



SAN FRANCISCO PLANNING DEPARTMENT

Letter of Determination

September 19, 2016

Larry Badiner
Badiner Urban Planning, Inc.
95 Brady Street
San Francisco, CA 94103
larry@badinerurbanplanning.com

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

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415.558.6409

Planning
Information:
415.558.6377

Name:	GM Cruise, LLC
Site Address:	1201 Bryant Street/530 10 th Street
Assessor's Block/Lot	3528 / 001
Zoning District:	SALI (Service/Arts/Light Industrial District)
Staff Contact:	Ming Yeung, (415) 575-9183 or ming.yeung@sfgov.org
Record No.:	2016-010221ZAD

Dear Mr. Badiner:

This letter is in response to your request for a Letter of Determination regarding the property at 1201 Bryant Street/530 10th Street. The subject property is located in the SALI (Service/Arts/Light Industrial) Zoning District, Western SoMa Special Use District and 40-X Height and Bulk District. The request seeks a determination as to whether GM Cruise, LLC is a Laboratory use as defined in the Planning Code.

Background

As noted in your letter, GM Cruise is an automobile engineering company whose mission is to develop autonomous cars. GM Cruise proposes to use of the space at 1201 Bryant Street to develop, prototype, and test its autonomous driving platform and automobile componentry. The functions that would occur at the property are described in your letter as:

- *Vehicle Maintenance and Control Installation* – Installation of controls (buttons, sensors) and electronic hardware (computers in trunk, wiring throughout car). Development and testing of new car configurations and sensors and equipment. Maintenance of the test fleet.
- *Machine Shop and 3-D Printing* – Metal working equipment such as saws, grinders, milling machines and drill presses. Plastic and composite 3-D printers for prototypes.
- *Test Production Space* – Automobile parking and staging, cars are disassembled and modifications added (sensors, racks on top, wiring run through cars, computers in the back, etc.)
- *Showroom* – Automobile display and parking.
- *Engineering and Development Lab* – Collaborative and open workspace for engineers to conduct various development tasks for driverless vehicles, such as using iterative

measurements of sensor readings (like acceleration, deceleration, and turning) to calibrate sensors and fidelity to vehicle readings and actuation; testing and using data from various sensors and combinations of sensors, in various placements and layouts, to ensure autonomous vehicles correctly perceive and track important road objects; developing vehicle behaviors (e.g. turn left, stop, change lanes) based on given set of information (e.g., stop sign ahead, car to your right, speed limit 25 mph); using machine learning to train computers to recognize various elements of images; and integrating readings from various sensors on vehicle and comparing them to existing data from the vehicle's base map so the vehicle can tell where it is.

In a follow-up email, you clarified that the proposed "showroom" would involve displaying cars that are being developed and that the cars would only be visible through the window and inaccessible by the public. No sales would occur on the site. In addition, your submittal includes a chart indicating that a limited amount of accessory office is also proposed for the site.

Laboratory/Accessory Office

Per Planning Code Section 890.52, Laboratory, not including Life Science Laboratory, is a permitted use in the SALI district. Section 890.52 defines Laboratory as follows:

Laboratory shall mean space within any structure intended or primarily suitable for scientific research. The space requirements of uses within this category include specialized facilities and/or built accommodations that distinguish the space from office uses (as defined in Section 890.70), light manufacturing (as defined in Section 890.54(a)), or heavy manufacturing (including uses listed in 226(g) through 226(w)). Examples of laboratories include the following:

- (a) Chemistry, biochemistry, or analytical laboratory;*
- (b) Engineering laboratory;*
- (c) Development laboratory;*
- (d) Biological laboratories including those classified by the Centers for Disease Control (CDC) and National Institutes of Health (NIH) as Biosafety level 1, Biosafety level 2, or Biosafety level 3;*
- (e) Animal facility or vivarium, including laboratories classified by the CDC/NIH as Animal Biosafety level 1, Animal Biosafety level 2, or Animal Biosafety level 3;*
- (f) Support laboratory;*
- (g) Quality assurance/Quality control laboratory;*
- (h) Core laboratory.*

Office use is not a permitted principal use in the SALI district, however, Planning Code Section 204 allows office as an accessory use as follows:

Subject to the limitations set forth in this Code, and especially as specified in Sections 204.1 through 204.5, a related minor use that is either (a) necessary to the operation or enjoyment of a

Larry Badiner
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95 Brady Street
San Francisco, CA 94103

September 19, 2016
Letter of Determination
GM Cruise LLC

lawful principal use or conditional use; or (b) appropriate, incidental, and subordinate to any such use; and (c) in the case of Internet Services Exchange as defined in Section 102, which use does not exceed 25,000 gross square feet of floor area or use more than two megawatts of back-up power generators, shall be permitted as an accessory use when located on the same lot...

Determination

Based upon the information provided in your request, it is my determination that GM Cruise is a Laboratory use, and more specifically, an engineering laboratory use. As such, GM Cruise would be a permitted use at 1201 Bryant Street/530 10th Street. Future submittals for authorization at this site should include a detailed chart and breakdown of the proposed office use at the site to ensure that this use is accessory to the principal Laboratory use.

Please note that a Letter of Determination is a determination regarding the classification of uses and interpretation and applicability of the provisions of the Planning Code. This Letter of Determination is not a permit to commence any work or change occupancy. Permits from appropriate Departments must be secured before work is started or occupancy is changed.

APPEAL: If you believe this determination represents an error in interpretation of the Planning Code or abuse in discretion by the Zoning Administrator, an appeal may be filed with the Board of Appeals within 15 days of the date of this letter. For information regarding the appeals process, please contact the Board of Appeals located at 1650 Mission Street, Room 304, San Francisco, or call (415) 575-6880.

Sincerely,



Scott F. Sanchez
Zoning Administrator

cc: Property Owner
Neighborhood Groups
BBN Holder (if any)
Ming Yeung, Planner



Lawrence Badiner
Urban Planner

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E-Mail: larry@badinerurbanplanning.com
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July 25, 2016

R # 2016-010221 ZAD
CK # 1267 \$ 645 -
R. SUCRE (SE)

Mr. Scott Sanchez
Zoning Administrator
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: 1201 Bryant Street/530 10TH ST
Assessor's Block: 3528 **Lot:** 001
Zoning District: Service/Arts/Light Industrial (SALI) District
Former Zoning: Service/Light Industrial (SLI) District
Height District: 40-X
Preservation: 3S - Appears eligible for NR as an individual property through survey evaluation

Request for Zoning Administrator Determination: GM Cruise is an Engineering and or Development Laboratory

Dear Mr. Sanchez:

I am writing on behalf of 1201 Bryant Street, LLC ("Owner"), in collaboration and with the authority of GM Cruise and their representatives, to request a Letter of Determination regarding the proper classification of a proposed tenant ("GM Cruise") at 1201 Bryant Street. The Planning Department determined on February 26, 2016 (Enforcement Case 2016-001393ENF) that GM Cruise is a Laboratory use under Planning Code Section 890.52 and is a Permitted Use in a SALI District, and I request a Letter of Determination to officially confirm this.

Background

GM Cruise is an automobile engineering company whose mission is to develop autonomous cars, colloquially known as self-driving cars. Founded in San Francisco as Cruise Automation, Inc. in 2013, it was recently acquired by GM and became GM Cruise LLC. Cruise started by developing a product designed to convert a standard vehicle into a semi-autonomous car capable of driving on the highway. Since 2015, however, Cruise has shifted focus to developing a fully autonomous vehicle, and since May 2016 GM Cruise has been GM's division for developing and integrating driverless technology into existing and future GM products.

SEC. 890.52. LABORATORY.

Laboratory shall mean space within any structure intended or primarily suitable for scientific research. The space requirements of uses within this category include specialized facilities and/or built accommodations that distinguish the space from office uses (as defined in Section 890.70), light manufacturing (as defined in Section 890.54(a)), or heavy manufacturing (including uses listed in 226(g) through 226(w)). Examples of laboratories include the following:

- (a) Chemistry, biochemistry, or analytical laboratory;
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- (c) Development laboratory;
- (d) Biological laboratories including those classified by the Centers for Disease Control (CDC) and National Institutes of Health (NIH) as Biosafety level 1, Biosafety level 2, or Biosafety level 3;
- (e) Animal facility or vivarium, including laboratories classified by the CDC/NIH as Animal Biosafety level 1, Animal Biosafety level 2, or Animal Biosafety level 3;
- (f) Support laboratory;
- (g) Quality assurance/Quality control laboratory;
- (h) Core laboratory.

(Added by Ord. 298-08, File No. 081153, App. 12/19/2008)

GM Cruise develops both the computer technology and hardware that convert existing and advanced vehicles to autonomous vehicles. GM Cruise develops and tests physical components such as cameras and sensors, and builds materials to house and manipulate those devices on site in its machine shop with 3D printing facilities. It builds computers and electronic control units (“ECUs”) to integrate into existing vehicles, and then installs these sensors, cameras, ECUs, and other components into existing vehicles at its automobile facility on site.

This work is inherently scientific—requiring the repetitive study, development, and testing of computer algorithms and automation componentry. The collaborative development and production of self driving software and hardware requires frequent and easy access to motor vehicles and necessitates “specialized facilities and/or built accommodations that distinguish the space from office uses, light manufacturing or heavy manufacturing.”

Accordingly, GM Cruise fits squarely within the definition of Engineering (890.52(b)) or Development (890.52(c)) laboratory. Both laboratories are principally permitted uses in the SALI district.

- **Manufacturing Lab** - more refined work in outfitting autonomous vehicles and preparing materials to be added to base vehicles, such as grinding sensor mounts, drilling holes in sensor racks, cutting beams for sensor racks, preparing wiring bundles, and assembling interface boards.
- **Server room**- location for servers storing various company data.
- **Storage** – storage of vehicle components, and garage and employee necessities (e.g. 3-D printing base materials, toilet paper, various wiring, aluminum beams for mounts).

First Floor. The 1201 Bryant Street first floor is will have a large common space for meetings, rooms for small test-run manufacturing, and vehicle charging and testing areas. The 530 10th Street first floor space will be dedicated to the vehicle controls laboratory. This space would be used for developing software for vehicle actuation, testing of car speed and turning control, and for both software and hardware design. A drive lane for vehicle driving trials would also be located on this level.

- **Show room** - showing of historical Cruise and GM Cruise vehicles, as well as vehicles in use currently.
- **Vehicle Controls Lab** - similar to calibration, but more focused on outputs rather than inputs. When a signal is given for “drive 3 feet,” measuring, tracking, analyzing, and making changes based on how many feet are actually driven.
- **Vehicle Engineering** -parking and adjustment of vehicles used for testing on a frequent basis. Some vehicle maintenance performed here.

Second Floor. The second floor will be the primary laboratory space, organized into different lab functions. Each of these labs will be used for testing but require enough common space/conference rooms for general meetings. The area for GM Cruise’s test-drivers will also be located on this floor.

- **Engineering and Development Lab** - collaborative and open workspace for engineers to conduct various development tasks for driverless vehicles, such as using iterative measurements of sensor readings (like acceleration, deceleration, and turning) to calibrate sensors and fidelity to vehicle readings and actuation; testing and using data from various sensors and combinations of sensors, in various placements and layouts, to ensure autonomous vehicles correctly perceive and track important road objects; developing vehicle behaviors (e.g. Turn left, stop, change lanes) based on given set of information (e.g., stop sign ahead, car to your right, speed limit 25 mph); using machine



Lawrence Badiner
Urban Planner

Badiner Urban Planning, Inc.

GM Cruise

1201 Bryant Street

July 25, 2016

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Exhibit A

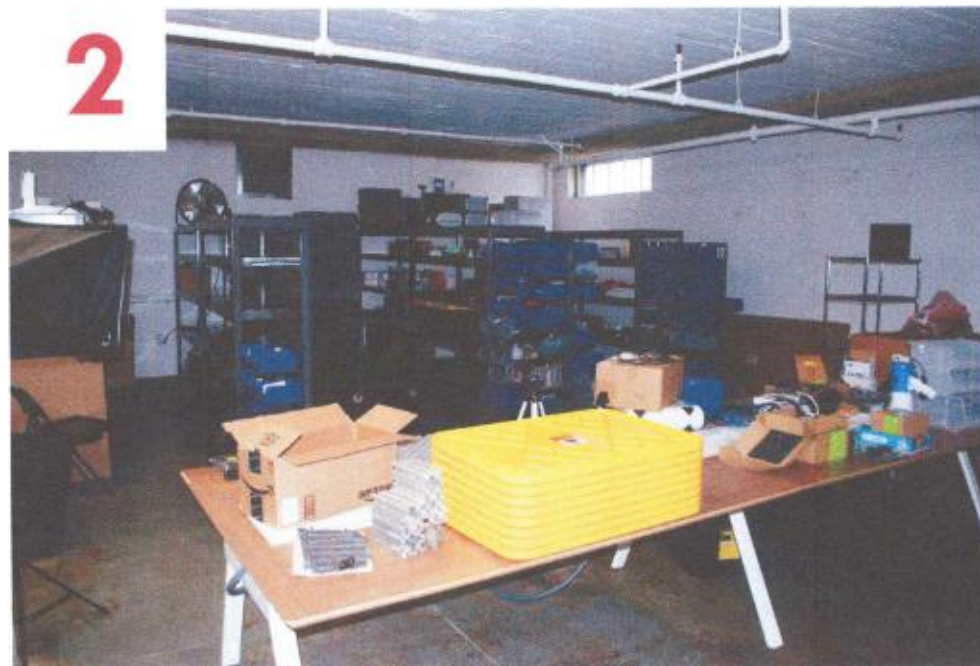
Prototypical Areas

1



VEHICLE PARKING

2



MANUFACTURING

2



MANUFACTURING

2



MANUFACTURING

2



MANUFACTURING

THE MCGUIRE BUILDING

1000 UNIVERSITY AVENUE, SAN FRANCISCO, CA 94103

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CRUISE

PRELIMINARY
FIT-OUT
DIAGRAM

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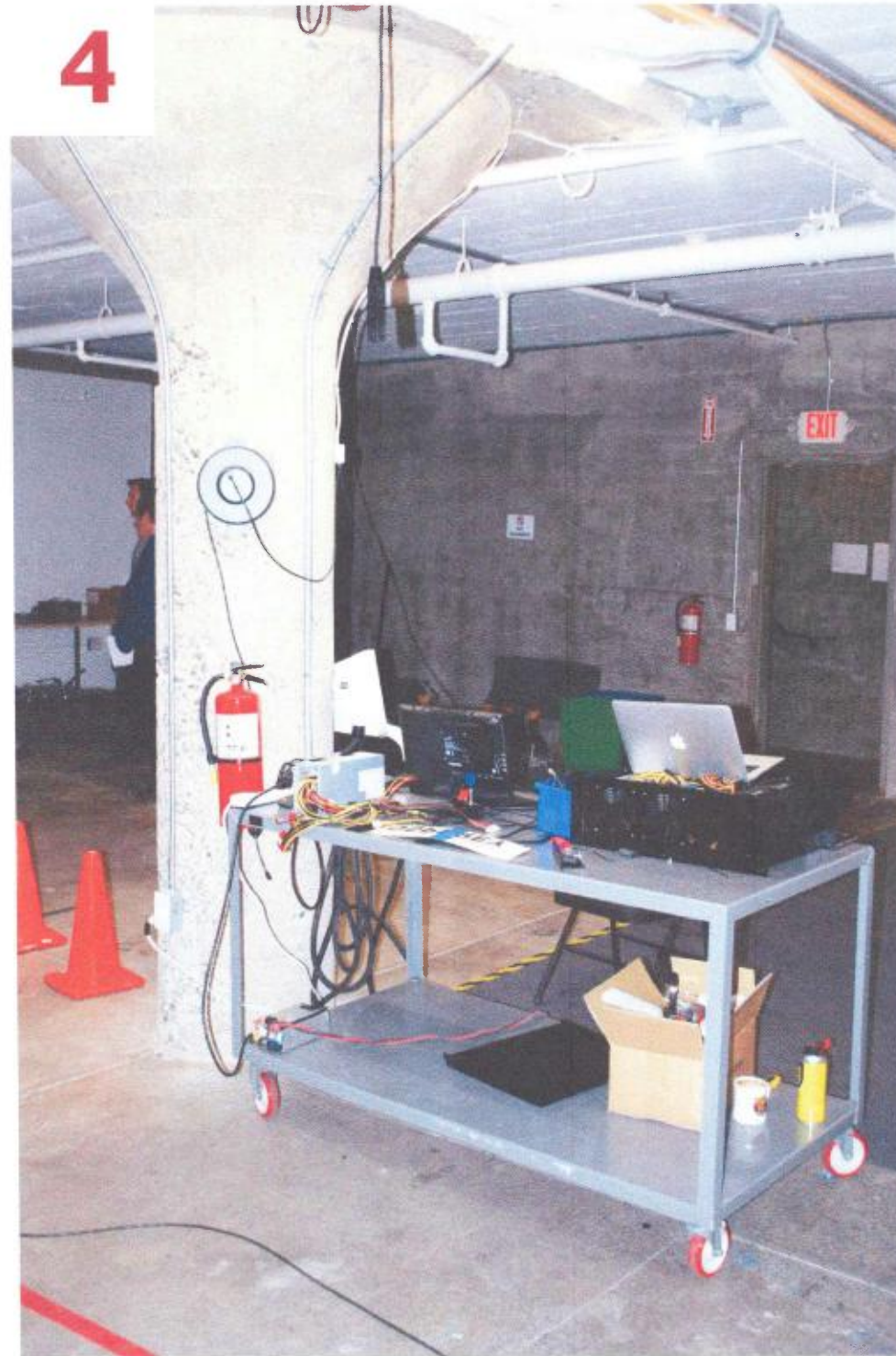
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2



MANUFACTURING DESKS

4



CALIBRATION

4



CALIBRATION

3



VEHICLE ENGINEERING

5



3-D LAB

THE MCGUIRE BUILDING

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MANUFACTURING LAB



DRIVER AREA



COMMON AREA



ADMINISTRATION



STORAGE

THE MCGUIRE BUILDING

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12



ENGINEERING AND DEVELOPMENT LAB

12



ENGINEERING AND DEVELOPMENT LAB

12



ENGINEERING AND DEVELOPMENT LAB

16



MEETING ROOMS

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PROGRAM AREA DESCRIPTIONS

(1) VEHICLE PARKING

Storage of vehicles used somewhat infrequently due to various reasons such as specific-use-only configurations, timeline waiting for hardware refresh, or retired models. Some vehicle maintenance performed here.

(2) MANUFACTURING

Dissassembly of relevant portions of base vehicles, and modification and reassembly with the addition of sensors, mounts, wiring, and other components.

(3) VEHICLE ENGINEERING

Parking and adjustment of vehicles used for testing on a frequent basis. Some vehicle maintenance performed here.

(4) CALIBRATION

Slow-speed testing of acceleration, deceleration, and turning, as well as iterative measurements of sensor readings, to calibrate sensors and fidelity to vehicle readings and actuation.

(5) 3-D LAB

Production, through use of 3-D printers, of hardware components used on vehicles.

(6) MANUFACTURING LAB

More refined work in outfitting autonomous vehicles and preparing materials to be added to base vehicles, such as grinding sensor mounts, drilling holes in sensor racks, cutting beams for sensor racks, preparing wiring bundles, and assembling interface boards.

(7) SHOW ROOM

Showing of historical Cruise and GM Cruise vehicles, as well as vehicles in use currently.

(8) DRIVER AREA

Area for drivers (Safety Operators) to check in, get updates from driver supervisors, communicate test drive notes to engineers, and complete vehicle drive notes.

(9) VEHICLE CONTROLS LAB

Similar to calibration, but more focused on outputs rather than inputs. When a signal is given for "drive 3 feet," measuring, tracking, analyzing, and making changes based on how many feet are actually driven.

(10) SERVER ROOM

Location for servers storing various company data.

(11) COMMON AREA

Area for all staff meetings, eating, etc.

(12) ENGINEERING AND DEVELOPMENT LAB

Collaborative and open workspace for engineers to conduct various development tasks for driverless vehicles, such as using iterative measurements of sensor readings (like acceleration, deceleration, and turning) to calibrate sensors and fidelity to vehicle readings and actuation; testing and using data from various sensors and combinations of sensors, in various placements and layouts, to ensure autonomous vehicles correctly perceive and track important road objects; developing vehicle behaviors (e.g. turn left, stop, change lanes) based on given set of information (e.g., stop sign ahead, car to your right, speed limit 25 mph); using machine learning to train computers to recognize various elements of images; and integrating readings from various sensors on vehicle and comparing them to existing data from the vehicle's base map so the vehicle can tell where it is.

(13) INFRASTRUCTURE

Building out internal services to support various vehicle engineering teams - e.g. developing and managing vehicle simulator, assembling and managing in-house data storage, and providing IT support.

(14) ADMINISTRATION

Area for HR, Finance, Legal, and various business aspects of the company.

(15) STORAGE

Storage of vehicle components, and garage and employee necessities (e.g. 3d printing base materials, toilet paper, various wiring, aluminum beams for mounts).

(16) OFFICES, SUPPORT SPACES, AND MEETING ROOMS

Areas for team interaction, breaks, and meetings.

THE MCGUIRE BUILDING

1301 BRYANT ST. SAN FRANCISCO | 94109

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CRUISE

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GM Cruise

1201 Bryant Street

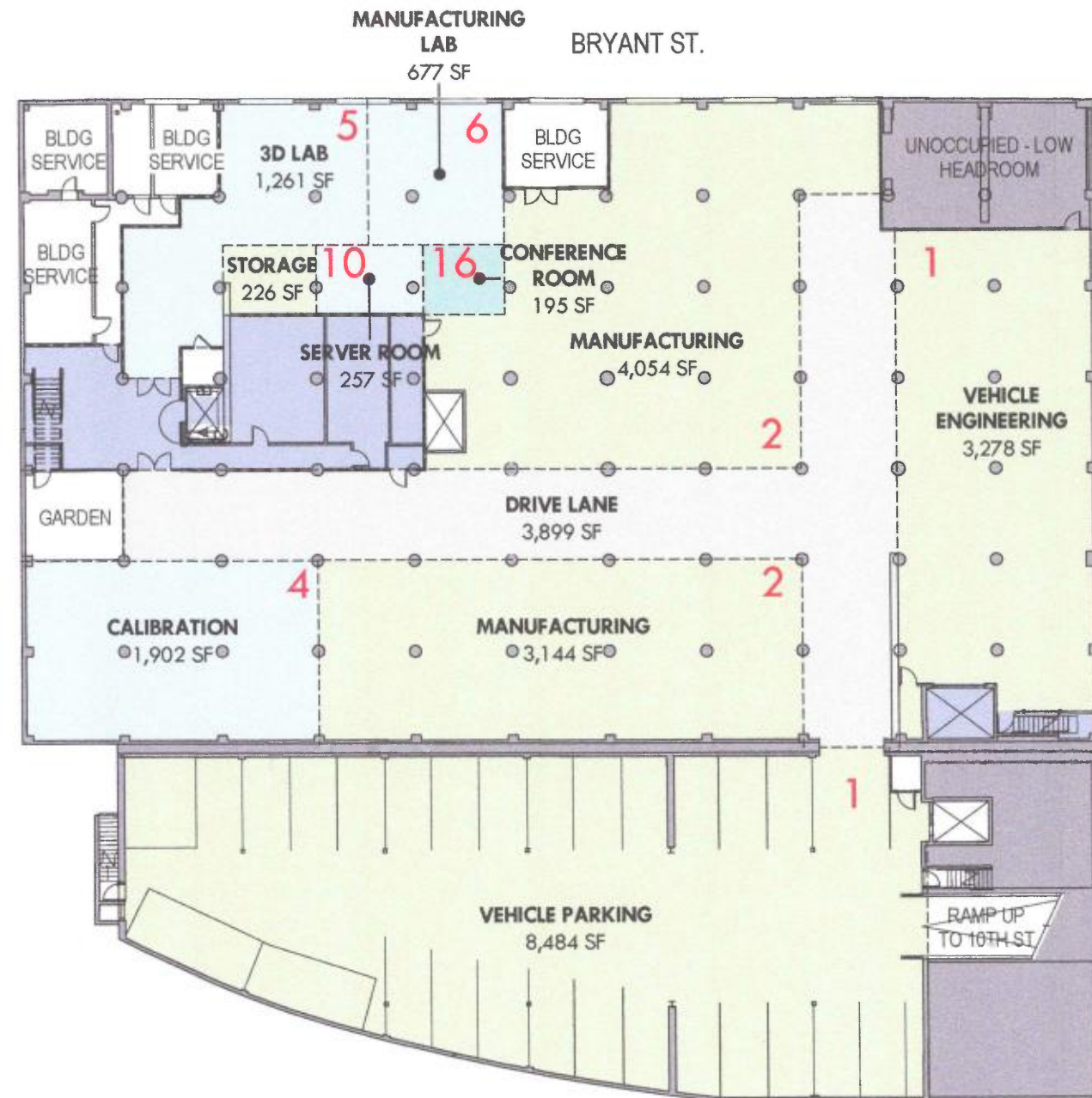
July 25, 2016

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Exhibit B

Prototypical Floorplans

%	PROGRAM ELEMENT	CODE SECTION	AREA		
70.6% PDR (96,042 SF)	3D LAB	890.52	1,261 SF		
	CALIBRATION	890.52	1,902 SF		
	MANUFACTURING LAB	890.52	677 SF		
	SERVER ROOM	890.52	257 SF		
	CONFERENCE ROOM	890.52	195 SF		
	MANUFACTURING	890.52	4,054 SF		
	MANUFACTURING	890.52	3,144 SF		
	VEHICLE ENGINEERING	890.52	3,278 SF		
	VEHICLE PARKING	890.52	8,484 SF		
	STORAGE	890.52	226 SF		
	DRIVE LANE	890.52	3,899 SF		
	CIRCULATION (PDR)	890.52	2,103 SF	BASEMENT PDR	
				TOTAL SF: 29,480	
	1ST	VEHICLE CONTROLS LAB	890.52	9,030 SF	
		VEHICLE CONTROLS LAB	890.52	284 SF	
		VEHICLE ENGINEERING	890.52	2,463 SF	
SHOW ROOM		890.52	6,127 SF		
SHOW ROOM		890.52	2,091 SF		
STORAGE		890.52	388 SF		
DRIVE LANE		890.52	5,313 SF		
CONFERENCE (90.4% PRO-RATA AT 1ST FLOOR)		890.52	1,575 SF	1ST FLOOR PDR	
CIRCULATION (90.4% PRO-RATA AT 1ST FLOOR)		890.52	3,691 SF	TOTAL SF: 30,962	
2ND		ENGINEERING AND DEVELOPMENT LAB	890.52	27,510 SF	
	COMMON AREA (96.5% PRO-RATA AT 2ND FLOOR)	890.52	3,526 SF	2ND FLOOR PDR	
	CIRCULATION (96.5% PRO-RATA AT 2ND FLOOR)	890.52	2,301 SF	TOTAL SF: 33,337	
R	COMMON AREA (ROOF) (70.6% BUILDING PRO-RATA)	890.52	1,401 SF	ROOF PDR	
	CIRCULATION (70.6% BUILDING PRO-RATA)	890.52	862 SF	TOTAL SF: 2,263	
29.4% OFFICE (39,950 SF)	OFFICES	OFFICE	2,725 SF		
	CONFERENCE (9.6% PRO-RATA AT 1ST FLOOR)	OFFICE	167 SF	1ST FLOOR OFFICE	
	CIRCULATION (9.6% PRO-RATA AT 1ST FLOOR)	OFFICE	392 SF	TOTAL SF: 3,284	
	DRIVER AREA	OFFICE	984 SF		
	COMMON AREA (3.5% PRO-RATA AT 2ND FLOOR)	OFFICE	128 SF	2ND FLOOR OFFICE	
	CIRCULATION (3.5% PRO-RATA AT 2ND FLOOR)	OFFICE	83 SF	TOTAL SF: 1,195	
3RD	ADMINISTRATIVE	OFFICE	32,158 SF	3RD FLOOR OFFICE	
	CIRCULATION (OFFICE)	OFFICE	2,370 SF	TOTAL SF: 34,528	
	COMMON AREA (ROOF) (29.4% BUILDING PRO-RATA)	OFFICE	584 SF	ROOF OFFICE	
R	CIRCULATION (29.4% BUILDING PRO-RATA)	OFFICE	359 SF	TOTAL SF: 943	
TOTAL FLOOR AREA			135,992 SF		



%	PROGRAM ELEMENT	CODE SECTION	AREA	
BASEMENT	3D LAB	890.52	1,261 SF	
	CALIBRATION	890.52	1,902 SF	
	MANUFACTURING LAB	890.52	677 SF	
	SERVER ROOM	890.52	257 SF	
	CONFERENCE ROOM	890.52	195 SF	
	MANUFACTURING	890.52	4,054 SF	
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	STORAGE	890.52	226 SF	
	DRIVE LANE	890.52	3,899 SF	
	CIRCULATION (PDR)	890.52	2,103 SF	
	BASEMENT PDR			TOTAL SF: 29,480
70.6% PDR (96,042 SF)	VEHICLE CONTROLS LAB	890.52	9,030 SF	
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	CIRCULATION (9.6% PRO-RATA AT 1ST FLOOR)	OFFICE	392 SF	
1ST FLOOR OFFICE			TOTAL SF: 3,284	
2ND	DRIVER AREA	OFFICE	984 SF	
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CRUISE

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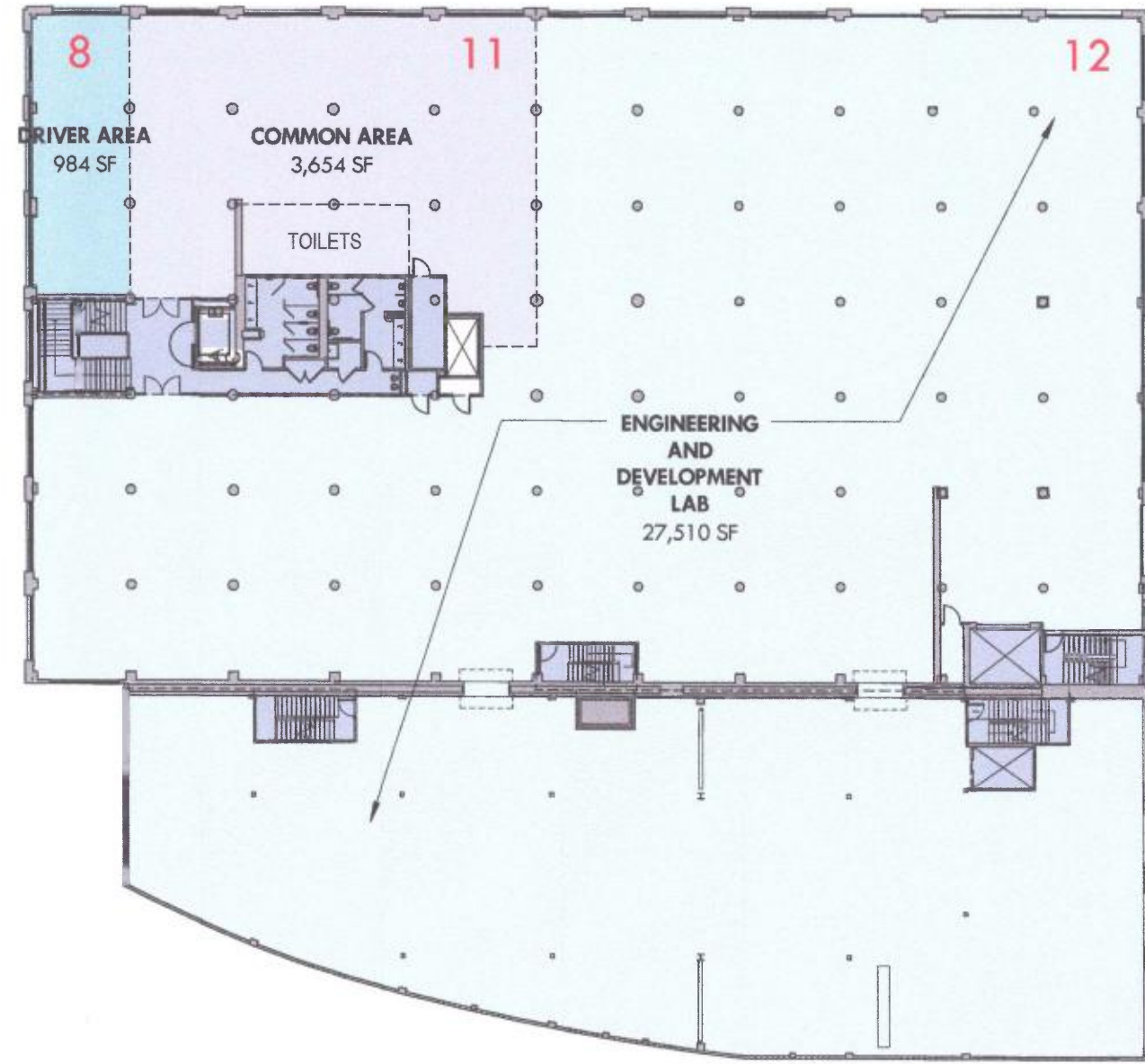
SKS

PFAU
GN01
ARCHITECTURE

34,246 SF
FIRST FLOOR PLAN

1" = 30' - 0"

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				TOTAL SF: 943	
TOTAL FLOOR AREA			135,992 SF		

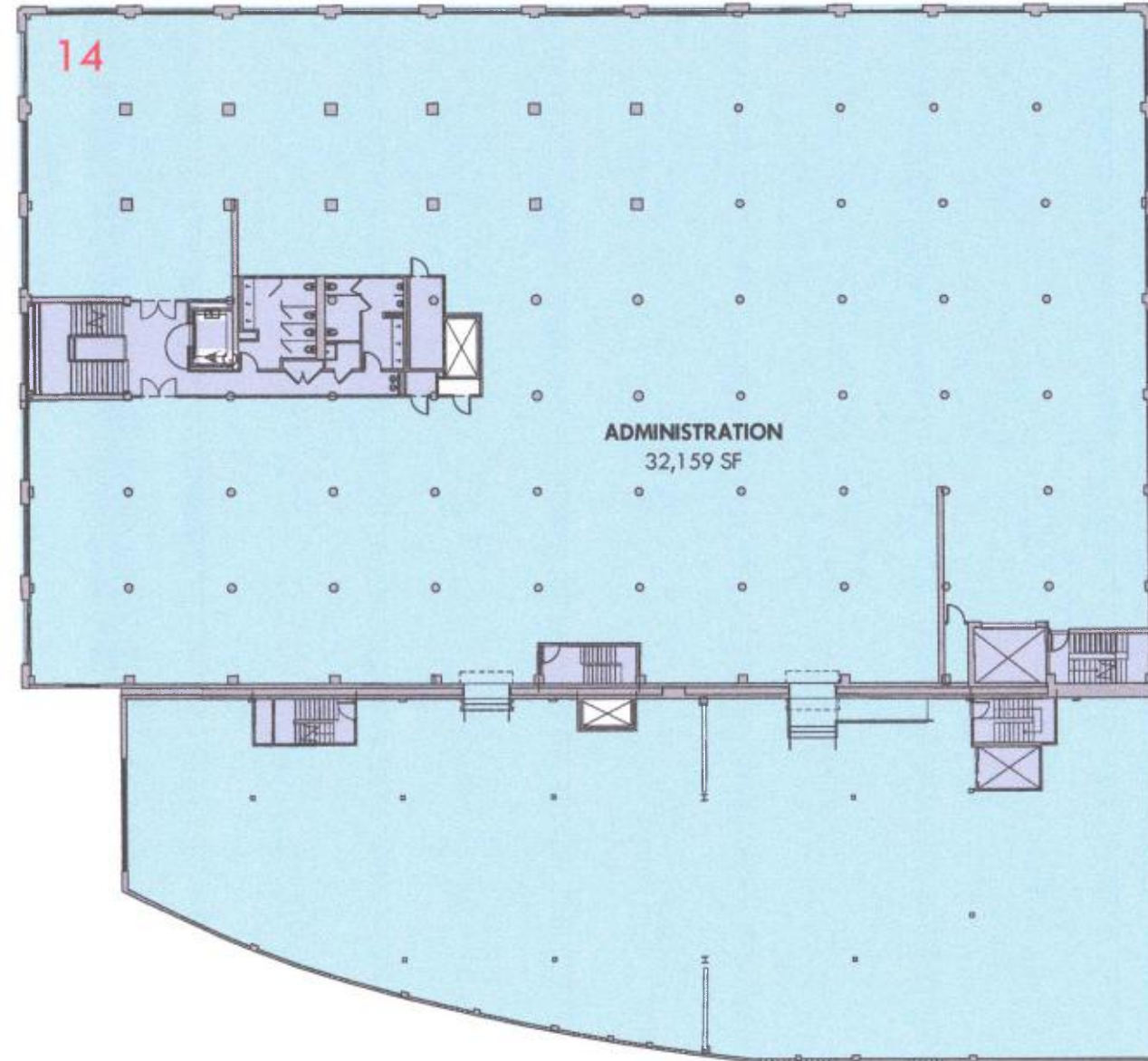


34,532 SF

SECOND FLOOR PLAN

1" = 30' - 0"

%	PROGRAM ELEMENT	CODE SECTION	AREA	
BASEMENT	3D LAB	890.52	1,261 SF	
	CALIBRATION	890.52	1,902 SF	
	MANUFACTURING LAB	890.52	677 SF	
	SERVER ROOM	890.52	257 SF	
	CONFERENCE ROOM	890.52	195 SF	
	MANUFACTURING	890.52	4,054 SF	
	MANUFACTURING	890.52	3,144 SF	
	VEHICLE ENGINEERING	890.52	3,278 SF	
	VEHICLE PARKING	890.52	8,484 SF	
	STORAGE	890.52	226 SF	
	DRIVE LANE	890.52	3,899 SF	
	CIRCULATION (PDR)	890.52	2,103 SF	BASEMENT PDR
				TOTAL SF: 29,480
	1ST	VEHICLE CONTROLS LAB	890.52	9,030 SF
VEHICLE CONTROLS LAB		890.52	284 SF	
VEHICLE ENGINEERING		890.52	2,463 SF	
SHOW ROOM		890.52	6,127 SF	
SHOW ROOM		890.52	2,091 SF	
STORAGE		890.52	388 SF	
DRIVE LANE		890.52	5,313 SF	
CONFERENCE (90.4% PRO-RATA AT 1ST FLOOR)		890.52	1,575 SF	1ST FLOOR PDR
CIRCULATION (90.4% PRO-RATA AT 1ST FLOOR)		890.52	3,691 SF	TOTAL SF: 30,962
2ND		ENGINEERING AND DEVELOPMENT LAB	890.52	27,510 SF
	COMMON AREA (96.5% PRO-RATA AT 2ND FLOOR)	890.52	3,526 SF	2ND FLOOR PDR
	CIRCULATION (96.5% PRO-RATA AT 2ND FLOOR)	890.52	2,301 SF	TOTAL SF: 33,337
R	COMMON AREA (ROOF) (70.6% BUILDING PRO-RATA)	890.52	1,401 SF	ROOF PDR
	CIRCULATION (70.6% BUILDING PRO-RATA)	890.52	862 SF	TOTAL SF: 2,263
29.4% OFFICE (39,950 SF)	OFFICES	OFFICE	2,725 SF	
	CONFERENCE (9.6% PRO-RATA AT 1ST FLOOR)	OFFICE	167 SF	1ST FLOOR OFFICE
	CIRCULATION (9.6% PRO-RATA AT 1ST FLOOR)	OFFICE	392 SF	TOTAL SF: 3,284
	DRIVER AREA	OFFICE	984 SF	
	COMMON AREA (3.5% PRO-RATA AT 2ND FLOOR)	OFFICE	128 SF	2ND FLOOR OFFICE
	CIRCULATION (3.5% PRO-RATA AT 2ND FLOOR)	OFFICE	83 SF	TOTAL SF: 1,195
	ADMINISTRATIVE	OFFICE	32,158 SF	3RD FLOOR OFFICE
	CIRCULATION (OFFICE)	OFFICE	2,370 SF	TOTAL SF: 34,528
	COMMON AREA (ROOF) (29.4% BUILDING PRO-RATA)	OFFICE	584 SF	ROOF OFFICE
	CIRCULATION (29.4% BUILDING PRO-RATA)	OFFICE	359 SF	TOTAL SF: 943
TOTAL FLOOR AREA			135,992 SF	



34,528 SF

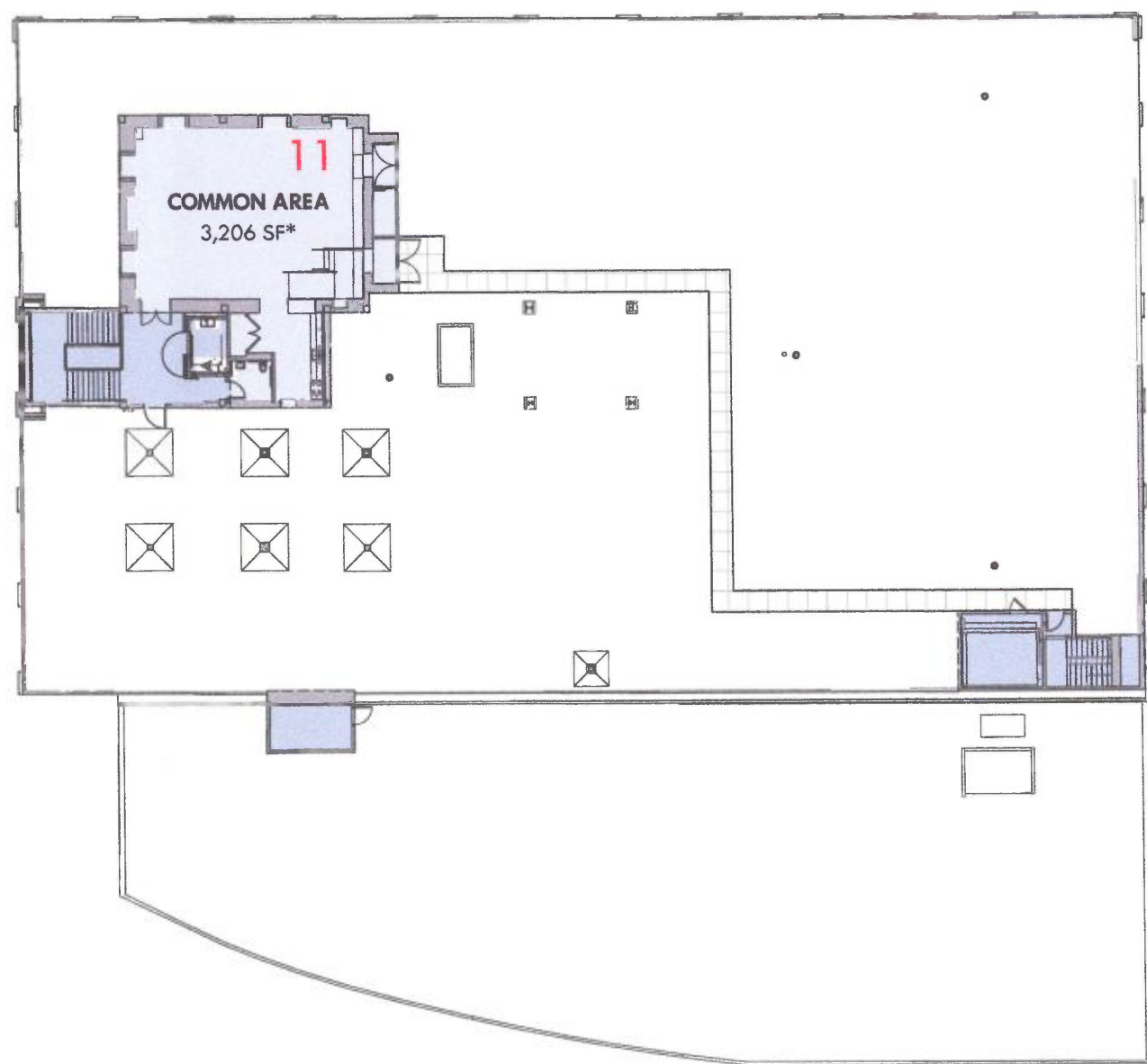
THIRD FLOOR PLAN

1" = 30' - 0"

%	PROGRAM ELEMENT	CODE SECTION	AREA	
BASEMENT	3D LAB	890.52	1,261 SF	
	CALIBRATION	890.52	1,902 SF	
	MANUFACTURING LAB	890.52	677 SF	
	SERVER ROOM	890.52	257 SF	
	CONFERENCE ROOM	890.52	195 SF	
	MANUFACTURING	890.52	4,054 SF	
	MANUFACTURING	890.52	3,144 SF	
	VEHICLE ENGINEERING	890.52	3,278 SF	
	VEHICLE PARKING	890.52	8,484 SF	
	STORAGE	890.52	226 SF	
	DRIVE LANE	890.52	3,899 SF	
	CIRCULATION (PDR)	890.52	2,103 SF	BASEMENT PDR
				TOTAL SF: 29,480
1ST	VEHICLE CONTROLS LAB	890.52	9,030 SF	
	VEHICLE CONTROLS LAB	890.52	284 SF	
	VEHICLE ENGINEERING	890.52	2,463 SF	
	SHOW ROOM	890.52	6,127 SF	
	SHOW ROOM	890.52	2,091 SF	
	STORAGE	890.52	388 SF	
	DRIVE LANE	890.52	5,313 SF	
	CONFERENCE (90.4% PRO-RATA AT 1ST FLOOR)	890.52	1,575 SF	1ST FLOOR PDR
	CIRCULATION (90.4% PRO-RATA AT 1ST FLOOR)	890.52	3,691 SF	TOTAL SF: 30,962
2ND	ENGINEERING AND DEVELOPMENT LAB	890.52	27,510 SF	
	COMMON AREA (96.5% PRO-RATA AT 2ND FLOOR)	890.52	3,526 SF	2ND FLOOR PDR
	CIRCULATION (96.5% PRO-RATA AT 2ND FLOOR)	890.52	2,301 SF	TOTAL SF: 33,337
R	COMMON AREA (ROOF) (70.6% BUILDING PRO-RATA)	890.52	1,401 SF	ROOF PDR
	CIRCULATION (70.6% BUILDING PRO-RATA)	890.52	862 SF	TOTAL SF: 2,263
1ST	OFFICES	OFFICE	2,725 SF	
	CONFERENCE (9.6% PRO-RATA AT 1ST FLOOR)	OFFICE	167 SF	1ST FLOOR OFFICE
	CIRCULATION (9.6% PRO-RATA AT 1ST FLOOR)	OFFICE	392 SF	TOTAL SF: 3,284
2ND	DRIVER AREA	OFFICE	984 SF	
	COMMON AREA (3.5% PRO-RATA AT 2ND FLOOR)	OFFICE	128 SF	2ND FLOOR OFFICE
	CIRCULATION (3.5% PRO-RATA AT 2ND FLOOR)	OFFICE	83 SF	TOTAL SF: 1,195
3RD	ADMINISTRATIVE	OFFICE	32,158 SF	3RD FLOOR OFFICE
	CIRCULATION (OFFICE)	OFFICE	2,370 SF	TOTAL SF: 34,528
R	COMMON AREA (ROOF) (29.4% BUILDING PRO-RATA)	OFFICE	584 SF	ROOF OFFICE
	CIRCULATION (29.4% BUILDING PRO-RATA)	OFFICE	359 SF	TOTAL SF: 943
TOTAL FLOOR AREA			135,992 SF	

70.6% PDR (96,042 SF)

29.4% OFFICE (39,950 SF)



3,206 SF
ROOF PLAN

1" = 30' - 0"

* SF INCLUDES TOTAL COMMON AREA AND CIRCULATION AREA AT ROOF LEVEL