

Mission Rock Phase 1 Overview

Submitted 7/2/2019 by Mission Rock Partners

Context

After more than a decade of planning and community outreach, an election and unanimous project approvals, the Port of San Francisco (the “Port”) and Mission Rock Partners, LLC (“Developer”) are ready to begin construction work related to the 28-Acre Site at Seawall Lot 337 (“The Project”). The Project Site is bounded by 3rd Street to the west, China Basin (McCovey Cove) to the north, San Francisco Bay to the east, and Mission Rock Street to the south. It contains 11 parcels, the historic rehabilitation of Pier 48, China Basin Park, Mission Rock Square, and a network of public open spaces, streets and pedestrian facilities. As envisioned, the mixed-use Project will include market-rate and affordable residential uses, commercial uses, retail uses, parking, shoreline improvements, infrastructure development and street improvements, and public open spaces.

The Phase 1 submittal (submitted on December 4, 2018 and revised on April 24, 2019) includes the development of the first 4 parcels A and F (2 residential parcels) and B and G (2 commercial parcels). Since the summer of 2018 four design architects have been working together with the Mission Rock Partners (a Joint Venture between the San Francisco Giants and Tishman Speyer) and alongside a landscape architecture team, to develop the concept design phase of the first 4 buildings constituting Phase I.

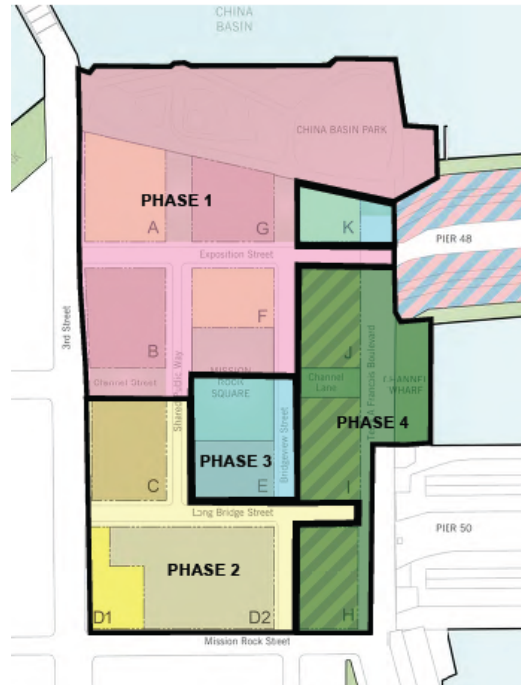
Phase 1

The first phase of Mission Rock will encompass four buildings: A and F (2 residential parcels) and B and G (2 commercial parcels), adjacent streets and infrastructure, and the grand waterfront China Basin Park. We believe the first phase must bring a strong sense of neighborhood from the beginning. This will be achieved not only by the design of and tenants inside each building, but also by the parks and intended programming elements of public space. We have proposed a change in the make-up of Phase 1 buildings from: A, B, G, and K to A, B, G, and F, per the figure below.

ORIGINAL PHASE 1



PROPOSED PHASE 1



Reasons for this change:

- Accelerate our delivery of critical affordable units. The change from K to F increases the number of residential units in the first phase by approximately 100 units, a corresponding increase in affordable units of approximately 40 units.
- A four sided intersection instead of a linear alignment creates a safer, more enjoyable, and livelier pedestrian and retail experience.
- The four corner grid layout creates a more complete mini-neighborhood that the tenants and visitors of the first phase can comfortably enjoy even during construction of the future phases.

Proposed Land Use

| Parcel | Proposed Land Use |
|--------|-------------------|
| A | Residential |
| B | Commercial |
| G | Commercial |
| F | Residential |

Site Improvements

To prepare the site for vertical construction and proposed infrastructure improvements, the Project will require utility infrastructure considerations and site wide grading. The Site Improvement Plans, detailing the design of these improvements, were submitted to the city on June 17, 2019.

Geotechnical and Grading

A Geotechnical Investigation focused on the proposed parks and streets has been developed by Langan. Grading designs have been refined and vertical curve calculations developed in collaboration with the City. In response to solutions for mitigating anticipated differential settlement at the site, lightweight concrete fill is proposed to compensate for added weight of raising site grades. Stone columns are identified as the preferred method to mitigate lateral spreading and liquefaction.

Streets and Utilities

The team has received input from DPW-DAC on the street designs, passenger loading configurations, and raised intersections. The stormwater management approach based on feedback from SFPUC. The team has incorporated SFFD requirements for truck turning.

Streetscape designs have been refined since the Design Controls to ensure that street tree and streetlight spacing meets City requirements and ensure that soil composition, volume, and irrigation will support healthy and enduring trees while minimizing the meters required in the streetscape. Class II bicycle parking has been distributed across Phase 1 to support retail and open space access.

Parking & Transportation

Phase 1 does not include the construction of any new parking facilities. Portions of Lot A will continue to be used for vehicle parking, serving both on-site uses and Oracle Park. Space permitting, we anticipate that some supply will be made available to other Mission Bay tenants and visitors, including those associated with the Chase Center.

Public Benefits

Housing Elements of Phase One

The two residential parcels in Phase 1 will be A and F. These are both 240' buildings, and together will deliver approximately 560 units. These buildings will deliver the applicable share of the affordable housing commitment, in conformance with the Housing Strategy set forth in the Mission Rock Development Agreement. The current projection for Phase 1 affordable housing units is expected to be between approximately 35% and 40%, of total units delivered. We are proposing to include a range of AMI levels within the first Phase, as outlined in the Housing Data Table below. Since architectural design has not yet been completed for these buildings, the below numbers are indicative only and show the intended unit ranges per building:

| Phase 1 -Housing Data Table | | | | | | |
|------------------------------------|-------------------------|--------------------------|------------------------------------|-------------------------------------|-------------------------------------|------------------------------------|
| Residential Parcel | Total Residential Units | Total Inclusionary Units | Number of Inclusionary Units @ 90% | Number of Inclusionary Units @ 120% | Number of Inclusionary Units @ 150% | Anticipated Date of Completion (2) |
| Parcel A (1) | 294 | 102 | 10 | 54 | 38 | [2022] |
| Parcel F (1) | 266 | 100 | 13 | 56 | 31 | [2023] |
| Phase 1 Total | 560 | 202 | 23 | 110 | 69 | |

1) Total unit counts and inclusionary units are the best estimate as of April 2019, and subject to change with continuing building designs and approvals

2) Anticipated date of completion does not replace outside date requirements in the documents

In keeping with the Housing Strategy, the residential buildings will deliver a range of size and unit types, from studios to three-bedrooms. The architectural design of the buildings is not yet complete enough to share a specific unit mix, but Phase 1 intends to include approximately 55-65% studios and one-bedroom units, and 35-45% two-bedroom and three-bedroom units.

Commercial Elements of Phase 1

Buildings B and G will together deliver approximately 550,000 square feet of office space. The developer is also exploring the inclusion of additional office space in Parcels A and/or F.

All four buildings will include neighborhood serving retail, totaling approximately 60,000-70,000 square feet. The retail is spread throughout the project at the ground floor level, with significant deliveries in later phases as well. The ground floors in Phase 1 have been configured to maximize retail space.

Phase 1 will also include two key elements of the Infrastructure and Sustainability Plans: a Central District Energy System (DES) and a Blackwater Treatment System. We have tentatively planned for the Central DES to be in Parcel A due to its large footprint, and the Blackwater Treatment system to be in Parcel B.

Parks

China Basin Park will be a major public benefit associated with Phase 1. It is a five acre waterfront resource that will be open to the public year round. China Basin Park is planned to include ample recreation and health/wellness opportunities, a new section of the Blue Greenway / Bay Trail, and programming elements. In addition to China Basin Park, several smaller public spaces will be created as part of Phase 1:

- A pedestrian paseo in between Parcels A and G
- Two interim pedestrian plazas south of Parcels B and F
- Wide and safe sidewalks and pedestrian infrastructure
- Public Art will be delivered in the parks
- A bicycle network will also be included in Phase 1
- Sustainability elements such as storm water gardens

Transportation

Mission Rock's will intend to promote and facilitate efficient and safe and green transportation for all constituents. Post Phase 1 will include and integrate into the existing infrastructure with the below improvements and programs:

- ***Phase 1 Multimodal Circulation***

The project will complete all aspects of Exposition Street, including the roadbed, a westbound bicycle lane, eastbound bicycle route, curbside loading areas, sidewalks, and streetscape. It will also complete the Shared Public Way and Bridgeview Street paseos north of Exposition Street. Portions of Shared Public Way fronting Blocks B and F, south of Exposition Street, will also be completed in this phase.

Several streets will be given interim treatments (Bridgeview Street and Channel Street).

The portion of the Bay Trail/Blue Greenway completed in Phase 1 will couple with a temporary treatment on Terry A. Francois Boulevard to provide the main bicycle route through the site during Phase 1.

Existing transit lines serving the site include the T-Third light rail line, the N-Judah, the 22-Fillmore, the 30-Stockton and 45-Union-Stockton and the 10-Townsend will constitute the closest high-capacity transit connection into the core of San Francisco. Caltrain's 4th and King Terminus is also a six-minute walk from the site. BART will continue to offer connections to the northern Peninsula and the East Bay, with its Embarcadero, Montgomery, and 16th Street/Mission stations a short local transit ride from the site.

- ***Managing On-Site-Event-Related Travel Demand***

In partnership with City agencies, transportation/event operations staff at Oracle Park, and with the staff at Chase Center, the Mission Rock team will use a range of transportation demand management (TDM) and traffic management tools to achieve the goals described in the introduction (Mission Rock Website and/or Mobile App / Event-Specific E-mails and Other Communications / Neighborhood Constituent Communication / Wayfinding / Bicycle Valet, Parking / Incentives-Based Demand Management / Lane Adjustments / Navigation Apps / Traffic Control Personnel / Parking Control Officers etc.)

- ***Private Vehicle Parking***

Phase 1 does not include the construction of any new parking facilities. Portions of Lot A will continue to be used for vehicle parking, serving both on-site uses and Oracle Park. Space permitting, we anticipate that some supply will be made available to other Mission Bay tenants and visitors, including those associated with the Chase Center. Anticipated capacity is noted below:

Pier 48: As many as 750 to 1,000 spaces, pending demand and the use of valet operations.

Lot A (Remainder of Seawall Lot 337) will be the main parking supply for Oracle Park event attendees and, outside of event times, Mission Rock visitors. Pending construction activity on future phases, the lot could continue to accommodate 1,000 to 1,500 vehicles.

Construction vehicle circulation and logistics are being developed with the Horizontal GC, who was onboarded in June 2019.

Workforce

The Project Team is committed to making a good faith effort to contract with professional services consultants certified as LBEs and has partnered with the City of San Francisco Contract Monitoring Division ("CMD") to provide LBE's with meaningful opportunities to participate on this project. Across all scopes, the team will seek to, whenever practicable, engage contracting teams to reflect the diversity of the City and include participation of both businesses and residents from the City's most disadvantaged

communities including, but not limited to the Bayview/Hunters Point, Chinatown, Mission, South of Market, Tenderloin, Visitation Valley and Western Addition neighborhoods.

The project has an agreed upon goal of 10% for Pre-Construction Services (20% for construction), overall and per discipline, and the Developer is encouraging all respondents to achieve a much higher percentage of fee and scope.

MMRP

As set forth by the Environmental Impact Report (EIR) a Mitigation Monitoring and Reporting Program has been established to regulate the measures required for Mission Rock. The following mitigation and monitoring measures will be put in place during the first phase:

| Measure |
|--------------------------------------------------------------------------------------------|
| Cultural Resources (Archeological Resources) Mitigation Measures |
| M-CP-2: Archeological Testing |
| Consultation with Descendant Communities |
| Archeological Testing Program (ATP) |
| Archeological Monitoring Program (AMP) |
| Archeological Data Recovery Program (ADRP) |
| Final Archeological Resources Report (FARR) |
| M-CP-3: Treatment of Human Remains |
| M-CP-4: Tribal Cultural Resources Interpretive Program |
| Transportation and Circulation Mitigation Measures |
| M-TR-3: Parking Garage and Intersection Queue Impacts |
| M-TR-4.1: Provide Fair-Share Contribution to Improve 10 Townsend |
| M-TR-4.2: Provide Fair-Share Contribution to Improve 30 Stockton Line |
| M-TR-6: Parking Garage and Intersection Queue Impacts on Transit Delay |
| M-TR-9: Install Traffic Signals / Improvements at 4th & Mission Rock St. / Long Bridge St. |
| M-TR-10: Bicycle-Truck Interface at Pier 48 |
| M-TR-11.1: Commercial Loading Supply |
| M-TR-11.2: Delivery Coordination w/ Tenant Moving Activities |

Schedule

The schedule below summarizes the key Phase 1 milestones for Horizontal and Vertical developments.

Mission Rock Illustrative Summary Schedule

As of June 2019

