PERKINS
+WILL

Oyster Point

Specific Plan Appendix + Design Guidelines

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Prepared by:

Shorenstein/SKS Investments

Perkins + Will

Meyer + Silberberg Land Architects

Wilsey Ham

Treadwell & Rollo

ARUP

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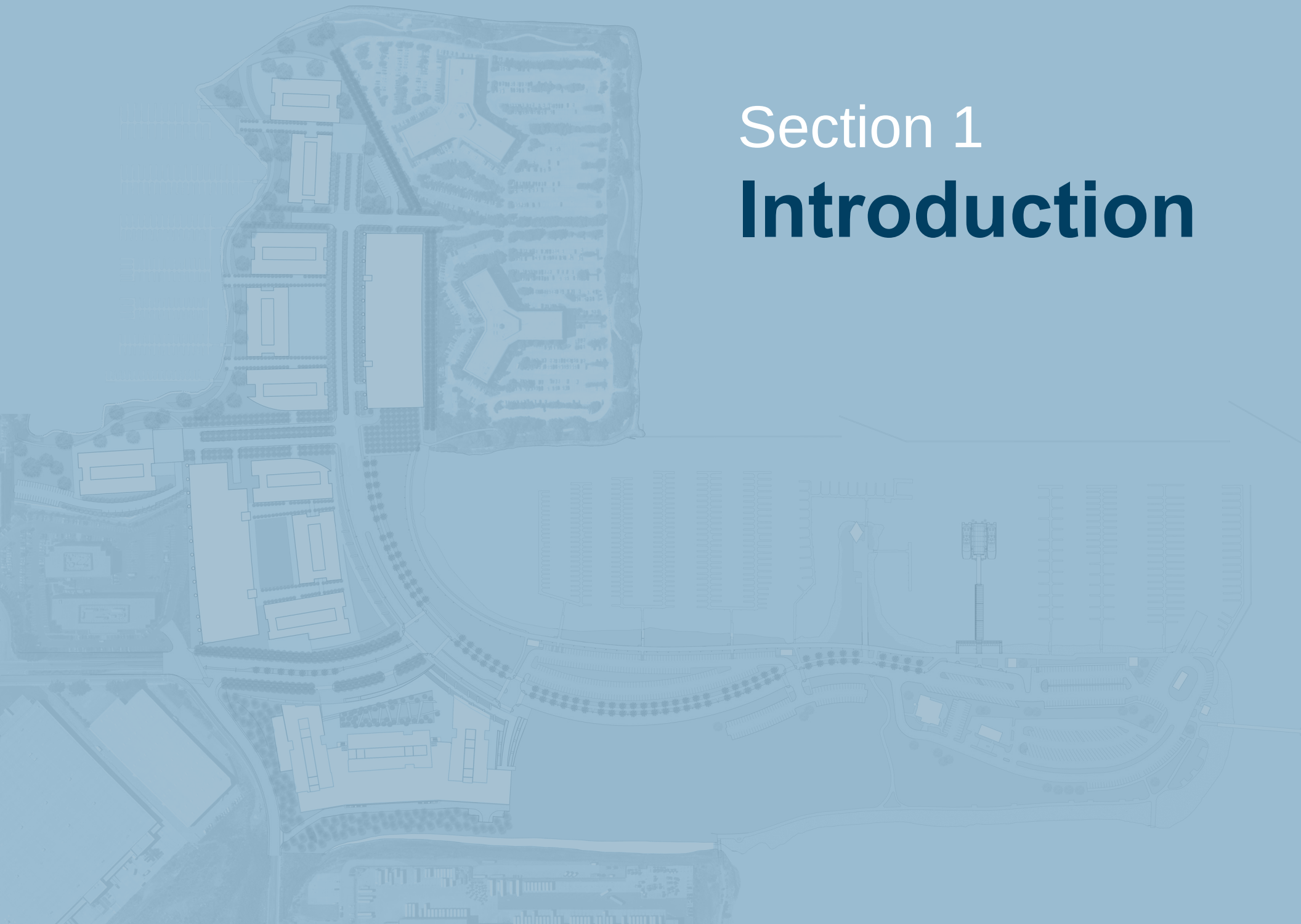


Section 1

Introduction

Specific Plan Purpose

Vision Statement:

To transform 81 acres of under utilized, under developed, and environmentally challenging Bay front land in South San Francisco into a sustainable mixed-use development that will include a state-of-the-art life science campus, a park and recreation destination, a vibrant marina environment, and a site that can accommodate commercial and hotel land uses. This vision will be achieved by implementing innovative sustainable design approaches, superior architecture, and urban design.

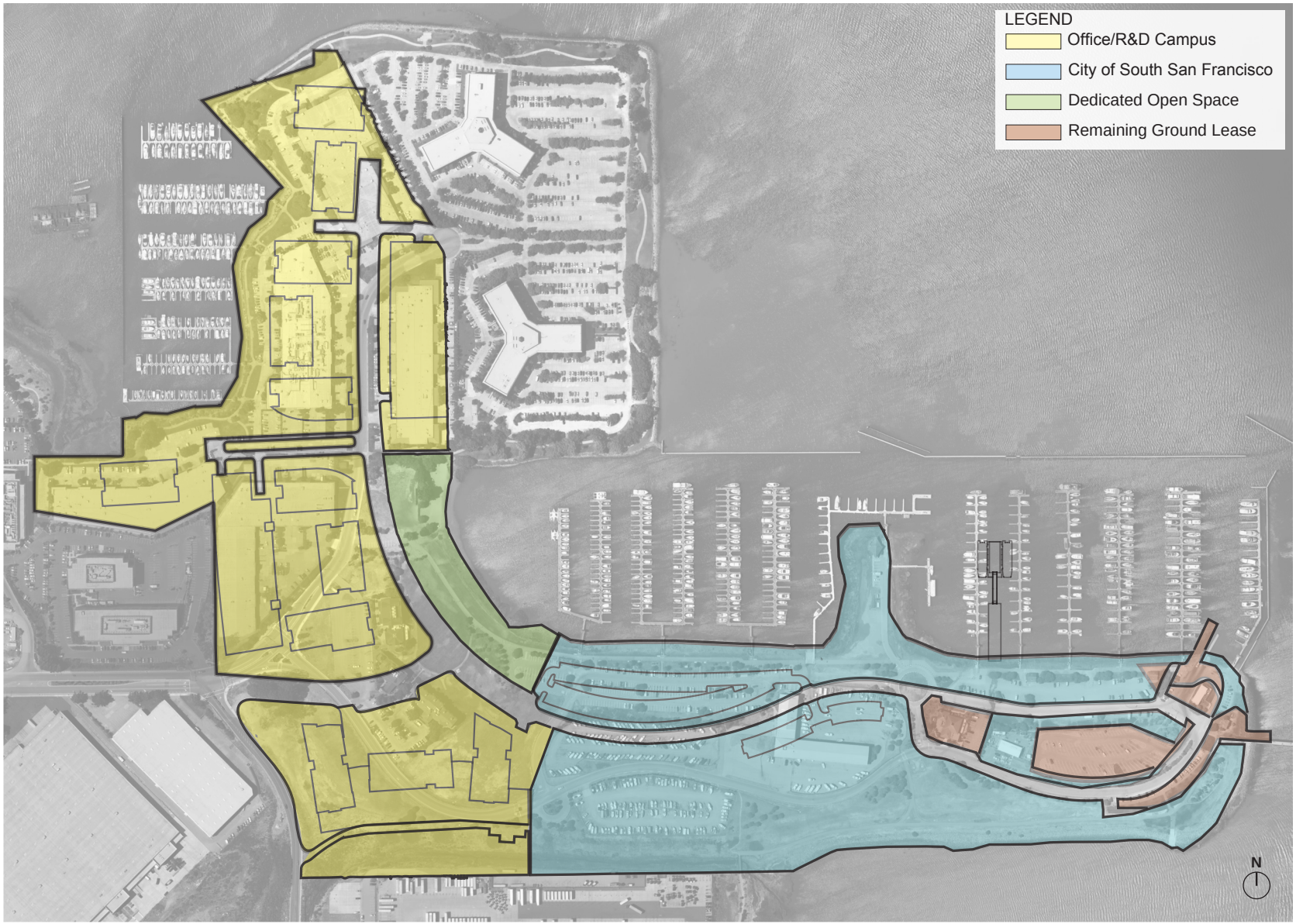
Purpose Statement:

The purpose of this document is to provide decision makers, the Developer, staff, and other stakeholders with the vision, goals and guidelines that will be used to transform Oyster Point. Specifically, this Specific Plan Appendix is intended to establish site planning and design guidelines to be incorporated into the zoning regulations for the Oyster Point Specifc Plan District. Upon approval, the codified Specific Plan District zoning regulations and this Specific Plan Appendix shall together comprise the Specific Plan for the Oyster Point area. These guidelines implement and refine the policies of the General Plan and the Design Element of the East 101 Area Plan. In the event of a conflict between this Specific Plan Appendix and the Design Element, the Design Element shall control.

The individual buildings of phases which will be integrated under this Specific Plan will be submitted for approval sequentially through Precise Plans, each with its own environmental review, as necessary, that will tier off of the Environmental Impact Report prepared for this Specific Plan.

Aerial View of Project Site

Current Land Ownership



Proposed Future Land Ownership

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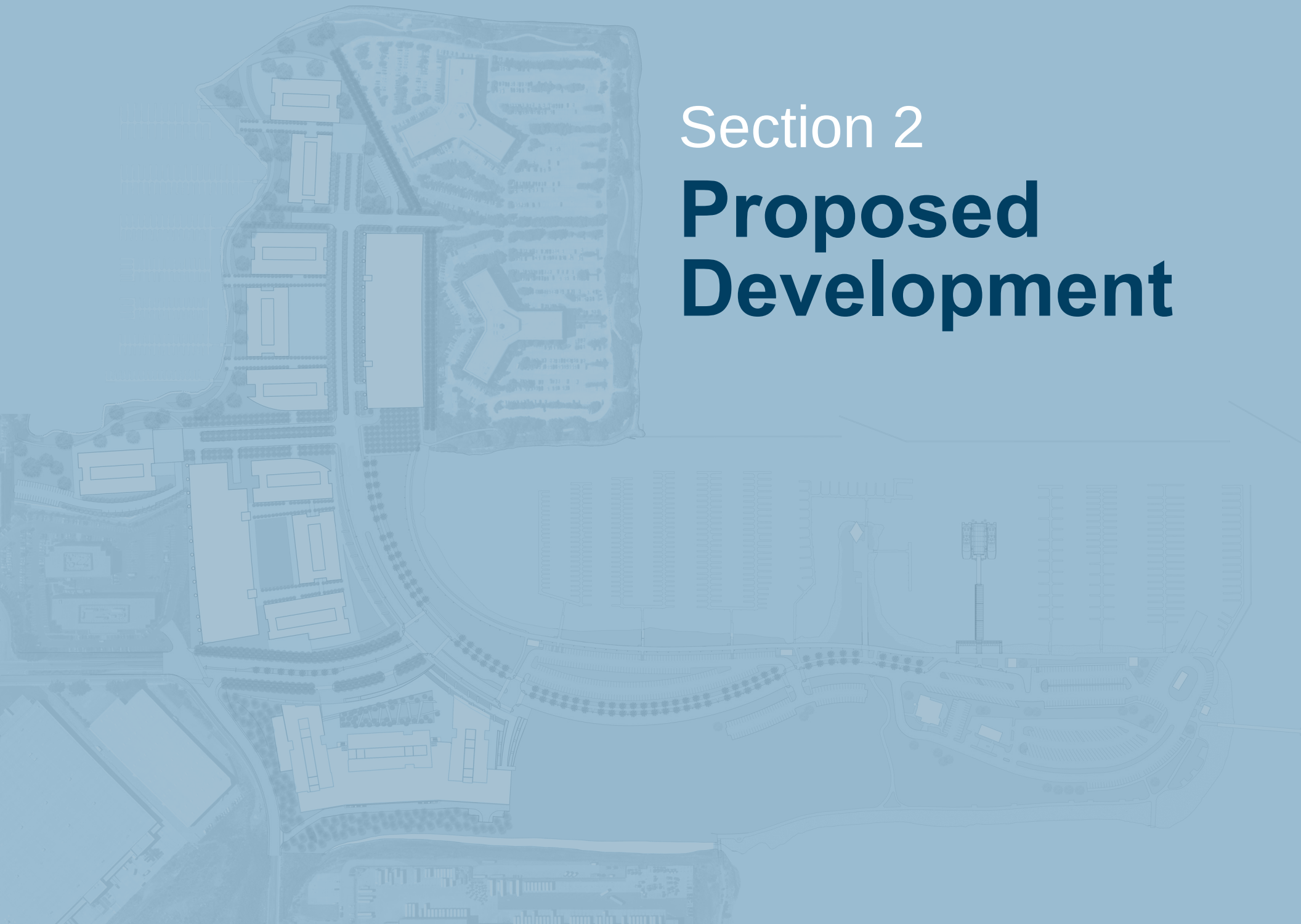


Section 2

Proposed Development

New Corporate Campus

The proposed private redevelopment of the western portion of the Specific Plan District will include the following:

- The development of approximately 2.3 million square feet office/R&D and accessory uses with a maximum Floor Area Ratio (FAR) of 1.25 on approximately 41 acres (including the 3.4 acre parcel that will be dedicated as open space along the beach at Oyster Point Marina).
- The development will likely occur in four phases of approximately 500,000 to 600,000 square feet each.
- Each phase will include two to four office/R&D buildings surrounding a courtyard or plaza, a service entrance/loading dock and a shuttle bus drop off, and will be served by a structured parking garage.
- The buildings will range in height from five to ten stories depending upon the anticipated tenants needs.
- One building at the north end and one building at the south end will provide for the option of a taller building that can serve as landmarks anchoring the ends of the project's skyline.

Recreation and Open Space

The proposed Recreation and Open Space will include the following:

- A recreation or open space field immediately to the east of the office/R&D development.
- Improvement of the Bay Trail and surrounding open space throughout Oyster Point Marina and the office/R&D development per the San Francisco Bay Conservation and Development Commission Bay Plan and Design Guidelines.
- Continuation of current uses at the eastern portion of Oyster Point Marina including parking, open space and boat ramp facilities. This land will undergo cosmetic landscape improvements and isolated modifications to the landfill closure.
- Possible changes to two of the docks in Oyster Point Marina, which could include removal and replacement

Future Hotel Site

The proposed future hotel site will accommodate the following:

- A future hotel with up to 350 guest rooms and conference center.
- Approximately 40,000 square feet of retail and/or restaurant use located in the vicinity of the Ferry Terminal.

Infrastructure

The new road configuration in the Specific Plan District that will include the following:

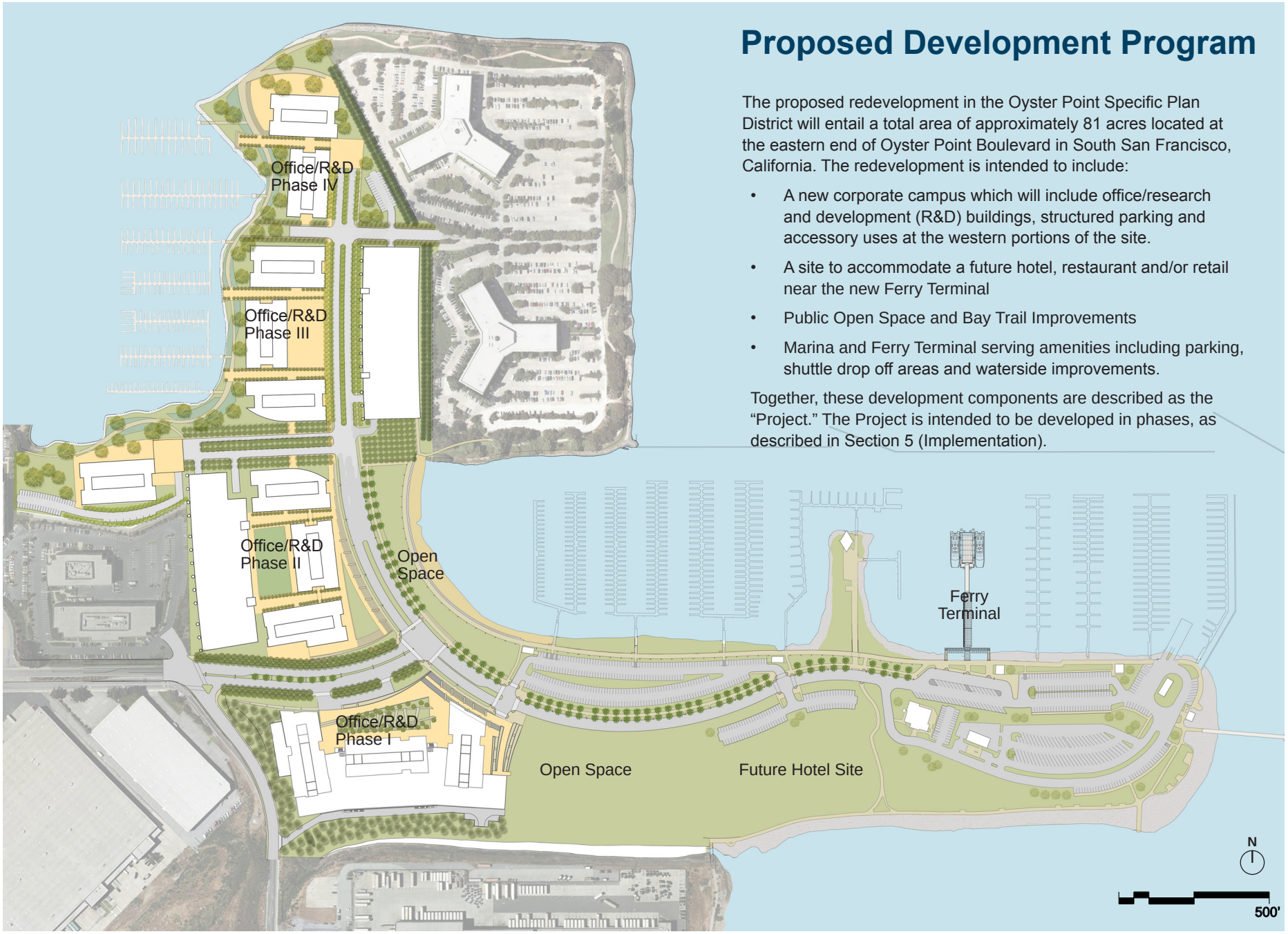
- New roadways that will be designed for safe circulation of pedestrian, bicycle, and vehicular traffic.
- Shuttle bus stops and turn arounds serving the office/R&D buildings, open space and the Ferry Terminal.
- Reconfigured parking adjacent to the new Ferry Terminal (described below).
- New utilities necessary to service the proposed redevelopment.
- As a separate project, a ferry terminal will be constructed at Oyster Point Marina to allow for ferry service provided by Water Emergency Transportation Authority. This project has previously been studied and approved under its own EIR.

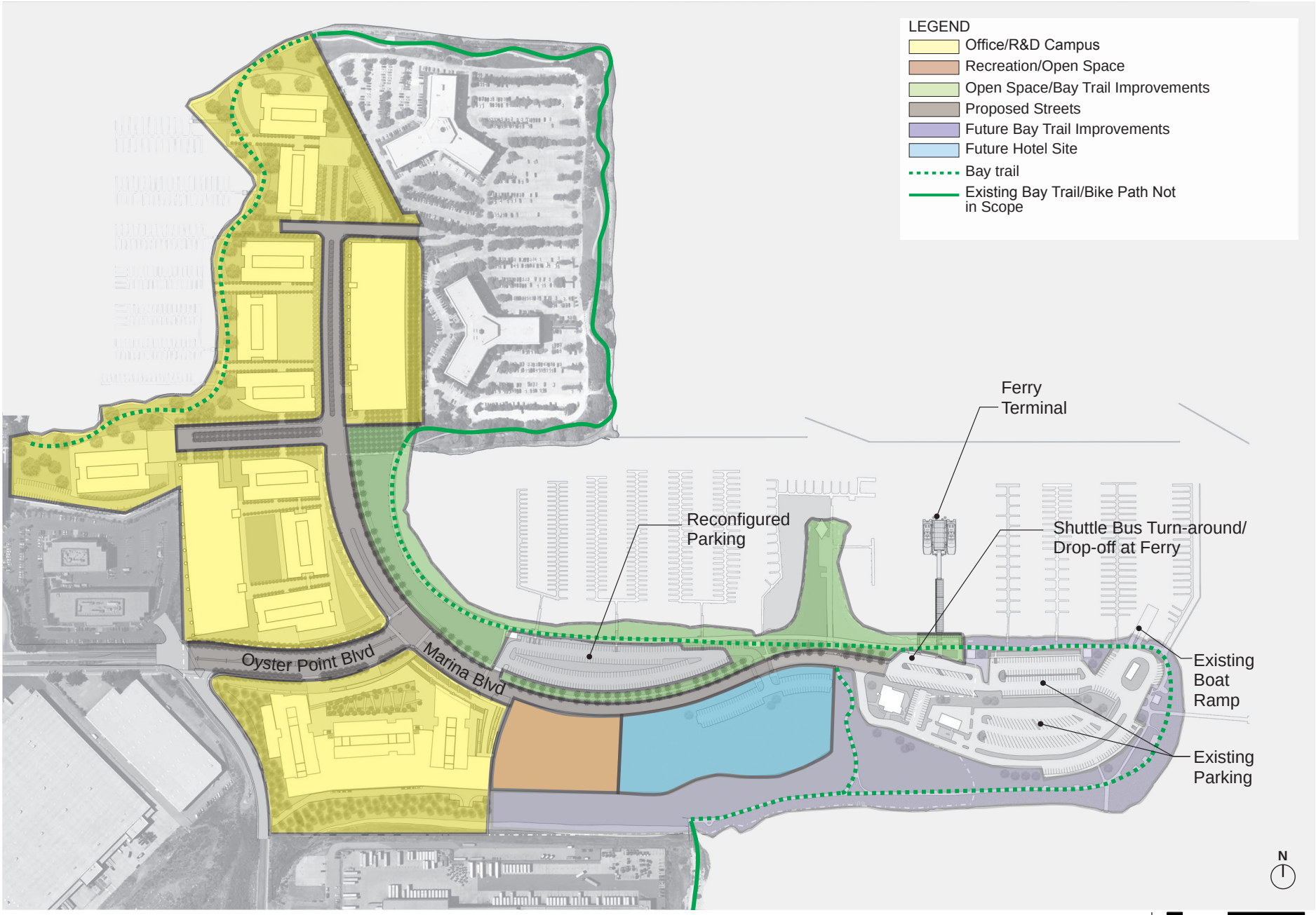
Proposed Development Program

The proposed redevelopment in the Oyster Point Specific Plan District will entail a total area of approximately 81 acres located at the eastern end of Oyster Point Boulevard in South San Francisco, California. The redevelopment is intended to include:

- A new corporate campus which will include office/research and development (R&D) buildings, structured parking and accessory uses at the western portions of the site.
- A site to accommodate a future hotel, restaurant and/or retail near the new Ferry Terminal
- Public Open Space and Bay Trail Improvements
- Marina and Ferry Terminal serving amenities including parking, shuttle drop off areas and waterside improvements.

Together, these development components are described as the "Project." The Project is intended to be developed in phases, as described in Section 5 (Implementation).





Proposed Land Uses

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Section 3
Design Goals

Design Goals

The purpose of the Design Goals is to achieve the intent of the Specific Plan Vision Statement.

The primary Design Goals are as follows:

Design Goal 1: Implement an environmentally sustainable design approach

Design Goal 2: Create a variety of unique and interesting outdoor places and a strong pedestrian network

Design Goal 3: Promote alternative transportation modes to, from and within the site

Design Goal 4: Integrate private and public spaces

Design Goal 5: Provide for economically viable commercial uses through quality design and planning

Design Goal 6: Provide a more desirable and usable public realm

Conceptual View of Oyster Point Toward The East

Design Goal 1:
Implement a Sustainable Design Approach

Sustainable design approaches should be integrated into all aspects of the building and site design. LEED standards shall be required of all buildings. The focus of the sustainable design approach should include the following areas:

- Site design should promote density, encourage the use of alternative transportation, provide natural habitat and open space and improve water quality of storm water runoff.
- Buildings and landscape design should minimize the use of water.
- Building design should optimize building energy performance and minimize the generation of carbon and ozone depleting emissions.
- Building design should minimize impacts on natural resources by using recycled, locally produced and or rapidly renewable materials where possible.
- Building design should provide a healthy indoor environment for the occupants by minimizing effects of building exhaust, VOC emissions, and by providing natural ventilation and day lighting.
- As sustainable technologies and strategies evolve, newer technologies should be incorporated into the Project's design.

Design Goal 2:
Create a Variety of Outdoor Spaces and a Strong Pedestrian Network

Given its natural topography, views and access to the Bay, the Oyster Point area offers a variety of open space opportunities for visitors and workers. The open spaces should offer a continuum of natural spaces along the water's edge integrated with the Bay Trail to more formal, structured plazas associated with the buildings. Scaled to provide meaningful experiences, these open spaces should offer a range of public exposures to allow users to find a place they are most comfortable occupying. The Project's pedestrian network should connect the open spaces to each other as well as to the city beyond. Events along the pedestrian way, places for people to stop, rest and enjoy the views, will further encourage the use of open spaces.

The design of outdoor spaces should accomplish the following:

- Provide a new gateway to South San Francisco to and from the Ferry Terminal.
- Provide an extensive pedestrian network that links to all office/R&D buildings, Ferry Terminal, Bay Trail and future hotel site through its paving, wayfinding signage, street furniture and lighting.
- Enhance views of the Bay, marinas, San Bruno Mountain and the East Bay Hills.
- Use superior design features to create unique places including plazas, courtyards, promenades, motor courts and drop offs, fields, and waterfront open spaces.
- Configure outdoor spaces to enhance the public experience by minimizing the negative impacts of wind, rain, sunlight and shadows.
- Introduce public art.
- Utilize landscape design and plant selection to achieve a broad range of experiences within distinct areas of the site.

Design Goal 3:
Promote the Use of Alternative Transportation Modes

Transportation issues have been a major concern of residents, employers and civic leaders in the Bay Area for many years. The design should address transit issues by not relegating the pedestrian or public transit to an afterthought. The design's extensive pedestrian network should encourage workers and visitors to get out of their cars and enjoy Oyster Point. This network will enable ready access to South San Francisco's Ferry Terminal and its associated amenities, while providing easy access to CalTrain, BART, and Samtrans.

The design should promote the use of alternative transportation modes by:

- Enhancing access to and promoting the use of the Ferry.
- Providing well designed shuttle bus stops at strategic location throughout the Specific Plan District.
- Incorporating design elements that facilitate the implementation of an approved Transportation Demand Management (TDM) Plan.

Because the Specific Plan will be implemented in phases, separate phases may be developed in accordance with individual TDM Plans; however, these plans will be coordinated to the extent possible to maximize effectiveness.

The purpose of the TDM program is to outline strategies that encourage visitors and empoyees of Oyster Point to shift their transportation choice from driving alone to other modes such as public transportation, carpooling, bicycling, and walking in order to aggressively reduce trip generation and parking demand.

In general, the TDM program will focus on two primary factors that affect a person's choice of transportation mode: convenience and cost. The TDM program will use strategies that provide multiple options and incentives that are flexible enough to allow customization to meet the varied needs of individual employees and employers. The TDM program will utilize an array of proven strategies and measures used elsewhere in the Bay Area with a flexible implementation plan that adapts to the changing needs of future Oyster Point tenants.

Design Goal 4:
Integrate Private and Public Spaces

The Specific Plan District's outdoor spaces and circulation paths, both pedestrian and vehicular, present a rich mixture of opportunities to enjoy the site and the Bay. To maximize these opportunities, outdoor and indoor spaces must work together in a seamless experience. The private office/R&D buildings should provide ready access to the plazas and courtyards at the heart of each phase of the Project. In a similar fashion, the plazas and courtyards will enable a transition to the pedestrian circulation path that links all the Project phases. The transition is complete with access to the public realm, the Bay Trail, marinas, sports fields and public transportation linking to the City and region.

The design should integrate the private and public spaces by:

- Implementing privately owned public open spaces throughout the office/R&D buildings.
- Providing pedestrian and vehicular access connecting private and public spaces.
- Designing the private buildings to allow occupants to enjoy the views and amenities offered by the public open spaces.
- Providing a consistent palate of landscape and streetscape throughout both the private and public portions of the Project.

Design Goal 5:
Provide for Economically Viable Commercial Uses

Good architectural design and land planning are essential to produce a development that can sustain economically viable commercial uses. Well designed buildings and sites attract and retain tenants throughout the development's lifetime. Buildings that meet today's market demands should also be flexible and adaptable to allow the development to respond to changing market demand over time.

The design should provide for economically viable commercial uses by:

- Creating well designed, flexible buildings and floor plates that can accommodate a variety of building uses over time.
- Providing updated streets, sewer and other infrastructure to accommodate a higher intensity of use in the future, to meet current environmental requirements and to provide for anticipated sea level rise.
- Realizing the highest and best use of the land by increasing the diversity and intensity of the land uses.
- Provide well designed retail and public amenities to increase local participation and usage of the area.

Design Goal 6:
Provide a More Desirable and Usable Public Realm

The Public Realm at Oyster Point should create a distinct public-oriented place that expresses its bayfront location and more meaningfully belongs to the City as a whole.

The design should provide for the following objectives for the Public Realm:

- Establish a roadway alignment that meets both the private development objectives and the City's broader objectives for the Oyster Point area.
- Create a crescent park at the intersection of Oyster Point Boulevard and Marina Drive as the centerpiece of the open space system.
- Provide for flexible use recreational/open space fields that allow for a variety of outdoor activities in close proximity to the Bay.
- Maintain Oyster Point Marina, including the boat launch, wind surfing launch ramps, fishing pier, picnic areas at the east end of the Point.
- Maintain and enhance the Bay Trail so that it better addresses sea level rise and provides continuity for pedestrians and bicyclists along the shoreline
- Create a new `upper promenade' that connects to the South San Francisco Ferry Terminal and provides more direct pedestrian and bicycle access to upland development and a scenic vantage point for recreational activity.
- Promote the development of a high quality "landmark" hotel that includes public spaces and a mix of other uses that will make it a focal point and gathering place for city residents and employees as well as for visitors.

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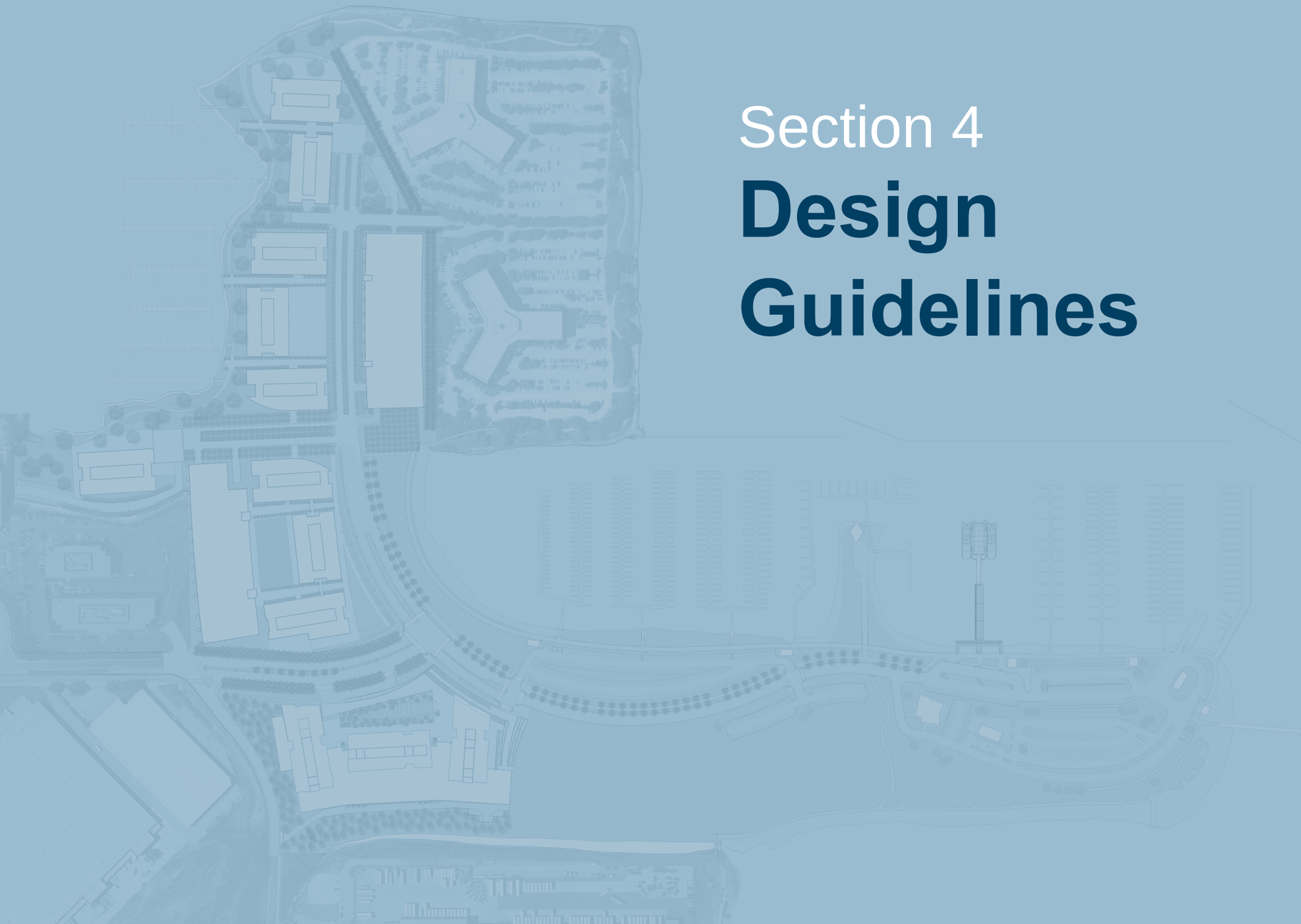


Section 4

Design Guidelines

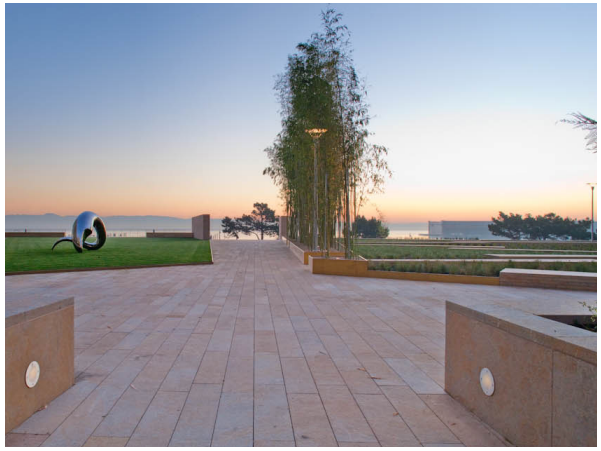
Design Guidelines Introduction

The purpose of the Design Guidelines is to outline specific strategies to accomplish the Design Goals stated in Section 3 and to describe the design elements which will establish the identity and provide a consistent character to the new development.

Design Vision

The design elements which will unify the multi-phase development are:

- Establish a consistent approach to building scale, massing, and site planning for all phases of the Project.
- Maintain a consistent high-quality character in style and materiality of site elements such as furnishings, lighting, signage, and handrail/guradrail treatment.
- Establish a consistent high-quality landscape palette that is utilized throughout the development.
- Design consistent signage and wayfinding to be located at prominent and accessible locations throughout the development.
- Establish a building and exterior hardscape materials palette with consistent color families.



All images in this document are for illustrative purposes only and do not depict specific design elements for the Project.

Design Guideline Categories

The Design Guidelines are organized into four categories of discussion:

- **Urban Design** which focuses on the composition created by the organization of buildings and the spaces in between them.
- **Built Form** which describes the specifics of the buildings and associated structures.
- **Circulation Networks** which includes the pedestrian, bicycle, and vehicular circulation network of paths, sidewalks, promenades, and streets.
- **Open Space** which describes the hardscapes and softscapes that create plazas, courtyards, promenades, fields, Bay Trail and unprogrammed open spaces.

Organization of Design Guidelines

Each Design Guideline category is introduced with an "Overview" which describes how the six primary Design Goals of the development are implemented within that category.

The "Overview" is followed by a "Sustainable Design Guideline" section which discusses specific sustainable design strategies that are pertinent to the category and should be implemented in the Project.

The detailed Design Guidelines are broken down into relevant sub-sections as required and further describe the implementation of the six primary Design Goals.

Where there is a discrepancy between a Design Goal and a Design Guideline, the Goal is to take precedent.

Urban Design

Circulation Networks

Built Form

Open Space

Urban Design

Urban Design Overview

Implementation of Design Goals: Urban Design

The Urban Design Strategies are intended to facilitate the implementation of the Design Goals.

Design Goal 1:
Implement a Sustainable Design Approach

The Urban Design should meet this goal by increasing land use intensity near transit, providing access to public transportation, implementing innovative stormwater treatment, providing natural habitat and open space and reclaiming a brownfield site for productive use.

Design Goal 2:
Create a Variety of Outdoor Spaces

The Urban Design should use site planning, height, bulk and building massing that considers the pedestrian scale at the building edge and open space interface. It should also promote managment of sun and wind exposure and a distinctive Urban Form that promotes views to the Bay.

Design Goal 3
Promote Alternative Modes of Transportation

To meet this goal, the Urban Design should create a pedestrian friendly site with physical and visual connections to the Ferry Terminal and easily accessible shuttle stops. The development of a Traffic Demand Management (TDM) program should also be implemented to meet this Design Goal.

Design Goal 4:
Integrate the Private and Public Spaces

The Urban Design should establish a consistent character to site furnishings and landscape treatment and a comprehensive open space network that circulates through private portions of the site.

Design Goal 5:
Provide for Economically Viable Commercial Uses

The Urban Design should create an identifiable skyline and distinctive urban form that will differentiate the site from others while allowing for floor plates and floor to floor heights that current and future tenants can utilize.

Design Goal 6:
Provide a More Desirable and Usable Public Realm

The Urban Design should help create an improved public realm by providing continuity throughout the streetscape and landscape features. In addition, buildings and plazas should be oriented to seamlessly integrate with the adjacent public realm.

Sustainable Design Guidelines: Urban Design

The following Urban Design Guidelines are intended to create an environmentally sustainable development:

- Oyster Point should achieve an FAR of 1.25 to increase density, promote efficient land use, facilitate public transit use and create an urban environment.
- The landfill site should be remediated and reclaimed for productive use.
- The project should maintain and/or restore natural habitats along the Bay abutting the site.
- Where appropriate, stormwater management best practices should be employed to improve water quality of site runoff.
- The design should minimize the offsite migration of light from exterior and site lighting.
- The Project should consider building orientations that strive to minimize the impact of solar heat gain and optimize daylighting opportunities.

Urban Design Guidelines

- **Site Continuity:** A consistent thread of streetscape and landscape should provide continuity throughout all areas of the Specific Plan District. Individual buildings and phases should respond to their individual locations, contexts and programs to create distinct parts that fit into the overall Project.
- **Block Pattern:** Orient the buildings and open spaces to views of the City of San Francisco, San Bruno Mountain, the East Bay Hills, and San Francisco Bay.
- **Welcoming Front Door:** Design a welcoming "front door," considering visibility, orientation, and transportation.
- **Height, Bulk and Massing:** Consideration of the long distance as well as the immediate view of each building or assembly of buildings. Height, shape, materials, and orientation of each building should work synergistically at both ground level and on the evolving skyline of the Project. Locate and shape buildings with consideration of the Project as a whole and the experience of the pedestrian.
- **Sun and Wind:** Address the natural forces of wind and sun with a development pattern that provides open spaces and pedestrian ways that are sunlit and wind-protected. Maximize awareness of and interaction with natural features, expansive Bay views, and the water's edge. Consider mitigation measures such as canopies, building step backs, shading devices and similar techniques to manage climatic influences.
- **Alternative Transportation:** Create an environment conducive to walking, biking and public transit use through well designed transit facilities, convenient shuttles, pedestrian-oriented public spaces, and high density development. Encourage the use of ferries, buses and other alternative transportation modes.
- **Open Space and Landscape:** Create a comprehensive, diverse open space network that provides an extraordinary setting for community building, a city-wide destination and an attractive regional resource.
- **Building Edge Interface:** Bring an awareness of building uses to the experience of the pedestrian. Locate active retail uses to face key pedestrian routes and plazas. Bring focus on the street level through building and landscape design strategies that assure visual interest through entries, lobbies, retail or community uses, building modulation, and architectural quality. Building designs should provide at least one break in the street wall per parcel to allow visual access for the public and physical access from the street or public way.
- **Parking & Loading:** Design for safety in the interface between pedestrians, bicycles and vehicles with special attention to parking and loading access points. Control width and location of curb cuts to maintain primacy of pedestrians and bicycles.
- **Distinctive Urban Form:** Create an identifiable skyline and distinctive form that reflects the character and community identity of Oyster Point. Ensure flexibility to allow for diversity in the urban grain and response to market demands. The northern and southernmost office/R&D buildings should provide an opportunity for taller buildings in order to create a distinctive landmark at each end of the project's skyline.
- **General Plan Consistency:** These Urban Design Guidelines are intended to be consistent with South San Francisco's General Plan. Long range physical and economic development as defined in the General Plan will be enhanced through the implementation of these Urban Design Guidelines at Oyster Point. Their implementation will support the General Plan's provisions to enhance community character, preserve critical environmental resources and minimize hazards.

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Built Form

Built Form Overview

Implementation of Design Goals: Built Form

The Built Form Guidelines are intended to facilitate the implementation of the Design Goals by:

Design Goal 1:
Implement a Sustainable Design Approach

The project should minimize water use, energy use, and material resource use and promote a healthy indoor environment through the implementation of the strategies outlined by the USGBC's LEED guidelines.

Design Goal 2:
Create a Variety of Outdoor Spaces

The building design should frame outdoor spaces through the design of building façades, material and articulation.

Design Goal 3:
Promote Alternative Modes of Transportation

Signage and buildings should be designed to facilitate access from multiple modes of transportation.

Design Goal 4:
Integrate the Private and Public Space

The building and entrance design should allow for easy connection to public spaces.

Design Goal 5:
Provide for Economically Viable Commercial Uses

Building design should be flexible and adaptable to a wide range of tenant requirements both today and in the future.

Design Goal 6:
Provide a More Desirable and Usable Public Realm

The building design should integrate with the adjacent streetscape and landscape features in the public realm.

Sustainable Design Guidelines: Built Form

The building design should meet the following guidelines to create an environmentally sustainable development:

Energy and Atmosphere

- The Project should consider building orientations that strive to minimize the impact of solar heat gain and optimize daylighting opportunities.
- The Project should optimize building energy performance through the interaction of energy efficiency measures between all building systems (whole building design).
- Where appropriate, the Project should examine on-site renewable energy generation systems, including technologies designed to capture solar, wind, geothermal, water or biological based systems.
- The Project should utilize HVAC strategies that acknowledge the mild Bay area climate.
- The Project should select refrigerants that minimize or eliminate the emission of compounds that contribute to ozone depletion.
- The Project should consider base building and tenant energy measurement and verification programs to monitor actual building performance and confirm that the design goals are being met.

Water Efficiency

- The Project should consider the use of low-flow and water efficient fixtures in plumbing and landscaping.
- The Project should minimize or eliminate the use of potable water for the purposes of irrigation.
- The Project should consider water collection and retention strategies to minimize the use of potable water.

Materials and Resources

- The Project should implement a materials recycling program to reduce waste generated by tenants and visitors.
- Construction waste should be monitored and minimized to divert debris from landfills and incineration facilities.
- The Project should consider construction materials that incorporate pre-consumer and post-consumer recycled content wherever appropriate.
- Where applicable, materials that are manufactured or sourced from the local region should be considered to minimize transportation impacts.
- Rapidly renewable materials and certified wood products should be considered ahead of long-cycle renewable products and materials.

Indoor Environmental Quality

- The Project should strive to minimize the effects of building exhaust systems.
- The Project should provide increased levels of ventilation to enhance the wellness of building occupants.
- The Project should use building materials that have low or no Volatile Organic Compound (VOC) emissions in order to improve short term and long term indoor air quality for building occupants and installers.
- The Project should provide individualized control of building lighting and HVAC systems to enhance the comfort and well-being of building inhabitants.
- The Project should optimize floor plate depths to achieve increased levels of daylighting in the buildings, thus improving indoor light quality and reducing electrical demand.
- The Project should utilize sunshading devices to reduce building cooling demand.

Office / R&D Building Guidelines

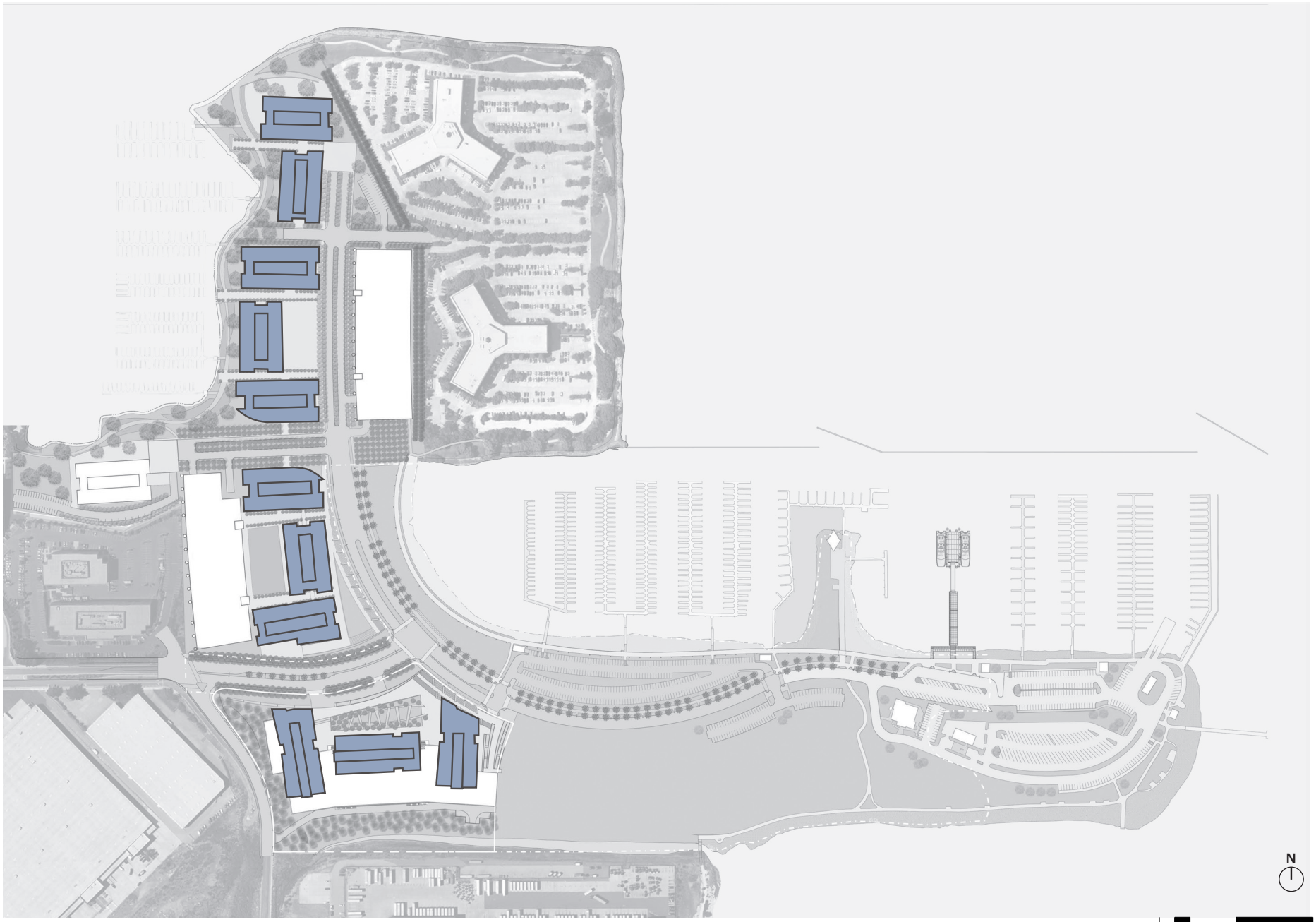
Office/R&D uses require modular, flexible and adaptable floor plates, with serviceable support areas. The guidelines encourage variety in architectural detailing to occur within the different phases of the Project. In each phase of development, connectivity is established through the integration of building massing and landscaped open spaces.

Building Guidelines

- Site specific building design is encouraged. There should be differences between buildings depending on their location. Buildings are encouraged to demonstrate identity within each phase.
- Buildings should be relatively simple, elegantly proportioned and contemporary.
- Universal access best practices should be considered.
- Primary entry lobbies should be designed to provide visual interest, orientation and a sense of welcome from streets, public ways and plazas.
- All ground floors of office/R&D buildings should provide colonnades or similar design element that accommodate ramps and stairs as required for entry.
- Social gathering areas such as auditoriums, meeting rooms, cafeterias, reception areas and shared collegiality rooms should be located on the first floor when possible to encourage interaction with public areas and plazas.
- Noise from loading areas, emergency supply areas and equipment should be mitigated so as to not disturb users of nearby public open spaces.
- Height, Bulk, and Massing: Specific guidelines for each phase of development will comply with the airport restrictions for building height. Massing for each phase should vary and remain flexible until specific tenants are identified and their program requirements are understood. Office/R&D Buildings are expected to be five to ten stories in height.
- Office/R&D buildings are based on the need to be flexible and adaptable through use of modularity. The module will influence the structural system design and should be multiples of between 10’-6” and 11’-0”.
- Exit door alcoves on the building exterior are discouraged when they do not share space with active visual surveillance such as primary entries or active pedestrian circulation.

Roof Guidelines

- Screening should be incorporated into the overall architectural character of the building and should screen the mechanical equipment.
- Roof projections should be clustered and/or placed away from view corridors where possible.
- Roof designs should consider systems such as vegetated roof covers (green roofs,) alternative forms of energy production, and rainwater catchment systems.
- Roofs that do not utilize one of the above stretegies are encouraged to include a cool roof system or finish.



Conceptual Office/R&D Locations

Building Façade Guidelines

- Fenestration should be simple, human-scaled, elegantly proportioned and generous. Circular, trapezoidal and triangular windows are to be avoided.
- Long building façades should use modulation and articulation to create a fine-grained street wall.
- Façades should be designed using best practices with respect to passive solar design, including maximizing natural ventilation and interior day lighting.
- Façades should share features and architectural character with their adjacent neighbors, yet be individualized and not monotonous. Variation may be achieved through the following architectural details: recesses, projections and step-backs, changes in height, floor level, roof form, window reveals, cornice treatments, parapets, and changes in color or material.
- South facing glazing should utilize overhangs, recessed windows or other shading devices to reduce solar heat gain.
- Façades providing insulation levels that exceed code minimum requirements are encouraged.
- The relative effect of fenestration combined with shading devices should be considered to maximize day lighting while reducing solar heat gain.
- Façade materials should serve to mitigate visual glare from both diffused interior lighting and reflected exterior sources.

Material Guidelines

- High-quality, durable exterior finishes that respond to the unique marine environment of Oyster Point should be utilized.
- Preferred exterior wall materials include: glass, concrete, precast concrete, aluminum and high-quality metal panels, composite panels, stone, and stucco.
- Preferred glass types include: clear glass, frit glass, sandblasted glass, spandrel glass, and channel glass.
- Preferred roofing materials include: vegetated roofs, high-albedo built-up roofs, high-albedo single-ply roofing, metal, slate, terracotta tile, concrete tile, composite concrete tile, skylights, solar collectors, and photo-voltaics.
- Building color and building accent colors should be selected with careful thought to adjacent buildings, and with regard to Project character and distant views from U.S. Route 101, Oyster Point Boulevard, and the San Francisco Bay.

Retail Design Guidelines

Oyster Point should incorporate retail and food service uses with the intent of reducing traffic during the work day by providing essential services on site. Restaurants, cafés and service retail will also create destinations where people can interact. Retail strategies may include spaces on the ground floor and locations in social hubs of the development. Retail locations should be independent of office/R&D buildings.

Retail Location Guidelines

Potential retail locations may include:

- Cafe, coffee shop and/or service retail may be located at plazas providing a place to meet with views to the Bay and other open spaces.
- Service retail may be located on the ground floor of parking structures fronting the street.

Retail Design Guidelines

- Retail facades should utilize the palette of building materials and treatments to create visual interest to the pedestrian.
- To enhance the pedestrian experience, ground floor retail spaces should achieve maximum transparency.
- Awnings and signage should be incorporated into storefronts to provide shade, wayfinding, and visual interest.
- Blank walls (i.e. those areas where there are not entries or windows) should be minimized along the retail frontage.

Parking Design Guidelines

Parking Space Guidelines

- Surface parking for Bay Trail access and marina uses will be provided.
- Preferred parking for vanpool, ridesharing, low emitting and high efficiency vehicles will be provided.

Parking Structures Guidelines

- Parking will occur in structures to serve each phase of the Project. Parking structures should be naturally ventilated where necessary and incorporate façade treatments to screen cars from sight.
- Parking entries should be attractive and well lit at night. Where feasible, the design of parking structures should promote the use of pedestrian circulation routes.
- Parking structures should have predominant faces concealed or “wrapped” by an active use on the ground level.
- Mechanical vents and utilities related to parking should minimize impacts on public streets.
- Pathways and stairways linking parking structures to public ways should be attractive, well lit and secure.
- Parking structures should be entered from collective well-designed parking courts, alleys or drives.
- Use indirect lighting to light all interior areas of the parking structures so that all light sources are screened.
- Rooftop parking lighting should have low cut-off angles. Lighting should provide illumination on the deck surface but not the adjacent buildings.
- All parapet edges of the parking levels, including the roof, should be high enough to screen adjacent properties from vehicle headlights.
- Roofing of parking decks should be high albedo traffic deck coatings, high albedo concrete slab, tile, brick, or unit pavers. Top parking decks should consider shading devices such as: vegetated trellises, solar collectors, PV trellises, trees, glass canopies, or coated fabric shade structures.

Surface Parking Guidelines

- Where possible, provide areas for trees and vegetation that break up large expanses of paved areas to minimize and divert run-off.
- Grade surface parking to prevent any areas of standing water.
- Ensure access for fire rescue and emergency vehicles.
- Provide accessible walkways and dedicated ADA accessible car and van spaces.

Bicycle Parking Guidelines

- Secure bicycle racks and/or bicycle storage should be provided in garages or near building entries.
- Shower and changing facilities should be provided in each building.

Parking and Service Facades

Service and Loading Design Guidelines

Service and Loading Area Guidelines

- Loading zones should be located away from major pedestrian routes and intersections and shared with parking entrances, where possible.
- Access to loading spaces should be from a public street by means of a service driveway. Such a service driveway should include adequate space to maneuver trucks and service vehicles into and out of all provided spaces, and be designed so as to facilitate access to the building while minimizing interference with street and sidewalk circulation.
- Entrances to loading facilities should be minimized in size and designed with visual buffers from pedestrian areas, where feasible.
- Adequate reservoir space should be provided for entrance of vehicles to loading zones.
- Curb cuts should be located to minimize transit, bicycle, and pedestrian conflicts.
- Service entrances should include either opaque or translucent garage door panels, or treat that portion of the service yard visible from the public realm with the architectural character employed throughout the rest of the building.
- Waste and recycling facilities and other services are to be provided for all buildings in each phase in a location that balances access, convenient pick-up, and maintenance and is screened from the active pedestrian zones of the street.

Ancillary Structures Design Guidelines

Utility Yard Guidelines

- Corporate utility yards should be adjacent to truck loading docks enabling dedicated service vehicle access for support functions.
- Emergency generators, transformers, waste treatment, “Reverse Osmosis” (RO) water generation and storage, “Water For Injection”(WFI) generation and storage, cooling towers, clean steam generator, liquid nitrogen tanks will potentially be required to service R&D functions. Routine transactions should be managed and segregated from pedestrian activities.
- Utility yards should be screened from public view and should have a uniform finish so that they visually recede and blend with adjacent structures.

Bus Shelter Guidelines

- Provide protection and shelter from wind, rain and sun.
- Utilize transparent materials on vertical planes to promote visibility and security.
- Bus/Shuttle shelters should be consistent in scale, design, and materiality throughout the public and private development.
- Provide appropriately scaled signage that is consistent for wayfinding throughout the development.
- Provide information on the shuttle service routes and timetables within the shelter that can be easily maintained.
- Comply with accessible requirements for curb cuts, sloped walkways and clear paths.

Signage Program Guidelines

Signage Design Guidelines

It is intended that separate Master Sign Programs will be developed for separate phases of the Project. Each Program should incorporate signage that:

- Aids users and visitors to move about the Project area safely and efficiently both during nighttime and daylight hours
- Conforms to regulatory requirements for vehicular, emergency and disabled access.
- Provides consistent visual elements that tie the Project together by expressing a unique brand identity.
- Utilizes a comprehensive palette of materials, colors, typography and signage configurations throughout the Project.
- Employs a hierarchy of signage elements to implement these guidelines including project indentity, wayfinding (vehicular and pedestrian,) entry identification, tenant indentity, parking access, service access, emergency access and sustainable education.
- Uses letter form, height, scale, and shape that is appropriate to ensure readability by the intended users, either vehicle operators or pedestrians. Pedestrian oriented signs should include appropriate Braille identification.
- Uses limited variation in size, shape, and colors to avoid confusion and enhance readability.

Project Identity Signage

Wayfinding Signage

Signage Hierarchy

- **Project identity signage** should announce the Project component and be located at major entry points to the Project site and/or major roadway intersections.
- **Wayfinding signage** should provide directional guidance for pedestrians and vehicle operators to find drop off locations, shuttle stops, specific buildings, major tenants, retail/service locations, key features and parking structures within the Project area. Wayfinding signage should be located at major circulation intersections, plazas/courtyards and adjacent to building entries.
- **Entry identification signage** should clearly locate building access points and announce each building address.
- **Tenant identity signage** should enable major tenants to identify their location at the Project area independently of wayfinding signage.
- **Parking access signage** should provide clear identification of entry points to structured parking and be located along vehicular circulation.
- **Service access signage** should provide directional guidance to delivery vehicle operators and be located at intersections of vehicular circulation and access points to building service/loading areas.
- **Emergency access signage** should provide guidance to police, fire and other emergency service personnel to speed their arrival on the scene of an emergency. Emergency access signage should be located at major circulation, both vehicular and pedestrian, intersections and building entries.
- **Sustainable education signage** should provide information and data regarding the Project's sustainable design features, the Bay, and Oyster Point to heighten user awareness. This signage does not require illumination.

Entry Identification Signage

Parking Access Signage

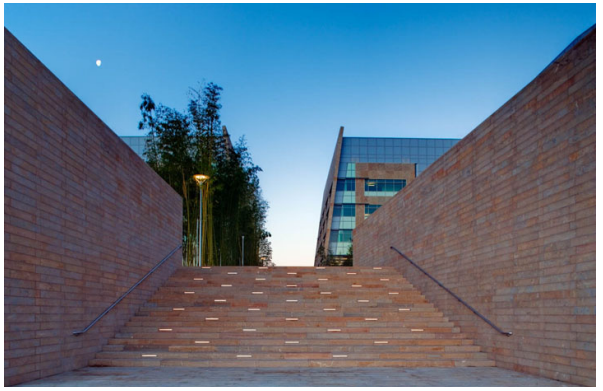
Site Lighting Design Guidelines

Site Lighting Guidelines

- Lighting systems should provide sufficient illumination of pedestrian and vehicular circulation to ensure safe and efficient movement throughout the Project.
- Lighting should be used to provide emphasis for key architectural or landscape features, outdoor spaces and similar elements that articulate the Project's unique character and brand identity.
- Illumination levels should conform to regulatory requirements, recommendations of the Illumination Engineering Society of North America (IESNA) and be the lowest practical level.
- Utilize a consistent palette of lighting elements that complement the signage program in materials, colors, scale, and hierarchy.
- Lighting should be suitable for "Lighting Zones" as defined by IESNA.
- Locate fixtures to emphasize primary circulation routes (pedestrian and vehicular,) circulation intersections, building entries, parking entries, and wayfinding signage. Consider ambient light contributed by buildings as one factor in lighting locations.
- Employ a variety of heights for lighting components that relate to the element or feature being lit as well as to pedestrians or vehicle operators. Pole fixtures associated with vehicular circulation should not exceed 20 feet in height. Fixtures associated with pedestrian circulation should range between 3 feet and 14 feet.
- Color rendition should be considered in the selection of all lamps types and be consistent across the entire Project.
- Utilize fixtures providing direct downward lighting and low cut-off angles to minimize offsite light migration and the Project's contribution to light pollution. Local and distant observers should not be negatively affected by glare from the Project's lighting.
- Utilize low energy, long life lamps to the extent possible to reduce energy and resource consumption. Lighting should be controlled by an astronomic time clock. Consider the use of solar powered lamps where appropriate.
- Lighting Power Densities (LPD) should provide performance greater than current ASHRAE 90.1 standards.

Pole Fixtures Associated with Pedestrian Circulation

Pole Fixtures Associated with Parking and Roadways



Step Light Fixtures

Circulation

Circulation Overview

Implementation of Design Goals: Circulation

The Circulation Guidelines are intended to facilitate the implementation of the Design Goals. The Transportation Demand Management (TDM) Plan will outline specific strategies to meet these goals.

Design Goal 1:
Implement a Sustainable Design Approach

The project should promote alternative transportation modes including pedestrian travel, bicycle, shuttle and ferry.

Design Goal 2:
Create a Variety of Outdoor Spaces

The design should integrate the circulation networks into the built environment and open space.

Design Goal 3:
Promote Alternative Modes of Transportation

The Project should encourage local pedestrian interaction as well as the use of public transit, in particular the new Ferry Terminal and bicycles.

Design Goal 4:
Integrate the Private and Public Spaces

Consistent design of the circulation networks should be used through all aspects of the project.

Design Goal 5:
Provide for Economically Viable Commercial Uses

The Project should provide multiple transportation options as well as safe and efficient road and pedestrian networks.

Design Goal 6:
Provide a More Desirable and Usable Public Realm

The streets, sidewalks and trails should be designed to enhance the public realm by providing better access to the waterfront, open space and recreational uses at Oyster Point.

Sustainable Design Guidelines: Circulation

The circulation components contribute to the sustainable approach of the project by:

- Promoting access to public transit including the Ferry and shuttle system which connects the Project area to other mass transit systems including BART and Caltrain.
- Encouraging use of alternative modes of transit through a TDM program.
- Facilitating pedestrian circulation on site which helps to minimize automobile trip generation.
- Promote the use of bicycles by providing convenient bicycle parking, shower and changing facilities.
- Providing preferred parking for carpools, vanpools and low emission and fuel efficient vehicles.
- Providing community connectivity by including daily services and amenities within the redevelopment.

Pedestrian Circulation Guidelines

The pedestrian experience at Oyster Point is vitally important to the success of the Project. Central to the design of the Project is the creation of a welcoming environment that evokes a strong sense of place anchored to the waterfront. Priorities include promoting social interaction within spaces of passage, cohesively addressing accessibility as an interwoven component of the landscape, and ensuring safe and logical procession within the buildings and open spaces. The pedestrian circulation is comprised of three dominant elements: pedestrian promenades, streetscapes and the Bay Trail.

Pedestrian Promenades Guidelines

- Use pedestrian-only promenades to create formal connections that address the scale of the architecture.
- Define promenades with distinctive paving materials.
- Provide areas for seating along promenades.
- Grading of the promenades should be of a gentle slope and a single plane. Ramps with handrails should be avoided.

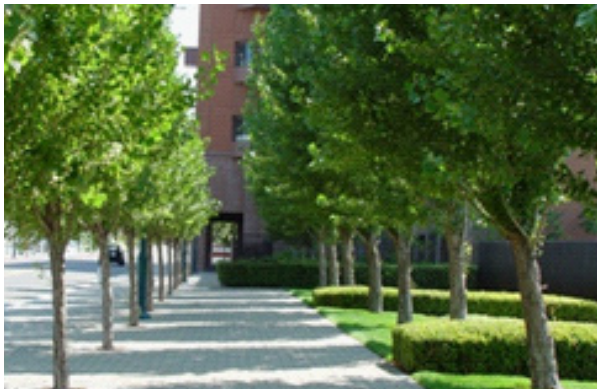
Streetscapes and Sidewalks Guidelines

- Sidewalks should support an interconnected and public development.
- Width of sidewalks should be appropriate to accommodate an active development.
- Sidewalks should be inset from roadways with a landscape buffer where possible to promote pedestrian friendly circulation.

Bay Trail Guidelines

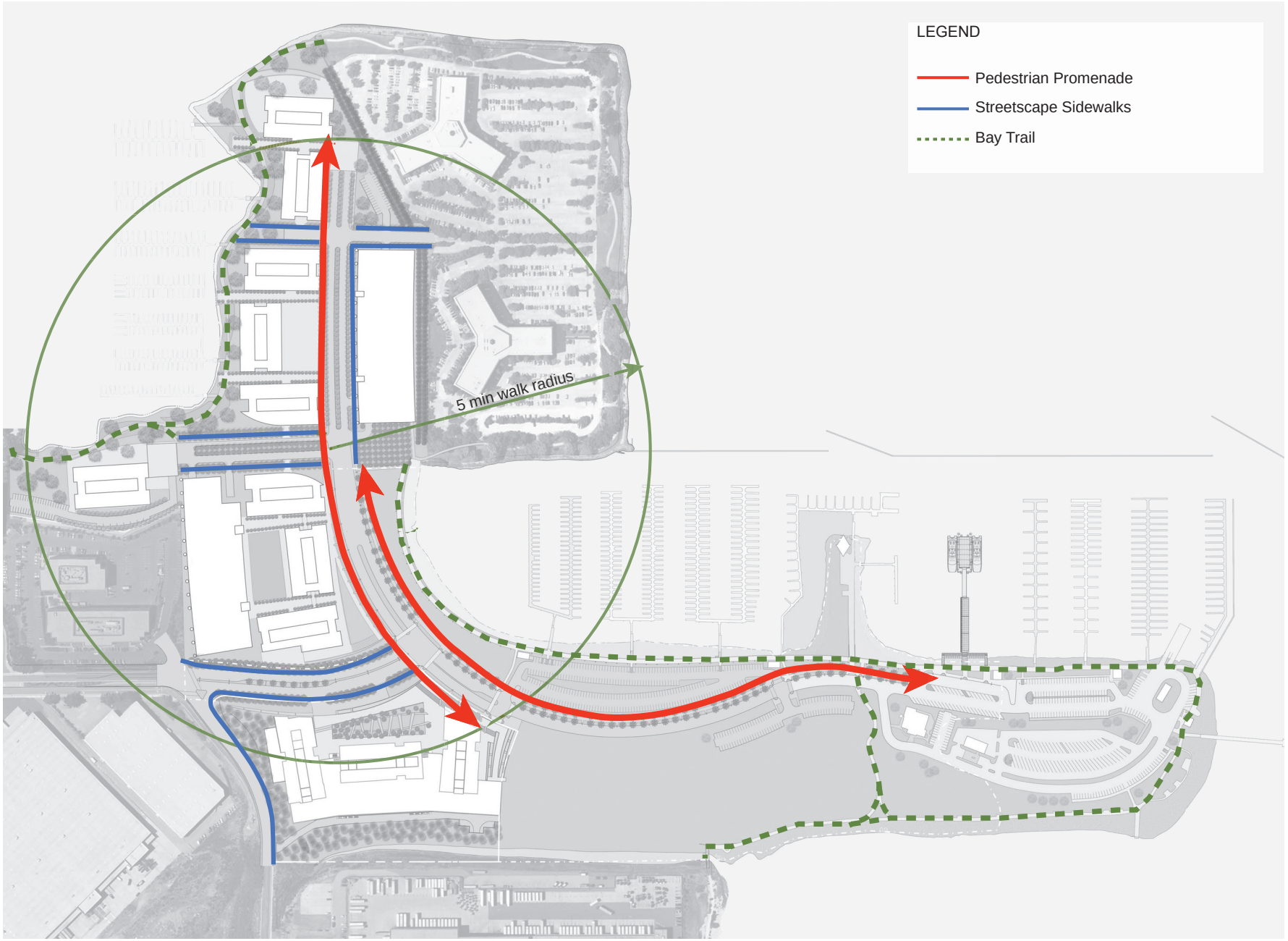
- Apply BCDC Design Guidelines to the waterfront trail system and open space.
- Link waterfront trails with open space and buildings to allow access to employees as well as marina users and the general public.
- Allow for running, walking and bike riding; use sinuous curves and smooth transitions to ensure shared trail safety
- Design should create pockets of activity along Bay Trail.
- Orient pedestrians towards the water.

Promenades With Places To Sit



Sidewalks With Landscape Buffer

Promenades Connecting Activities



Conceptual Pedestrian Circulation Network

Vehicular Circulation Guidelines

General Guidelines

The vehicular circulation network should be designed to:

- Provide convenient, efficient, and safe access to Oyster Point.
- Maintain and enhance access to adjacent parcels, the waterfront, and the Ferry Terminal.
- Recognize the importance of this site as a gateway.
- Encourage alternative transportation by emphasizing pedestrian, bicycle and transit in the roadway network design.
- Optimize the site plan to create a viable and attractive project.
- Promote safe pedestrian and vehicular circulation by minimizing conflicts at intersections and changes in road width and direction.

Roadway Guidelines

Oyster Point Boulevard at the Project entrance should:

- Create a strong sense of entry and gateway to the Project.
- Provide the primary connection from the East of 101 area and U.S. Route 101.
- Provide views to the Bay and open space where possible.
- Use street trees to shade, buffer and formalize thoroughfares at a scale appropriate to the width of the street and the architecture.

Marina Boulevard and Oyster Point Boulevard along the waterfront should:

- Create a formal corridor to break down the scale and mass of the roadway and create a screen to the waterfront open space.
- Provide a direct connection to the Ferry Terminal, marina, open space, and buildings beyond the Project.

Auxiliary Streets within the Office/R&D campus should:

- Be designed at smaller scale to create a more intimate setting.
- Use street trees in an orchard like manner to provide greater wind protection.
- Create a visual connection between the two marinas.

Service, Delivery and Emergency Access Guidelines

- Service vehicles should be accommodated by the roadway network, with clearly delineated lane markings, signals, and wayfinding signage.
- Service, delivery and emergency vehicles should have access to both primary as well as secondary entrances to buildings and facilites.
- These secondary entrances should be limited specifically to service, delivery, and emergency access.
- Service vehicle driveways and loading areas should be screened and separated from public pedestrian walkways where possible.
- Secondary access for emergency vehicles will be provided when their access is restricted from using primary entrances.

Transit Circulation Guidelines

- The roadway network should be designed to support shuttle routes that serve both the Project and the Ferry Terminal.
- The shuttle stops should be located near natural gathering places that are within easy walking distance of major building centers and should be well signed to alert passenger of drop off and waiting areas.
- Shuttle stops should be designed so that stopped shuttle buses will not impede the primary flow of traffic.
- Motor courts or turnouts should be provided at the front of the building where shuttles, taxis, carpoolers, and vans can offload passengers directly at the front of the door.

Parking Access Guidelines

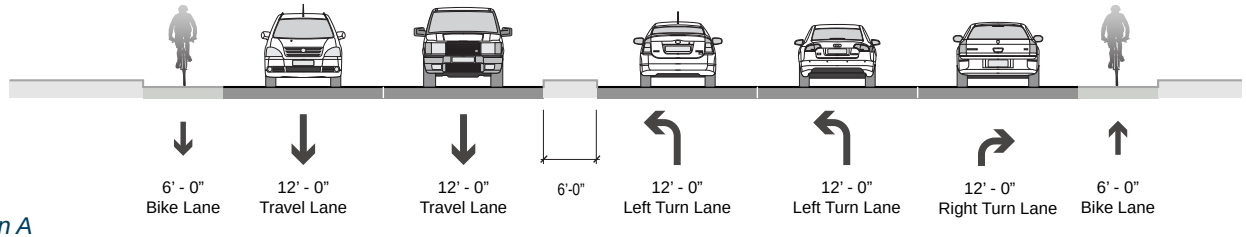
- Parking access should be clearly delineated by lane markings, signals, and wayfinding signage.
- Access to and from the parking garages should be located at intersections or from a dedicated right turn lane.
- Adequate queuing space should be provided at parking garage entrances.

Bicycle Circulation Guidelines

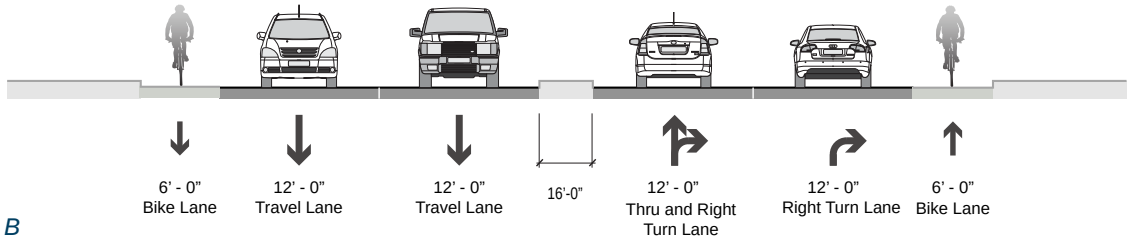
- Designate bike lanes should be provided at Oyster Point Boulevard.
- In other Project areas, bicycle circulation should be accommodated through bicycle routes and off street bicycle paths
- Bicycle access and parking should be clearly delineated by lane markings and wayfinding signage.

Conceptual Vehicular Circulation Network

Section A



Section B



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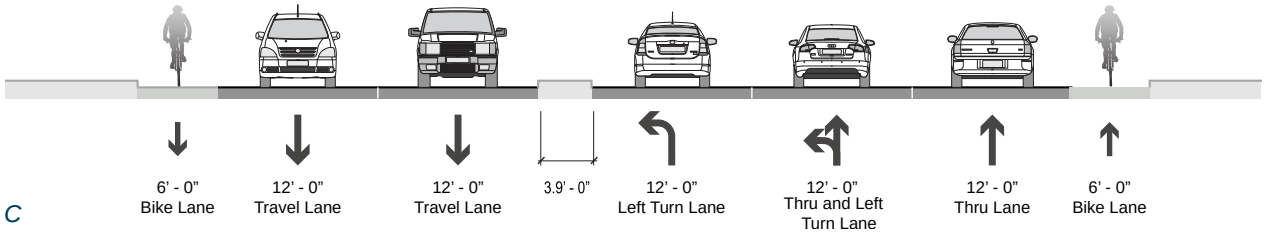

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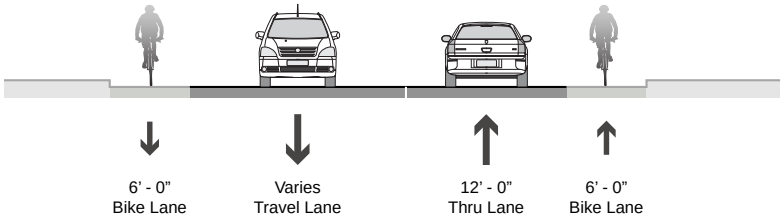
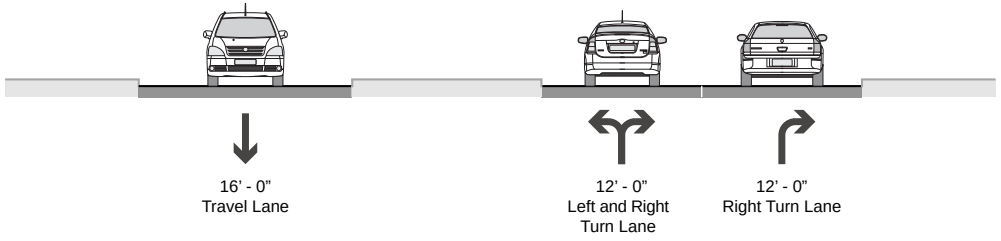


Section E



Circulation Network Road Sections

** Exact number of lanes to be confirmed by traffic analysis*

Transportation Demand Management Program

The purpose of the Transportation Demand Management (TDM) Program is to outline strategies to educate and motivate users of the Oyster Point site to shift their transportation choice from single occupancy vehicles to other modes such as public transportation, carpooling, bicycling, and walking. The goal of the TDM Program is to aggressively reduce trip generation.

Guidelines to Support the TDM Program

- The site should include dedicated passenger drop-off and shuttle stop areas.
- Pedestrian connections should be provided to connect the buildings and site adjacent sidewalks, Bay trail and shuttle stops.
- Bicycle lanes, routes and/or paths should be provided to allow bicycle accessibility to all buildings at the site.
- The parking areas should provide preferred parking for carpool, vanpool, low-emitting and fuel-efficient vehicles, and electric plug-in vehicles.
- Parking should be provided for motorcycle and scooters.
- Long-term (Class I) and Short-Term (Calss II) bicycle parking should be provided at or adjacent to all buildings.
- Shower and changing facilities should be provided in or easily accessible from all buildings.
- Transportation and Commute Information Kiosks should be provided at all buildings.
- In addition to the physical measures described above, the TDM program will include programmatic measures such as informational resources (web resources, brochures, and events), transit programs (Alliance Shuttle membership, transit incentives, and pre-tax commute options), and commuter amenities (car share, flextime, and telecommuting).

Open Space

Open Space Overview

Implementation of Design Goals: Open Space

The Open Space Guidelines are intended to facilitate the implementation of the Design Goals by:

Design Goal 1:
Implement a Sustainable Design Approach

The open space design should protect and restore natural habitat, maximize open space, facilitate urban density and integrate stormwater quality control techniques.

Design Goal 2:
Create a Variety of Outdoor Spaces

The open space design should organize the buildings and landscape to create plazas, courtyards, promenades, motorcourts, fields, trails and unprogrammed open space.

Design Goal 3:
Promote Alternative Modes of Transportation

The open space design should encourage walking and the use of bicycles.

Design Goal 4:
Integrate the Private and Public Spaces

The open space design should use consistent design features across all aspects of the site, and interweave public open spaces throughout the privately owned portions of the site.

Design Goal 5:
Provide for Economically Viable Commercial Uses

The open space should enhance commercial uses through access and views of adjacent open space amenities.

Design Goal 6:
Provide a More Desirable and Usable Public Realm

The open space design should provide for an improved public realm by creating desirable open space at the waterfront, improving the Bay Trail and connection to the Ferry terminal, and by offering space for a variety of recreational opportunities.

Sustainable Design Guidelines: Open Space

The open space design should contribute to the sustainable approach of the project through:

- The creation and protection of natural habitat.
- Maximization of the amount of open space through higher density development.
- Utilize native and drought tolerant plant species where appropriate.
- Integration of stormwater quality control techniques into the open space design through the use of bioswales, water retention and water reuse where appropriate.

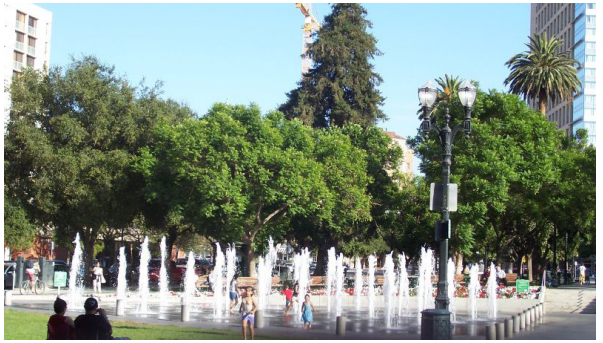
Open Space Guidelines

General Open Space Guidelines

- The diverse open space of the Project should be tied together to create a unified development.
- Provide a diversity of open spaces for social gatherings and passive recreation.
- Allow easy access to water's edge from all buildings.
- Provide protection and enclosure with plant materials which are appropriately scaled to the surrounding buildings, and suitable to the site's climate.
- Integrate sustainable principles in design of open space by reducing water use, filtering storm water and increasing solar reflectance in paving materials.
- The open space should be organized to include large active plazas, smaller courtyards, motorcourt drop-off areas, lawn areas and unprogrammed open space, overlooks to the Bay, and a network of promenades and pathways connecting the buildings, marinas, and Ferry Terminal.

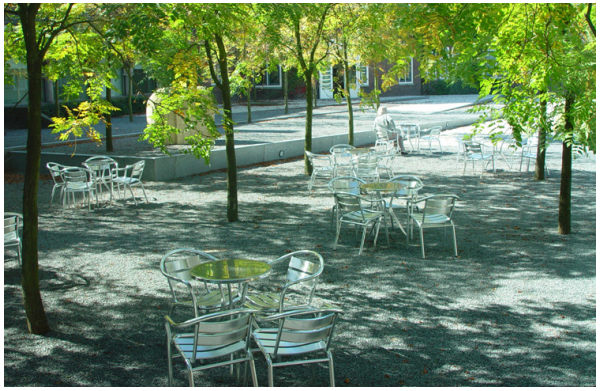
Plazas and Courtyard Guidelines

- Ensure public plazas are appropriately furnished, to encourage a variety of uses - eating, gathering and relaxing.
- Maximize views to the Bay.
- Provide protection from the elements - especially wind- while enhancing sunlit spaces and creating areas of shade.
- Provide smaller courtyards adjacent to buildings with places for sitting, gathering, eating and socializing.
- Facilitate clear circulation to and from building entrances.
- Introduce attractive, refined planting palettes that address the scale of the courtyards and create a gardenlike setting.



Open Spaces As Sunlit Areas

Plazas As Places To Gather



Courtyards As Places To Sit

Promenade and Pedestrian Connector Guidelines

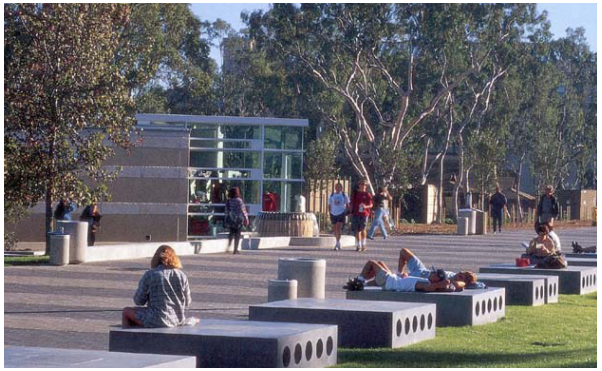
- Promenades should define the primary axes of pedestrian linkage within the Project.
- Consistent hardscape and landscape materials of the Promenades should tie the entire project together.
- Secondary Connectors should link the buildings, plazas, courtyards, and other open spaces with the Promenades to create a coherent pedestrian network for the Project.

Waterfront Open Space Guidelines

- Create large, publicly accessible spaces and overlooks adjacent to the water's edge, with direct views to Bay.
- Integrate the Bay Trail within the overall development's open spaces to promote public use.
- Create a variety of areas along the Bay Trail that promote public use.
- Locate recreation fields to the east of the office/R&D buildings constructed during Phase I with the flexibility to accommodate both programmed and unprogrammed activities.
- Water filtering devices such as bioswales should be aesthetically integrated into the design of the open spaces where possible.

Motorcourt Drop-off Area Guidelines

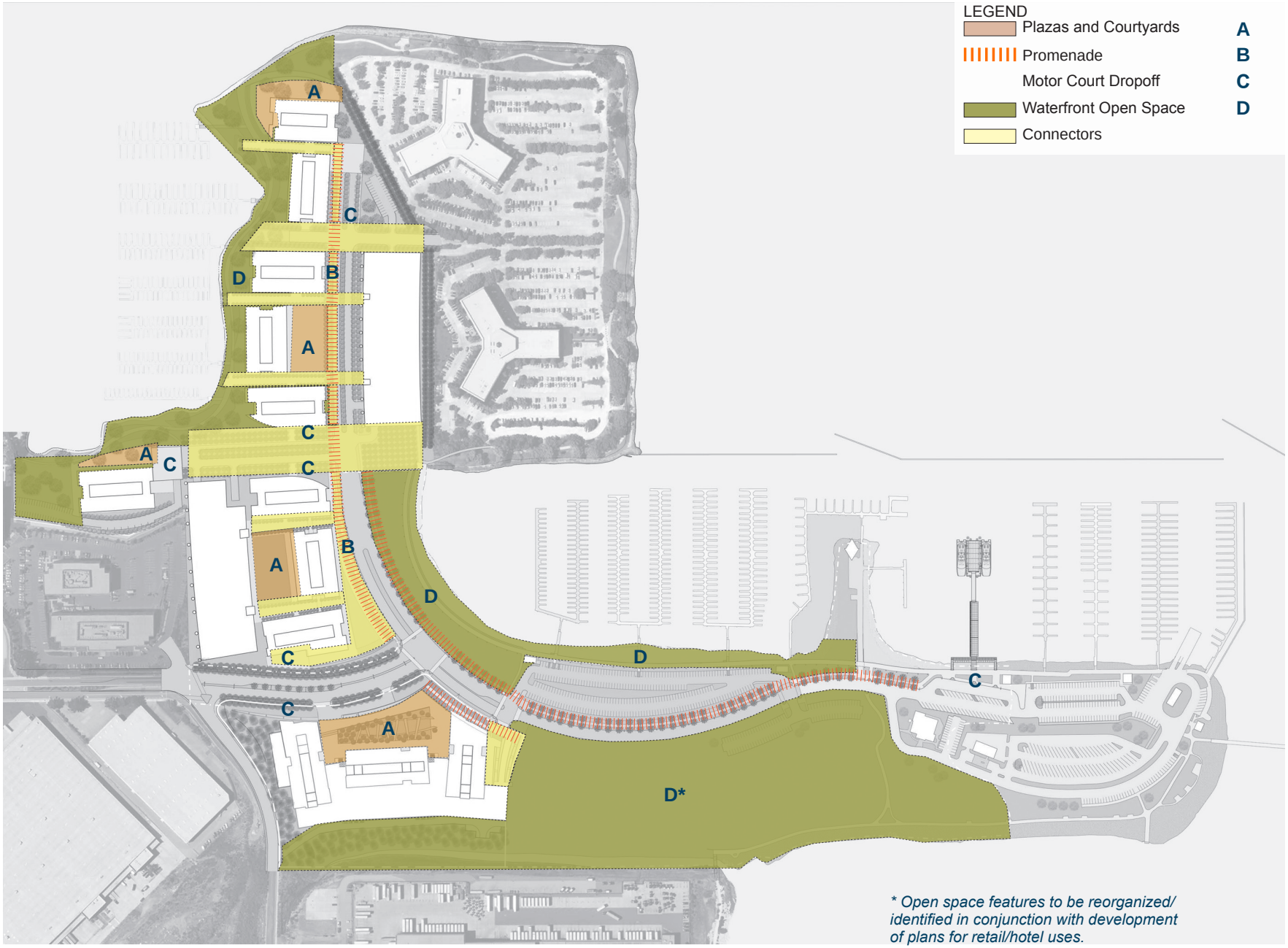
- Motorcourt Drop-off areas will be organized to clearly introduce the building entrances.
- Motorcourt Drop-off areas should provide ample space for vehicular manueverability with safe walkways for arrival and departure.
- The vehicular aspects of the Motorcourts will be tempered by landscape elements to connect the vehicular and pedestrian realms.



Promenade

Motor Court

Waterfront Open Space



Conceptual Open Space Organization

Public Realm Design Guidelines

The redevelopment and repositioning of public lands will need to address a number of unique and specific challenges as well as meet the objectives for the future. These include:

- Landfill constraints, including settlement
- Stormwater drainage and Best Management Practices
- Sea level rise
- Utility upgrades
- Appropriate Grading and recontouring of the site
- Design qualities that reflect the unique character and scale of the site and that consider the image of the site from both the landside and the waterside

Landscape Concept Guidelines at Public Realm

The landscape concept for the public realm focuses on expressing the importance of the relationship between land and water. The themes used to make this connection are identified below.

- Palm Trees - A crescent of Canary Island Palms that embrace the bay on the waterside of Marina Boulevard will not only give structure and orientation to Oyster Point, but will also enhance its recreational identity and sense of place. The palms will be planted at a mature size in a double row will define the upper promenade that connects the ferry terminal to the park and beyond. Canary Island palms will also be planted in the median of Oyster Point Boulevard between Gull Drive and Marina Boulevard to heighten the sense of arrival to the area. The palms also meet functional and environmental considerations related to the strong winds and planting over a landfill cap, without being dominated and defined by these conditions.
- Ground Level Planting - These plant materials will be used in conjunction with the Canary Island Palms and will be of a height to create a separation between vehicles and pedestrians, yet allow visibility and a sense of security. A palette of hardy, colorful plant materials, such as oleanders, bougainvillea, and ceanothus are suggested to be planted in a manner that creates an artful cadence with appropriate breaks and interludes.
- Crescent Park - On the bayside, near the intersection of Oyster Point Boulevard and Marina Drive, a Crescent Park is envisioned. The Crescent Park will be a grassy bowl-shaped meadow, ideal for informal gatherings. It will descend bayward to a stepped edge that in turn transitions to a sandy beach at the edge of the Bay.
- West Marina Parking area - East of the Crescent Park is the west basin of the Oyster Point marina parking area. This area will be carefully graded to keep the parked cars in a lower profile so that distant views from the upper trail to the marina are not obstructed. In addition, the parking area needs to provide a graceful means of accessing the existing docks while providing for the elevation of the Bay Trail in consideration of sea level rise and future improvements that may result in additional height along the bay as sea levels continue to rise. This area should also incorporate bioretention landscaping in an appropriate manner in consideration of water quality and the need to construct over a landfill cap.
- Upper Promenade - The Upper Promenade is proposed as a connection between the Ferry Terminal and the private development to the west. It will be approximately 32 feet wide, including the landscape planting area, with approximately 12 feet of hard/paved surface as well as 4 feet (two feet on each side) of semi-hard surface, for a total of 16 feet of path area. The Upper Promenade will be used by pedestrians and cyclists. It is recommended that the Upper Promenade extend into future phases of the private development.
- Other Areas - Over time, other areas at Oyster Point will evolve and redevelop consistent with the concepts and improvements described above.

Recreation Concept Guidelines at Public Realm

Oyster Point has a wide range of existing recreational opportunities today and they will increase in the future. The goal is to maintain and enhance the recreation opportunities that are available.

- Existing Recreation - Maintain existing recreation opportunities, including the Oyster Point Marina (east and west basins), the boat ramp, the wind surfing area, the fishing pier, and a variety of picnicking areas.
- Bay Trail - Maintain and enhance the Bay Trail, which circumscribes the public realm, by reconstructing portions of the trail to address sea level rise and adding new and more convenient connections, where appropriate.
- New Opportunities - Flexible field space as well as enhancement of linear recreational activities (such as bicycling, running and walking) is an important new dimension which will be added to the existing recreational and boating uses of Oyster Point.

Future Public Development

In addition to the private development, the City is also anticipating possible future development on public lands currently identified as `flexible use open space' and `future hotel site'. In the interim, the City anticipates that these sites could host uses such as boat storage and flexible recreational activities.

- The City intends to market the "future hotel site" to potential hotel developers interested in constructing a high quality mixed-use landmark hotel. Examples of landmark hotels include the Hotel del Coronado in San Diego and the Claremont Hotel in Berkeley. Both of these hotels are major gathering places for the communities where they are located as well as providing visitor, recreational and meeting accommodations as well as spas, wellness centers and sheltered courtyard spaces that are suitable for gatherings and events.
- Other future possible uses include research and development (R&D), office, or other allowable uses within the Specific Plan.
- Over time, the eastern portion of Oyster Point will evolve and redevelop with high quality structures and landscaping, similar to improvements planned in earlier phases.

Landscape Design Guidelines

General Landscape Design Guidelines

- The landscape should be designed to achieve a broad range of experiences within distinct areas that are appropriately located in relationship to the site and the architecture.
- Landscape typologies should repeat on the site to help create a distinct sense of place, support the urban design goals, and reinforce wayfinding systems.
- Plant selections should be appropriate to the scale of the proposed architecture and character of the open space.
- All landscape components should be climatically suitable to the site.
- The landscape should sculpt a range of microclimates on the site providing shelter from the wind, open prospects to the water, and opportunities for shade from the sun.
- Soil depths should be provided to achieve the greatest success of the trees within a paved environment. If feasible, larger planting beds should be used to achieve proper soil volume. Alternately, structural soils, Silva Cells or similar should be used to obtain horticulturally appropriate soil volumes under paving.
- For on structure planting conditions consider raising planting areas to a height suitable for sitting to increase available soil.
- Landscape typologies may include: promenades, plazas, bosques, street trees, buffers, waterfront open space, bioretention swales, and fields.

Promenades

- Promenades should be framed by allees of wind tolerant trees of a scale and character suitable to the architecture and adjacent plaza landscapes.
- Tree type should reinforce the formal nature of the promenades and provide shade and character to the space.

Plazas

- The plaza's plantings should be employed to create spatial hierarchy, visual distinction and climatic comfort.
- Advantage should be taken of more intimate gathering areas within the plaza, when feasible, by utilizing a more diverse palette of plant material to bring seasonal interest and color into the spaces.
- Specimen trees should be featured in plazas.

Bosques

- Formal groupings of trees in the form of architectural bosques should be utilized on the site to become a common element that links the overall development.
- Spacing of trees within bosques should be tight enough to retain the integrity of the overall form yet allow for comfortable movement between the trees.
- Trees selected for the bosques should be wind resistant and small to medium sized fruitless trees yet typical to the form of an orchard tree.

Street Trees

- Street trees should be utilized to break down the scale of the roads, create buffer zones for pedestrians from vehicular traffic and assist in decelerating the westerly winds.
- Trees selected should be formal in nature, be wind resistant and aesthetically support the architecture and surrounding landscape.

Buffers

- Where adjacent to outside commercial developments, buffers comprised of closely spaced trees or shrubs should be used to create an effective visual screen.
- The overall form of the buffer should create a graceful frame for the project.

Waterfront Open Space Landscape

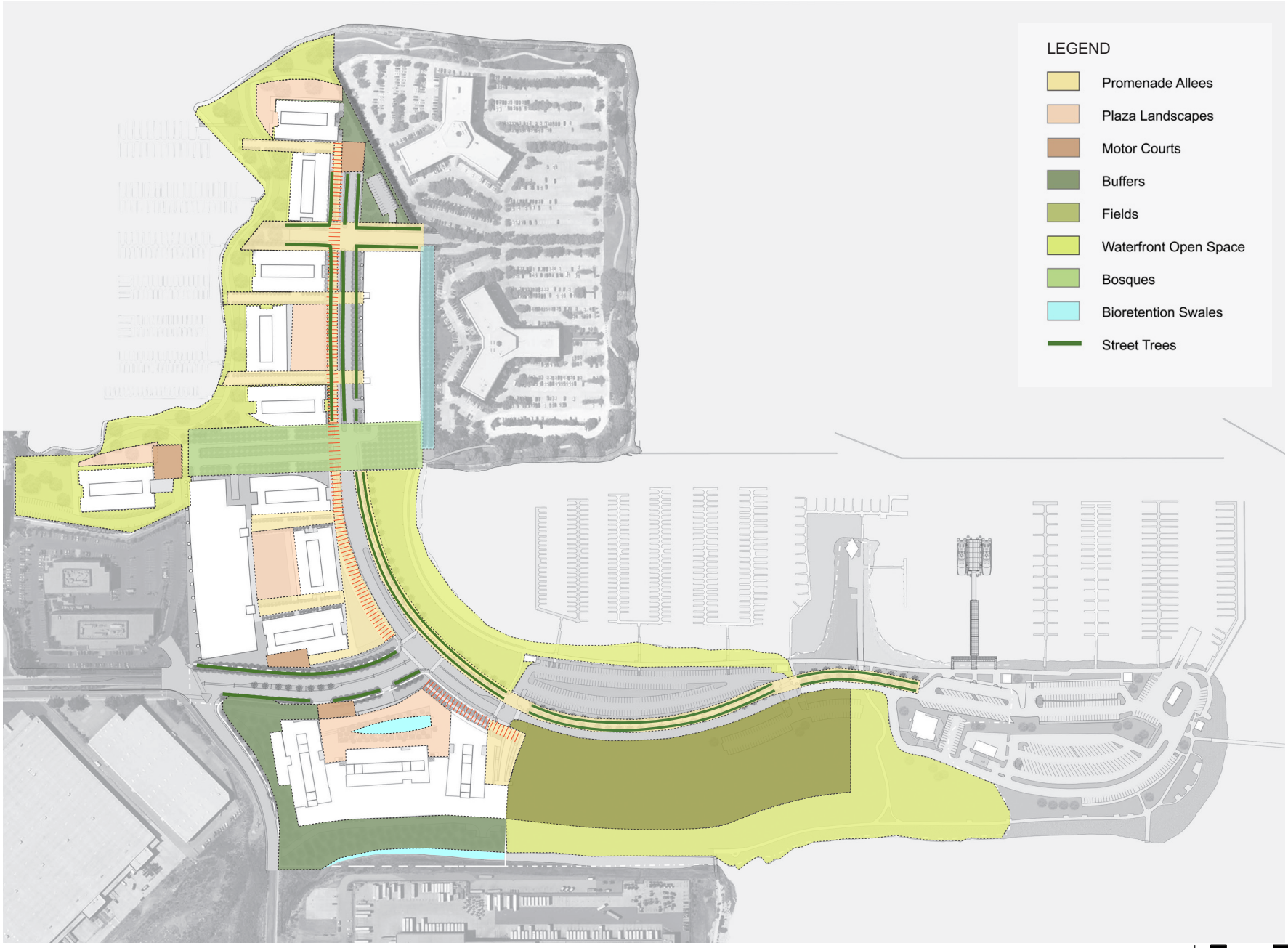
- The waterfront open space should be comprised of specimen shoreline trees, sculpted by the wind, that drift along the landscape of the Bay's edge.
- The adjacent ground plane should be comprised of drought tolerant grasses that frame the architecture and create a uniform carpet that leads to the Bay.

Bioretention Swales

- Landscape areas should be designated, where feasible, for storm water cleansing.
- Bioretention swales should be comprised of drought tolerant grasses that can tolerate periodic influxes of water.
- The form of the swales should address engineering requirements to maximize the effects of the swale, as well as be sculpted in a manner integrated with the overall site design.

Fields

- Recreation fields should be provided at Oyster Point to create a diversity of amenities to the public. Turf material that supports active recreation should be used in these areas.
- Areas where recreation is not being introduced should be planted with native meadow to reduce irrigation, mowing and overall maintenance.



Conceptual Landscape Design Plan

Plant Material Guidelines

- Use a plant palette suited to unique site conditions and micro-climate.
- Drought tolerant and native plants should be used whenever possible.
- Trees growing under windy conditions require a greater available supply of water than trees not subjected to constant windy conditions. The increased water needs can best be served by providing a soil environment that allows for a more expansive root system and the optimization of soil moisture conditions within the root zone.
- Optimum soil conditions should have 50% mineral, 25% moisture and 25% air space, achieved through amendments to the soil.
- Water efficient irrigation systems should be utilized to minimize water consumption. Reclaimed water should be considered for irrigation.

Master Plant List

The plant materials selected for the plant list below are carefully considered to deal with the relatively inhospitable conditions for growing plant material on the site. A number of factors limit a plant's ability to thrive at Oyster Point including wind, poor growing mediums and salt spray. Plant materials need to be selected diligently, not only from an aesthetic lens to best support the architectural development, but also horticulturally.

Trees

- *Abies pinsapo* Spanish Fir
- *Acacia baileyana 'Purpurea*' Purple Fernleaf Acacia
- *Aesculus californic*a Buckeye
- *Agonis flexuosa* Australian Willow
- *Alnus rhombifolia* White Alder
- *Cordyline australis* Dracaena Palm
- *Cupressus macrocarpa* Monterey Cypress
- *Cupressus Sempervirens* Italian Cypress
- *x Cupressocyparis leylandii* Leyland Cypress
- *Cyathea cooperi* Austrailian Tree Fern
- *Lagunaria patersonii* Primrose Tree
- *Laurus nobilis* Sweet Bay
- *Leptospermum laevigatum* Austrailian Tea Tree
- *Lyonothamnus floribundus asplenifolius* Catalina Ironwood
- *Maytenus boaria 'Green Showers'* Mayten Tree
- *Melaleuca nesophila* Pink Melaleuca
- *Melaleuca quinquinervia* Cajeput Tree
- *Myoporum laetum* Myoporum
- *Olea europaea* Olive
- *Phoenix canariensis* Canary Island Date Palm
- *Pinus caneriensis* Canary Island Pine
- *Pinus contorta ssp. contorta* Beach Pine
- *Pinus pinea* Italian Stone Pine
- *Platanus x acerfolia* London Plane
- *Podocarpus gracilior* Fern Pine
- *Populus fremontii* Freemont Cottonwood
- *Populus nigra 'Italica'* Lombardy Poplar
- *Quercus agrifolia* Coast Live Oak
- *Quercus ilex* Holly Oak
- *Quercus suber* Cork Oak
- *Washingtonia robusta* Mexican Fan Palm

Grasses

- *Calamagrostis x acutifolia 'Karl Foerster'* Feather Reed Grass
- *Carex divulsa* Berkeley Sedge
- *Carex praegracillis* California Field Sedge
- *Elmus condensatus 'Canyon Prince'* Island Blue Rye
- *Festuca californica* California Fescue
- *Juncus patens* Juncus
- *Leymus triticoides* California Wild Rye
- *Muhlenbergia rigens* Deer Grass
- *Nassella tennuissima* Mexican Feather Grass
- *Seslaria autumnalis* Moor Grass
- *Spartina foliosa* California cord grass

Perennials

- *Achillea millefolium* Yarrow
- *Agave spp.* Agave
- *Aloe arborescens* Tree Aloe
- *Asparagus densiflorus 'Sprengerii'* Sprenger Asparagus
- *Bougainvillea spp.* Bougainvillea
- *Calamagrostis foliosa* Cape Mendocino Grass
- *Cistus salviifolius 'Prostratus'* Sageleaf Rockrose
- *Dudleya 'Palos Verdes'* White Live Forever
- *Erigeron karvinskianus* Santa Barbara Daisy
- *Eschscholzia californica* California Poppy
- *Hemerocalis spp.* Daylily
- *Heuchera maxima* Island Alum Root
- *Iris PCH* Pacific Coast Iris
- *Kniphofia spp.* Red Hot Poker
- *Lavandula spp.* Lavender
- *Limonium perezii* Sea Lavender
- *Polystichum munitum* Western Sword Fern
- *Prunella vulgaris* Common Selfheal
- *Rosa rugosa alba* White Japanese Rose
- *Rosmarinus officinalis 'Ken Taylor'* Ken Taylor Rosemary
- *Rosmarinus officinalis 'Tuscan Blue'* Upright Rosemary
- *Rubus pentalobus* Bramble
- *Salvia spp.* Salvia
- *Woodwardia fimbriata* Giant Chain Fern
- *Yucca filamentosa 'Ivory Tower'* Ivory Tower Yucca

Vines

- *Bougainvillea spp.* Bougainvillea
- *Clematis armandii* Evergreen Clematis
- *Ficus pumila* Creeping Fig
- *Hardenbergia violacea* Lilac Vine
- *Hedera helix* English Ivy
- *Lonicera hildebrandiana* Giant Burmese Honeysuckle
- *Parthenocissus tricuspidata* Boston Ivy
- *Solandra maxima* Cup-of-Gold Vine
- *Trachelospermum jasminoides* Star Jasmine

Shrubs

- *Abutilon hybrids* Flowering Maple
- *Arbutus unedo* Strawberry Tree
- *Arctostaphylos spp*. Manzanita
- *Berberis spp*. Barberry
- *Callistemon viminalis 'Little John'* Dwarf Bottlebrush
- *Calycanthus occidentalis* Spice Bush
- *Camellia sasanqua* Camelia
- *Ceanothus 'Dark Star'* Dark Star Wild Lilac
- *Ceanothus grisues horizontalis* Carmel Creeper
- *Cistus spp.* Rockrose
- *Coprosma spp*. Mirror Plant
- *Correa 'Ivory Bells'* Australian Fucshia
- *Continus coggygria 'Royal Purple'* Smoke Bush
- *Dodonea viscosa 'purpurea'* Hopseed Bush
- *Euonymus japonicus'Grandifolius'* Japanese Euonymus
- *Heteromeles arbutifolia* Toyon
- *Juniperus sabina 'Buffalo'* Buffalo Juniper
- *Leptospermum scoparium 'Apple Blossom'* New Zealand Tea Tree
- *Ligustrum japonicum 'Texanum'* Waxleaf Privet
- *Myoporum parvifolium* Myoporum
- *Myrtus communis* Myrtle
- *Osmanthus fragrans* Sweet Olive
- *Phormium ssp.* New Zealand Flax
- *Pittosporum tenuifolium* Kohuhu
- *Pittosporum tobira'Variegata'* Mock Orange
- *Prunus lauerocerasus 'Otto Luyken'* Otto Luyken English Laurel
- *Prunus lusitanica* Portugese Cherry Laurel
- *Rhamnus alaternus 'John Edwards'* Italian Buckthorn
- *Rhapiolepis umbellata minor* Indian hawthorn

Succulents

- *Agave spp.* Agave
- *Aloe arborescens* Tree Aloe
- *Dudleya 'Palos Verdes'* White Live Forever
- *Sedum sexangulare* Watch Chain Stonecrop
- *Sedum spurium'Red Carpet'* Red Carpet Sedum
- *Sedum reflexum* Sedum
- *Yucca filamentosa 'Ivory Tower'* Ivory Tower Yucca

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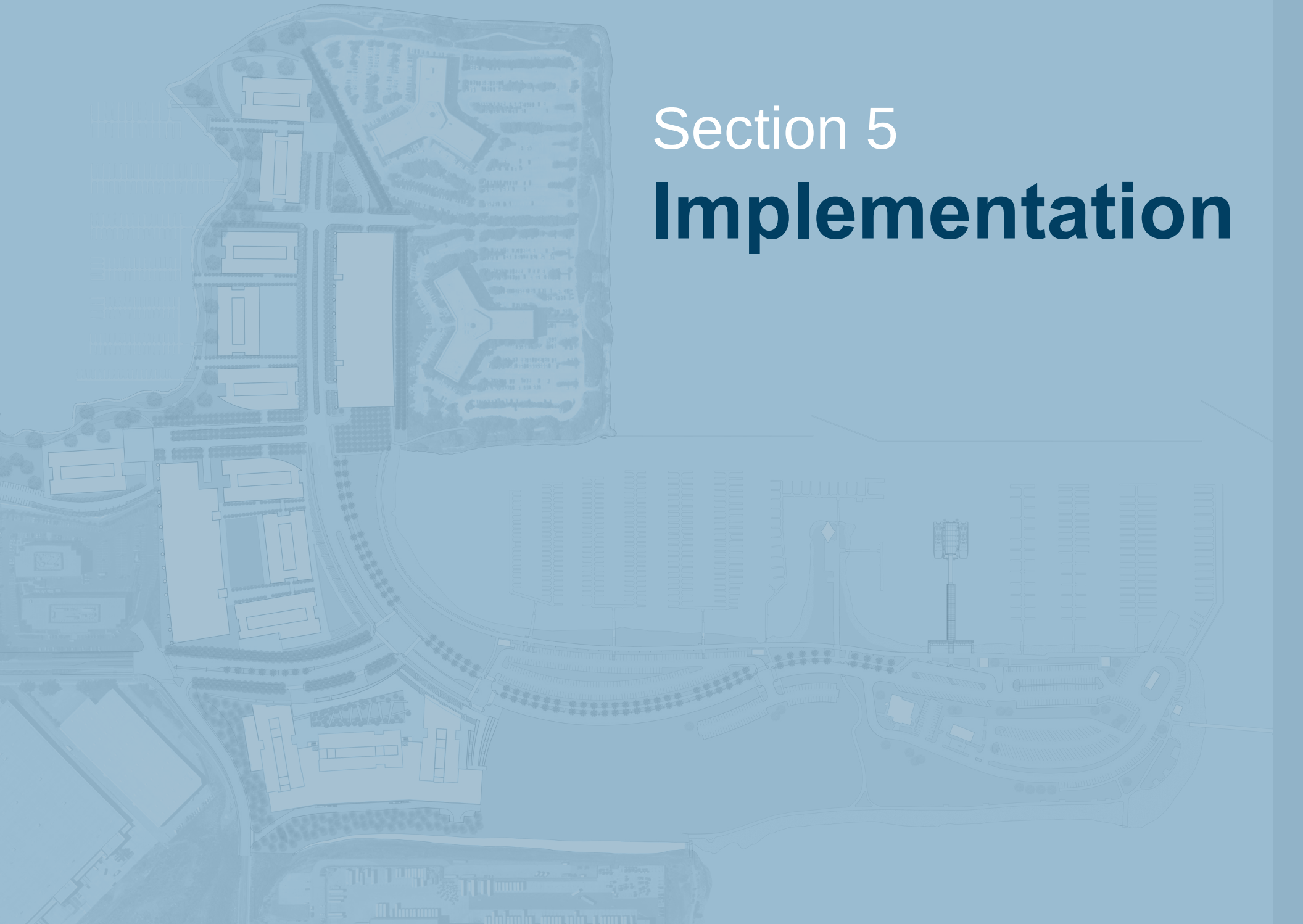


Section 5

Implementation

Infrastructure and Construction Sequence

Project Infrastructure

The Project will require the construction of infrastructure to serve the proposed uses. This infrastructure includes the following:

- A new street configuration with updated traffic signalization to provide a more rational circulation system throughout the project.
- A new sanitary sewer system connecting into the existing sewer system. This system would include the replacement of one existing pump station and provisions for an additional pump station in the future.
- A new stormwater drainage system to collect, filter/treat and discharge into the Bay.
- New domestic water service to connect to all new buildings
- A new fire water distribution system and fire truck access.
- A new joint utility trench system including electrical power and telecommunication services.
- An updated landfill closure system with an improved impermeable clay layer, methane mitigation and monitoring systems.

Phase I Infrastructure Construction

The initial phase of the Project's construction will include the installation of necessary infrastructure to support the office/R&D development, the public amenities at Oyster Point Marina and the future hotel and commercial uses. Vehicular access to the existing Oyster Point Boulevard will remain intact throughout this phase. Temporary access to the remainder of the Oyster Point Marina will also be maintained throughout this phase. The possible sequence of construction is as follows:

- Demolition of the Oyster Point Inn, adjacent office building, entry kiosk and marine services building.
- Construction of the reconfigured Oyster Point and Marina Boulevard intersection.
- Installation of the proposed utilities in Oyster Point and Marina Boulevards.
- Relocation of sewer pump station #1 adjacent to 377 Oyster Point Boulevard.
- Site work, landfill cover modifications, and grading for Phase I of the office/R&D development, open space and future hotel site.

Phase I of the Office/R&D Development and Open Space

Once the new road configuration and site work is complete, construction can begin on Phase I of the office/R&D development. Work to be completed during this phase will include:

- Construction of 508,000 to 600,000 square feet of office/R&D space and podium garage structure on the 10-acre site to the south of the new Oyster Point Boulevard.
- Completion of the Recreation Fields on the 3.8-acre site to the east of the Phase I office/R&D buildings.
- Completion of the open space and associated parking area to the north of the new Marina Blvd.

Phases II, III and IV of Office/R&D Development

As market conditions allow, Phases II, III and IV of the office/R&D development can begin. These phases, which may be constructed sequentially or simulatenously, will include the following work:

- Phased demolition of the buildings at 375 to 389 Oyster Point Boulevard.
- Grading and site preparation.
- Completion of the northern extent of the new roadway and utilities.
- Construction of additional office/R&D buildings and supporting parking structures. Each phase will include approximately 500,000 to 600,000 square feet of space.
- Construction of the associated outdoor plazas, courtyards and open space.
- Improvements in the Bay Trail on the northern and western portions of Oyster Point.

Future Phases at Oyster Point Marina

At the discretion of the City of South San Francisco, construction of the future hotel and retail/restaurant space can occur at the Oyster Point Marina. This work may include the following:

- Construction of a 350-room hotel and conference center.
- Construction of approximately 40,000 square feet of retail and/or restaurant space.
- Additional landfill cover modifications at the eastern portions of Oyster Point Marina as required.
- Landscaping and Bay Trail improvements at all areas east of the Recreation Fields.

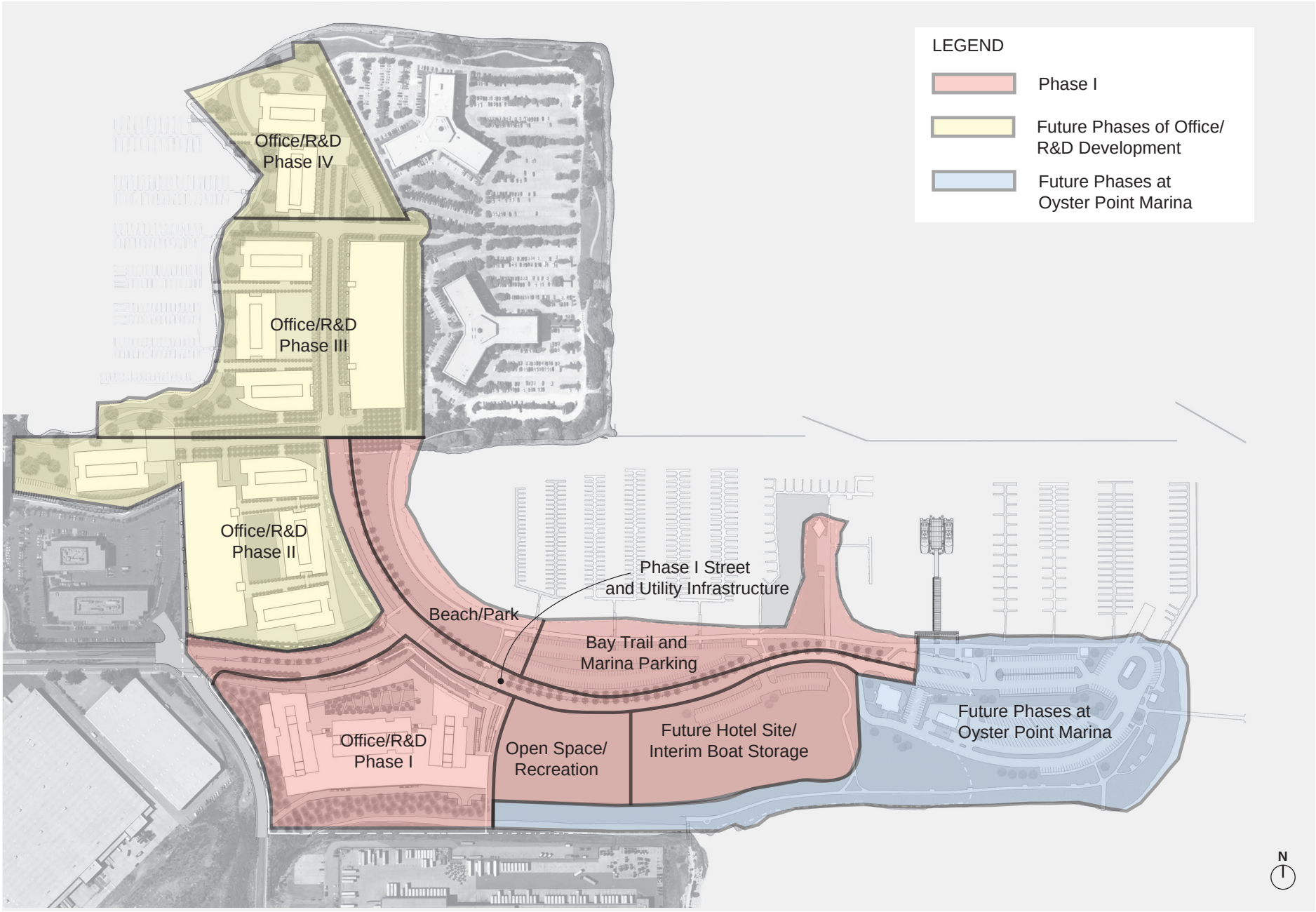
Infrastructure Financing

The infrastructure improvements necessary for development of the Specific Plan District may be financed through a combination of the following sources:

- One or more Community Facilities Districts, established pursuant to the Mello-Roos Act;
- Tax Increment Financing generated by portions of the development occurring within the Added Area of the Downtown-Central Redevelopment Area;
- Transient Occupancy Tax generated by construction of a hotel; and
- Private funding provided by the developer(s) of the Specific Plan District.

Existing Infrastructure

Existing utility service will be reused or maintained where possible to serve the proposed Project.



Conceptual Construction Sequence