

Commission on Community Investment and Infrastructure

RESOLUTION NO. 13-2013

**Adopted April 30, 2013**

RESOLUTION ADOPTING ENVIRONMENTAL REVIEW FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND CONDITIONALLY APPROVING A COMBINED BASIC CONCEPT AND SCHEMATIC DESIGN FOR A NEW RESIDENTIAL PROJECT ON BLOCK 12 EAST IN MISSION BAY SOUTH, PURSUANT TO THE OWNER PARTICIPATION AGREEMENT WITH FOCIL-MB, LLC; MISSION BAY SOUTH REDEVELOPMENT PROJECT AREA

WHEREAS, On September 17, 1998, by Resolution No. 190-98, the Commission of the former Redevelopment Agency of the City and County of San Francisco (“Redevelopment Agency”) approved the Redevelopment Plan for the Mission Bay South Redevelopment Project Area (“Plan”). On the same date, the Redevelopment Agency Commission adopted related documents, including Resolution No. 193-98 authorizing execution of an Owner Participation Agreement (“South OPA”) and related documents between Catellus Development Corporation, a Delaware corporation (“Catellus”), and the Redevelopment Agency. On November 2, 1998, the San Francisco Board of Supervisors (“Board of Supervisors”), by Ordinance No. 335-98, adopted the Plan. The Plan and its implementing documents, as defined in the Plan, constitute the “Plan Documents”; and,

WHEREAS, On September 17, 1998, the Redevelopment Agency Commission adopted Resolution No. 182-98 which certified the Final Subsequent Environmental Impact Report (“FSEIR”) as a program EIR for Mission Bay North and South pursuant to the California Environmental Quality Act (“CEQA”) and State CEQA Guidelines Sections 15168 (Program EIR) and 15180 (Redevelopment Plan EIR). On the same date, the Redevelopment Agency Commission also adopted Resolution No. 183-98, which adopted environmental findings (and a statement of overriding considerations), in connection with the approval of the Plan and other Mission Bay project approvals (the “Mission Bay Project”). The San Francisco Planning Commission (“Planning Commission”) certified the FSEIR by Resolution No. 14696 on the same date. On October 19, 1998, the Board of Supervisors adopted Motion No. 98-132 affirming certification of the FSEIR by the Planning Commission and the Redevelopment Agency, and Resolution No. 854-98 adopting environmental findings and a statement of overriding considerations for the Mission Bay Project; and,

WHEREAS, Subsequent to certification of the FSEIR, the Redevelopment Agency has issued several addenda to the FSEIR, as described below. The addenda do not identify any substantial new information or new significant impacts or a substantial increase in the severity of previously identified significant effects that alter the conclusions reached in the FSEIR. Hereinafter, the Final Subsequent Environmental Impact Report, including any addenda thereto, shall be collectively referred to as the “FSEIR”; and,

WHEREAS, The first addendum, dated March 21, 2000, analyzed temporary parking lots to serve the AT&T Ballpark. The second addendum, dated June 20, 2001, analyzed revisions to 7th Street bike lanes and relocation of a storm drain outfall provided for in the Mission Bay South Infrastructure Plan, a component of the South OPA. The third addendum, dated February 10, 2004, analyzed revisions to the Mission Bay South Design for Development (“Design for Development”) with respect to the maximum allowable number of towers, tower separation and requires step-backs. The fourth addendum, dated March 9, 2004, analyzed the Design for Development with respect to the permitted maximum number of parking spaces for bio-technical and similar research facilities and the Mission Bay North OPA with respect to changes to reflect a reduction in permitted commercial development and associated parking. The fifth addendum, dated October 4, 2005, analyzed the UCSF proposal to establish a Phase I 400-bed hospital in the Mission Bay South Redevelopment Project Area (“Mission Bay South”) on Blocks 36-39 and X-3. The sixth addendum, dated September 10, 2008, addressed revisions of the UCSF Medical Center at Mission Bay. The seventh addendum, dated January 7, 2010, addressed the construction of a Public Safety Building on Block 8 in Mission Bay South; and,

WHEREAS, Catellus, the original master developer of the Mission Bay North and South Redevelopment Project Areas, has sold most of its remaining undeveloped land in Mission Bay to FOCIL-MB, LLC, (“FOCIL-MB”), a subsidiary of Farallon Capital Management, LLC, a large investment management firm. The sale encompassed approximately 71 acres of land in Mission Bay, and the remaining undeveloped residential parcels in Mission Bay South. FOCIL-MB assumed all of Catellus’s obligations under the South OPA and the Redevelopment Agency’s Owner Participation Agreement for Mission Bay North (collectively, the “OPAs”), as well as all responsibilities under the related public improvement agreements and land transfer agreements with the City and County of San Francisco (“City”). FOCIL-MB is bound by all terms of the OPAs and related agreements, including the requirements of the affordable housing program, equal opportunity program, and design review process; and,

WHEREAS, Under California Assembly Bill No. 1X26 (Chapter 5, Statutes of 2011-12, First Extraordinary Session) (“AB 26”) and the California Supreme Court’s decision in California Redevelopment Association v. Matosantos, No. 5194861, all redevelopment agencies in the State of California (the “State”), including the Redevelopment Agency, were dissolved by operation of law as of February 1, 2012, and their non-affordable housing assets and obligations were transferred to certain designated successor agencies; and,

WHEREAS, Under the provisions of AB 26, the City was designated as the successor agency to the Redevelopment Agency (“Successor Agency”), commonly known as the Office of Community Investment and Infrastructure (“OCII”), to receive the non-affordable housing assets of the Redevelopment Agency; and,

WHEREAS, In June of 2012, the California legislature adopted Assembly Bill 1484 (“AB 1484”) amending certain provisions of AB 26, and the Governor of the State signed the bill and it became effective on June 27, 2012. Among other things, AB 1484 provided that a successor agency is a separate public entity from the public agency that provides for its governance; and,

WHEREAS, Subsequent to the adoption of AB 1484, on October 2, 2012 the Board of Supervisors of the City, acting as the legislative body of the Successor Agency, adopted Ordinance No. 215-12 (the “Implementing Ordinance”), which

Implementing Ordinance was signed by the Mayor on October 4, 2012, and which, among other matters: (a) acknowledged and confirmed that, as of the effective date of AB 1484, the Successor Agency is a separate legal entity from the City, and (b) established this Successor Agency Commission and delegated to it the authority to (i) act in place of the Redevelopment Agency Commission to, among other matters, implement, modify, enforce and complete the Redevelopment Agency's enforceable obligations, (ii) approve all contracts and actions related to the assets transferred to or retained by the Successor Agency, including, without limitation, the authority to exercise land use, development, and design approval, consistent with applicable enforceable obligations, and (iii) take any action that the Redevelopment Dissolution Law (AB 26 and AB 1484, as amended in the future) requires or authorizes on behalf of the Successor Agency and any other action that this Commission deems appropriate, consistent with the Redevelopment Dissolution Law, to comply with such obligations; and,

WHEREAS, The Board of Supervisors' delegation to this Commission includes the authority to grant approvals under specified land use controls for the Mission Bay Project consistent with the approved Plan and enforceable obligations; and,

WHEREAS, The Plan and the Plan Documents, including the Design Review and Document Approval Procedure, designated as Attachment G to the South OPA ("DRDAP"), provide that development proposals in Mission Bay South will be reviewed and processed in "Major Phases," as defined in and consistent with the Plan and the Plan Documents. Submission of design plans and documents for any specific building ("Project") must be consistent with the requirements established for each Major Phase, though the DRDAP allows for a Major Phase to be amended by a schematic design submittal if the overall submittal is still consistent with the Plan and Plan Documents. The DRDAP sets forth the review and approval process for Major Phases and Projects; and,

WHEREAS, On September 18, 2007, by Resolution No. 101-2007, the Redevelopment Agency Commission approved the Master Developer's Major Phase Application for Blocks 11 and 12 ("Major Phase") in the Mission Bay South. The Major Phase was further amended by the Redevelopment Agency Commission as part of the Block 3 West Schematic Design approval on June 7, 2011 (Resolution No. 77-2011) and the Oversight Board as part of the Block 13 West Schematic Design approval on June 11, 2012 (Resolution 7-2012) to modify the number of residential units allowed on the market rate blocks; and,

WHEREAS, Block 12 East is currently owned by Bosa Development California II, Inc. ("Developer"), which is bound by the terms of the South OPA. Any future owners of Block 12 East will also be bound by all relevant terms of the South OPA and related agreements, including the requirements of the equal opportunity program and design review process; and,

WHEREAS, Pursuant to the Plan and Plan Documents, including the DRDAP, Developer submitted a Combined Basic Concept and Schematic Design application for Block 12 East ("Schematic Design"). The residential building consists of 267 market-rate condominiums and associated parking and open space; and,

WHEREAS, Successor Agency staff has reviewed the Schematic Design for purposes of compliance with CEQA and the State CEQA Guidelines; and,

WHEREAS, The FSEIR is a program EIR under CEQA Guidelines Section 15168 and a redevelopment plan EIR under CEQA Guidelines Section 15180. Approval of the

Schematic Design is an undertaking pursuant to and in furtherance of the Plan in conformance with CEQA Section 15180 ("Implementing Action"); and,

WHEREAS, Successor Agency staff, in making the necessary findings for the Implementing Action contemplated herein, considered and reviewed the FSEIR, and has made documents related to the Implementing Action and the FSEIR files available for review by the Successor Agency Commission and the public, and these files are part of the record before the Successor Agency Commission; and,

WHEREAS, The FSEIR findings and statement of overriding considerations adopted in accordance with CEQA by the Redevelopment Commission by Resolution No. 183-98 dated September 17, 1998, reflected the independent judgment and analysis of the Redevelopment Agency, were and remain adequate, accurate and objective and were prepared and adopted following the procedures required by CEQA, and the findings in said resolutions are incorporated herein by reference as applicable to the Implementing Action; and,

WHEREAS, Successor Agency staff has reviewed the Schematic Design submitted by the Developer and finds it acceptable and recommends approval thereof, subject to the resolution of certain conditions; and, now, therefore, be it

RESOLVED, That the Successor Agency Commission finds and determines that the Schematic Design submission is an Implementing Action within the scope of the Project analyzed in the FSEIR and requires no additional environmental review pursuant to State CEQA Guidelines Sections 15180, 15162 and 15163 for the following reasons:

1. The Implementing Action is within the scope of the Project analyzed in the FSEIR and no major revisions are required due to the involvement of new significant environmental effects or a substantial increase in the severity of significant effects previously identified in the FSEIR.
2. No substantial changes have occurred with respect to the circumstances under which the Project analyzed in the FSEIR was undertaken that would require major revisions to the FSEIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the FSEIR.
3. No new information of substantial importance to the Project analyzed in the FSEIR has become available which would indicate that (a) the Implementing Action will have significant effects not discussed in the FSEIR; (b) significant environmental effects will be substantially more severe; (c) mitigation measures or alternatives found not feasible which would reduce one or more significant effects have become feasible; or (d) mitigation measures or alternatives which are considerably different from those in the FSEIR will substantially reduce one or more significant effects on the environment;

and, now, be it further

RESOLVED, That the Successor Agency Commission has reviewed and considered the FSEIR findings and statement of overriding considerations and hereby adopts the CEQA findings set forth in Redevelopment Commission Resolution No. 183-98, which are incorporated herein, and those set forth above; and, be it further

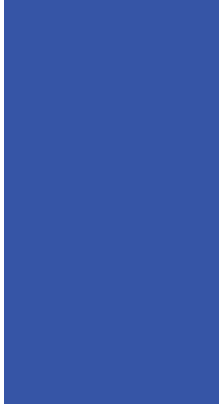
RESOLVED, That the Successor Agency Commission approves the Combined Basic Concept and Schematic Design for the residential building on Block 12 East subject to the following conditions:

1. The building and landscaping materials, colors, finishes, architectural detailing (including balcony and window details) shall be subject to further review and approval by staff during the Design Development phase to ensure the richness, quality and diversity shown in the Schematic Design is achieved. Material and color samples shall be provided as part of the review. A material and color mock-up of sufficient size to be built on the construction site during an early phase of construction shall be prepared for OCII staff review and approval to ensure consistency with this Schematic Design.
2. The design of the roof of Suite 605 shall be subject to further review and approval by staff during the Design Development phase to explore an alternative design that maintains the square shape of the resulting frame when seen from the west and east.
3. Locations for additional dedicated bicycle parking spaces shall be explored during the Design for Development phase as part of the parking lot design detailing.
4. The developer will work with OCII staff during the Design Development phase to incorporate design features consistent with the approved Schematic Design, such as additional landscaping at the ground floor, to address wind conditions generated by the Block 12 East project at the pedestrian level within public spaces, including sidewalks and parks.
5. The design of the trash and recycling areas shall be subject to further review and approval by OCII staff during the Design Development phase to ensure that they allow for internal pick-up by the solid waste collector to avoid trash and recycling bins on-street.
6. The width of the generator room, transformer room and other utility space fronting the pedestrian mews to the west and El Dorado Street shall be minimized to ensure an active ground floor façade.
7. All building signage shall be subject to further OCII staff review and approval. A signage plan shall be prepared prior to or concurrent with Design Development for OCII staff approval, pursuant to the Mission Bay South Signage Master Plan.

I hereby certify that the foregoing resolution was adopted by the Commission at its meeting of April 30, 2013.

*Natasha Jones*

Commission Secretary



**Mission Bay Block 12E  
Residential Development**

**718 Long Bridge Street,  
San Francisco, CA**



**CHRIS DIKEAKOS  
ARCHITECTS INC.**



**Combined Basic Concept and  
Schematic Design Submission**

**April 08, 2013**



# Table of Contents

## Contents

Project Team	ii	Elevations	Context Streetscapes	29	Landscape	Design Concept	61
Project Description	1		Long Bridge Street Elevation	31		Level 1	62
Statement of Program	2		Channel Street Elevation	32		Level 5	64
Conceptual Development	4		El Dorado Street Elevation	33		Level 7	65
Development Summary	6		Pedestrian Mews Elevation	34		Level 10	66
			Plaza Elevation - East	35		Mechanical Roof	67
Shadow Study			Plaza Elevation - West	36		Roof	68
						Sections	69
Site Information	7	Sections	Section A	37		Renderings	70
Major Phase Vicinity Plans	8		Section B	38		Elevations	71
Site Map	9		Section C	39		Material Images	74
Circulation - Vehicular, Pedestrian & Bicycle	10					Plants	75
Joint Trench and Gas	11						
Water	12		Materials, Wall Elevations and Sections	40			
Sanitary Sewer	13		Building Materials	41			
Storm Drain	14		Wall Sections	41			
Site Grading	14		Detailed Wall Elevations	43			
Architectural Plans	15	3D Renderings	Long Bridge Street View	45			
Site Plan	16		Channel Street View	46			
Level 1	17		Podium Outdoor Pool View	47			
Level 2	18		Channel Street View	48			
Level 3	19		Street Views	49			
Level 4	20		Channel Street Looking Southeast	50			
Level 5	21		Long Bridge Street Looking Northeast	51			
Level 6	22						
Level 7	23						
Level 8	24						
Level 9	25	Sustainability					
Level 10	26	LEED Checklist					
Level 11-16	27	Sustainability Features					
Mechanical Roof Level	28	Wind Analysis					
Roof Level							



## Project Team

### DEVELOPER

**Bosa Development California II, Inc.**  
201 King Street  
San Francisco, CA, 94107  
1.415.618.0161  
Contact: Andrea Jones  
              AndreaJ@bosadev.com  
              Matt Patzer  
              MattP@bosadev.com

### ARCHITECT

**Chris Dikeakos Architects Inc.**  
212-3989 Henning Drive  
Burnaby, British Columbia V5C 6N5  
1.604.291.2660  
Contact: Chris Dikeakos  
              Chris@dikeakos.com

### Fillon Solis Architects Inc.

401 Terry A. Francois Boulevard Suite 208  
San Francisco, California 94158  
1.415.541.0288  
Contact: Alfonso Fillon  
              AFillon@fillonsolis.com

### LANDSCAPE ARCHITECT

**Cliff Lowe Associates**  
1175 Folsom Street  
San Francisco, California 94158  
1.415.431.0394  
Contact: Cliff Lowe  
              cliff@cliascape.com

## Statement of Program

Located in Mission Bay District on Block 12 East, the site is bounded by Long Bridge Street on the South, El Dorado to the East, and Channel Street to the North.

The project is a condominium development and is being developed in accordance with all the requirements outlined in the Mission Bay Design for Development South Area Plan document and Basic Concept/ Schematic Design Submission standards.

Additionally, the Mission Bay Mitigation Monitoring and Reporting Program (MMRP), a copy of which is included as Exhibit I to the Mission Bay FSEIR summarizes the measures that apply to the development of proposed residential projects. This proposed project will comply with each applicable mitigation measure outlined in the MMRP.

Block 12 East has a building footprint of 401.00' X 192.75' and a total area of 493,588 Sq. Ft. Consisting of a 4 story podium base that surrounds the internal parking structure, two 12 story towers over the podium with a 5 story mid-rise section connecting both towers. The base height of the building is 60'-3", the mid-rise portion of the building is 89'-3", and the tower height is 160'-0". Both pedestrian and vehicular access is along the Long Bridge Street with one loading bay adjacent to the parking garage entry. There are multiple residential units opening at ground level, each with their own entry stoops acting as a transition between the units and the street activities. A detailed signage plan will follow as a later submittal as part of the Design Development phase.

Block 12 East will be constructed as a single phase project. There are a total of 267 units, which vary from a one bedroom, a one bedroom with a den, two bedrooms, two bedrooms with a den, three bedrooms, and three bedrooms with a den, with 267 parking stalls provided. The building's construction will feature architectural concrete, stone masonry, textured composite engineered panels, glass balcony railings, accent colored glass, and floor to ceiling window-wall system. The structural system for the building will be a seismic building frame. This system consists of a concrete structure using shear walls and post-tension concrete slab. The foundation is founded on driven structural steel "H" piles.



3D view along Long Bridge St

## Project Description

## Conceptual Development

### History

The Mission Bay area began as a natural salt marsh complete with vast quantities of fish and wildlife. It has been said that this area was quite immense and was home to Native Americans who fished these waters for centuries. But as is usually the case, a great city was rising and the speculation for growth demanded additional land to be created out of this shallow marsh. By 1867, sixty-six percent of Mission Bay's tidelands and marsh were filled. With this infill and the increase in available land came industry, the main industries to locate here were the Pacific Rolling Mills, the Western Sugar Refinery, Atlas Iron Works, as well as hay, lumber, and the Del Monte Fruit business. All industry prospered in this district for many years and the Mission Bay district remained as the primary industrial sector of the city, until the 1950's.

As industrial and shipping activities declined, the Mission Bay area fell into disuse. Several plans for reuse of the property were proposed in the 1980's; however, in 1990 Santa Fe Pacific, the surviving railroad company that owned most of the land in Mission Bay transferred the property to Catellus Development Corporation. In 1998, the current Mission Bay Redevelopment Plan was approved. The 303 acre project area is currently being developed with 6,000 residential units, the new UCSF life science research campus, commercial/ industrial space and open space.



Mission Bay from Nob Hill, 1863<sup>1</sup>



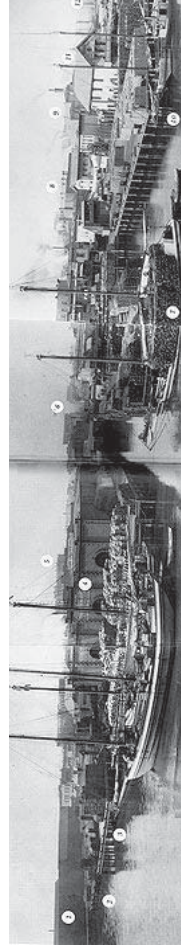
Western Sugar Refinery <sup>1</sup>



Map of Mission Bay

\*1: Photo - San Francisco History Center, San Francisco Public Library

\*2: Photo - Bancroft Library

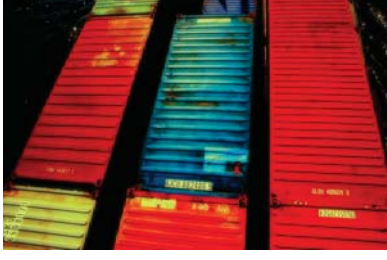


Channel St. looking toward the city, 1885 <sup>2</sup>

## Project Description

### Design Concept

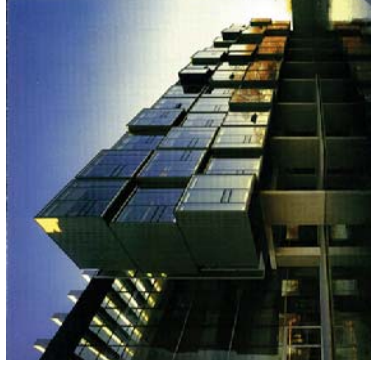
The goal of this project is to bring together the image of the marsh and the rigid line patterns of the shipping industry along the waterfront into a livable unity. The theme of a marsh will be utilized in the design and types of flora used for all the landscaping throughout the project. Capturing a scenic impression from within the heart of the marsh, where populated green islands of tall grasses spotted with colorful flowers float along the horizon, our 5<sup>th</sup> level plaza attempts to recreate this scenic environment with the uses of expansive platform, opening up to the horizon and the waterway beyond, scattered with many islands of thick grasses conveying an oasis within the city. As for the shipping vernacular, this will be utilized via the iconic waterfront container crane and its associated stacked containers. The elevation of a container crane will be placed into the plan to create the advancement of both towers towards the Channel. References to the notion of stacking will become a major theme within this development. Previous industries like hay, lumber, and banana export all relied on the economy of stacking their product for shipment. Their randomness, rigidity, and often regular patterning will be showcased throughout the podium of the building and the tower above will reflect the container cranes that still stand tall among many of the world's great port cities. Our design reflects this shipping vernacular with its use of numerous frames and folding planes prominently displayed, as they pop out along the different building elevations. The adoption of these repetitive geometries brings the strength and boldness to the overall impression of the façades. And in the end, this project will reflect and celebrate the journey it has taken to bring this once pristine marsh back into a livable place of growth and vitality.



Containers



Hay



Window frame treatment examples



## Project Description

**Building Code Information**  
 Code: 2010 California Building Code with San Francisco Amendments  
 Occupancy: Group R-2: Residential Apartment House  
 Group S-2: Parking Garage  
 Type of Construction: Type I  
 Number of stories: 16  
 Sprinkler: Full Sprinkler Coverage per NFPA13

**Building Location**  
 Parcel: Mission Bay, Block 12 East  
 Block 8710 Lot 7, (Mission Bay Block 12E)  
 Zoning: Mission Bay Residential, HZ-2  
 Site Size: 84,866 S.F.

Height	Allowed	Proposed
Base	65'	60'-3"
Base S.F. Allowed for HZ-2	52,866 S.F.	35,069 S.F.*1
Mid-rise	90'	89'-3"
Mid-rise S.F. Allowed for HZ-2	10,000 S.F.	10,000 S.F.
Tower	160'	160'-0"
Tower S.F. Allowed for HZ-2	22,000 S.F.*2	22,000 S.F.
Roof <sup>#2a</sup>	Max.16' above roof	16'- 0' above roof
Number of Towers for HZ-2	Max.7 (Max.2 for Block 12E)	2

\*1: Based on L5 floor area.

\*2: Based on Blocks 11 & 12 Major Phase Concept Design Application, Submitted May11, 2007.

\*2a: The roof top area is for mechanical equipment usage only, not for recreational usage.

Bulk (above 90')	Allowed	Proposed
Max. Residential Plan Diagonal	190'	170'-10"
Max. Residential Plan Length	160'	155'-10"
Max. Residential Floor Plate	17,000 S.F. <sup>#3</sup> /tower	11,000 S.F. /tower
Tower Separation	125'	147'-1"

\*3: Based on Design for Development for the Mission Bay South Project Area, Approved by the Redevelopment Agency Commission Resolution No. 34-2004, March 16, 2004.

## Development Summary

Lot Coverage	Required / Allowed	Proposed
Under 40'	100% to 40'	84.6% (L3-71,819 S.F.)
Over 40'	max.75% above 40'	41.3% (L5-35,069 S.F.)

Streetwall	Required / Allowed	Proposed
Min. Length	Minimum 70% block length frontage required for streetwalls along primary streets. 70% refers to a total measurement from street to street with no exceptions for pedestrian pathways.	87.4% along Channel (Length = 373'-3")
Min. Height	15'	40'-0"
Max. Height	Height not to exceed 65' (except for mid-rise & towers). Average streetwall height along a block not to exceed 55' to a depth of 20' on designated neighborhood streets.	40' height along Channel St. 40' height along Long Bridge St. within 20' from the property line.
Corner Zone	At all intersections along primary streets, build to streetwall at all corners for a distance of 50'. Height of building at corner to be no less than 15'. Corner entries are exempted.	Exempted. All corners are used for tower/ unit entries .
Streetwall Variation	10' variation within the streetwall frontage is allowed. Additional variations may be permitted subject to design review.	Within required streetwall length, variations < 10'.
Required Stepback and Neighborhood Street	Buildings in HZ-2 along P5 & P6 are required to use a stepback of 20' from the property line at or below 65' in height.	20' stepback on L5 & above along Long Bridge St. & El Dorado St.
Pedestrian Walkway	A min. of one north-south exclusively pedestrian public walkway 30' wide & open to the sky required on block 12. Pedestrian walkways shall be publicly accessible during daylight hours.	20' setback from property line between Block 12E & 12W.

## Development Summary

## Project Description

Projections	<ul style="list-style-type: none"> <li>-Architectural projections over a street shall provide a min. of 8' of vertical clearance from the sidewalk or other surface above which it is situated.</li> <li>-Projections of purely architectural or decorative character with a vertical dimension of no more than 2'-6" not increasing the floor area of the volume of space enclosed by the building, and not projecting more than 3'-0" over streets, alleys, and public open spaces.</li> <li>-Bay windows, balconies, and similar features with a max. projection of 3'-0" over streets and public open spaces.</li> </ul>	<ul style="list-style-type: none"> <li>• The architectural feature frames and balconies along the west side of the building (grid line 1) provide min. of 10'-0" vertical clearance from the Pedestrian Mews.</li> <li>• The architectural feature frames are 2'-0" in thickness, and projecting max. 2'-6" over Pedestrian Mews along the west side of the building (grid line 1).</li> <li>• Balconies project 2'-6" over the Pedestrian Mews along the west side of the building (grid line 1).</li> </ul>
-------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Building Gross Floor Area Statistics										
Level	Number of Floors	Unit Area/ Floor (S.F.)	Total Unit Areas (S.F.)	Common Area/ Floor (S.F.)	Total Common Areas (S.F.)	Amenity Area/ Floor (S.F.)	Total Area/ Floor (S.F.)	Total Residential Area all Floors (S.F.)	Total Parking Area/ Floor (S.F.)	
L1	1	22,921	22,921	21,130	21,130	1,086	45,137	45,137	24,834	
L2	1	28,144	28,144	13,183	13,183	N/A	41,327	41,327	27,521	
L3	1	33,774	33,774	10,527	10,527	N/A	44,301	44,301	27,518	
L4	1	33,497	33,497	11,374	11,374	N/A	44,871	44,871	26,687	
L5	1	26,037	26,037	6,413	6,413	2,619	35,069	35,069	N/A	
L6	1	27,482	27,482	6,355	6,355	N/A	33,837	33,837	N/A	
L7	1	25,437	25,437	5,421	5,421	N/A	30,858	30,858	N/A	
L8	1	25,463	25,463	5,409	5,409	N/A	30,872	30,872	N/A	
L9	1	25,440	25,440	5,423	5,423	N/A	30,863	30,863	N/A	
L10	1	17,836	17,836	4,161	4,161	N/A	21,997	21,997	N/A	
L11-16	6	18,069	108,414	3,928	23,568	N/A	21,997	131,982	N/A	
Totals	16		374,445		112,964	3,705		491,114	106,560	

Open Space	Required	Provided
	70 S.F. per dwelling unit (18,690 S.F. for 267 units)	(240 S.F. per dwelling unit) Total: 64,450 S.F. L5 Plaza Open Space: 34,500 S.F. L1-L16 Private Balconies + Terraces: 29,950 S.F.

Unit Type Count Summary																
Floor Level	L1	L2	L3	L4	L5	L6	L7-8	L9	L10	L11-16	SubTotal					
1 Bedroom	1	1	0	0	0	1	0	0	1	0	4					
1 Bedroom + Den	2	3	3	3	1	1	0	0	0	0	13					
2 Bedroom	1	3	5	5	8	8	18	14	6	36	105					
2 Bedroom + Den	13	13	16	16	7	7	14	1	1	12	95					
3 Bedroom	1	1	0	0	2	2	4	2	4	24	40					
3 Bedroom + Den	0	1	1	1	1	1	0	0	0	0	5					
Total											267					

Sunlight Access to Open Space  
Additional shadow analysis will not be required unless a design concept seeks a variance from the Design Standards that establish the shape and location of buildings  
-No additional shadow analysis is required because the application does not request the approval of exceptions to height, bulk, coverage and streetwall standards.

Parking/Bicycle/Loading	Requirement	Proposed
Parking Spaces	Max. one/unit = 267	267
Ratio Compact to Standard	Min. 50% standard spaces	89.9% standard spaces
Bicycle Spaces	14 Min.	23
Required Loading Bays	2 Min.	1 (SFRA agreed to reduce to 1)

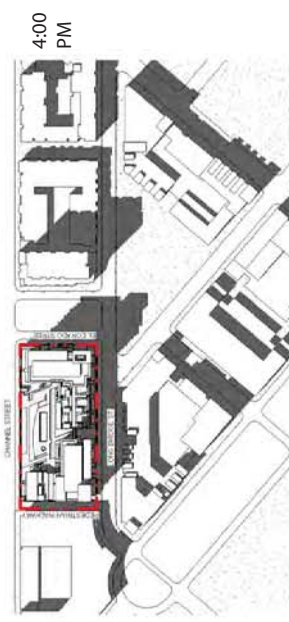
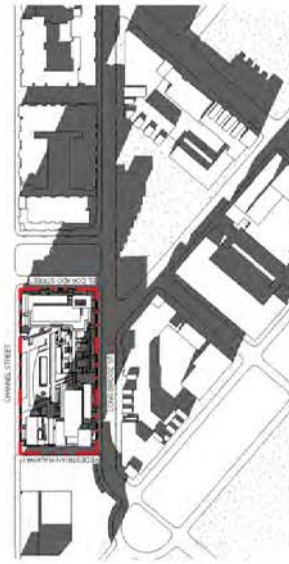
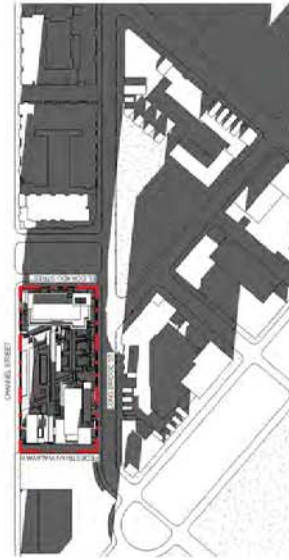
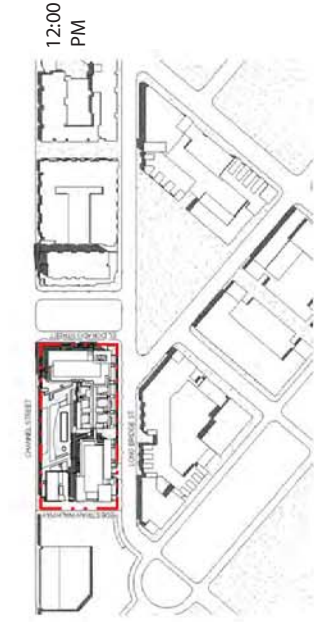
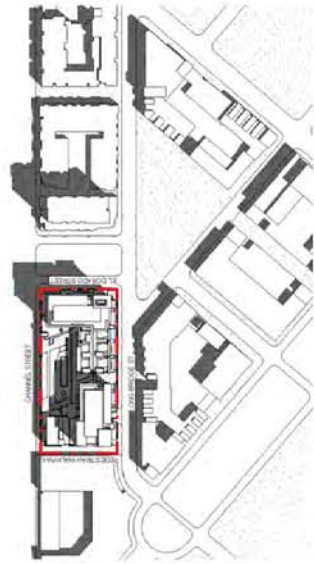
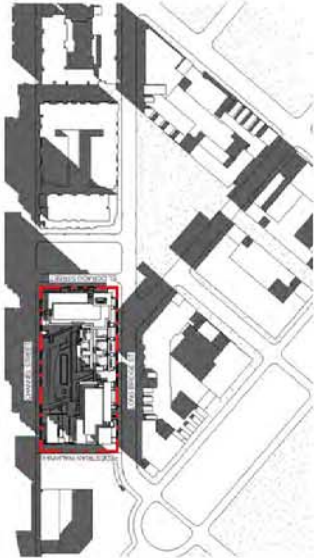
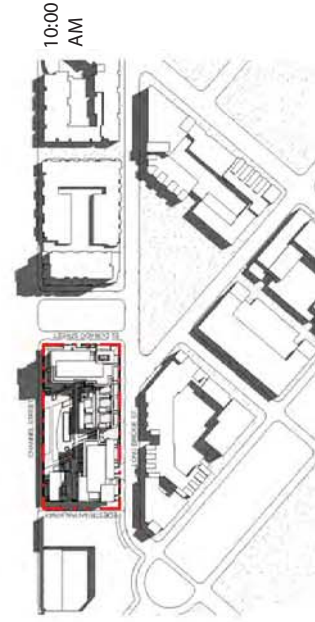
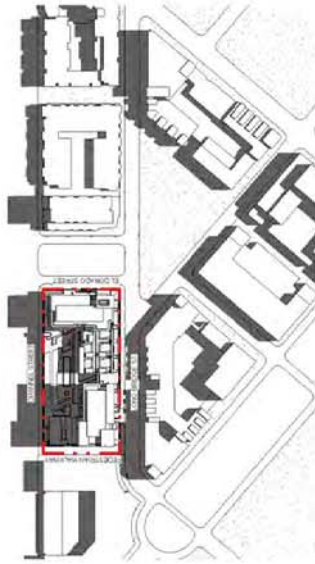
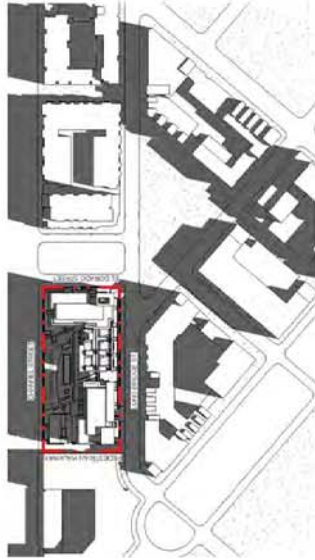
# Project Description

# Shadow Study

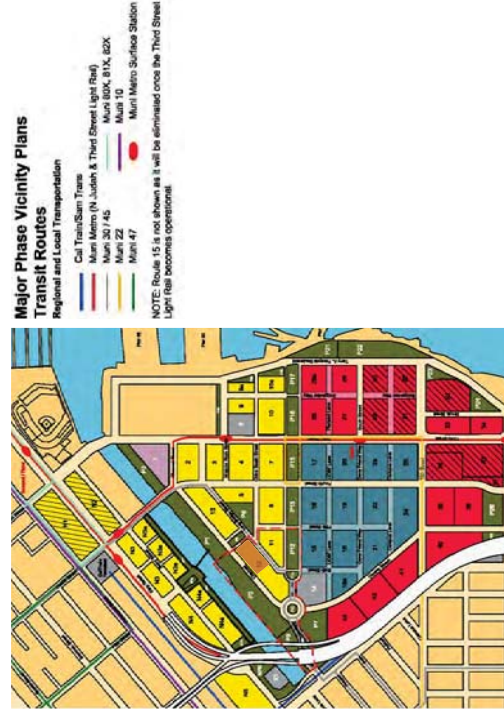
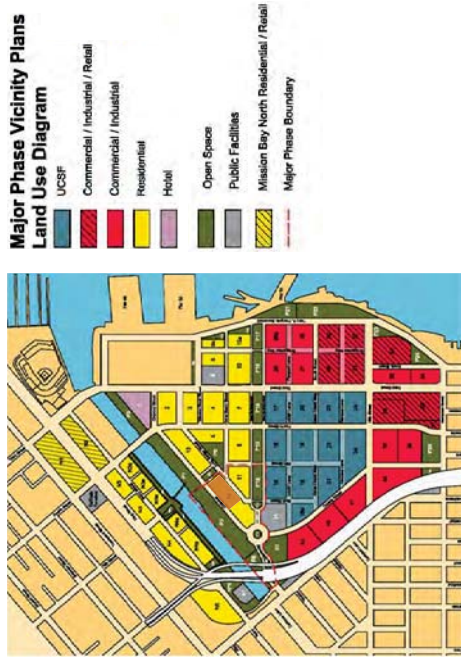
December 21<sup>st</sup>  
Winter Solstice

March 20<sup>th</sup> / September 22<sup>nd</sup>  
Equinoxes

June 20<sup>th</sup>  
Summer Solstice



General Notes:  
No additional shadow analysis is required because the application does not request the approval of exceptions to height, bulk, coverage and streetwall standards.

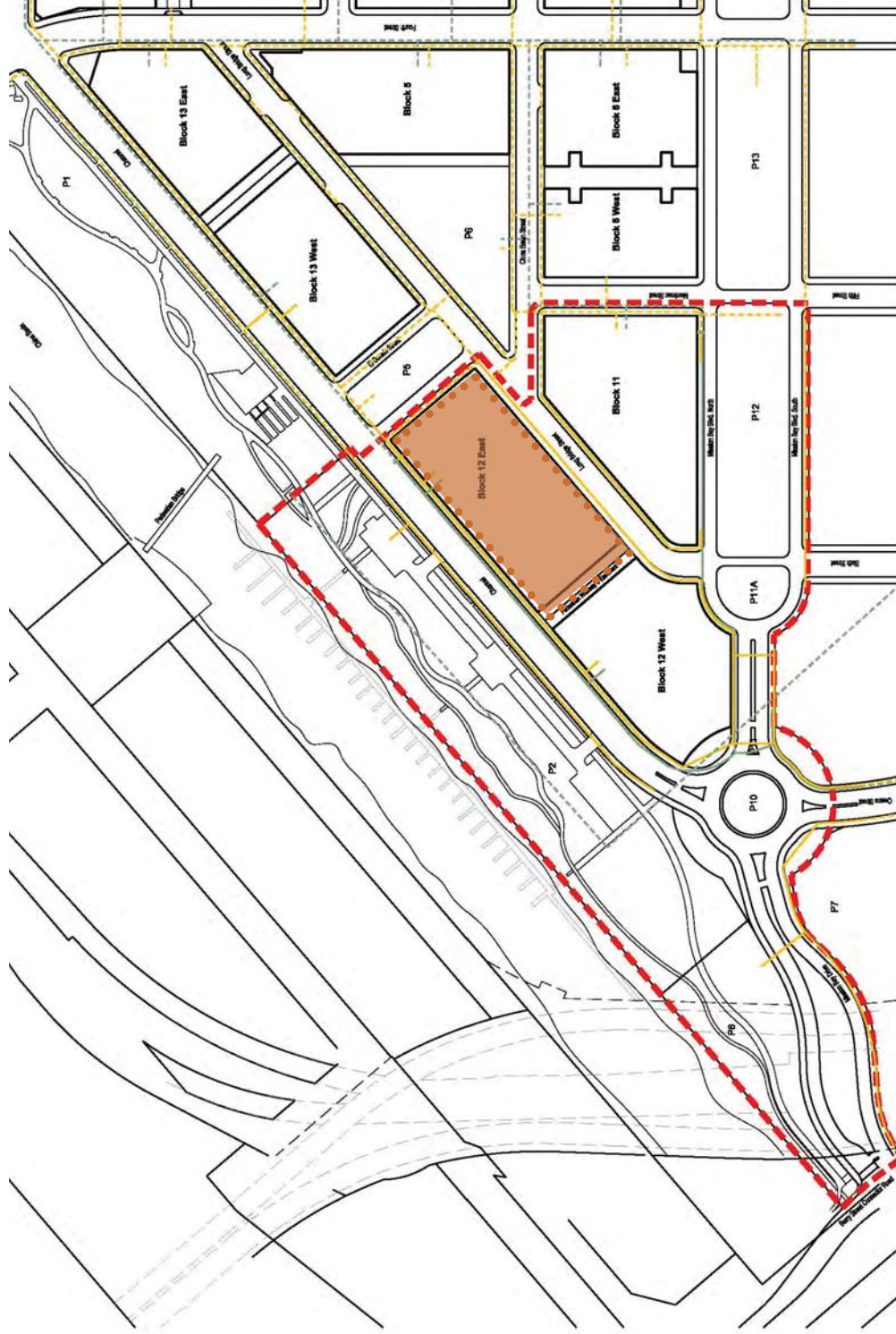


Note: Excerpts taken from Focil-MB, LLC, Mission Bay Blocks 11 & 12 Major Phase and Parks P2, P8, P10 & P12 Concept Design Application for Information Purposes.



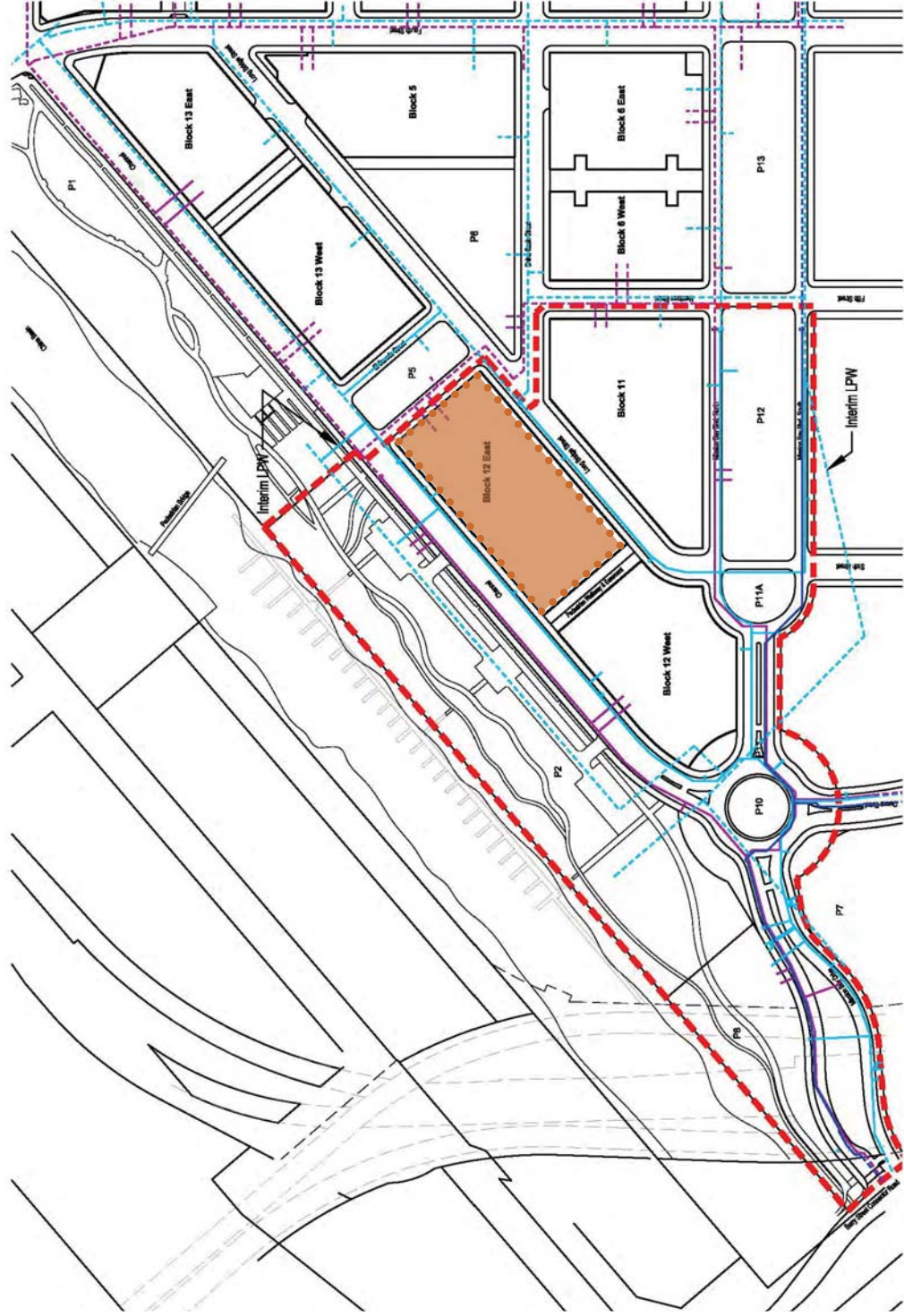


Note: Excerpts taken from Focil-MB, LLC, Mission Bay Blocks 11 & 12 Major Phase and Parks P2, P8, P10 & P12 Concept Design Application for Informational Purposes.



- Legend
- Major Phase Boundary
  - Proposed Natural Gas
  - Existing Natural Gas
  - Proposed Joint Utilities Trench
  - Existing Joint Utilities Trench
  - Project Site
- North

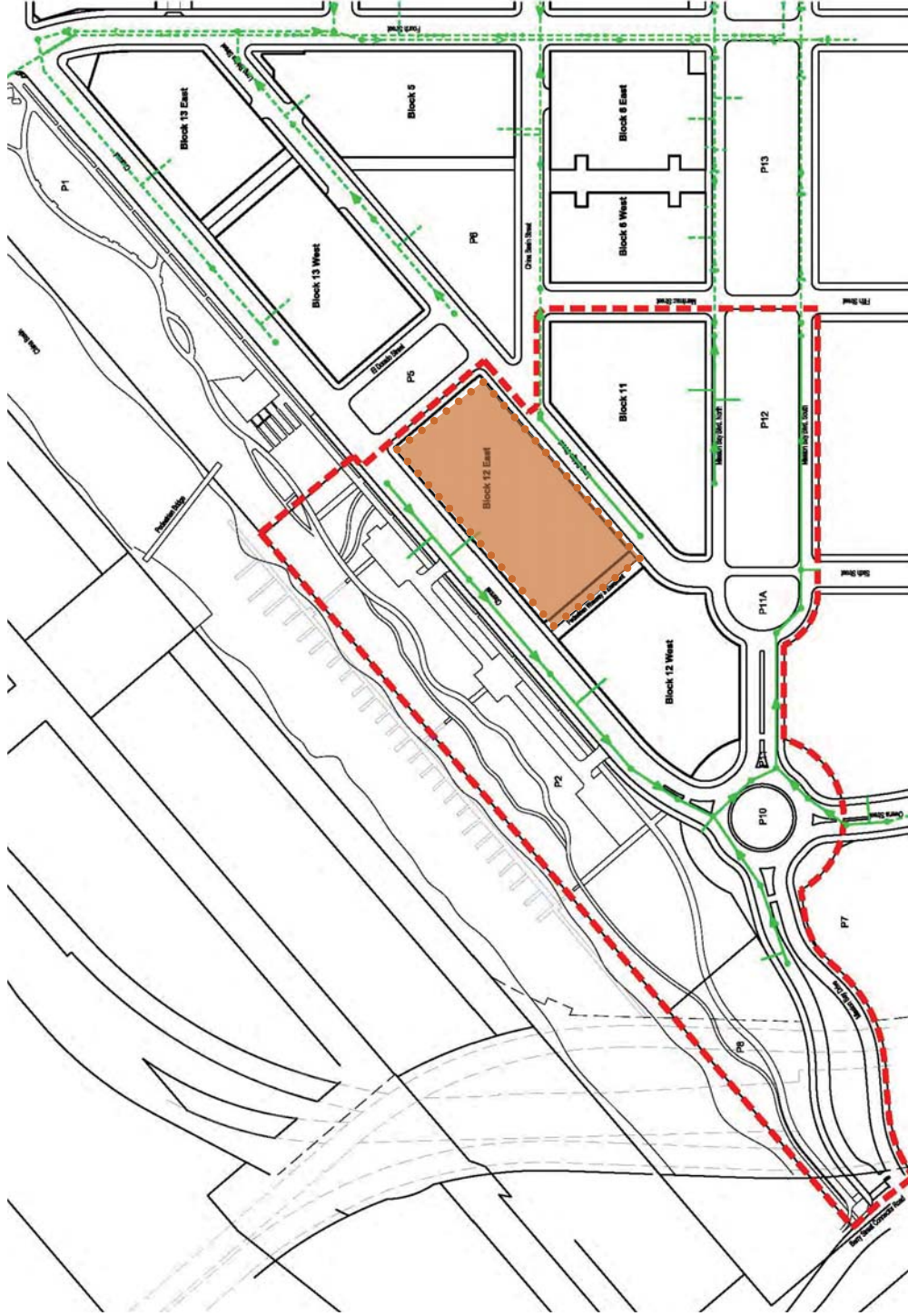
Note: Excerpts taken from Focil-MB, LLC, Mission Bay Blocks 11 & 12 Major Phase and Parks P2, P8, P10 & P12 Concept Design Application for Information Purposes.



- Legend**
- Project Site
  - Major Phase Boundary
  - Proposed Low Pressure Water
  - Existing Low Pressure Water
  - Proposed Reclaimed Water
  - Existing Reclaimed Water
  - Proposed High Pressure Water
  - Existing High Pressure Water
  - \* or planned in adjacent project

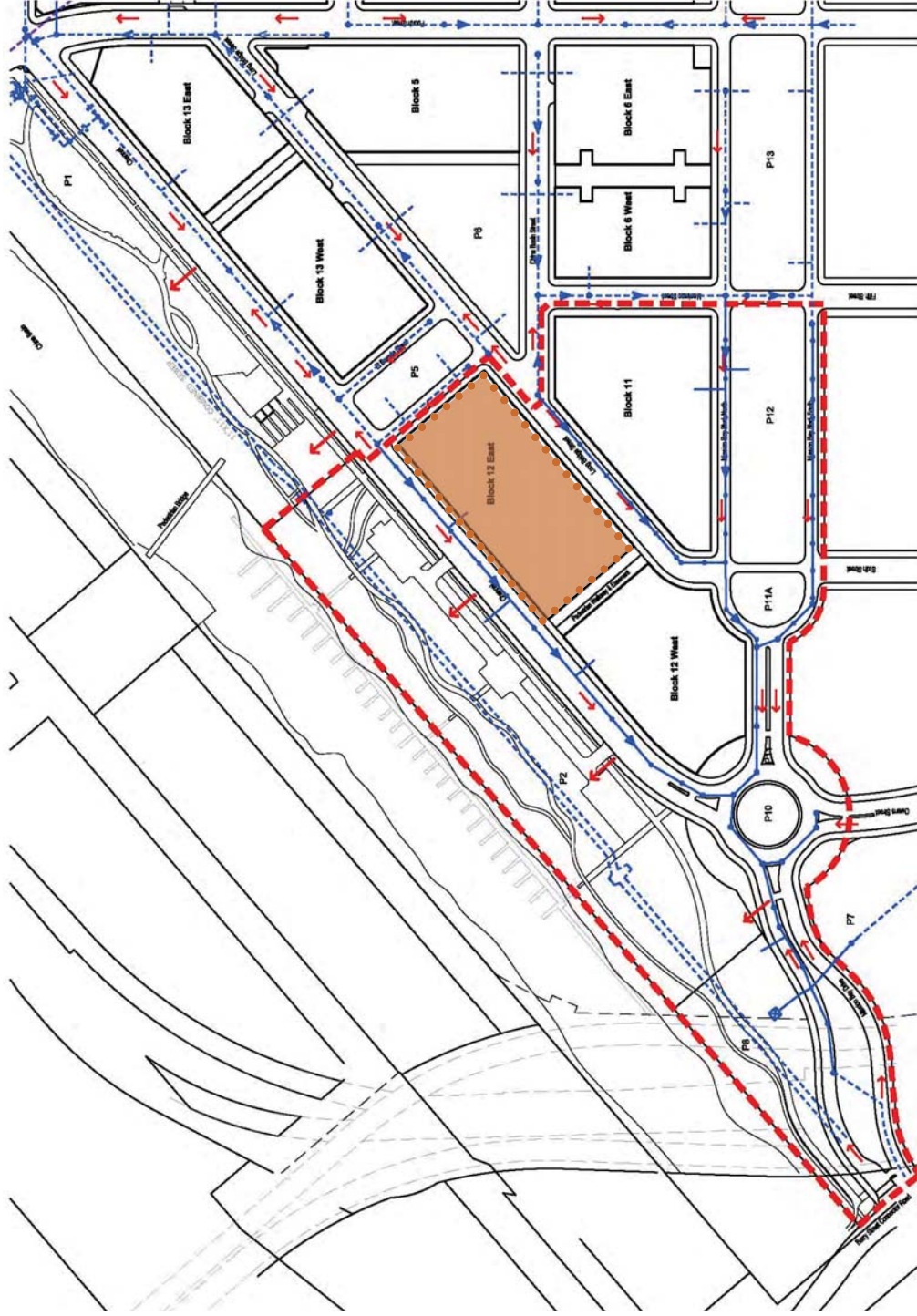
Note: Each residential parcel is provided two (2) RW service lines; one for site landscape and one for internal building plumbing (i.e. lavatories, water closets, etc.)

Note: Excerpts taken from Focil-MB, LLC, Mission Bay Blocks 11 & 12 Major Phase and Parks P2, P8, P10 & P12 Concept Design Application for Informational Purposes.

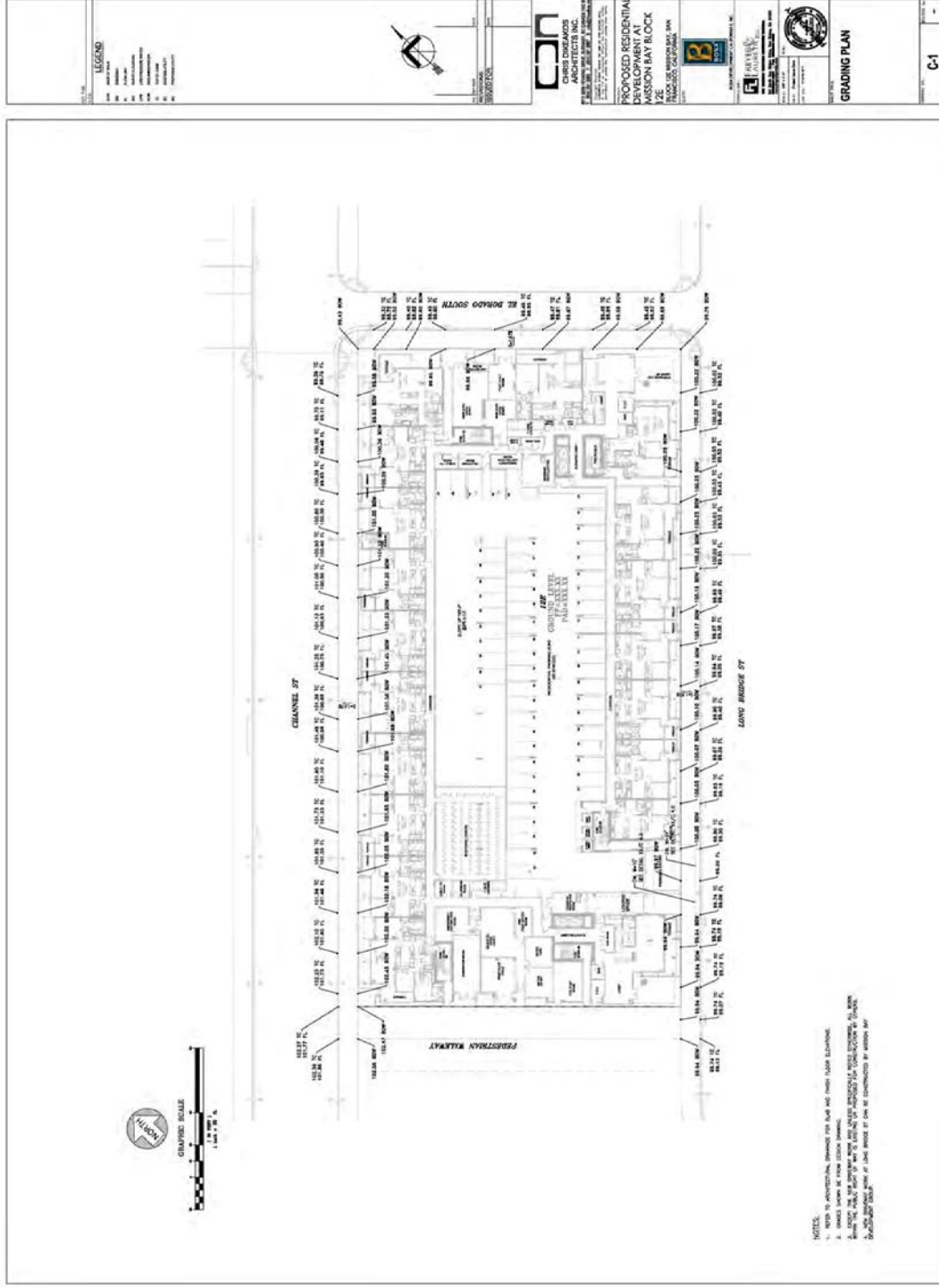


- Legend
- Major Phase Boundary
  - Proposed Sanitary Sewer
  - Existing Sanitary Sewer
  - Sanitary Sewer Manhole
  - Sanitary Sewer Pump Station
  - Force Main
  - Project Site
- North

Note: Excerpts taken from Focil-MB, LLC, Mission Bay Blocks 11 & 12 Major Phase and Parks P2, P8, P10 & P12 Concept Design Application for Information Purposes.



Note: Excerpts taken from Focil-MB, LLC, Mission Bay Blocks 11 & 12 Major Phase and Parks P2, P8, P10 & P12 Concept Design Application for Information Purposes.

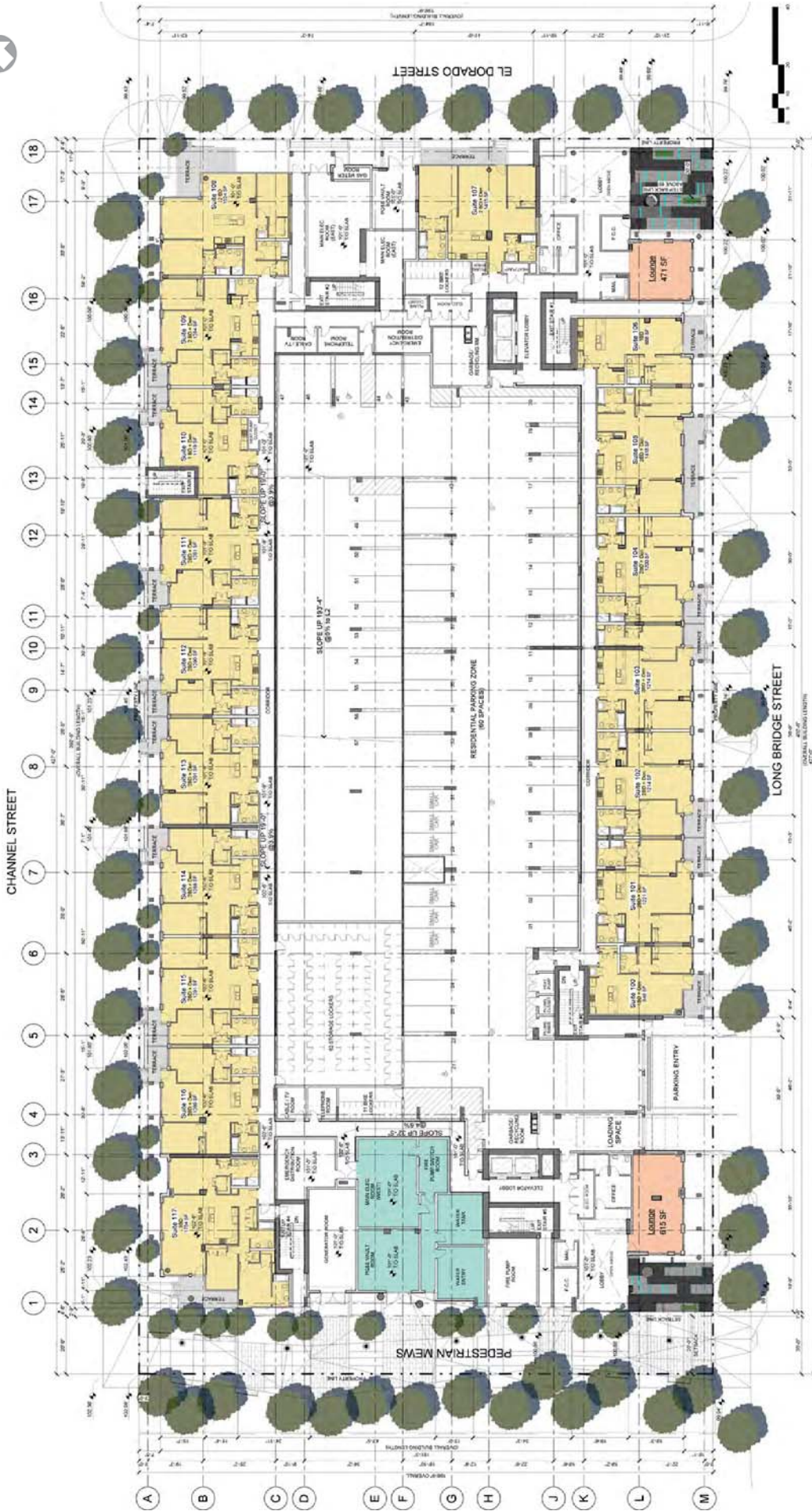


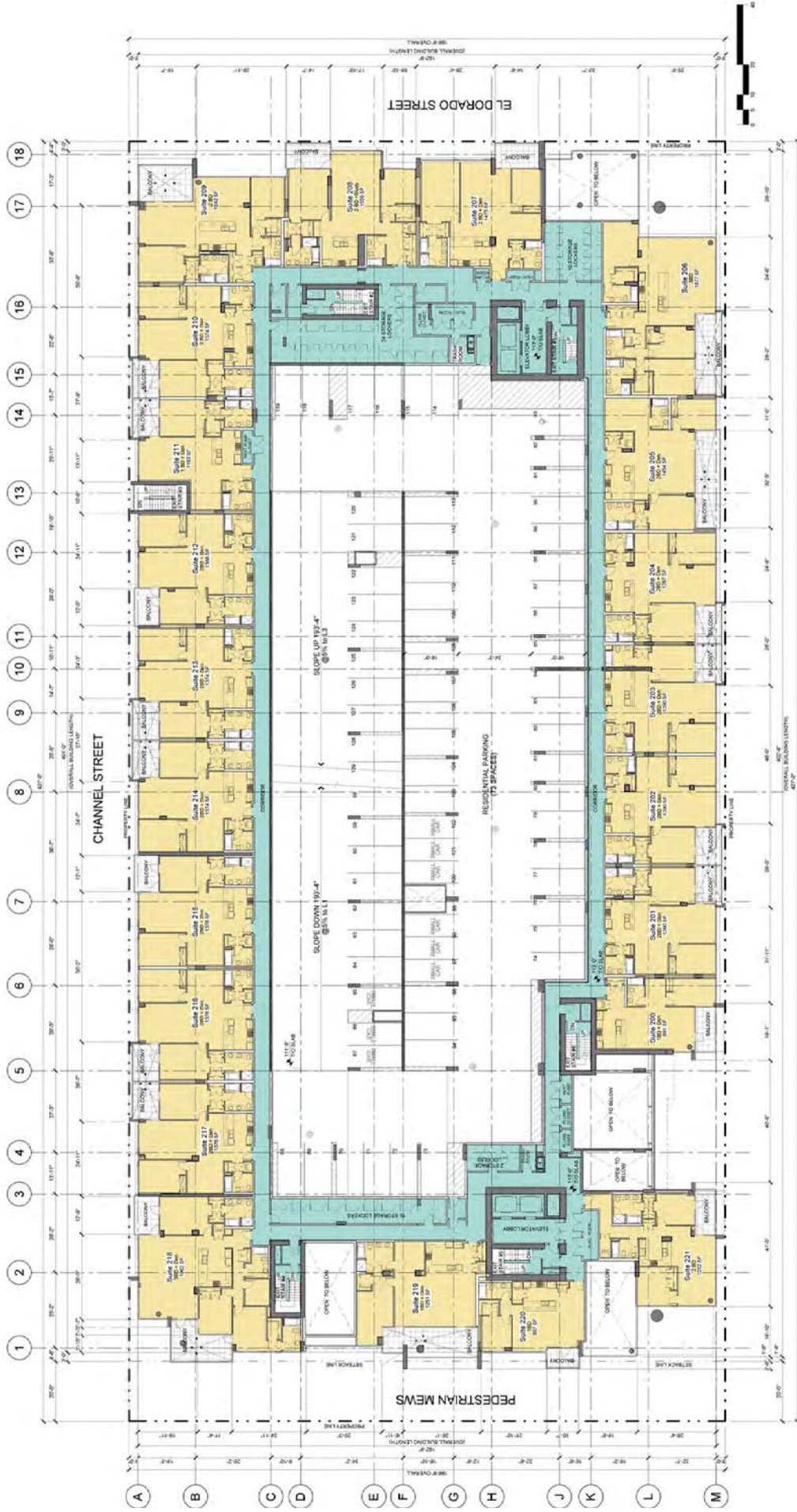
# Architectural Plans

## Site Plan

-  Residential
-  Open Public Space
-  North









LONG BRIDGE STREET



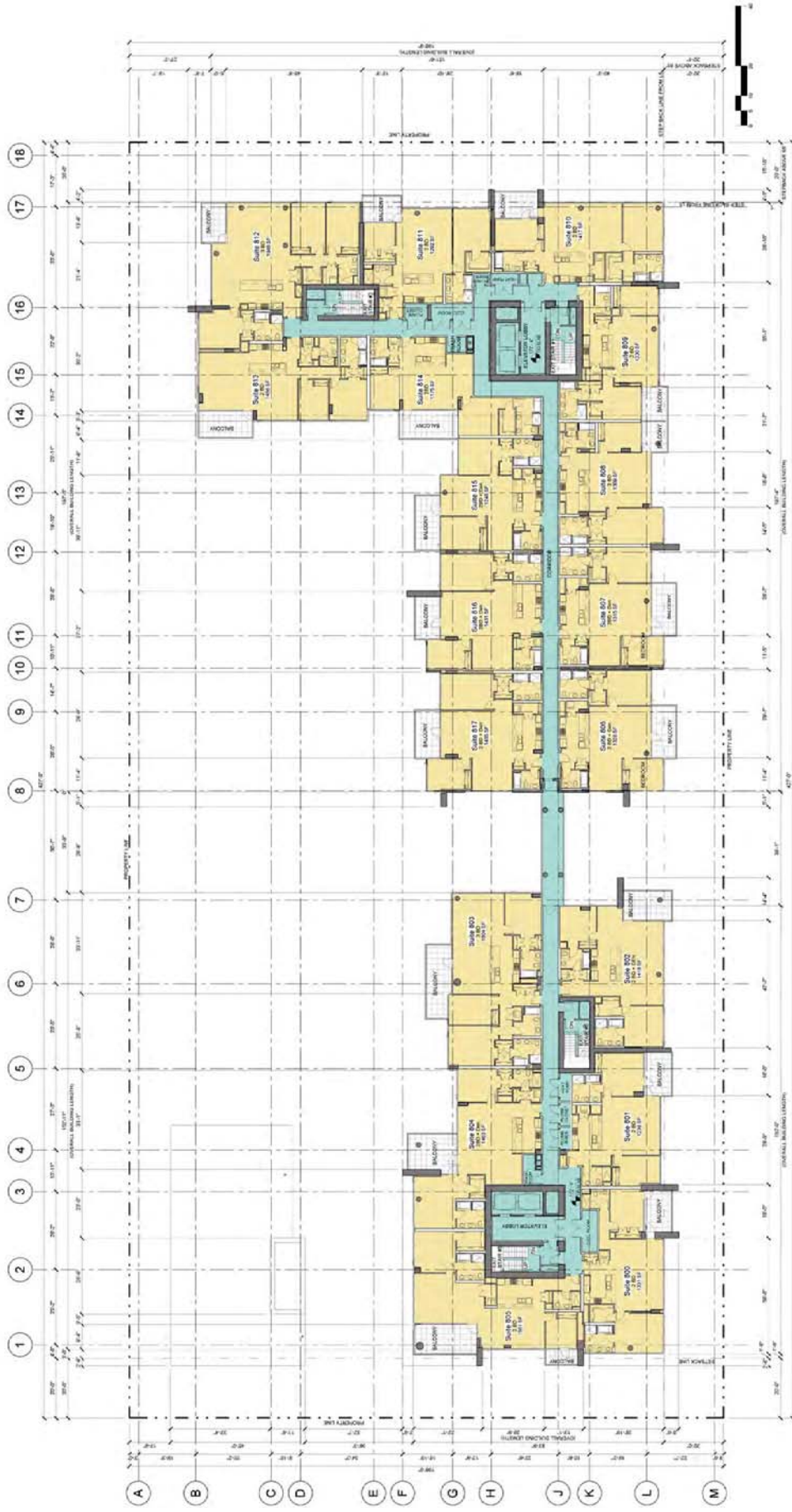






# Architectural Plans

## Level 8

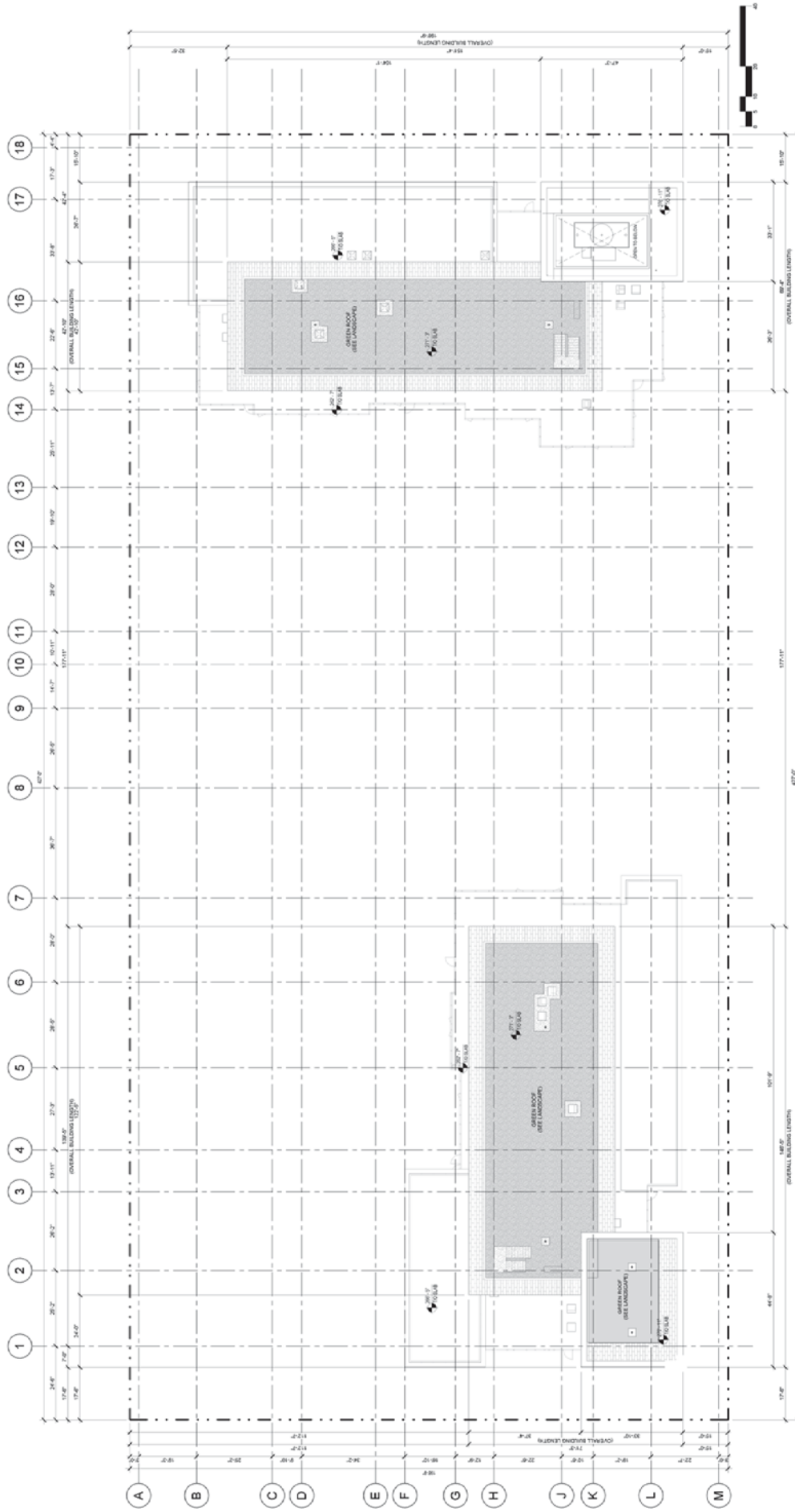










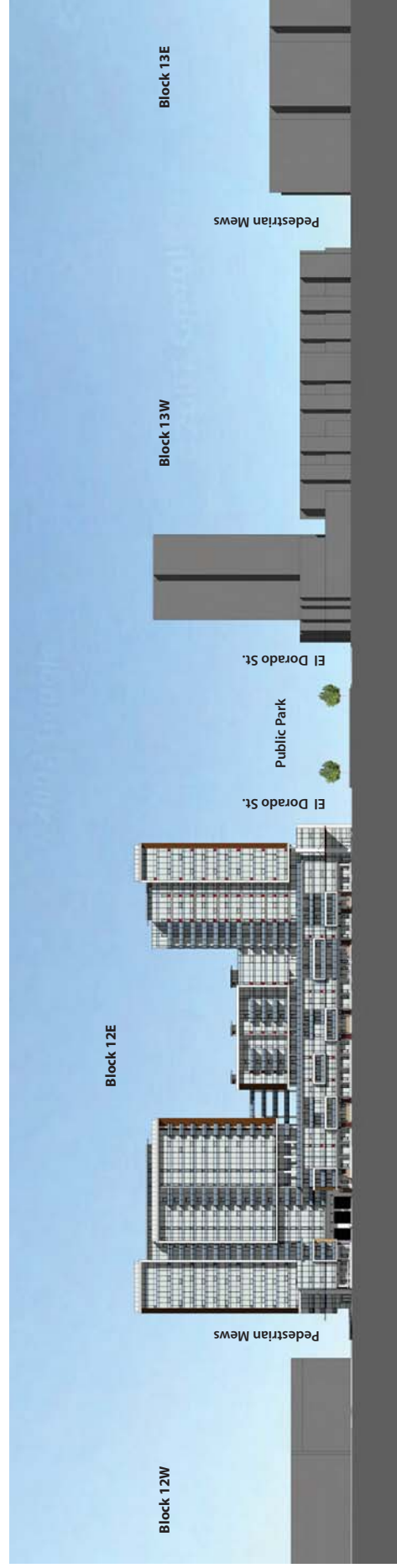


Context Streetscape

Elevations



A - El Dorado St. Streetscape



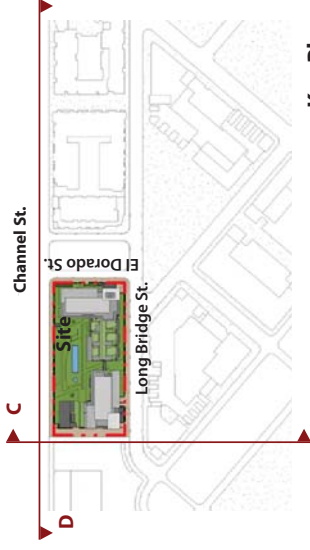
B - Long Bridge St. Streetscape

# Elevations

## Context Streetscape



C - Pedestrian Walkway Streetscape



Key Plan

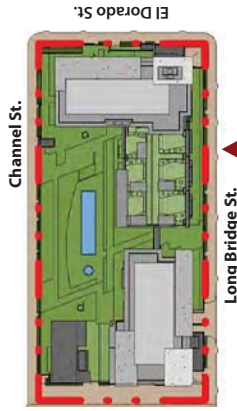


D - Channel St. Streetscape

Combined Basic Concept and Schematic Design Submission

# Long Bridge Street Elevation

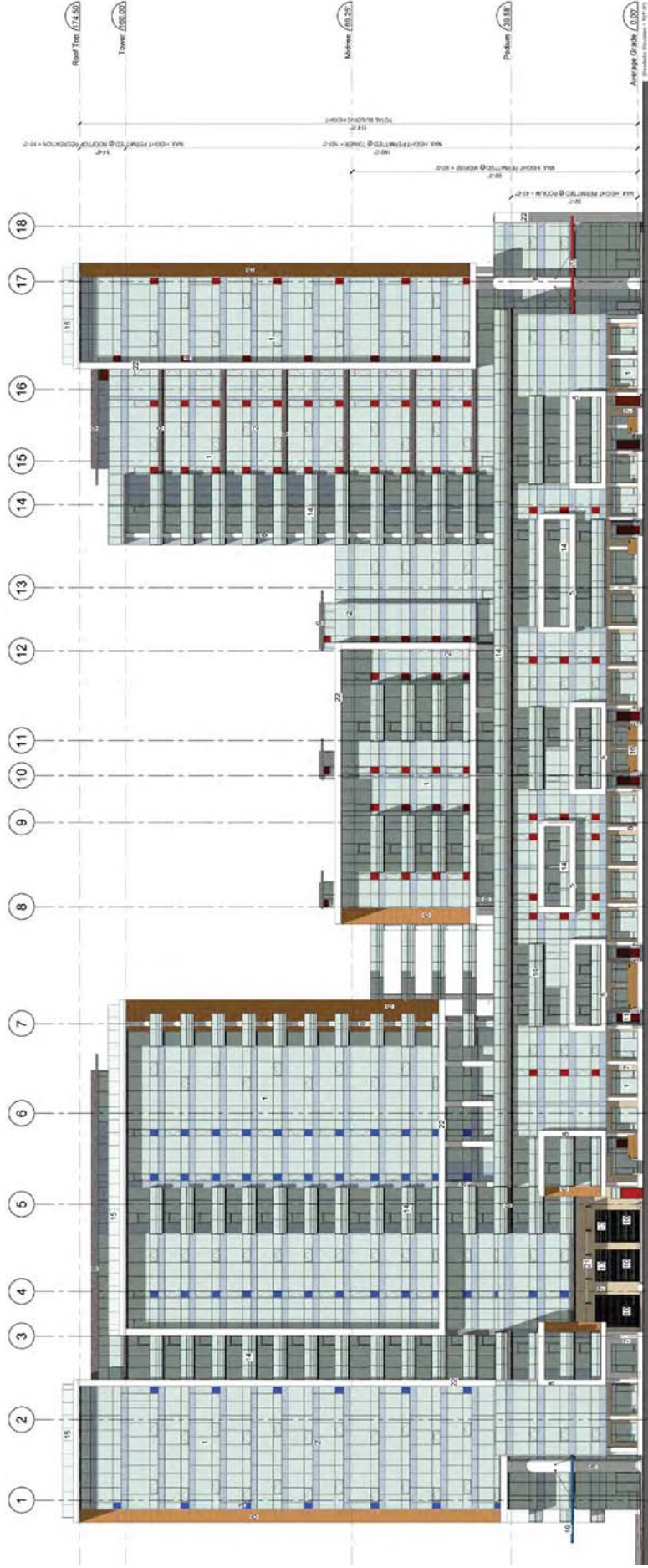
# Elevations



## Building Materials

- 1 - Clear Glazing In Aluminum Frame
- 2 - Spandrel Glass In Aluminum Frame
- 3 - Accent Glass (Blue) In Aluminum Frame
- 4 - Accent Glass (Red) In Aluminum Frame
- 5 - Alucobond - White
- 6 - Alucobond - Wood Veneer Composite Panel
- 7 - Stone Panel Veneer
- 8 - Painted Concrete - Benjamin Moore 2107-70
- 9 - Painted Concrete - Benjamin Moore 2107-50
- 10 - Overhead Garage Door
- 11 - Aluminum Door-With Wood Veneer Panel
- 12 - Aluminum Door-With Glass
- 13 - Metal Louvers
- 14 - Balcony Clear Glazing In Aluminum Guardrail
- 15 - Clear Glass Guardrail
- 16 - Tinted Glass Panel
- 17 - Unit Number Sign Location
- 18 - Painted Metal Door And Frame
- 19 - Metal And Glass Overhead Canopy (Blue)
- 20 - Metal And Glass Overhead Canopy (Red)
- 21 - Metal And Glass Overhead Canopy (Anodized)
- 22 - Painted Concrete - Benjamin Moore 2121-60

## Key Plan



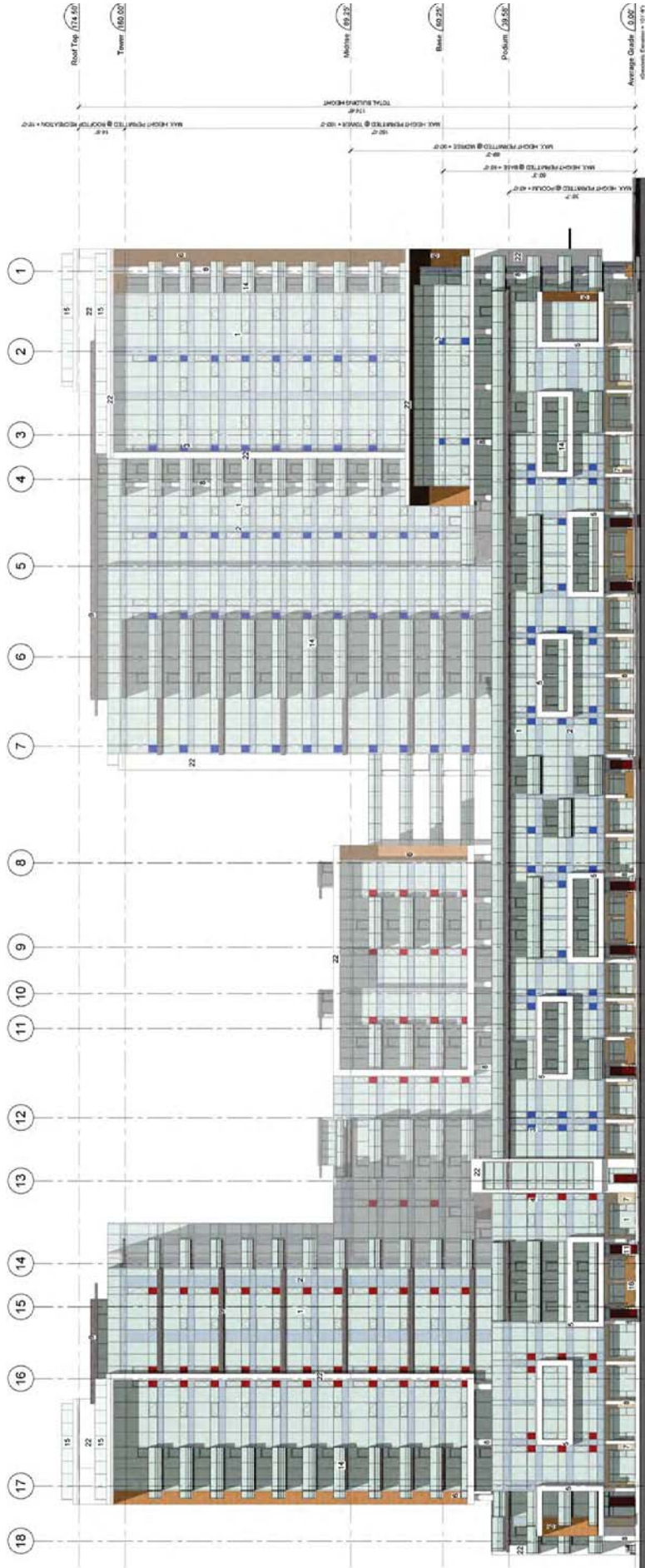
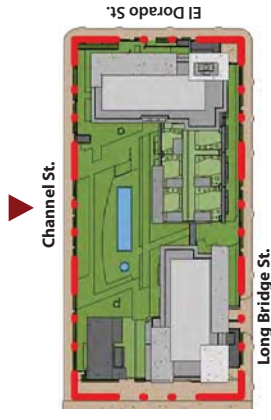
Long Bridge Street

# Elevations

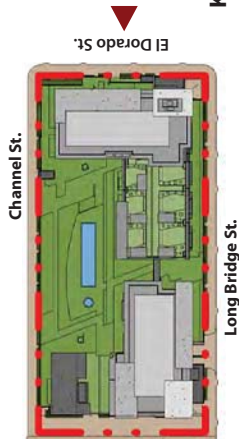
## Channel Street Elevation

### Building Materials

- 1 - Clear Glazing In Aluminum Frame
- 2 - Spandrel Glass In Aluminum Frame
- 3 - Accent Glass (Blue) In Aluminum Frame
- 4 - Accent Glass (Red) In Aluminum Frame
- 5 - Alucobond - White
- 6 - Alucobond - Wood Veneer Composite Panel
- 7 - Stone Panel Veneer
- 8 - Painted Concrete - Benjamin Moore 2107-70
- 9 - Painted Concrete - Benjamin Moore 2107-50
- 10 - Overhead Garage Door
- 11 - Aluminum Door With Wood Veneer Panel
- 12 - Aluminum Door With Glass
- 13 - Metal Louvers
- 14 - Balcony Clear Glazing In Aluminum Guardrail
- 15 - Clear Glass Guardrail
- 16 - Tinted Glass Panel
- 17 - Unit Number Sign Location
- 18 - Painted Metal Door And Frame
- 19 - Metal And Glass Overhead Canopy (Blue)
- 20 - Metal And Glass Overhead Canopy (Red)
- 21 - Metal And Glass Overhead Canopy (Anodized)
- 22 - Painted Concrete - Benjamin Moore 2121-60



Channel Street

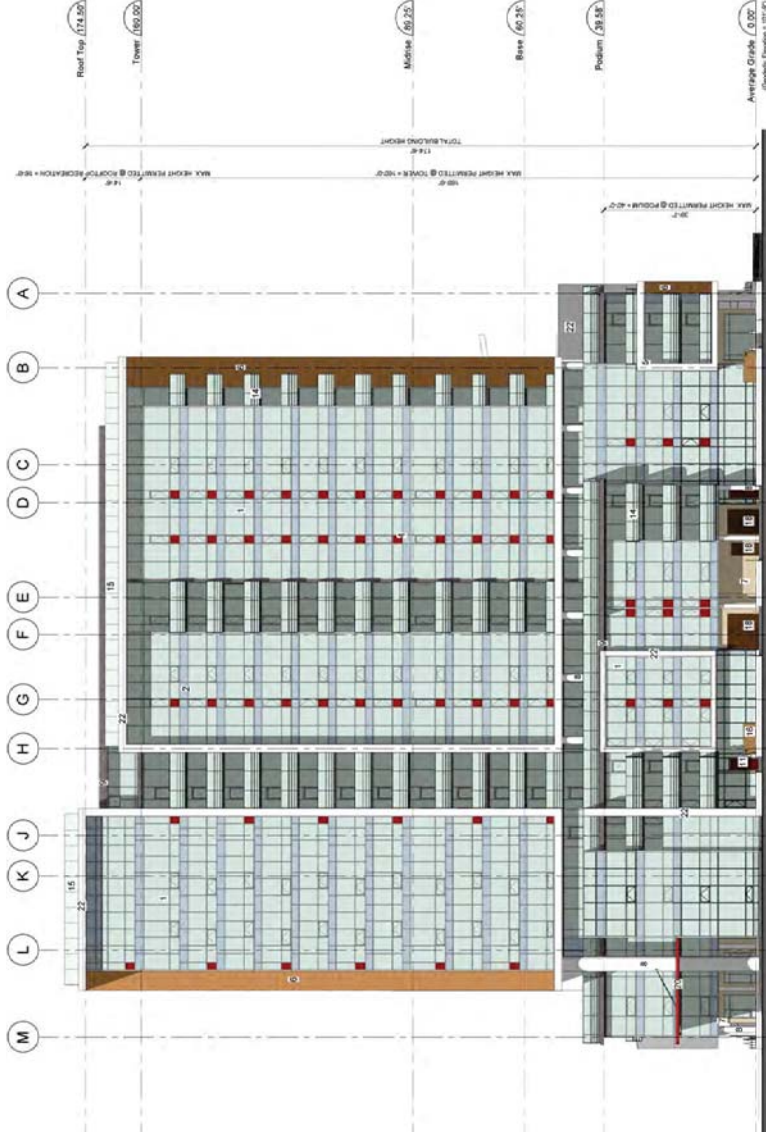


**Building Materials**

- 1 - Clear Glazing In Aluminum Frame
- 2 - Spandrel Glass In Aluminum Frame
- 3 - Accent Glass (Blue) In Aluminum Frame
- 4 - Accent Glass (Red) In Aluminum Frame
- 5 - Alucobond - White
- 6 - Alucobond - Wood Veneer Composite Panel
- 7 - Stone Panel Veneer
- 8 - Painted Concrete - Benjamin Moore 2107-70
- 9 - Painted Concrete - Benjamin Moore 2107-50
- 10 - Overhead Garage Door
- 11 - Aluminum Door-With Wood Veneer Panel

**Key Plan**

- 12 - Aluminum Door-With Glass
- 13 - Metal Louvers
- 14 - Balcony Clear Glazing In Aluminum Guardrail
- 15 - Clear Glass Guardrail
- 16 - Tinted Glass Panel
- 17 - Unit Number Sign Location
- 18 - Painted Metal Door And Frame
- 19 - Metal And Glass Overhead Canopy (Blue)
- 20 - Metal And Glass Overhead Canopy (Red)
- 21 - Metal And Glass Overhead Canopy (Anodized)
- 22 - Painted Concrete - Benjamin Moore 2121-60



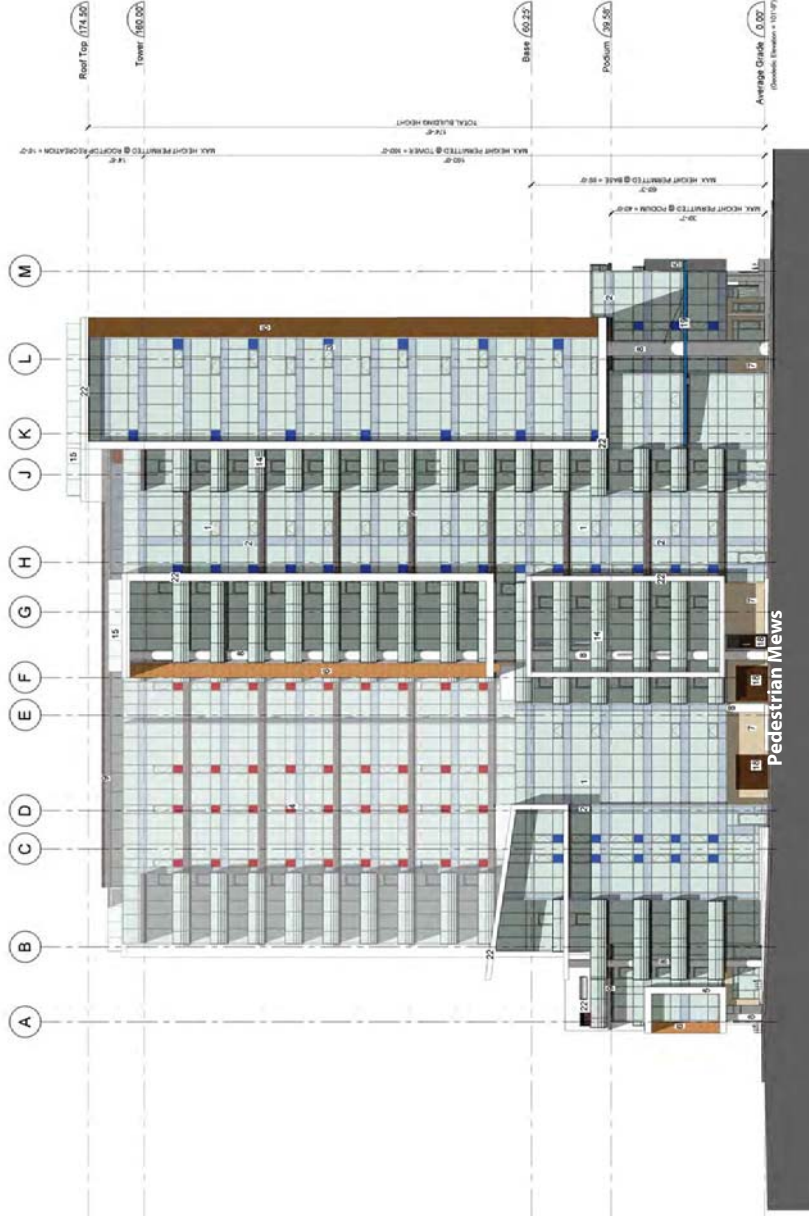
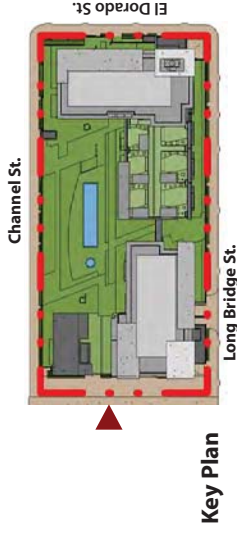
El Dorado Street

# Elevations

## Pedestrian Mews Elevation

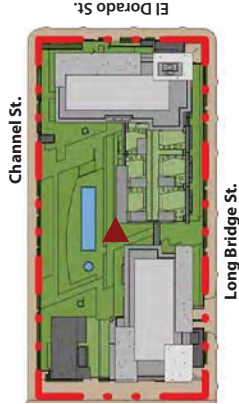
### Building Materials

- 1 - Clear Glazing In Aluminum Frame
- 2 - Spandrel Glass In Aluminum Frame
- 3 - Accent Glass (Blue) In Aluminum Frame
- 4 - Accent Glass (Red) In Aluminum Frame
- 5 - Alucobond - White
- 6 - Alucobond - Wood Veneer Composite Panel
- 7 - Stone Panel Veneer
- 8 - Painted Concrete - Benjamin Moore 2107-70
- 9 - Painted Concrete - Benjamin Moore 2107-50
- 10 - Overhead Garage Door
- 11 - Aluminum Door With Wood Veneer Panel
- 12 - Aluminum Door With Glass
- 13 - Metal Louvers
- 14 - Balcony Clear Glazing In Aluminum Guardrail
- 15 - Clear Glass Guardrail
- 16 - Tinted Glass Panel
- 17 - Unit Number Sign Location
- 18 - Painted Metal Door And Frame
- 19 - Metal And Glass Overhead Canopy (Blue)
- 20 - Metal And Glass Overhead Canopy (Red)
- 21 - Metal And Glass Overhead Canopy (Anodized)
- 22 - Painted Concrete - Benjamin Moore 2121-60



# Plaza Elevation - East

# Elevations



## Building Materials

- 1 - Clear Glazing In Aluminum Frame
- 2 - Spandrel Glass In Aluminum Frame
- 3 - Accent Glass (Blue) In Aluminum Frame
- 4 - Accent Glass (Red) In Aluminum Frame
- 5 - Alucobond - White
- 6 - Alucobond - Wood Veneer Composite Panel
- 7 - Stone Panel Veneer
- 8 - Painted Concrete - Benjamin Moore 2107-70
- 9 - Painted Concrete - Benjamin Moore 2107-50
- 10 - Overhead Garage Door
- 11 - Aluminum Door-With Wood Veneer Panel

## Key Plan



- 12 - Aluminum Door-With Glass
- 13 - Metal Louvers
- 14 - Balcony Clear Glazing In Aluminum Guardrail
- 15 - Clear Glass Guardrail
- 16 - Tinted Glass Panel
- 17 - Unit Number Sign Location
- 18 - Painted Metal Door And Frame
- 19 - Metal And Glass Overhead Canopy (Blue)
- 20 - Metal And Glass Overhead Canopy (Red)
- 21 - Metal And Glass Overhead Canopy (Anodized)
- 22 - Painted Concrete - Benjamin Moore 2121-60

# Elevations

## Plaza Elevation - West

### Building Materials

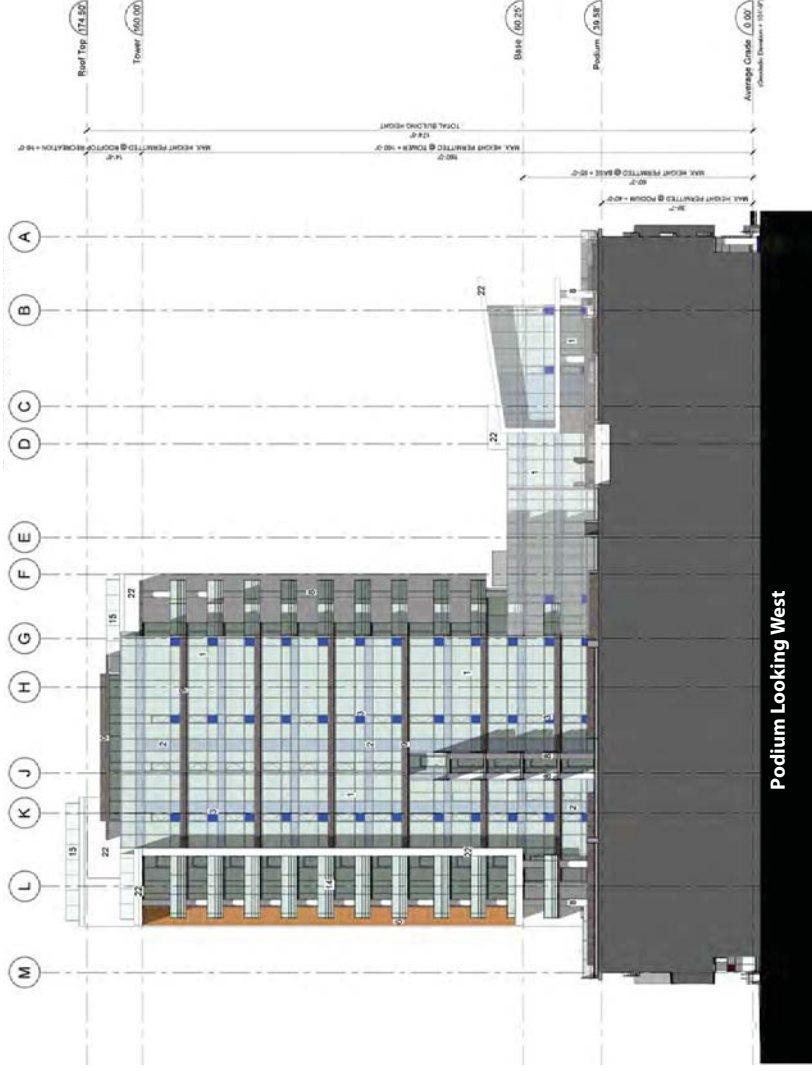
- 1 - Clear Glazing In Aluminum Frame
- 2 - Spandrel Glass In Aluminum Frame
- 3 - Accent Glass (Blue) In Aluminum Frame
- 4 - Accent Glass (Red) In Aluminum Frame
- 5 - Alucobond - White
- 6 - Alucobond - Wood Veneer Composite Panel
- 7 - Stone Panel Veneer
- 8 - Painted Concrete - Benjamin Moore 2107-70
- 9 - Painted Concrete - Benjamin Moore 2107-50
- 10 - Overhead Garage Door
- 11 - Aluminum Door With Wood Veneer Panel

- 12 - Aluminum Door With Glass
- 13 - Metal Louvers
- 14 - Balcony Clear Glazing In Aluminum Guardrail
- 15 - Clear Glass Guardrail
- 16 - Tinted Glass Panel
- 17 - Unit Number Sign Location
- 18 - Painted Metal Door And Frame
- 19 - Metal And Glass Overhead Canopy (Blue)
- 20 - Metal And Glass Overhead Canopy (Red)
- 21 - Metal And Glass Overhead Canopy (Anodized)
- 22 - Painted Concrete - Benjamin Moore 2121-60

Channel St.



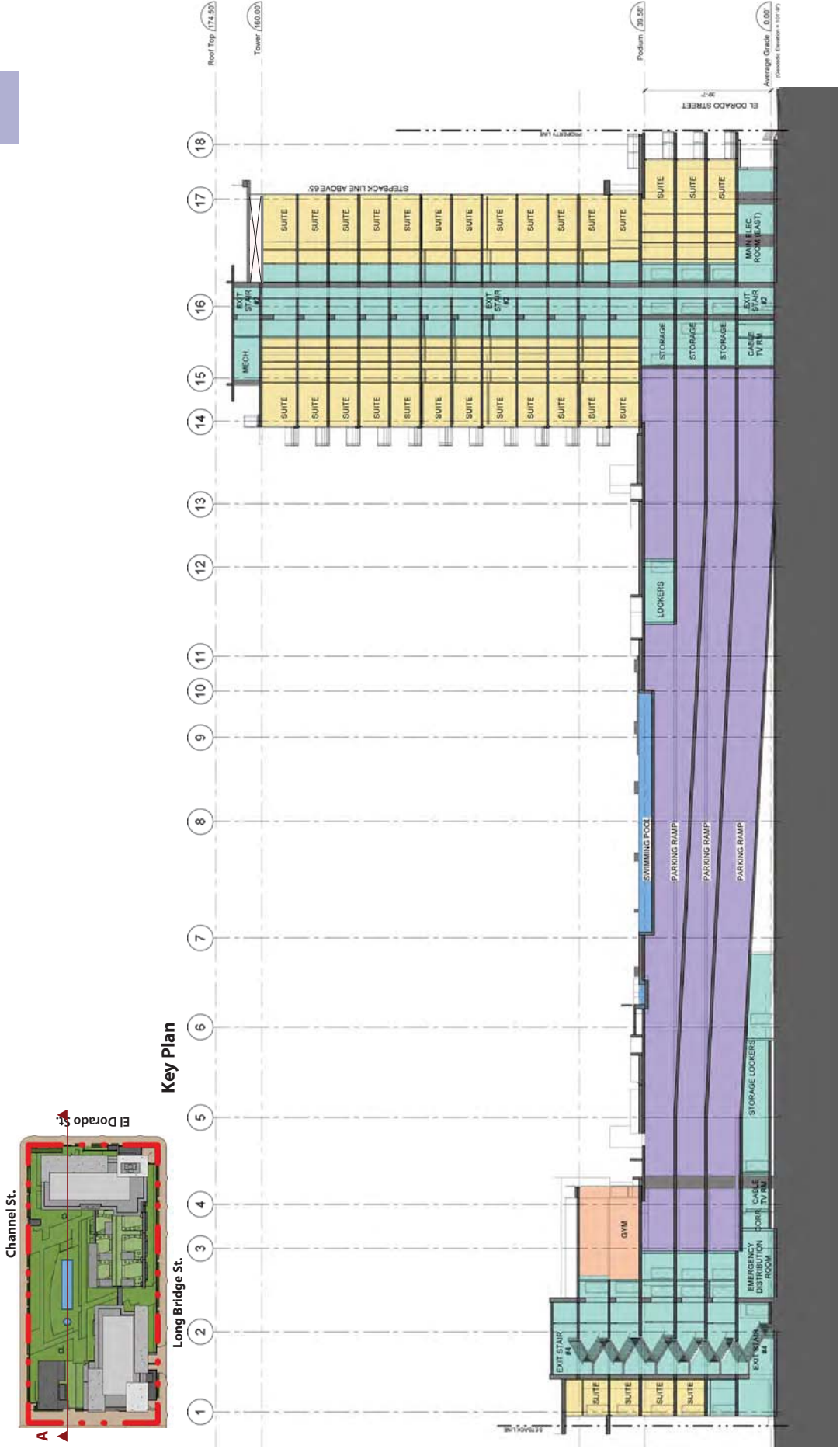
Key Plan

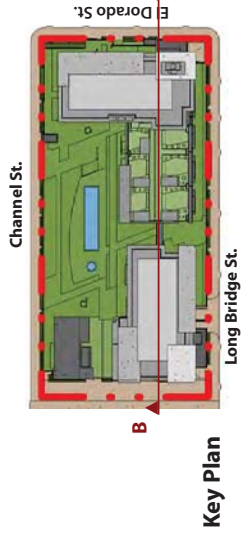


Podium Looking West

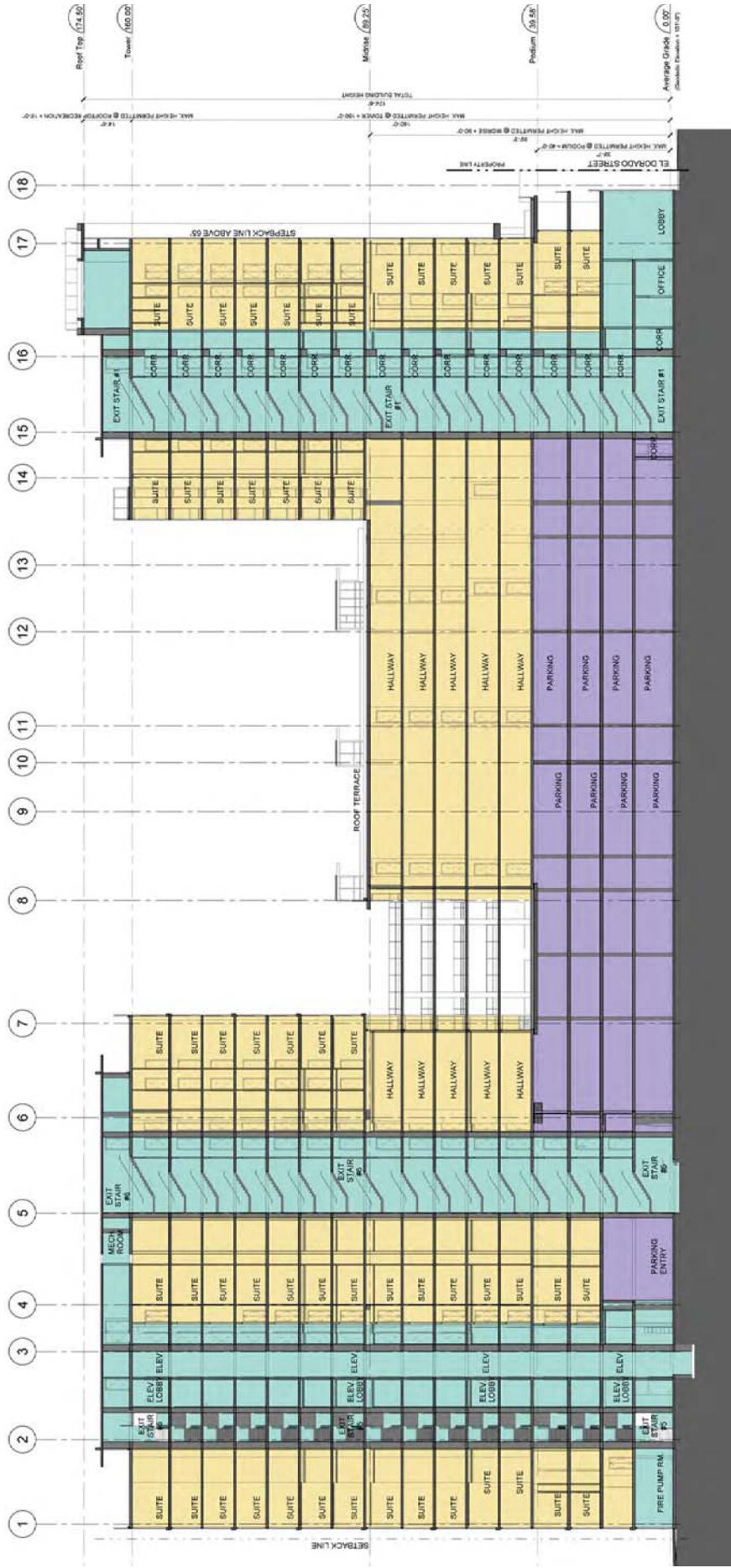
Section A

Sections

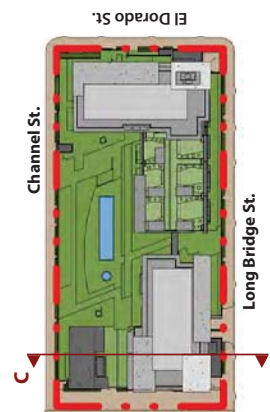




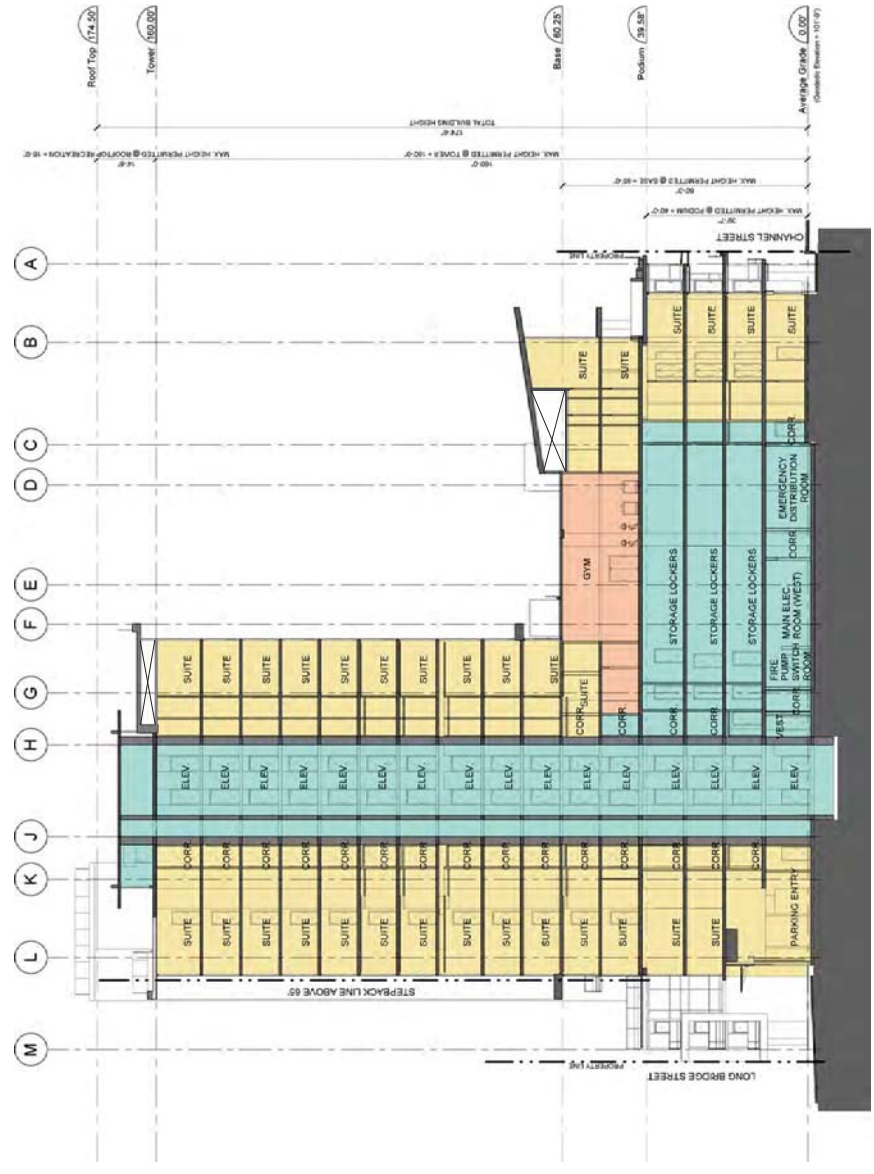
Key Plan

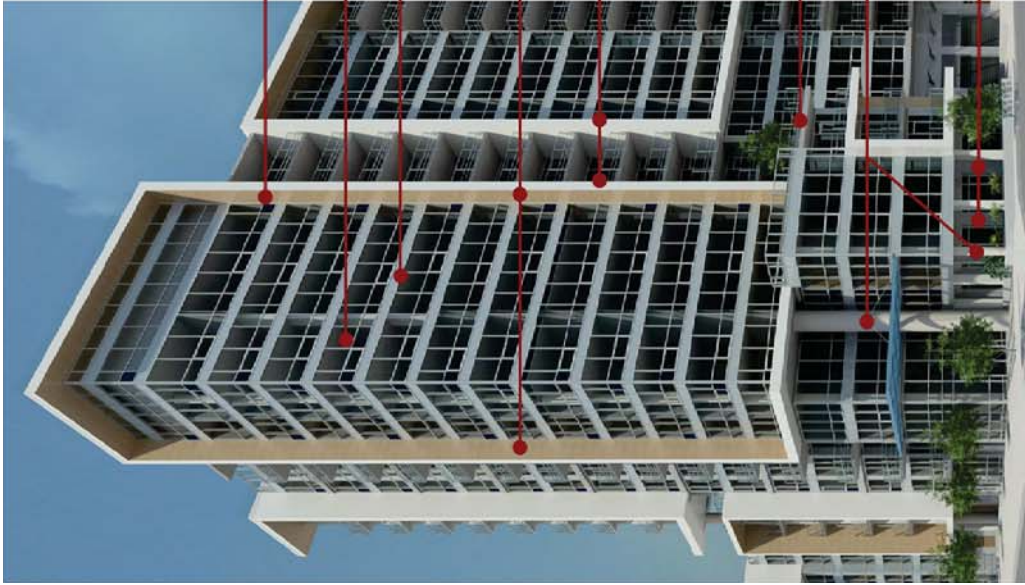


Section C



Key Plan





Aluminum Frame - Standard Silver

- Accent Glass - Blue
- Clear Glazing
- Spandrel Glass
- Alucobond - Wood Veneer Composite Panel
- Painted Concrete - Benjamin Moore 2121-60
- Painted Concrete - Benjamin Moore 2107-50
- Painted Concrete - Benjamin Moore 2107-70
- Stone Panel Veneer



Door - Wood Veneer



Door - Painted Metal



Alucobond - White



Alucobond - Wood Veneer Composite Panel



Spandrel Glass



Accent Glass - Blue



Accent Glass - Red

Accent Glass - Burnt Sienna



Clear Glazing



Railing - Brushed Aluminum



Stone Panel Veneer



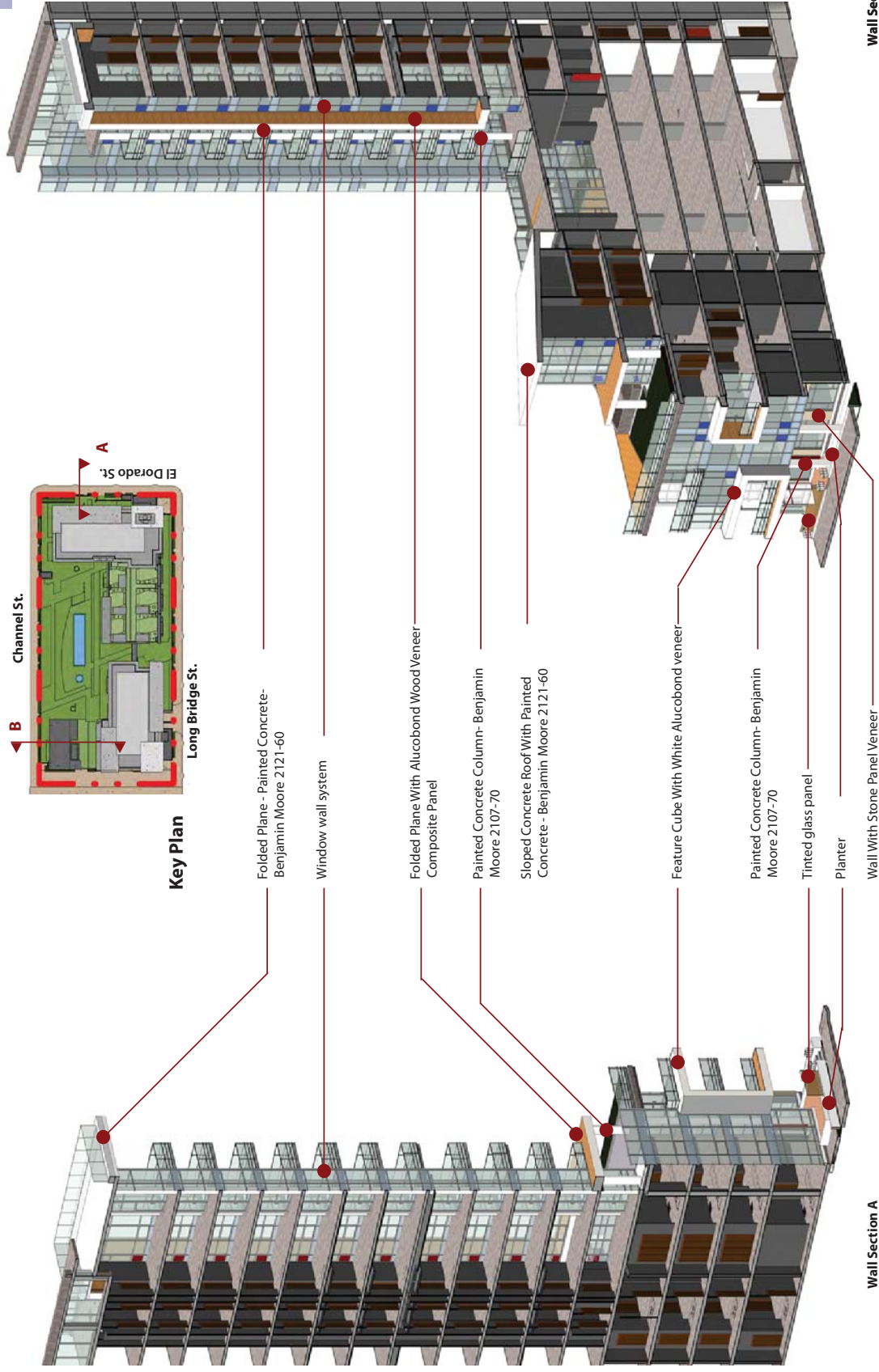
Painted Concrete - Benjamin Moore 2121-60



Painted Concrete - Benjamin Moore 2107-50

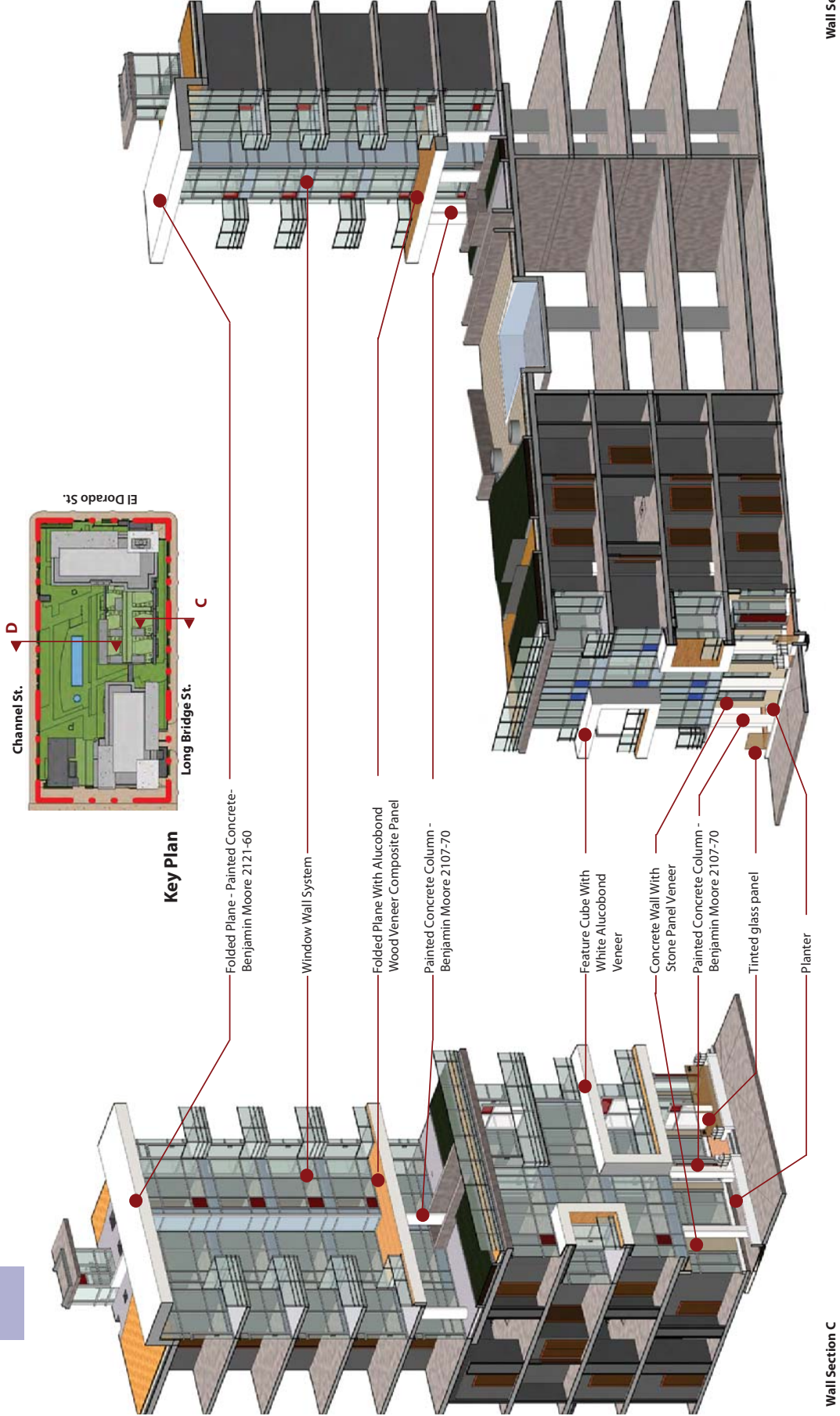


Painted Concrete - Benjamin Moore 2107-70



# Materials, Wall Elevations and Sections

## Wall Sections



**Key Plan**

Folded Plane - Painted Concrete - Benjamin Moore 2121-60

Window Wall System

Folded Plane With Alucobond Wood Veneer Composite Panel

Painted Concrete Column - Benjamin Moore 2107-70

Feature Cube With White Alucobond Veneer

Concrete Wall With Stone Panel Veneer

Painted Concrete Column - Benjamin Moore 2107-70

Tinted glass panel

Planter

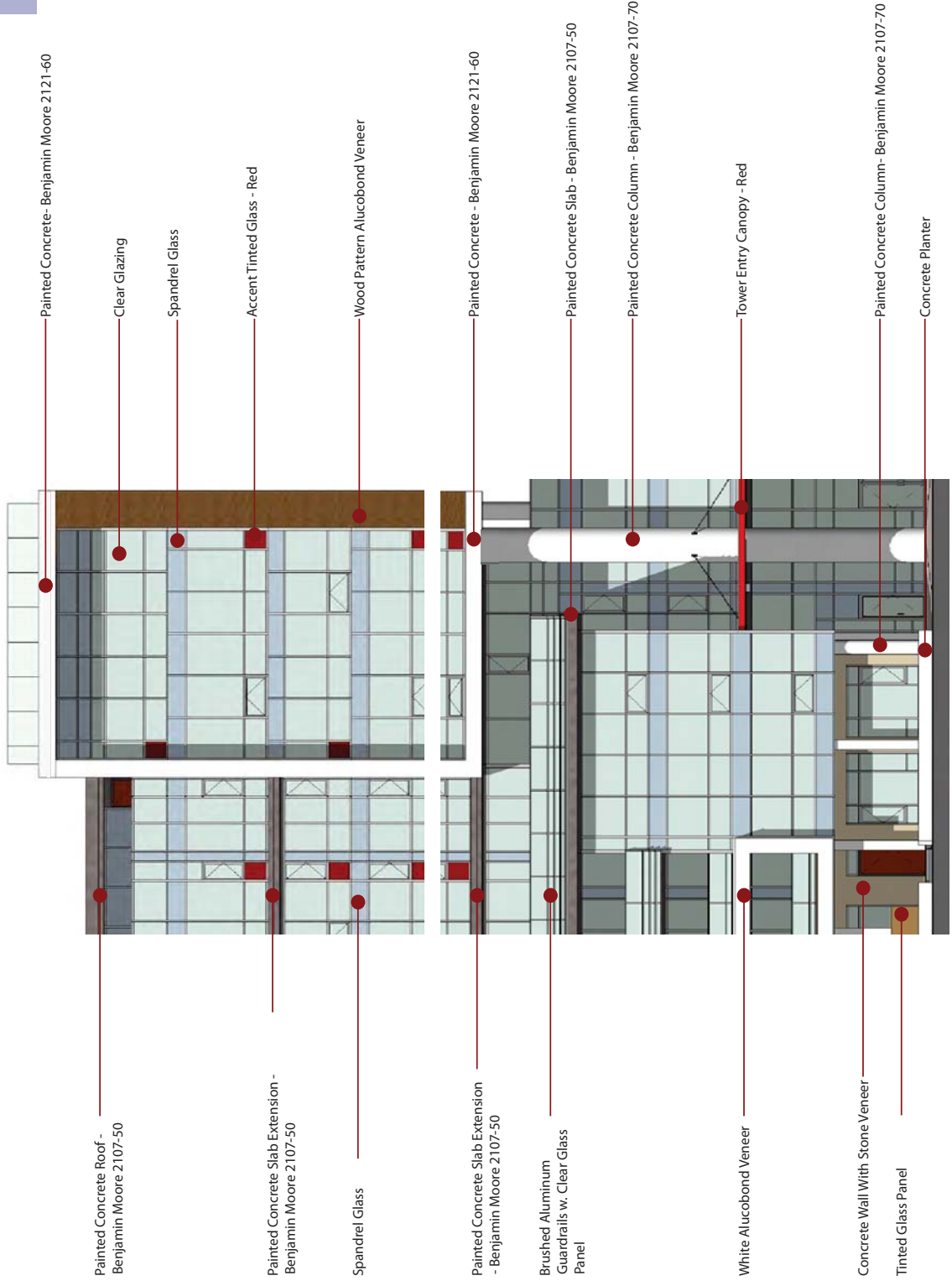
Wall Section C

Wall Section D



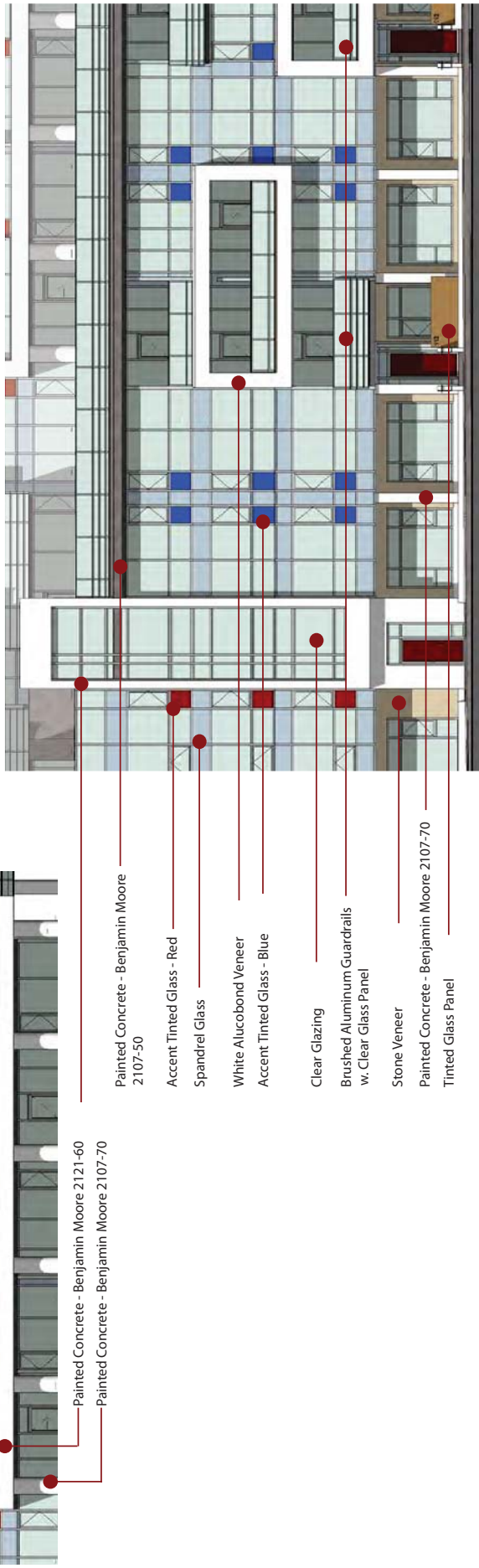
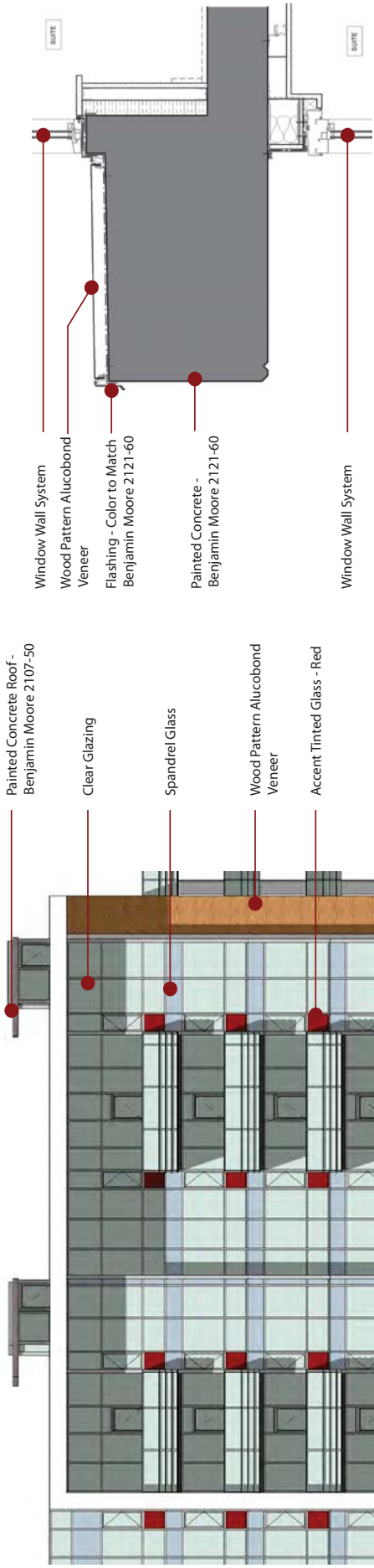
### Detailed Elevations

### Materials, Wall Elevations and Sections



# Materials, Wall Elevations and Sections

## Detailed Elevations





3D Renderings

Channel Street View



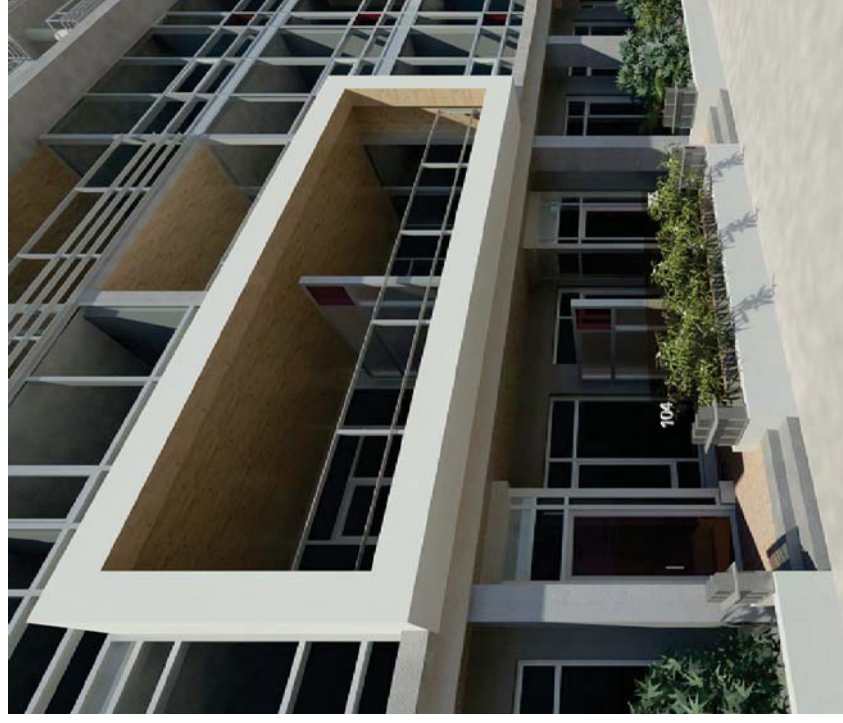




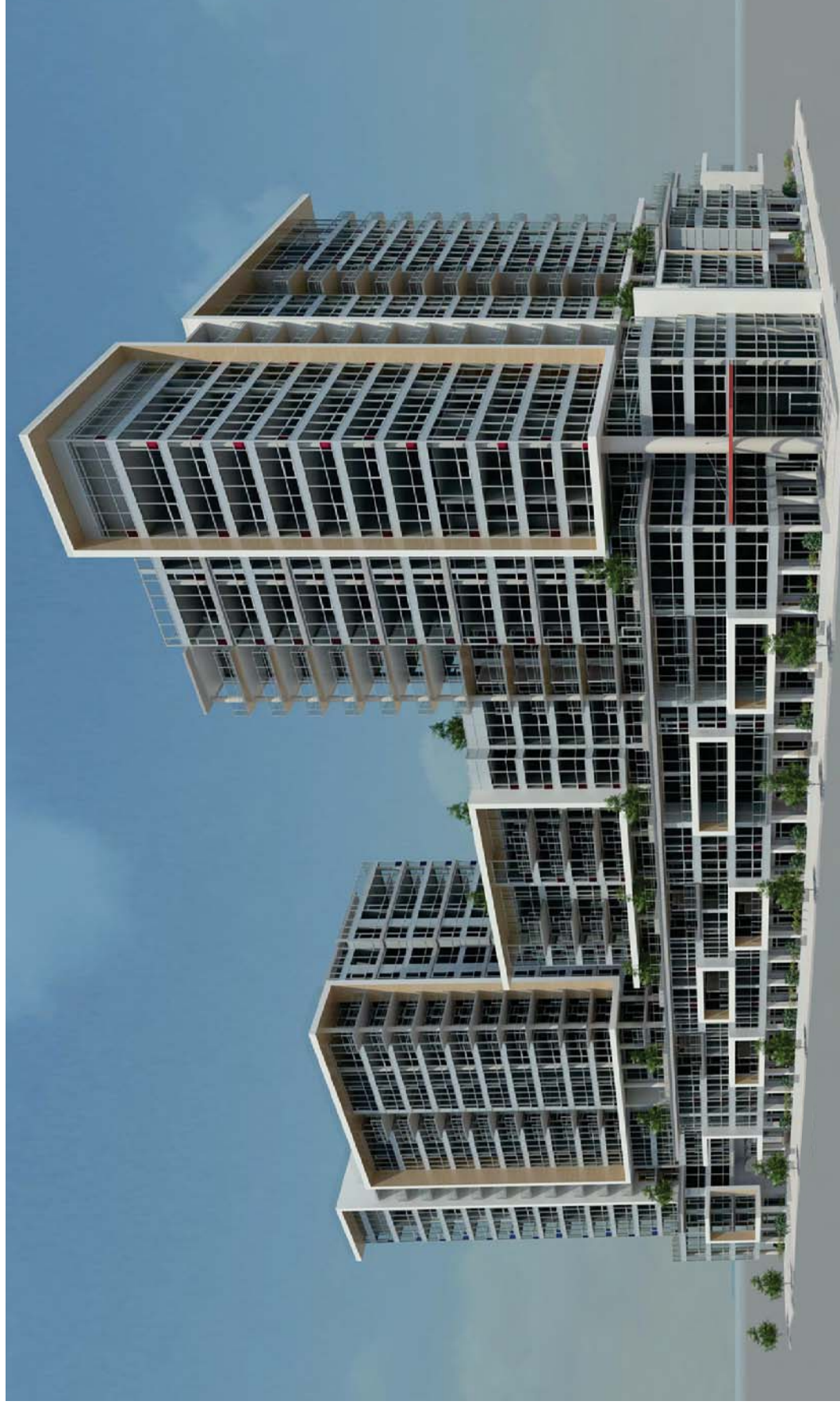


East Tower Entry

Ground Level Unit Entry







Mission Bay Block 12 E San Francisco, CA		Tuesday, March 5, 2013 Preliminary Review Only - Subject to Change	
GREEN = ACHIEVABLE ONLY   LESS LEVEL 4   RED = NOT FEASIBLE			
22	3	1	<b>Sustainable Sites</b>
1	1	1	Prereq1 Construction Activity Pollution Prevention
1	1	1	Prereq2 Site Selection
1	1	1	Prereq3 Development Quality & Community Connectivity
1	1	1	Prereq4 Alternative Transportation
1	1	1	Prereq5 Alternative Transportation, Bicycle Storage & Changing Rooms
1	1	1	Prereq6 Alternative Transportation, Low-Emitting and Fuel-Efficient Vehicles
1	1	1	Prereq7 Alternative Transportation, Parking Capacity
1	1	1	Prereq8 Site Development, Prerequisite for Reducing Habitat
1	1	1	Prereq9 Stormwater Design, Quality Control
1	1	1	Prereq10 Stormwater Design, Quantity Control
1	1	1	Prereq11 Heat Island Effect, Non-Roof
1	1	1	Prereq12 Heat Island Effect, Roof
1	1	1	Prereq13 Light Pollution Reduction
4	4	2	<b>Water Efficiency</b>
1	1	1	Prereq1 Water Use Reduction, 20% Reduction
2	2	2	Prereq2 Water Efficient Landscaping
2	2	2	Prereq3 Innovative Water Conservation Technologies
2	2	2	Prereq4 Water Use Reduction
6	4	25	<b>Energy &amp; Atmosphere</b>
1	1	1	Prereq1 Fundamental Commissioning of the Building Energy Systems
1	1	1	Prereq2 Fundamental Refrigerant Management
1	1	1	Prereq3 Fundamental Electrical Management
2	15	7	Cred1 On-Site Renewable Energy
2	7	2	Cred2 Enhanced Commissioning
2	2	2	Cred3 Enhanced Refrigerant Management
2	2	2	Cred4 Commissioning & Verification
2	2	2	Cred5 Green Power
3	2	9	<b>Materials &amp; Resources</b>
1	1	1	Prereq1 Storage & Collection of Recyclables
1	1	1	Prereq2 Building Waste, Maximum 50% Non-Structural Elements
1	1	1	Prereq3 Construction Waste Management
2	2	2	Cred1 Materials Reuse
2	2	2	Cred2 Recycled Content
1	1	1	Cred3 Regional Materials
1	1	1	Cred4 Recycled Content
1	1	1	Cred5 Recycled Content
1	1	1	Cred6 Recycled Content
1	1	1	Cred7 Recycled Content
12	2	15	<b>Indoor Environmental Quality</b>
1	1	1	Prereq1 Minimum IAQ Performance
1	1	1	Prereq2 Environmental Tobacco Smoke (ETS) Control
1	1	1	Prereq3 Increased Ventilation
1	1	1	Prereq4 Construction IAQ Management Plan, During Construction
1	1	1	Prereq5 Construction IAQ Management Plan, Before Occupancy
1	1	1	Prereq6 Low-Emitting Materials, Adhesives & Sealants
1	1	1	Prereq7 Low-Emitting Materials, Paints & Coatings
1	1	1	Prereq8 Low-Emitting Materials, Composite Wood & Plywood Products
1	1	1	Prereq9 Indoor Chemical & Pollutant Source Control
1	1	1	Prereq10 Controllability of Systems, Lighting
1	1	1	Prereq11 Controllability of Systems, Thermal Comfort
1	1	1	Prereq12 Thermal Comfort, Design
1	1	1	Prereq13 Thermal Comfort, Occupancy
1	1	1	Prereq14 Daylight & Views, Daylight 75% of Spaces
1	1	1	Prereq15 Daylight & Views, Views for 80% of Spaces
8	1	8	<b>Innovation &amp; Design Process</b>
1	1	1	Prereq1 Innovation in Design, Provide Specific Title
1	1	1	Prereq2 Innovation in Design, Provide Specific Title
1	1	1	Prereq3 Innovation in Design, Provide Specific Title
1	1	1	Prereq4 Innovation in Design, Provide Specific Title
1	1	1	Prereq5 Innovation in Design, Provide Specific Title
1	1	1	Prereq6 LEED Accredited Professional
3	2	1	<b>Regional Priority</b>
1	1	1	Cred11 Regional Priority, Provide Specific Title
1	1	1	Cred12 Regional Priority, Provide Specific Title
1	1	1	Cred13 Regional Priority, Provide Specific Title
1	1	1	Cred14 Regional Priority, Provide Specific Title
1	1	1	Cred15 Regional Priority, Provide Specific Title
66	10	88	<b>Project Totals (pre-certification estimates)</b>
Certified 62-63 points Silver 52-55 points Gold 42-72 points Platinum 63-110 points			

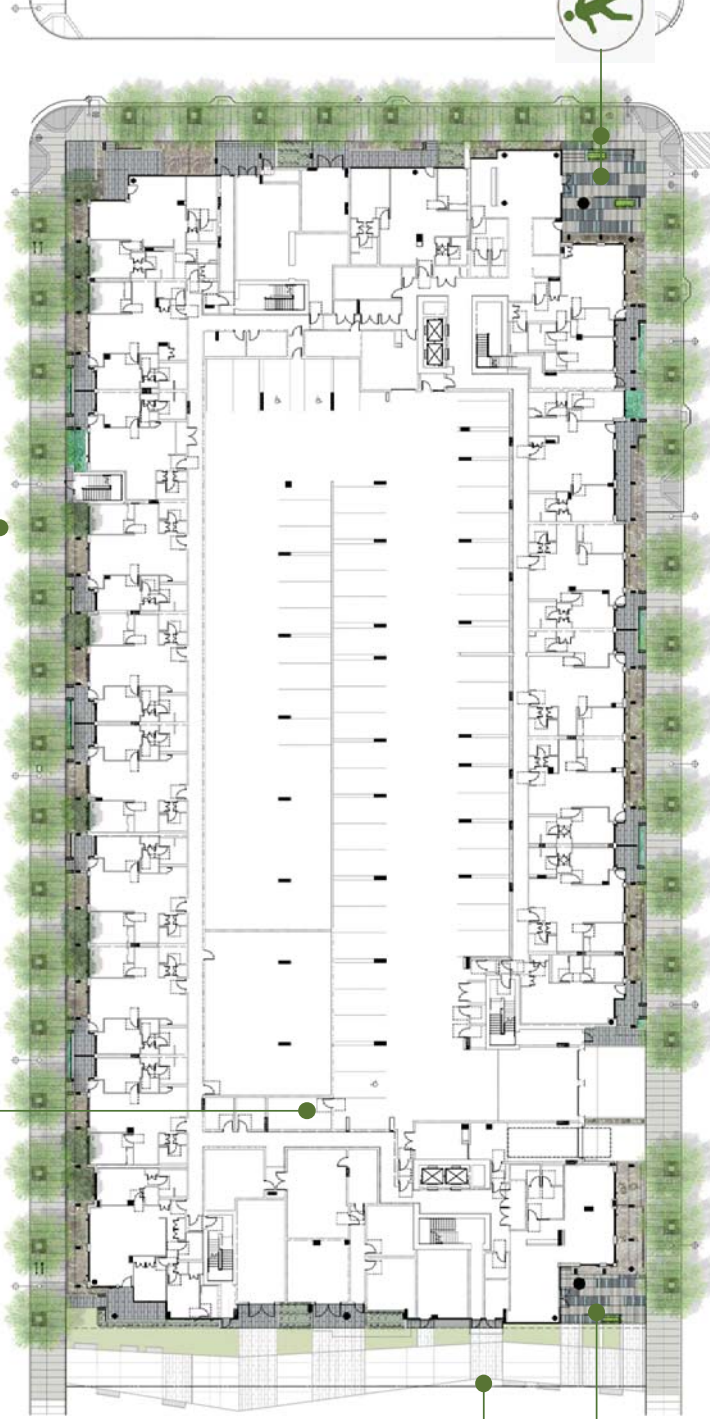
Note:

Block 12E will be LEED Silver Equivalent.

**BIKE STORAGE**  
Additional bike storage spaces are provided. Promoting alternate transportation and public health.



**DECIDUOUS PLANTS**  
Provide shade in the public plaza for outdoor thermal comfort.



**WALKABLE STREETS**  
Corner Plazas and Pedestrian Mews promote outdoor comfortable and inviting pedestrian



**STORM WATER HARVESTING**  
Reduce the amount of storm water flowing from the site by capturing it with landscape design.



**PUBLIC TRANSPORTATION**  
Close to SF MUNI system, helps reduce traffic congestion and pollution.



**HOUSING & WORK PROXIMITY**  
The downtown location reduces commuting distance and promotes the city's economy.



**PEDESTRIAN PRIORITY**  
Reduce environmental impact by minimizing street parking while providing pedestrian friendly plazas and walkways.



**WATER EFFICIENT LANDSCAPE**  
To limit use of potable water.



**DECIDUOUS PLANTS**  
Provide shade in the public plaza for outdoor thermal comfort.



**UNIVERSAL ACCESSIBILITY**  
All roof decks are fully accessible.



**VEGETATED ROOF DECKS**  
All roof tops are landscaped, therefore improving insulation, waterproofing, harvest storm water, and reduce heat island effect.



**HEAT ISLAND REDUCTION**  
Use high albedo surfaces, vegetation, and light color surfaces to reduce the heat island effect.



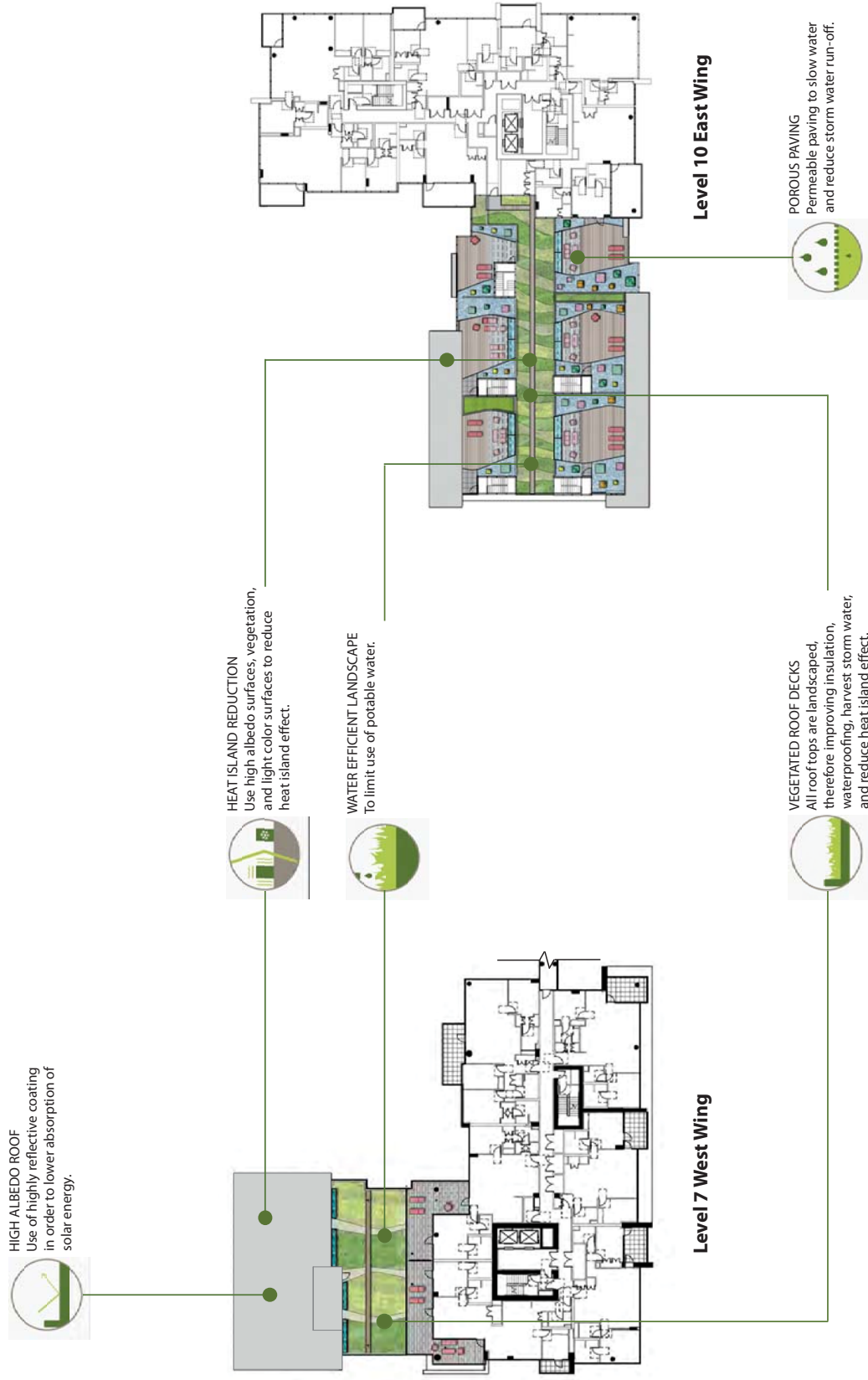
**STORM WATER HARVESTING**  
Reduce the amount of storm water flowing from the site by capturing it with landscape design.

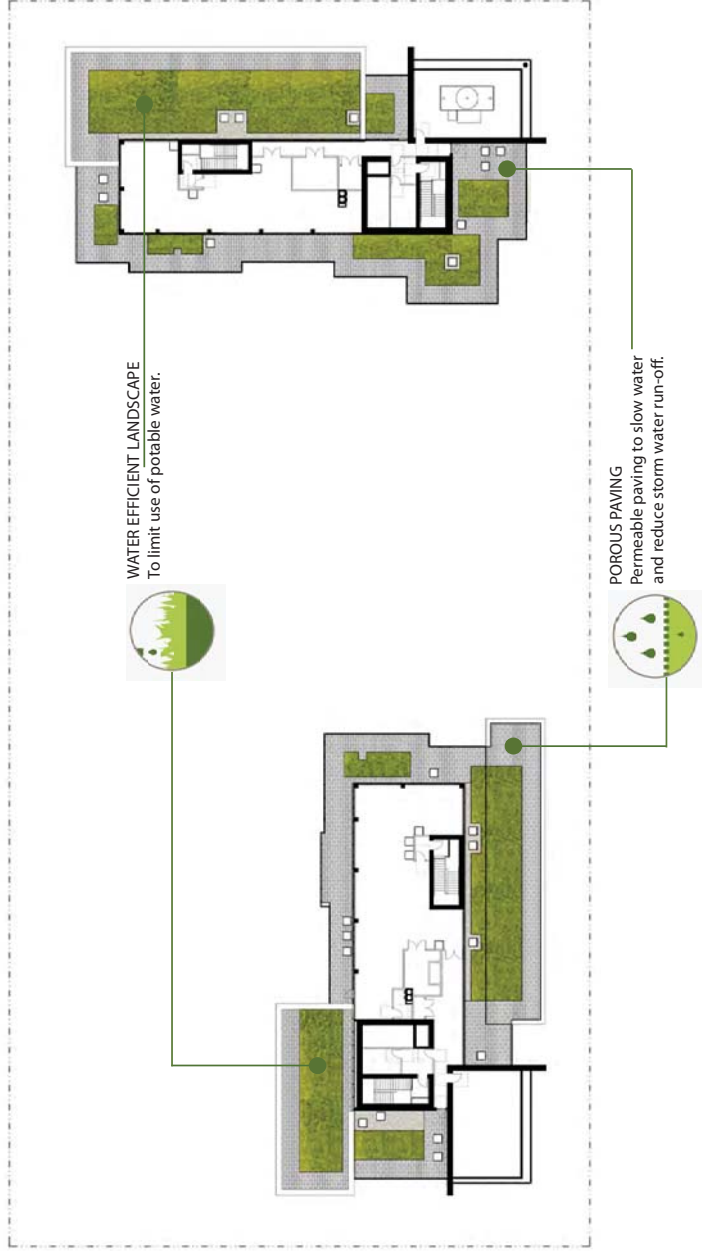


**POROUS PAVING**  
Permeable paving to slow water and reduce storm water run-off.



Level 7 & 10 Roof Plans





**Introduction**

A pedestrian wind review for this project was originally completed on August 2, 2012. Overall conclusions by RWDI at that time were that we did not anticipate any unsafe wind conditions, however, westerly and northwesterly winds were found to be potentially uncomfortable for pedestrians in localized areas at both grade and podium levels.

Additional testing was completed, incorporating suggested mitigation measures and an updated version of Block 11. The design team developed mitigation strategies and then tested a scale model of the proposed project in a wind tunnel to quantify and confirm the predicted conditions with mitigation options in place.

The current study involved wind simulations on a 1:300 scale model of the proposed building and surroundings as seen in the photos on following pages. These simulations were then conducted in RWDI's boundary-layer wind tunnel at Guelph, Ontario, for the purpose of quantifying local wind speed conditions and comparing them to appropriate criteria for gauging wind comfort in pedestrian areas. The revised report describes the methods and presents the results of the wind tunnel simulations.

**5. Meteorological Data**

Meteorological data in the form of wind roses are provided below and to the right. These images summarize the seasonal wind climate in the San Francisco area. The wind data are from San Francisco International Airport for the period 1948 to 2006, inclusive.

The prevailing winds are from the west-northwest direction. These winds tend to be more severe during the summer (Figure 5) when compared to the winter months (Figure 6).

Wind Speed (mph)	Summer	Winter
0-5	3.9	9.6
5-10	11.2	27.9
10-15	7.1	33.4
15-20	11.8	27.8
20-25	16.5	7.8
25-30	4.8	3.0

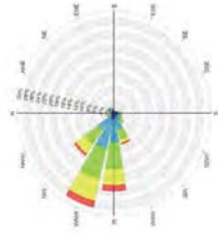


Figure 5: Business Winds (May - October)

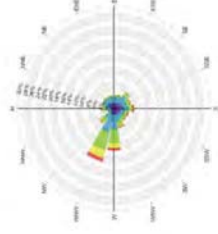


Figure 6: Winter Winds (November - April)

**6. Pedestrian Wind Comfort Criteria**

The RWDI pedestrian wind criteria are used in the current study. These criteria have been developed by RWDI through research and consulting practice since 1974 (References 1 through 6). They have also been widely accepted by municipal authorities as well as by the building design and city planning community.

The perception of wind comfort among individuals is variable. Variations in age, individual health, clothing, and other human factors can change a particular response of an individual. It should be noted that the comfort limits used in this report represent an average for the total population and that the prediction of wind speeds is a statistical procedure. The wind speeds reported are for the frequency of occurrence stated (for example, winds comfortable for walking 20% of the time). Higher wind speeds will still occur but on a less frequent basis.

**RWDI Pedestrian Wind Criteria**

Comfort Category	Wind Speed (mph)	Description
Sitting	≤ 6	Clear, high breezes suitable for walking, bicycling, and waiting areas where one can read a paper without having it blown away
Standing	≤ 8	Gentle breezes suitable for main building entrances and bus stops
Strolling	≤ 10	Moderate winds that would be appropriate for window shopping and strolling along a downtown street, plaza or park
Walking	≤ 12	Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without stopping
Uncomfortable	> 12	Strong winds of this magnitude are considered a nuisance for most activities, and wind mitigation is typically recommended

**Safety Criterion**

Criterion	Wind Speed (mph)	Description
Exceeded	> 56	Excessive gust speeds that can adversely affect a pedestrian's balance and footing. Wind mitigation is typically required.

Note: (1) Gust Speed Limit (GSL) is the maximum wind speed and (2) GSEF speeds listed above are based on a seasonal occurrence of 20% of the time between 6:00 and 23:00.

## Wind Analysis

### Pedestrian Wind Conditions

The results from the wind tunnel testing are graphically depicted in Figures 7 and 8. These predicted wind comfort conditions at each wind measurement location based on the summer and winter winds, respectively, for the Proposed configuration.

As can be seen in Figure 7 the summer wind conditions at most of the locations tested are predicted to be comfortable for strolling or better. The pedestrian walkway along the west side of the site (Locations 3 through 8) and the West Tower Lobby Entry (Locations 1 and 2) are predicted to be appropriate for their intended usage (i.e., comfortable for sitting, standing or strolling). The pool deck amenity area is generally expected to be comfortable for strolling which is less than ideal for the intended usage (i.e., for passive activities on pool decks we would prefer to see condition conducive to sitting or standing). There are a few areas where uncomfortable winds are predicted during the summer. They are at grade level near the north corner of the project (Locations 15 and 16); the north corner at podium level (Location 54); around the pedestrian bridge connecting the west tower to the mid-rise building (Locations 33, 34 and 55); and, at grade level across Long Bridge Street (Location 63).

The wind conditions during the winter months (Figure 8) are significantly better as is typical for the San Francisco wind climate. These conditions are for the most part expected to be comfortable for sitting or standing. Two locations are predicted as being suitable for walking (Location 15 and 55).

**None of the locations tested predicted wind speeds to exceed the wind safety criterion.**



Figure 3: Proposed

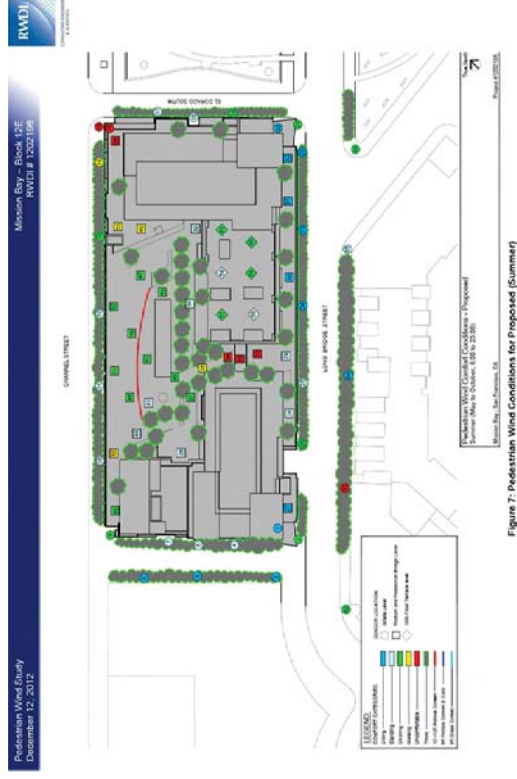


Figure 7: Pedestrian Wind Conditions for Proposed (Summer)



Figure 8: Pedestrian Wind Conditions for Proposed (Winter)

**Pedestrian Wind Conditions With Mitigation Measures**

The effects of adding additional mitigation measures are graphically depicted in Figures 9 and 10 for the summer and winter months, respectively.

As seen in Figure 9 the results at the West Tower Lobby area (Location 2) are now predicted to be comfortable for standing with additional trees added. Even though the addition of these trees did show some benefits, these trees are not considered critical for wind mitigation.

The nine foot glass screen at the north corner (near Location 16) was not effective for wind control. This is a results of the location and orientation of this screen.

The addition of an eight foot tall porous screen and gate at the pool deck area did improve conditions locally at Locations 37 and 40, which are now predicted to be comfortable for standing. However, the extent of the benefit was less than expected and therefore this mitigation measure is not considered critical for wind mitigation.

**None of the locations tested predicted wind speeds to exceed the wind safety criterion.**

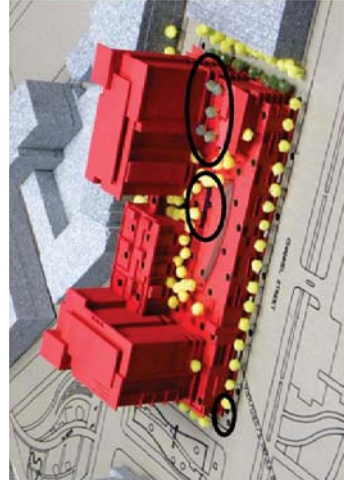


Figure 4: Proposed with Mitigation

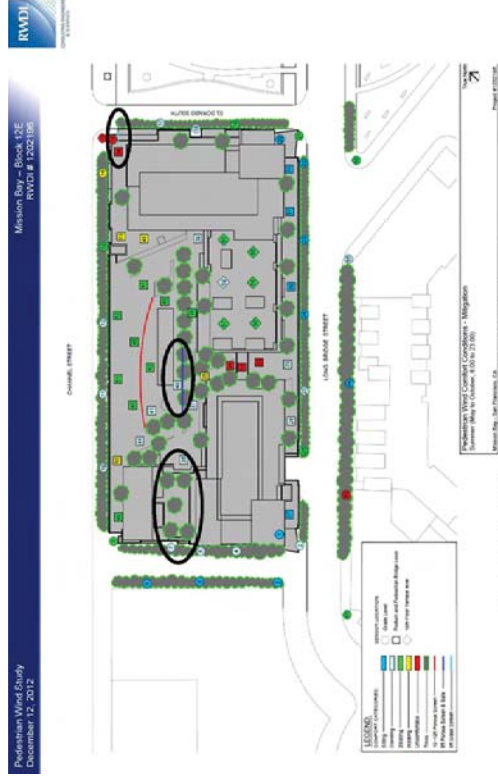


Figure 9: Pedestrian Wind Conditions for Proposed With Mitigation (Summer)



Figure 10: Pedestrian Wind Conditions for Proposed With Mitigation (Winter)

# Wind Analysis

## CONCLUSIONS

- **No unsafe wind conditions are predicted.**
- **Many locations around the development at grade level are expected to have wind conditions that are appropriate for the intended usage.** The only exceptions to this are the north building corner (Locations 15 and 16) and on the opposite side of Long Bridge Street at Location 63. In both instances additional mitigation strategies are suggested.
- The landscaped Level 5 open space (i.e., top of podium) is predicted to have a few areas where wind conditions are less than desirable for the passive pedestrian activities. In all cases, additional mitigation strategies have been discussed with the design team and are described in this report.

## ADDITIONAL MITIGATION STRATEGIES



**Podium Level Locations:**  
The eight foot tall porous screen and gate added to the pool deck as part of Mitigation Options B (Figures 9 and 10) was not as widely effective as hoped. It did improve wind comfort conditions locally at Locations 37 and 40. Based on these results this mitigation strategy is not considered critical.

The 10 to 12 foot tall porous screen located upwind of the pool deck was not as effective as hoped. It will provide some localized protection especially when winds are from the northwest (i.e., perpendicular to this screen). Unfortunately, the effectiveness of this screen is reduced whenever the winds blow from the west and therefore more oblique to the screen. To further improve conditions at the pool deck would require the following strategies:

- the addition of taller trees upwind (i.e. to the west and northwest of the screen);
- shifting the screen closer to the pool;
- increasing the height of the screen;
- the addition of smaller vertical porous screens perpendicular to and downwind of the taller screen to provide localized areas of protection; and/or,
- strategically located overhead Porous Trellises.

See photos to the right for some relevant examples.



## RESPONSE:

- The screen is increased to 12' along the north edge of the pool deck. See page 63, Landscape drawing L5.

- Additional planters are added along the north side of pool deck. See page 63, Landscape drawing L5.

## 9. Discussion on Further Mitigation Options Grade Level Locations

The proposed landscaping in the pedestrian walkway (Locations 3 through 8) and the enlarged canopy at the West Tower lobby entrance area (Locations 1 and 2) achieved the goal of the wind analysis. The wind speed at the grade level was reduced during Options B was positive but not critical as further wind mitigation is not required.



On the opposite side of Long Bridge Street at Location 63, uncomfortable winds are predicted during the summer months. These conditions are most likely the result of winds accelerating off the west tower and then being deflected downward by the north facade of Block 11. These conditions can likely only be mitigated by the design of Block 11 and could include the following features: tower setbacks; canopies; concanade; additional landscaping; and/or wind screens along the Channel Street sidewalk to the west of this location.

Even with the introduction of a nine foot screen wall at the street level, access on Channel Street nearest the corner of El Dorado Street (Locations 15 and 16) the winds were still predicted to be uncomfortable in the summer. Changing the stair orientation and introducing a planter is expected to improve the predicted conditions at Location 16. Location 15 however, is more exposed to prevailing westerly winds and would require enhanced landscaping and/or wind screens along the Channel Street sidewalk to the west of this location.

Page 13

## RESPONSE:

- No trees on Level 7 green roof.
- Block 11 is not in the scope of Block 12E.
- Additional trees added along Channel St. planters to mitigate the wind at ground level. See page 62, Landscape drawing L1.

## RESPONSE:

- This area is not for public usage. For the aesthetic reason, no screens are added along the building perimeter. Additional plants are added under the tree in the planter between the units for wind mitigation. See page 63, Landscape drawing L5.



Location 54 is predicted have uncomfortable winds in the summer. These wind conditions are not appropriate for passive pedestrian usage as is likely expected given this is intended as a resident terrace area. These conditions are likely caused by exposure to prevailing westerly winds. Mitigation strategies could include the following:

- install architectural wind screens (at least 50% solid) or landscaping at least 10 feet tall located as indicated by the red lines in the sketch; and,
- complement this strategy with overhead trellises strategically located to provide localized protection from any westerly winds deflected down the west facade of the East Tower.



Page 16

The landscape concept reflects the coastal and bay front aspect of the site, utilizing the strong forms of the boardwalks and docks of the San Francisco Bay. On the main podium landscape terrace at level 5, fingers of decking reaches out to the overlook areas in a similar fashion as the piers along the Embarcadero waterfront. Flanking these forms is a planting of grasses and sedges, abstracting the landscape typically found in the marshes and shoreline of the bay. The mounding of these forms brings a third dimension to the otherwise flatten ground plane. Gathering areas along these paths are protected from the wind via wind screens or translucent canopy structures. Smaller intimate gathering spots are punctuated with raised fire pits at the ends of the overlooks.

The main public social area occurs along the open space between the fitness center to the west, swimming pool deck area and the activity center to the east. Just outside of the fitness center is a larger deck space and lawn area where yoga and other fitness activities can be performed outdoors. The secured pool and spa area has the largest part of the pool deck located furthest to the north where there is the most unobstructed sunlight. Transparent windscreens are located along the north perimeter of the pool deck and raised planter walls to the south gives privacy to the podium level units. The activity room has an outdoor courtyard with seating and lounging with the majority of the open space laid out in a linear fashion towards the overlook.

A third overlook area to the southern side of the building (Long Bridge Street frontage) is linked to the swimming pool and spa area from the main exiting corridors of the two towers by a path, canted at the same angle as the decks to the north. This angle creates spaces non-orthogonal relationship to the building form and maximizes landscape opportunities on the podium level. Seating is built into the planters in a zigzag configuration.

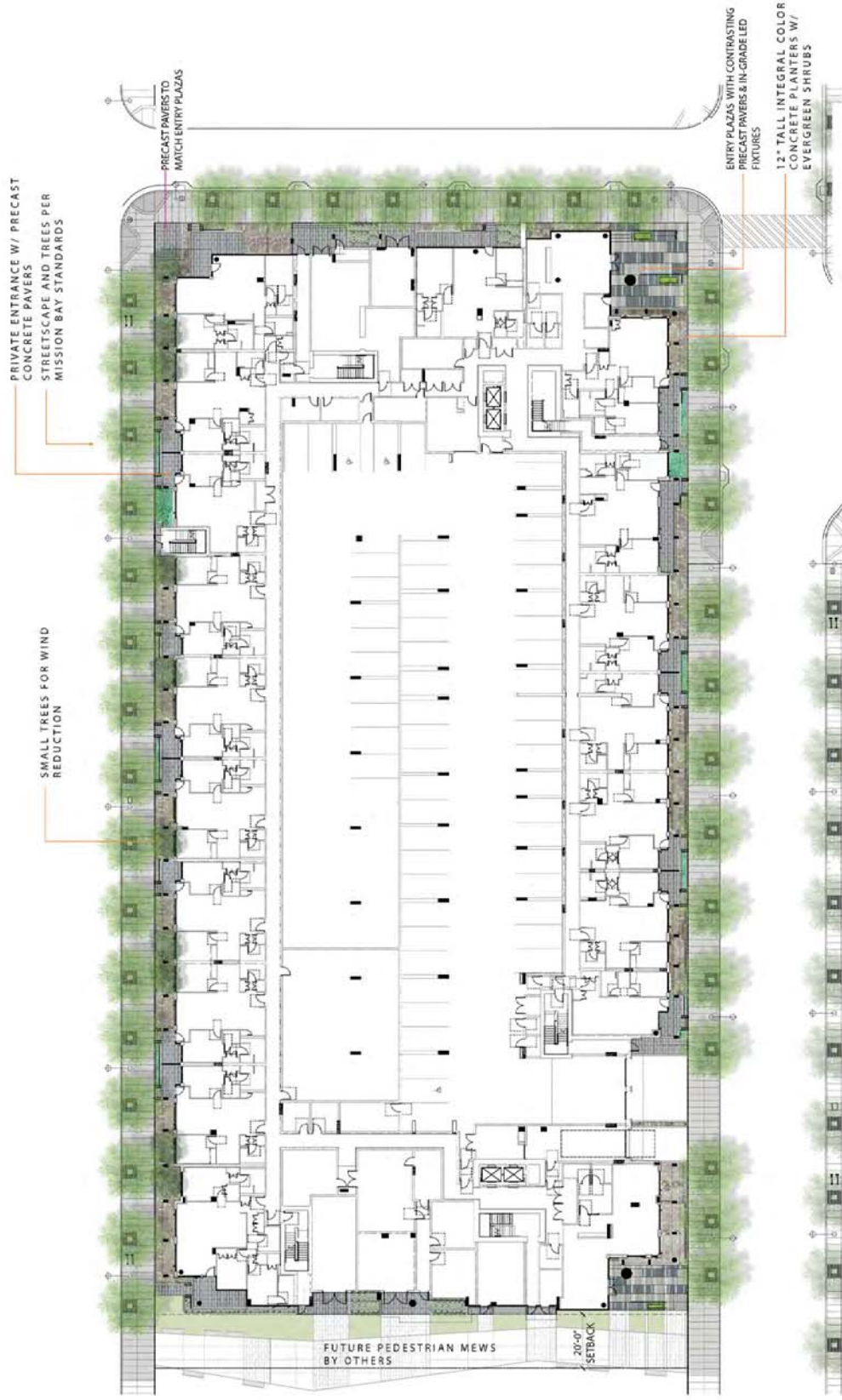
The outer perimeter landscape along the private terraces of the building are raised rectangular planters with tree plantings. These rectangular planters follow the forms of the architecture with the cargo container motif.

On the Level 7 and Level 10 terraces, private outdoor patios service the individual units. These terraces are linked with a green roof planting open space that reflects a similar pattern of wave like shapes of varying textures and color. The recycle blue/green glass mulch amplifies the aquatic nature of the landscape. Raised planter at the Level 10 terrace provides additional screening from units across from each other. Overhead glass screens give wind and weather protection for the seating areas.

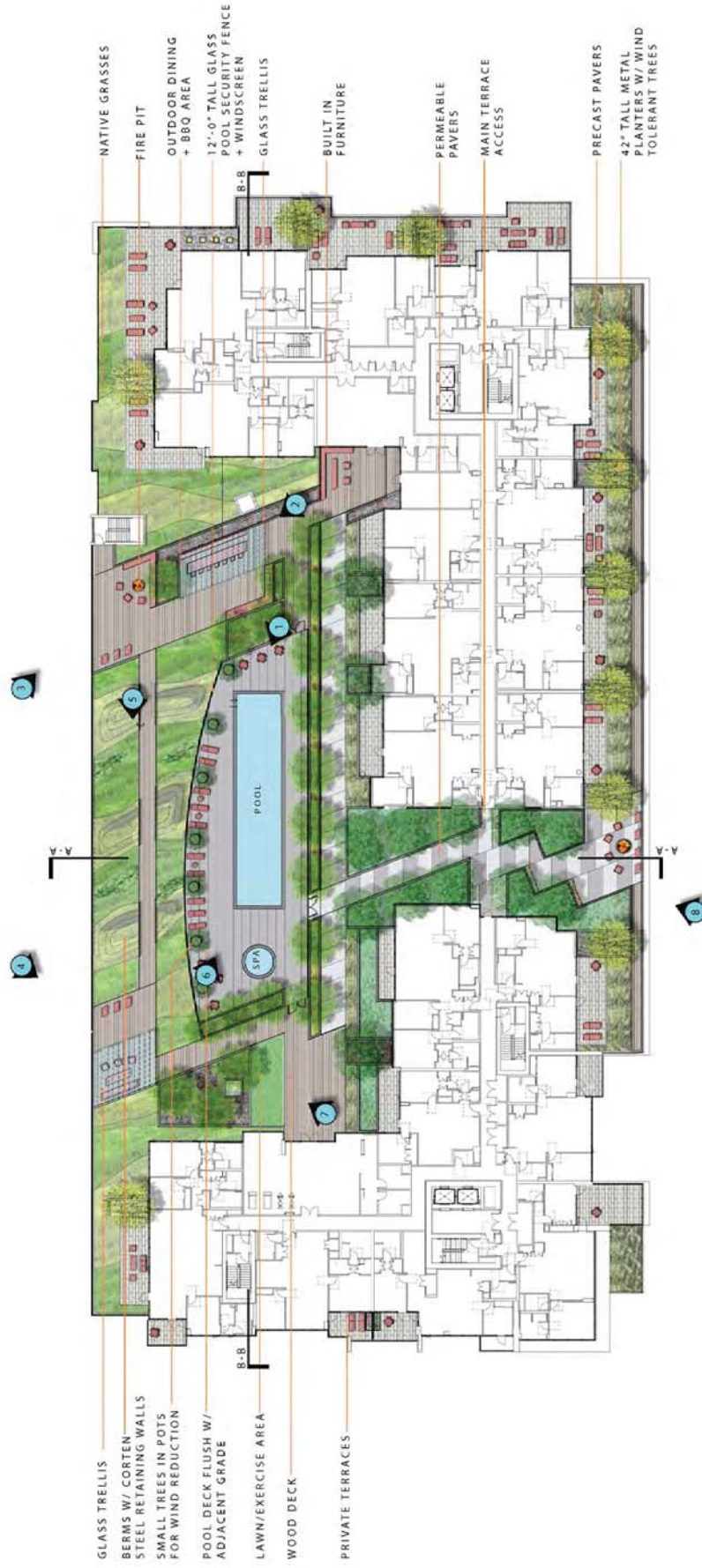
The roofs of the two towers will have extensive green roof plantings to reduce and filter stormwater runoff and to increase the buildings sustainability.

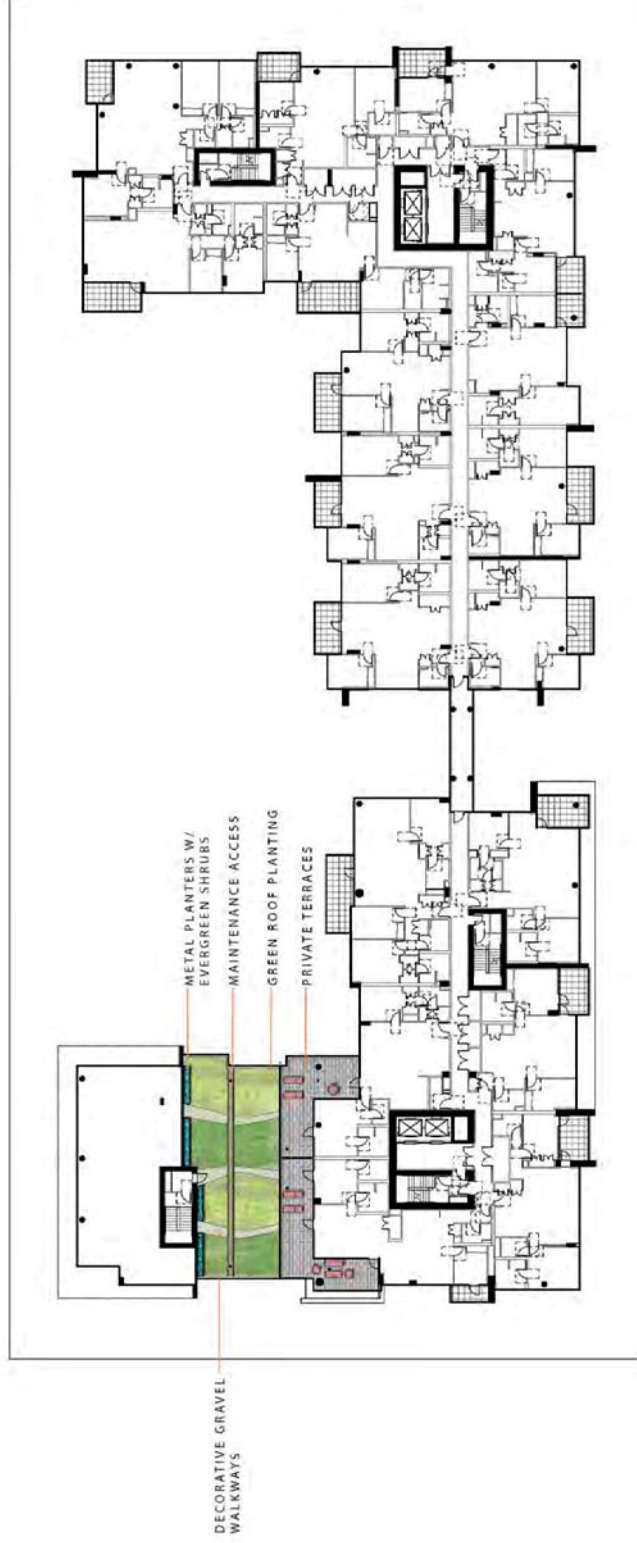
At the ground level along Channel, El Dorado, and Long Bridge Streets, the building face is set back from the back of walk, allowing a landscape zone in front of the ground floor units. Raised planters at the stoops accentuate the secondary entries to the individual ground floor units, putting a face to the sidewalks around the project. The building entry plazas are paved with a precast paver to highlight these entry points into the building. In-grade LED fixtures integrated into the paving pattern provide a dramatic note at the building entries. Landscaping along the pedestrian mews is limited to some paving and a raised planting bed in front of the corner unit along Channel Street. The remaining mews landscape shall be by others.



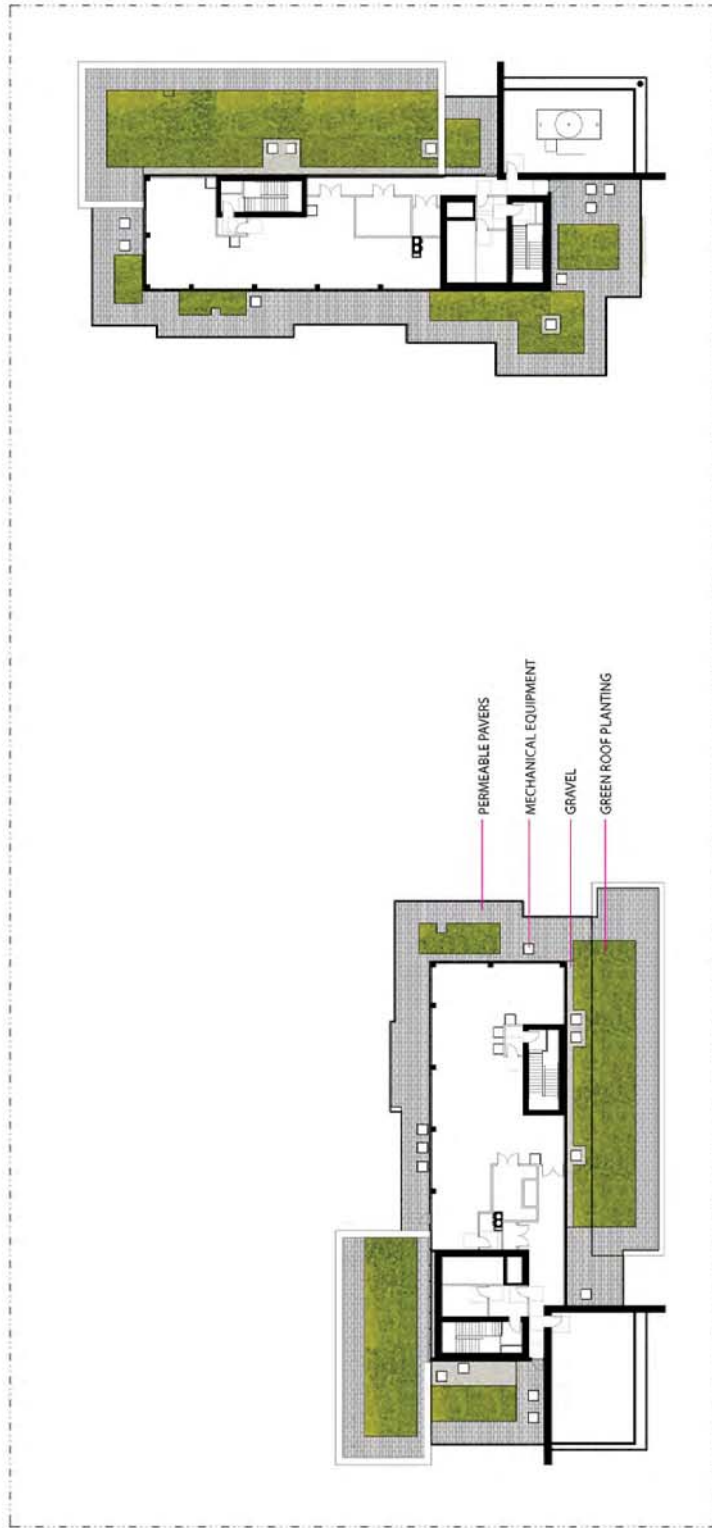


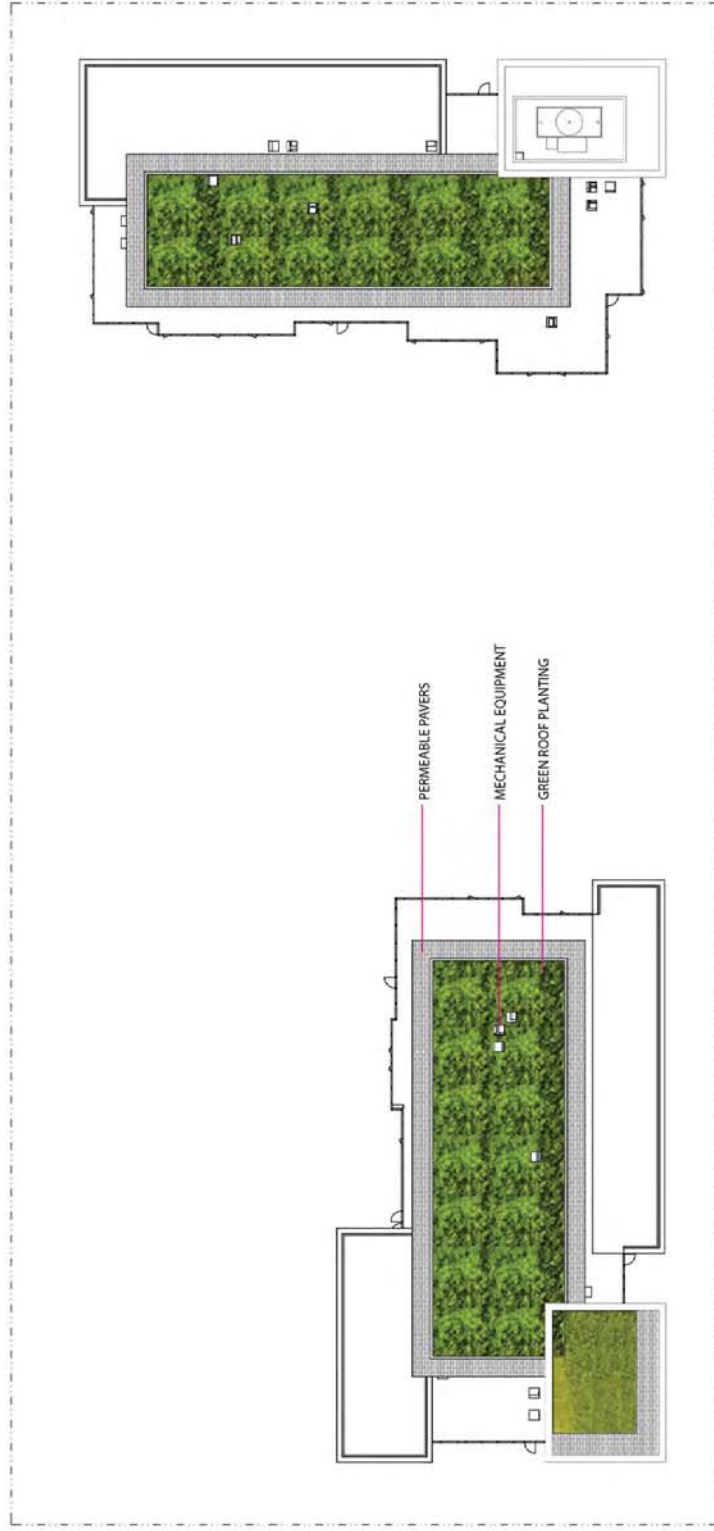














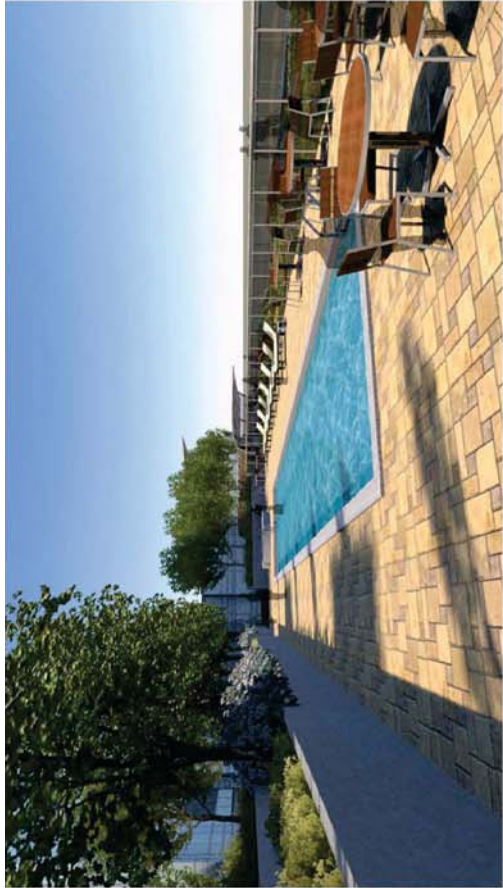


IMAGE 1



IMAGE 2



IMAGE 3



IMAGE 4

Elevation

Landscape







Landscape

Material Images



WOOD DECKING



GRASSES



MARSH GRASSES



BOARDWALK



BOARDWALK



POOL DECKING



SEATWALL



BUILT-IN SEATING



SHADE STRUCTURE



OUTDOOR LIVING ROOM



RAISED PLANTERS



PRECAST CONCRETE PAVERS



FIRE PIT



IN-GRADE LED FIXTURE



METAL PLANTERS



STONE MULCH



RECYCLED GLASS

Plants

Landscape



*Eucalyptus nicholii* - Willow Peppermint  
height: 25 - 40'  
width: 20 - 30'



*Geijera parviflora* - Australian Willow  
height: 20 - 30'  
width: 15 - 20'



*Tristanopsis laurina* - Water Gum  
height: 25 - 40'  
width: 10 - 20'



*Lavatera assurgentiflora* - Tree Mallow  
height: 10 - 12'  
width: 8 - 10'



*Leptospermum petersonii* - Lemon Scented Tea Tree  
height: 12 - 20'  
width: 8 - 12'



*Melaleuca decussata* - Lilac Melaleuca  
height: 12 - 16'  
width: 10 - 20'



*Melaleuca inarifolia* - Flax Leaf Paperbark  
height: 20 - 30'  
width: 10 - 20'



*Juncus palens* - California Gray Rush



*Leymus condensatus* 'Canyon Prince' - Canyon Prince Wild Rye



*Leymus arenarius* 'Glaucus' - Blue Rye



*Miscanthus sinensis* 'Strictus' - Porcupine grass



*Hakea laurina* - Sea Urchin  
height: to 30'  
width: to 25'



*Felicia selowiana* - Pineapple Guava  
height: 18' to 25'  
width: 18 - 25'



*Carex albula* - New Zealand Hair Sedge



*Carex divulsa* - Berkeley Sedge



*Carex elata* 'B. Golden' - Golden Variegated Sedge



*Carex elegantissima* - Goldeg Edged Sedge



*Chorizandra elephantinum* - Large Cape Rush



*Chorizandra lectorum* - Small Cape Rush



*Achillea* sp. - Yarrow



*Armeria maritima* - Sea Pink



*Artemisia* sp. - Lavender Cotton



*Dianthus deltoideus* - Maiden Pink



*Fragaria chiloensis* - Wild Strawberry



*Galium odoratum* - Sweet Woodruff



*Origanum vulgare* - Oregano



*Potentilla tabernaemontani* - Spring Cinquefoil



*Sanicula chamaecyparissus* - Lavender Cotton



*Verbascum dumulosum* - Mullein