonprofit corporation or institution, or

(B) Are made available rent-free for occupancy only by nonprofit corporations or institutions for such functions. Building area subject to this subsection shall be counted as occupied floor area, except as provided herein, for the purpose of calculating the off-street parking and freight loading requirements;

(C) For the purpose of calculating the off-street parking and freight loading requirement for the project, building area subject to this subsection shall be counted as occupied floor area, except as provided herein.

Home Occupation. A work-related use in a Dwelling Unit intended for sole proprietor businesses.

Leasable Floor Area. The Floor Rentable Area, as defined and calculated in the 1996 Building Owners and Managers Association International publication "Standard Method for Measuring Floor Area in Office Buildings."

Live/Work Unit. A building or portion of a building combining residential living space with an integrated work space principally used by one or more of the residents. Live/work Units are subject to the same land use controls as Dwelling Units.

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Local-Serving Business. A local-serving business provides goods and/or services which are needed by residents and workers in the immediately surrounding neighborhood to satisfy basic personal and household needs on a frequent and recurring basis, and which if not available would require trips outside of the neighborhood. Also referred to as "neighborhood-serving" business.

Local-Serving Child Care Facility. A local-serving institutional use, which provides less than 24-hour care for children by licensed personnel and which meets the requirements of the State of California and other authorities. Such use is local-serving in that it serves primarily residents and workers of the immediately surrounding neighborhood on a frequent and recurring basis, and which if not available would require trips outside of the neighborhood.

Nighttime Entertainment. An assembly and entertainment use that includes dance halls, discotheques, nightclubs, private clubs, and other similar evening-oriented entertainment activities, excluding Adult Entertainment, which require dance hall keeper police permits or place of entertainment police permits which are not limited to non-amplified live entertainment, including Restaurants and Bars which present such activities, but shall not include any arts activities or spaces as defined by this Plan, any Theater performance space which does not serve alcoholic beverages during performances, or any temporary uses permitted by this Plan.

Office Use. A space within a structure intended or primarily suitable for occupancy by persons or entities which perform for their own benefit or provide to others at that location, administrative services, design services, business and professional services, financial services or medical services, excluding office space and administrative uses associated with Manufacturing, as described in Sections 302.3 and 302.4, above.

Open Air Sales. A retail use involving open air sale of new and/or used merchandise, except vehicles, but including agricultural products, crafts, and/or art work.

Open Recreation. An area, not within a building, which is provided for the recreational uses of patrons of a commercial establishment.

Outdoor Activity Area. An area, not including primary circulation space or any public street, located outside of a building or in a courtyard which is provided for the use or convenience of patrons of a commercial establishment including, but not limited to, sitting, eating, drinking, dancing, and food-service activities.

Parking. A parking facility serving uses located on either parcels or blocks occupied by said facility or on other parcels or blocks.

Plan Documents. This Plan and its implementing documents including, without limitation, any owner participation agreements, the Mission Bay North Design for Development and the Mission Bay Subdivision Ordinance and regulations adopted thereunder.

Restaurant. A full service or self-service retail facility primarily for eating use which provides ready-to-eat food to customers for consumption on or off the premises, which may or may not

Mission Bay South Redevelopment Plan

provide seating, and which may include a Bar. Food may be cooked or otherwise prepared on the premises.

Retail Sales and Services. A commercial use which provides goods and/or services directly to the customer including Outdoor Activity Areas and Open Air Sales Areas. It may provide goods and/or services to the business community, provided that it also serves the general public.

Storage. A use which stores goods and materials used by households or businesses at other locations, but which does not include junk, waste, salvaged materials, automobiles, inflammable or highly combustible materials. A storage building for household or business goods may be operated on a self-serve basis.

Theater. An assembly and entertainment use other than Adult Entertainment, which displays motion pictures, slides, or closed-circuit television pictures, or is used as live theater performance space.

Walk-Up Facility. A structure designed for provision of pedestrian-oriented services, located on an exterior building wall, including window service, self-service operations, and automated bank teller machines ("ATMs").

Mission Bay South Redevelopment Plan

ATTACHMENT 6

PLANNING COMMISSION RESOLUTION

September 17, 1998

Case No. 96.771EMTZR
Finding of Consistency
With the General Plan and
Sections 320 through 325 of the
Planning Code And Recommending
For Approval of the Mission
Bay South Redevelopment Plan

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 14702

WHEREAS, On September 17, 1998, by Resolution No. 14698, the Planning Commission adopted amendments to the General Plan and recommended to the Board of Supervisors approval of those amendments to the General Plan including amendments to Part 2 of the Central Waterfront Plan which would eliminate the Mission Bay Specific Plan in order to facilitate the adoption of proposed Mission Bay North and Mission Bay South Redevelopment Plans which would guide the development of the Mission Bay area of the City, generally bounded by Townsend Street to the north, Third Street and Terry Francois Boulevard to the east, Mariposa Street to the south, and Interstate 280 and Seventh Street to the west, for the term of the Redevelopment Plans; and

WHEREAS, Pursuant to Section 33346 of the California Health and Safety Code regarding California Redevelopment Law, the planning policies and objectives and land uses and densities of the Redevelopment Plans must be found consistent with the General Plan prior to Redevelopment Plan approval by the Board of Supervisors; and

WHEREAS, The Planning Commission wishes to facilitate the physical, environmental, social and economic revitalization of the Mission Bay area, using the legal and financial tools of a Redevelopment Plan, while creating jobs, housing and open space in a safe, pleasant, attractive and livable mixed use neighborhood that is linked rationally to adjacent neighborhoods; and

WHEREAS, The proposed Mission Bay South Redevelopment Plan provides for a type of development, intensity of development and location of development that is consistent with the overall goals and objectives and policies of the General Plan as well as the Eight Priority Policies of Section 101.1 of the Planning Code; and

WHEREAS, The Planning Commission believes that the Mission Bay South Redevelopment Plan would achieve these objectives; and

WHEREAS, The proposed Mission Bay South Redevelopment Plan ("Plan") and its implementing documents, including, without limitation, owner participation agreements, the Design for Development and the Mission Bay Subdivision Ordinance (the "Plan Documents") contain the

land use designations of Commercial Industrial and Commercial Industrial/Retail which could allow development of up to approximately 5.9 million square feet of commercial/industrial space, including office space, over the next 30 years; and

WHEREAS, The Design for Development document proposed for adoption by the San Francisc. 'Redevelopment Agency ("Agency") contains detailed design standards and guidelines for all proposed development in the Mission Bay South Redevelopment Plan Area ("South Plan Area"); and

WHEREAS, The South Plan Area comprises approximately 238 acres bounded by the south embankment of the China Basin Channel and Seventh Street, Interstate 280, Mariposa Street, Terry Francois Boulevard and Third Street; and

WHEREAS, Any office development in the South Plan Area will be subject to the limitation on the amount of square footage which may be approved, as set forth in Planning Code 321 or as amended by the voters; and

WHEREAS, Planning Code Sections 320-325 require review of proposed office development, as defined in Planning Code Section 320, by the Planning Commission and consideration of certain factors in approval of any office development; and

WHEREAS, Based upon the information before the Planning Commission regarding design guidelines for the South Plan Area, location of the Commercial Industrial and Commercial Industrial/Retail land use designations in the South Plan Area, and the goals and objectives of the Plan and the Plan Documents, the Planning Commission hereby makes the findings set forth below, in accordance with Planning Code Section 321; and

WHEREAS, The Planning Commission has reviewed and considered the factors set forth in Planning Code Section 321(b) in order to make the determination that the office development contemplated by the Plan in particular would promote the public welfare, convenience and necessity. Those factors include consideration of the balance between economic growth and housing, transportation and public services, the contribution of the office development to the objectives and policies of the General Plan, the quality of the design of the proposed office development, the suitability of the proposed office development for its location, the anticipated uses of the proposed office development, in light of employment opportunities to be provided, needs of existing businesses, and the available supply of space suitable for such anticipated uses, the extent to which the proposed development will be owned or occupied by a single entity, and the use of transferable development rights for such office development; and

WHEREAS, The Planning Commission will review the design and details of individual office developments which are proposed in the South Plan Area, using the design standards and

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Finding of Consistency with the
General Plan and Sec. 320-325
Resolution No. 14702

guidelines set forth in the Design for Development reviewed by this Planning Commission, to confirm that the specific office development continues to be consistent with the findings set forth herein; and

WHEREAS, On September 17, 1998 by Motion No. 14696, the Commission certified the Final Subsequent Environmental Impact Report ("SEIR") as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA"); and

WHEREAS, On September 17, 1998 by Resolution No. 14697, the Commission adopted findings in connection with its consideration of, among other things, the adoption of the Mission Bay South Redevelopment Plan, under CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated herein by this reference as if fully set forth; and

WHEREAS, The Planning Commission finds the Mission Bay South Redevelopment Plan as described in Exhibit A to this Resolution consistent with the General Plan, as it is proposed to be amended, and to Section 101.1 of the Planning Code as described in Exhibit A to Resolution No. 14699 which findings are hereby incorporated herein by this reference as if fully set forth.

NOW, THEREFORE, BE IT RESOLVED, That the Planning Commission having considered this proposal at a public meeting on September 17, 1998 pursuant to Planning Code Sections 302(b) and 340, having heard and reviewed oral and written testimony and reports, and having reviewed and certified the Final Subsequent Environmental Impact Report on the Redevelopment Plans as adequate and complete, does hereby find the Mission Bay South Redevelopment Plan, dated September 4, 1998, in conformity with the General Plan as it is recommended to be amended by Resolution No. 14698; and

BE IT FURTHER RESOLVED, That the Planning Commission hereby finds that the office development contemplated by the Plan in particular promotes the public welfare, convenience and necessity for the following reasons:

1. The office development is part of the Plan, which would eliminate blighting influences and correct environmental deficiencies in the South Plan Area through a comprehensive plan for redevelopment, including the implementation of Risk Management Plans to address environmental deficiencies.
2. The Plan and Plan Documents include a series of detailed design standards and guidelines which will ensure quality design of office development as well as a quality urban design scheme.
3. The Plan provides the important ability to retain and promote, within the City and County of San Francisco, academic and research activities associated with UCSF through the provision of a major new site and space for adjacent office and related uses.

4. The retention of UCSF through the Plan will also allow the facilitation of commercial-industrial sectors expected to emerge or expand due to their proximity to the UCSF new site, which sectors are likely to need office space as part of their activities.
5. Implementing permitted office uses as part of the Plan enables the achievement of a coordinated mixed-use development plan incorporating many features, such as large open spaces and parks and a new street grid, which would not be achieved if the area were to be developed in a piecemeal fashion under existing land ownership patterns and regulations.
6. Implementing the office use contemplated by the Plan would strengthen the economic base of the South Plan Area and the City as a whole by strengthening retail and other commercial functions in the South Plan Area community through the addition of approximately 358,600 leasable square feet of various kinds of retail space, and about 5,953,000 leasable square feet of mixed office, research and development and light manufacturing use:
 7. Build-out, including office uses, of both the Mission Bay North Redevelopment Plan Area and the South Plan Area is anticipated to result in significant positive fiscal impacts to the City. These impacts include a cumulative surplus to the City's General Fund of up to \$452 million in 1998 dollars. Another approximately \$117 million in net revenues will accrue to other City funds with dedicated uses, such as senior programs, hotel tax funds (including grants for the arts, fine art museums, visitors and convention services and housing), the Department of Public Works and MUNI. The San Francisco Unified School District is projected to receive a net cumulative surplus of about \$5 million.
8. The development proposed by the Project will also have significant positive economic impacts on the City. At full build-out, employment in the Mission Bay North and South Plan Areas is expected to be about 31,100. Direct and indirect job generation is estimated to be about 42,000. About 56% of the direct and indirect jobs are expected to be held by San Francisco residents. The estimated total of 23,500 jobs will comprise about 5% of all jobs held by City residents. Project-related construction employment is projected to total 700 annual full-time equivalent jobs over the build-out period, representing a five percent increase in the City's construction job industry base. The employees working at Mission Bay are expected to generate total household wealth of about \$1.5 billion annually. Total direct and indirect wages are expected to be \$2.15 billion, of which \$1.2 billion is expected to be earned by San Franciscans.
9. The Plan provides an unprecedented system for diversity and economic development, including good faith efforts to meet goals for hiring minority-and women-owned consulting and contracting businesses, hiring of minority and women laborers, compliance with prevailing wage policies, participation in the City's "First Source Hiring Program" for economically disadvantaged individuals, and contribution of \$3 million to the City to help fund the work force development program. The Plan also includes the payment of fees for child care and school facilities. Development of office uses will help to create the employment opportunities to achieve such hiring goals.

10. The Plan includes the opportunity for substantial new publicly accessible open spaces totaling approximately 49 acres, including a large Bayfront park and open space on both edges of the Channel. Office users will benefit from the conveniently located open space, and the development of office uses will help to finance the provision of such open space and its maintenance.

11. The office uses would be located in an ideal area to take advantage of a wide variety of transit, including the Third Street light rail system. The South Plan Area has been designed in consultation with the City, including MUNI, to capitalize on opportunities to coordinate with and expand transit systems to serve the Project. The South Plan Area also includes Transportation Management Programs which will be in place throughout the development of the Plan Areas.

12. The South Plan Area includes sites for both a new school site and fire/police stations to serve the South Plan Area, so that necessary services and assistance are available near the office uses and so that office uses will not otherwise burden existing services.

13. The Plan and Plan Documents include significant new infrastructure, including a linked program for creation of a comprehensive vehicular, bicycle and pedestrian circulation system. The public infrastructure will include public streets, underground pipes, traffic signals and open space, plus additional substantial infrastructure as described in the Mission Bay South Infrastructure Plan. The office development would be adequately served by the infrastructure and the tax increment generated by office development in the South Plan Area will also provide a critical component of the financing of such infrastructure.

14. This new infrastructure included in the Plan will be financed through a self-taxing financing device to be imposed upon the South Plan Area (excluding affordable housing sites and open space). If the uses in the South Plan Area, including any office uses, generate new property tax revenue, then 60% of that new revenue will be dedicated to retiring the special taxes which initially will finance the infrastructure to be donated to the City. This system will allow for substantial infrastructure to be constructed without contributions from the General Fund or new taxes on other areas of the City.

15. In addition, 20% of the new property tax revenue generated by the uses in the South Plan Area, including office uses, will be dedicated to the creation of affordable housing in Mission Bay; and

BE IT FURTHER RESOLVED, That the Planning Commission has considered the factors set forth in Planning Code Section 321(b)(3)(A)-(G) and finds as follows:

(A) The apportionment of potential office space over the course of many approval periods during the anticipated 30-year build-out of the South Plan Area will remain within the limits of Planning Code Section 321 and will maintain a balance between economic growth and housing, transportation and public services, pursuant to the terms of the Plan and the Plan Documents which provide for the appropriate construction and provision of housing, roadways, transit and all other necessary public services in accordance with the Infrastructure Plan; and

(B) As determined in this Resolution, above, and for the additional reasons set forth in Planning Commission Resolution No. 14699, the adoption of the Plan, which includes office uses and

contemplates office development, and all of the other implementation actions, are consistent with the objectives and policies of the General Plan and Priority Policies of Planning Code Section 101.1 and will contribute positively to the achievement of City objectives and policies as set forth in the General Plan; and

(C) The design guidelines for the South Plan Area are set forth in the Design for Development. This Planning Commission has reviewed the design standards and guidelines and finds that such standards and guidelines will ensure quality design of any proposed office development. In addition, the Planning Commission will review any specific office development subject to the terms of Planning Code §§320-325 to confirm that the design of that office development is consistent with the findings set forth herein; and

(D) The potential office development contemplated in the Plan is suitable for the South Plan Area where it would be located. As discussed above, transportation, housing and other public services including open space will be provided in the South Plan Area. In addition, the office development would be located convenient to UCSF, which will allow other businesses locating in the South Plan Area to be able to develop research and development, light industrial and office space as necessary to accommodate their needs. The office development would be located in an area which is not currently developed, nor is it heavily developed with other office uses; and

(E) As noted above, the anticipated uses of the office development will enhance employment opportunities and will serve the needs of UCSF and other businesses which wish to locate in the South Plan Area, where the underdeveloped nature of the area provides a readily available supply of space for potential research and development, light industrial and office uses; and

(F) The proposed office development is available to serve a variety of users, including a variety of businesses expected to locate or expand in proximity to the UCSF site, and could accommodate a multiplicity of owners; and

(G) The Plan does not provide for the use of transferrable development rights ("TDRs") and this Planning Commission does not believe that the use of TDRs is useful or appropriate in the South Plan Area, given the availability of space for development and the fact that only one building in the South Plan Area, the former Fire Station No. 30, has been identified as a potential historic resource; and

BE IT FURTHER RESOLVED, That the Planning Commission will review and approve the design of specific office development which may be proposed in the South Plan Area and subject to the provisions of Planning Code §§320-325, using the design standards and guidelines set forth in the Design for Development, as reviewed by this Planning Commission, to confirm that the specific office development continues to be consistent with the findings set forth herein; and

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BE IT FURTHER RESOLVED, That upon such determination, the Planning Commission will issue a project authorization for the proposed office development project; and

BE IT FURTHER RESOLVED, That the Planning Commission does hereby recommend approval of the Mission Bay South Redevelopment Plan to the Board of Supervisors.

I hereby certify that the foregoing Resolution was ADOPTED by the Planning Commission at a special joint hearing with the Redevelopment Agency Commission on September 17, 1998.

Linda Avery
Commission Secretary

AYES: Commissioners Antenore, Chinchilla, Joe, Martin and Mills

NOES: None

ABSENT: Commissioners Hills and Theoharis

ADOPTED: September 17, 1998

NAMBAYNSOREDEV.RES

DESIGN FOR DEVELOPMENT

EXHIBIT D

FOR THE MISSION BAY SOUTH PROJECT AREA

ORIGINAL DOCUMENT APPROVED
BY THE REDEVELOPMENT AGENCY COMMISSION
RESOLUTION No. 191-98, SEPTEMBER 17, 1998

AMENDMENTS APPROVED
BY THE REDEVELOPMENT AGENCY COMMISSION
RESOLUTION No. 24-2004, FEBRUARY 17, 2004
RESOLUTION No. 34-2004 MARCH 16, 2004

AMENDMENTS APPROVED
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE
RESOLUTION No. 13-2015, MARCH 17, 2015

AMENDMENTS APPROVED
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE
RESOLUTION No. 71-2015, NOVEMBER 3, 2015

AMENDMENTS APPROVED
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE
RESOLUTION No. 42-2017, OCTOBER 17, 2017

AMENDMENTS APPROVED
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE
RESOLUTION No. 25-2018, JUNE 5, 2018

AMENDMENTS APPROVED
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE
RESOLUTION No. 09-2020, MAY 19, 2020]

AMENDMENTS APPROVED
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE
RESOLUTION No. 33-2020, November 17, 2020

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I. Introduction

I. Introduction

The Redevelopment Plan (“Redevelopment Plan”) for the Mission Bay South Redevelopment Project, as approved by the San Francisco Board of Supervisors, establishes the basic land use standards for the Mission Bay South Plan Area (“Plan Area”), and includes general objectives, including planning objectives, that apply to the Plan Area. This Mission Bay South Design for Development (“Design for Development”) is a companion document containing Design Standards and Design Guidelines which apply to all development within the Plan Area. The Redevelopment Plan and this Design for Development supersede the San Francisco Planning Code in its entirety, except as otherwise provided in the Redevelopment Plan. In the event of any conflict between this Design for Development and the Redevelopment Plan, the Redevelopment Plan provisions shall control. The Redevelopment Agency Commission may also enter into one or more owner participation agreements related to development projects in the Plan Area. Such agreements may contain design guidelines as well as design review and document approval procedures.

Section II. of this Design for Development Document contains a listing of definitions used in this document. Section III. contains Design Standards that govern development of the Plan Area. Section IV. consists of Design Guidelines that apply to the Plan Area. Section V. contains, for informational purposes, Design Objectives that were adopted by the Mission Bay Citizen’s Advisory Committee (CAC).

Plan Boundary, Development Block and Street Grid Map



II. Definition of Terms

The following definitions apply to certain terms used in this Design for Development.

Articulation:

Variation in the massing, setback, height, or design features of a building, such as vertical recesses, changes in wall plane, changes in apparent height, changes in materials and colors, changes in facade recesses and projections, changes in floor levels, changes in roof forms, parapets, or cornice treatments, changes in the shape and location of garage and residential entries, or changes in window forms and patterns.

Awning:

A light roof-like structure, supported entirely by the exterior wall of a building; consisting of a fixed or movable frame covered with cloth, plastic or metal; extending over doors, windows, and/or show windows; with the purpose of providing protection from sun and rain and/or embellishment of the facade; as further regulated in Sections 4506 and 5211 of the San Francisco Building Code (in effect as of the adoption of this Design for Development).

Base Height:

The first tier in the overall height of buildings within the Plan Area as prescribed in the Height Zone Chart and Diagram included herein, and which includes an Event Center up to 135 feet in height.

Block:

An area of land as designated numerically on the Plan Boundary, Development Block and Street Grid map.

Blocks 29-30 Hotel Project:

A mixed-use building on Blocks 29 and 30 that may contain hotel rooms (and associated facilities such as banquet and conference rooms and retail uses), Dwelling Units, and retail uses.

Building:

Any structure having a roof supported by columns or walls intended for permanent occupancy.

Building Base:

Architectural term used in the guidelines to describe the portion of a building typically consisting of the first two floors and usually associated with its relationship to human scale.

Building Height:

Building height is the vertical distance between finished grade and the top of a building. The allowable height of a building is specified by the Height Zone in which the building is located. Building top is defined as the top of the finished roof in the case of a flat roof, and the average height of the rise in the case of a pitched or stepped roof (See Figs. 7 & 8 on p. 26). On a sloping site, this measurement is taken at the median grade height for each building face. Total building height is calculated by determining the average height of all individual building faces. Exemptions to building height include:

- Mechanical equipment and appurtenances necessary to the operation or maintenance of the building.
- Enclosed space related to the recreational and/or community use of the roof, not to exceed 20 feet in height above the roof level.

- Ornamental and symbolic features of buildings, including towers, spires, cupolas, domes, where such features are not used for human occupancy.

Bulk:

These standards specify the maximum physical dimensions of upper stories of new buildings, above 90 feet. Standards include: maximum diagonal, maximum plan dimension, and maximum floor plate area.

Canopy:

A light roof-like structure, supported by the exterior wall of a building and on columns or wholly on columns, consisting of a fixed or movable frame covered with approved cloth, plastic or metal, extending over entrance doorways only, with the purpose of providing protection from sun and rain and embellishment of the facade, as further regulated in Sections 4504, 4506, 4508, and 5213 of the San Francisco Building Code (in effect as of the adoption of this Design for Development).

City Serving Retail:

A retail use that is designed to draw customers from the entire city.

Connector:

Term used to describe a pedestrian path along a street linking open spaces within Mission Bay.

Corner:

The first fifty feet of a block measured from the intersection of two or more streets.

Court:

Any space on a lot other than a yard which, from a point not more than two feet above the floor line of the lowest story in the building on the lot in which there are windows from rooms abutting and served by the court, is open and unobstructed to the sky, except for obstructions permitted herein. An “outer court” is a court, one entire side or end of which is bounded by a front setback, a rear yard, a side yard, a front lot line, a street, or an alley. An “inner court” is any court which is not an outer court.

Developable Area:

Developable Area shall be the net area of land excluding dedicated streets, public open space, and view corridors.

Dwelling Unit:

A room or suite of two or more rooms that is designed for residential occupancy for 32 consecutive days or more, with or without shared living spaces, such as kitchens, dining facilities or bathrooms.

Event Center:

A primarily indoor structure located on Blocks 29-32 having tiers of seats rising around a central court, field, or stage, intended for assembly and entertainment or other public use purposes and which may include such accessory uses as snack bars, restaurants, retail sales, team and facility administration offices, sports team practice facilities, media/broadcasting functions and other support facilities, and may include below-grade or podium parking facilities.

Event Center Project:

A mixed-use project located on Blocks 29-32 that includes an Event Center.

Facade:

Exterior walls of a building which are adjacent to or front on a street, mid-block walkway, park, or plaza.

Floor Area, Gross

The sum of the gross areas of the several floors of a building or buildings, measured from the exterior faces of exterior walls or from the centerlines of walls separating two buildings. Where columns are outside and separated from an exterior wall (curtain wall) which encloses the building space or are otherwise so arranged that the curtain wall is clearly separate from the structural members, the exterior face of the curtain wall shall be the line of measurement, and the area of the columns themselves at each floor shall also be counted.

- A. Except as specifically excluded in this definition, “gross floor area” shall include, although not be limited to, the following:
 - 1. Basement and cellar space, including tenants’ storage areas and all other space except that used only for storage or services necessary to the operation or maintenance of the building itself;
 - 2. Elevator shafts, stairwells, exit enclosures and smokeproof enclosures, at each floor;
 - 3. Floor space in penthouses except as specifically excluded in this definition;
 - 4. Attic space (whether or not a floor has been laid) capable of being made into habitable space;
 - 5. Floor space in balconies or mezzanines in the interior of the building;
 - 6. Floor space in open or roofed porches, arcades or exterior balconies, if such porch, arcade or balcony is located above the ground floor or first floor of occupancy above basement or garage and is used as the primary access to the interior space it serves;
 - 7. Floor space in accessory buildings, except for floor spaces used for accessory off-street parking or loading spaces as described herein, and driveways and maneuvering areas incidental thereto; and
 - 8. Any other floor space not specifically excluded in this definition.
- B. “Gross floor area” shall not include the following:
 - 1. Basement and cellar space used only for storage or services necessary to the operation or maintenance of the building itself;
 - 2. Attic space not capable of being made into habitable space;
 - 3. Elevator or stair penthouses, accessory water tanks or cooling towers, and other mechanical equipment, appurtenances and areas necessary to the operation or maintenance of the building itself, if located at the top of the building or separated therefrom only by other space not included in the gross floor area;

II. DEFINITION OF TERMS

4. Mechanical equipment, appurtenances and areas, necessary to the operation or maintenance of the building itself (i) if located at an intermediate story of the building and forming a complete floor level; or (ii) if located on a number of intermediate stories occupying less than a full floor level, provided that the mechanical equipment, appurtenances and areas are permanently separated from occupied floor areas and in aggregate area do not exceed the area of an average floor as determined by the Redevelopment Agency
5. Outside stairs to the first floor of occupancy at the face of the building which the stairs serve, or fire escapes;
6. Floor space used for accessory off-street parking and loading spaces and driveways and maneuvering areas incidental thereto;
7. Arcades, plazas, walkways, porches, breezeways, porticos and similar features (whether roofed or not), at or near street level, accessible to the general public and not substantially enclosed by exterior walls; and accessways to public transit lines, if open for use by the general public; all exclusive of areas devoted to sales, service, display, and other activities other than movement of persons;
8. Balconies, porches, roof decks, terraces, courts and similar features, except those used for primary access as described in Paragraph (a)(6) above, provided that:
 - a. If more than 70 percent of the perimeter of such an area is enclosed, either by building walls (exclusive of a railing or parapet not more than three feet eight inches high) or by such walls and interior lot lines, and the clear space is less than 15 feet in either dimension, the area shall not be excluded from gross floor area unless it is fully open to the sky (except for roof eaves, cornices or belt courses which project not more than two feet from the face of the building wall).
 - b. If more than 70 percent of the perimeter of such an area is enclosed, either by building walls (exclusive of a railing or parapet not more than three feet eight inches high), or by such walls and interior lot lines, and the clear space is 15 feet or more in both dimensions, (1) the area shall be excluded from gross floor area if it is fully open to the sky (except for roof eaves, cornices or belt courses which project no more than two feet from the face of the building wall), and (2) the area may have roofed areas along its perimeter which are also excluded from gross floor area if the minimum clear open space between any such roof and the opposite wall or roof (whichever is closer) is maintained at 15 feet (with the above exceptions) and the roofed area does not exceed 10 feet in depth; (3) in addition, when the clear open area exceeds 625 square feet, a canopy, gazebo, or similar roofed structure without walls may cover up to 10 percent of such open space without being counted as gross floor area.
 - c. If, however, 70 percent or less of the perimeter of such an area is enclosed by building walls (exclusive of a railing or parapet not more than three feet eight inches high) or by such walls and interior lot lines, and the open side or sides face on a yard, street or court whose dimensions satisfy the requirements of this Code and all other applicable codes for instances in which required windows face upon such yard, street or court, the area may be roofed to the extent permitted by such codes in instances in which required windows are involved;

9. On lower, nonresidential floors, elevator shafts and other life-support systems serving exclusively the residential uses on the upper floors of a building;
 10. One-third of that portion of a window bay conforming to the requirements of Section 136(d)(2) of the San Francisco Planning Code (in effect as of the adoption of the Design for Development) which extends beyond the plane formed by the face of the facade on either side of the bay but not to exceed seven square feet per bay window as measured at each floor;
 11. Ground floor area devoted to building or pedestrian circulation and building service;
 12. Space devoted to personal services, restaurants, and retail sales of goods intended to meet the convenience shopping and service needs of workers and residents, not to exceed 5,000 occupied square feet per use and, in total, not to exceed 75 percent of the area of the ground floor of the building plus the ground level, on-site open space.
 13. An interior space provided as an open space feature in accordance with the requirements herein;
 14. Floor area devoted to child care facilities provided that:
 - a. Allowable indoor space is no more or no less than 3,000 square feet and no more than 6,000 square feet, and
 - b. The facilities are made available rent free, and
 - c. Adequate outdoor space is provided adjacent, or easily accessible, to the facility. Spaces such as atriums, rooftops or public parks may be used if they meet licensing requirements for child care facilities, and
 - d. The space is used for child care for the life of the building as long as there is a demonstrated need. No change in use shall occur without a finding by the Redevelopment Agency that there is a lack of need for child care and that the space will be used for a facility described herein dealing with cultural, educational, recreational, religious, or social service facilities;
 15. Floor area permanently devoted to cultural, educational, recreational, religious or social service facilities available to the general public at no cost or at a fee covering actual operating expenses, provided that such facilities are:
 - a. Owned and operated by a nonprofit corporation or institution, or
 - b. Are made available rent free for occupancy only by nonprofit corporations or institutions for such functions. Building area subject to this subsection shall be counted as occupied floor area, except as provided herein, for the purpose of calculating the off-street parking and freight loading requirements for the project.
- C. For the purpose of calculating the off-street parking and freight loading requirement for the project, building area subject to this subsection shall be counted as occupied floor area, except as provided herein.

Floor Area, Leasable:

Leasable Floor Area means Floor Rentable Area, as defined and calculated in the 1996 Building Owners Management Association International publication, "Standard Method For Measuring Floor Area in Office Buildings."

Floor Area, Occupied:

Floor area devoted to, or capable of being devoted to, a principal or conditional use and its accessory uses. For purposes of computation, “occupied floor area” shall consist of the gross floor area, as defined herein, minus the following:

- a. Nonaccessory parking and loading spaces and driveways, and maneuvering areas incidental thereto;
- b. Exterior walls of the building;
- c. Mechanical equipment, appurtenances and areas, necessary to the operation or maintenance of the building itself, wherever located in the building;
- d. Restrooms, and space for storage and services necessary to the operation and maintenance of the building itself, wherever located in the building;
- e. Space in a retail store for store management, show windows and dressing rooms, and for incidental repairs, processing, packaging and stockroom storage of merchandise for sale on the premises; and
- f. Incidental storage space for the convenience of tenants.

Floor Area Ratio:

The ratio of the gross floor area of buildings to the developable land area measured for Commercial Industrial, Commercial Industrial/Retail, and Retail areas as described in the Redevelopment Plan. In cases in which portions of the gross floor area of a building project horizontally beyond the lot lines, all such projecting gross floor area shall also be included in determining the floor area ratio. If the height per story of a building, when all the stories are added together, exceeds an average of 18 feet, then additional gross floor area shall be counted in determining the floor area ratio of the building, equal to the average gross floor area of one additional story for each 18 feet or fraction thereof by which the total building height exceeds the number of stories times 18 feet; except that such additional gross floor area shall not be counted in the case of live/work units or a church, theater or other place of public assembly.

Frontage:

Building width along a street, park, or plaza.

Live/Work Unit:

A building or portion of a building combining residential living space with an integrated work space principally used by one or more of the residents. Live/Work Units are subject to the same land use controls as Dwelling Units.

Lot:

A block, or subdivision thereof, that is under one ownership.

Marquee:

A permanent roofed structure attached to and supported entirely by a building; including any object or decoration attached to or part of said marquee; no part of which shall be used for occupancy or storage; with the purpose of providing protection from sun and rain or embellishment of the facade; as further regulated in Sections 414 and 4506 of the San Francisco Building Code (in effect as of the adoption of this Design for Development).

Massing:

The exterior shape of a building or structure.

Mid-block Lane:

A pedestrian-oriented walkway through a development project.

Midrise Height:

The second tier in the overall height of buildings within the Plan Area as prescribed in the Plan Area Height Zone Charts and Diagrams.

Modulation:

Major variations in the massing, height, or setback of a building.

Neighborhood-Serving Retail:

Retail uses providing goods and services to a population within the immediate neighborhood. Also referred to as “local-serving” retail in the Redevelopment Plan.

Parcel:

Same as lot.

Parking:

A parking facility serving uses located on either parcels or blocks occupied by said facility or on other parcels or blocks.

Plan Dimensions:

The linear horizontal dimensions of a building or structure, at a given level, between the outside surfaces of its exterior walls. The “length” of a building or structure is the greatest plan dimension parallel to an exterior wall or walls, and is equivalent to the horizontal dimension of the corresponding elevation of the building or structure at that level. The “diagonal dimension” of a building or structure is the plan dimension between the two most separated points on the exterior walls.

Principal Facades:

Exterior walls of a building which are adjacent to or front on a public street, park or plaza.

Setback:

The area between the edge of a building and the property line.

Story:

That portion of a building, except a mezzanine as defined in the San Francisco Building Code (in effect as of the adoption of this Design for Development), included between the surface of any floor and the surface of the next floor above it, or if there is no floor above it, then the space between the surface of the floor and the ceiling next above it.

Story, Ground:

The lowest story of a building, other than a basement or cellar as defined in the San Francisco Building Code (in effect as of the adoption of this Design for Development).

Street:

A right-of-way permanently dedicated to common and general use by the public, as described in the Plan Area Project Boundary, Development Block and Street Grid Maps.

Streetwall:

Continuous facade of buildings generally built along the property line facing a street or open space.

Structure:

Anything constructed or erected which requires fixed location on the ground or attachment to something having fixed location on the ground.

Tower Base:

Term used within the Height Zone standards to describe the portion of a building below the tower height as defined herein.

Tower Height:

That portion of any building, except for an Event Center, with height above 90 feet.

Vara Block:

San Francisco's historic city block measuring 275 feet (100 Varas) by 412.5 feet (150 Varas). A Vara is an early Spanish unit of measure equal to 2.75 feet. The Vara block is used within Mission Bay as an extension of the City's historic urban fabric.

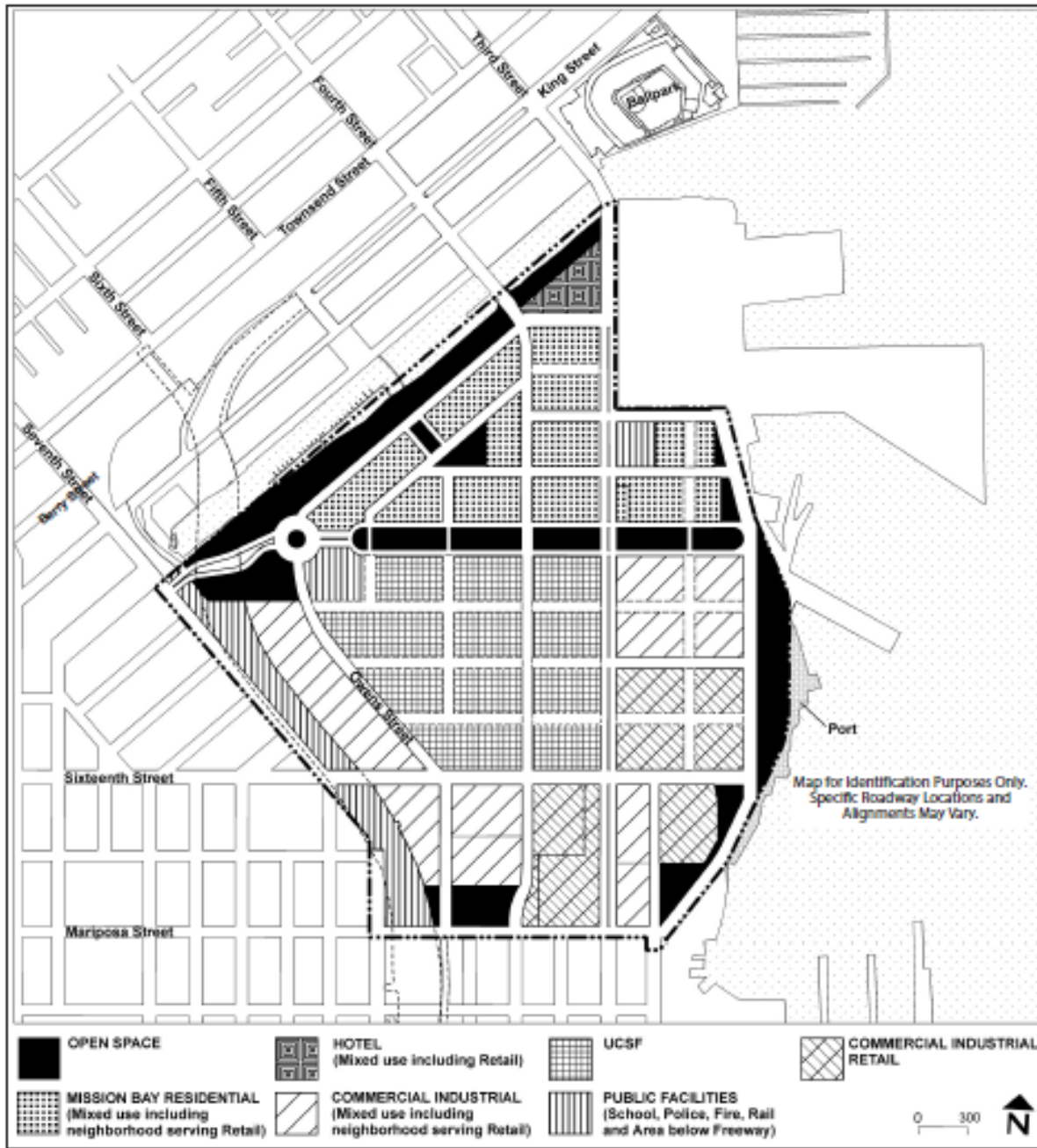
III. Design Standards

Introduction:

The Design Standards contained in this document are mandatory provisions that will govern the development of the Plan Area unless a variance is obtained. They regulate areas such as land use, height, bulk, setbacks, coverage, streetwalls, view corridors, open areas, parking/loading and access. The Agency may, in its discretion, grant variances to the design standards contained in this Design for Development where the enforcement would otherwise constitute an unreasonable limitation beyond the intent and purpose of the Design for Development and the Redevelopment Plan and is consistent with the public health, safety and welfare.

Design Standards for the Plan Area are described herein. For informational purposes, a Land Use Map is provided on the following page. Land uses are described in the Redevelopment Plan.

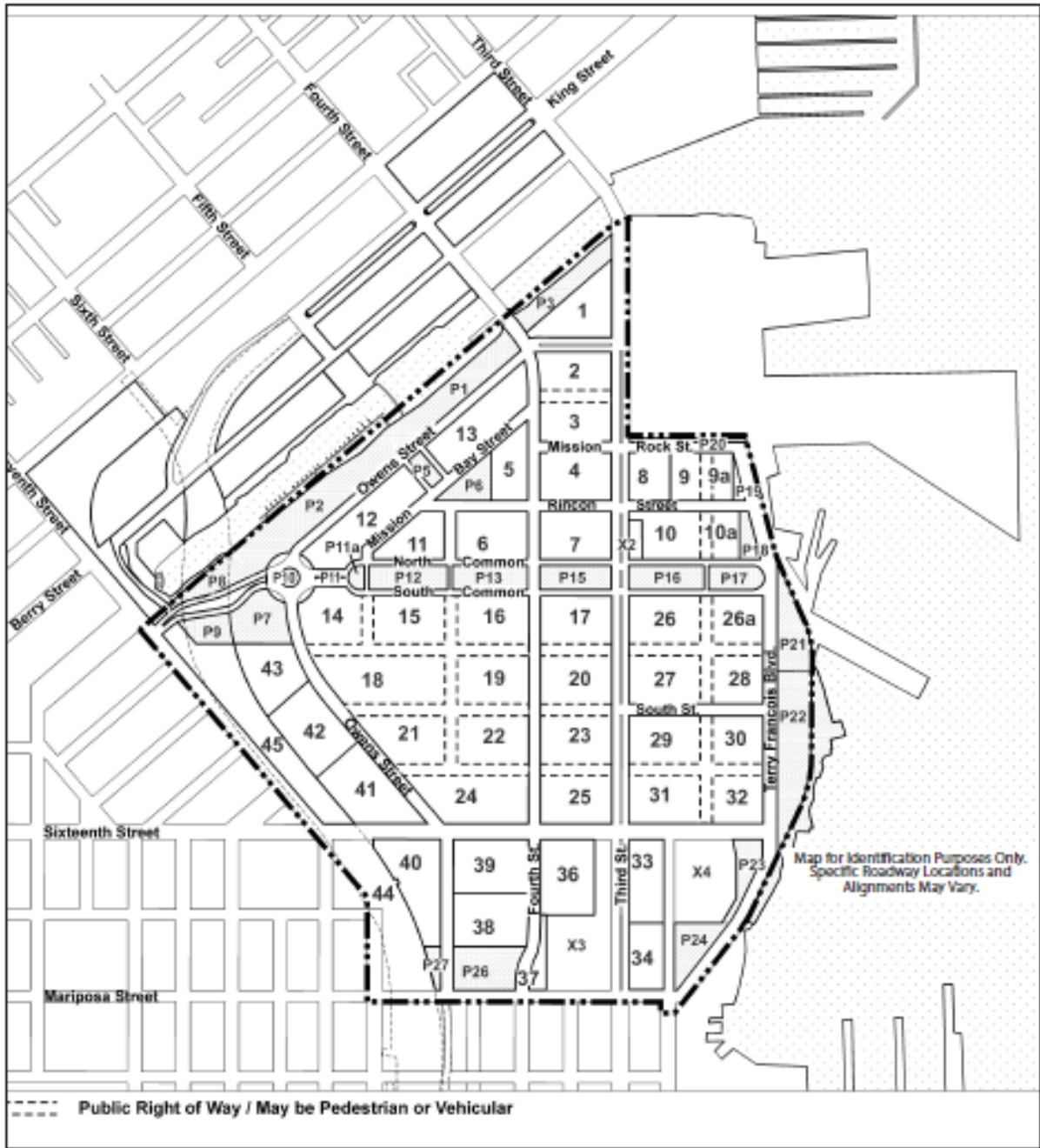
Land Use Plan



Maximum Development

The maximum development program that has been established for the Plan Area is outlined in the Redevelopment Plan.

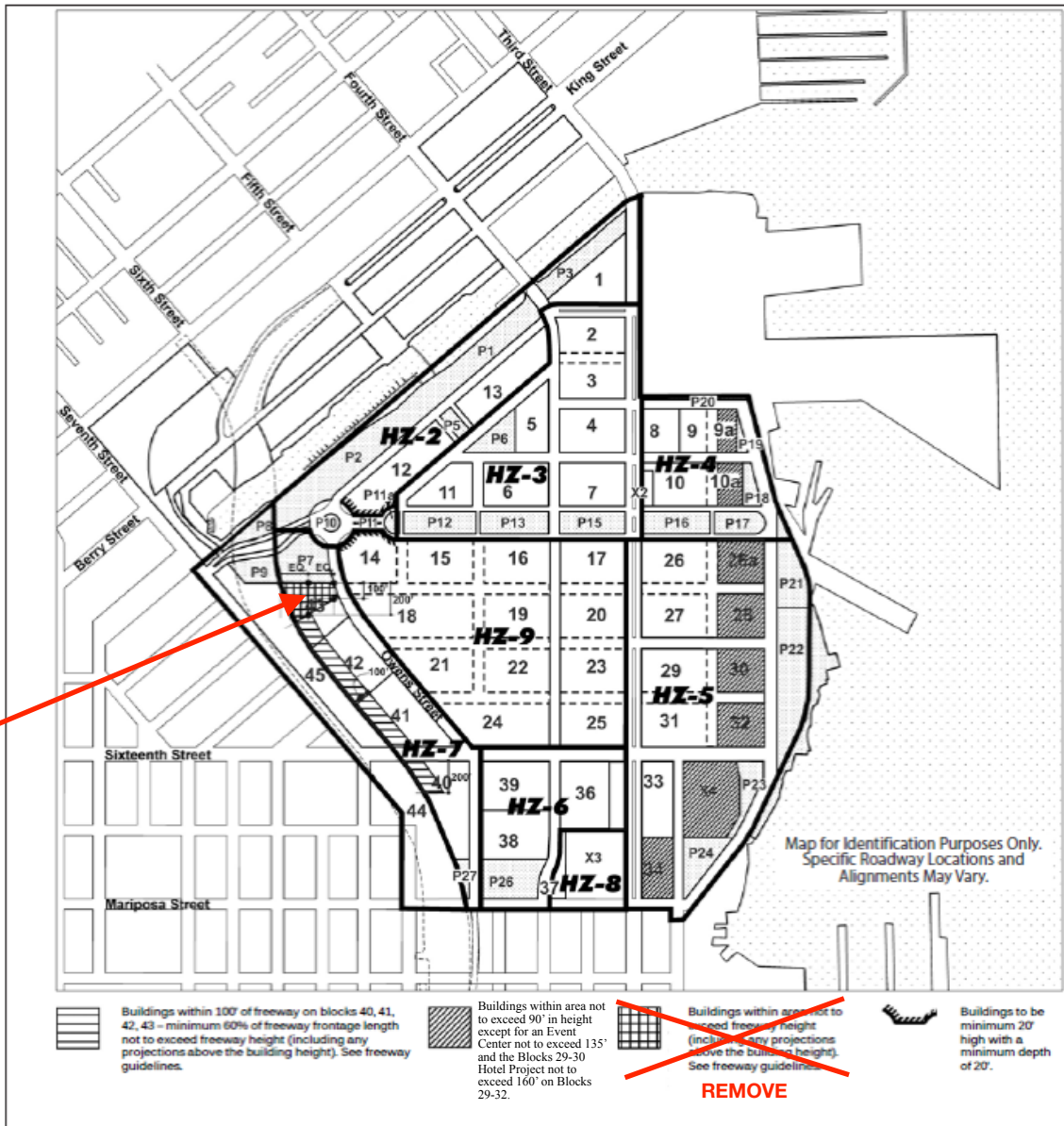
Plan Boundary,
Development Block and
Street Grid Map



Map 3

Height

For the purposes of establishing height limits within the Plan Area, Height Zones are established as generally illustrated on the Height Zone Chart and Height Zone Diagram included herein. Refer to Definition of Terms section for “Building Height” and “Developable Area.” The percentage of Developable Area at a specified height is calculated for the entire developable area within a height zone, not on a block by block basis.



Map 4

III. DESIGN STANDARDS

	Residential/Hotel			Commercial/Industrial			
	HZ-2	HZ-3	HZ-4	HZ-5	HZ-6	HZ-7	HZ-8
	Total Developable Area:						
	418,180 SF	686,505 SF	221,720 SF	942,200 SF	424,270 SF	551,467 SF	190,964 SF
Base Height	65'	65'	65'	90' (Event Center 135')	90'	90'	90'
% of developable area at base height	75%	80%	80%	89.8%	90%	85% 80%	89%
Midrise Height	90'	90'	90'	NA	NA	NA	NA
% & sq. ft. of developable area with midrise height max.	10% (41,818 sq. ft. of develop. area)	13% (89,246 sq. ft. of develop. area)	13% (28,824 sq. ft. of develop. area)	NA	NA	NA	NA
Tower Height	160'	160'	160'	160'	160'	160'	160'
% & sq. ft. of developable area with tower height max.	15% (62,726 sq. ft. of develop. area)	7% (48,055 sq. ft. of develop. area)	7% (15,520 sq. ft. of develop. area)	10.2% (96,104 sq. ft. of develop. area)	10% (42,427 sq. ft. of develop. area)	15% (62,726 sq. ft. of develop. area)	11% (21,006 sq. ft. of develop. area)
Maximum number of towers at max. bulk and height	6	6	2	5, 3 of which must be on Blocks 29, 30 or 31.	2	4	1
Location	NA	NA	No towers on parcels 9a and 10a. Max. 50' average on Bayfront to a depth of 20' on each block.	No towers on Blocks 26a, 28, 32, 34 & X4		Buildings above height of freeway in limited locations (see map). Tower on parcel 42 limited to SE corner.	NA
Corners	Except for 16th Street and Third Street, no intersection to allow more than 2 towers within 50' of corner.						
Tower Separation	Minimum 125' when located on the same block. Exceptions considered for slim/multiple tower designs with Agency approval, subject to further shadow and visual analysis (see Fig. 6)			Minimum 100' when located on the same block, and a minimum of 40' between a tower and an Event Center, except that (in each case, excluding canopies and architectural projections) (1) the minimum separation above 90' between the Blocks 29-30 Hotel Project and an Event Center shall be 24'0", (2) the average separation above 90' between such structures shall be at least 31.5', (3) the minimum separation below 90' between such structures shall be 20.5' and nothing herein shall permit less than 23'3" of separation at the pedestrian level, and (4) the average separation below 90' between such structures shall be at least 41.5'.		Min 200' or separated by 16 th Street.	NA
Orientation	Tower width along 3rd street not to exceed 160'						
Rooftop Recreation/Community Structures	For the purposes of height measurement, rooftop recreation structures are exempted, provided that the total height measured from the top of roof does not exceed 16' in height, including mechanical appurtenances, and their use is strictly limited to community recreation.			NA, except that for the Blocks 29-30 Hotel Project, for the purposes of height measurement, rooftop recreation structures are exempted, provided that the total height measured from the top of roof does not exceed 16' in height, including mechanical appurtenances, and their use is strictly limited to private open space for Blocks 29-30 Hotel Project residents and their guests.			
% of total roof area	Total area of rooftop recreation/community structures is limited to 25% of the roof area.			NA, except that for the Blocks 29-30 Hotel Project, total area of rooftop recreation/community structures is limited to 30% of the roof area.			
Mechanical Equipment	Mechanical equipment and appurtenances necessary to the operation or maintenance of the building or structure itself, including chimneys, ventilators, plumbing vent stacks, cooling towers, water tanks, panels or devices for the collection of solar or wind energy, elevator, stair and mechanical penthouses, skylights, and window-washing equipment, together with visual screening for any such features are exempt from the height restriction. This exemption shall be limited to the top 10' of such features where the height limit is 65' or less, and the top 36' (20' for a mechanical penthouse, 16' for top of a ventilator stack) of such features where the height limit is more than 65'.						

Notes:

Method of Measurement: Refer to Definition of Terms section for "Building Height" and "Developable Area" for method of measurement and exemptions from height limits.

Calculation method for the Blocks 29-30 Hotel Project tower separation: The average building separation shall be calculated parametrically, as outlined on Page 105 of the approved Blocks 29-30 Hotel Project Basic Concept/Schematic Design, with the horizontal separation zone of calculation based on the last perpendicular point from the Event Center curvature in plan view, and the vertical zone(s) of calculation for (1) the tower base below 90': from finish floor at the Level 200 Esplanade up to the Blocks 29-30 Hotel Project tower base at 90', and (2) the tower portion above 90': from the Blocks 29-30 Hotel Project tower base at 90' to the maximum height of the Event Center's roof parapet.

These diagrams are intended to illustrate the Base, Midrise, and Tower concepts:

RESIDENTIAL DISTRICTS HEIGHT DIAGRAM HEIGHT ZONES 2, 3, 4

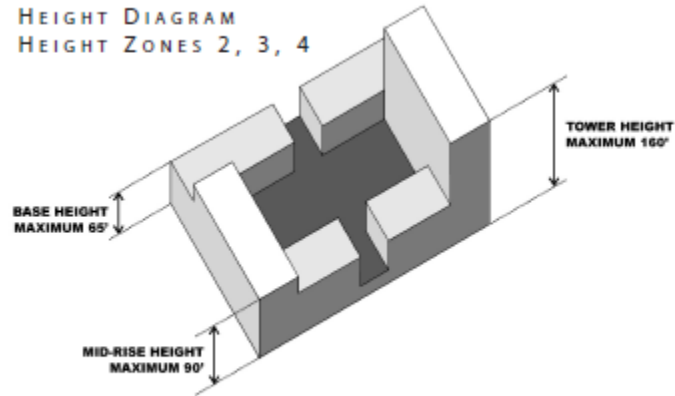


Fig. 1

COMMERCIAL INDUSTRIAL DISTRICTS HEIGHT DIAGRAM HEIGHT ZONES 5, 6, 7 & 8

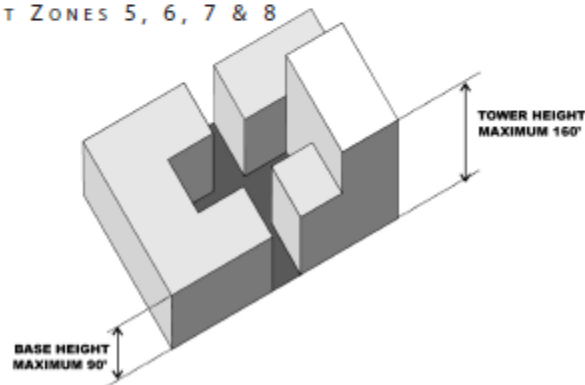


Fig. 2

These diagrams are intended to illustrate the Height Standards.*

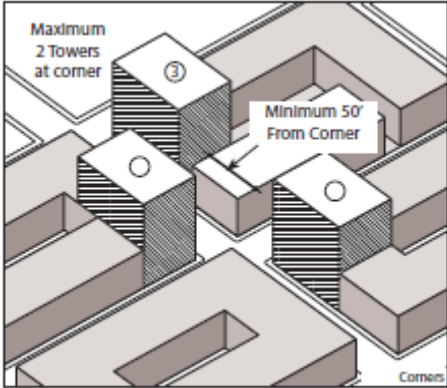


Fig. 3

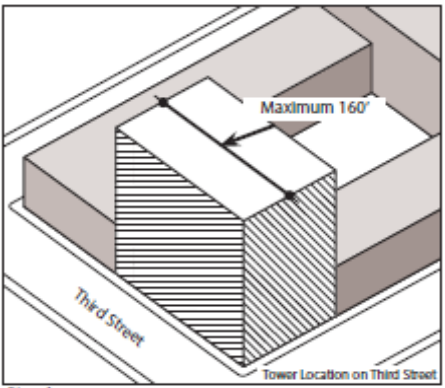


Fig. 4

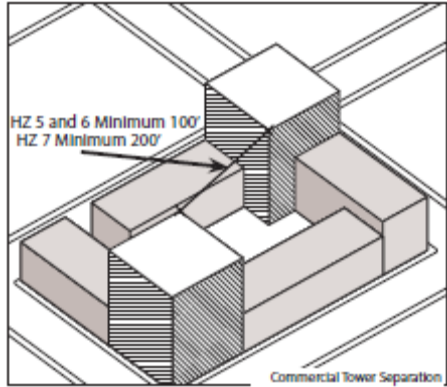


Fig. 5

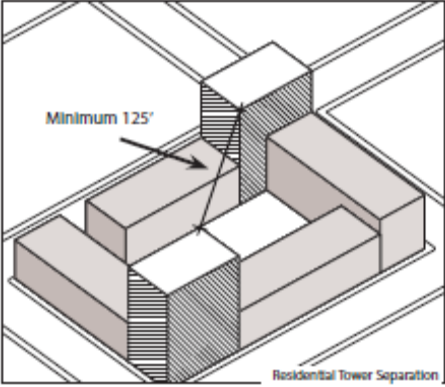


Fig. 6

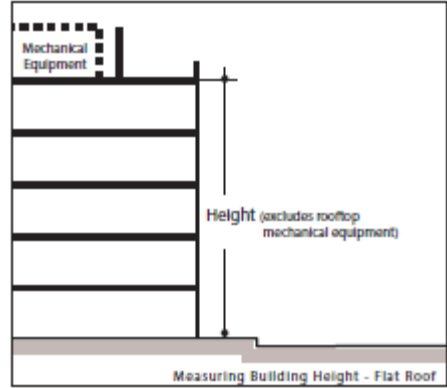


Fig. 7

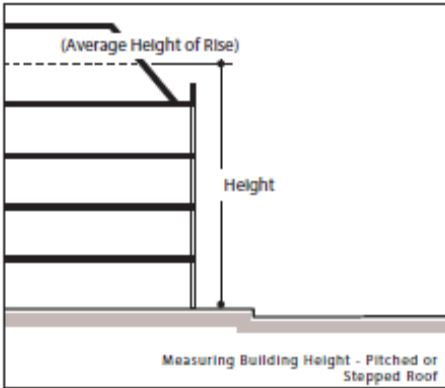


Fig. 8

* Except as otherwise provided in exceptions regarding Tower Separation in the Height Zone table on page 23.

Bulk

Bulk standards control the length and width of towers to preserve light and air and prevent construction of massive buildings which block views and generally disrupt the character of the city.

Bulk controls shall apply as follows:

	Residential/Hotel	Commercial Industrial
Height Zones	HZ-2 HZ-3 HZ-4	HZ-5 HZ-6 HZ-7 HZ-8
Bulk (above 90')	Max. residential plan diagonal 190' Max. residential plan length 160' Max res. floor plate 17,000 sq. ft. Max. hotel plan length 200' Max. hotel floor plate, 20,000 sq. ft.	Max. plan length 200' For the Blocks 29-30 Hotel Project: Max. plan length 240' with an average plan length of 220'. Max. floor plate 20,000 sq. ft. For an Event Center: Max. diagonal plan dimension 600'

These diagrams are intended to illustrate the bulk concepts:

ADD: Buildings in HZ-7 not subject to freeway height restrictions on Map 4 may have a maximum plan length of 260' and a maximum floor plate of 30,000 sq. ft.

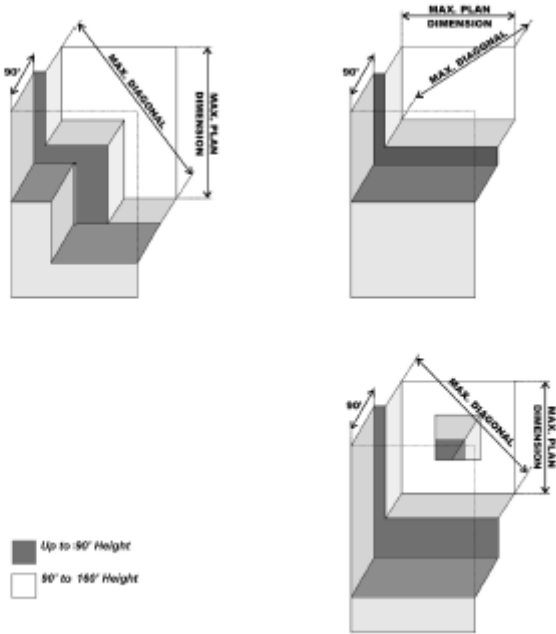
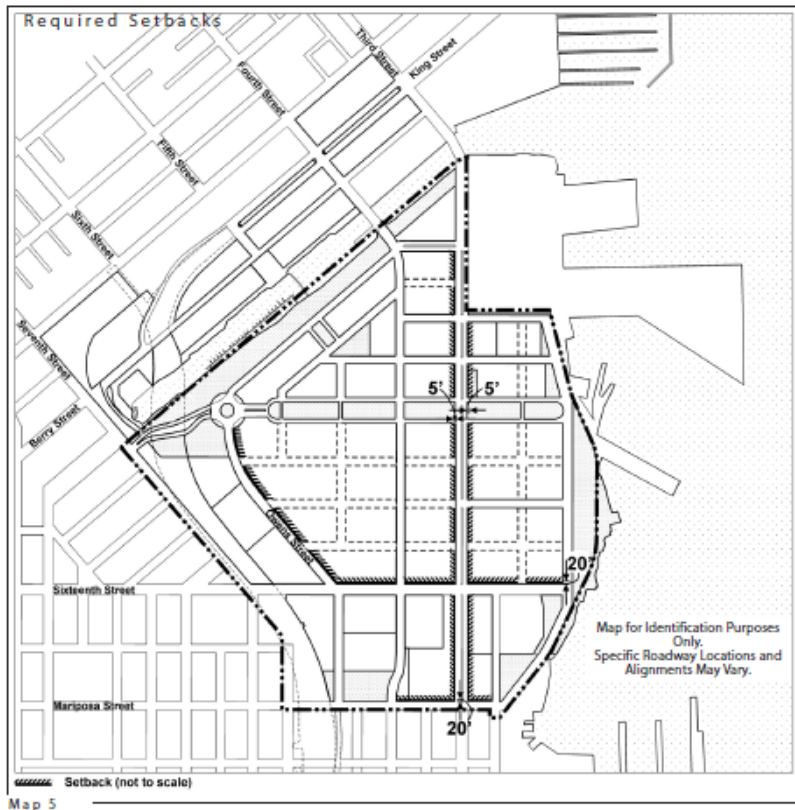


Fig. 9 Bulk

Setbacks

Setbacks are required to provide space for certain pedestrian and bike path links and for connection of major open spaces. Setbacks shall be generally as indicated in the Setbacks Diagram and Setbacks Chart included herein. These setbacks are in addition to specified sidewalk widths on these streets and may be used for paved pathways and landscaping as appropriate.

	Residential/Hotel	Commercial Industrial
Setbacks		
Required Setbacks	5' setback on west side of Third Street from one block south of the Channel to Mariposa Street. 5' setback on east side from Mission Rock to Mariposa Street.	
	NA	20' setback on north side of 16th Street from Terry Francois to Owens. 20' setback on east side of Owens from 16th to the Commons. 20' setback on north side of Mariposa from Terry Francois to Owens Street. The Event Center shall be permitted to encroach within the required setback on the north side of 16th Street between Terry Francois Boulevard and Third Street as long as a minimum average of 20' is provided along that frontage.

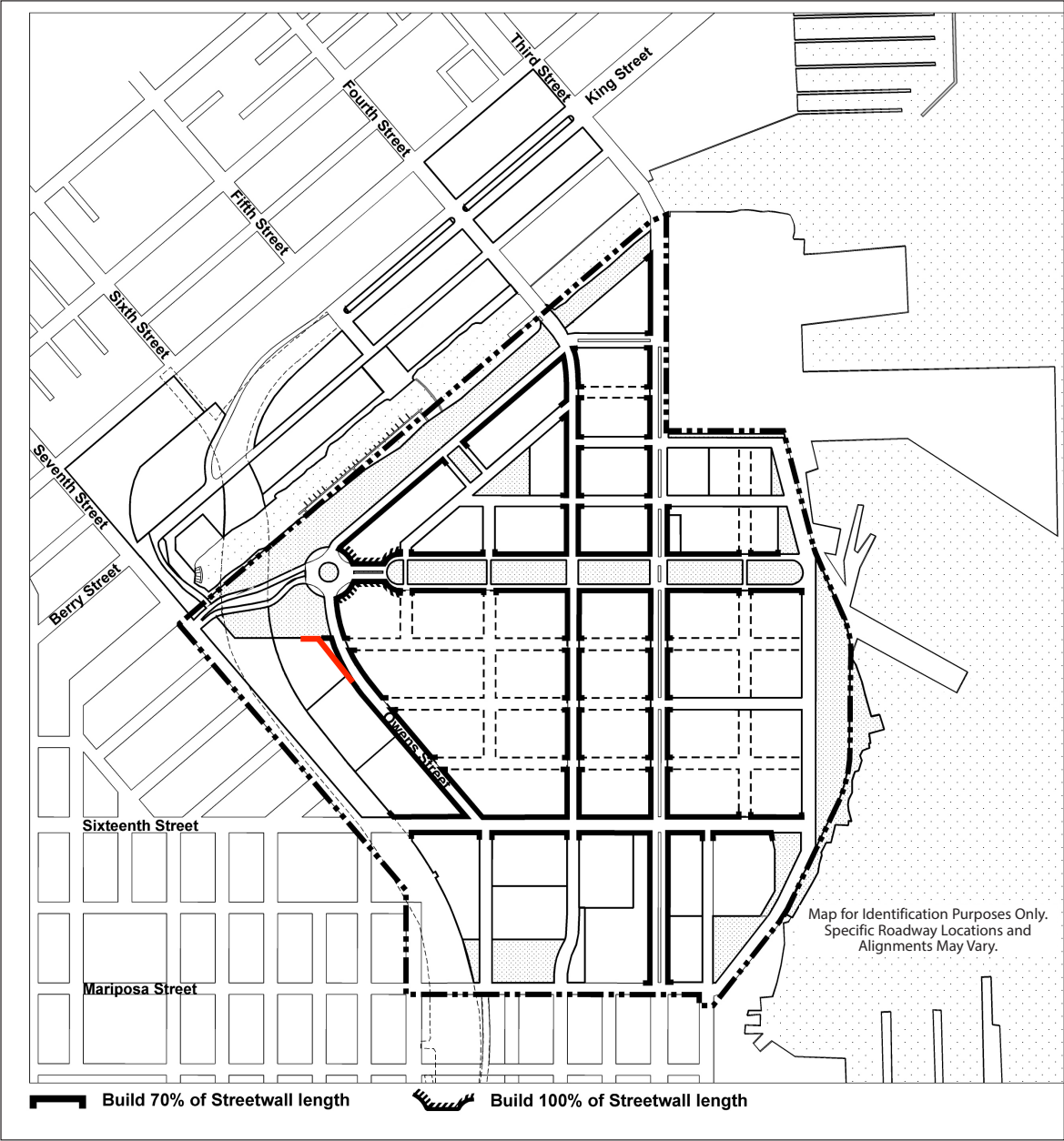


III. DESIGN STANDARDS

Streetwall and lot coverage standards are required as follows to maintain the consistent building to street relationship that is common throughout San Francisco:

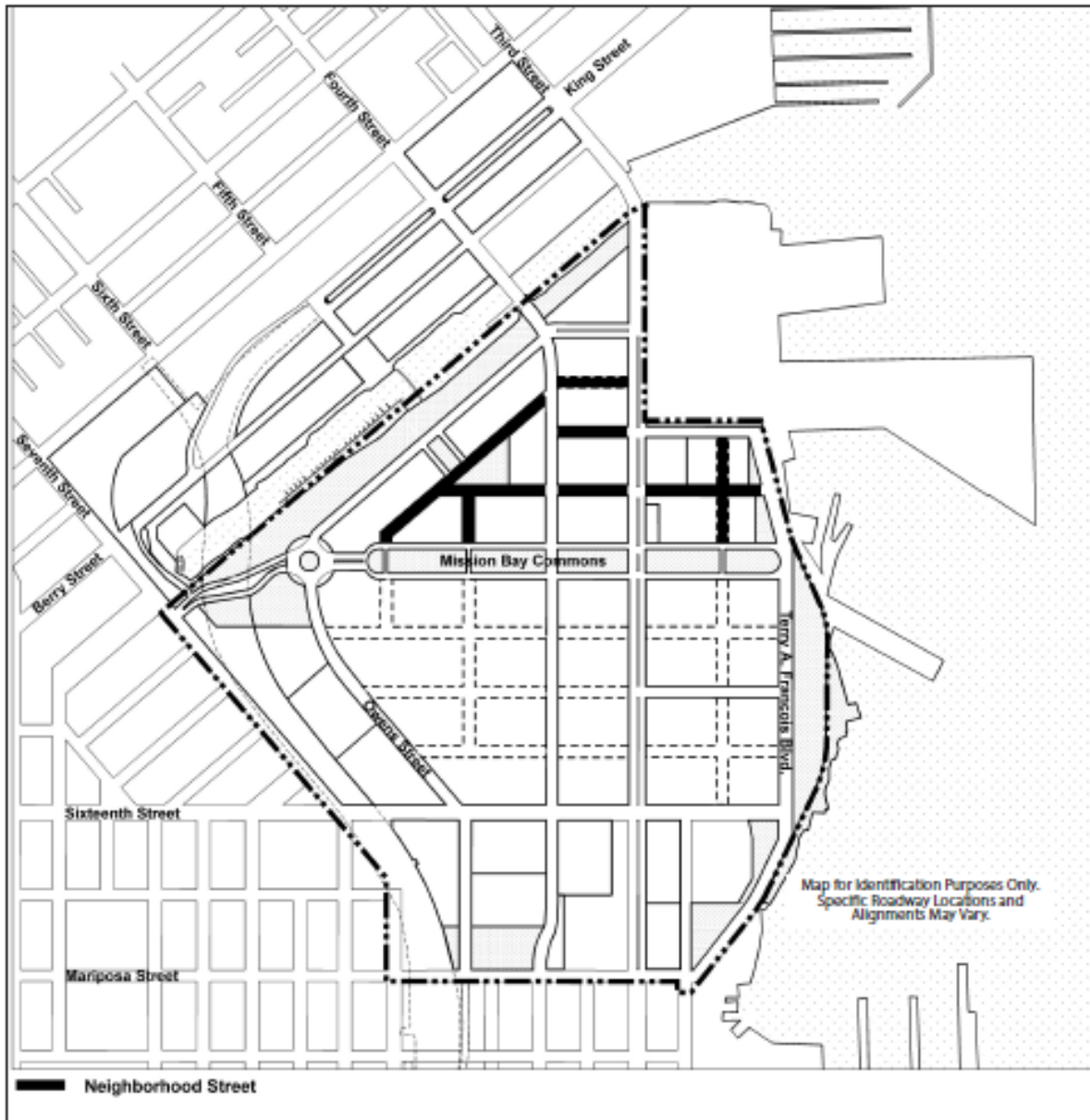
	Residential/Hotel	Commercial Industrial
Lot Coverage		
Maximum Lot Coverage	100% lot coverage to a maximum height of 40'. For buildings above 40' in height, a maximum of 75% lot coverage is allowed for those portions of the building above 40' (See Fig. 10). Parking structures serving residential uses, and not exceeding a maximum height of 65' shall be allowed 100% of lot coverage.	NA
Streetwall		
Minimum Length	Minimum 70% of block length frontage required for streetwalls along primary streets including 3rd, 4th, 16th, Commons, and Owens (See Map 6, Fig. 11). 70% refers to a total measurement from street to street with no exceptions for pedestrian pathways, except for 3rd and 16th frontages surrounding an Event Center. On development on Blocks fronting the rotary at the intersection of the Commons and Owens St., 100% streetwall is required. ADD: On Owens Street Block 43 Parcel 7, the streetwall frontage aligns with the western edge of the City Storm and Sewer no-build easement on the parcel. See Map 6.	
Minimum Height	15 feet	
Maximum Height	Height not to exceed 65' (except for mid-rise and towers). Average streetwall height along a block not to exceed 55' to a depth of 20' on designated neighborhood streets (See Map 7: Neighborhood Streets).	Height not to exceed 90' (except for mid-rise, Event Center, and towers).
Corner Zone Conditions	At all intersections along primary streets, (as identified on Map 6: Primary Streets) build to streetwall at all corners for a distance of 50' (See Fig. 14). Height of building at corner to be no less than 15 feet. Corner and Event Center entries are exempted. On blocks 12 & 14, development fronting the rotary, height of buildings to be no less than 2 stories.	
Streetwall Variation	10' variation within the streetwall frontage is allowed. Additional variations may be permitted subject to design review (See Fig. 12).	NA
Required Step-backs	Buildings in HZ-2 and HZ-3 along P5 and P6 are required to use a stepback of 20' from the property line at or below 65' in height.	Buildings in HZ-5 along the Commons are required to use a stepback of 30' from the property line at the 55' height, and 110' feet from the property line at 90' height (See Fig. 15). Buildings on parcel X4 are required to use a stepback of 60' from the property line at 55' at P23 (Bayfront Park); and a stepback of 30' from the property line at 55' at P24 (Mariposa Bayfront Park). Buildings on parcel X3 are required to use a stepback of 50' from the property line on Mariposa Street at 90' height.
Pedestrian Walkway	A minimum of one north-south exclusively pedestrian public walkway 30' wide and open to the sky required on each of Blocks 12 & 13. Pedestrian walkways shall be publicly accessible during daylight hours.	NA
Projections	Architectural projections over a street, alley, park, or plaza shall provide a minimum of 8 feet of vertical clearance from the sidewalk or other surface above which it is situated. Projections include: <ul style="list-style-type: none"> • Projections of purely architectural or decorative character such as cornices, eaves, sills, and belt courses, with a vertical dimension of no more than two feet six inches, not increasing the floor area of the volume of space enclosed by the building, and not projecting more than three feet over streets, alleys, and public open spaces, except that for the Blocks 29-30 Hotel Project entry canopy, such projection is limited to not more than five feet. • Bay windows, balconies, and similar features with a maximum projection of three feet over streets and public open spaces. 	

Primary Streets for Streetwalls



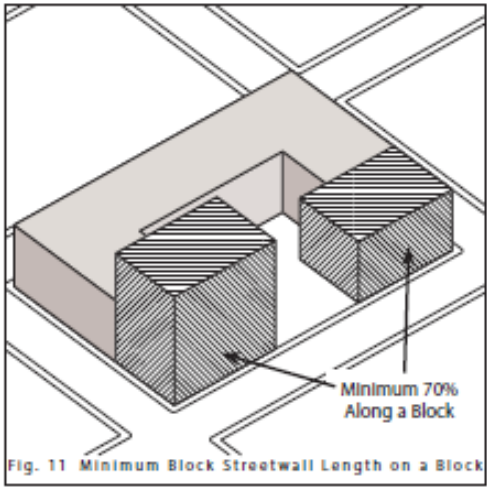
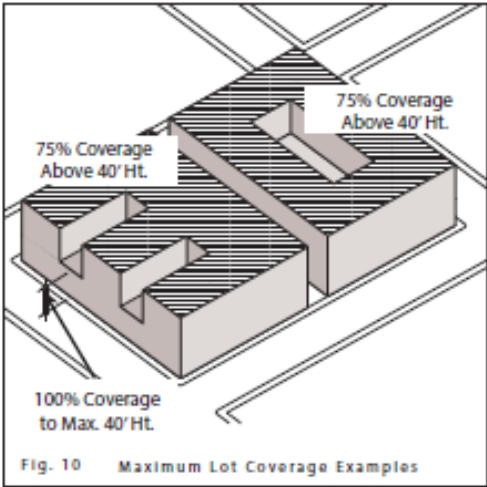
Map 6

Neighborhood Streets
for 55' Average Height



Map 7

These diagrams are intended to illustrate the coverage and streetwall concepts:



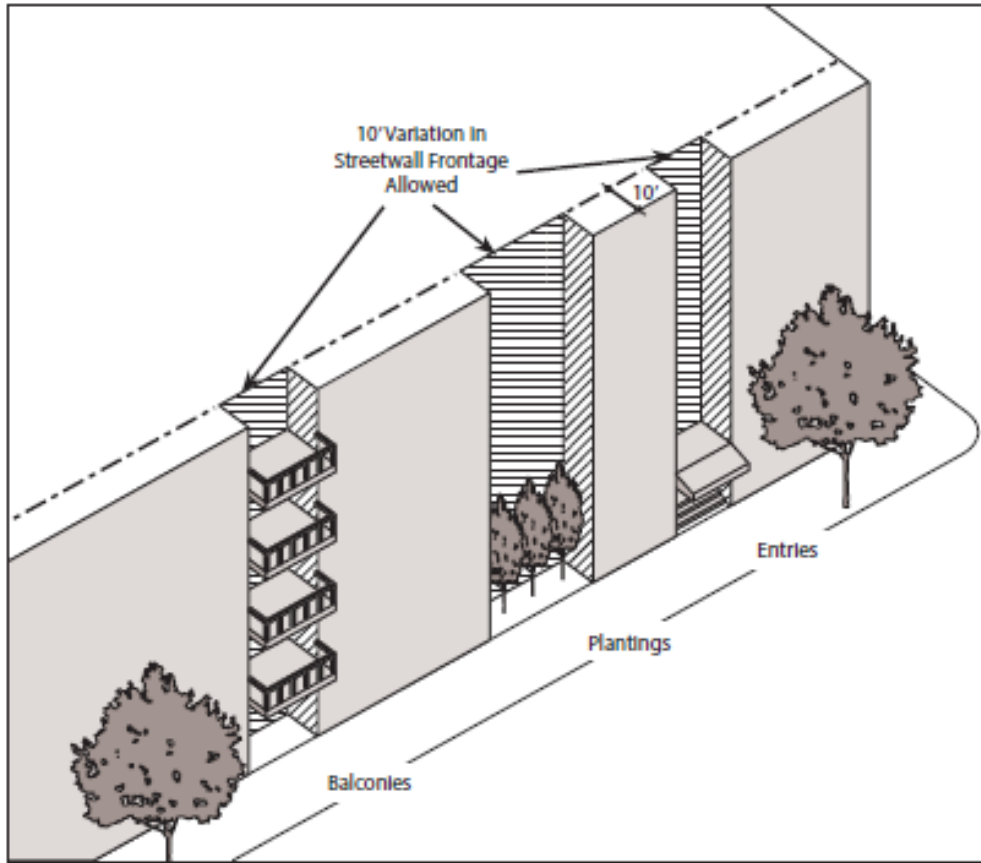


Fig. 12 Streetwall Variation Examples

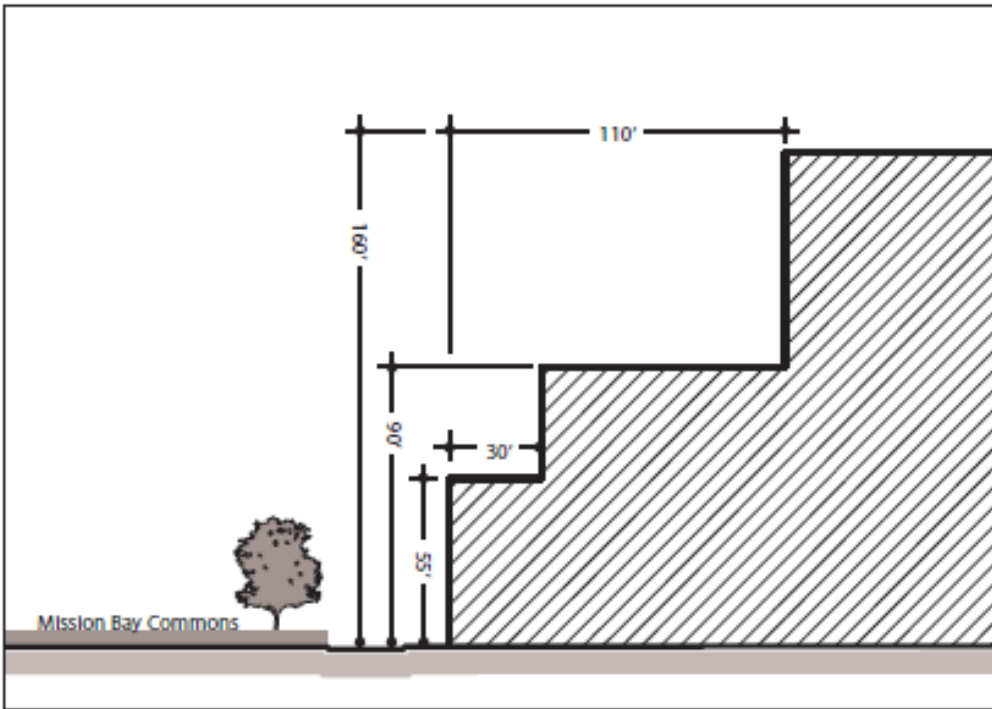


Fig. 13 Required Setbacks in HZ5 for Blocks 26 & 26A

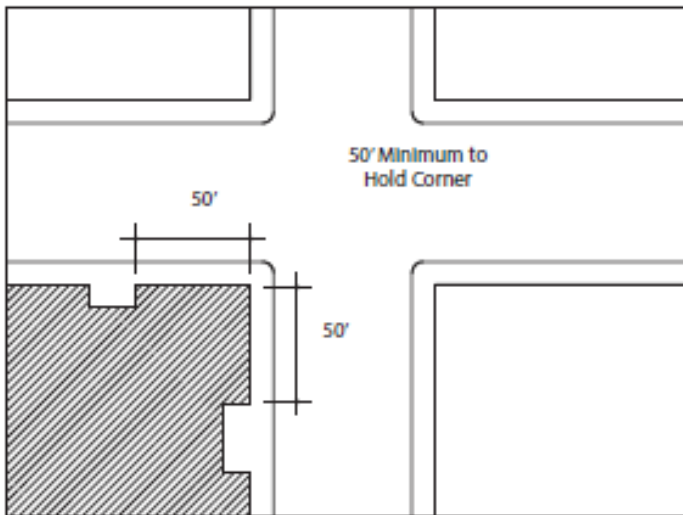


Fig. 14 Corner Zone Conditions

Open Space (Public)

At full buildout, the Plan Area shall include approximately 41 acres of publicly accessible open space, including a minimum of 8 acres of publicly accessible open space within the UCSF campus (see Map 8). Connectors and setbacks, while they will be publicly accessible, are not included in the 41 acres of public open space noted above.

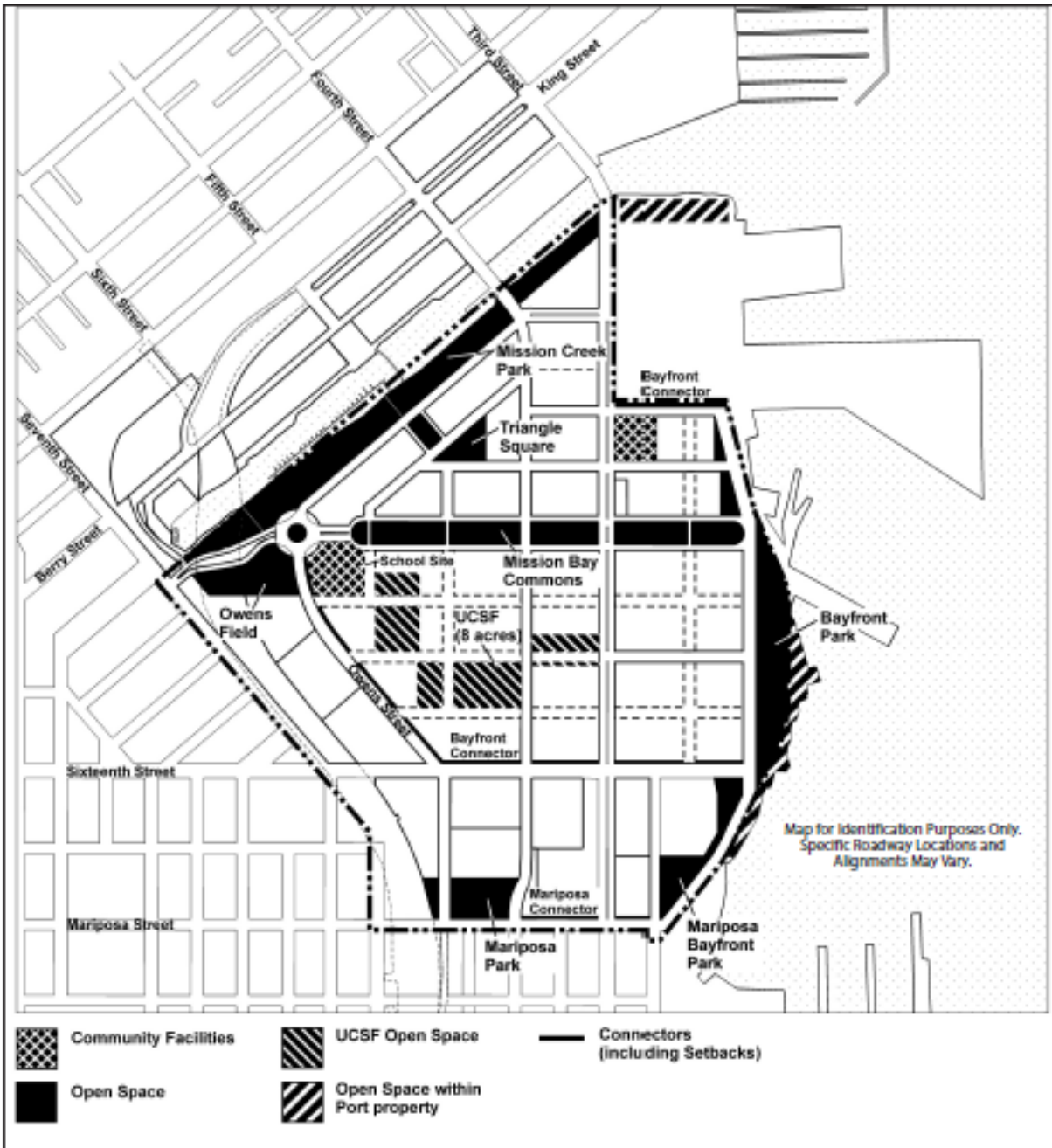
Open Space (Private)

Private open space shall be provided for each dwelling unit in the amount of 70 square feet.

Private residential open space may consist of open space for an individual unit or common usable open space shared by all residents. The requirements can be satisfied in a number of ways and in a variety of areas such as:

- Individual unit open space: patios, terraces, or balconies adjacent to the unit. For individual unit open space to be counted towards the private open space requirement, the minimum horizontal dimension shall be 6 feet.
- Common open space: mid-block lanes (provide they do not permit through traffic other than emergency vehicles), gardens, building courtyards at grade level, rooftop and parking podium level gardens, decks, solaria, and atria open to sun and air, open terraces or recreational facilities for use by residents.
- Sufficient soil depth shall be provided to ensure adequate growth and health for planting within open space on roof decks. The minimum size of trees at installation should be 24" box, and irrigation and under-drainage should be provided for all planting.

Open Space



Map 8

Sunlight Access to Open Space

Design Standards outlined in this document have been prepared with the objective of encouraging new developments to ensure sunlight access to public open spaces and limit the area and duration under shadow. Shadow studies have determined that development complying with the Design Standards will reasonably limit areas of shadow on public open spaces during the active months of the year and during the most active times of the day.

Additional shadow analysis will not be required unless, as a part of a specific project application, the project applicant seeks a variance from the Design Standards herein that establish the shape and location of buildings. Standards determining the shape and location of buildings include:

1. Height
 - Base, Midrise, & Tower Heights
 - Maximum Number of Towers
 - Height Location
 - Tower Orientation, & Separation
2. Bulk
3. Coverage & Streetwall
 - Streetwall Heights
 - Required Stepbacks

If a project applicant requests approval for an exception to the above standards shadow analysis is required. The amount of area shadowed, the duration of the shadow, and the importance of sunlight to the use patterns of open spaces should be taken into account when determining the impact of shadows from development. A project for which an exception is sought shall not create additional areas of public open space in continuous shadow for periods of one hour, as determined by shadow analysis using the following methodology:

1. For the purposes of assessing the impact of shadows on Mission Bay open spaces, open spaces have been divided into four areas: Mission Creek Park (which includes both North and South), Bayfront Park, Triangle Square, and the section of Mission Bay Commons, between Third Street and Terry Francois Boulevard (see Map 9 on page 38)
2. Shadow analysis should study the area of public open space in continuous shadow for periods of one hour, during the most active months of the year (March-September) and during the most active times of the day (10am-4pm).
3. Analysis for a specific development proposal should take into account aggregate shadow impacts from all buildings over 40 feet in height adjacent to the public open space. For the purpose of shadow analysis, undeveloped parcels should be analyzed using either approved plans for future development or a plan that resembles the maximum allowable building envelope for that parcel.

- The total area of each of the described public open spaces should be the basis for shadow calculation. To reasonably limit areas of open space in continuous shadow for extended periods of time, the area of public open space in continuous shadow for a period of one hour from March to September between 10am and 4pm should not exceed the following percentages:

Mission Creek Park	13%
Bayfront Park	20%
Triangle Square	17%
Mission Bay Commons	11%

Shadow Analysis:
Open Space



Wind Analysis

Standard:

Wind review will be required for all projects that include buildings over 100 feet in height. Wind tunnel testing may also be required for these buildings 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 building are such that adverse wind impacts will not occur. Wind analysis shall be conducted to assess wind conditions for the project in conjunction with the anticipated pattern of development on surrounding blocks. The objective shall be to use all feasible means to eliminate wind hazards and to reduce adverse wind impacts, including uncomfortable wind conditions, if predicted.

Guidelines:

For blocks that are exposed to winds from the west or north-west, particularly if they front open space, attention should be paid to wind-conscious design. The following guidelines are examples of methods that can be used to eliminate wind hazards and/or to address adverse wind impacts:

- Western facades can be modulated through the use of architectural devices such as surface articulation, variation of planes, wall surfaces, and heights, as well as the placement of stepbacks, courtyards, plazas, and other features.
- Landscaping in appropriate locations, can be used to mitigate wind. Porous materials (vegetation, hedges, screens, latticework, perforated or expanded metal) offer superior wind shelter as compared to a solid surface. Such wind sheltering elements should be located west of the area being protected, and should be of sufficient height. Wind shadows behind porous wind screens provide shelter for a distance downwind equivalent to 3-5 times the height of the wind screen.
- “Breezeways” or notches at the upwind corners of the building should be avoided.
- Building stepbacks can be used to ameliorate ground level wind accelerations. If these stepback areas are used as terraces, they are likely to need properly designed wind screening elements or even partial enclosure to ensure usability. Any wind sheltering strategy should address the likely significant downward component of these winds, particularly below west facing building elements

View Corridors

View corridors follow street alignments and are defined by the Mission Bay South Project Boundary, Development Block and Street Grid Map 3 on page 21.

View corridors are based on the following principles: to preserve the orientation and visual linkages to the Bay and Channel; as well as vistas to hills, the Bay Bridge and the downtown skyline; to preserve orientation and visual linkages that provide a sense of place within Mission Bay.

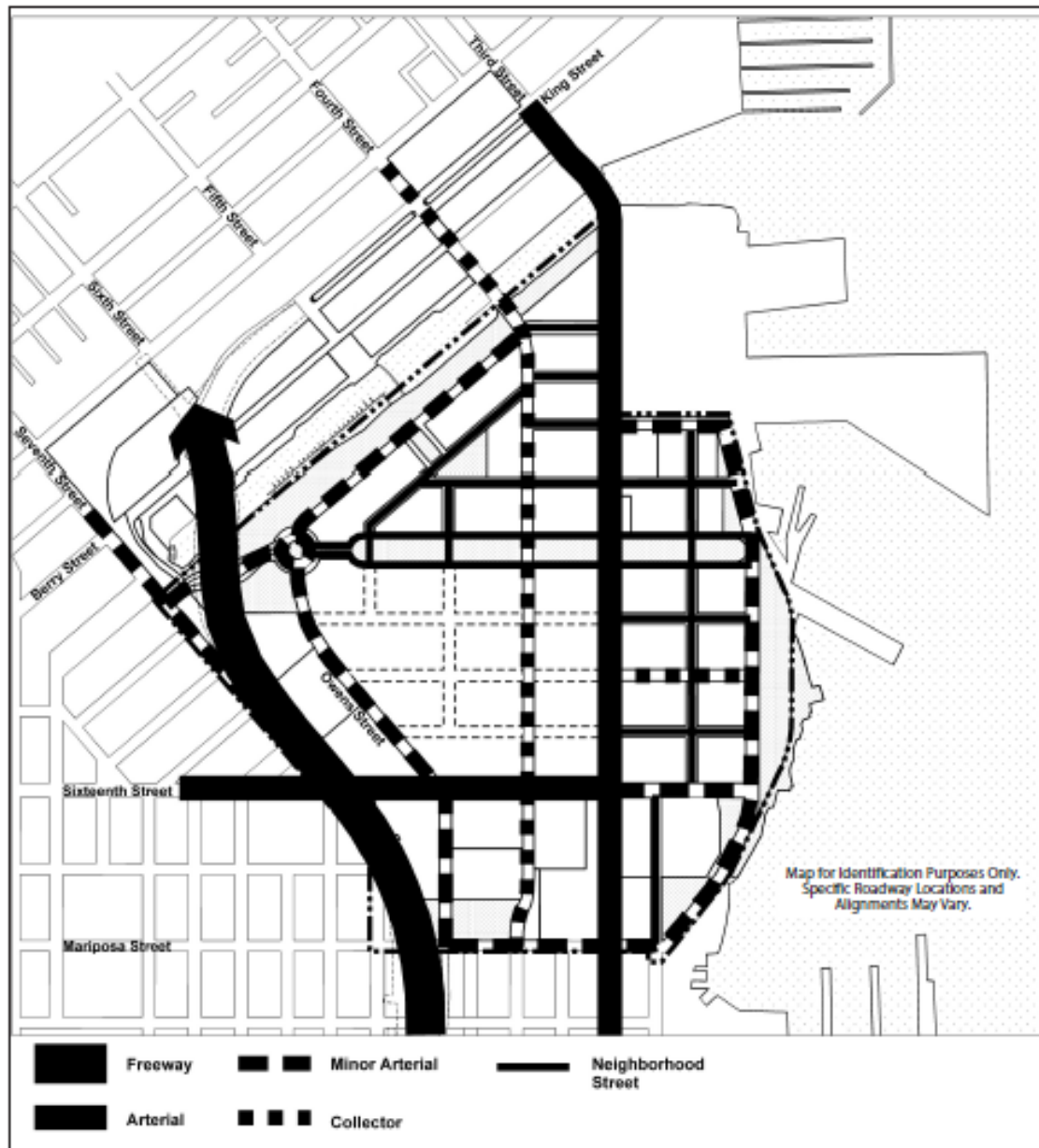
- No building or portion thereof shall block a view corridor, provided, however, that a view corridor on Blocks 29-32 may terminate in an Event Center that provides an important architectural statement as recommended in the Commercial Industrial Guidelines.
- The street grid is an extension of San Francisco's historic urban pattern of Spanish measure Vara blocks.

Street System

The Mission Bay South Street Grid system shall be generally as described and illustrated in the Mission Bay Street Grid Diagram provided herein.

Street	Description
Arterial Streets	
Third Street	Existing arterial connecting to the South of Market and Bayview Districts. Bus and Light Rail.
Sixteenth Street	Major east-west arterial. Main link to Potrero Hill under I-280.
Minor Arterial Streets	
Mariposa Street	Minor arterial linking Potrero Hill to the Bayfront and providing Freeway access.
Owens Street	Minor north-south arterial. UCSF campus service street. Link to I-280 exit south of Mariposa.
Seventh Street (& Seventh Street Connection)	Minor arterial linking Mission Bay to South of Market and downtown.
Terry Francois Boulevard	Bayfront scenic boulevard providing access to water-edge uses, Bayfront Open Space, and the Bay Trail.
Collector Streets	
Fourth Street	Local collector and bicycle commute street that serves as a connector to the South of Market District, UCSF, and the core of the Mission Bay South Neighborhood Commercial District
Illinois Street	Local collector south from Sixteenth Street.
Warriors Way	Local collector south from Third Street to Terry Francois Boulevard.
Neighborhood Streets	
Fifth Street	Minor residential/neighborhood street with open space and segments for pedestrian use.
Mission Bay Commons	Couplet of neighborhood streets running east-west along the Mission Bay Commons from Owens Street to Terry Francois Boulevard.
Residential Streets	Minor streets in the residential district designed to be pedestrian-friendly and discourage through traffic.

Street Hierarchy



Map 10

Parking

The number of off-street parking spaces required and/or allowed for uses within Mission Bay South shall be as prescribed in the table included herein. Parking calculations shall be based on the total aggregate anticipated square footage by structure (and in the case of the Event Center, total number of seats) rather than applied to any single tenant. When the calculation of off-street parking spaces results in a fractional number, it must be adjusted to the closest whole number of spaces.

- Parking for residential and retail uses shall be screened from view of pedestrians. (See guidelines for recommended methods).
- One secure bicycle parking space must be provided for every 20 vehicular parking spaces or fraction thereof.
- The entrance to any offsite parking facility shall not be more than 600' from the entrance to the building in which units are located. The existence of offsite parking facilities may be used to satisfy some portion of the parking requirements for a project on Blocks 29-32 that is approved to include an Event Center, provided that the entrance to any such offsite parking facility is located within 300' of an Event Center Project building entrance.
- Parking spaces provided for a project on Blocks 29-32 that is approved to include an Event Center may be shared among various users of Blocks 29-32 as determined by such users (for example, without limitation, parking spaces provided for daytime office use may be used by the Event Center on nights and weekends).
- Rooftop parking in residential and mixed-use areas shall be screened from views of above utilizing such methods as landscaping, trellises or structures.
- The required ratio of compact spaces to standard size spaces is 50%.
- The minimum size requirement for parking spaces is: compact = 127.5 s.f.; standard = 160 s.f.

Use	Number of Parking Spaces
Residential	Maximum of one space for each dwelling unit
Retail (Excepting specific uses addressed below)	<p>Maximum of one space for each 500 square feet of gross floor area up to 20,000 square feet, plus one space for each 250 square feet in excess of 20,000 square feet.</p> <p>For retail greater than 20,000 square feet, the minimum amount of parking required is 75% of the maximum number of parking spaces allowed.</p> <p>For retail greater than 50,000 gross square feet, a ratio could be established by the Redevelopment Agency based on development specific parking demand and not to exceed 10% greater than the limit stated herein.</p>
Restaurants, bars, clubs, pool hall, dance hall, or similar enterprise.	<p>Maximum of one space for each 200 square feet of gross floor area, where the occupied floor area exceeds 5,000 square feet.</p> <p>For these uses greater than 20,000 square feet, the minimum amount of parking required is 75% of the maximum number of parking spaces allowed.</p>
Commercial Industrial	One space for each 1,000 square feet of gross floor area shall be provided (maximum and minimum); except that two spaces for each 1,000 square feet of gross floor area shall be permitted for up to 1,734,000 feet of gross floor area of life sciences, biotechnology, biomedical, or similar research facility uses.*
Commercial Industrial Retail	Commercial Industrial uses subject to Commercial Industrial standards. Retail subject to applicable Retail standards.
Theater	Maximum of one space for each eight seats up to 1,000 seats where the number of seats exceeds 50 seats, plus one for each 10 seats in excess of 1,000 seats. The minimum amount of parking required is 75% of the maximum number of parking spaces allowed.
Hotel	Maximum of one space per 16 guest bedrooms.
Event Center	1 space per 50 seats

* For purposes of this parking provision only, “life sciences, biotechnology, biomedical or similar research facility uses” shall refer to any structure occupied primarily for such use or uses, provided, however, that any structure occupied primarily for administrative functions shall be subject to the one space per 1,000 square feet of floor area standard.

Loading

Off-street loading spaces shall be provided per gross square feet of floor area as indicated in the following chart. Service and loading docks shall be screened from streets and adjacent uses. For multi-parcel developments, including development on Blocks 29-32, loading spaces can be aggregated. A lower ratio may be established by the Redevelopment Agency based on a development-specific loading study.

- The dimensions of loading spaces shall be at least 10’ wide by 35’ long by 14’ high.
- Loading areas and all refuse storage and dumpsters shall be enclosed within structures and out of view from pedestrians areas.

Use	Spaces	Gross Floor Area
Commercial*	0	0 to 100,000
	1	100,001 to 200,000
	2	200,001 to 500,000
	3	Over 500,000 plus 1 for each additional 400,000
Retail	0	0 to 10,000
	1	10,001 to 60,000
	2	60,001 to 100,000
	3	Over 100,000 plus 1 for each additional 80,000
Residential	0	0 to 100,000
	1	100,001 to 200,000
	2	200,001 to 500,000
	3	Over 500,000 plus 1 for each additional 400,000

* Including hotel use in the Blocks 29-30 Hotel Project for purposes of loading requirements only.

Off-street tour bus loading for hotel use shall be provided as follows:

Number of Hotel Rooms	Number of Loading Spaces
0 -200	0
201 - 350	1
351-500	2

The dimensions of each space shall be a minimum of 45 feet by 9 feet with a minimum clearance of 14 feet. Spaces for tour bus loading can be provided at adjacent curbs or immediate vicinity provided that they do not cause substantial adverse effects on pedestrian circulation, transit operations, or general traffic circulation.

Signage

The following are general signage standards that apply to all development within the Plan Area. The Agency may require the submission of a uniform signage program in connection with an owner participation agreement. Signage will be reviewed by the Agency as part of the design review process.

- No billboards are permitted.
- No general advertising signs are permitted in the public right-of-way except as integrated in MUNI or DPW street furnishings.

Residential Land Use District:

- Flashing signs, moving signs and roof signs are not permitted.
- Business signs are allowed for retail uses.
- No business signs are permitted above 1/2 of the base height of the building.

Hotel Land Use District (Block 1):

- The hotel parcel is a triangle bounded by the Channel, Third Street and a new street linking Third Street to Fourth Street. Flashing signs, moving signs, and roof signs should not be directed towards the channel edge or the new street at the southern edge of the block.

Commercial Industrial and Commercial Industrial/Retail Land Use Districts:

- Flashing signs, moving signs and roof signs are not permitted.
- Business signs are allowed.
- No business signs are permitted above 1/2 of the base height of the building, except in the following cases:
 - For signs placed along the western facade of buildings located west of Owens Street:
 - Signs may be placed up to a maximum of 80 feet in height of the building;
 - Signs are limited to 200 square feet in size per parcel; and
 - Signs placed above 1/2 of the base height of the building must be lowered to no more than 1/2 of the base height of the building within one year of the I-280 freeway being removed from its current location.
- A comprehensive signage program for an Event Center Project appears in the Mission Bay South Signage Master Plan (the “Event Center Sign Program”), which shall exclusively govern signs and displays on the Event Center Premises (as defined in the Event Center Sign Program); provided, however, that such signs and displays shall comply with applicable laws. In the event any element of the Event Center Sign Program conflicts with, or would be limited by any provisions of the above-described Design Standards for Signage in this Design for Development, the Event Center Sign Program shall control.

IV. Design Guidelines

Introduction

The Design Guidelines contained in this document provide design recommendations for both private and public design and construction consistent with the Redevelopment Plan.

A few key urban design concepts work together to provide a framework for all elements of future design and construction in the Plan Area. These concepts are reflected to the extent feasible in this Design for Development. First is an urban street grid which builds off of the primary existing streets and a traditional San Francisco pattern of Vara blocks, to allow for the transformation of an industrial pattern to one which welcomes the buildings and open spaces of a living/working/shopping neighborhood. In the tradition of cities by the water, this same framework of streets serves as view corridors that visually connect Mission Bay to the Bay and the City's downtown. A network of varied open spaces located to take advantage of the area's distinctive natural features, sized to serve area needs, and linked visually and physically to invite intensive use is a third key urban design feature. Finally, the concept of interesting, urban scale buildings which establish a clear and consistent building edge along primary streets in both residential and commercial areas will complete a flexible urban design framework within which incremental development can occur to create a new City district.

Taken together, and as illustrated on the attached Urban Design Framework diagram, the pattern of streets, open space and buildings will bring an awareness of the Channel and the Bay front into all subdistricts of Mission Bay. It will open vistas to the City and region -- the downtown skyline, Twin Peaks, Buena Vista Park, Potrero Hill, the Embarcadero and the East Bay. And, it will showcase Mission Bay's own distinctive open spaces and new residential and commercial structures.

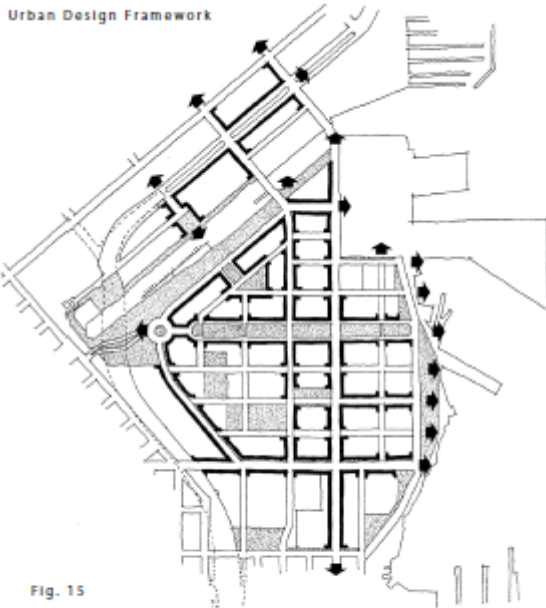


Fig. 15

A. Open Space Guidelines

A. OPEN SPACE GUIDELINES



Fig. 16

The Mission Bay South open space system creates a linked system of parks, plazas, and play areas providing a variety of public amenities and spaces for passive and active recreation which are appropriate in their location and respond to adjacent uses.

The system is reinforced by its visual and physical connections to features and activities within Mission Bay South, ties into the minimum 8 acres of publicly accessible open space provided by UCSF within its campus, and integrates into the citywide distribution of public open space existing and proposed. Existing and proposed bicycle and pedestrian pathways connect the Mission Bay South Open Space and Street System with adjacent uses, surrounding neighborhoods, and the citywide network of bicycle and pedestrian routes.

It is anticipated that Mission Bay South open spaces will serve a wide range of constituents with a variety of active and passive uses. Open spaces will be designed to include essential accessory facilities, where appropriate, including bicycle parking areas and adequate lighting.

Horticulture:

Existing soil and drainage conditions in Mission Bay are a result of the site's evolution from a bay marsh land to its present form over a period of more than fifty years and may affect successful development of proposed plant material. It is important that each parcel, as it is developed, be carefully evaluated for soil fertility and subsurface drainage quality and that the program of soil preparation, drainage and plant selection be adapted to these specific environmental conditions.

Mission Creek Park - South Channel:

Develop the south side of the Channel (P1, P2, & P3), consistent with regulatory requirements, as a primarily green space with pedestrian pathways, children's play area, gardens, and water-oriented viewing and seating areas.

- Provide planting along Channel edge to elevation of mean low tide with vegetation compatible with each tidal zone.
- Provide reinforcement as required for bank stability and to prevent erosion, using natural materials and including vegetation where feasible.
- Remove existing concrete rip-rap and replace it with plantings from the top of bank to the water, consistent with stabilization requirements.
- Establish shoreline island and/or perch piling to support intertidal bird activity.
- Integrate design with existing Mission Creek Harbor Association, Inc. (MCHA) Park and required MCHA leasehold access and amenities.
- Continue public park between Fourth and Third Streets along the Channel, and include intertidal habitat where viable, recognizing intensive use from hotel patrons in character of landscape and use of paving materials.
- Incorporate boat storage and parking for Mission Creek Harbor.
- Integrate bike path for recreational uses.
- Develop majority of park as lawn to encourage informal recreation.
- Explore, as feasible, the development of a fresh water pond as a passive recreational opportunity and as a component of wildlife habitat, using storm/reclaimed water.

Mission Creek Park - Bank Treatment

- If pilings must be removed, they will be replaced, if permitted by regulatory agencies, in locations acceptable to the Mission Creek Conservancy. Alternative perching opportunities may be provided acceptable to all parties.
- Consider provision of additional piling and/or floats for roosting habitat.
- Develop an appropriate vegetation program for Mission Creek that recognizes the tidal vegetation ranges: low marsh, high marsh, transition zone, and upland vegetation.
- Pickleweed will be retained to the extent possible. If existing pickleweed is disturbed, it will be replaced from existing stock as feasible.
- Maintain and expand gently sloping banks in the intertidal area to encourage foraging shore birds.
- Design storm water outfalls to minimize scouring and erosion of mudflats.

Owens Field:

Develop Owens Field (P7, P8, P9) to accommodate a variety of zones for active recreation such as a softball field, and in areas under the freeway, compatible recreation such as skateboarding, rollerblading and basketball.



Triangle Square:

Develop the Triangle Square (P6) as a symbolic center for the community (similar to Sidney Walton Park where a central green space accommodates flexibility in programming and use), including uses for children and families and that invite daily and active use.

- Include features that symbolically establish a link to Mission Creek.



Public Open Space

Mission Bay Commons:

Design the Commons (P11, P12, P13, P15, P16, P17) as a focal point of activity similar to South Park and as a meeting ground between UCSF and Mission Bay neighborhoods.

- Reinforce views to the Bay, Buena Vista Park, and Twin Peaks from the deepest location of the Commons.
- Encourage diversity in activities and respond to surrounding land uses while providing an overall unified character.
- Develop the Commons as an inviting urban open space. Maintain design continuity and spatial definition from east to west using durable and vegetative materials and by maintaining a continuous pedestrian pathway and built edge of appropriate scale and character along its length.
- Encourage retail development on the ground floor of buildings fronting the Mission Bay Commons, between Third and Fourth Streets. Integrate small accessory concessions uses to be located in the Commons as determined feasible and appropriate.
- Allow appropriate hardscape areas to accommodate a variety of uses.



Bayfront Park:

Develop the park along the Bayfront, both within and adjacent to the project area, with a character predominantly defined by water-oriented activities and open flexible-use lawn areas which can accommodate a variety of passive, active and major recreation uses, such as soccer or other field related sports or informal performance areas, similar to Marina Green.

- Provide a focal point or significant design feature at the end of the Commons and integrate Commons with the design of the boat launch.
- Work with the Port to maintain essential waterfront access and integrate with Port destinations adjacent to the project area such as the existing Agua Vista Park.
- Encourage an accessory use such as a restaurant or a pavilion in areas under Port ownership with a recognition of the potential visual impact that this structure could have in the Bayfront Park and from Mission Bay streets.
- Provide pathways that link to city and regional pedestrian and bicycle trail systems, such as the continuation of the Bay Trail along the length of the eastern edge.
- Incorporate boat trailer parking.



Public Open Space

Mariposa Walk and Parks:

Design Mariposa Park (P26) and Mariposa Bayfront Park (P25) as green, active, flexible use parks connected by Mariposa Walk, providing an open space resource to surrounding neighborhoods including Potrero Hill and a landscaped connection to the Bay.

- Mariposa Park: Develop the Mariposa Park (P26) as a green flexible use community park, available as a junior soccer field.
- Mariposa Walk: Develop a 30' wide (20' publicly accessible building setback and 10' public sidewalk) pedestrian/bicycle connection from Potrero Hill to the Bayfront Park along the northern edge of Mariposa Street.
- Mariposa Bayfront Park: Provide a neighborhood open space at the waterfront edge of Mariposa Street for waterfront viewing, community activities, picnic benches and informal play areas.
- Design utility structures to include public amenities or public art to complement surrounding open space and to minimize impacts on waterfront areas.

Pedestrian Bridge Over Channel:

To create a pedestrian link between neighborhoods, provide a pedestrian bridge for neighborhood use across the Channel (subject to regulatory approval and designed to ensure reasonable navigable access) in the vicinity of 5th Street effectively linking North and South of Channel and creating a pedestrian route from Fifth Street Square to Mission Creek Park, and on to Triangle Square, the Commons, and the Bay.

Special Landscape Linkages:

Where specific sidewalks form essential linkages between and along public open space areas, consideration should be given to special landscape treatment to encourage use of these sidewalks. This might involve tree selection, additional plantings or special paving, and might be considered for linkages such as the Fifth Street extension from King Street in Mission Bay North to Triangle Square and the Commons, or for Fourth Street as an important link from Mariposa Walk to Mission Creek Park.

Private Open Space

Residential Open Space:

Private residential open space, as required by the Design Standards, may consist of open space for an individual unit or common usable open space shared by residents. The requirements can be satisfied in a number of ways and in a variety of areas such as:

- Individual unit open space: patios, terraces, or balconies adjacent to the unit.
- Common open space: mid-block lanes (provided they do not permit through traffic other than emergency vehicles), gardens, building courtyards at grade level, arcades, rooftop and parking podium level gardens, decks, solaria, and atria open to sun and air, open terraces or recreational facilities.
- Where feasible, the residential open space should maximize sunlight and be oriented to significant natural features such as the Channel and the Bay.
- Private open space, where feasible, should enhance public open space areas utilizing design features such as: views to private open space from sidewalks and parks, enhanced walkways and pedestrian linkages, and similar measures.



Rooftop Recreation/Community Structures:

For rooftop recreation/community structures as permitted in the design standards:

- The walls enclosing such structures are set back from the roof perimeter in such a way that they are not visible from the opposite sidewalk along the adjoining street.
- The walls enclosing such structures should be predominately transparent (clear glass or open).

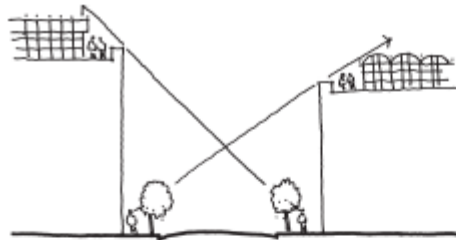


Fig. 17 Rooftop Community Structures



B. Residential Guidelines

B. RESIDENTIAL GUIDELINES

The Mission Bay South Residential District, located in the northern portion of the Plan Area is a mix of market-rate and affordable family units, and neighborhood retail, forming a tightly knit urban community in the heart of an emerging, vibrant mixed use district in San Francisco.

Situated along major access routes, and bordered by UCSF to the south, and the Channel to the north, the District combines the excitement of living in a bustling city with the potential for respite through orientation towards the Channel, neighborhood parks, the Bayfront, and the life of mid block open spaces.

It is envisioned as a district of walkable streets with a network of private and public open spaces. It is a district that is built to the street edge with a lively pedestrian-friendly ground level of residential entries, neighborhood stores, and well designed sidewalks. It is a district of buildings that are sensitively scaled and that accommodate variations in design features and materials, providing interest and character in a way that is reminiscent of the best architecture of San Francisco.

Residential Guidelines, outlined and illustrated in the following pages provide recommendations for all new housing construction on blocks designated Mission Bay South Residential in the Land Use Plan on page 20.



Fig. 18

Street Frontage

Mid-Block Walkways:

- Mid-block lanes should complement the primary street system, and shall be publicly accessible during daylight hours.
- To promote better pedestrian access and modulate the scale of development, additional mid-block lanes may be provided (in addition to these required on Blocks 12 & 13 as outlined in the Design Standards). These mid-block lanes may be for pedestrians only or may also provide vehicular access, additional building frontage, and on-street parking.

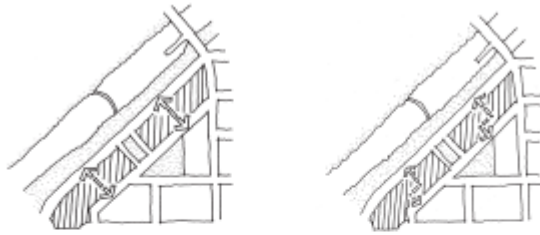


Fig. 19 Mid-Block Walkway Examples on Blocks 12 & 13



Street Frontage

View Corridor

In a few locations in Mission Bay, view corridors may terminate in buildings rather than in vistas. These visual termination points are important architectural opportunities and should be designed in a manner that reflects their importance.

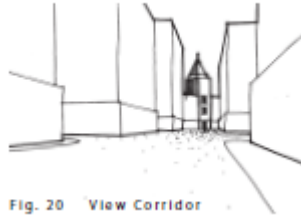


Fig. 20 View Corridor

Street Frontage

Streetwall and Setbacks:

Residential buildings should be continuous at the property line on streets, except for occasional breaks in the streetwall for entry to a courtyard, building, or mid-block lanes.

- Other streets not specifically mentioned in the Design Standards are also encouraged to have continuous streetwalls.
- While mid-block lanes should also be designed to generally adhere to these guidelines, they may include more generous setbacks to create additional open space.
- Certain streets have mandatory setbacks from the property line and are identified in the section on Setbacks in the Design Standards. Streetwall guidelines should be observed at the boundary of these setbacks.



Fig. 21 Streetwall Setbacks

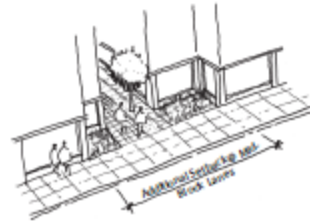


Fig. 22 Additional Setback for Mid-block Lanes



Street Frontage

Pedestrian Scale:

At the ground level, the design and scale of building facades and sidewalks should enhance the pedestrian experience by being visually interesting, active, and comfortable.

- Neighborhood-serving retail, where feasible, is encouraged on the ground floor of residential buildings. Guidelines that specifically address neighborhood retail are discussed in the Retail Guidelines.
- Residential uses at or near street level enliven the pedestrian experience, as well as foster a sense of community and safety. Privacy issues for residents should be considered along with opportunities for direct access to the street.
- Buildings at street level should create pedestrian scale and interest by minimizing the use of blank walls and incorporating architectural and landscape features of interest and utility.
- (See following sub-section on Architectural Details for suggested design character for building bases at the street level.)
- Attention should be given to the choice of trees, sidewalk details, and street furniture in order to maintain pedestrian scale.
(See section on Street Guidelines for specific recommendations on streetscape design.)



Street Frontage

Entries:

Frequent residential entries are encouraged to create the fine-grained, pedestrian-oriented streets that are characteristic of San Francisco neighborhoods.

- For larger buildings with shared entries, entry should be through prominent entry lobbies or central courtyards facing the street. From the street, these entries and courtyards can provide visual interest, orientation, and a sense of invitation.
- Provide multiple entries at street level where appropriate, if consistent with security and other concerns.
- Ground floor residential units are encouraged to have their principal entrance from the neighborhood streets where feasible.



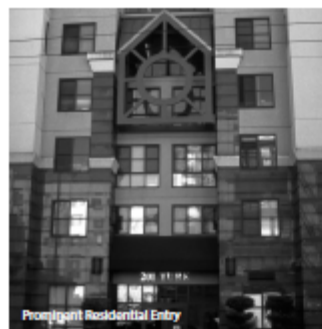
Fig. 24A Prominent Residential Entries



Fig. 23 Residential Entries



Fig. 24B Prominent Residential Entries



Building Height & Form

Height Locations:

The predominant residential height zone in Mission Bay North allows buildings to a maximum of 65'. Mid-rise buildings up to 90' high and towers up to 160' may be constructed within a percentage of the developable area of each height zone as indicated in the Design Standards

- It is anticipated that within the residential areas of Mission Bay, there will be a range of building heights as is typical in high density San Francisco neighborhoods. Many of the developments will be around 50' tall, and developments along the Channel will have an average streetwall height of 50'. The height of residential buildings should generally step down to the Channel and the Bay.
- The placement of 160' tall buildings should mark significant areas and reinforce locations of more intense activity along King Street, Third Street, Fourth Street and Fifth Street (e.g. major intersections, transit stops, and gateways) and preserve, frame, and enhance views and view corridors. Their location should also be sensitive to the fact that seen together, these buildings will determine the skyline character of Mission Bay.
- Traditional development patterns in older San Francisco neighborhoods also provide a model for reference including three story buildings typically modulated at approximately 25' increments, four story buildings at 50'-100' increments, and taller buildings at approximately 100'.
- Towers directly along Channel Street should be oriented with the short facade facing the park.



Fig. 25 Vertical Articulation

Building Height & Form

Skyline Character:

Skyline character is a significant component of the overall urban composition that is San Francisco and the guidelines encourage developments which will complement the existing city pattern and result in a new, attractive view element as seen from nearby vantage points.

- Locate taller buildings in clusters so as to establish a distinctive and memorable skyline which reinforces activity and density patterns in Mission Bay.
- Reflecting their importance in the skyline and in deference to prevailing San Francisco patterns, tall buildings should avoid unusual shapes which detract from the clarity of urban form by competing for attention with buildings of greater public significance.
- Recognizing the views of the site from the north, variety in building heights, massing, and building articulation are recommended to promote visual variety and reduce the scale of development.
- Towers should be expressed as vertical elements. If a tower element is adjacent to a mid-rise element, the tower should be distinguished visually. Methods to consider for such tower articulation include stepbacks or other design treatments (such as a vertical “notch”) that set the tower apart visually.

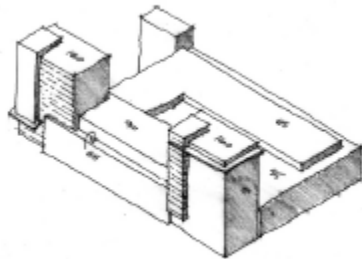


Fig. 26 Tower Articulation: stepback

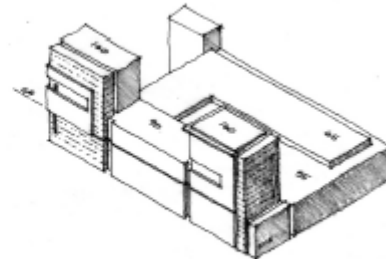


Fig. 27 Tower Articulation: "notch"

Building Height & Form

Building Base:

For pedestrians, the character of the building base is particularly important in establishing a comfortable scale and environment.

- Variety at street level for pedestrian scale can be achieved through the use of design features such as stairs, stoops, porches, bay windows, rusticated materials and landscaping.



Fig. 28 Building Base



- In the case of taller buildings, setbacks above the tower base should not be so significant that towers have no presence at the ground level.
- Towers should be expressed as vertical elements and integrated into the overall design of the structure.

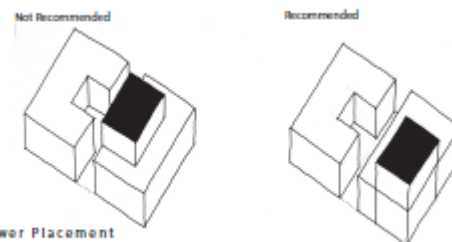


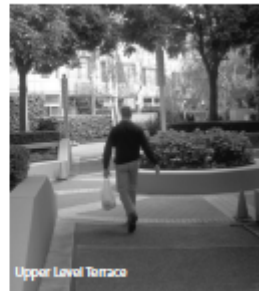
Fig. 29 Tower Placement

Building Height & Form

Roofscape:

Recognizing that Mission Bay South building roofs may be visible from higher surrounding locations, they should be designed consistent with the architecture of the building.

- Roofs should be visually interesting and should use non-reflective, low intensity colors.
- Mechanical equipment should be organized and designed as a component of the roofscape and not appear to be a leftover or add-on element. Mechanical equipment should be screened as provided in the Design Standards.
- Upper level terraces on residential buildings, particularly on the roof of parking podiums, are encouraged, and if improved, may qualify as required private open space.



Architectural Details

Visual Interest:

To mitigate the scale of development and create a pedestrian friendly environment, building massing should be modulated and articulated to create interest and visual variety.

- A selection of architectural details such as vertical and horizontal recesses and projections, changes in height, floor levels, roof forms, parapets, cornice treatments, window reveals and forms, color, and location of garage and residential entries, as appropriate to each site can create shadows and texture and add to the character of a building.

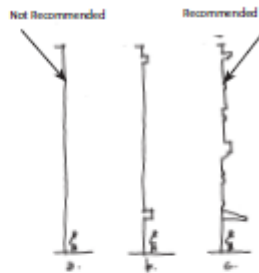


Fig. 30 Architectural Details Create Visual Interest



Architectural Details

- As is common in San Francisco Neighborhoods, building variety on a block is desired while maintaining a consistent street frontage.
- Tall buildings should reflect the San Francisco building pattern of base, shaft, and capital separated by cornices, string courses, stepbacks, and other articulating features.

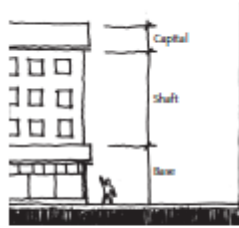


Fig. 31 Base, Shaft, Capital
- A Typical San Francisco Building Pattern



Color and Materials:

Extreme contrasts in materials, colors, shapes and other characteristics which will cause buildings to stand out in excess of their public importance should be avoided.

- Taller buildings should avoid dark tones thereby reinforcing the visual unity and special character of the City.

Architectural Details

Corner Zone:

Each street corner site in the Plan Area offers an opportunity to maximize views and sunlight exposure. To realize this advantage and encourage architectural variety, each corner should hold the street wall by building to the street face for a minimum distance of 50' as outlined in the Design Standards.

- Corner buildings should be given special architectural treatment to make them stand out from the building pattern along the rest of the block.

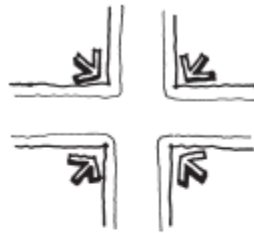


Fig. 32 Build to Corner

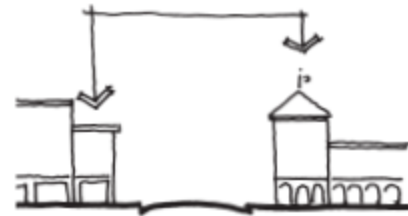


Fig. 33 Mark Corners



Fig. 34 Corner Pass Throughs



C. Commercial Industrial Guidelines

C. COMMERCIAL INDUSTRIAL GUIDELINES

The following guidelines refer to uses such as office, research and development, light industrial, general commercial and retail uses in areas designated Commercial Industrial and Commercial Industrial Retail in the Plan Area. It is anticipated that these commercial uses will complement the planned UCSF research campus and will contribute to the mixed-use vibrancy of the Mission Bay community. The guidelines encourage an active and visually interesting pedestrian environment and building placement and character that will give the commercial areas a distinctive identity and one that will complement the overall visual perception of Mission Bay.



Fig. 35 Mission Bay South Commercial Industrial

Block Development

View Corridors:

View corridors are defined by the Mission Bay street grid. No building, or portion thereof, shall block a view corridor established by that grid of streets and dedicated right-of-ways.

- The view corridors serve primarily to retain views to the Bay, the Channel, and the downtown skyline, and to reinforce visual linkages between the UCSF campus and surrounding development.
- In a few locations in Mission Bay (e.g. near the Freeway and on Blocks 29-32 to accommodate an Event Center Project), view corridors may terminate in buildings rather than in vistas. These visual termination points are important architectural opportunities and should be designed in a manner that reflects their importance. The building design of an Event Center and its accessory structures should terminate these vistas and internal circulation and complement publicly-accessible pedestrian routes with functional and attractive responses to the public realm. Transparent façades and/or layered views to development beyond the property line, and in particular to dramatic views of the Event Center Building and its accessory structures, should be prioritized.

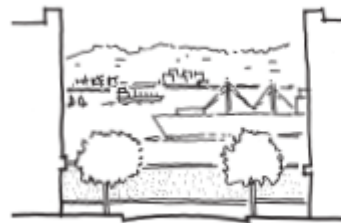


Fig. 36 View to Bay

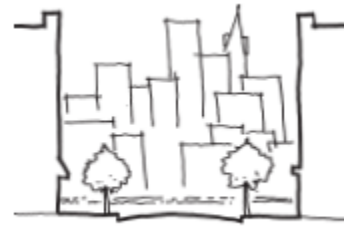


Fig. 37 View to City

Block Development

Open Spaces:

Encourage the development of publicly-accessible open spaces at ground level. Where feasible, design these open spaces in relation to local serving retail such as cafes and to the public open space network.

- Public right-of-ways in the Commercial Industrial area that are not needed for vehicular access should be considered for open space and pedestrian uses.



Fig. 38 Ground Floor Open Space



Pedestrian Walkways:

Walkways are encouraged to enhance the pedestrian experience in the Commercial Industrial area.

- Walkways to mid-block open spaces or courtyards are encouraged.
- In the large blocks between 16th and Mariposa Streets, and along the freeway, mid-block pedestrian and/or service-only or parking access lanes are encouraged in the east-west direction to provide needed access and reduce the scale of these blocks.



Mid-Block Walkway



Mid-Block Walkway & Open Space

Block Development

Streetwall:

Commercial areas in San Francisco are noted for streets with buildings at the property line where there is little or no space between buildings. This historical pattern of development gives San Francisco its intense urban quality and should be a model for Mission Bay development. Commercial Industrial buildings should be continuous at the property line on streets, except for occasional breaks in the streetwall.

- Setbacks up to 10' from the property line are allowed within a continuous streetwall.
- Variations from the streetwall are allowed to create open space, pedestrian circulation space, mid-block lanes, and landscaping areas. However, open spaces should not be so frequent or close together that they undermine the sense of a continuous streetwall.
- Other streets not specifically mentioned in the Design Standards are also encouraged to have continuous street walls.
- Buildings along Terry Francois Boulevard are encouraged to provide variety within the streetwall and visual relief for the Bayfront Park. This streetwall variety may include techniques such as surface articulation, variation of planes, wall surfaces, and heights, differences in materials and colors, as well as the placement of stepbacks, courtyards, plazas, and other features.

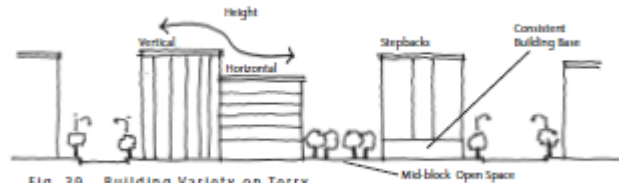


Fig. 39 Building Variety on Terry Francois Blvd.

Street Frontage

Streetwall Height:

Within high density commercial areas of San Francisco such as downtown and south of Market, a typical ratio of street width to streetwall height is approximately 1:1.25.

- The building-street relationship in Mission Bay Commercial Industrial areas should reflect this city pattern.

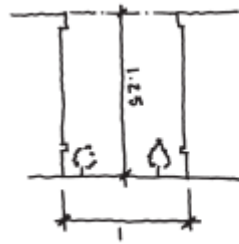


Fig. 40 Streetwall Height



Pedestrian Scale:

Office and other commercial buildings are encouraged to be active and to incorporate visually interesting details and/or decoration into the design of the building base. (See subsection on Architectural Details for specific guidelines towards creating visual interest and variety.)

- Where a substantial length of windowless wall is found to be unavoidable, a contrast in wall treatment, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian area vitality, thereby eliminating blank walls.



Fig. 41 Pedestrian Scale on Blank Walls

Curb Cuts:

In order to preserve the continuity and quality of the pedestrian environment, curb cuts for parking and service uses are strongly discouraged along Third Street.

Street Frontage

Height Locations:

The predominant commercial height zone in Mission Bay allows buildings to a maximum of 90' high. Buildings up to 160' high may be constructed within a percentage of the developable area of each height zone as indicated in the Design Standards.

- The placement of buildings up to 160' tall should mark significant areas along Third Street, Sixteenth Street, and the Freeway (e.g. major intersections, transit stops, and gateways), reinforce major destinations and elements within Mission Bay, and preserve, frame and enhance views and view corridors.

Skyline Character:

Skyline character is a significant component of the overall urban composition that is San Francisco and the guidelines encourage developments which will complement the existing city pattern and result in a new, attractive view element as seen from nearby vantage points.

- Tall building locations should also be selected with a recognition that taller buildings in particular, when seen together, will create the skyline character of Mission Bay South.
- Locate taller buildings in clusters so as to establish a distinctive and memorable skyline which reinforces activity and density patterns in Mission Bay South.
- Recognizing the views of Mission Bay from surrounding areas, variety in buildings heights, massing, and building articulation are recommended to promote visual variety and reduce the scale of development.
- Reflecting their importance in the skyline and in deference to prevailing San Francisco patterns, tall buildings should avoid unusual shapes which detract from the clarity of urban form by competing for attention with buildings of greater public significance.
- Where tall buildings are constructed as civic amenities and symbolic spaces, unusual shapes and iconic architecture are encouraged to emphasize public significance within the urban form of the existing skyline.

Building Height & Form

Freeway Zone:

Mission Bay buildings near to the 280 Freeway (Height Zone HZ-7) should take into account their importance in establishing a design character for the area, as seen from surrounding neighborhoods and from a highly traveled regional access route, and in contributing to a dramatic and attractive arrival sequence for the City of San Francisco. Issues of building placement, massing, facade materials and height are all important in this consideration.

- Separation and Placement of Towers - Taller buildings, above the typical 90' base in this district, should be separated by a distance of 200' and should be oriented perpendicular to Owens Street wherever possible.
- Lower Elements at Freeway Frontage - Lower portions of the buildings on each parcel should be oriented to give variety to the area views and "breathing space" for motorists. Along 60% of the freeway frontage of each parcel and for a depth of 100' from the freeway, buildings should hold to a maximum height, including any projection above the building height, equal to the average height of that portion of the freeway adjacent to the parcel. The freeway height should be measured to the top of the edge barriers. Due to its unusual configuration and limited developable area, within parcel 40 the above guideline applies only to the special height area defined on the Height Zone Map.
- ~~Open Space/Panorama - In the northern portion of Height Zone HZ-7, parcel 43 has particular restrictions designed to preserve a portion of the downtown panorama. On parcel 43, in addition to the freeway edge, all portions of buildings within the special height area adjacent to Owens Field, as defined on the Height Zone Map, are limited to a height, including any projection above the building height, equal to the average height of the freeway barriers adjacent to the parcel with the exception of a maximum 90' base building and/or tower located toward the southeast corner of the parcel, which is outside of the special height area. REMOVE~~
- Any tower, i.e., portion of a building above 90 feet, to be constructed on Block 40 should be sited and shaped in a way to retain the broad view to downtown from the Interstate 280 freeway, to the greatest extent feasible. The viewpoint is defined as being from the northbound lanes of the Interstate 280 freeway, extending north from the point where the freeway crosses under Eighteenth Street to a point 100 feet north of Mariposa Street.

the unusual configuration of the parcels and in order to flank the developed setback along the freeway, within blocks 40 and 43

Building Height & Form

- Building Design - Recognizing their prominent location, buildings along the freeway should be visually interesting, articulated, and generally light in tone, and should avoid the use of reflective glass. Careful consideration should be given to the visual experience of residents in surrounding areas and users of the adjacent freeway.

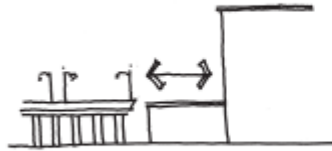


Fig. 42 Lower Elements at Building Frontage



Fig. 43 Open Space/Panorama

Building Base:

For pedestrians, the character of the building base is important in establishing a comfortable scale and environment and should be designed to achieve this. (See the following subsection on Architectural Details for specific recommendations.)

- Variety at street level for pedestrian scale can be achieved through the use of design features such as stairs, entries, expressed structural elements, arcades, projections, rusticated materials, and landscaping.
- In the case of taller buildings, setbacks above the tower base should not be so significant that towers have no presence at the ground level.
- Towers should be expressed as vertical elements and integrated into the overall design of the structure.

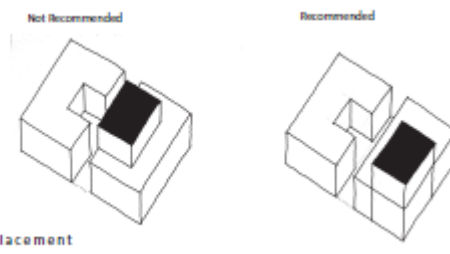


Fig. 44 Tower Placement

Building Height & Form

Roofscape:

Recognizing that Mission Bay building roofs may be visible from higher surrounding locations, they should be designed consistent with the distinctive architecture of the building.

- Roofs should use non-reflective, low intensity colors.
- Mechanical equipment should be organized and designed as a component of the roofscape and not appear to be a leftover or add-on element. Mechanical equipment should be screened as provided in the Design Standards.



Fig. 45 Screen Mechanical Equipment



Building Height & Form

Visual Interest:

To mitigate the scale of development and create a pedestrian friendly environment, building massing should be modulated and articulated to create interest and visual variety.

- A selection of architectural details and devices such as vertical and horizontal recesses and projections, changes in height, floor levels, roof forms, parapets, cornice treatments, window forms, and location of garage entries, as appropriate to each site can create shadows and texture and add to the character of a building.

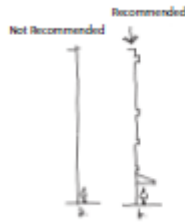


Fig. 46 Architectural Variety Creates Visual Interest



- Variety in building heights is encouraged to promote visual interest and modulate the scale of development, especially along the Bayfront. Strong horizontal and vertical elements also serve to modulate the scale of development and create interesting streetscapes for pedestrians.
- Tall buildings should reflect the San Francisco building pattern of base, shaft, and capital separated by cornices, string courses, stepbacks and other articulating design features.
- Buildings along the Bayfront Park should avoid homogeneous and unrelieved facades.



Fig. 47 Base, Shaft, Capital - A Typical San Francisco Building Pattern

Architectural Details

Extreme bulk and massive appearance of facades should be reduced. These efforts may include variation of planes and wall surfaces, fenestration, height variation, and differences in materials or colors and surface articulations.



Color and Materials:

Extreme contrasts in materials, colors, shapes and other characteristics which will cause buildings to stand out in excess of their public importance should be avoided.

- As consistent with the general visual character of the City, buildings should be light in tone, particularly if they are highly visible on the skyline.

D. Retail Guidelines

D. RETAIL GUIDELINES

Retail guidelines refer to the range of retail and mixed-use development that is anticipated throughout the Plan Area development. Much like other neighborhoods in San Francisco, Mission Bay South will have a wide variety of retail services for its residents, workers, and visitors including shops that serve the needs of residents, stores that attract residents from throughout the City, and retail/entertainment that is a regional destination. The goal of the guidelines is to integrate the retail development with the anticipated residential and commercial uses making Mission Bay South a vibrant and inviting mixed-use neighborhood.

NEIGHBORHOOD-SERVING RETAIL*

The following guidelines refer to neighborhood retail uses in residential and commercial areas throughout the Mission Bay South area. The guidelines are directed at integrating neighborhood retail activities into neighborhoods as is typical throughout San Francisco.

* Referred to as “local-serving retail” in the Redevelopment Plan.

Street Frontage

Neighborhood Retail Locations:

Neighborhood retail uses are permitted throughout the Mission Bay South area, and are encouraged near major intersections, open spaces, and at transit stops.

- In the Plan Area, neighborhood retail uses are primarily encouraged on Third Street near light rail stops along 4th Street and along the Commons.



Fig. 49 Neighborhood Retail

Pedestrian Scale:

In neighborhood retail areas, street level frontage should be primarily devoted to entrances, shop windows, or other displays.

- Clear, untinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings.
- Where a substantial length of windowless wall is found to be unavoidable, eye-level displays, a contrast in wall treatment, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian area vitality.
- Buildings at street level might also create pedestrian scale and interest by minimizing blank walls and incorporating architectural features of interest and utility. (See following sub-section on Architectural Details for suggested design character for building bases at the street level.)

Street Frontage

Setbacks:

In order to maintain a continuous block facade line, building setbacks beyond the 5' allowed are discouraged for neighborhood retail.

- Outdoor features and activities such as arcades, sidewalk cafes and walk-up windows may be accommodated by recessing the ground story.



Corner Stores:

The typical San Francisco pattern of corner store entrances and corner bay windows is encouraged in neighborhood retail districts.

- Other traditional elements of San Francisco corner stores, such as raised corner parapets and free-standing corner columns should also be considered.



Fig. 50 Corner Store

Street Frontage

Curb Cuts:

In order to preserve the continuity and quality of the pedestrian environment, curb cuts for parking and service uses are strongly discouraged within neighborhood retail frontages.

Facades:

Neighborhood retail facades should be compatible with the proportions and design features of the residential and commercial facades above and the facades of adjacent buildings.

- Architectural detailing is encouraged to create visual variety and maintain pedestrian scale.

CITY-SERVING RETAIL USES WITHIN COMMERCIAL INDUSTRIAL LAND USE

The following guidelines refer to city-serving retail uses in commercial areas in parcels 29, 30, 31, 32, 36, 37, X3, and X4 in Mission Bay South. City-serving refers to retail uses offering goods and services to a population greater than the immediate neighborhood. The guidelines are directed at integrating such retail activities into the fabric of Mission Bay and minimizing impacts they have on the adjacent residential neighborhoods.

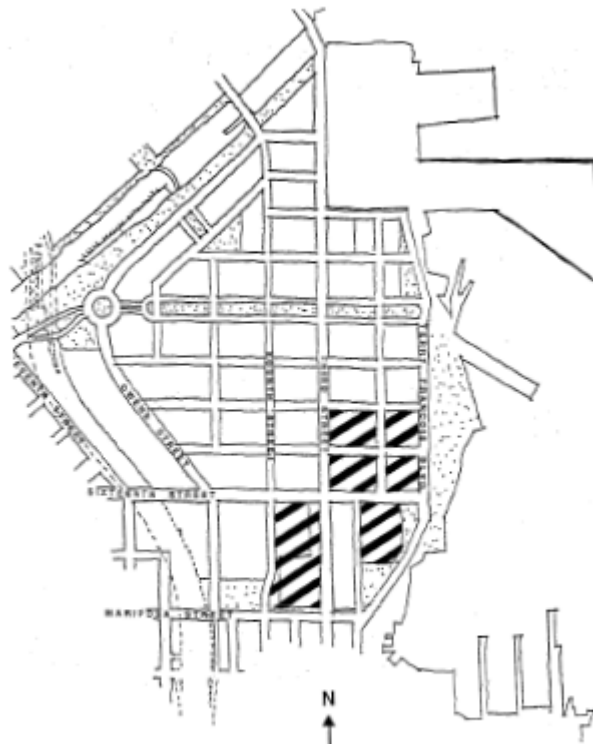


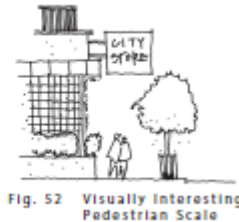
Fig. 51 City-Serving Retail Locations

Street Frontage

Pedestrian Scale:

Large-scale city-serving retail developments should attempt to maintain an inviting pedestrian experience on the street. Street level frontage, where feasible, should be primarily devoted to entrances, shop windows, displays, or other visually interesting features.

- Clear, untinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings.
- Buildings at street level might also create pedestrian scale and interest by eliminating blank walls and incorporating architectural features of interest and utility such as a contrast in wall treatment and/or landscaping.
- In city-serving retail, streetscapes are particularly important in maintaining pedestrian scale. Attention should be given to elements that enhance the pedestrian experience such as landscaping, sidewalk details, hardscape areas, street furniture. (See section on Street Guidelines for specific recommendations on streetscape design.)



An attempt should be made to maintain a continuous block facade line consistent with block development throughout Mission Bay.

- Where feasible, the buildings should be sited at the property line on Third Street.
- On Mariposa Street, the required 20 feet setback from the property line will establish the Mariposa streetwall edge. Buildings should be sited at this streetwall line where ever feasible. Exceptions for outdoor activities such as arcades, sidewalk cafes and walk-up windows may be accommodated by recessing the ground story.
- An attempt should be made to orient parking areas away from Third and Mariposa Streets.

Curb Cuts:

In order to preserve the continuity and quality of the pedestrian environment in City Serving Retail areas, curb cuts for parking and service uses are strongly discouraged along Third Street.

- One area where a curb cut or the addition of a mid-block access road or pedestrian Street may be considered is the long block from 16th Street south to Mariposa.

E. Hotel Guidelines

E. HOTEL GUIDELINES

The following guidelines are directed at integrating the planned hotel development on Block 1 in the Plan Area with the quality and character of the overall Mission Bay development. It is expected that this block will include a hotel with retail/entertainment, restaurants, and conferencing facilities.

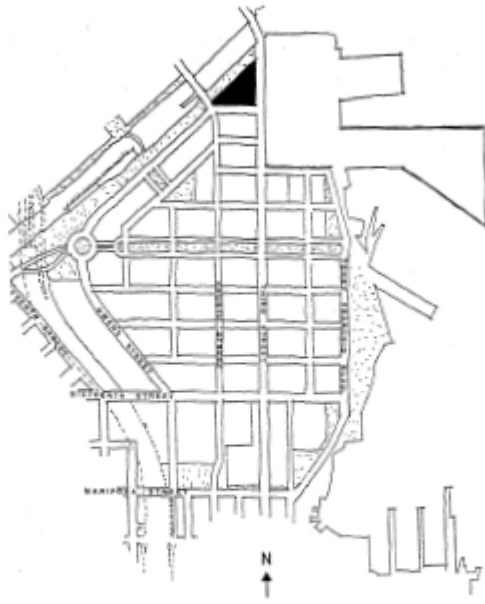


Fig. 53 Mission Bay South Hotel

Public Open Space

Open Space:

Hotel development along Mission Creek Park should be sensitive in scale to the adjacent open space and should locate active uses along the Channel that complement the character and quality of the space.



Fig. 54 Open Space with Adjacent Active Uses



Fig. 55 Open Space with Adjacent Retail Frontage

Street Frontage

Pedestrian Scale:

Buildings at the street level and along Mission Creek Park should be active, interesting, and pedestrian-friendly.

- Variety and interest may be achieved by using significant transparency of built forms, vertical modulations, and street level activities.
- Where feasible, orient public functions such as restaurants, retail, and lobby areas to public streets and public areas on Mission Creek.
- In retail areas, clear, untinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings.
- Where a substantial length of windowless wall is found to be unavoidable, eye-level displays, a contrast in wall treatment, offset wall line, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian area vitality.

Streetwall:

In order to maintain a continuous block facade line, building setbacks are discouraged along principal streets, with the exception of drop-off areas.

Building Height & Form

Skyline Character:

Skyline character is a significant component of the overall urban composition that is San Francisco and the guidelines encourage developments which will complement the existing city pattern and result in a new, attractive view element as seen from nearby vantage points.

- Reflecting their importance in the skyline and in deference to prevailing San Francisco patterns, tall buildings should avoid unusual shapes which detract from the clarity of urban form by competing for attention with buildings of greater public significance.
- Recognizing the views of the site from the north, variety in building heights, massing, and building articulation are recommended to promote visual variety and reduce the scale of development.

Building Base:

For pedestrians, the character of the building base is important in establishing a comfortable scale and environment and should be designed to achieve this.

(See the following sub-section on Architectural Details for specific recommendations.)

- In the case of taller buildings, setbacks above the tower base should not be so significant that towers have no presence at the ground level.
- Towers should be expressed as vertical elements and integrated into the overall design of the structure.

Roofscape:

Recognizing that Mission Bay South building roofs may be visible from higher surrounding locations, they should be designed as an integral element of the building.

- Roofs should be visually interesting and should use non-reflective, low intensity colors.
- Mechanical equipment should be organized and designed as a component of the roofscape and not appear to be a leftover or add-on element. Mechanical equipment should be screened as provided in the Design Standards.
- Usable roof terraces on building bases should be considered for gardens, restaurants, pools and other such amenities.

Architectural Details

Visual Interest:

To mitigate the scale of development and create a pedestrian friendly environment, building massing should be modulated and articulated to create interest and visual variety.

- A selection of architectural details such as vertical and horizontal recesses and projections, changes in height, floor levels, roof forms, parapets, cornice treatments, window forms, and location of garage entries, as appropriate can create shadows and texture and add to the character of a building.
- Tall buildings should reflect the San Francisco building pattern of base, shaft, and capital separated by cornices, string courses, stepbacks and other articulating design features.



Fig. 56 Base, Shaft, Capital
- A Typical San Francisco Building Pattern

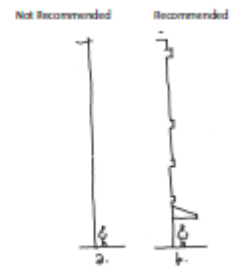


Fig. 57 Architectural Variety Creates Visual Interest

Color and Materials:

Consider materials that relate to surrounding existing buildings and the ballpark.

- Taller buildings should avoid dark tones thereby reinforcing the visual unity and special character of the City.

F. Parking Guidelines

F. PARKING GUIDELINES

Parking guidelines are for parking facilities throughout the Plan Area, including integrated and free-standing structures. It is anticipated that a most all of the parking will be provided above grade. The guidelines are directed at ensuring that parking facilities are well integrated into the scale and character of Mission Bay neighborhoods.

Street Frontage

Residential Sidewalk Edge:

Parking for residential uses may be buffered at grade by street-oriented uses such as housing units with street access, retail uses, residential entrance lobbies and foyers, parking podium access stairs and elevators, common areas, community facilities, or landscaping.

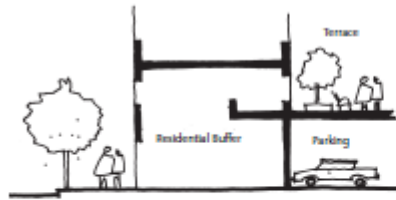


Fig. 58 Residential Buffer for Parking



- Parking frontage should be predominately an active use as described above.
- Where parking adjacent to the sidewalk cannot be avoided (e.g. where perimeter housing or retail are not feasible or desirable), the building base along the parking frontage should be designed with attention to detail compatible with adjacent buildings.
- Openings to parking areas other than garage doors should be limited to those required in the San Francisco Building Code for ventilation. Openings should be well above or below eye level and should be covered with visually attractive screening to minimize the parking and its lighting from being seen from the street.

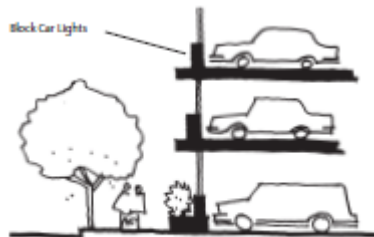


Fig. 59 Landscaping Buffer for Parking

Street Frontage

- Residential garage entries should have doors that are visually opaque and attractively designed.
- Curb cuts should be spaced and arranged to maximize on-street parking and minimize sidewalk interruptions.

Commercial Industrial Sidewalk Edge:

Parking for commercial industrial uses may be buffered at grade by street oriented uses such as retail, building entrance lobbies, common areas such as cafeterias, business service uses, or landscaping with the objective of eliminating blank walls.

- Where parking adjacent to the sidewalk cannot be avoided (e.g. where entrance lobbies or retail are not feasible or desirable), the building base along the parking frontage should be designed with attention to detail compatible with adjacent buildings.
- Openings to parking areas other than garage doors should be limited to those required in the San Francisco Building Code for natural ventilation. Openings should be well above or below eye level and should be covered with visually attractive screening to minimize the parking and its lighting from being seen from the street.
- Curb cuts should be spaced and arranged to maximize on-street parking and minimize sidewalk interruptions.

Automobile Access to Parking:

Avoid breaking up the continuity of the retail frontage on streets throughout Mission Bay South. Access to parking for commercial and residential uses is discouraged on Third and Fourth Streets.

- Curb cuts should be spaced and arranged to maximize on-street parking and minimize sidewalk interruptions.
- On Third and Fourth Streets, south of 16th Street, a limited number of curb cuts for access to parking may be allowed.

Street Frontage

Pedestrian Access:

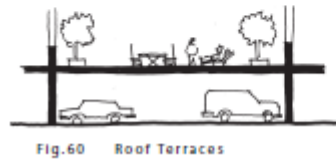
Where feasible, the design of parking structures should promote the use of public sidewalks and mid-block connections for access to dwelling units from parking structures.

- Pathways and stairways linking parking structures to buildings (in addition to public walkway areas) should be interesting, well-lighted and secure.
- Landscaping, enriched paving materials and trellises can be used to improve the pedestrian experience.
- Access directly from parking to lobby or residential units should be avoided.



Parking Podium Roofs:

The roofs of residential parking podiums should be attractively finished in landscaping, walking surfaces, or recreational uses where feasible.



Street Frontage

Lighting:

Design lighting for vehicular and personal safety. Minimize dark areas, nooks, and other areas without clear sightlines.

- Light spillage from fixtures should be controlled to avoid conflicts with surrounding uses.
- Control impacts from vehicle headlights in parking garages on surrounding areas..

Entries:

Both on-site and street-side entries for vehicles and pedestrians should receive careful design treatment in keeping with the image quality they convey and the intense level of use they will receive.

- Stairs and elevator lobbies should be conveniently located, visually accessible from the building entry, well lit, and secure.



Shared Parking:

Parking structures are allowed in all areas. Parking structures should be designed with a similar degree of care as the buildings they serve.

- Where feasible, include active uses or landscaping such as retail on the ground floor of satellite parking structures.



Architectural Details

Architectural Character:

Parking garages should be compatible in color and materials with adjacent buildings and the development pattern in Mission Bay.

- For visual and security reasons, avoid solid wall surfaces at the street level where feasible. Where retail uses are not feasible, break up massing of large walls using design features such as changes of plane, textural changes, landscaping, and a visually pleasing pattern of solid and void.
- Setbacks from the property line are permitted to accommodate landscaping and other buffer features subject to design review. These features might include climbing vines, trellises, trees or similar landscape elements.



Fig. 61 Texture Solid Walls



Loading Access:

Loading facilities (and outdoor refuse storage and dumpsters) should be located away from major pedestrian routes and intersections and shared with residential parking entrances where feasible.

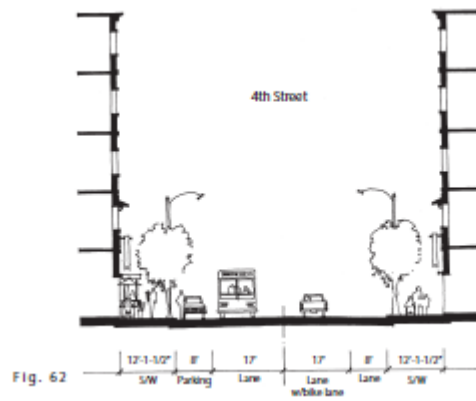
- Entrances to loading facilities should be minimized in size and be designed with visual buffers, where feasible.

G. Street Guidelines

Key Streets

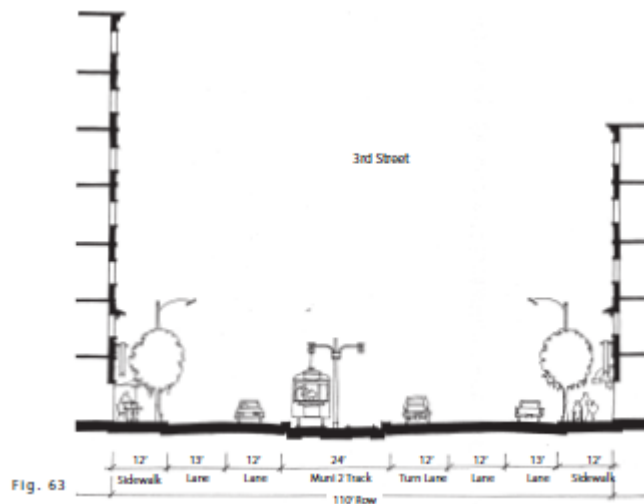
4th Street:

A neighborhood commercial street with consistent pedestrian-scale retail frontages and wider sidewalks, where feasible. The street should be designed as a bicycle and pedestrian connection through the area, including UCSF. Vehicular circulation south of Mariposa should be discouraged with traffic calming and other control devices that do not negatively impact pedestrian or bicycle connections.



3rd Street

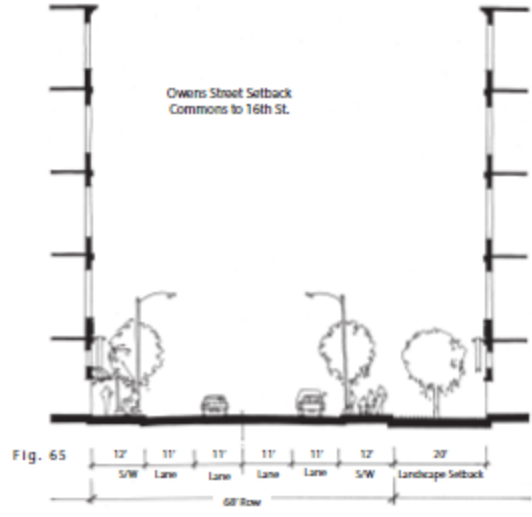
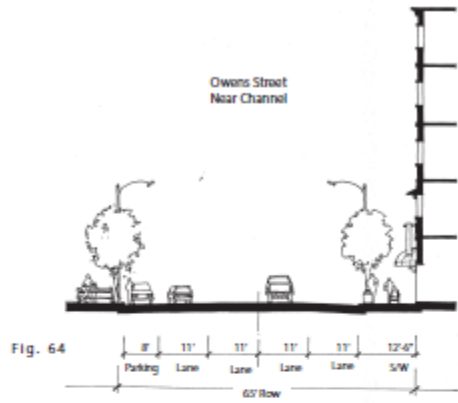
A mixed-use transit street with a strong urban definition marked by concentrations of taller buildings and active uses at key locations.



Key Streets

Owens Street:

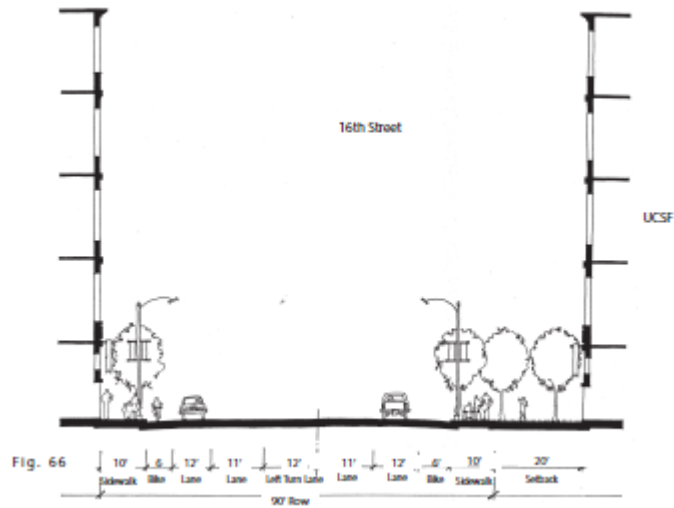
A boulevard street with landscaping and pedestrian paths, bikeways, adjacent and connected interior block open spaces, and an urban character defined by consistent building frontages and buildings. Owens Street will provide important access to the Commons and to the Seventh Street connector road.



Key Streets

16th Street:

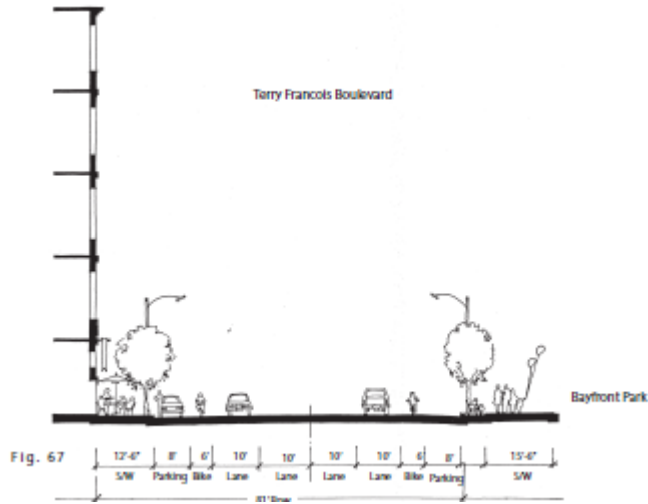
An important landscaped street linking Mission Bay to Potrero Hill and other areas in the City. The street should be designed to reinforce this linkage with bike lanes, preservation of the view corridor, and a built urban edge.



Key Streets

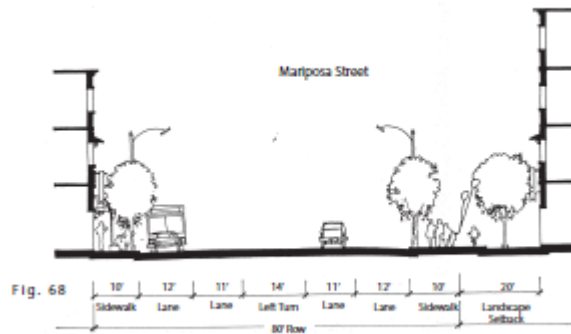
Terry Francois Boulevard:

A waterfront boulevard linking Mission Bay to the Bayfront Park and the Port properties and encouraging regional use by bicyclists and pedestrians.



Mariposa Street:

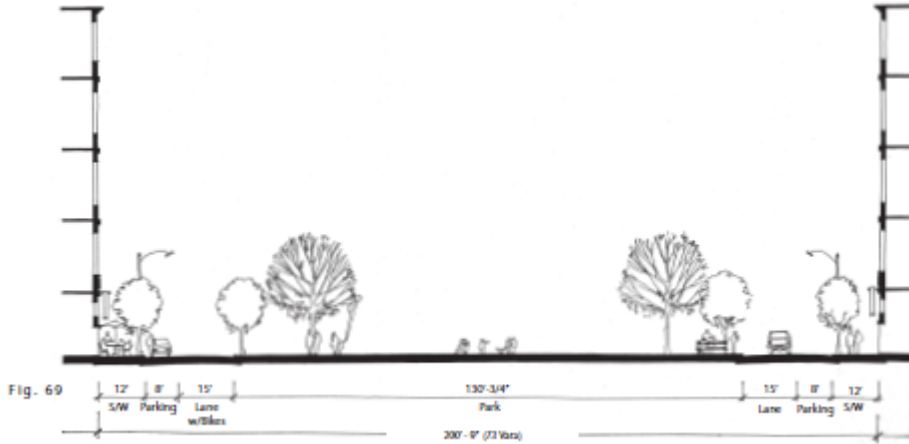
An important landscaped street between Potrero Hill and, Interstate 280 and the Bay. Includes pedestrian and bicycle paths.



Key Streets

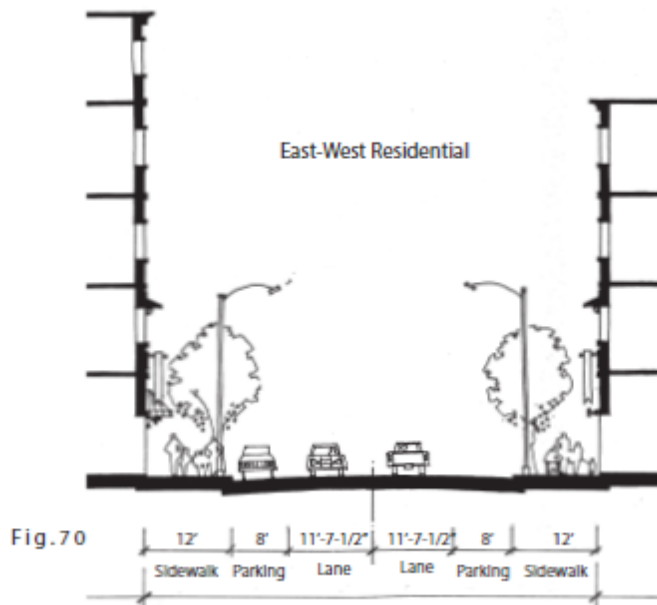
Mission Bay Boulevard:

Elegant Urban Boulevard with narrow street areas and grand central open space connecting the Bay with points west.



Neighborhood Streets

Narrower, more intimate streets in residential areas with reduced vehicular traffic and lower building heights.



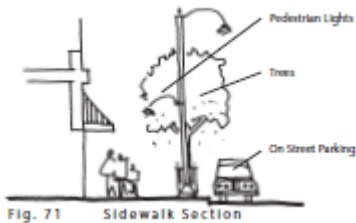
Streetscape

The design of the streetscape is an essential element that will determine the public character and pedestrian quality of the Mission Bay neighborhood. Streetscapes should be designed to create an attractive and pleasant walking environment, minimize pedestrian obstructions, promote pedestrian safety, and unify sidewalk details. The Agency may require the submission of a uniform streetscape program in connection with an owner participation agreement. Streetscape design will be reviewed by the Agency as part of the design review process.

Sidewalk Furniture:

Seek to create a distinctive and consistent streetscape character for the Plan Area through the development of a cohesive design vocabulary for planting, paving, street furnishings, utilities, signage and lighting.

- Street furniture designs should address newsracks, trashcans, benches, light standards, utility covers, tree grates, kiosks, city bus shelters and bollards, as appropriate to special street character. Street furniture should be sited to ensure that a minimum of 6' clear through path of travel exists on the sidewalk at all times.



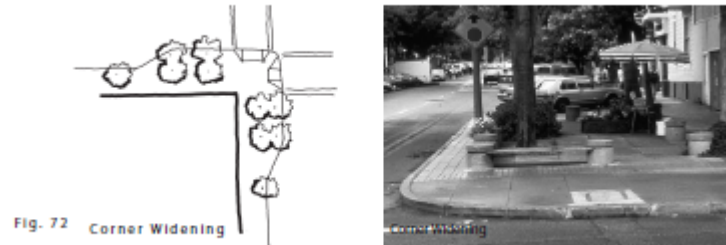
- Sidewalk cafes, planters, benches, public art and other pedestrian-oriented details installed by individual property owners are encouraged within the guidelines established by the Department of Public Works.
- Sidewalk utility boxes, such as transformer vaults, should be placed underground integrated into building walls, or integrated into the overall street furniture program. Free-standing utility boxes, independent of the comprehensive Mission Bay Street Infrastructure Plan are not permitted. Above-ground media boxes within the 16th Street sidewalk frontage of Blocks 29-32 shall be permitted, subject to obtaining City-required minor encroachment permits.

Streetscape

Corner Widening on Residential Streets:

Wherever appropriate, sidewalks should be widened at corners to provide more space for pedestrians and reduce the crosswalk distance.

- Consistent with the Mission Bay South Infrastructure Plan, corner widenings are especially encouraged on the residential neighborhood streets as a means of creating slower, safer streets, and providing more landscaped public space for the community.



On Street Parking:

Parking is encouraged on Mission Bay streets, where appropriate, as a means of buffering pedestrians from vehicular traffic and for providing short term parking for adjacent retail and commercial uses.

Lighting:

Appropriate lighting is essential for maintaining pedestrian safety throughout Mission Bay.

- Pedestrian-oriented lighting attachments are encouraged on all lighting standards, especially residential and retail streets..
- Property owners should install sidewalk lighting as appropriate, consistent with overall streetscape design.

Streetscape**Horticulture:**

Tree species should be selected which will perform well within the specific environmental conditions of each parcel including, but not limited to, wind exposure, soil and sub-surface drainage and solar orientation.

- Provide planting pockets with sufficient space and depth for the root ball (typically twice the size of the root ball). Backfill planting pockets with a good, horticultural quality soil.
- Ensure appropriate irrigation and underdrainage for each street tree.

Design:

Locate street trees at consistent intervals and at adequate spacing which responsibly address the issues of site context including, but not limited to, the dimensions of the roadway and parking lanes, the width of the sidewalk, and the heights of adjacent buildings.

- Consider and reflect the physical characteristics and growth habit of the tree species selected. It is recommended that trees be selected and maintained so that at maturity, they will be a dominant feature in the streetscape.
- Locate trees away from buildings to allow for full canopy development. Space and protect trees as necessary to prevent damage from parking cars. Investigate locating trees in the parking lanes by creating a widened sidewalk or using bollards.
- Street trees should be generally no further apart than 30', nor closer than 20' on center.
- Develop spatial continuity, define character and establish a locational identity for each street. It is recommended that one tree species be selected for planting along each street, thereby affording a visual identity and spatial coherence to each street.
- Recognize that planting of adjacent parks or open spaces may impact the configuration of street tree planting.

Infrastructure:

Placements of utilities shall be coordinated with proposed configurations and spacing of street trees to minimize any detrimental effects on street trees.

- Utility lines and conduits should be placed sufficiently inboard towards the street from the centerline of the trunks of trees.
- Lateral utility lines and conduits should be placed sufficiently distant from the centerline of the trunks of street trees.

Streetscape

V. C A C Design Objectives

The general objectives listing below were developed by the Mission Bay Citizens' Advisory Committee (CAC). These objectives were considered in the preparation of these Design Standards, the Redevelopment Plan objectives and policies, and in other documentation pertaining to the Project Area. They have been incorporated into the Design Standards to the extent feasible and are listed here for background and informational purposes only. Note that the entire list of objectives for Mission Bay are included here for reference but some may be applicable only to Mission Bay North.

Urban Design Vision

1. Work to create a design of merit, in the context of distinctive San Francisco neighborhoods, and as a national and international model for excellence. Respect and acknowledge San Francisco's unique architectural styles, history and standards. Create a distinctive neighborhood which reflects the natural and historic character of Mission Bay and forms a gateway experience into San Francisco.
2. Acknowledge the Giant's Stadium as a key neighbor - in terms of its level of activity, scale and architectural character.
3. Sensitively integrate height and bulk while respecting and maintaining a pedestrian scale at street level where appropriate.
4. Enhance the view potential to the City, Mission Creek and the Bay.
5. Incorporate design transitions (scale, character, physical and/or visual linkages) that interface with other nearby residential neighborhoods including transitions to single family residences on Potrero Hill, South Beach, the park along the creek and the Lefty O'Doul bridge.
6. Establish an urban fabric of buildings and spaces that respects Mission Creek and the Bay, considering sun exposure and wind characteristics. Work to establish a human scale along the creek.
7. Provide varying building heights generally transitioning to a lower scale adjacent to the channel. In the South of Channel area, establish a similar transition of varying heights to a lower scale adjacent to the Bay.
8. Encourage Mixed-Use within Mission Bay, enhancing and supporting the quality of life for area residents, workers, and visitors alike.
9. Create a sense of place with clearly defined street hierarchy and character. Reinforce streets as defined public open space by establishing build-to-edge, setback and street section guidelines.
10. Design with consideration of existing and future major utility easements and storm overflow requirements.
11. Create a design that allows and encourages the integration of UCSF with the rest of Mission Bay.
12. Acknowledge the Port as a significant neighbor and potential future amenity. Integrate its planning with Mission Bay.
13. Establish an Urban Design Framework that provides a graceful transition between North and South of Channel neighborhoods.
14. Seek design opportunities for concentrated mixed-use development at transit stops which will enhance both development and transit potential.

Transportation Infrastructure

1. Make Mission Bay a model San Francisco “Transit First” community, taking advantage of multi-modal transit opportunities, minimizing dependence on automobiles fostering a pedestrian environment, and working to avoid conflicts between different modes of transportation. Make real, attractive linkages to CalTrain, Muni light rail and bus service, a pedestrian and bicycle access network and potential water transportation services.
2. Address the physical and visual barriers created by infrastructure impediments. Consider elements such as linked uses (retail, residential, open space) that provide continuity through the neighborhood. Test whether there are locations that merit elevated access, to avoid barriers, ensure safety or to reinforce desired linkages.
3. Establish an efficient street network that allows for a seamless integration of Mission Bay with the existing city fabric.
4. Aesthetically integrate parking and automobile uses.
5. Provide usable, strategically located access linking north and south sides of the Channel.
6. Seek Muni light rail routing and stations that maximize service to Mission Bay.

Open Space

1. Create substantial dynamic, people friendly public open space by considering the following:
 - variety of usable public open space
 - semi-public and private open spaces that enhance the public open space
 - enliven the open space by considering elements such as provision of occasional recreational water access and water uses
 - utilize public open space as a focus for residential and appropriate retail development
 - provide views of private open space, where possible
2. Make the Channel and the Bay key focal points of the development.
 - create destination open space and park areas, with a sense of invitation and comfort for a diversity of people.
 - undertake both north and south of channel as a coordinated design of varying widths and dimensions appropriate to the uses beyond mere circulation.
 - work towards a balance of active and passive areas
 - respect and enhance the natural environment and wildlife potential of the area, both in the location and scale of open space areas and selection of landscape and channel edge materials
 - design for families, children and older people
 - develop opportunity to provide a greater variety of water edge related uses
 - create zones of transition from soft edges to hard edges that integrate public access.
3. Create a public open space concept that allows for variety in scale and uses, along with visibility and accessibility from public streets and walkways.
4. Acknowledge the street and view corridor network as part of the overall open space concept, and promote public access through vehicular, bicycle, and pedestrian connections where practical.

Livability and Constructability

1. Create structurally efficient and cost effective designs.
2. Effectively integrate affordable housing sites into overall site plan.
3. Effectively integrate local serving retail, amenities, and open space throughout Mission Bay.
4. Address servicing requirements, and unique building features associated with R&D/ Biotech uses.



Addendum No. 10 to Mission Bay Final Subsequent Environmental Impact Report

Date of Publication of Addendum: November 10, 2020

Date of Certification of Final Subsequent EIR: September 17, 1998

Lead Agency: Office of Community Investment and Infrastructure
Successor Agency to the San Francisco Redevelopment Agency
One South Van Ness Avenue, 5th Floor
San Francisco, CA 94103

Agency Contact: José Campos **Telephone:** (415) 749-2554

Project Title: Successor Agency Case No. 919-97; Addendum #10
Mission Bay South Blocks 41-43, Parcel 7

Project Address: 1450 Owens Street

Project Sponsor: ARE-San Francisco No. 15, LLC

Sponsor Contact: Terezia Nemeth **Telephone:** (415) 559-1732

Determination:

The proposed project consists of policy changes and new construction. The policy changes would:

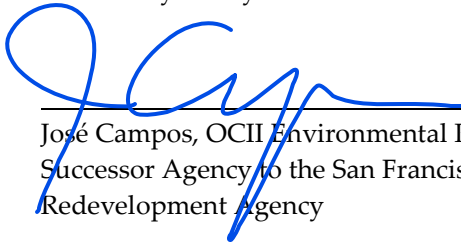
- amend the Mission Bay South Redevelopment Plan (“South Plan”) to: (i) increase the Office/Commercial leasable floor area in the overall South Plan area by 170,000 square feet (2.8 percent of the South Plan total), from 5,953,600 square feet to 6,123,600 square feet; and (ii) increase the Floor Area 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;
- amend the Mission Bay South Design for Development document (“South D for D”) to increase the height limit for 1450 Owens Street (the project site) from approximately 39 feet to 109 feet; increase allowable floor plate above a height of 90 feet from 20,000 square feet to 30,000 square feet; increase the maximum plan length above a height of 90 feet from 200 feet to 260 feet; revise the street wall controls along Owens Street; delete a guideline protecting “a portion of the downtown panorama,” in views from the I-280 freeway; increase the land area developable at heights over 90 feet in the South Plan’s Height Zone 7 from 15 percent to 18 percent; and other conforming amendments and clarifications;
- amend the previously approved Major Phase Application for Blocks 41-43 and approve a Basic Concept Design/Schematic Design;
- allocate up to 49,998 square feet of small cap office space under the City’s Office Development Annual Limit, including design review; and
- a corresponding amendment to the existing applicable Mission Bay South Owner Participation Agreement to increase Office/Commercial (mixed office, research and development, and light manufacturing) square footage in the South Plan area and to specify a maximum FAR of 3.57 for the project site.

The proposed project would construct a new, 109-foot-tall mixed-use life sciences building consisting of approximately 131,000 gross square feet (gsf) of life sciences research and development (R&D) space; up to 49,998 gsf of office space; and 2,600 gsf of ground-floor retail space. The R&D space would include life science laboratories and accessory office space, a life sciences incubator space, and an event/conference center.

Since certification of the Mission Bay Final Subsequent Environmental Impact Report (“Mission Bay FSEIR”) and the Final Subsequent Environmental Impact Report the Golden State Warriors Event Center and Mixed-Use Development on Blocks 29-32 (a subsequent EIR to the Mission Bay FSEIR) (“Event Center FSEIR”), no substantial changes have been made to the project, no substantial changes have occurred in the circumstances under which the Mission Bay South Redevelopment Plan would be undertaken, and no new information of substantial importance has emerged that would result in one or more significant effects not discussed in the Mission Bay FSEIR and Event Center FSEIR or an increase in any significant effects previously disclosed, and there are no new, or previously rejected as infeasible, mitigation measures or alternatives have been proposed that would substantially reduce one or more significant impacts that the project proponents have declined to adopt. As such, because none of the criteria set forth in CEQA Guideline Section 15162 that would require subsequent environmental review have been triggered, the lead agency may approve the subsequent activities set forth as being within the scope of the Mission Bay FSEIR under CEQA Guideline 15168 without the need for additional environmental documentation.

(The basis for this determination is provided on the following pages.)

I do hereby certify that the above determination has been made pursuant to state and local requirements.



José Campos, OCII Environmental Review Officer
Successor Agency to the San Francisco
Redevelopment Agency

November 10, 2020
Date of Determination

Background

Mission Bay South Redevelopment Plan Approval Process and Prior Environmental Review

On August 23, 1990, the San Francisco Board of Supervisors certified the Mission Bay Final Environmental Impact Report (the “1990 FEIR”).¹ The 1990 FEIR assessed the development program that was ultimately adopted as the Mission Bay Plan, an Area Plan of the San Francisco General Plan. In 1996-97, the former Redevelopment Agency of the City and County of San Francisco (“Redevelopment Agency”), with Catellus Development Corporation as project sponsor, proposed a new project for the Mission Bay area, consisting of two separate redevelopment plans (Mission Bay North Redevelopment Plan and Mission Bay South Redevelopment Plan) (“North Plan” and “South Plan” or, collectively, the “Plans”) in two redevelopment project areas separated by the China Basin Channel.

The Mission Bay Plan analyzed in the 1990 FEIR was never built. In 1996-1997, the former Redevelopment Agency and Catellus proposed an updated plan which included changes to the project area boundaries. Under CEQA Guidelines section 15162(a), when a prior EIR has been certified for a project, a subsequent EIR is required if one or more of the following are met: (1) substantial changes are proposed in the project which will require major revisions of the previous EIR; (2) substantial changes occur with respect to the circumstances under which the project is undertaken; or (3) new information of substantial importance, which was not known been known with the exercise of reasonable diligence at the time the previous EIR was certified shows that the project would result in more significant effects not previously discussed or substantially more severe effects. The Mission Bay FSEIR updated the analysis years for the existing conditions to reflect the most current information at the time (1997), and updated the cumulative analysis based on a full build-out year of 2015. The cumulative analysis also included the University of California San Francisco Long Range Development Plan, which was not analyzed in the 1990 FSEIR. The Mission Bay FSEIR analyzed reasonably foreseeable development under the Plans. The Mission Bay FSEIR incorporated by reference information from the original 1990 FEIR that continued to be accurate and relevant for analysis of the Plans. Thus, the 1990 FEIR and the Mission Bay FSEIR together constitute the environmental documentation for the Plans. The 1990 FEIR and Mission Bay FSEIR are program Environmental Impact Reports under CEQA Guidelines 15168 and redevelopment plan EIRs under CEQA Guidelines 15180. On September 17, 1998, the San Francisco Planning Commission and the former Redevelopment Agency Commission certified the Mission Bay Final Subsequent Environmental Impact Report (“Mission Bay FSEIR”).² The San Francisco Board of Supervisors affirmed the certification of the Mission Bay FSEIR by the Planning Commission and the former Redevelopment Agency Commission on October 19, 1998.³

The former Redevelopment Agency Commission adopted the North and South Plans on September 17, 1998, along with the Mission Bay North Owner Participation Agreement (as subsequently amended, the “North OPA”) and Mission Bay South Owner Participation Agreement (as subsequently amended, the “South OPA”), which are between the former Redevelopment Agency, now the Office of Community Investment and Infrastructure (“OCII”) as the successor agency to the former Redevelopment Agency, and the Mission Bay Master Developer (originally Catellus Development Corporation and now FOCIL-

¹ Planning Department Case No. 86.505E.

² Planning Department Case No. 96.771E, Redevelopment Agency Case No. ER 919-97.

³ Resolution No. 14696

MB, LLC, the successor to Catellus Development Corporation).⁴ The land uses in the adopted Plans are generally illustrated in **Figure 1**, which also depicts the project site.⁵ The South Plan has been amended three times. The first amendment, in 2013, permitted residential use on Block 1 and permitted a previously approved hotel on Block 1 to have fewer rooms if a residential use was developed. The second amendment, in 2018, allowed the removal of a 0.3 acre parcel known as P20 from the South Plan area, in conjunction with the City's approval of the Mission Rock mixed-use project on the Port of San Francisco's adjacent Seawall Lot 337. The third amendment, in August 2020, allowed the Golden State Warriors to add a 129-room hotel and 21 residential units to the Chase Center project site on Mission Bay South Blocks 29-32. Another pending amendment could permit an increase of 50 hotel rooms to the under-construction hotel on Mission Bay South Block 1.

The North and South OPAs incorporated into the Plans the mitigation measures identified in the Mission Bay FSEIR and adopted by the former Redevelopment Agency Commission at the time the Plans were approved.⁶ As authorized by the Plans, the former Redevelopment Agency Commission simultaneously adopted design guidelines and standards governing development, contained in companion documents, the Design for Development for the Mission Bay North Project Area (the "North D for D") and the Design for Development for the Mission Bay South Project Area (the "South D for D"), respectively.⁷ The San Francisco Board of Supervisors adopted the North D for D on October 26, 1998, and the South D for D on November 2, 1998.⁸ The South OPA, which is a development contract between the Mission Bay Master Developer and the former Redevelopment Agency, has been amended seven times: the first amendment dated February 17, 2004, the second dated November 1, 2005, the third dated May 21, 2013, the fourth dated June 4, 2013, fifth dated April 29, 2014, sixth dated July 26, 2018, and seventh dated May 19, 2020. There is a pending amendment to the South OPA that does not affect the project. The South D for D has been amended seven times, as well: on February 17 and March 16, 2004; on March 17 and November 3, 2015; on October 17, 2017; on June 5, 2018, and on May 19, 2020.

The former Redevelopment Agency and OCII collectively have prepared nine addenda to the Mission Bay FSEIR (completed between 2000 and 2013) for specific developments within Mission Bay. These addenda are as follows:

- The first addendum, dated March 21, 2000, analyzed the ballpark parking lots.
- The second addendum, dated June 20, 2001, addressed Infrastructure Plan revisions related to the 7th Street bike lanes and relocation of a storm drain outfall.

⁴ Resolution No. 191-98, and No. 188-98, respectively.









⁵ It should be noted that the land use program in the adopted Plans was developed from the proposed Plans plus a combination of Plan variants described and analyzed in the Mission Bay FSEIR. Specifically, the adopted Mission Bay North and South Redevelopment Plans were based on the description of the Plans in the Mission Bay FSEIR, plus Variant 1 (Terry A. François Boulevard Variant/Expanded Bayshore Open Space Proposal), Variant 2 (Esprit Commercial Industrial/Retail Variant), Variant 3A (Modified No Berry Street Crossing Variant), and Variant 5 (Castle Metals Block Commercial Industrial/Retail Variant). The adopted Plans were described in the Mission Bay FSEIR Chapter III, Project Description, and Section VII.G, Combination of Variants Currently under Consideration by the Project Sponsors. The Mission Bay FSEIR concluded that the environmental effects of the combination of Plan variants would be similar to those of the proposed Plan, and consequently, would not result in any new or substantially more severe significant effects identified in the Mission Bay FSEIR for the proposed Plan.

⁶ North and South OPAs, Attachment L.

⁷ Resolution No. 191-98 and Resolution No. 186-98, respectively.

⁸ Ordinance No. 327098 North and South OPAs, Attachment L and Ordinance No. 335-98, respectively.

LEGEND:

-  Project Site
-  Public Facility
-  Parks
-  Residential / Market Rate
-  Residential / Affordable
-  Hotel
-  UCSF Campus
-  Commercial



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SOURCE: OCII, 2019

1450 Owens Street

Figure 1
Location Map and Project Site

- The third addendum, dated February 10, 2004, addressed amendments to the South D for D with respect to the maximum allowable number of towers, tower separation, and required setbacks.
- The fourth addendum, dated March 9, 2004, addressed amendments to the South D for D with respect to the permitted maximum number of parking spaces for biotechnical and similar research facilities, and specified certain changes to the North OPA to reflect a reduction in permitted commercial development and associated parking.
- The fifth addendum, dated October 4, 2005, addressed revisions to the University of California San Francisco (UCSF) Long Range Development Plan and the Final Environmental Impact Report for the Long Range Development Plan.
- The sixth addendum, dated September 10, 2008, addressed revisions of the UCSF Medical Center at Mission Bay.
- The seventh addendum, dated January 7, 2010, analyzed the development of a Public Safety Building on Mission Bay Block 8 to accommodate the headquarters of the San Francisco Police Department, relocation of Southern Police Station to the new building from the Hall of Justice, a new San Francisco Fire Department station, and adaptive reuse of historic Fire Station 30, along with parking for these uses.
- The eighth addendum, dated May 15, 2013, analyzed amendments to the South Plan and South OPA to allow a mix of hotel, residential, and retail uses on Block 1.
- The ninth addendum, dated May 30, 2013, addressed development on Block 7E for a facility housing extended stay bedrooms and associated facilities to support families of patients receiving medical treatment primarily at UCSF’s medical facilities.

Together with the nine previous addenda, the 1998 Mission Bay FSEIR comprise the “Mission Bay FSEIR” as amended for purposes of this addendum. Inasmuch as buildout of the North Plan has been essentially as was analyzed in the Mission Bay FSEIR, this document concerns itself potential changes in effects in the South Plan area only.

Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 Approval Process and Final Subsequent Environmental Impact Report

A Subsequent Environmental Impact Report to the 1998 Mission Bay FSEIR, certified on November 3, 2015, addressed the Golden State Warriors Event Center and Mixed-Use Development on Blocks 29-32 (“Event Center FSEIR”) for a multi-purpose event center and a variety of mixed uses, including office, retail, open space, and structured parking.⁹ One addendum to the Event Center FSEIR, dated May 13, 2020, addressed allocating dwelling units, increasing the number of hotels and hotel rooms to Blocks 29-30, and increasing the total leasable area of retail space permitted in the South Plan area.

Successor Agency/Oversight Board Jurisdiction

The former San Francisco Redevelopment Agency, along with all 400 redevelopment agencies in California, was dissolved on February 1, 2012, by order of the California Supreme Court in a decision issued on December 29, 2011 (*California Redevelopment Association et al. v. Ana Matosantos*). On June 27, 2012, the California Legislature passed, and the Governor signed Assembly Bill (AB) 1484, a bill making technical and substantive changes to AB 26, which was the original bill that resulted in the dissolution of all redevelopment agencies. (Together, AB 26 and AB 1484 are referred to as “Redevelopment Dissolution Law,” which is codified at California Health and Safety Code Sections 34161 – 34191.5). In response to

⁹ Planning Department Case No. 2014.1441E.

Redevelopment Dissolution Law, the San Francisco Redevelopment Agency was dissolved and succeeded by the Successor Agency to the Redevelopment Agency of the City and County of San Francisco (“Successor Agency”), commonly known as the Office of Community Investment and Infrastructure (“OCII”). Pursuant to state and local legislation, the Successor Agency is governed by the Commission on Community Investment and Infrastructure, which is overseen by the Oversight Board on certain matters as set forth in the Redevelopment Dissolution Law.

On January 24, 2012, the Board of Supervisors of the City and County of San Francisco adopted Resolution No. 11-12 in response to the Supreme Court’s December 29, 2011 decision upholding AB 26. On October 2, 2012, the Board of Supervisors adopted Ordinance No. 215-12 in response to the Governor’s approval of AB 1484. Together, these two local laws (“Successor Agency Legislation”) create the governing structure of OCII. Pursuant to the Successor Agency Legislation, the Commission on Community Investment and Infrastructure exercises certain land use, development and design approval authority for the Mission Bay North and Mission Bay South Plan areas (and other major development projects), and the Oversight Board exercises certain fiscal oversight and other duties required under Redevelopment Dissolution Law.

South Plan Area Development Controls

The primary development controls for the Mission Bay South Redevelopment Plan Area (“South Plan Area”) are the South Plan and the South D for D, which together specify development standards for Blocks 41/43, Parcel 7 (1450 Owens Street), including standards and guidelines for height, setbacks, and lot coverage. In accordance with Redevelopment Dissolution Law, when the Board of Supervisors approved the South Plan in 1998, land use and zoning approvals within Mission Bay came under the jurisdiction of the former Redevelopment Agency, now OCII, as described above. Together, the South Plan and South D for D constitute the regulatory land use framework for the project site, and they supersede the San Francisco Planning Code, except as otherwise specifically provided in those documents and associated documents for implementing the Plans.

The infrastructure serving the South Plan area is provided by the master developer, FOCIL-MB, LLC, consistent with the South OPA, including the Mission Bay South Infrastructure Plan (Attachment D to the South OPA). The South OPA includes triggers for the phasing of required infrastructure improvements based on adjacency, ratios, and performance standards to ensure that the master developer phases the required infrastructure to match the phasing of private development occurring on adjacent blocks. In addition to the South Plan and South D for D, the other major development controls that apply to the project site include:

- Applicable mitigation measures included in the Mission Bay FSEIR and Event Center FSEIR (attached to this Addendum as Exhibit A);
- All other associated adopted plans and documents that apply in the South Plan area under the South Plan and South OPA, such as the 1999 Mission Bay Risk Management Plan, with amendments (including Article 22A of the San Francisco Health Code for analyzing soils for hazardous waste), Mission Bay South Streetscape Master Plan, and Mission Bay South Signage Master Plan; and
- Other adopted City plans and regulations that apply in the South Plan area, such as the San Francisco Building Code; Chapter 7 of the San Francisco Environment Code, “Resource Efficiency Requirements,” and any engineering requirements applicable under City Code to the development.

Relevant portions of the South Plan and South D for D as they pertain to Blocks 41/43, Parcel 7 (1450 Owens Street) are described below.

South Plan Development Controls for Blocks 41/43, Parcel 7

In addition to providing overall planning objectives for the South Plan area, the South Plan designates land uses for the proposed project parcel as described below.

The South Plan assigns a land use designation of Commercial Industrial (Attachment 3 of the South Plan) to Blocks 41/43, Parcel 7.

The South Plan identifies the following principal uses under the Commercial Industrial land use designation applicable to Blocks 41/43, Parcel 7: manufacturing, including software and multimedia development, medical and biotechnical research, and other types of manufacturing; institutions; retail sales and services; arts activities and spaces; office use; home and business services; animal care; wholesaling; automotive; and other uses (e.g., greenhouse, nursery, open recreation and activity areas, parking, walk-up facilities, and certain telecommunications-related facilities). The following secondary uses are identified: certain institutions, assembly and entertainment, and other uses (public structure or use of a nonindustrial character).

The South Plan also describes general controls and limitations for development and sets limits on leasable square footages of various uses within defined zones within the South Plan area, including the 1450 Owens Street project site. The South Plan sets a maximum floor area ratio of 2.9 to 1 for Commercial Industrial and Commercial Industrial/Retail, averaged over the entire area of these two land use districts combined, except that the area in Zones B-D is excluded and calculated separately. The maximum building height within the South Plan area is 160 feet. The South Plan further indicates that within the limits, restrictions and controls established in the South Plan, OCII is authorized to establish height limits of buildings, land coverage, density, setback requirements, design and sign criteria, traffic circulation and access standards and other development and design controls in the South D for D. Accordingly, the approved maximum building height on the project site only, as established in the South D for D, is not to exceed the height of the adjacent I-280 freeway (approximately 39 feet).

South Design for Development Controls for Blocks 41/43, Parcel 7

The Mission Bay South D for D, a companion document to the South Plan, contains the design standards and design guidelines applicable to Blocks 41/43, Parcel 7. The 1450 Owens Street project site is within Height Zone 7, which specifies that 15 percent of the developable area (within the entire height zone) may be occupied by a maximum of four towers up to 160 feet in height, and the remaining 85 percent of the development could be at a maximum of 90 feet. Within Height Zone-7, Blocks 41-43 are subject to additional restrictions adjacent to the elevated I-280 freeway: (1) buildings within 100 feet of the I-280 freeway must be at or below the height of the freeway guardrail, which is approximately 39 feet above grade; and (2) buildings above the height of the freeway are permitted in limited locations.

Existing Conditions

Before 1998, Mission Bay was characterized by low-intensity industrial development and vacant land. Since adoption of the Plans in 1998, Mission Bay has undergone redevelopment into a mixture of residential, commercial (light industrial, research and development, labs and offices), retail, and educational/institutional uses and open space. As of August 2020, 5,908 housing units (including 1,310 affordable units) of the planned 6,514 housing units within Mission Bay (roughly 91 percent) are

complete, with another 152 affordable units under construction. Regarding office and laboratory space, approximately 3.1 million square feet of the planned 3.5 million square feet in the overall Mission Bay Plans area (approximately 88 percent) is complete, with the remaining 0.4 million square feet under construction. Approximately 539,000 square feet of the 560,000 planned leasable square feet of retail space (approximately 96 percent) is also complete, as is the Golden State Warriors' Event Center at Blocks 29-32. More than 23 acres of parks and open space of the planned 41 acres within Mission Bay are complete (approximately 57 percent) with 7 acres under construction and 10 acres planned. The South Plan area also includes the new University of California-San Francisco Medical Center and associated development.

1450 Owens Street Site (Blocks 41/43, Parcel 7)

As shown in Figure 1, the approximately 1.13-acre 1450 Owens Street project site is located on Blocks 41/43, Parcel 7, within the South Plan area. The trapezoidal project site consists of Assessor's Block 8709, Lot 017. The project site is bounded by I-280 to the west, Owens Street to the east, a planned open space (Park P7) to the north, and "A" Street to the south. Owens Street is a minor north-south arterial roadway in the South Plan area. "A" Street is a private east-west street that connects to other private streets on Blocks 41/43 and to Owens Street. The site is relatively level, with the existing site grades ranging from approximately -0.4 foot to +1.4 feet San Francisco City Datum. The site is currently paved and used as temporary surface parking.

Project Description

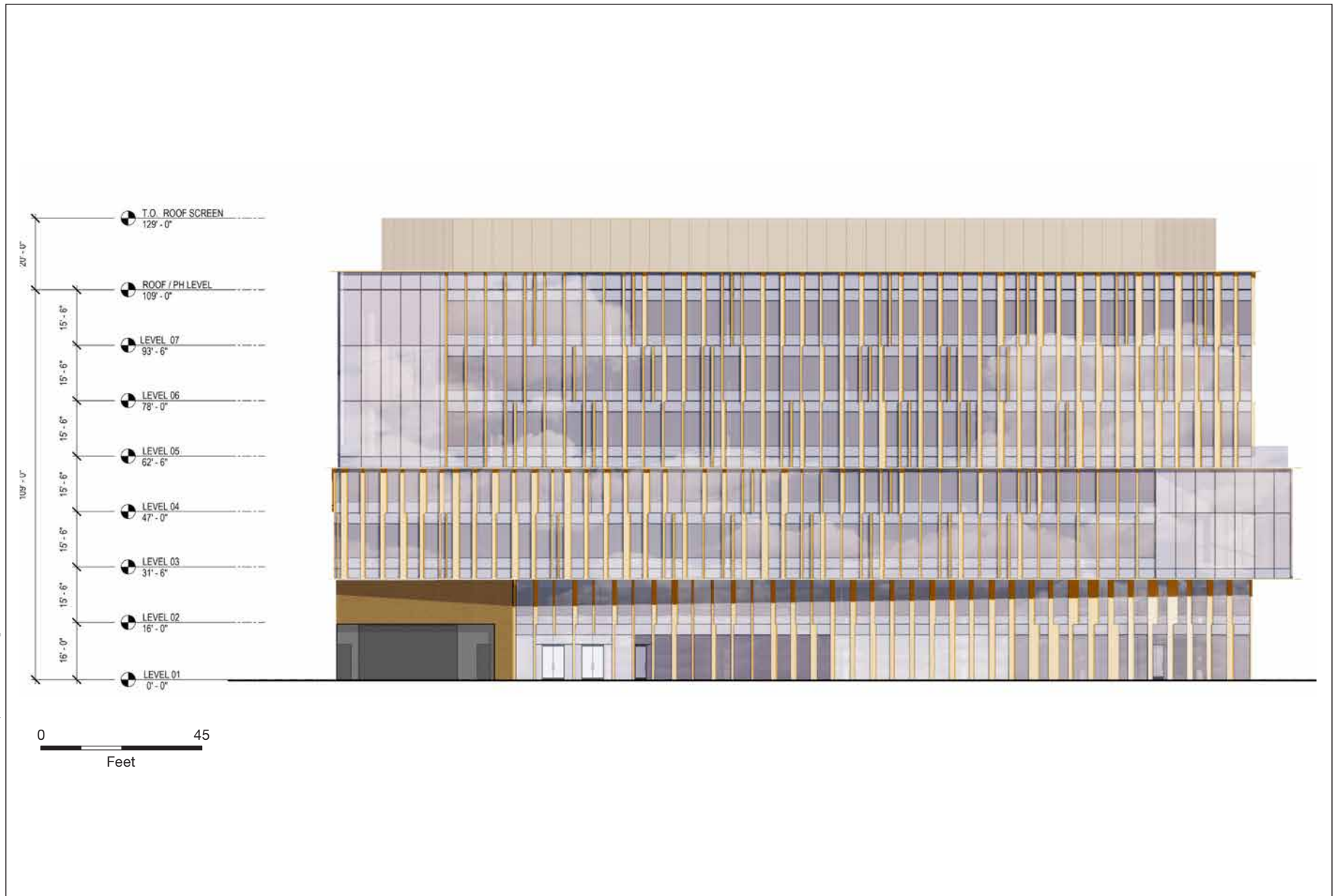
1450 Owens Street Project (Blocks 41/43, Parcel 7) Characteristics

The proposed project consists of policy changes and new construction. The project sponsor (ARE-San Francisco No. 15, LLC) is seeking policy changes including:

1. amendment of the South Plan to (i) increase the Office/Commercial leasable floor area in the overall South Plan area by 170,000 square feet (3.4 percent of the Office/Commercial allocation of Zone A and 2.8 percent of the South Plan's total Office/Commercial floor area) from 5,953,600 square feet to 6,123,600 square feet; and (ii) increase the FAR for Commercial Industrial and Commercial Industrial/Retail from 2.9 to 2.95, in the event that the project is constructed;¹⁰
2. amendment of the South D for D to increase the height limit for the site from approximately 39 feet (currently based on the height of the adjacent I-280 freeway, in accordance with the South D for D) to 109 feet; increase allowable floor plate above a height of 90 feet from 20,000 square feet to 30,000 square feet; increase the maximum plan length above a height of 90 feet from 200 feet to 260 feet; revise the street wall controls along Owens Street; delete a guideline protecting "a portion of the downtown panorama," in views from the I-280 freeway, and to increase the land area developable at heights over 90 feet in the South Plan's Height Zone 7 from 15 percent to 18 percent and other conforming amendments and clarifications;
3. amendment of the previously approved Major Phase Application for Blocks 41-43;
4. approval of a Basic Concept Design/Schematic Design;

¹⁰ While the 1998 Mission Bay FSEIR assumed that the project site would be developed with Commercial Industrial (office and/or research and development) and Retail uses, much of the South Plan development capacity that would have been used at the site has subsequently been reassigned to other locations within the South Plan area.

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SOURCE: ARE, 2020

1450 Owens Street

Figure 4
South Elevation

5. allocation of up to 49,998 square feet of small cap office space to the project site under the City's Office Development Annual Limit, including design review; and
6. a corresponding amendment to the existing applicable Mission Bay South Owner Participation Agreement to increase Office/Commercial (mixed office, research and development, and light manufacturing) square footage in the South Plan area and to specify a maximum FAR of 3.57 for the project site.

The proposed project would construct a new mixed-use life sciences building consisting of approximately 131,000 gross square feet (gsf) of life sciences research and development (R&D) space; up to 49,998 gsf of office space; and 2,600 gsf of ground-floor retail space. The R&D space would include life science laboratories and accessory office space, a life sciences incubator space, and an event/conference center. The site plan is presented in **Figure 2**, and the proposed ground floor level is shown in **Figure 3**.

The seven-story building would have a maximum height of 109 feet (not including rooftop mechanical enclosures and parapet). All seven stories would be occupiable. The building would also include a 20-foot-tall screened mechanical penthouse as allowed by the South D for D; the roof of the mechanical penthouse would be a maximum of 129 feet above street elevation. (see **Figure 4**). **Table 1** presents the proposed project characteristics.

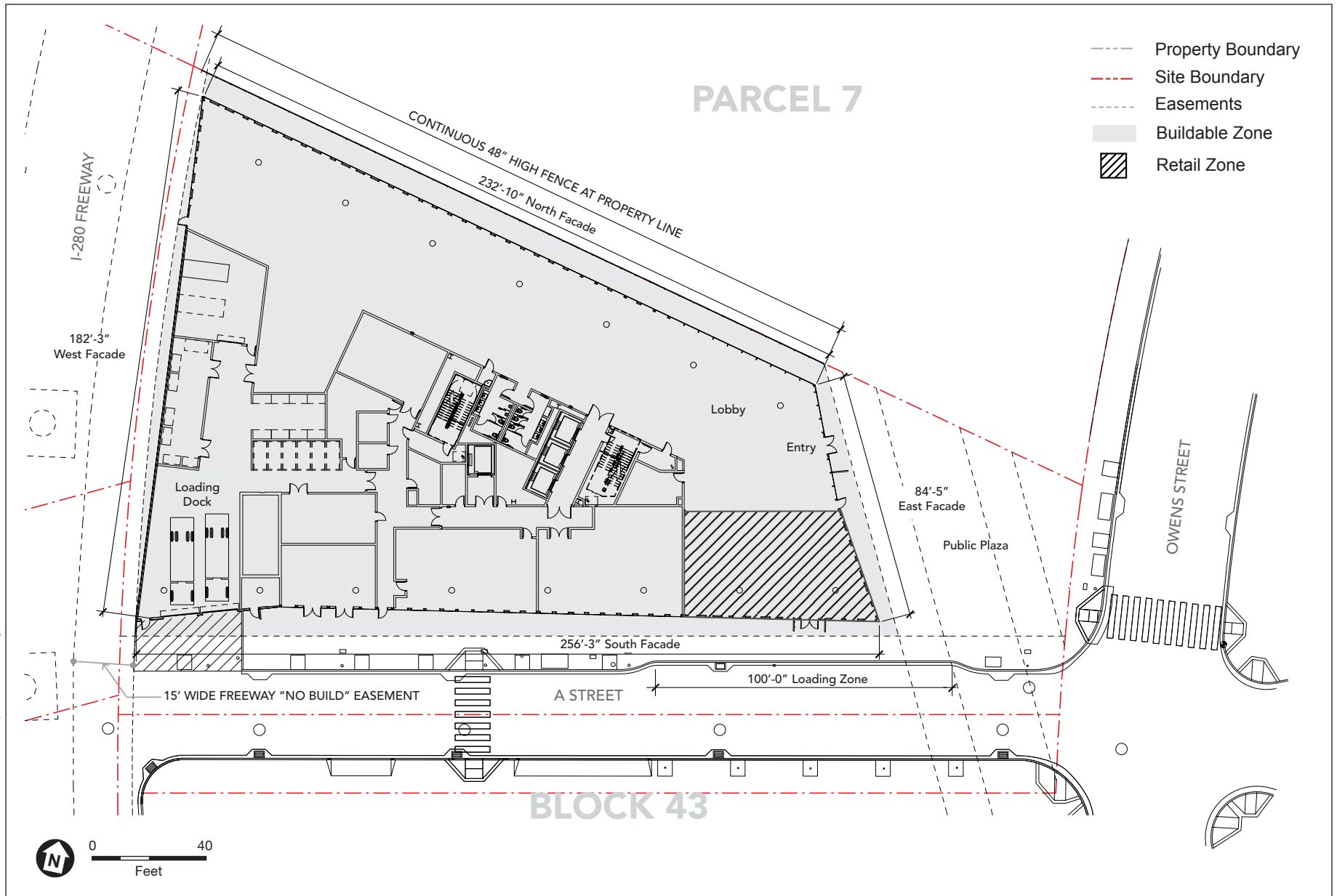
Circulation, Parking, and Loading

The project site is located on the corner of Owens and "A" streets, which both provide vehicular access to the project site. Existing curb cuts on Owens and "A" streets would be removed. One off-street loading dock area with two loading spaces would be located at the southwest corner of the building, accessible from "A" Street. Pedestrian access to the project site would be provided through a proposed entry plaza at the corner of Owens and "A" streets, as well as through an additional entry point on "A" Street. See **Figure 5** for the proposed site circulation plan.

Off-site Parking Facilities

No on-site parking is proposed; instead, required parking would be provided in nearby existing garages, in accordance with the approved Major Phase Application for Blocks 41-43. Approximately 177 dedicated parking spaces (1 space per 1,000 square feet) would be provided in a multi-level parking structure owned and constructed by the project sponsor located directly south of the project site on "A" Street.¹¹ Additional off-street parking would also be available across from Third Street on the UCSF campus, in a parking structure near the corner with Gene Friend Way.

¹¹ This parking garage, located on Blocks 41-43, Lot 6, is one of two garages approved as part of the original Major Phase application for Blocks 41, 42, 43 and 45 approved by the Redevelopment Agency Commission in 2000. (Block 45 is beneath the elevated I-280 freeway and was not, and is not, proposed for development. In 2005, the Commission approved amendments to the Major Phase for Blocks 41-43 to relocate the second garage from Lot 7 to Lot 6, where it has been built. The garage on Lot 3 was completed in 2010. The Lot 6 garage is intended, with the Lot 3 garage, to serve all development on Blocks 41-43, including, in addition to the proposed project, the UCSF Orthopaedic Institute at 1500 Owens Street and the Kaiser Permanente medical offices at 1600 Owens Street, both of which are adjacent to the Lot 6 garage site. Two other buildings on Blocks 41-43, Lots 1 and 2, are closer to the Lot 3 garage.

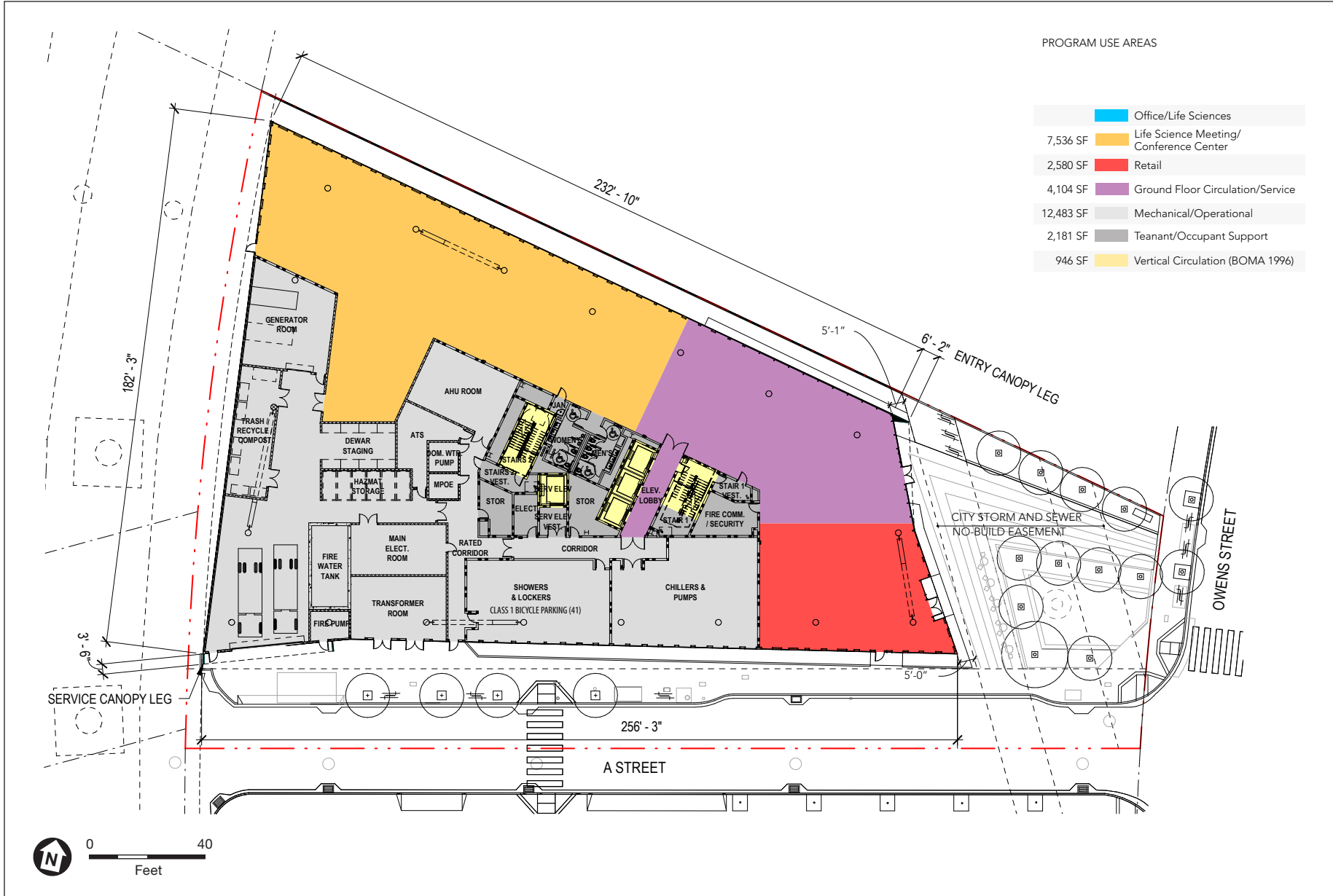


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SOURCE: ARE, 2020

1450 Owens Street

Figure 2
Site Plan



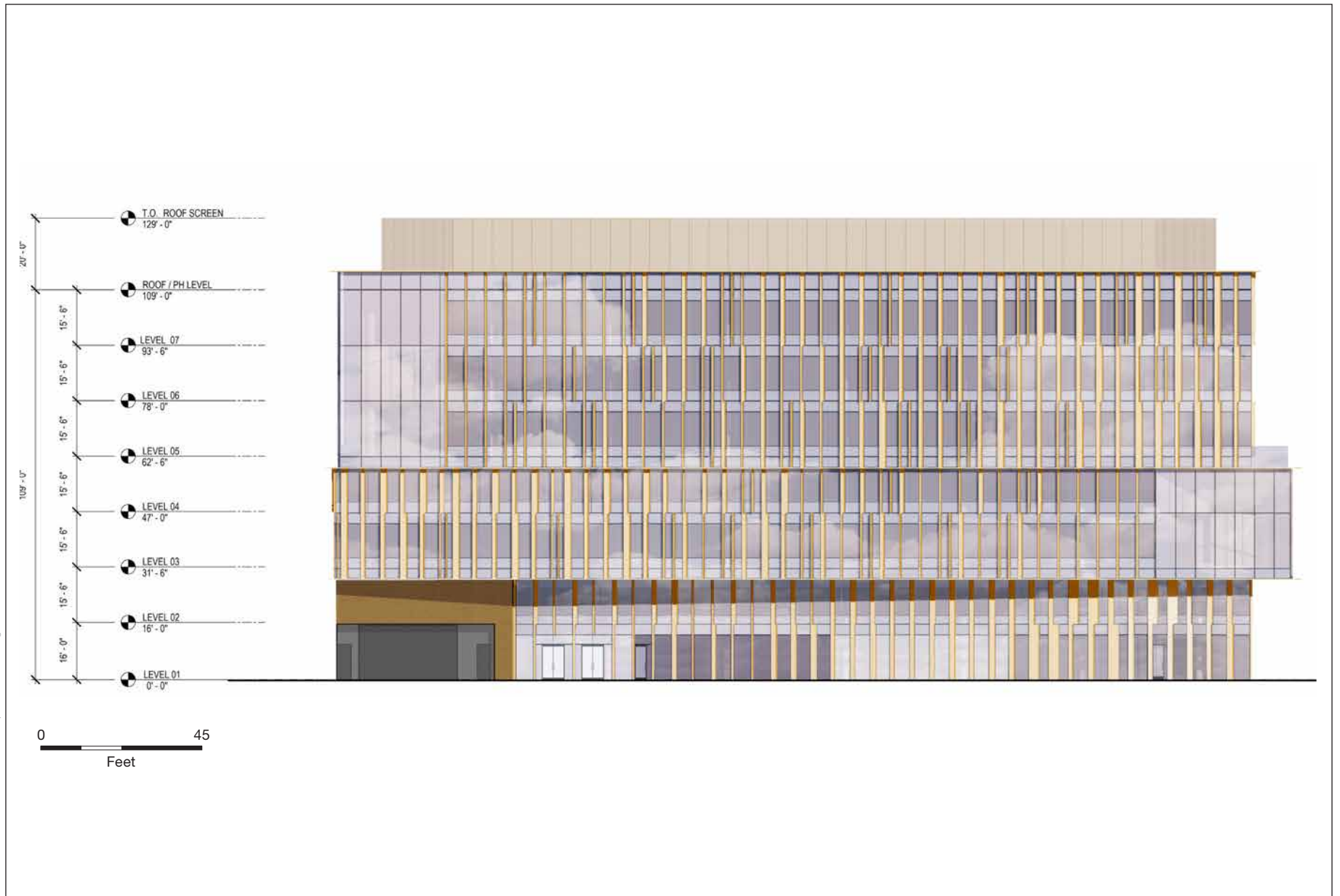
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SOURCE: ARE, 2020

1450 Owens Street

Figure 3
Ground Floor Plan

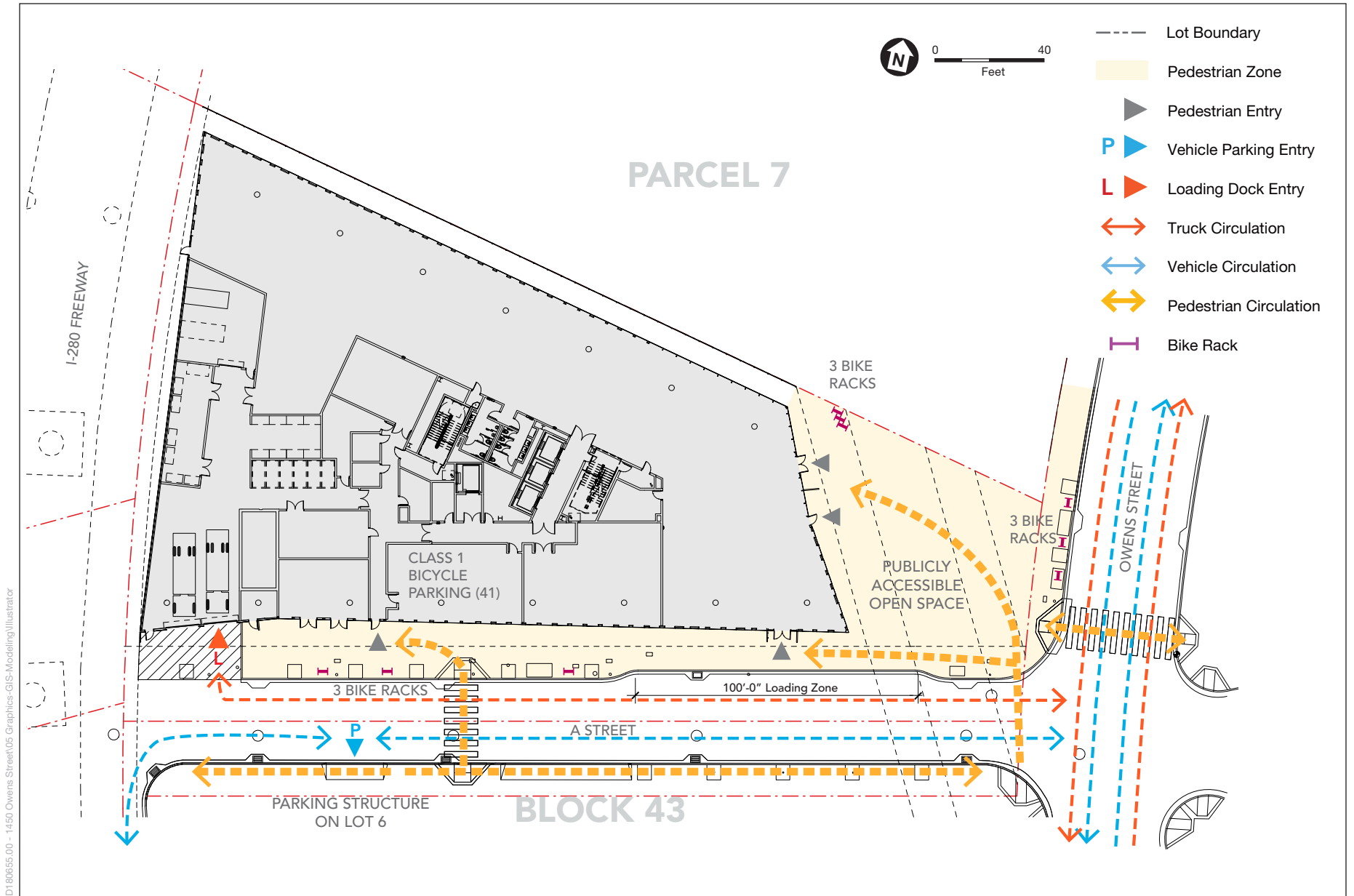
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SOURCE: ARE, 2020

1450 Owens Street

Figure 4
South Elevation



SOURCE: ARE, 2020

1450 Owens Street

Figure 5
Circulation Plan

TABLE 1
1450 OWENS STREET PROJECT CHARACTERISTICS

Proposed Uses	Size
Research and Development	131,000 gsf
Office	49,998 gsf
Retail	2,600 gsf
Total Building	Up to 183,598 gsf
Open Space	Approximately 5,000 gsf
Off-site Parking Spaces ^a	177 spaces
Bicycle Parking Spaces	41 spaces
Loading Spaces	1 loading dock area with two loading spaces
Number of Stories	7
Height	109 feet maximum tower height

NOTES:
 gsf = gross square feet
^a Off-street parking to accommodate the proposed project would be provided in a parking garage on Blocks 41-43, Lot 6.

SOURCE: ARE-San Francisco No. 15, LLC, 2020

Bicycle Parking

Forty-one Class 1 bicycle spaces would be provided in the building along with showers and lockers. Eighteen Class 2 bicycle parking spaces (1 space per 10 parked cars) would be provided in front of the building at the entry plaza, and on the sidewalk adjacent to Owens and “A” streets. Additional Class 1 bicycle parking would also be available within the adjacent parking structure.

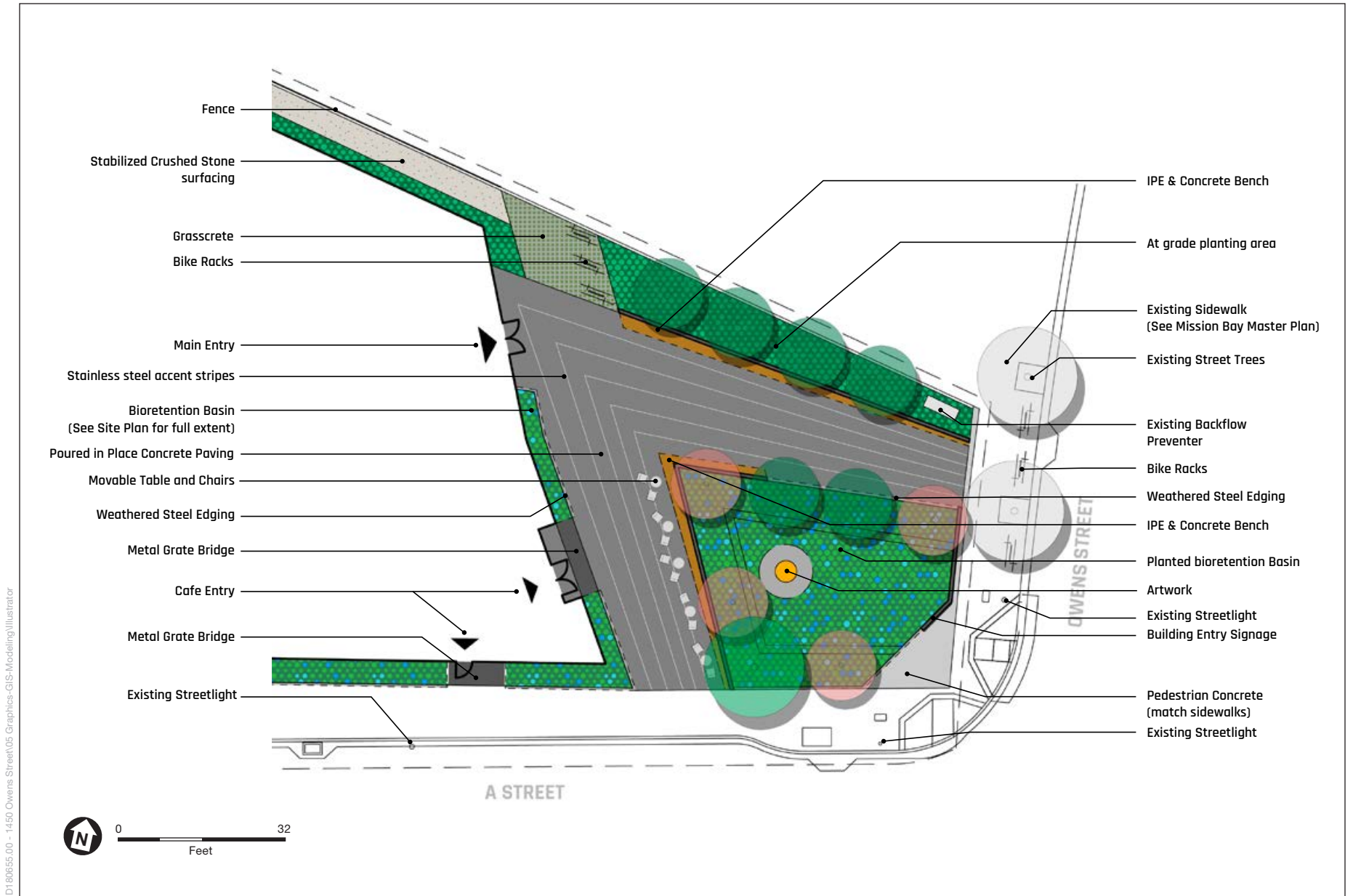
Open Space, Landscaping, and Streetscape Improvements

The proposed project would include an approximately 5,000-square-foot entry plaza on the ground floor that would serve as part of the project’s Privately-Owned Public Open Space (POPOS).¹² The entry plaza would contain walkways, benches, plantings, and an elevated walkway over a bioretention basin garden. The entry plaza would provide multiple connections to the future adjacent planned open space. Additional bioretention plantings would extend along the building frontage on “A” Street. **Figure 6** illustrates the proposed landscape plan for the entry plaza.

Infrastructure Improvements

Public utility infrastructure that would serve the proposed project, including sewer, storm drain, high/low-pressure water, recycled water, gas, electric, and telecommunication systems, is complete and installed under Owens and “A” streets. Connections between utility systems and new building services would be made, in most cases, where the building frontage meets street frontage. As described above, stormwater treatment facilities including bioretention basins would be included onsite. Storm drainage

¹² The South D for D’s requirement that building streetwalls occupy 70 percent of the site’s Owens Street frontage has been superseded by the previously approved Major Phase Application for Blocks 41-43, which mandated a setback such that no structures are built over the San Francisco Public Utilities Commission (SFPUC) rights-of-way. Accordingly, the POPOS would occupy the Owens Street site frontage, from which the building would be set back.



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SOURCE: Bionic, 2020

1450 Owens Street

Figure 6
Landscape Plan

from the building roofs would be conveyed into a proposed new treatment basin to be constructed in the proposed plaza at the corner of Owens Street and "A" Street.

Transportation Management Plan

The project would participate in the Mission Bay Transportation Management Association (MBTMA) and would be required to pay monthly dues towards funding transportation programs in Mission Bay. The MBTMA runs the Mission Bay Shuttle Service and maintains public transit resources which would be available to serve the proposed project.

Sustainability

The proposed development would be subject to a number of sustainability requirements, including the California CalGreen Code, City of San Francisco Green Building Code, and the South D for D. The project sponsor is pursuing Leadership in Energy and Environmental Design (LEED™) certification at the Gold level.

Construction

Construction of the proposed project is expected to begin in 2021, and occur over an approximately 24-month period for the core and shell and another 6 months for the interior tenant improvements. Construction activities would include, but not be limited to: site demolition, clearing and excavation; pile installation and foundation construction; construction of the proposed building; utility connections; interior finishing; and exterior hardscaping and landscaping improvements. The sponsor estimates that the maximum depth of excavation on-site would be approximately 4 feet below San Francisco City Datum; this would require approximately 7,500 cubic yards of soils on-site to be excavated and removed from the site.

All construction activities would be conducted within allowable construction requirements permitted by City code. The project would also be subject to the Mission Bay Good Neighbor Policy, which limits extreme noise-generating activities in Mission Bay from Monday to Friday from 8:00 a.m. to 5:00 p.m.¹³

Approvals Required

Prior Approvals for Blocks 41-45

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. The 1450 Owens Street project sponsor (ARE-San Francisco No. 15, LLC) subsequently acquired Blocks 41-43, and the San Francisco Redevelopment Agency approved a Revised Major Phase Application for these blocks on October 18, 2005. All projects on Blocks 41-43 have currently either been built or approved and moving toward construction with the exception of Parcel 7, which had a previous Combined Basic Concept and Schematic Design Submittal approved by the San Francisco Redevelopment Agency on October 21, 2008. The proposed project would revise the 2005 Major Phase Application for Parcel 7, and would authorize a new Basic Concept and Schematic Design Approval for Parcel 7 (which would supersede the 2008 Basic Concept and Schematic Design Approval) .

¹³ The Mission Bay Good Neighbor Policy specifies that pile driving or other noise generating activity (80 dBA at a distance of 100 feet) shall be limited to 8:00 am to 5:00 pm, Monday through Friday. No pile driving or other extreme noise generating activity is permitted on Saturday, Sundays and holidays. Requests for pile driving on Saturdays may be considered on a case by case basis by OCII with approval at the sole discretion of the OCII Executive Director.

Anticipated Approvals for Blocks 41/43, Parcel 7 (1450 Owens Street Site)

Project approvals or permits from the following agencies for construction or long-term operation are anticipated at this time (approving body in parentheses):

- Amendments to the Mission Bay South Redevelopment Plan to (i) increase Office/Commercial (mixed office, research and development, and light manufacturing) leasable square footage in the South Plan area of the Mission Bay South Redevelopment Plan by 170,000 square feet (2.8 percent of the South Plan total), 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 FAR for Commercial Industrial and Commercial Industrial/Retail from 2.9 to 2.95, in the event that the project is constructed (OCII Commission, Board of Supervisors);
- Amendments to the Mission Bay South Owner Participation Agreement to increase Office/Commercial (mixed office, research and development, and light manufacturing) square footage in the South Plan area (OCII Commission and Oversight Board) and to specify a maximum FAR of 3.57 for the project site;
- Amendments to the Mission Bay South Design for Development to increase the height limit on the project site from 39 feet to 109 feet; increase allowable floor plate above a height of 90 feet from 20,000 square feet to 30,000 square feet; increase the maximum plan length above a height of 90 feet from 200 feet to 260 feet; revise the street wall controls along Owens Street; delete a guideline protecting “a portion of the downtown panorama,” in views from the I-280 freeway; increase the maximum developable land area for towers of 90 feet or more in Height Zone-7 from 15 percent to 18 percent; and other conforming amendments and clarifications (OCII Commission);
- Amendment of the Major Phase Application for Blocks 41-43 (OCII Commission);
- Approval of Basic Concept/Schematic Design for the project (OCII Commission);
- Design review and allocation of up to 49,998 square feet of small cap office space (from the pool for buildings with less than 50,000 gsf of office space) under Planning Code Section 321 et. seq. (Planning Commission);
- Approval of General Plan Referral Application (Planning Commission); and
- Approvals for connections to infrastructure systems, including water supply, fire flow, recycled water, stormwater, and wastewater systems (San Francisco Public Utilities Commission)

Analysis of Potential Environmental Impacts

California Environmental Quality Act (CEQA) Guidelines Section 15168 requires the lead agency to examine subsequent program activities to determine what additional environmental review, if any, is required. If the lead agency finds that under the criteria set forth in CEQA Guideline Section 15162 that no subsequent environmental review is required, then the agency can approve the subsequent activities as being within the scope of the Program EIR and no additional environmental documentation is required. Here, in accordance with CEQA Guideline 15168(c)(4), OCII is using this addendum to document its finding under 15162 that no subsequent EIR is required. In conjunction with this addendum, OCII will, through the accompanying Mitigation Monitoring and Reporting Program (“MMRP”), incorporate mitigation measures in the Mission Bay FSEIR and Event Center FSEIR, updated as applicable to reflect current San Francisco CEQA practice.

As noted above, the Golden State Warriors Event Center & Mixed Use Development FSEIR, certified in 2015, addressed the event center and mixed-use development (“Event Center”) on Blocks 29-32. Since certification of the Mission Bay FSEIR and the Event Center FSEIR, no other conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Specifically, no other changes have occurred in the South Plan area, substantial changes in the circumstances under which the Plans would be undertaken, or new information of substantial importance that could not have reasonably been known at the time of preparation of the Mission Bay FSEIR and the Event Center FSEIR that would materially change any of the analyses or conclusions of the Mission Bay FSEIR or the Event Center FSEIR.

As summarized below, the analysis of the proposed project did not identify any new significant environmental effects or substantial increases in the severity of previously identified significant effects that affect the conclusions in the Mission Bay FSEIR and the Event Center FSEIR. The analysis considers mitigation measures that were identified in the Mission Bay FSEIR; in some instances the Event Center FSEIR identified measures that replaced Mission Bay FSEIR mitigation measures due to reflect updated standards. With the exception of the Redevelopment Plan, D for D, and OPA amendments described above, the project would be in compliance with the South Plan, South Design for Development, and other documents that control development and use of sites within Mission Bay. Accordingly, the analysis below is limited to the topics where the proposed amendments to land use controls and associated potential development under the project could create new or substantially more severe impacts not previously analyzed in the Mission Bay FSEIR and Event Center FSEIR. As part of the project analysis, transportation, wind, and shadow assessments were completed to identify any potential impacts other than those projected in the Mission Bay FSEIR and Event Center FSEIR.¹⁴

Land Use

Summary of Land Use Impacts in Mission Bay FSEIR

The land use significance criteria were addressed in the Mission Bay FSEIR in the Land Use section; the Plans, Policies, and Permits section; and the Mission Bay FSEIR Initial Study (FSEIR Appendix A) Land Use section. Relevant information from the Mission Bay FSEIR is summarized below.

The Mission Bay FSEIR Land Use setting section characterized existing land uses present within and near the South Plan area at that time. The Mission Bay FSEIR indicated the land uses at the 1450 Owens Street site at the time of preparation of the Mission Bay FSEIR consisted of industrial and commercial uses, and vacant land. While the Mission Bay FSEIR provided CEQA environmental analysis for the entire Mission Bay program, it divided the South Plan area into subareas to facilitate the analysis. The 1450 Owens Street site is within the West Subarea (the area bounded by existing Mission Bay Drive/Circle, Owens Street, Sixteenth Street, Third Street, Mariposa Street, and I-280). Development of this subarea was assumed to include research and development, light manufacturing, office, and retail land uses, open space, and parking. Buildings would generally be allowable up to 90 feet in height, with some development allowed up to 160 feet in height.

The Mission Bay FSEIR (Appendix A, Initial Study) determined that the South Plan area was a largely underutilized industrial area with no established residential community. This was the basis for the Mission

¹⁴ Office of Community Investment and Infrastructure, 2019 Blocks 41-43, Parcel 7, Project File, which includes the Mission Bay South Redevelopment Plan Amendment #2, Mission Bay South D for D Amendment #7, Mission Bay South Owner Participation Agreement Amendment #7, and the 2019 Blocks 41-43 Major Phase Amendment Application.

Bay FSEIR finding that the South Plan would not physically disrupt or divide an established community. The Mission Bay FSEIR Plans, Policies and Permits section found that the Mission Bay Redevelopment Plans and South D for D documents would constitute the regulatory land use framework for the South Plan area, and would supersede the City's Planning Code (except where indicated in those implementing documents). Furthermore, the Redevelopment Plans would be required to be found consistent with the City General Plan prior to adoption. The Mission Bay FSEIR also acknowledged that certain development activities proposed within the Mission Bay Plans area would be subject to applicable regional, State and/or federal permitting authority. The Mission Bay FSEIR analyzed the physical environmental impacts of potential policy conflicts for specific environmental topics, such as transportation and noise, in the respective sections of the Mission Bay FSEIR.

The Mission Bay FSEIR Land Use section indicated that implementation of the South Plan would result in a substantial change in the type and intensification in land uses in the South Plan area, involving demolition of most existing buildings, displacement of existing uses within the South Plan area, and development of the proposed mixed-use land use program. The Mission Bay FSEIR reported that the South Plan would continue the trend that was occurring in other nearby areas of the City (e.g., South of Market) of redeveloping former industrial areas into residential and commercial neighborhoods. The Mission Bay FSEIR found that the industrial/commercial land uses within the West Subarea, which includes the 1450 Owens Street site, would be compatible with the adjacent planned UCSF Campus land uses. The Mission Bay FSEIR also acknowledged that construction associated with South Plan area development would create construction-related effects (e.g., dust, noise, traffic) that may be noticeable and annoying to new residents within the South Plan area; however, with mitigation measures identified in the respective sections of the Mission Bay FSEIR, those effects would be mitigated to a less-than-significant level. These factors provided the basis for the Mission Bay FSEIR finding that the South Plan would not have a significant impact upon the existing character of the vicinity.

In summary, after incorporation of mitigation measures, the Mission Bay FSEIR identified no significant impacts on land use from the South Plan.

Summary of Land Use Impacts in Event Center FSEIR

The Event Center FSEIR land use analysis was specific to Blocks 29-32 and concluded that the Event Center would not have any new or substantially more severe effects than those identified in the Mission Bay FSEIR related to physical division of an established community. This analysis is not applicable to other sites in Mission Bay South.

Project Analysis

The proposed project's land uses would be consistent with the land uses called for in the South Plan and those already developed in the South Plan area. Specifically, as noted above, the West Subarea in which the 1450 Owens Street site is located was assumed in the Mission Bay FSEIR to be developed with research and development, light manufacturing, office, and retail land uses, open space, and parking. The proposed project would include a mix of life sciences research and development (R&D) space (including laboratories, accessory office space, a life sciences incubator space, and an event/conference center) and general office space, along with ground-floor retail space. These uses are permitted in the South Plan and were explicitly assumed in the Mission Bay FSEIR. The proposed project would require amendment of the South Plan to permit additional non-residential development beyond the South Plan's permitted total. The added development capacity would increase the permitted commercial development in the South Plan area by less than 3 percent; however, as discussed in detail below under Transportation and Air

Quality, no new or substantially more severe significant impacts would ensue beyond those identified in the Mission Bay FSEIR.

The proposed project would also require amendment of the Mission Bay South D for D to increase the height limit on the project site to permit the proposed 109-foot-tall project building. As explained above, the height limit on the project site is currently limited to the height of the adjacent I-280 freeway, which is approximately 39 feet. The South D for D Commercial-Industrial Design Guidelines state that buildings constructed in Height Zone 7 adjacent to the elevated I-280 freeway, which includes the project site, “should take into account their importance in establishing a design character for the area, as seen from surrounding neighborhoods and from a highly traveled regional access route, and in contributing to a dramatic and attractive arrival sequence for the City of San Francisco. Issues of building placement, massing, facade materials and height are all important in this consideration.” As a result, the South D for D specifies that a minimum of 60 percent of the freeway frontage of each parcel in this zone should be limited to a building height no greater than the freeway guardrail for a depth of 100 feet from the freeway. Additionally, the building height limit at the height of the freeway applies to the entirety of Block 43, including the project’s Parcel 7 thereon, with the exception of the southeast corner of Block 43, where a tower is permitted.¹⁵ For Parcel 7 itself (the project site), the South D for D design guidelines identify “particular restrictions designed to preserve a portion of the downtown panorama” from the freeway, and therefore the freeway-based height limit extends across the full parcel.¹⁶ The project proposes to amend the South D for D to remove this additional height limitation from Parcel 7 as the building would be up to 109 feet tall adjacent to the freeway.

CEQA Section 21099(d) states that aesthetic impacts of an “employment center project” on an infill site in a transit priority area “shall not be considered significant impacts on the environment.” Accordingly, aesthetics is no longer considered in determining if a project has the potential to result in significant environmental effects for such projects. The proposed project is such a project because it is on a previously developed site¹⁷ and surrounded by urban uses¹⁸ (an “infill site”); is within a “transit priority area”, as it is within one-half mile of major transit stops, including the T-Third Street light rail line and the Caltrain station, as well as the 55 16th Street bus; and is an “employment center” because it would be developed on a site zoned for commercial uses, with a floor area ratio greater than 0.75 within a transit priority area. Therefore, the aesthetic impacts of revision of the South D for D to amend the height restriction and delete a guideline protecting “a portion of the downtown panorama” are not applicable to the environmental analysis. It is also noted that the proposed project would be oriented perpendicular to Owens Street, as recommended in the South D for D, which would limit the degree of view obstruction of the downtown skyline from the elevated I-280 freeway. The project would hinder views of much of downtown from the freeway for a distance of approximately 450 feet along I-280, which, for a motorist traveling at 45 miles per hour, would amount to approximately 7 seconds of view obstruction. Based on the foregoing, the proposed project would not cause a significant environmental impact due to a conflict

¹⁵ The southeast corner of Block 43 is within Blocks 41-43, Parcel 5, and is developed with a portion of the 90-foot-tall UCSF Orthopaedic Institute at 1500 Owens Street.

¹⁶ Although the bullet point on page 79 of the South D for D that includes the quoted language does not specify that the “downtown panorama” refers to the view of downtown from the freeway, the context appears to indicate that this is the intention, given the explicit reference to the height limit being based on the freeway height. Additionally, the prior bullet point refers to providing “‘breathing space’ for motorists” as part of the justification for the freeway height limitation to a depth of 100 feet from the freeway.

¹⁷ Past uses of the site include various industrial activities, including a lumber yard, brick yard, roofing company, and a drayage company, among other uses.

¹⁸ CEQA Section 21099(a)(4) also defines infill as a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right of way from, parcels that are developed with qualified urban uses.

with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The project site is the last remaining undeveloped commercial site in the South Plan area and thus would complete non-residential buildout of the South Plan area. Moreover, the proposed project would be developed on an existing lot within the existing street alignment. As such, the proposed project would not physically divide an existing community.

Given the foregoing, the proposed project would not result in any new or substantially more severe significant land use impacts than were identified in the Mission Bay FSEIR.

The geographic context of the cumulative land use analysis is the South Plan area. There are no cumulative projects in the South Plan area that would combine with the proposed project to result in significant cumulative land use impacts, as remaining projects in the South Plan area would be largely consistent with the South Plan. OCII recently approved a proposal by the Golden State Warriors to add a hotel and residential units adjacent to the Event Center. However, that hotel site is located approximately 2,000 feet away from the project site and its land use impacts would not combine with the project. Therefore, the project would not contribute to any significant cumulative land use impacts beyond those previously disclosed in the Mission Bay FSEIR.

Therefore, the project would not result in any new or substantially more severe land use impacts than were identified in the Mission Bay FSEIR.

Wind and Shadow

Summary of Wind and Shadow Impacts in Mission Bay FSEIR

Wind

The Mission Bay FSEIR (Appendix A, Initial Study) indicated that while the standards of San Francisco Planning Code Section 148 do not apply to the Mission Bay Plans area, Section 148's wind standards nonetheless provide an appropriate methodology and criteria for the analysis of wind effects in the South Plan area. Hazardous winds are defined in the Planning Code Section 148 as an hourly average of 26 miles per hour (mph), for a single full hour of the year or more. Because the wind data on which the analysis is based were collected at one-minute averages, the 26-mph one-hour average wind speed is converted to a corresponding one-minute average wind speed of 36 mph, which is then used to determine compliance with the 26-mph one-hour hazard criterion in the Planning Code.¹⁹ All hazard wind speeds in this discussion are presented based on the 36-mph wind speed averaged over one-minute, and the hazard criterion is based on 36 mph.

The Mission Bay FSEIR summarized the wind analysis from the 1990 FEIR and reported that South Plan area buildings 100 feet or higher could generate pedestrian-level wind effects, including increased wind

¹⁹ The wind hazard criterion of 26 mph is derived from a wind condition that would generate a 3-second gust of wind at 20 meters per second (45 mph), a commonly used guideline for wind safety. This wind speed, on an hourly basis, is 26 mph averaged for a full hour. However, because the wind data on which the analysis is based were collected at one-minute averages, the 26-mph one-hour average wind speed is converted to a corresponding one-minute average wind speed of 36 mph, which is then used to determine compliance with the 26-mph one-hour hazard criterion in the planning code. (Arens, E. et al., "Developing the San Francisco Wind Ordinance and its Guidelines for Compliance," *Building and Environment*, Vol. 24, No. 4, pp. 297-303, 1989.)

speeds and turbulence (i.e., variability in wind speed); thereby, potentially generating hazardous winds. The Mission Bay FSEIR also reported that buildings 100 feet or less in height would not be expected to generate hazardous winds at pedestrian levels. The Mission Bay FSEIR found that the extent and magnitude of wind effects attributable to new buildings developed within the South Plan area would depend on the actual design, height, bulk and placement of each specific structure in relationship to adjacent buildings, streets and open space areas. Accordingly, the Mission Bay FSEIR included Mitigation Measure D.7, adapted from the 1990 FEIR, which required wind review, including wind tunnel testing, of proposed structures within the South Plan area over 100 feet in height. The mitigation measure also provided for design-specific analysis of wind hazards of individual projects and a basis to incorporate design modifications to reduce wind speeds below hazardous levels. With implementation of this mitigation measure, the Mission Bay FSEIR concluded that South Plan wind impacts would be less than significant.

Shadow

The Mission Bay FSEIR (Appendix A, Initial Study) found that San Francisco Planning Code Section 295 (Sunlight Ordinance), which provides for the protection of property under the jurisdiction of the San Francisco Recreation and Park Department from shadowing from new structures, did not apply to proposed development within the South Plan area. The Mission Bay FSEIR included a shadow analysis to assess potential shading effects of development under the South Plan by using generalized buildings masses for the land uses and maximum height zones proposed by the Mission Bay Plans. The shadow analysis revealed that proposed development in the South Plan would not shade any Recreation and Park Department parks or open space area at any time, and consequently, would have a less-than-significant effect on these facilities.

The shadow analysis also indicated that development under the South Plan would shade some future open spaces created within the South Plan area, including proposed open space area near the waterfront of the Bay along the eastern boundary of the South Plan area, the proposed open space along the China Basin Channel, and the proposed open space areas along Mission Bay Boulevard. The shadow analysis did not identify individual proposed open spaces in the South Plan area. The analysis did state that the largest areas of open space in the South Plan area would be “near the waterfront of the Bay on the eastern boundary of the Project Area [now Bayfront Park], along the south edge of China Basin Channel [now the southern portion of Mission Creek Park], and along the ‘Mission Bay Mall’” [now Mission Bay Commons]. Although Parcels P9 and P7, adjacent to the project site, were identified as planned open space in the South Plan, the Mission Bay FSEIR did not explicitly discuss shadow on these spaces, or on other planned open spaces within the South Plan area, including what is now Kids’ Park, what is now Mission Creek Park north of China Basin Channel, or what is now Mariposa Park north of 16th Street. However, the shadow analysis in the Mission Bay FSEIR concluded that “Mission Bay buildings would shade open space areas proposed within the Project Area.” Because the open space network as identified in Figure 2 of the Mission Bay FSEIR Initial Study (FSEIR Appendix A) generally reflects the open space that has been, and will be, developed, the shadow analysis in the Mission Bay FSEIR identified shadow impacts from the South Plan, including on Parcels P7 and P9. Because these planned parks are separated from Mission Creek Park only by the roadway now identified as Mission Bay Drive, the Mission Bay FSEIR’s determination that, on the winter solstice, Mission Bay buildings would shade open space on the south side of Mission Creek Channel is applicable to Parcels P7 and P9, as well.

The Mission Bay FSEIR included Mitigation Measure D.8, adapted from the 1990 FEIR, which required that the Redevelopment Plan documents require analysis of potential shadows on four specific open spaces within the Mission Bay Plans area during the building design and review process for any

development that would require exceptions to certain standards governing the shape or location of buildings. The open spaces covered in the South D for D include Mission Creek Park, Triangle Square (now Kids' Park), the eastern two blocks of Mission Bay Commons (east of Third Street), and Bayfront Park. Mitigation Measure D.8 specified a maximum shadow coverage over any continuous one-hour period for the above four parks, between 10 a.m. and 4 p.m., from March to September.

With incorporation of this mitigation measure, the Mission Bay FSEIR concluded that Mission Bay Plans' shadow impacts on open space within the Mission Bay Plans area would be less than significant. The quantified standards in Mitigation Measure D.8 were incorporated into the Mission Bay South D for D, and the South D for D determined, based on shadow studies, that compliance with the South D for D's design standards "will reasonably limit areas of shadow on public open spaces during the active months of the year and during the most active times of the day." Accordingly, the South D for D requires project-specific shadow analysis, based on the above-noted quantified standards, only for development that request exceptions to standards governing building heights (including number, location, orientation, and spacing of towers), Bulk, and Parcel Coverage and Streetwall (including streetwall heights and required setbacks).

Summary of Wind and Shadow Impacts in Event Center FSEIR

The Event Center FSEIR wind and shadow analyses were specific to Blocks 29-32 and concluded that the Event Center would not have any new or substantially more severe wind or shadow effects than those identified in the Mission Bay FSEIR. The Event Center FSEIR found cumulative wind and shadow effects to be less than significant. This analysis is not applicable to other sites in Mission Bay South.

Project Analysis

Wind

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.7.²⁰ 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:

²⁰ CPP Inc., 1450 Owens: Final Pedestrian-Level Winds Report, October 16, 2020. This report is included as Appendix A.

- Existing²¹
- Existing plus 1450 Owens Street Project
- Cumulative (with project), consisting of buildout of the remainder of the Mission Bay South Plan,²² 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, remaining less than the 36-mph hazard criterion (36-mph wind speed averaged over one-minute).²³

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, remaining less than the 36-mph hazard criterion (36-mph wind speed averaged over one-minute). No exceedances of the pedestrian wind hazard criterion were identified under any of the three wind-tunnel test scenarios; 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 for the proposed project, 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.²⁴ 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

²¹ The Existing scenario assumes completion of under-construction buildings on Block 1 (hotel) and Block 6W (affordable housing).

²² Buildout of the South Plan area assumes development at the South 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 South 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 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.

²³ As stated in footnote 19, 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.

²⁴ 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.

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.

Shadow

With respect to shadow impacts, the South D and D requires project-specific shadow analysis for projects that request a variance from the Design Standards, consistent with Mitigation Measure D.8 of the Mission Bay FSEIR. While the proposed project would not seek a variance, as described above, it would require amendment of the South D for D to increase the height limit on the project site to 109 feet and to increase the maximum developable land area for towers of 90 feet or more in Height Zone-7 from 15 percent to 18 percent. Accordingly, a project-specific shadow analysis was undertaken.²⁵

Consistent with the findings of the Mission Bay FSEIR, the proposed project would cast no shadow on Recreation and Park Department facilities and thus would have no impact on parks subject to Planning Code Section 295. The project also would cast no shadow on the closest non-Recreation and Park Department open spaces outside Mission Bay, South Beach Park (an OCII open space northeast of the Giants' Oracle Park) or Agua Vista Park (a Port of San Francisco open space along the Bayfront south of 16th Street).

The project-specific shadow analysis determined that, with the exception of Mission Creek Park, the proposed project would cast no new shadow on the Mission Bay parks identified in the shadow provisions of the Mission Bay South D for D. That is, the project would cast no new shadow on Bayfront Park, Kids' Park, or the eastern portion of Mission Bay Commons. While the project would add new shade to Mission Creek Park, the project would never cast shadow at any time during the hours identified in the South D for D—between 10 a.m. and 4 p.m. from March 1 through September 30. This is because net new project shadow would only reach Mission Creek Park between late October and early February, outside the months covered in the D for D. Further, the net new project shadow would only reach Mission Creek Park at 10 a.m. or later during the period from early December through early January. Therefore, the proposed project would be consistent with the South D for D standards for shading of parks within Mission Bay and would not result in adverse shadow effects “during the active months of the year and during the most active times of the day.” Accordingly, Mission Bay FSEIR Mitigation Measure D.8 has been fully satisfied for the project.

Nonetheless, in order to fully evaluate the proposed project's effects under CEQA on the four open spaces above and on other Mission Bay parks not explicitly identified in the shadow provisions of the South D for D (including the western portion of Mission Bay Commons) in accordance with San Francisco Planning Department guidelines, a project-specific shadow analysis was undertaken using the Planning Department's methodology. The Planning Department approach evaluates shadows year-round, between one hour after sunrise and one hour before sunset and is therefore more comprehensive in its temporal coverage than the standards in the South D for D. The hours analyzed are those governed by Section 295 of the Planning Code, with the first and last hours of sunlight excluded because shadows during those times are very long and fast-moving, and because many parks are fully shaded, or nearly so, during those hours. The Planning Department methodology is both quantitative and qualitative: it determines the net

²⁵ Fastcast, Shadow Analysis Report, OCII Mission Bay South Redevelopment—1450 Owens Street Project, September 11, 2020. This report is included as Appendix B.

increase in shadow on a given open space, measured in square foot hours of shadow,²⁶ and also evaluates the location, duration, and size of shadow in relation to features within, and usage of, the open space. Although developed for analysis of shadow effects under Section 295, the Planning Department methodology is generally applied by the Department to analysis of shadow impacts on other open spaces, as well.

The project-specific shadow analysis based on the Planning Department methodology evaluated shadow effects on the Mission Bay open spaces that would be shaded by the proposed project: Mission Creek Park and Mission Bay Commons, each of which is at least partially completed, and a planned open space north and northwest of the proposed project, Owens Field (Mission Bay South Parcels P7 and P9). As described in the Mission Bay South Infrastructure Plan (Attachment D to the Mission Bay South Owner Participation Agreement between OCII and the master developer of Mission Bay), Owens Field “will be developed to accommodate a variety of zones for active recreation such as a softball field, and, in areas under the [I-280] freeway, ‘noisy’ recreation such as skateboarding, rollerblading, basketball, etc.” Because Parcels P7 and P9 are intended for different types of recreational uses, these open spaces are evaluated as two separate parks—the future Owens ballfield on Parcel P7 and the future Skate Park on Parcel P9; Owens ballfield is the area immediately north of the project site, while the Skate Park is the area largely beneath the elevated I-280 freeway, northwest of the project site.

The project shadow analysis evaluated current shadow on each of the four open spaces based on the same three scenarios described above in the wind analysis and including the buildings not considered in the wind study due to their distance. The one exception for the shadow analysis is that the existing conditions scenario includes a 39-foot-tall building on the project site, based on the height of the adjacent elevated I-280 freeway, that could be built under the existing approved South D for D. This building is included in the shadow analysis to demonstrate the shadow already contemplated by the South Plan and the Mission Bay FSEIR.^{27,28}

Using the Planning Department methodology, the project shadow analysis found that the proposed project would substantially increase shading on the future Owens ballfield, would add a small amount of shadow to the future Skate Park, and would add small amounts of new shadow to Mission Creek Park and Mission Bay Commons (see **Table 2**).

Future Owens Ballfield and Future Skate Park

The Owens ballfield (P7) and the Skate Park (P9) are both approved parks included in the Mission Bay South D for D and in the South OPA. They will be developed by the Mission Bay master developer and are anticipated to be completed by 2025. Under existing conditions (including the assumed 39-foot-tall building on the project site), the Owens ballfield is subject to relatively little shadow except in the late afternoons, when the I-280 freeway casts shadow across portions of the field. Additionally, the existing

²⁶ A square foot hour of shadow is one square foot of shadow coverage over a period of one hour. The quantification measures the percentage of Theoretical Annual Available Sunlight (TAAS) that would be consumed by project shadow. TAAS represents the amount of sunlight on a park if there were no buildings and is calculated by multiplying the area of the park times 3721.4, which is the number of hours in the Planning Code Section 295 year (daily from one hour after sunrise to one hour before sunset).

²⁷ Because a building at this height is too short to have a meaningful effect on pedestrian-level winds, a scenario with a project site building at the existing permitted height was not included in the wind analysis.

²⁸ As with the wind analysis, the existing scenario for shadow assumes completion of under-construction buildings on Blocks 1 and 3E.

**TABLE 2
PROJECT SHADOW ANALYSIS**

Open Space	Future P7 Owens Ballfield	Future P9 Skate Park	Mission Creek Park	Mission Bay Commons
Area (acres)	1.95	0.91	20.78	6.40
Existing Shadow Load: 39-foot-tall building (Percentage of TAAS)	10.89%	88.18%	27.80%	14.30%
Proposed Project (1450 Owens Street)				
Net New Shadow – 1450 Owens Project (Percentage of TAAS)	13.45%	1.45%	0.008%	0.03%
Total Shadow – Existing + Project (Percentage of TAAS)	24.34%	89.63%	27.80%	14.34%
Cumulative Scenario				
Total Shadow – Cumulative with Project (Percentage of TAAS)	28.41%	89.86%	28.84%	24.96%
Project Contribution to Cumulative Shadow Coverage ^a	76.8%	86.3%	0.8%	0.3%

Source: Fastcast, 2020

^a Project Net New Shadow + (Total Cumulative Shadow less Existing Shadow)

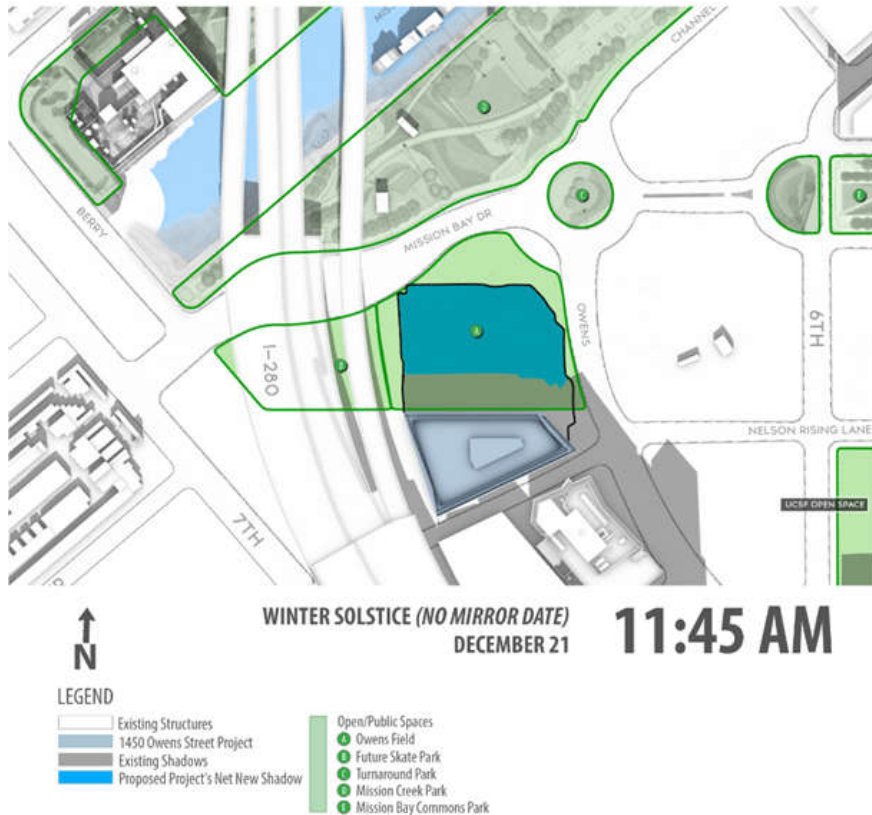
TAAS – Theoretical Annual Available Sunlight

NOTE: Totals may not add due to rounding

UCSF Orthopaedic Institute building at 1500 Owens Street casts shadow on the future ballfield in the early morning around the winter solstice. Existing shadow amounts to 10.89 percent of the future ballfield’s theoretical annual available sunlight (TAAS). The future Skate Park, by contrast, is largely beneath the elevated freeway structure and so is mostly shaded throughout the day and year. Accordingly, the existing shadow load is 88.18 percent of TAAS.

The proposed project would add net new shadow amounting to 13.45 percent of TAAS to the future Owens ballfield on Parcel P7, bringing the total shadow load to 24.34 percent of TAAS. Net new project shadow would fall on the ballfield year-round throughout most of the day. On the summer solstice, net new project shadow would reach the ballfield beginning about 9:30 a.m. and would leave the ballfield shortly after 4 p.m. The maximum coverage would occur between about 11:45 a.m. and 2:15 p.m., when net new shadow would cover between about 5 percent and 6 percent of the ballfield, with project shadow falling along the southern edge of the field. On the spring and fall equinoxes, net new project shadow would fall on the ballfield from one hour after sunrise (about 8:00 a.m.) until one hour before sunset (6:10 p.m.). The greatest amount of shading would occur between about 11:45 a.m. and 2:45 p.m., when net new shadow would cover between 18 and 20 percent of the ballfield, moving across the southern third of the field. On the winter solstice, project net new shadow would last from one hour after sunrise (8:20 a.m.) to one hour before sunset (3:55 p.m.). Project net new shadow would cover just over 50 percent of the ballfield, around 12:00 noon, and net new shadow from the project would exceed 33 percent coverage between about 10 a.m. and 2:15 p.m. The maximum project shadow coverage at any given time during the year would occur on December 20 at 11:45 a.m., when project net new shadow would cover about 43,207 square feet, or some 51 percent of the future ballfield (see **Figure 7**).

Because the Owens ballfield does not yet exist, no surveys were conducted. Moreover, the potential future layout of the ballfield is not known. However, the future Owens ballfield would be dedicated to active recreational uses and it is anticipated that such recreational use is less likely to be precluded or adversely affected by shading than more passive outdoor activities, such as sunbathing or picnicking.



SOURCE: Fastcast

Figure 7
Maximum Project Shadow on Future Owens Ballfield (P7)

It is noted, for example, that many San Francisco soccer and softball leagues play their games at nights, when there is no sunlight and all lighting is artificial.²⁹ Therefore, active sports are unlikely to be adversely affected by shadow on the field. Accordingly, while the proposed project would reduce sunlight on the future Owens ballfield on Parcel 7, it is not anticipated that future use or enjoyment of the ballfield would be substantially and adversely affected.

Under cumulative conditions, annual shadow coverage on the Owens ballfield would increase to 28.41 percent

of TAAS. The project would contribute more than three-fourths of the cumulative additional shadow coverage, compared to existing conditions.

The proposed project would add net new shadow amounting to 1.45 percent of TAAS to the future Skate Park on Parcel P9, bringing the total shadow load to 89.63 percent of TAAS. Net new project shadow would fall on the Skate Park year-round during the morning, for periods of between just under three hours (early June through mid-July) to just about 4 hours and 45 minutes (in early April and around the end of August). As noted above, project net new shadow would cover areas between and adjacent to locations in the future Skate Park that are already shaded by the elevated freeway. The greatest net new project shadow coverage at any given time during the year would be approximately 6,000 square feet (about 15 percent of the future Skate Park), at 9 a.m. on February 22 and October 18 (see **Figure 8**).

Because the Skate Park does not yet exist, no surveys were conducted. Moreover, the potential future layout of this park is not known. However, as a skate park, this open space is unlikely to be adversely affected by shading, given the intended active use. It is noted, for example, that the San Francisco Recreation and Park Department's heavily used SoMa West Skate Park is likewise located beneath an elevated freeway structure—in that case, the Central Freeway adjacent to Duboce Avenue between Otis and Valencia streets. Accordingly, while the proposed project would reduce sunlight on the future Skate

²⁹ See, for example, the San Francisco Softball League schedules (<http://www.sfsoftball.com/>), which show that, in addition to weekend games, league softball games are scheduled on Monday through Thursday nights.

Park on Parcel 9, it is not anticipated that future use or enjoyment of this open space would be substantially and adversely affected.

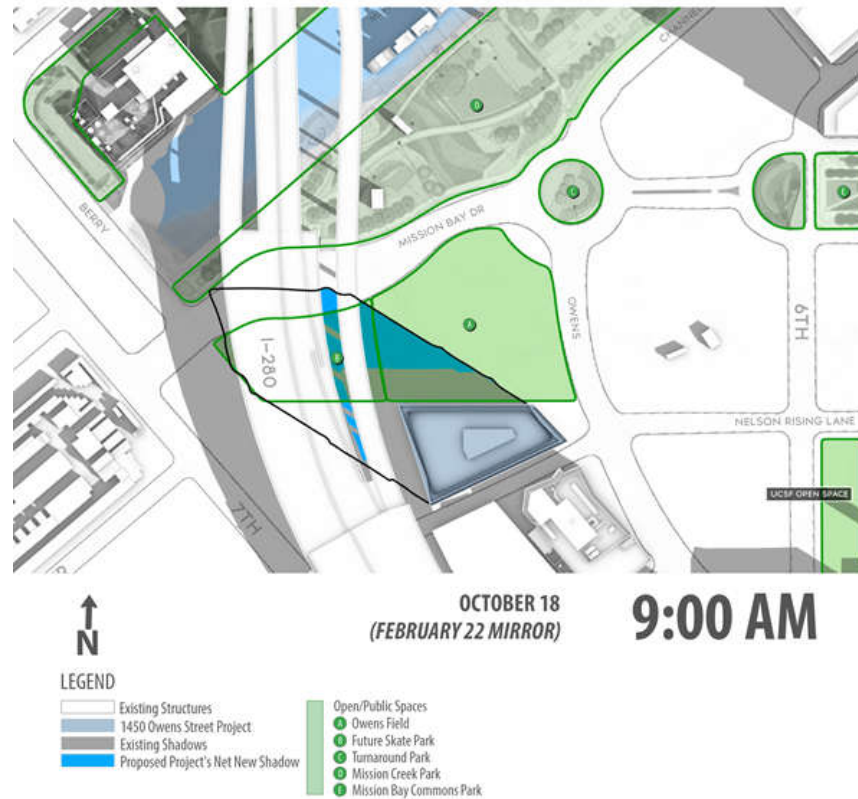
Under cumulative conditions, annual shadow coverage on the Skate Park would increase to 89.86 percent of TAAS. The project would contribute about 86 percent of the cumulative additional shadow coverage, compared to existing conditions.

Mission Creek Park

Project shadow would fall on Mission Creek Park from late October through mid-February, for about 17 weeks per year and for

approximately two hours per day, on average, with a maximum duration of nearly three hours over four weeks in December and early January around the winter solstice (approximately December 20).

On an annual basis, the proposed project would add net new shadow amounting to 0.008 percent of TAAS to Mission Creek Park, meaning that the total shadow load would remain at 27.80 percent of TAAS, essentially the same as under existing conditions. The maximum net new shadow coverage at any single time would be about 5,580 square feet (about 0.6 percent of the park) on the winter solstice at 9 a.m. (see **Figure 9**), at which time project shadow would fall on areas adjacent to and/or beneath the elevated I-280 freeway that include short stretches of pedestrian and bicycle paths, trees and other plantings, and an existing utility pump station and small service yard. Very small amounts of project net new shadow would also fall on a small area of the dog park and tennis court in Mission Creek Park



SOURCE: Fastcast

Figure 8
Maximum Project Shadow on Future Skate Park (P9)

North, along Berry Street, for a brief period each day in the first few minutes after one hour past sunrise, from late November through mid-January. Because shadows are very quick-moving at this time of day, shadow would leave the dog park and tennis court within a few minutes.

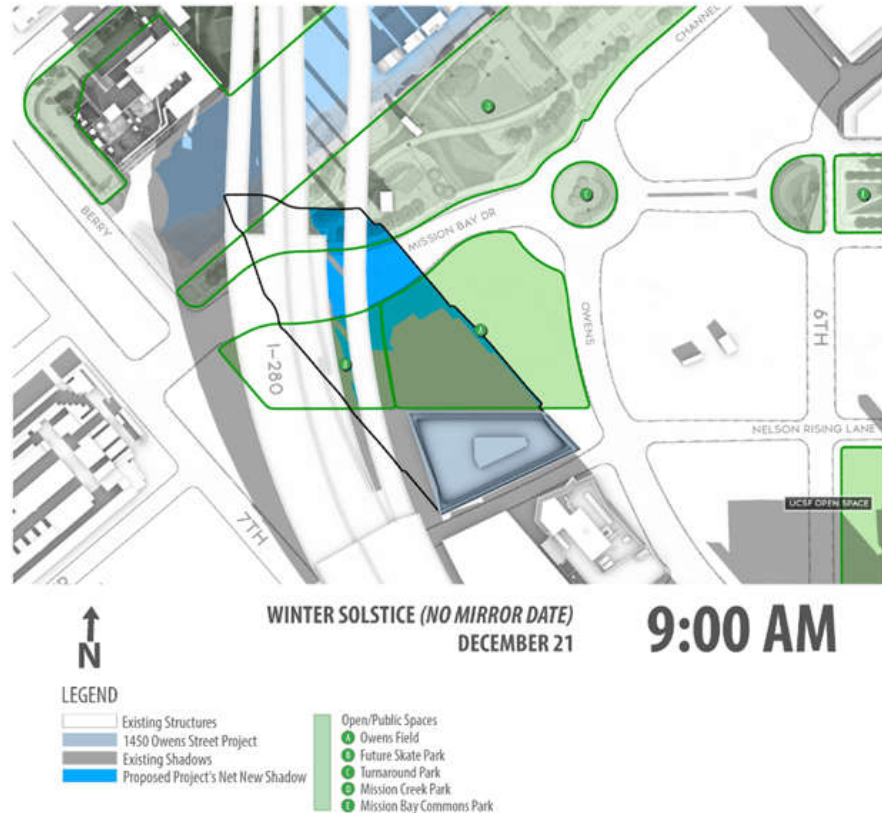
Most project net new shadow, however, would fall on the far western end of Mission Creek Park South (not yet fully developed), where the park is largely beneath the elevated I-280 freeway. As the freeway substantially shades this portion of the park under existing conditions, the project would newly shade small areas between and adjacent

to areas already shaded by the freeway. This shadow would occur in the morning from one hour after sunrise to as late as 11:45 a.m. in early December and early January. The area that would be shaded, once fully developed, will include a bicycle path and walking path, landscaping, and the pump station and service yard. It is noted that, from 10 a.m. on, the project would never cast more than 11.25 square feet of shadow on Mission Creek Park (0.001 percent of the park) at any given time. Given the small amount of net new shadow that the project would cast over a relatively limited period of the year and day, and given that much of the area that would be newly shaded is either in active use (tennis, bicycling, walking) or non-recreational use (utility infrastructure), and given existing shadow from the I-280 freeway, the proposed project would not be anticipated to adversely affect the use or enjoyment of Mission Creek Park.

Under cumulative conditions, annual shadow coverage on Mission Creek Park would increase to 28.84 percent of TAAS. The project would contribute less than 1 percent of the cumulative additional shadow coverage, compared to existing conditions.

Mission Bay Commons³⁰

Project shadow would fall on the westernmost portion of Mission Bay Commons in the late afternoon from mid-October through late February, for about 19 weeks per year. Net new project shadow would



SOURCE: Fastcast

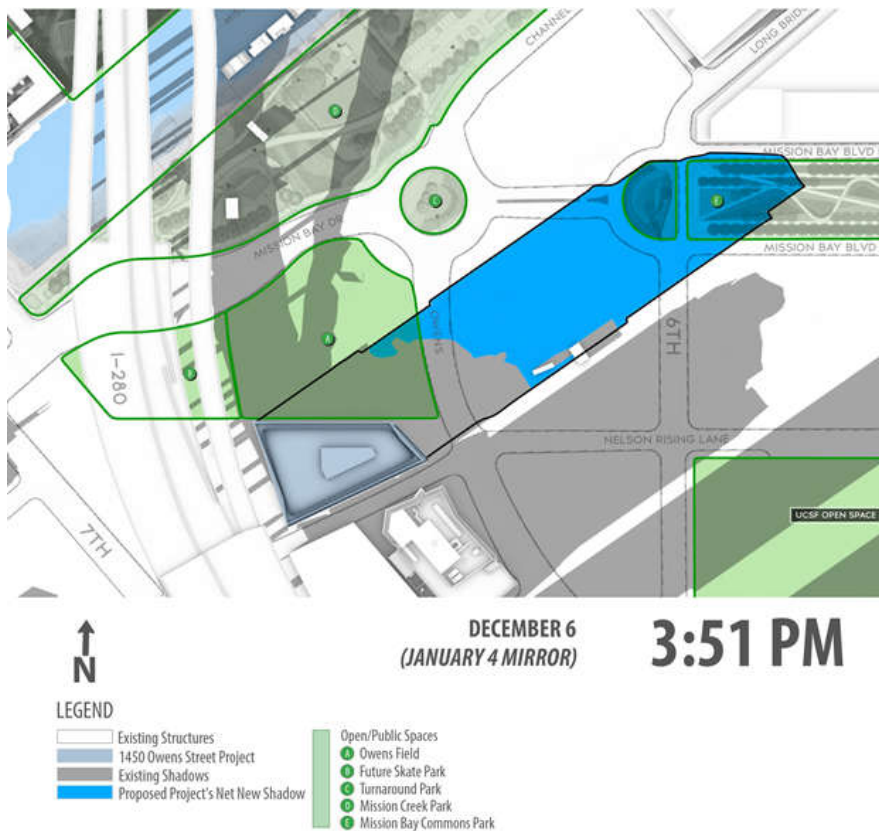
Figure 9
Maximum Project Shadow on Mission Creek Park

³⁰ This analysis encompasses the entirety of Mission Bay Commons, not just the easternmost two blocks identified for analysis in the South D for D.

last for less than one hour per day, on average, with a maximum duration of approximately 1.5 hours around the winter solstice (approximately December 20).

On an annual basis, the proposed project would add net new shadow amounting to 0.03 percent of TAAS to Mission Bay Commons, increasing the total shadow load to 14.34 percent of TAAS, compared to 14.30 percent under existing conditions. The maximum shadow coverage at any single time would be about 29,835 square feet (about 10.7 percent of the park) in early December and early January at one hour before sunset (see **Figure 10**). Project net new shadow would fall on the western portion of an existing soccer field.

Project net new shadow would not reach the park until after 3:30 p.m. in winter. Given the small amount of net new shadow that the project would cast over a relatively limited period of the year and day, and given that the area that would be newly shaded is in active use as a soccer field, a use that is likely to be less disrupted by shadow than would be a passive use, the proposed project would not be anticipated to adversely affect the use or enjoyment of Mission Bay Commons.



SOURCE: Fastcast

Figure 10
Maximum Project Shadow on Mission Bay Commons

Under cumulative conditions, annual shadow coverage on Mission Bay Commons would increase to 24.96 percent of TAAS. The project would contribute less than one half of 1 percent of the cumulative additional shadow coverage, compared to existing conditions.

As noted above, Mission Bay FSEIR Mitigation Measure D.8 has been fully satisfied for the proposed project by the project-specific shadow analysis that determined that the project would cast no shadow on Bayfront Park, Kids' Park, or Mission Bay Commons, and no perceptible shadow on

Mission Creek Park, during the hours identified in the South D for D—between 10 a.m. and 4 p.m. from March 1 through September 30. As discussed above, the project would not create new shadow that would substantially and adversely affect the use or enjoyment of publicly accessible open spaces. The project would not result in any new significant shadow impacts that were not already identified in the Mission

Bay FSEIR, would not result in any new or substantially more severe shadow impacts than those identified in the Mission Bay FSEIR, and would not require new mitigation measures.

Transportation³¹

Summary of Transportation Impacts in Mission Bay FSEIR

The Mission Bay FSEIR assumed that the project site would be developed with Commercial Industrial (office and/or research and development) and Retail uses and included such development as part of the overall transportation analysis for the South Plan and North Plan. The Mission Bay FSEIR also assumed a number of changes in the street network (such as the southward extension of Fourth Street parallel to Third Street and the construction of Owens Street, Channel Street, Mission Bay Drive, and Mission Bay Boulevard North and South, all of which provide access to the project site and have been completed.³² The Mission Bay FSEIR found significant, unavoidable impacts at a number of intersections, street segments, and freeways and freeway ramps, and significant impacts on Muni and AC Transit service.³³ The Mission Bay FSEIR found the impacts related to regional and local transit capacity utilization, pedestrians and bicycle circulation, loading conditions, rail, and transportation-related construction impacts to be less than significant. The Mission Bay FSEIR identified cumulative significant, unavoidable impacts at a number of intersections, and also determined that cumulative development would result in a lengthening of the p.m. peak commute period, and the North and South Plans would contribute considerably to this cumulative impact. The Mission Bay FSEIR also identified a significant contribution to cumulative impacts on the Northeast screenline of the Muni downtown screenlines³⁴, on light rail service on King Street and on The Embarcadero, and on AC Transit (mitigable with increased service). The Mission Bay FSEIR found cumulative impacts related to pedestrian and bicycle circulation, loading conditions, rail, and transportation-related construction impacts to be less than significant.

Summary of Transportation Impacts in Event Center FSEIR

The Event Center FSEIR transportation impact analysis was specific to the event center project on Blocks 29-32. The analysis identified significant and unavoidable traffic and regional transit effects on event days even with mitigation. This analysis is not applicable to other sites in Mission Bay South.

Travel Demand

The Mission Bay FSEIR evaluated the potential impacts of several alternatives and variants to the Mission Bay South Plan, and the Plans ultimately approved by the Board of Supervisors in 1998 is virtually the same as what is described in the Mission Bay FSEIR as the “Combination of Variants.” The Combination of Variants included about 3,100 residential units; a 500-room hotel; approximately 6.6 million gross square feet (gsf) of life sciences research and development, technology, and office space; about 385,000 gsf of retail space; a 500-student public school; and a UCSF campus containing 2.65 million gsf of instruction, research, and support space. Since approval of the South Plan, there have been a number of changes in

³¹ A transportation memorandum was prepared for the proposed project and forms the basis of this analysis (Adavant Consulting, Transportation Assessment for Changes in Land Use Intensities at Blocks 41-43 in the San Francisco Mission Bay South Plan Area, September 16, 2020).

³² Channel Street was identified as part of Owens Street in the Mission Bay FSEIR, while Mission Bay Boulevard North and South were North Common Street and South Common Street.

³³ Mission Bay FSEIR, pp. V.E.60 – V.E.120.

³⁴ The concept of screenlines is used to describe the magnitude of travel to or from the greater downtown area, and to compare estimated transit ridership to available capacities. Screenlines are hypothetical lines that would be crossed by persons traveling between downtown and its vicinity (i.e. the Northeast, Northwest, Southeast, and Southwest screenlines) and other parts of San Francisco and the region (i.e., the East Bay, North Bay, and South Bay screenlines).

the assumed development, some of which have required amendments to the South Plan and/or the South D for D and some of which have resulted from changes in market conditions. Principal among these changes have been:

- Allocation of approximately 878,200 gsf of Commercial Industrial space to accommodate the Golden State Warriors' Event Center;
- The addition of a new UCSF research and medical center buildings north of 16th Street (North Campus), the UCSF Medical Center complex south of 16th Street (South Campus) and two research and clinical buildings at Development Blocks 33 and 34 (East Campus) on land originally designated Commercial Industrial and/or Commercial Industrial/Retail;
- Development of a new Public Safety Building (San Francisco Police Department headquarters and Southern Police Station, along with San Francisco Fire Department Station 4) east of Third Street at Fourth Street, on land originally designated for Public Facilities;
- A decrease of about 2.9 million gsf in office/research and development space (43 percent less than approved); and
- Construction of 460 more residential units (15 percent more than approved) and 170 fewer hotel rooms (34 percent less than approved).

To investigate potential transportation impacts, the project transportation analysis compared travel demand (trip generation) analyzed in the Mission Bay FSEIR to that generated by actual built, under construction, and remaining planned land uses in the South Plan area, including the proposed project (i.e., a revised Plan buildout scenario). This analysis considered three scenarios with respect to the Golden State Warriors' Event Center: no event (office and retail uses only), basketball game, and convention.³⁵ The comparison determined that total daily person trip generation in the South Plan area would be 9 percent greater on a basketball game day, 4 percent greater on a convention day, and 12 percent lower on a non-event day, compared to travel demand estimated in the Mission Bay FSEIR. In contrast, vehicle trips would be considerably lower in each case—between 30 percent and 41 percent fewer than estimated in the Mission Bay FSEIR. The reason for the decline in vehicle travel compared to the Mission Bay FSEIR total is that the Mission Bay FSEIR conservatively estimated the means by which South Plan area residents, workers, and visitors would travel by assuming a higher percentage of auto travel than has proved to be the case based on recent surveys. The result is that daily trips made by transit under the revised buildout scenario would be more than double the number analyzed in the Mission Bay FSEIR on game and convention days, and 76 percent higher than the Mission Bay FSEIR number on non-event days. However, the Mission Bay FSEIR, conservatively, did not assume that a portion of the transit trips would be provided by the privately operated Mission Bay shuttle bus system and UCSF's shuttle system, as it is now the case. Using current data, the project transportation analysis found that on game and convention days, 66 percent and 81 percent, respectively, of the increase in transit ridership compared to the Mission Bay FSEIR would be accommodated by these private shuttles, while on non-event days, the shuttles would transport 93 percent of the increased number of transit riders.

Similar findings were made in the project transportation analysis with respect to p.m. peak-hour travel demand. Total p.m. peak-hour person trips would be 41 to 47 percent lower than analyzed in the Mission Bay FSEIR and vehicle trips would be 34 to 38 percent lower than the Mission Bay FSEIR total and, while

³⁵ This analysis incorporated detailed information about existing travel behavior by Mission Bay residents and non-UCSF workers from the Mission Bay Transportation Management Association, which oversees Mission Bay shuttle bus operations and otherwise facilities alternatives to single-occupancy vehicle travel.

the number of transit trips would be more than twice as high except on a non-event day, the shuttle bus system would transport 72 to 88 percent of the increased number of transit riders.

Table 3 presents the daily and p.m. peak-hour travel demand comparisons.

TABLE 3
MISSION BAY SOUTH PLAN AREA WEEKDAY TRAVEL DEMAND COMPARISON

Travel Demand	1998 Mission Bay Final SEIR Trips ^a	Built, under const. + planned + project w/out event		Built, under const. + planned + project with basketball		Built, under const. + planned + project with convention	
		Trips	Difference from FSEIR	Trips	Difference from FSEIR	Trips	Difference from FSEIR
Weekday daily							
Auto Person Trips	114,463	58,424	-56,039	78,751	-35,712	64,215	-50,248
Transit Person Trips							
- Public Transit	34,446	36,329	1,883	48,033	13,587	43,419	8,973
- Shuttle bus		24,434	24,434	26,434	26,434	37,925	37,925
Total Transit	34,446	60,763	26,317	74,467	40,021	81,344	46,898
Other Person Trips	26,137	34,570	8,433	38,404	12,267	36,623	10,486
Total Person Trips	175,046	153,757	-21,289	191,622	16,576	182,182	7,136
Difference from SEIR			-12%		9%		4%
Vehicle trips	80,697	47,653	-33,044	56,187	-24,510	51,519	-29,178
Difference from SEIR			-41%		-30%		-36%
Weekday p.m. peak hour							
Auto Person Trips	12,941	6,856	-6,085	7,581	-5,360	7,483	-5,458
Transit Person Trips							
- Public Transit	4,239	4,666	427	5,525	1,286	5,425	1,186
- Shuttle bus		3,252	3,252	3,252	3,252	4,735	4,735
Total Transit	4,239	7,918	3,679	8,777	4,538	10,160	5,921
Other Person Trips	2,985	3,785	800	3,982	997	4,007	1,022
Total Person Trips	20,165	18,559	-1,606	20,340	175	21,650	1,485
Difference from SEIR			-8%		1%		7%
Vehicle trips	9,746	6,054	-3,692	6,439	-3,307	6,472	-3,274
Difference from SEIR			-38%		-34%		-34%

Notes:

^a Combination of Variants Alternative.

Source: Adavant Consulting, 2020.

Project Analysis

CEQA Section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric.³⁶ On March 3, 2016, based on compelling evidence in that document and on the City’s independent review of the literature on level of service and VMT, the San Francisco Planning Commission adopted OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the VMT metric does not apply to the analysis of impacts on non-automobile modes of travel such as riding transit, walking and bicycling.) OCII (and, before it, the San Francisco Redevelopment Agency) has historically relied on Planning Department guidance with respect to analysis methodologies for CEQA analysis.

After a five-year public process, the California Natural Resources Agency amended the CEQA Guidelines in 2018 and added section 15064.3 “Determining the Significance of Transportation Impacts,” and amended Appendix G: Environmental Checklist Form to remove automobile delay as a measure to determine a project’s significance on the environment, and to instead require (in most circumstances) analysis of a project’s impact on VMT.

Accordingly, and for consistency with other transportation analyses in San Francisco, this analysis does not use automobile delay per CEQA Guidelines and Planning Department guidance and instead relies upon VMT analysis consistent with other transportation analyses in San Francisco.

Vehicle Miles Traveled

Typically, low density development at great distances from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available. Given the travel behavior factors described above, San Francisco has a lower average VMT ratio than the nine-county San Francisco Bay Area region. For the same reasons, different areas of the City have different VMT ratios.

Data from the San Francisco County Transportation Authority’s Chained Activity Modeling Process (SF-CHAMP) travel demand model indicates that the eight transportation analysis zones that generally comprise Mission Bay South have an average daily residential VMT per capita that is 73 percent below the existing regional average. Similarly, the South Plan area average daily VMT per office employee is 31 percent below the existing regional average. Finally, for visitor purposes, the average daily work-related

³⁶ OPR, *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, Implementing Senate Bill 743 (Steinberg, 2013)*, January 20, 2016. The final CEQA Guidelines revisions incorporating VMT as the recommended analysis methodology were adopted in December 2018.

VMT per retail employee is 22 percent below the existing regional average daily visitor-related VMT per retail employee. The Planning Department uses a VMT significance threshold of 15 percent below the regional average. Because the above numbers are further below the regional averages, the revised Plan buildout scenario, including the proposed project, would not generate a substantial increase in VMT. The project also would provide no parking on site, but would provide parking in an above-ground structure, which has been constructed across "A" Street to the south, and consistent with the Mission Bay South Project Area requirements. In addition, the project would be proximate to transit (Muni's T Third light rail line and 55 16th Street bus and Caltrain). The project site meets the *Proximity to Transit Stations* screening criterion given its adjacency to shuttle bus service provided by the Mission Bay TMA, UCSF and Kaiser Permanente.. Given the foregoing, the proposed project would not result in significant VMT impacts not identified in the Mission Bay FSEIR.

Traffic Hazards

The proposed project would generate 55 vehicle trips during the weekday p.m. peak hour, an average of one vehicle trip per minute, a demand which would not be expected to obstruct traffic or create any substantial queues in the vicinity of the project site. Project-generated vehicle trips would not represent a substantial increase in vehicle traffic in the South Plan area. As such, the project's increase in traffic would not result in substantial speed differential relative to expected conditions on the streets in the vicinity of the project site, nor would the project introduce unusual or unsafe design features that could obstruct driver vision or otherwise hinder safe vehicle movement. For these reasons, the proposed project would not result in new or substantially more severe traffic hazard impacts than were identified in the Mission Bay FSEIR.

Transit

In assessing changes to transit operations, the Planning Department's screening criteria were applied to determine whether vehicle trips generated by the proposed project would substantially delay transit. According to the screening criteria, a project that generates fewer than 300 total vehicle trips during the peak hour would not result in a delay to transit. If the proposed project would generate more than 300 total vehicle trips during the p.m. peak hour, then a transit operations analysis would be prepared to determine whether implementation of the project would increase transit travel times and substantially delay transit. As described above, the proposed project would generate 55 vehicle trips during the weekday p.m. peak hour. Because vehicle trip generation would be substantially less than analyzed in the Mission Bay FSEIR, the potential transit delay effects would be likewise be less than those identified in FSEIR. Accordingly, the proposed project would not result in new or substantially more severe transit impacts than were identified in the Mission Bay FSEIR.

Walking / Accessibility

The Mission Bay FSEIR did not identify any significant impacts related to pedestrians within Mission Bay. The proposed project would generate 59 new p.m. peak hour trips (an average of less than one person trip per minute) by "other" ways of travel, which includes people walking. The project would not substantially increase walking trips, and sidewalks and crosswalks would be expected to operate at acceptable conditions (i.e., minimal to no overcrowding). Furthermore, no new parking would be provided under the project and thus the project would not create potential hazardous conditions between people walking and vehicles. Accordingly, the proposed project would not result in new or substantially more severe impacts to people walking than were identified in the Mission Bay FSEIR.

Bicyclists

The Mission Bay FSEIR did not identify any significant impacts related to bicycles within Mission Bay, and did not require any mitigation measures. As discussed above, the project would not generate substantial traffic volumes and overall vehicle traffic would be considerably lower under the South Plan buildout scenario. The project would include 41 Class I bicycle spaces in the building and 18 Class II bicycle racks in front of the building and on the sidewalk adjacent to Owens and "A" streets. Additional secure bicycle parking would be provided within the adjacent parking structure. There is already noticeable bicycle activity in the vicinity of the project site, and bicycle traffic will likely increase as the area continues to develop. With no on-site parking and a loading dock access driveway at the rear of the project site, the project would not create potentially hazardous conditions for bicyclists or interfere with bicycle access. Therefore, the proposed project would not result in new or substantially more severe impacts to bicyclists than were identified in the Mission Bay FSEIR.

Loading

The Mission Bay FSEIR did not identify any significant impacts related to loading within Mission Bay, and did not require any mitigation measures. The project would provide a commercial vehicle loading area with capacity for two truck loading spaces on the west side of the building. The loading dock area would be approximately 28 feet wide by 48 feet long and access would be provided from a single driveway on "A" Street near the corner with "B" Street. Under the South D for D, commercial uses that are more than 100,000 gsf but less than 200,000 gsf are required to include a minimum of one off-street loading space that is at least 10 feet wide by 35 feet long, with a minimum vertical clearance of 14 feet. Retail uses that are less than 10,000gsf do not have to provide any off-street loading spaces. The project would provide two off-street loading spaces that comply the dimension requirements and therefore would exceed the minimum commercial loading requirements of the South D for D. In addition, a 40-foot long commercial loading (yellow) zone would be provided on the north side of "A" Street, near the main pedestrian entrance. Peak demand would be for three freight loading spaces, although the majority of these loading and service vehicles would be cars, vans, or small trucks 30-feet-long or shorter. Trucks and other loading/service vehicles that could not be accommodated onsite during the peak demand would use the proposed 40-foot-long on-street loading zone on "A" Street, which has a capacity of one or two spaces, depending on the vehicle length. If trucks longer than 30 feet are expected during building move-in and move out activities, the tenant could request the temporary allocation of a portion or all of the proposed 60-foot long passenger loading zone being provided on the north side of "A" Street to commercial vehicle activities.³⁷ The combination of the commercial and passenger loading zones would provide up to 100 continuous feet of temporary on-street parking and would accommodate the expected peak loading demand.

Peak passenger loading demand would be for one loading space. This demand would be met by the 60-foot-long passenger loading (white) zone on the north side of "A" Street, which would have capacity for two to three vehicles to unload or load passengers simultaneously. With this on-street loading zone, passenger loading demand would be accommodated without affecting circulation or resulting in potential traffic hazards.

Therefore, the proposed project would not result in new or substantially more severe loading impacts than were identified in the Mission Bay FSEIR.

³⁷ Because this is a private street, no SFMTA approval would be required to establish an on-street loading zone on "A" Street.

Emergency Access

The Mission Bay FSEIR did not address emergency vehicle access as a distinct transportation topic. The existing street network accommodates emergency vehicles that travel to the project site. Fire Station No. 4 and Southern Police Station are both located at Third and Mission Rock streets, about one-half mile east of the project site. In the event of an emergency, emergency vehicles would access the project site as under existing conditions, via Owens Street and then onto “A” or “B” streets. The project would be developed in an area with adequate street access and infrastructure for emergency vehicle access and would not create any impediments to such access. Therefore, the proposed project would not result in new or substantially more severe emergency access impacts than were identified in the Mission Bay FSEIR.

Construction

During the up to 30-month construction period, temporary and intermittent transportation impacts would result from construction-related truck movements to and from the project site. No public roadway closures are anticipated as a result of construction activities, although the private streets around the project site (“A” and “B” streets) could be affected at times. Adjacent sidewalks may be temporarily closed. Construction-period daily travel demand would be expected to be lower than during operations once the project is complete, although slower-moving truck traffic could result in temporary delays for motorists. Construction workers would be encouraged to carpool and use public transit; those who drive would be required to find available parking at nearby publicly accessible lots or garages. The project would be developed near the northwestern corner of the South Plan area, away from most other ongoing construction activity. Moreover, nothing about the proposed project would require unusual construction techniques or access that would differ substantially from other South Plan area development. All construction activities would be conducted in accordance with applicable City codes and would also be subject to the Mission Bay Good Neighbor Policy. As a result, the proposed project construction activities would not be expected to cause substantial disruption to vehicle, pedestrian and bicycle travel, or transit operations. Therefore, the proposed project would not result in new or substantially more severe construction impacts than were identified in the Mission Bay FSEIR.

In light of the foregoing, the project would not result in any new or substantially more severe impacts on transportation, compared to the impacts reported in the Mission Bay FSEIR.

Cumulative Conditions

Traffic Impacts

The Mission Bay FSEIR and the Event Center FSEIR identified cumulative, significant, unavoidable traffic impacts based on automobile delay. As noted above, CEQA no longer considers automobile delay as traffic impacts. The following automobile delay (traffic impact) discussion is provided for informational purposes.

The project transportation analysis found that the revised Plan buildout scenario, including the proposed project, is estimated to result in between 30 percent and 41 percent fewer vehicle trips than the number of vehicle trips estimated for the South Plan area under the Mission Bay FSEIR. Therefore, fewer vehicles, including vehicles from the proposed project, which would represent less than 1 percent of those total updated estimates for South Plan area vehicle trips, would travel through nearby intersections and freeway segments, even when a basketball game or other events take place at the event center.

Vehicle Miles Traveled

Data from the SF-CHAMP travel model was used to estimate future cumulative (Year 2040) average daily VMT per capita in the Mission Bay South Plan area. The data shows that the eight transportation analysis zones that generally comprise Mission Bay South have an average daily residential VMT per capita that is 82 percent below the future (2040) regional average. Similarly, the South Plan area average VMT per office employee is 47 percent below the 2040 average. Finally, for visitor purposes, the average daily work-related VMT per retail employee is 21 percent below future regional average. Because the proposed project would not exceed the project-level thresholds for VMT and induced automobile travel, the proposed project's contribution to cumulative VMT impacts would be less than cumulatively considerable, and less than it would have been had it been calculated in the Mission Bay FSEIR.

Traffic Hazards

The Mission Bay FSEIR and the Event Center FSEIR evaluated cumulative conditions regarding people driving, walking, bicycling, and public transit operations. However, a general increase in cumulative travel by all modes, in and of itself would not be considered a potentially hazardous condition, and therefore the two FSEIRs did not identify cumulative, significant impacts related to traffic hazards. The proposed project would generate 55 new vehicle trips during the p.m. peak hour, which represents a 1 percent increase in increase in vehicle traffic generated by the cumulative planned development at the Mission Bay South Plan area during the weekday p.m. peak hour. Cumulative increases in vehicles, including the proposed project, compared to existing conditions could result in the potential for increased vehicle-vehicle conflicts, but, as indicated above, the increased potential for conflicts would not be considered new or substantial worsening of an impact compared to those analyzed in the Mission Bay FSEIR.

Transit Operations

The Mission Bay FSEIR and the Event Center FSEIR identified significant cumulative transit impacts based on transit capacity utilization; however transit capacity is no longer considered a measure of significance for potential transit impacts under CEQA. The Planning Department's significance criteria for cumulative transit impacts assesses whether implementation of the proposed project, in combination with past, present, and reasonably foreseeable development projects, would increase transit travel times and substantially delay transit or create potentially hazardous conditions for transit operations.

As described above, vehicle trips would be between 30 percent and 41 percent fewer than that estimated in the Mission Bay FSEIR, even when a basketball game or other events are taken into consideration. The proposed project trips would represent less than 1 percent of those total updated estimates for South Plan area vehicle trips. As such, the potential effects of the proposed project to cumulative transit operations would be less than those identified in the Mission Bay FSEIR and Event Center FSEIR. Therefore, the proposed project, in combination with past, present, and reasonably foreseeable development projects, would not substantially delay Muni or regional transit and would not create potentially hazardous conditions, and the proposed project's contribution to cumulative transit impacts would be less than cumulatively considerable. The project would not result in any new or substantially more severe impacts cumulative transit impacts compared to the impacts reported in the Mission Bay FSEIR and Event Center FSEIR.

Walking/Accessibility/Bicyclists

The Mission Bay FSEIR found cumulative impacts related to pedestrian and bicycle circulation to be less than significant. There is already noticeable pedestrian and bicycle activity in the vicinity of the project

site, which is located across the UCSF campus site. As the area continues to develop, including the expansion of the UCSF site and other planned residential developments, it is expected that the level of bike activity in the area would increase, as envisioned in the Mission Bay FSEIR. The proposed project would generate 55 new p.m. peak hour trips by “other” ways of travel, which includes people walking or bicycling, and represents less than 2 percent of the “other” trips generated by the updated cumulative development in the Mission Bay South Area. As such, pedestrian and bicycling facilities would be expected to operate at similar conditions as those described in the Mission Bay FSEIR.

The Mission Bay FSEIR found cumulative impacts related to pedestrian and bicycle circulation, loading conditions, rail, and transportation-related construction impacts to be less than significant.

Overall, cumulative development and transportation projects in the South Plan area would enhance the transportation network for all modes and would promote accessibility for people walking and bicycling within and through the study area by conforming to the requirements of the Better Streets Plan, Transit First Policy, and Vision Zero, and by adhering to planning principles that emphasize providing convenient connections and safe routes for people walking and bicycling. None of the known cumulative projects in the South Plan area would affect vehicular circulation in the project vicinity or impede emergency access. As a result, cumulative projects would not create impediments to accessibility or circulation for people walking or bicycling or create conditions inadequate for emergency access. Thus, cumulative impacts of the proposed project, in combination with past, present and reasonably foreseeable development in San Francisco, on people walking or bicycling would be less than significant. Thus, the proposed project, in combination with past, present and reasonably foreseeable development in the South Plan area, would not have any new or substantially more severe effects under cumulative conditions than those identified in the Mission Bay FSEIR related to pedestrians and bicyclists.

Loading

The Mission Bay FSEIR found cumulative impacts related to loading conditions to be less than significant. Commercial vehicle and passenger loading/unloading impacts are by nature localized and site-specific, and generally would not contribute to impacts from other development projects outside of the project site. As described above, the proposed project’s estimated loading demand would be met within the proposed on-street commercial and passenger loading spaces. No other cumulative development has been identified that would contribute to either commercial vehicle or passenger loading demand or affect supply on the project site. Under 2040 cumulative conditions, loading demand generated by development projects would not result in significant cumulative loading impacts and the project contribution to loading impacts would not be cumulatively considerable. Therefore, the proposed project, in combination with past, present, and reasonably foreseeable development in San Francisco, would result in less than-significant cumulative commercial or passenger loading impacts. Thus, the proposed project, in combination with past, present and reasonably foreseeable development in the South Plan area, would not have any new or substantially more severe effects under cumulative conditions than those identified in the Mission Bay FSEIR related to loading.

Emergency Access

The Mission Bay FSEIR did not identify any significant impacts related to emergency vehicle access. As described above future cumulative traffic in the Mission Bay South Plan area, including the proposed project, would represent between 30 percent and 41 percent fewer daily or p.m. peak hour vehicle trips than those estimated under the Mission Bay FSEIR. Furthermore, cumulative projects, including the

proposed project, would be designed consistent with City policies and design standards, including the Better Streets Plan, and therefore would not create conditions that would substantially affect the ability of drivers to yield the right-of-way to emergency vehicles, or preclude the ability of emergency vehicles to access the adjacent streets. Thus, the proposed project, in combination with past, present and reasonably foreseeable development in the South Plan area, would not have any new or substantially more severe effects under cumulative conditions than those identified in the Mission Bay FSEIR related to emergency vehicle access.

Air Quality

Summary of Air Quality Impacts in Mission Bay FSEIR

The Mission Bay FSEIR identified a significant and unavoidable impact from operational vehicle emissions, while criteria pollutant emissions from stationary sources were identified as less than significant due to new source review requirements. Mitigation Measure F.1 (vehicle trip reduction strategies) was identified to reduce vehicle trips associated with development, although the Mission Bay FSEIR acknowledged that reduction of vehicle emissions below thresholds was not reasonably attainable because projected emissions substantially exceeded the thresholds owing to the size of the North and South Plans. The Plan-level impact analysis in the Mission Bay FSEIR assessed the consistency of population increases from development under the entirety of the proposed Plans with the growth assumptions included in the Bay Area Air Quality Management District (BAAQMD) Clean Air Plan (Clean Air Plan) and identified a significant impact related to population growth under the North and South Plans because growth in vehicle miles traveled could increase at a greater rate than that of population growth. The Mission Bay FSEIR found that construction emissions would be less than significant with implementation of Mitigation Measure F.2, which requires a menu of 14 particulate emission control measures. Operational health risk impacts were identified as potentially significant in the Mission Bay FSEIR due to emissions of toxic air contaminants from sources including boilers and emergency generators, research and development facilities, light industrial operations, and other potential uses. Mitigation was identified (Mitigation Measure F.3, Toxic Air Contaminants; Mitigation Measures F.4, Meteorology Station; Mitigation Measure F.5, Dry Cleaning Facilities; and Mitigation Measure F.6, Child-Care Buffer Zones), but because of lack of a specific development proposal, this impact was identified as significant and unavoidable with mitigation. The Mission Bay FSEIR identified significant unavoidable cumulative health risk impacts related to emissions of toxic air contaminants due to the significant and unavoidable project health risk impact.

Summary of Air Quality Impacts in Event Center FSEIR

The Event Center FSEIR identified significant unavoidable impacts with mitigation from criteria air pollutant emissions during both construction and operation of that project. Health risk impacts to off-site sensitive receptors from exposure to toxic air contaminants (construction plus operations) were determined to be less than significant, while effects related to Clean Air Plan consistency were identified as less than significant with mitigation. With respect to construction emissions, Mitigation Measure M-AQ-1: Construction Emissions Minimization would reduce criteria pollutant emissions but not to a less-than-significant level due to the size of the event center project. Likewise, Mitigation Measure M-AQ-2a: Reduce Operational Emissions would reduce operational criteria pollutant emissions but not to a less-than-significant level. Accordingly, Mitigation Measure M-AQ-2b: Emission Offsets was also identified in the Event Center FSEIR. The event center project was determined to have a cumulatively considerable contribution to regional and localized air quality impacts due to its significant and unavoidable criteria

air pollutant impacts during both construction and operation. However, cumulative health risk effects related to exposure to toxic air contaminants were determined to be less than significant.

Project Analysis

By definition, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions are considered to contribute to the existing, cumulative air quality conditions. If a project's contribution to cumulative air quality conditions is considerable, then the project's impact on air quality would be considered significant.³⁸

Construction

The project would be below the BAAQMD screening level for construction-related criteria pollutants (277,000 square feet of office) and would not require building demolition or extensive site preparation. As stated in the Project Description, excavation would require removal of approximately 7,500 cubic yards of soil, which is below the BAAQMD soil transport screening level of 10,000 cubic yards.

The Mission Bay FSEIR included Mitigation Measure F.2 (Construction PM₁₀) to reduce fugitive dust generated during construction. Since publication of the Mission Bay FSEIR, the City has adopted the Construction Dust Ordinance (San Francisco Health Code article 22B and San Francisco Building Code section 106.A.3.2.6). The ordinance, adopted in 2008, requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from the San Francisco Department of Building Inspection. For projects larger than 0.5 acre, the Construction Dust Control Ordinance requires that the project sponsor submit a dust control plan for approval by the San Francisco Department of Public Health prior to issuance of a building permit. The ordinance requires project sponsors and contractors to control construction dust on the site or implement other practices that result in equivalent dust control that are acceptable to the director of public health. Dust suppression activities may include watering of all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by article 21, section 1100 et seq. of the San Francisco Public Works Code. The project site is 1.13 acres in size, and therefore the project sponsor would be required to prepare a dust control plan. Compliance with the Construction Dust Control Ordinance supersedes Mitigation Measure F.2, which is therefore not applicable to the proposed project. Compliance with the Construction Dust Control Ordinance would ensure that the project would not result in any new or substantially more effects related to construction dust, either individually or cumulatively, compared to the impacts reported in the Mission Bay FSEIR or the Event Center SEIR.

Emissions from diesel construction vehicles generate diesel particulate matter (DPM), a carcinogen. The project would be required to comply with Event Center SEIR Mitigation Measure M-AQ-1, Construction Emissions Minimization, to reduce emissions from criteria pollutants. This measure, which requires heavy off-road construction equipment to employ engines meeting certain emissions standards, was included in the Event Center SEIR to reduce construction-period emissions of toxic air contaminants to a less-than-significant level. Here, this measure would be applicable to the project and would likewise

³⁸ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017; page 2-1. Available at: https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Reviewed August 7, 2020.

serve to reduce emissions of DPM and, as in the case of the Event Center SEIR, would reduce potentially significant construction health risk impacts to a less-than-significant level. Therefore, the project would not result in any new or substantially more severe construction-related health risk impacts, either individually or cumulatively, compared to the impacts reported in the Mission Bay FSEIR or the Event Center SEIR.

Based on the foregoing, the project would not result in any new or substantially more severe construction criteria pollutant impacts or construction health risk impacts, either individually or cumulatively, compared to the impacts reported in the Mission Bay FSEIR.

Operation

As described above under Travel Demand, daily vehicle trip generation, with the proposed project and remaining planned development in the South Plan area (revised buildout scenario) would be between 41 percent and 44 percent below that analyzed in the Mission Bay FSEIR, depending on whether an event were occurring at the Golden State Warriors' Event Center. Because vehicle trip generation would be lower, mobile source emissions would also be lower than assumed in the Mission Bay FSEIR. While the proposed project would incrementally increase building space in the South Plan area, new development would be subject to applicable building code regulations with respect to energy use and water consumption, and the increase in building-related emissions at 1450 Owens Street would be substantially offset by the substantial decrease in vehicle emissions in the South Plan area. Moreover, at a total floor area of up to 183,598 square feet the, 1450 Owens Street project would be considerably below the BAAQMD operational screening level for criteria pollutants (346,000 square feet for an office building) above which project-specific significant air quality effects may be anticipated. Accordingly, the proposed project would not result in new or substantially more severe operational air quality impacts related to criteria air pollutants, either individually or cumulatively, than were identified in the Mission Bay FSEIR or the Event Center FSEIR.

Regarding operational emissions of toxic air contaminants, the proposed project would be subject to Mission Bay FSEIR Mitigation Measure F.3, which would require the project sponsor to obtain written verification from BAAQMD that the facility has been issued any required permits from BAAQMD prior to the City issuing a certificate of occupancy if the project would include potential toxic air contamination sources such as backup diesel generators or laboratory fume hoods. Accordingly, the proposed project would not result in new or substantially more severe operational air quality impacts related to toxic air contaminants, either individually or cumulatively, than were identified in the Mission Bay FSEIR.

Other Environmental Topics

As discussed above, the project would not result in a significant change to the type or location of land uses anticipated for the project site in the Mission Bay FSEIR. Therefore, implementation of the project would result in the same or similar environmental impacts as those already identified and analyzed in the Mission Bay FSEIR and Event Center FSEIR with respect to the following environmental topics: plans, policies and permits; noise and vibration; stationary source air quality; seismicity; health and safety; cultural resources; contaminated soils and groundwater;³⁹ hydrology and water quality; and China Basin Channel vegetation and wildlife. Mitigation measures from the Mission Bay FSEIR and/or the Event Center FSEIR would apply in the areas of archeological resources; construction air quality; construction

³⁹ The Mission Bay FSEIR assumed the possibility of subsurface parking, which could disturb contaminated soil and/or groundwater (FSEIR, p. V.J.64); however, underground parking is not proposed with the project, which proposes parking at an existing off-site above-grade garage.

noise; geology, soils, and seismicity; construction-period water quality; operational handling of biohazardous materials (if applicable based on tenant occupancy); construction-period potential exposure to soil and/or groundwater contamination; and water conservation. As a result, no further discussion of these topics is required.

The project would incrementally increase overall development in the South Plan area. However, the 2.8 percent increase in office/commercial floor area would not result in any new environmental impacts or a substantial increase in the severity of impacts, compared to those identified in the Mission Bay FSEIR and Event Center FSEIR, with respect to community services; public utilities; business activity, employment, housing, and population; and growth inducement. As a result, no further discussion of these topics is required.

Conclusion

Implementation of the proposed project would not require major revisions to the Mission Bay FSEIR or Event Center FSEIR because no new, significant environmental effect or substantial increase in the severity of previously identified significant effects would result. Additionally, since certification of the Mission Bay FSEIR and Event Center FSEIR, no material changes have occurred in the project or the circumstances under which the South Plan would be implemented, and no new information has emerged that would materially change any of the analyses or conclusions of the Mission Bay FSEIR or Event Center FSEIR. Similarly, no new or previously rejected mitigation measures or alternatives have been proposed that would substantially reduce previously identified significant effects that the project sponsor has declined to implement. As such, because none of the criteria set forth in CEQA Guideline Section 15162 that would require subsequent environmental review have been triggered, the lead agency may approve the subsequent activities as being within the scope of the Program EIR under CEQA Guideline 15168 without the need for additional environmental documentation.