COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE

RESOLUTION NO. 42-2018

CONDITIONALLY AUTHORIZING THE CONVERSION OF 25 OFF-STREET RESIDENTIAL PARKING SPACES IN AN EXISTING BUILDING CONTAINING 315 PARKING SPACES AT 185 CHANNEL STREET (MBS BLOCK 2) TO PROVIDE ACCESSORY PARKING FOR A NEIGHBORHOOD-SERVING GROCERY USE PROPOSED FOR THE SITE, APPROVING AN AMENDMENT TO THE BASIC CONCEPT / SCHEMATIC DESIGN ORIGINALLY APPROVED IN RESOLUTION NO. 61-2011 AND APPROVING A VARIANCE TO THE MISSION BAY SOUTH DESIGN FOR DEVELOPMENT; MISSION BAY SOUTH REDEVELOPMENT PROJECT AREA.

WHEREAS, The Board of Supervisors of the City and County of San Francisco ("Board of Supervisors") originally adopted, by Ordinance No. 335-98, the Redevelopment Plan for the Mission Bay South Redevelopment Project on November 2, 1998 and has amended it on several occasion (the "Redevelopment Plan"); and,

WHEREAS, The former Redevelopment Agency Commission originally adopted the Mission Bay South Design for Development on September 17, 1998 (Resolution No. 191-98), and amended it on February 17, 2004 (Resolution No. 24-2004), March 16, 2004 (Resolution No. 34-2004), March 17, 2015 (Resolution No. 15-2015), November 3, 2015 (Resolution No. 71-2015), October 17, 2017 (Resolution No. 42-2017), and June 5, 2018 (Resolution No. 25-2018 (the "Design for Development"); and,

WHEREAS, The Redevelopment Plan and Design for Development establish land use controls for the Mission Bay South Project Area. The San Francisco Planning Code does not apply in the Mission Bay South Redevelopment Project Area ("Project Area"), but the Office of Community Investment and Infrastructure ("OCII") may use it to assist in the interpretation of applicable land use controls to the extent that the interpretation is consistent with the redevelopment requirements; and,

WHEREAS, On February 1, 2012, state law dissolved all redevelopment agencies, including the former San Francisco Redevelopment Agency ("Former Agency"), and established successor agencies to assume certain rights and obligations of the former redevelopment agencies. California Health and Safety Code §§ 34170 et seq, "Redevelopment Dissolution Law"); and,

WHEREAS, San Francisco Ordinance No. 215-12 (Oct. 4, 2012) delegated, among other things, certain authority under the Redevelopment Dissolution Law to the Successor Agency Commission, commonly known as the Commission on Community Investment and Infrastructure ("Commission"), including the authority to (i)exercise land use, development, and design approval, consistent with applicable redevelopment plans and enforceable obligations; and (ii) take any action that the Redevelopment Dissolution Law requires or authorizes on behalf of the Successor Agency and other action that the Commission deems appropriate, consistent with the Redevelopment Dissolution Law, to comply with such obligations; and,

WHEREAS, Under Ordinance 214-12, the Commission has the authority to exercise the land use controls for the Project Area consistent with the Redevelopment Plan, the Design for Development, enforceable obligations, and related documents; and,

WHEREAS, On May 17, 2011, the Commission approved Resolution No. 61-2011, adopting environmental review findings pursuant to the California Environmental Quality Act and conditionally approving the Basic Concept and Schematic Design application for a residential project on MBS Block 2 in the Project Area consisting of 315 rental units and 8,100 square feet of retail uses, as well as 315 parking spaces and private and shared open space on MBS Block 2, also known as 185 Channel Street in Mission Bay South ("Project"); and,

WHEREAS, The Project, as designed and approved, includes a 1:1 ratio of parking spaces to dwelling units in its two-story ground floor garage. The residential parking is "unbundled," meaning it is available for lease separately from a resident's apartment lease payment; and,

WHEREAS, The Project's owner UDR, Inc. ("UDR") has reported less than a 50% utilization rate of the residential parking spaces in the garage and has submitted a proposal to OCII to convert unused residential parking spaces to non-residential parking uses; and,

WHEREAS, UDR is leasing the approximately 8,100 square feet of ground floor retail uses at the Project to Gus's Community Market, a grocery store with thirty years of experience in multiple locations in San Francisco. UDR has requested the conversion of 25 residential parking spaces to retail use to include as part of the community grocer's lease; and,

WHEREAS, The Design for Development requires that retail space under 20,000 gross square feet shall have a maximum ratio of one parking space per every 500 square feet of gross floor area. Application of this standard would limit the number of parking spaces for the Project's approximately 8,100 square feet of retail space to 16; and,

WHEREAS, UDR's requested conversion will require authorization to convert residential parking to accessory non-residential parking, a variance to allow an additional nine parking spaces for a retail use, and an amendment to the Project's Basic Concept and Schematic Design as approved in Agency Resolution No. 61-2011; and,

WHEREAS, Section 303 (u) (2) (A) of the San Francisco Planning Code provides helpful, but non-binding, criteria to consider in granting approval for parking accessory to non-residential uses above levels principally permitted. These criteria include consideration of whether: (i) vehicle movement on or around the project does not unduly impact pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic movement in the district; (ii) accommodating excess accessory parking does not degrade the overall urban design quality of the project proposal; (iii) all above-grade parking is architecturally screened and lined with active uses; and (iv) excess accessory parking does not diminish the quality and viability of existing or planned streetscape enhancements; and,

WHEREAS, OCII has evaluated URD's request for conversion of parking under the criteria in Section 303 (u) (2) (A) of the San Francisco Planning Code, the Redevelopment Project Objectives listed in the Redevelopment Plan, and the variance standard of the Design for Development; and,

WHEREAS, As described in the Commission Memorandum accompanying this Resolution, the conversion of parking to an accessory, non-residential use favorably addresses the criteria in Section 303 of the San Francisco Planning code and is consistent with the Redevelopment Project Objectives in Section 103 of the Redevelopment Plan relating to re-planning areas that are improperly utilized, creating flexibility in the development of the Project Area and strengthening its economic base; and,

WHEREAS, The Design for Development establishes certain design standards and guidelines for development of buildings within the Plan Area, limiting the number of retail parking spaces to 1 per every 500 square feet of interior retail square footage. The maximum parking allowed for the Project's retail space is thus 16 parking spaces. The Project owner's request for the 25 retail parking spaces requires a variance to the Design for Development to allow for an additional nine (9) parking spaces; and,

WHEREAS, The Design for Development provides for the following discretionary standard for the approval of a variance from the provisions governing development: "The Agency may, in its discretion, grant variances to the design standards in this Design for Development where the enforcement would otherwise constitute an unreasonable limitation beyond the intent and purpose of the Design for Development and the [South] Plan and is consistent with the public health, safety and welfare." Design for Development, Section III at page 19; and,

WHEREAS, The variance for nine additional retail parking spaces serves an important public purpose of providing sufficient parking for the only grocery store in the Project Area. Enforcement of the Design for Development retail parking ratio would be unreasonable given the underutilization of the existing residential parking, the need for higher levels of parking associated with grocery uses as confirmed by the practice of the grocery industry and by the amount of parking provided by Gus's Community Market in other similar locations where it operates. The variance for nine additional retail parking spaces is consistent with the public health, safety and welfare; and,

WHEREAS, OCII staff recommends conditionally approving the land use authorization to convert residential to retail parking spaces, the Basic Concept and Schematic Design amendment, and the variance to the Design for Development (the "Parking Conversion, BCSD Amendment and Variance"); and,

WHEREAS, Authorizing the proposed Parking Conversion, BCSD Amendment and Variance is categorically exempt from environmental review pursuant to California Environmental Quality Act ("CEQA") Guidelines Section 15301 because it will result in a minor alteration to the use of an existing structure involving a negligible expansion of an existing use; therefore, be it

RESOLVED, The Commission conditionally approves the Parking Conversion, BCSD Amendment and Variance for 185 Channel (MBS Block 2), subject to the following conditions:

1. The Project's owner shall evaluate and create, subject to OCII approval, a plan for entry and exit procedures to the existing garage to enforce the restriction of the 25 parking spaces to customers of the grocer;

2. The Project's owner shall monitor access to the garage in order to ensure the safety of residents and to protect their personal property.

I hereby certify that the foregoing resolution was adopted by the Commission at its meeting of November 6, 2018.

_____
Commission Secretary

Exhibit A: 185 Channel (MBS Block 2) Proposed Basic Concept / Schematic Design Amendment

Resolution Number 42-2018 Exhibit A: 185 Channel (MBS Block 2) Proposed Basic Concept / Schematic Design Amendment

COMBINED BASIC CONCEPT + SCHEMATIC DESIGN SUBMITTAL

TO THE SAN FRANCISCO REDEVELOPMENT AGENCY | *May 9, 2011* | *Block 2, Mission Bay, San Francisco, California*

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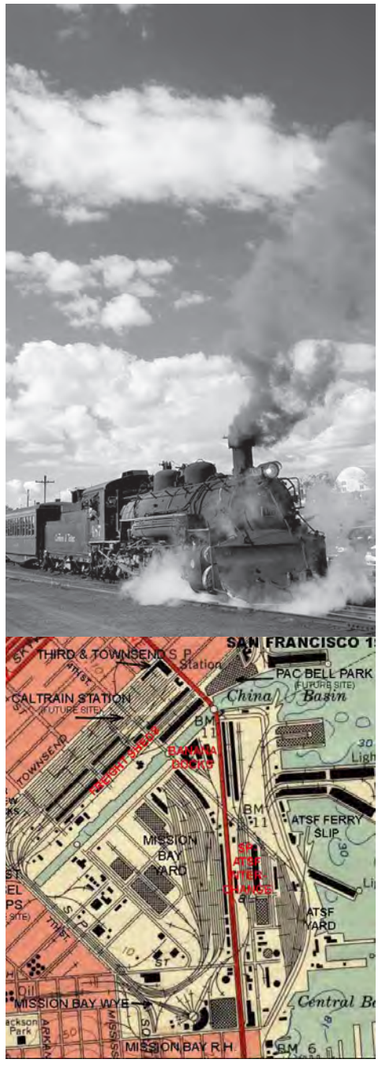
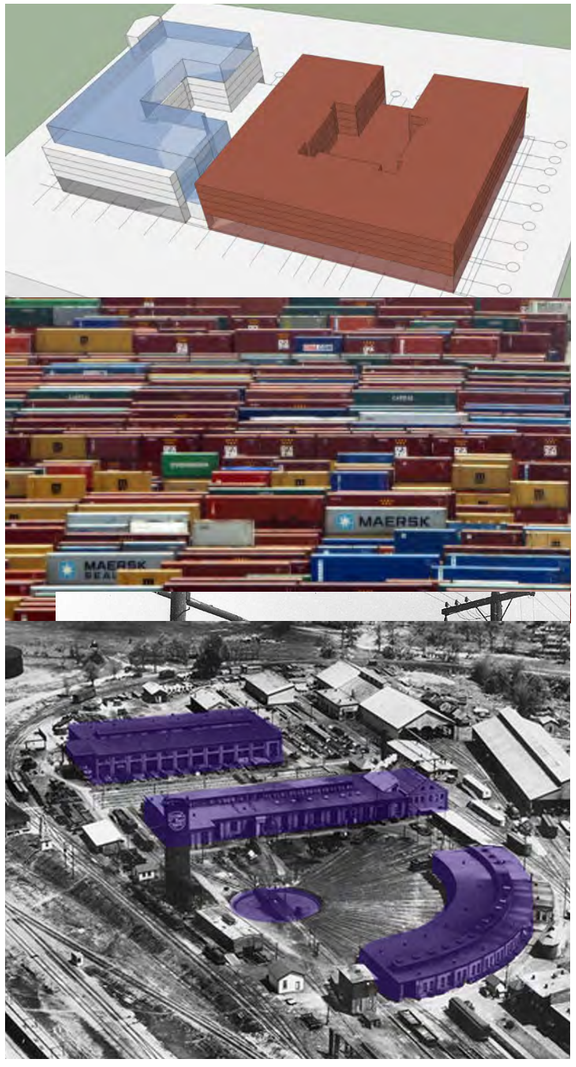




INTRODUCTION

Mission Bay's Block 2 is an interesting site, situated between Third and Fourth streets along Channel Street. The location is just south of downtown San Francisco, the ballpark, and the Mission Creek, which is flanked on the north side by a series of mid-scale residential projects. The site, like most in Mission Bay, has a rich history. Once a tidal bay, this area was filled at the beginning of the 20th century, providing the area needed for rail yards and associated structures which served shipping piers along the bay and passenger trains which circulated through Mission Bay to elegant train stations north of the channel.

PROGRAM

The current site is the northern half of an existing block, which will be split by a residential scaled street. This parcel, called Block 2, is approximately 89,000 square feet. The proposed building, a Type I concrete structure, covers the entire lot and including two prominent corners at the west and east. The program, with a gross area of approximately 440,000 square feet, includes 315 units of market rate housing project, over 8,000 square feet of street level retail, and two levels of interior parking for 315 cars. The third floor features two large upper level amenity courtyards facing Channel and the views of the city and ballpark, providing over 22,000 square feet of outdoor amenity area. Residential units above the podium are mix of studio, 1 bedroom and 2 bedroom units.

DESIGN NARRATIVE

The history of the rail yards at Mission Bay is the underlying context inherent in the site that has influenced the design of Block 2. There is an interesting contrast that emerges between the historic, solid looking brick backhouses that used to existed in the area and the modern expression of the elegant, yet highly articulated, steam engines trains they once served. Inspiration drawn from this context is expressed in the massing and articulation of all portions of the design. The six story portion to the east of the site references the historic brick structures of the "backhouses", while the eight story volume to the west is a modern expression derived from the elegance of steam trains as they engaged the "roundhouse" turntable. These references also neatly divide the project into two zones, as seen in the diagram on the left. The taller west building forms a "C" shape in plan and the lower east building forms a "U" shape.

The most dynamic corner of the project is at Fourth and Channel Streets which was where the tracks once entered and crossed this site at a diagonal. Over time new streets were overlaid, leaving the site with an unusual property line. This condition permits the building to expand beyond a typical rectangular footprint, allowing a prominent and accentuated form at the corner. This angled face, rendered with large glazed openings and metal panels of subtly varying color, relates to the "smoke box" of the powerful steam trains that once crossed this site.

NORTH ELEVATION (CHANNEL STREET)

Along the north side of the project, the modern expression at the corner breaks down vertically into three distinct regions, a base, a middle, and a top. The middle portion is a concrete frame with an articulated infill of solid panels and windows. The frames and articulated paneling are reminiscent of the freight cars that were once such a common site at Mission Bay. The matching heights of the "backhouse" to the east and the "freight cars" to the west creates a sense of connectivity while the treatments of the individual facades further break down the scale of the project. One special framed element drops down near the western corner, helping to modulate the perceived elevation heights and make a distinction between the retail and the lobby and leasing areas. This also allows for pedestrians to engage the building at street level.

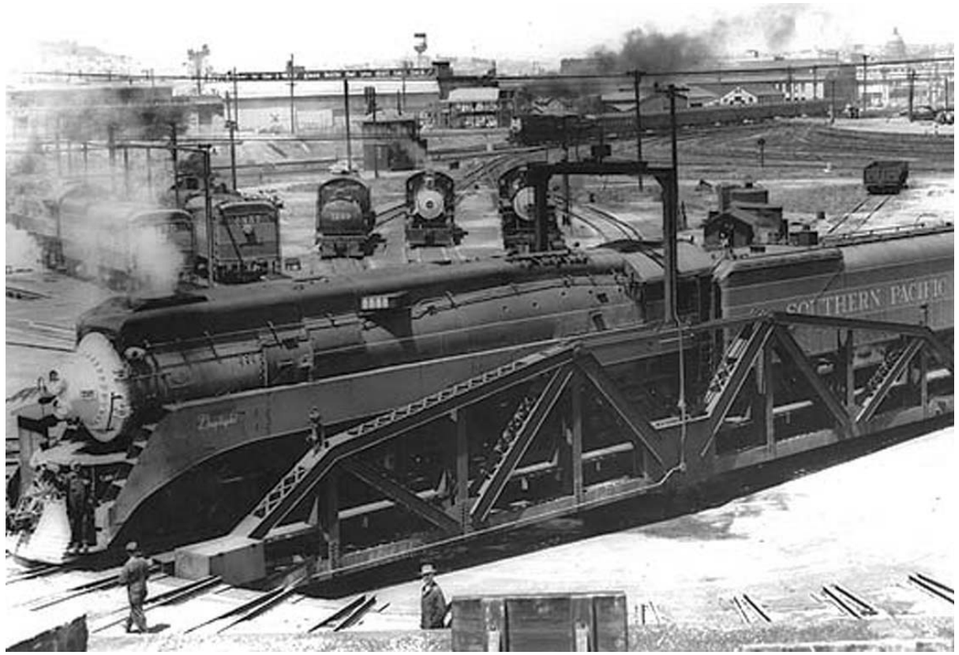
The base at the modern west building is broken down with widely spaced columns and a modulated storefront window system for the street level retail. Above, this assembly is capped by two levels of penthouse, which are rendered in vertically oriented glazing, subtly varying colored panels, and an exposed concrete structural frame.

The east building "backhouse" manifests itself as two north facing facades facing Channel. This massing, rendered with a more historic influence, features a modulated row of brick-clad columns supporting frames of brick above. These frames reference historic elements of structures which existed in the area, while evolving to address different conditions at each face as the structure continues around the corner. On this particular elevation, the columns are widely spaced, allowing ample glazing to serve the shared amenity spaces at the interior.

Between these major elements are lower, two story bridging elements. These are both residential blocks and the top of these elements are overlooks from the two third floor courtyards. These are detailed and designed to be quiet moments and are cleanly detailed and will step back from the other facades to provide some relief.

PROJECT OVERVIEW

Program & Design Narrative



EAST ELEVATION (THIRD STREET)

The eastern side of the east building "backhouse" portion runs the entire length of Third Street. The massing at the corner continues the brick to the full building height to match the north face, while the remainder of the block steps down to relate to the facade along Vara and provide some vertical relief and modulation. Similar to the north face, the facade is broken into three zones, each with a varied treatment in terms of the window spacing and exterior deck locations. The uppermost floor is set back slightly and changes finish materials to further modulate the height of the building.

SOUTH ELEVATION (VARA STREET)

Similar to the north elevation, the south elevation is divided between the more modern west building of the "roundhouse" and the traditional east building "backhouse" massing. This is modulated differently than the East Elevation to relate specifically to the more residential character of this street.

On the east side, the facade is broken down into four elements separated by balconies, alluding to massing typically found in residential neighborhoods. At the middle floors, these zones are defined by distinct brick "frames", and modulated window bays and exterior decks reside within this framework. At the ground level and second floor, the facade is modulated by columns of varying widths. To respond to the more residential scale of this street, the massing includes residential stoops and will include residential scale detailing and materials.

Towards the west side of this elevation, the more modern west building form comes back into play with an area of windows and balconies framed by white precast concrete. Similar to the western side of the north elevation, one of the "frames" turns vertical and runs down to the first floor, in this case, helping to make a distinction between the retail area and the service areas.

WEST ELEVATION (FOURTH STREET)

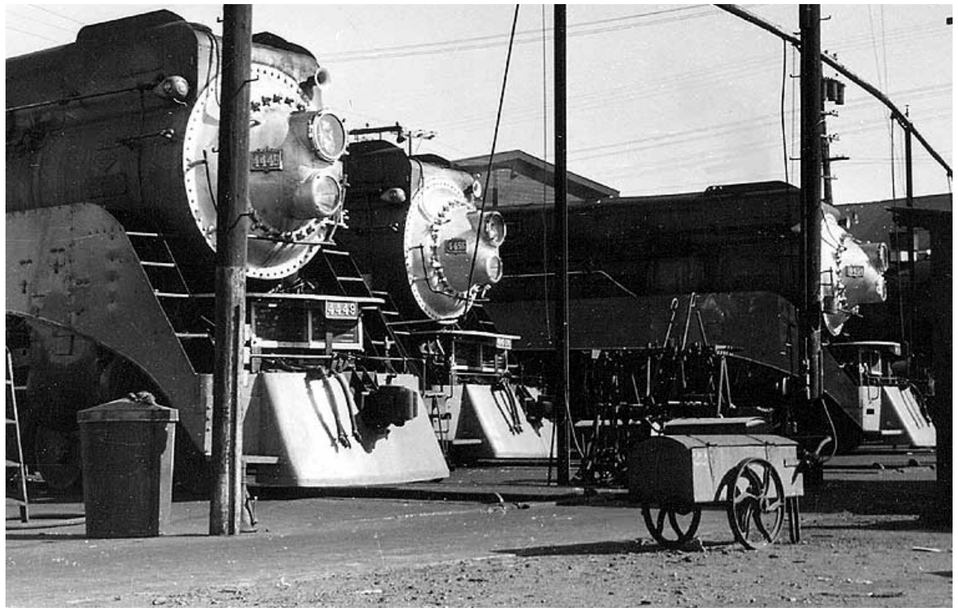
The west elevation relates back to the north elevation and the modern, dynamic corner element. Similar to the north elevation, the facade breaks down vertically into three zones. Along this face, however, there is further modulation as the angled face intersects with the framed facade. The overall massing of the modern element is also longer on this facade, and is broken down vertically by columns of exterior decks, some rendered to provide vertical accents, and others to appear as background elements.

SIGNAGE

The signage along Channel, Fourth Street, Third Street and Vara will be submitted to the San Francisco Redevelopment Agency for approval at a later date.

PROJECT OVERVIEW

Landscape & System Design Narratives



LANDSCAPE NARRATIVE

The landscape treatment at the streetscape is focused on three locations; two niches in Channel Street and immediately south of the Fourth Street/Channel Street corner. Integration with the streetscape and the podium landscape is created through the use of complimentary materials. Planting with an architectural character, warm and diffuse lighting, modern and elegant site furnishings, and materials that create a sense of translucency offer residents defined and personal spaces, and engage with the urban fabric of the streetscape.

The east courtyard encourages lively activities, with features including a pool, spa, outdoor cooking and dining opportunities, central fire pit and lounge seating. Dynamic placement of these elements offers an experience for small groups and parties.

Connecting the two courtyards is a simple and elegant breezeway that facilitates a transition between the spaces, created by the water runnel and through the continuous paving band. Lines of sight will consider the experience of the user as they travel through the space, integrating art, materials, planting media and light as focal points, with the terminating long views of the breezeway offering dramatic effect and interest.

The west courtyard incorporates varied seating experiences and more casual opportunities for leisure than the east courtyard, giving residents and visitors options. Amenities include outdoor cooking and dining, a projection wall for outdoor theater, and a bocce court. The history of the area is communicated through interpretive design elements; a turnstile wall in alignment with the historic path of Fourth Street is reminiscent of the region's rail yard turntable at the roundhouse, and recalls the activity of the site's industrial past, while significant dates and events are recorded in the paving through the use of light and illustrative inlaid metal text.

Both courtyards offer various opportunities for residents to engage in outdoor activities and build community. Spaces can be used in a way to facilitate gatherings, circulation, small events, exercise and relaxation. Site furnishings are comfortable and inviting. Flexible seating encourages gatherings and spaces defined by the user. Users can walk to the edge of each courtyard and enjoy views to the street beyond, offering a sense of connectivity and framing the outlook of the urban landscape.

STRUCTURAL NARRATIVE

The Mission Bay Block 2 project occupies a full city block in the Mission Bay Development in San Francisco. The project consists of 6 and 8 story residential buildings over two levels of parking with limited residential and retail space on the parking levels. The entire structure will be constructed with reinforced concrete as more fully described below.

Design: The structural design of Mission Bay Block 2 will be in substantial accordance with the 2010 San Francisco Building Code and published Geotechnical Report for the site, more fully detailed below.

Foundations: According to the Geotechnical Investigation and Report prepared by Treadwell & Rollo, Inc., the Mission Bay site is underlain by varying levels of fill over Bay Mud, over dense sands/bedrock. As a result, foundations will be supported on driven steel H-piles extending to bedrock, up to 240 feet in length. Both vertical loads and lateral loads will be transferred to the soil by the driven steel piles.

Gravity System: Vertical dead and live loads will be resisted by two-way cast-in-place, post-tensioned concrete slabs spanning between reinforced concrete columns. The column spacing has been selected to accommodate parking requirements in the garage and unit layouts above the podium. The post-tensioned slabs will be 8" thick, typically. Concrete columns will be 14"x20" typically. The slab on grade will also be cast-in-place concrete and designed to span between pile caps as required by the Geotechnical Report (due to anticipated long term settlement). There will be a landscaped podium slab at level 3. The slab will be sloped to drains and waterproofed accordingly.

Lateral Force Resisting System: Lateral forces generated by wind or earthquakes will be resisted by concrete shear walls. The walls have been located throughout the building to minimize torsion and lateral displacements while integrating into the parking garage and units.

MEP NARRATIVE

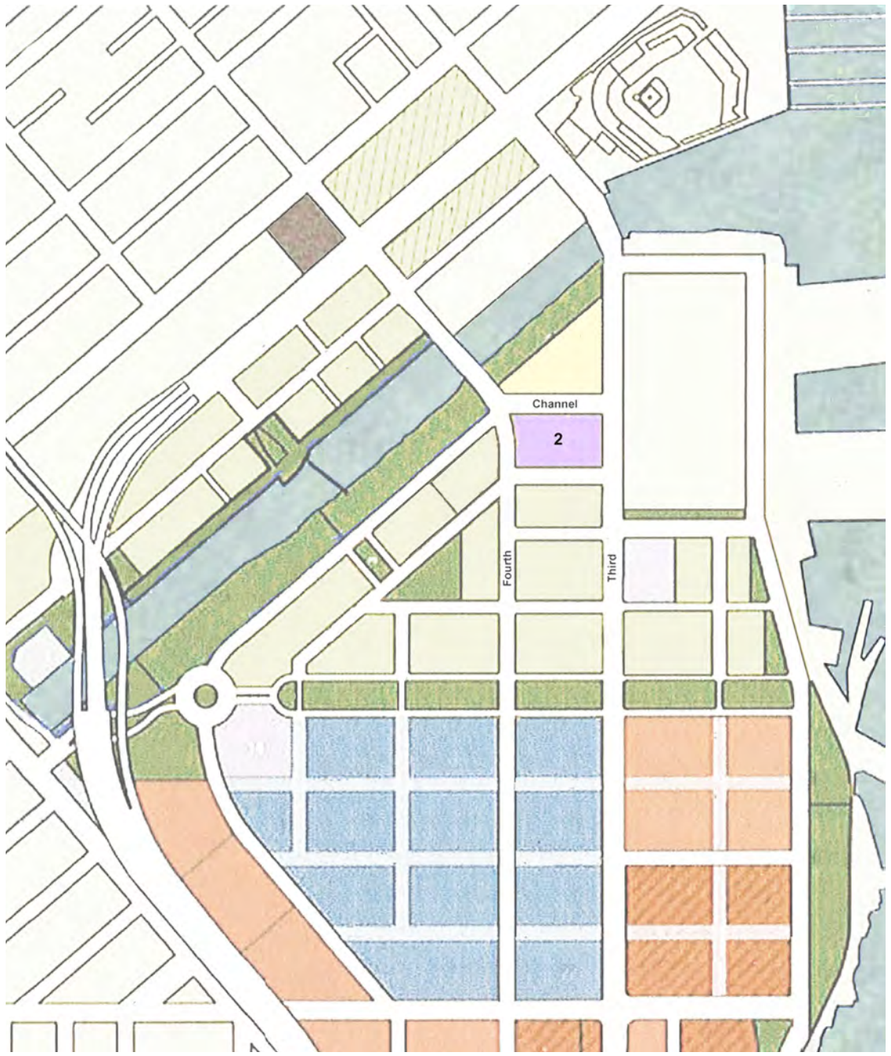
The apartment units will be provided with high-efficiency Water-Source Heat Pump (WSHP) units to heat, cool and ventilate the units. High-efficiency gas-fired hot water boilers will be provided on the roof near the cooling towers to inject supplemental heat to the condenser water loop to maintain optimum loop temperature during heating season. During the cooling season, excess heat in the loop is rejected to atmosphere through the cooling towers. The 2-pipe WSHP system was selected over the 4-pipe fan coil system due to the lower first and operating costs.

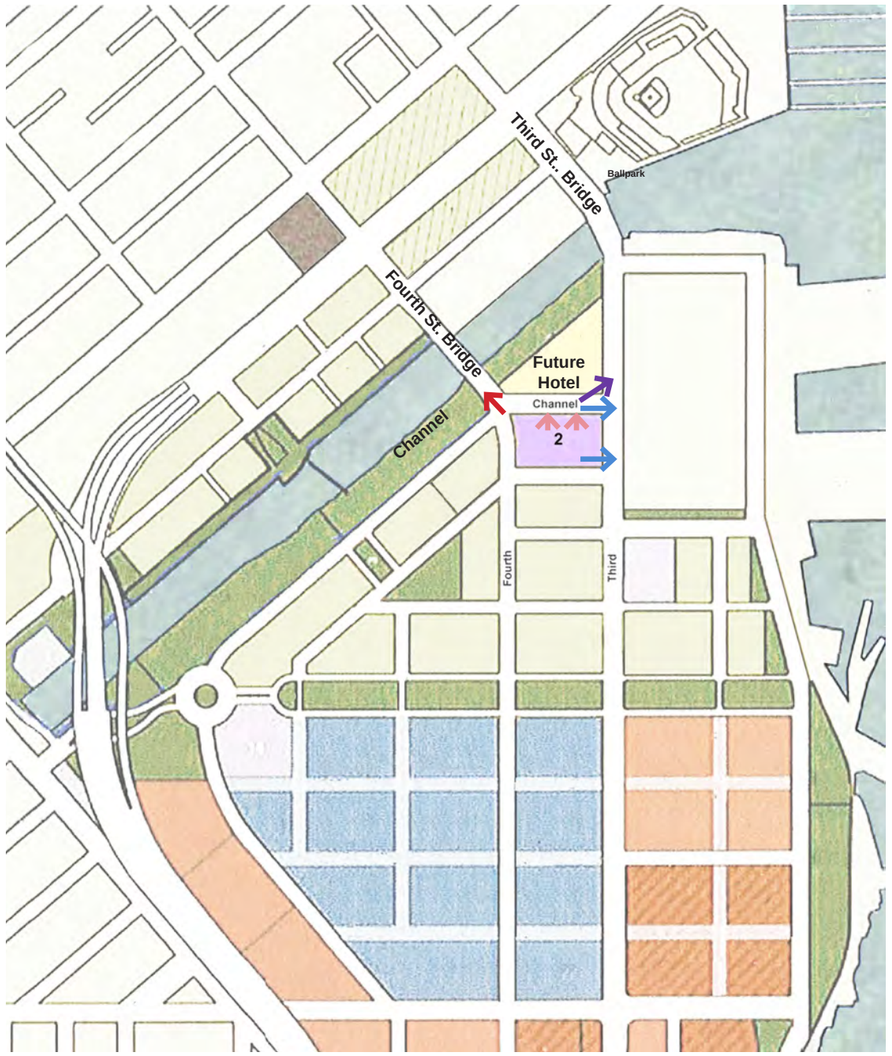
The Amenity spaces throughout the building will be provided with dedicated water source heat pumps to heat, cool and ventilate the respective space.

A Building Management System (BMS) will be provided to control, monitor, schedule equipment start-stop and to control the building interior & outdoor lighting. Through the use of high efficiency HVAC equipment, high-end envelope and lighting the project will be designed to earn LEED-NC Gold Credit and comply with California Green Code requirements.

	Design for Development and Major Phase Requirements for Block 2			Project Summary
Site Size				89,497 SF (1.94 Acres)
Lot Coverage	100% below 40'-0"			94% below 40'-0"
	75% above 40'-0"			74% above 40'-0"
Base Height	65'-0"			66,150 SF
Midrise + Tower Height	90'-0"			
Allocated Area	10,750 SF + 16,000 SF = 26,750 SF			21,375 SF
Streetwall				
Minimum Height	15'-0"			
Maximum Height	90'-0" along 4th Street, 65'-0" along 3rd Street			88'-0" along 4th Street, 65'-0" along 3rd Street
Minimum Length	70% along 4th Street and 3rd Street			95% along 4th Street and 100% along 3rd Street
Depth Variation	10'-0" maximum			
Setback				
3rd Street	5'-0" setback			5-0" setback
4th Street	5'-0" setback above 30'-0" **			No setback
Projections	Minimum 8'-0" vertical clearance			No projections below 8'-0"
	Maximum 3'-0" over public r.o.w. (not applicable to marquees)			Marquees project 5'-0"
Open Space	70 SF /living unit x 315 units = 22,050 SF			21,110 SF common open space
				(additional private decks at various units)
Residential Parking	Maximum 1 space per living unit = 315 spaces			**290** spaces provided, ranging from 127.5 SF to 160 SF
Bicycle Parking	Minimum 1 space per 20 vehicle spaces = 16			160 spaces provided
Loading Space	Retail: Area < 10,000 SF = 0 spaces			**25 spaces provided**
	Residential: Area from 200,001 SF to 500,000 SF = 2 spaces			2 spaces provided
	Minimum 10'-0"W x 35'-0"D x 14'-0"H			(12'-0"W x 35'-0"D x 14'-0"H)

	Project Data		
Number of Units	315		
Gross Floor Area	468,136 SF		
Unit Breakdown/Areas	Type	Count	Size
	Studio	35	529 SF - 550 SF
	1 Bedroom	195	650 SF - 850 SF
	2 Bedrooom	85	1,046 SF - 1,212 SF
Retail Net Area	7,971 SF		
Leasable Area	265,956 SF		
Number of Stories	8		



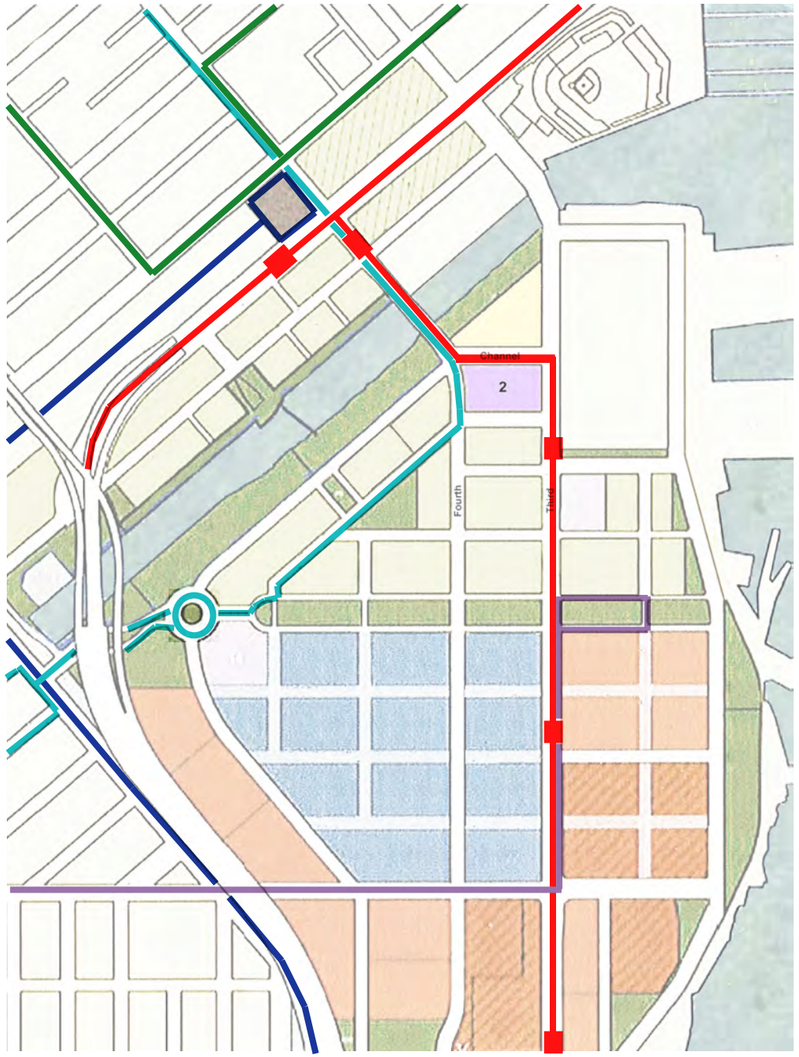


Land Use Diagram

2 Block 2 Building Site	Residential
Commercial / Industrial / Retail	Open Space
Commercial / Industrial	Public Facility
UCSF	Hotel

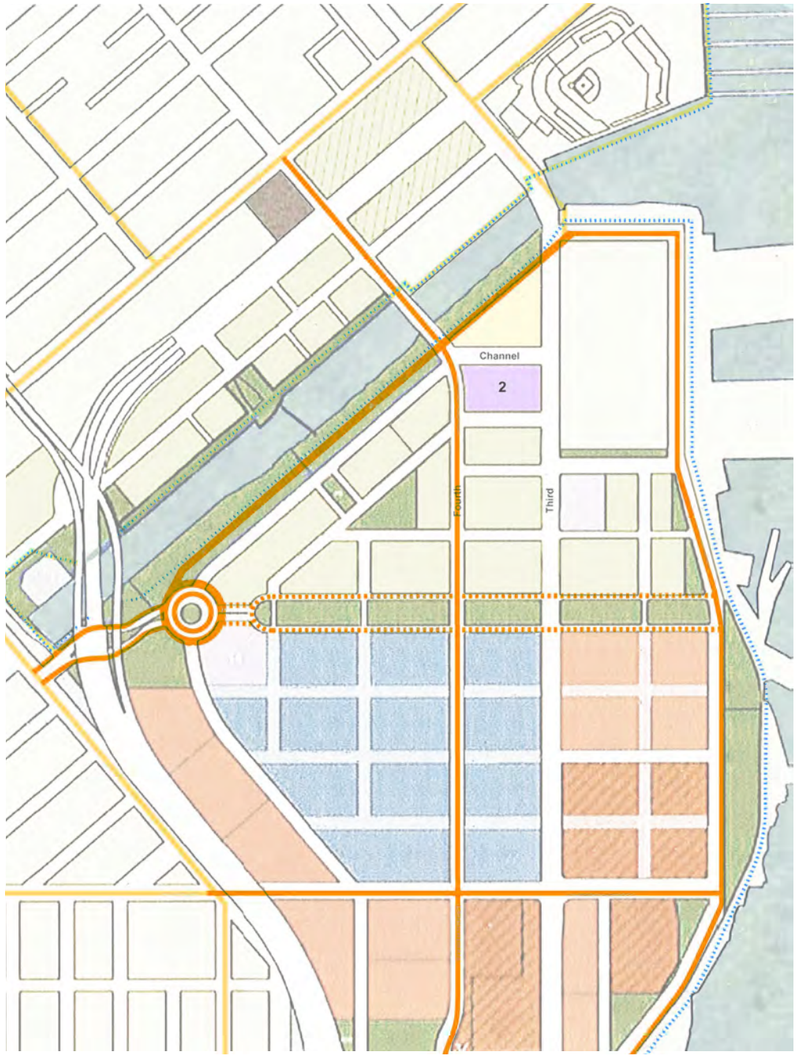
View Corridors

- Possible Views Towards Water / Bay
- Possible Views Towards Bay Bridge
- Possible Views Up Street / Towards Bridge
- Possible Views Towards City (dependent on final configuration of hotel massing)



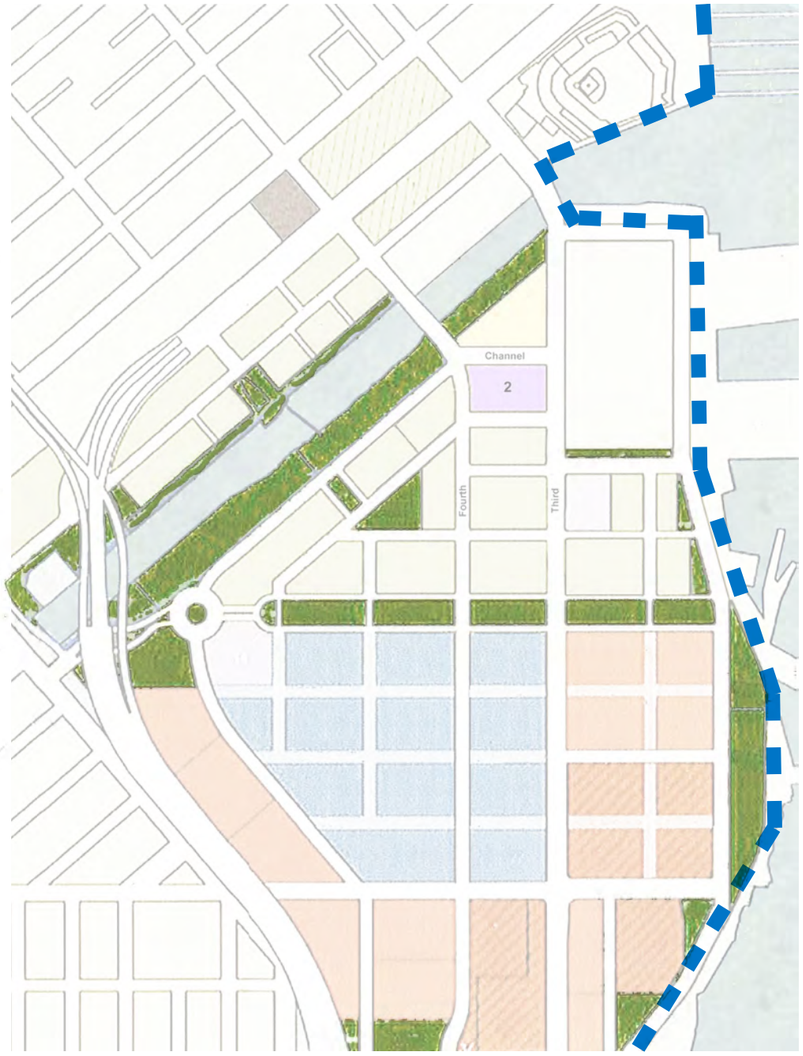
Regional Transportation Network

- Muni (Muni Metro Surface Stations shown as red rectangles)
- Cal Trans (Terminating station outlined with a blue square)
- Muni 30 / 45
- Muni 22



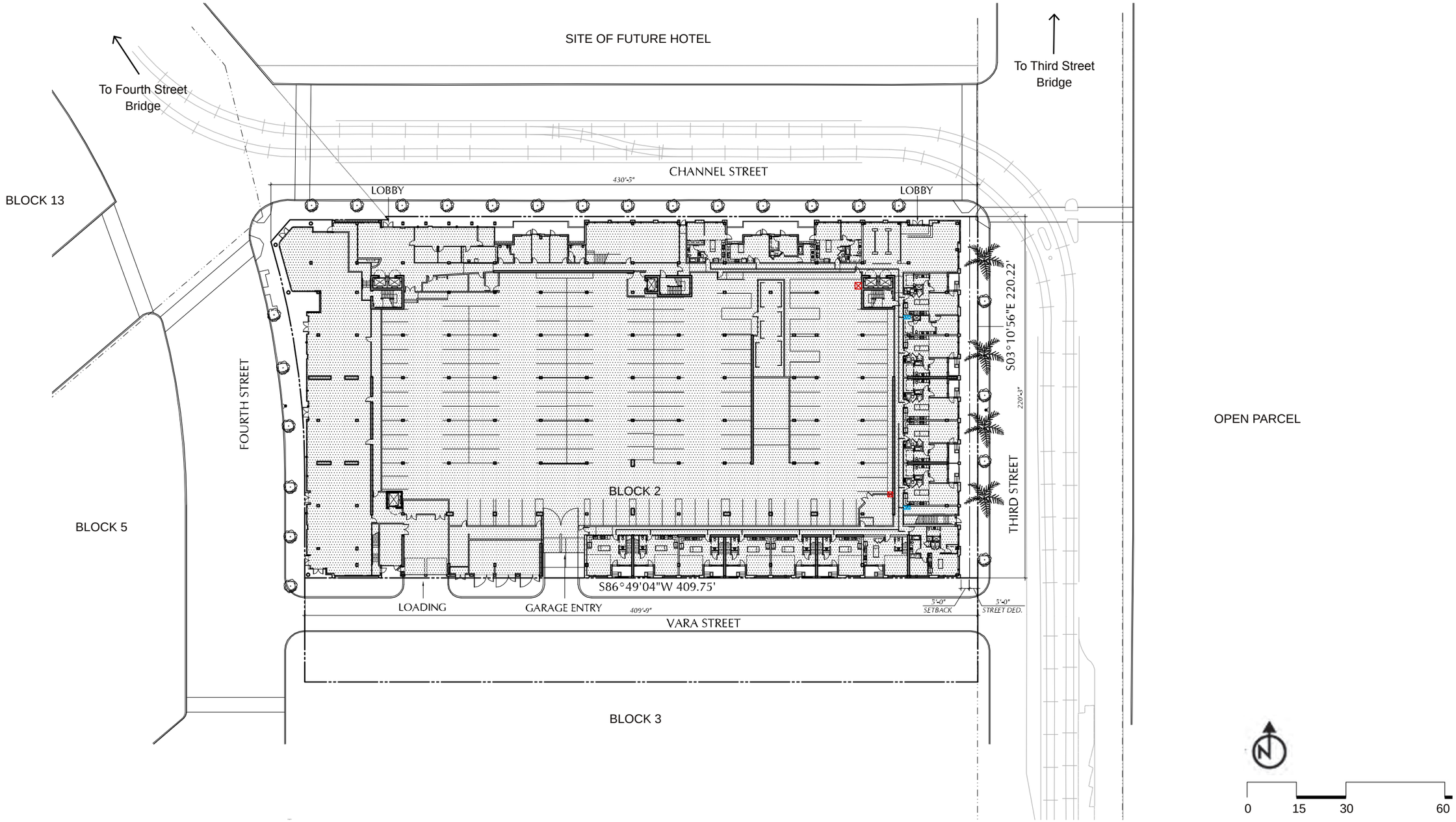
Pedestrian and Bicycle Network

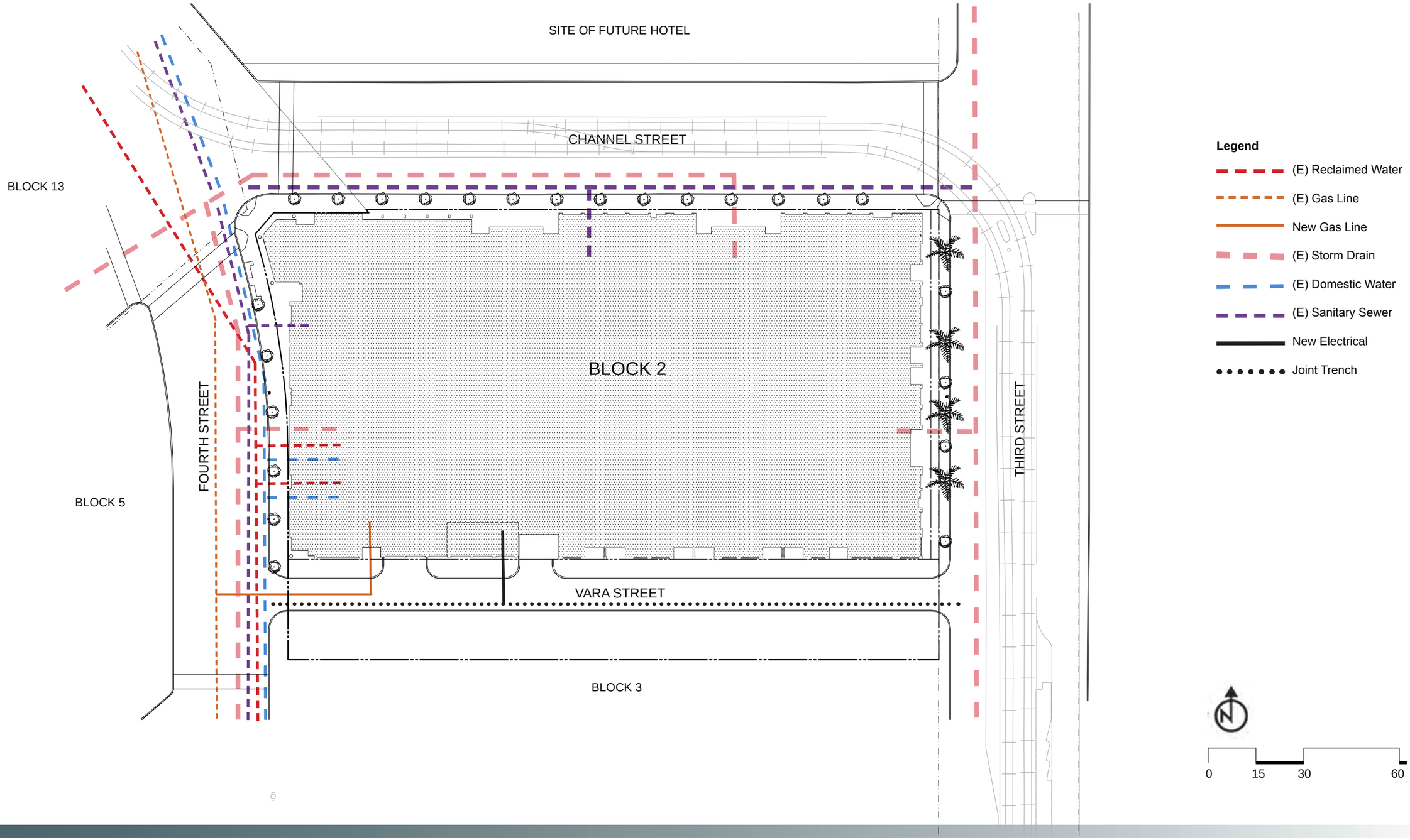
- Existing Bike Network
- Proposed Class I / Class II Bike Lane
- Proposed Class III Bike Route
- SF Bay Trail

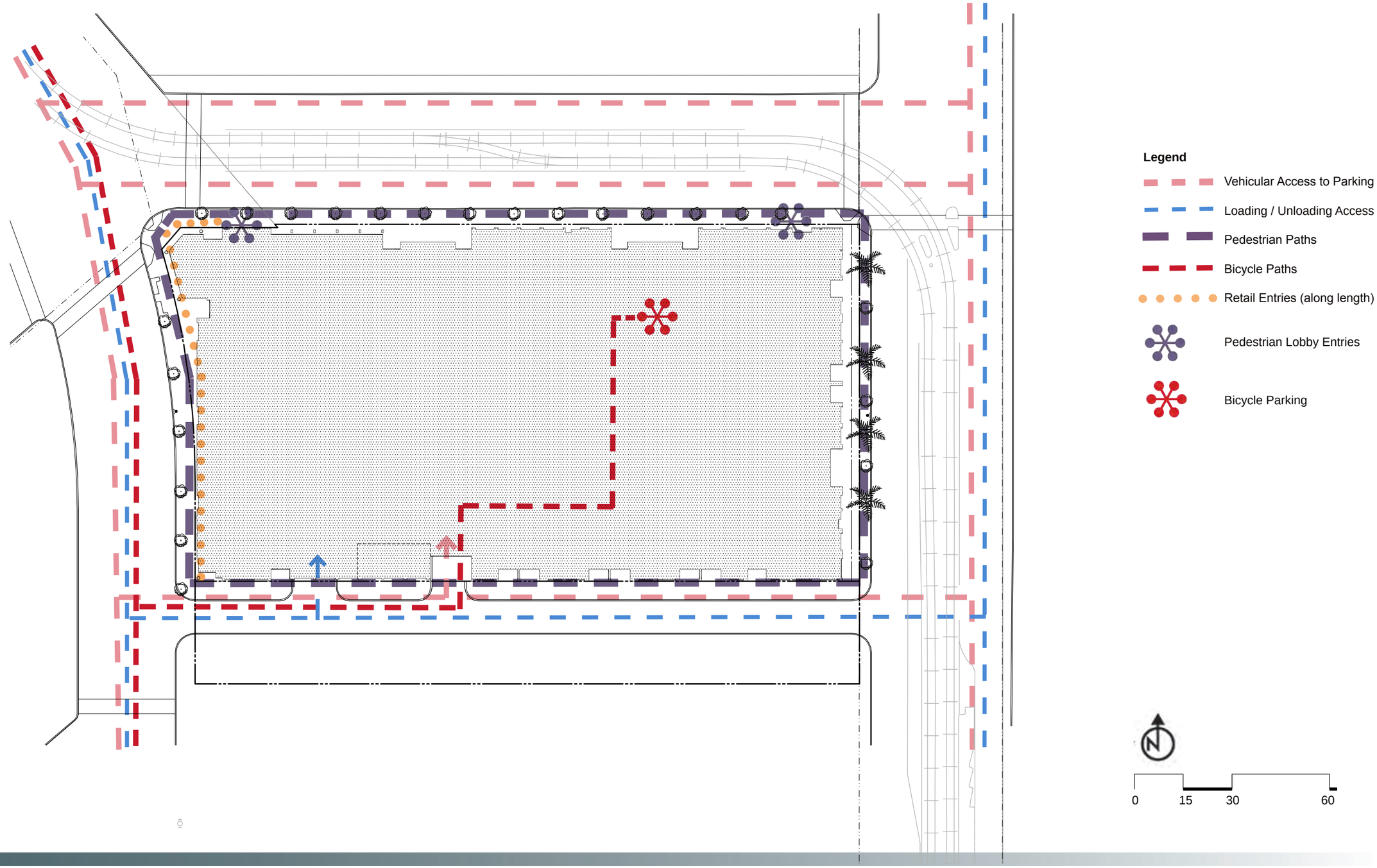


Open Space Network

- Open Space
- SF Bay Trail


SITE OF FUTURE HOTEL
To Fourth Street Bridge
To Third Street Bridge
CHANNEL STREET
430'-5"
LOBBY
LOBBY
BLOCK 13
FOURTH STREET
S03°10'56"E 220.22'
220'-3"
THIRD STREET
OPEN PARCEL
BLOCK 2
BLOCK 5
S86°49'04"W 409.75'
LOADING
GARAGE ENTRY
409'-9"
5'-0" SETBACK
5'-0" STREET DED.
VARA STREET
BLOCK 3
0
15
30
60


SITE OF FUTURE HOTEL
CHANNEL STREET
BLOCK 13
BLOCK 2
FOURTH STREET
THIRD STREET
BLOCK 5
VARA STREET
BLOCK 3
Legend
(E) Reclaimed Water
(E) Gas Line
New Gas Line
(E) Storm Drain
(E) Domestic Water
(E) Sanitary Sewer
New Electrical
Joint Trench
0
15
30
60



SITE ACCESS & VEHICULAR CIRCULATION DIAGRAMS


CHANNEL STREET
FOURTH STREET
THIRD STREET
01
02
03
04
05
06
07
08
09
10
11
12
13
14
15
16
A
B
C
D
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TRASH
LOADING
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ELECTRICAL TRANFORMER
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2 BR
Legend
Retail
Offices
Residential
Amenity Spaces
Circulation
Parking
Utility / Services
Landscape/Courtyard
Offices
Balcony / Patio (Private Open Space)
Bicycle Parking
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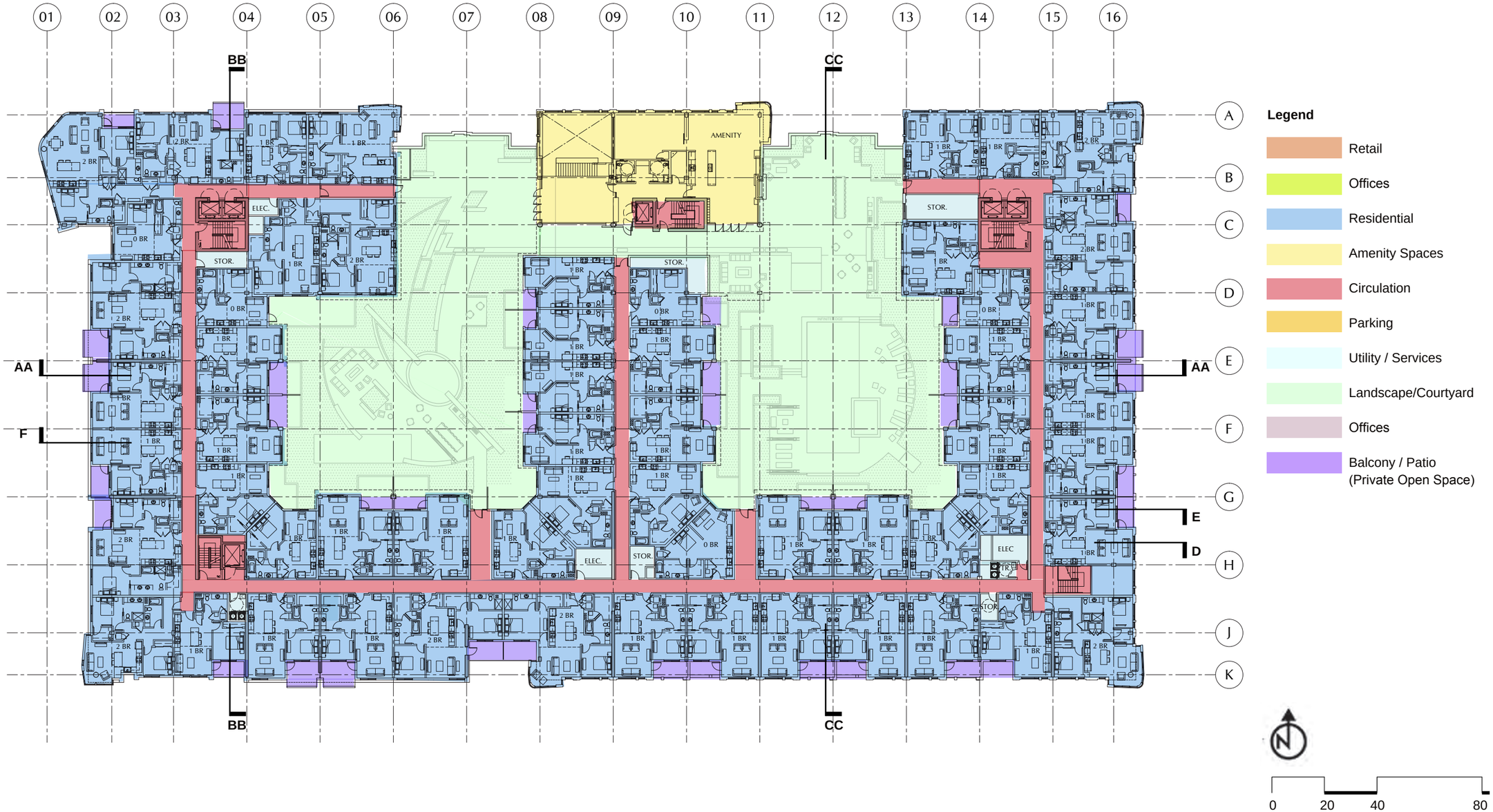
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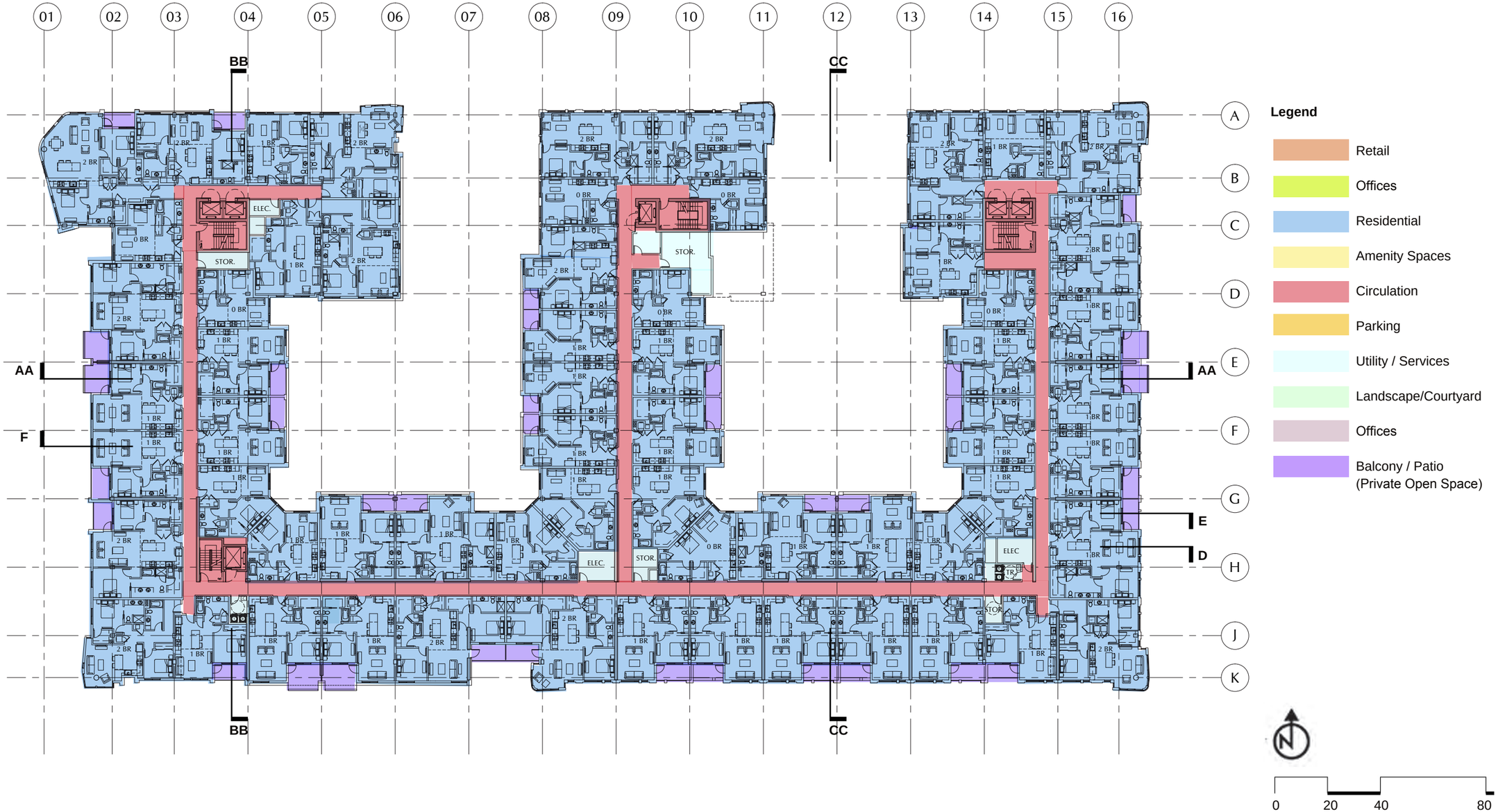
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Amenity Spaces
Circulation
Parking
Utility / Services
Landscape/Courtyard
Offices
Balcony / Patio
(Private Open Space)
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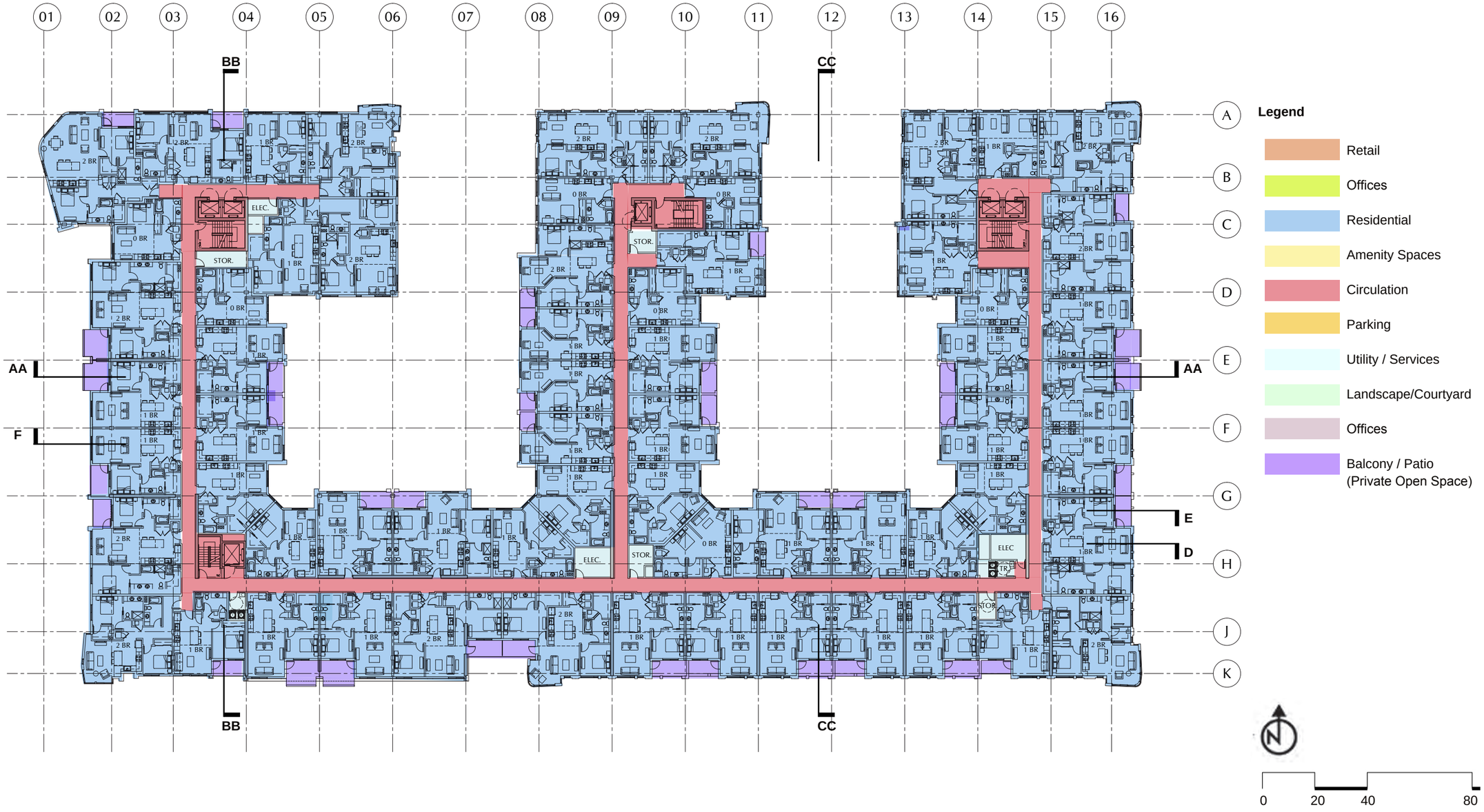
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Balcony / Patio
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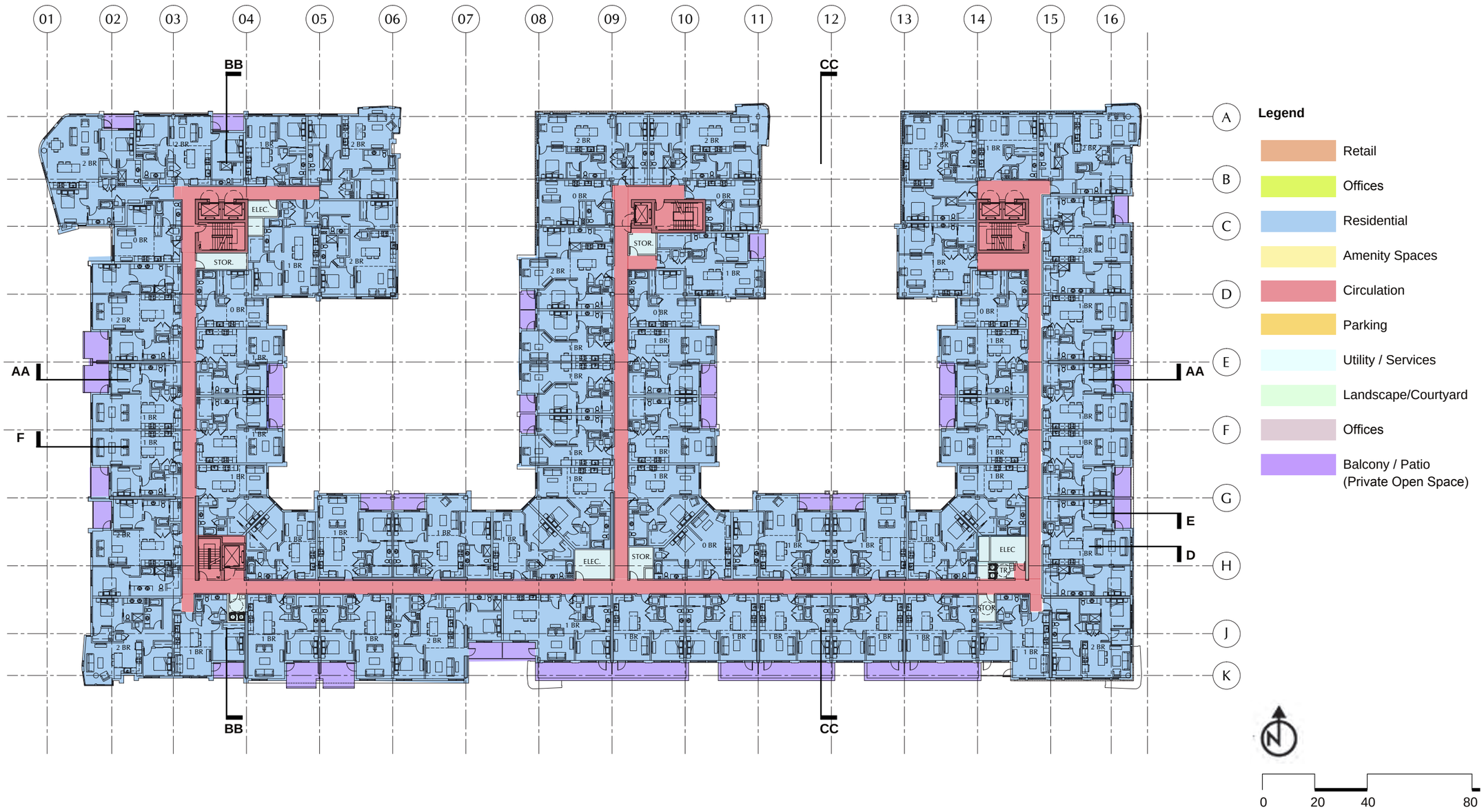
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Balcony / Patio
(Private Open Space)
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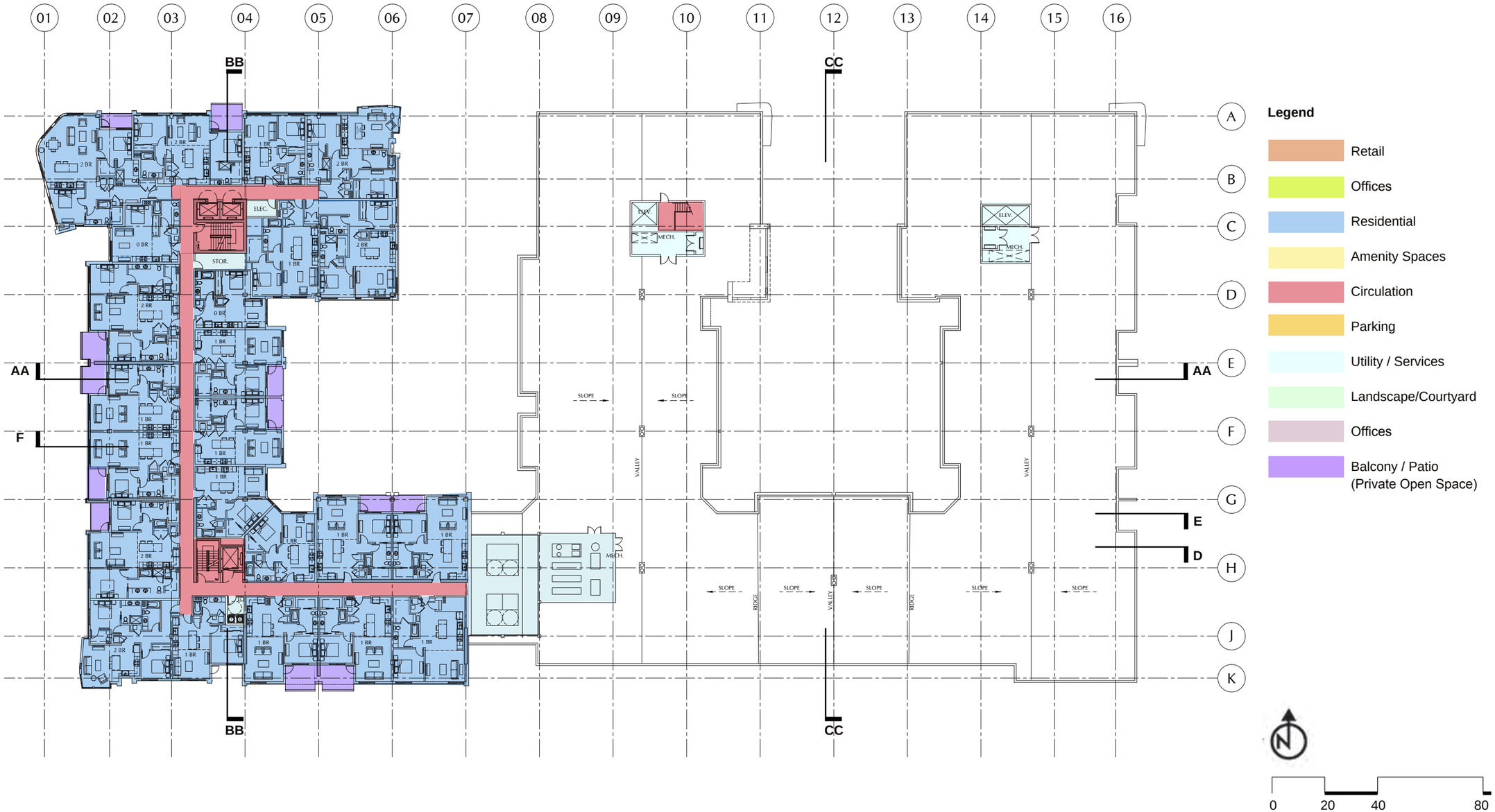
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MECH.
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Amenity Spaces
Circulation
Parking
Utility / Services
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Balcony / Patio
(Private Open Space)
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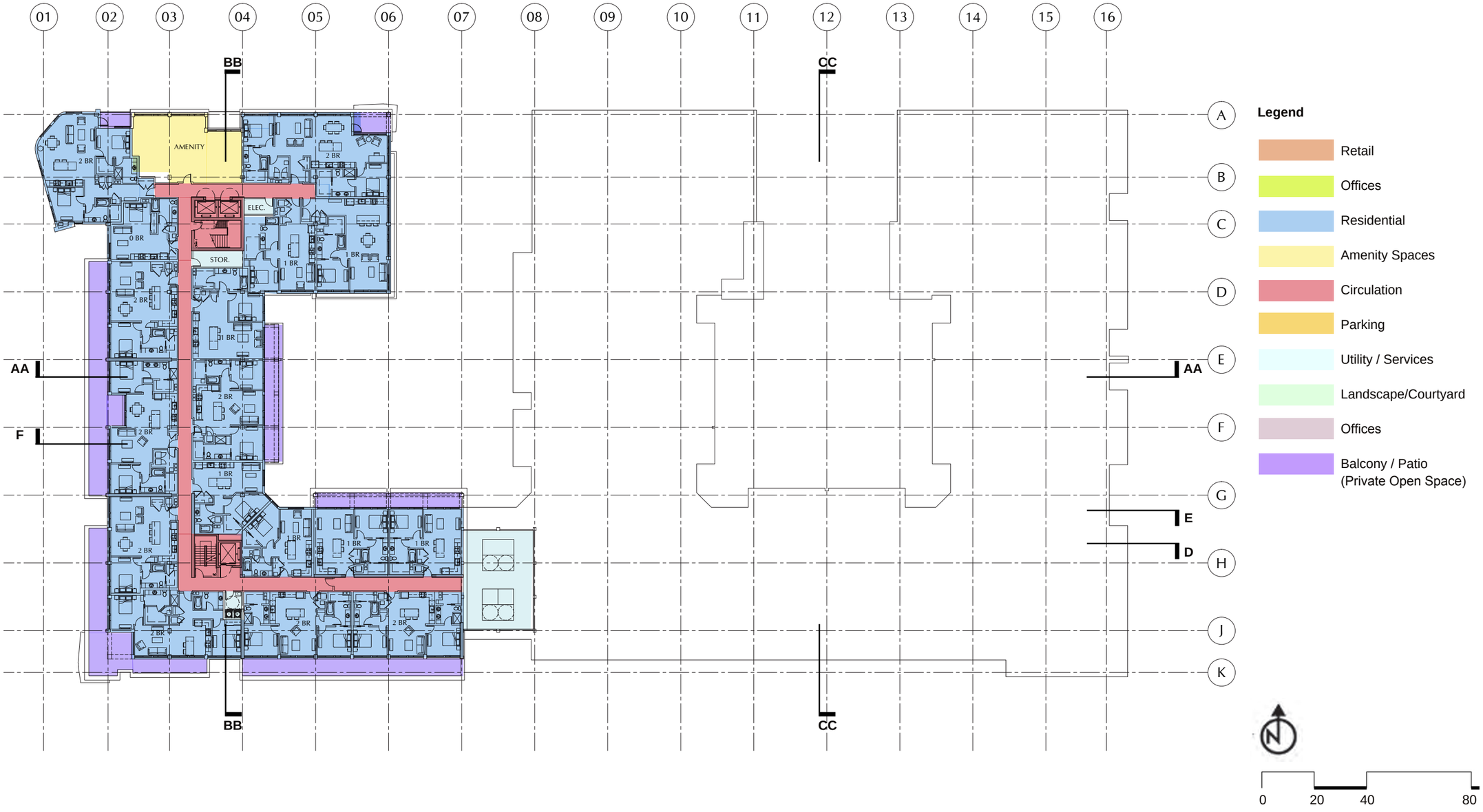
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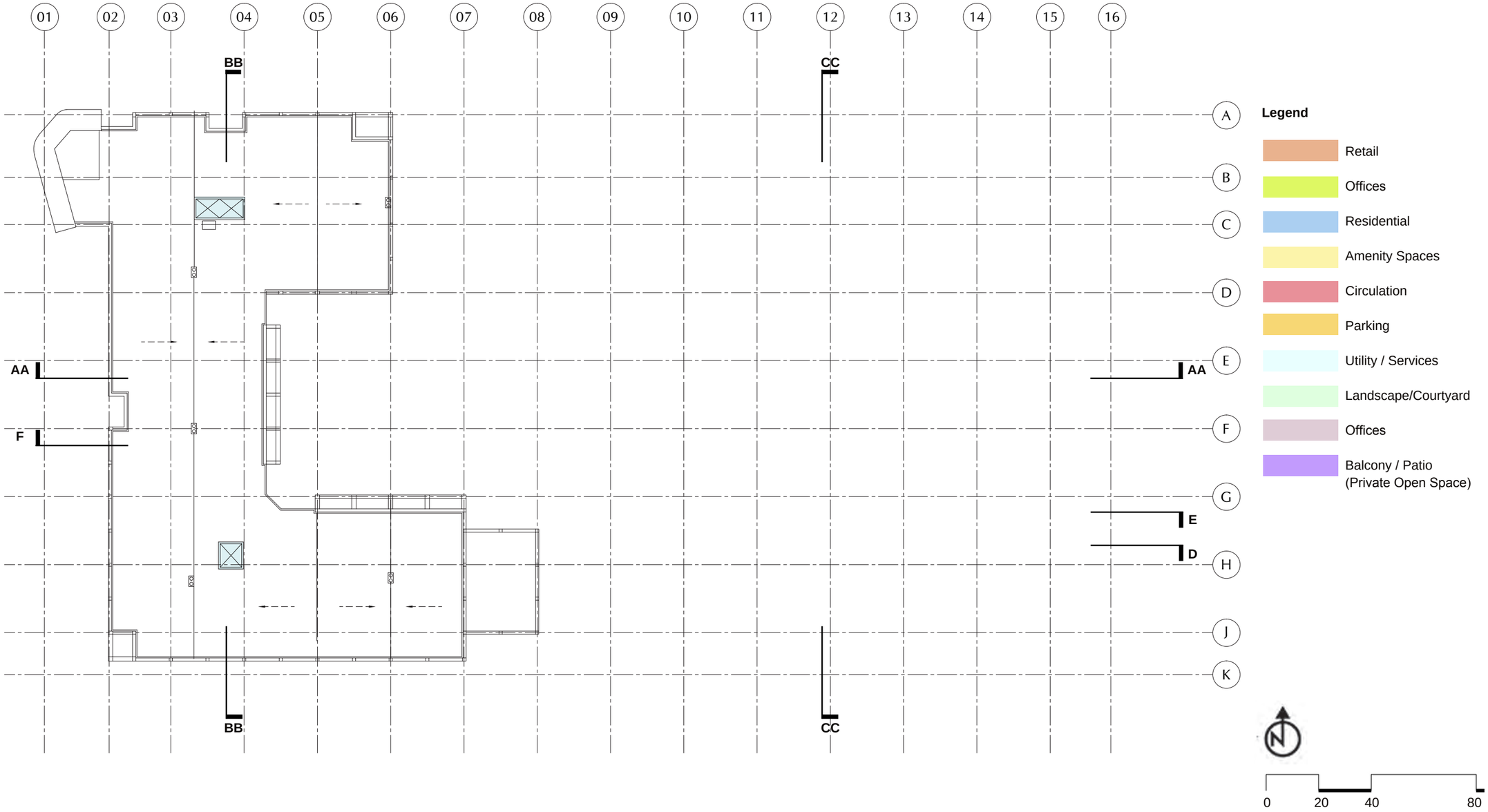
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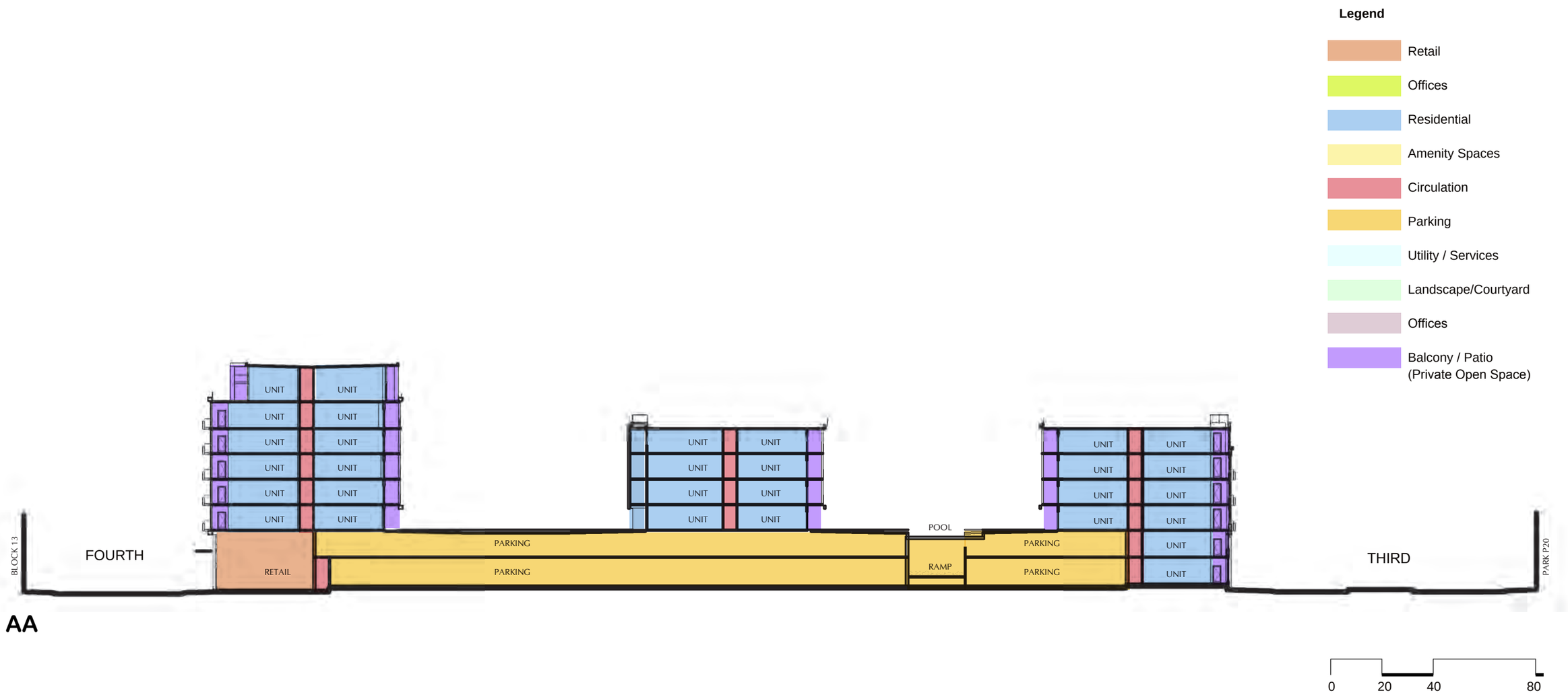
Legend
Retail
Offices
Residential
Amenity Spaces
Circulation
Parking
Utility / Services
Landscape/Courtyard
Offices
Balcony / Patio
(Private Open Space)
UNIT
RETAIL
PARKING
RAMP
POOL
FOURTH
THIRD
BLOCK 13
PARK P20
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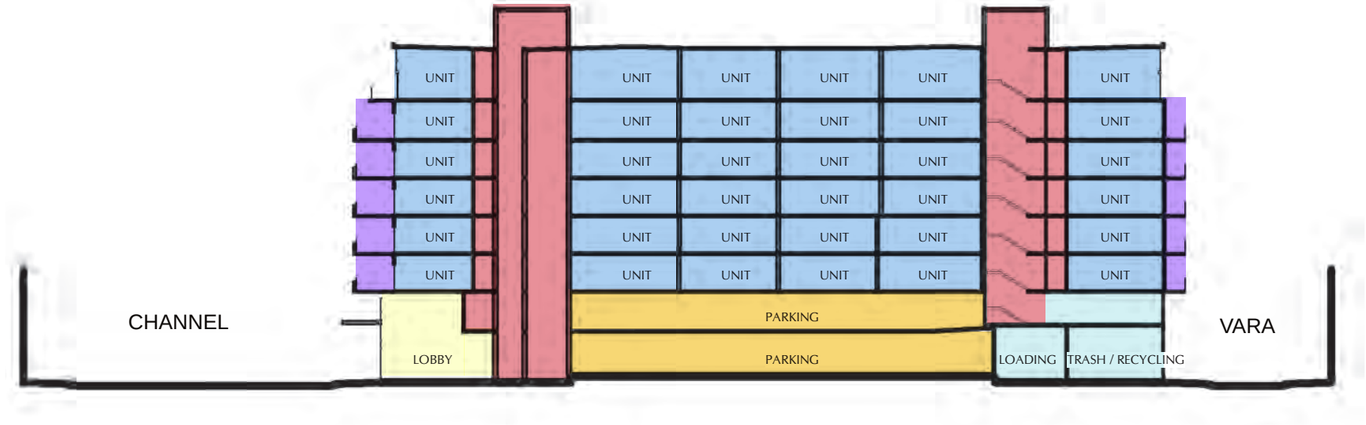

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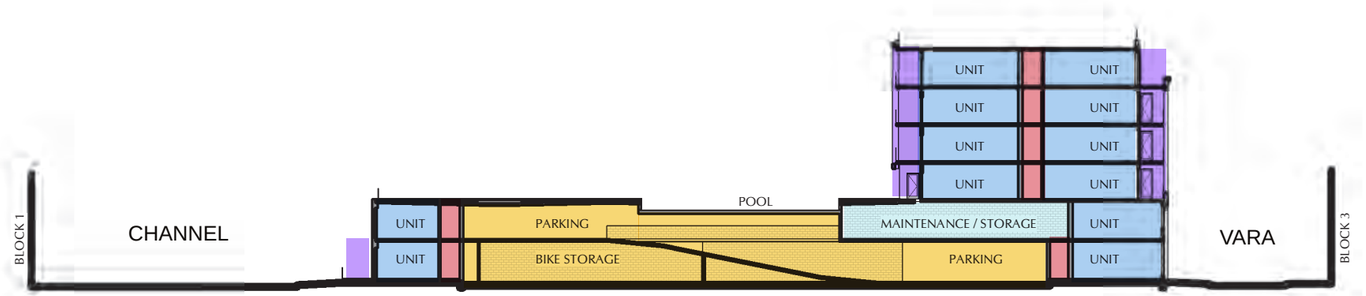


CC

Legend

- Retail
- Offices
- Residential
- Amenity Spaces
- Circulation
- Parking
- Utility / Services
- Landscape/Courtyard
- Offices
- Balcony / Patio (Private Open Space)

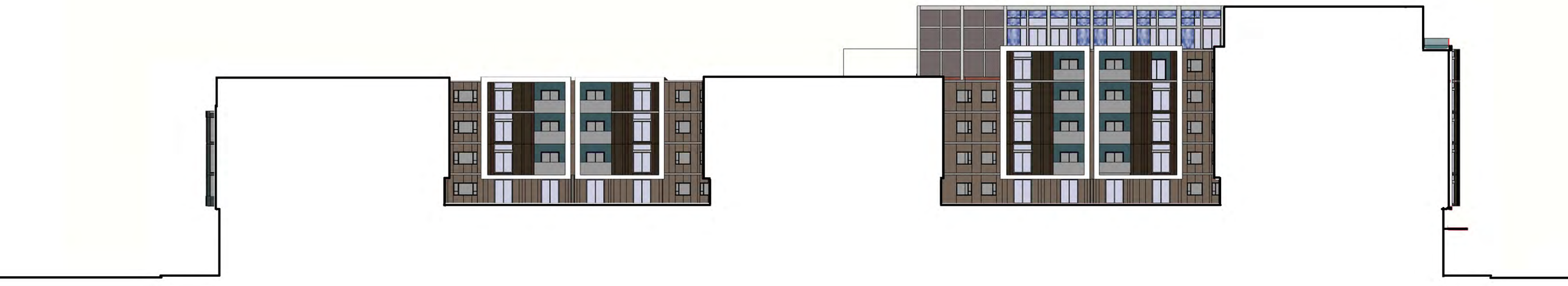
0 20 40 80

NORTH ELEVATION (ALONG CHANNEL STREET)
Scale 1'=30'

WEST ELEVATION (ALONG FOURTH STREET)
Scale 1'=30'

SOUTH ELEVATION (ALONG VARA STREET)
Scale 1'=30'

EAST ELEVATION (ALONG THIRD STREET)
Scale 1'=30'



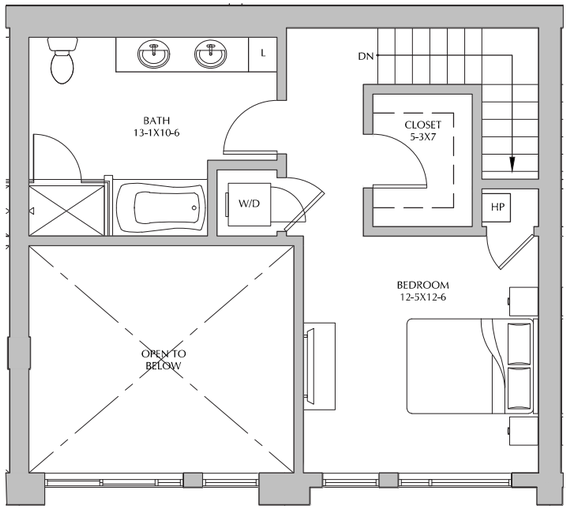
NORTH ELEVATION @ BOTH COURTYARDS
Scale 1'=30'

WEST ELEVATION @ EAST COURTYARD
Scale 1'=30'

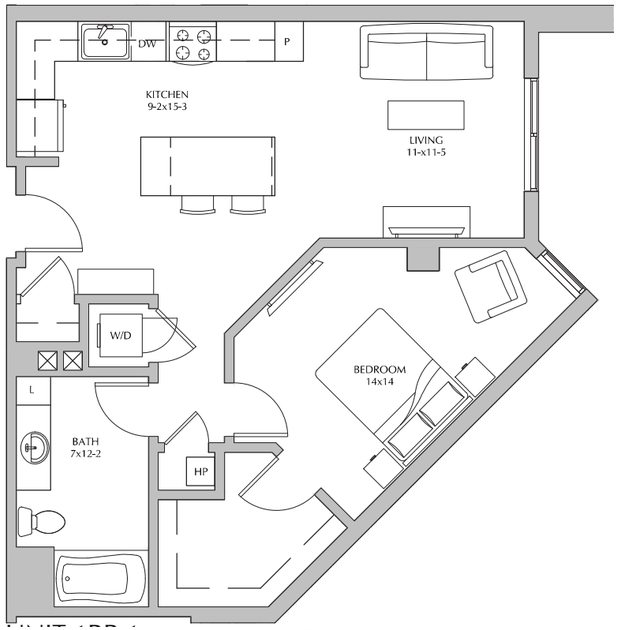
EAST ELEVATION @ EAST COURTYARD
Scale 1'=30'

EAST ELEVATION @ WEST COURTYARD
Scale 1’=30’

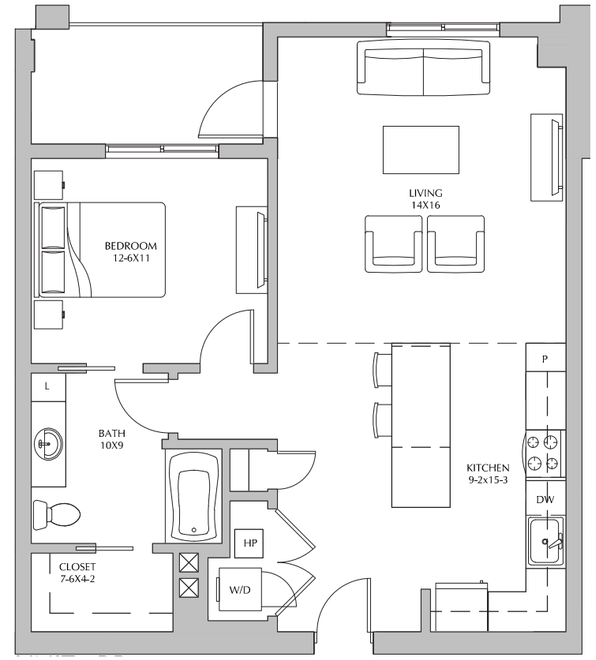
WEST ELEVATION @ WEST COURTYARD
Scale 1’=30’



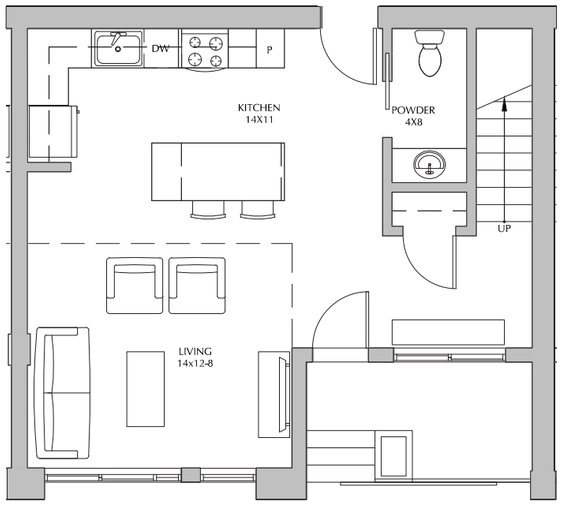
Two Story Unit, Level Two



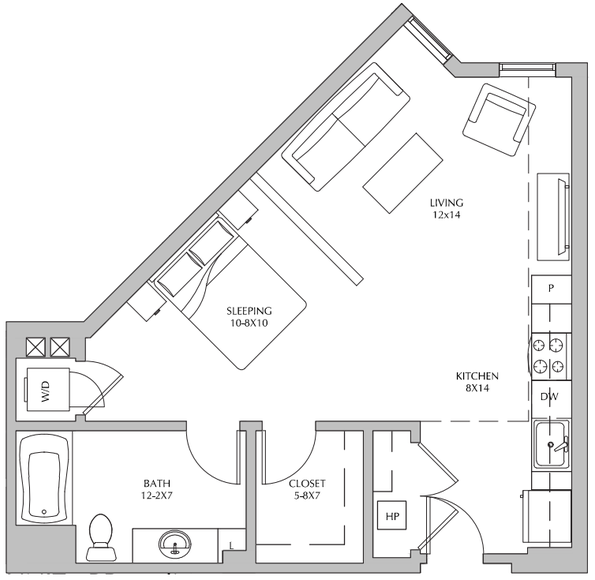
One Bedroom Unit - Corner Condition



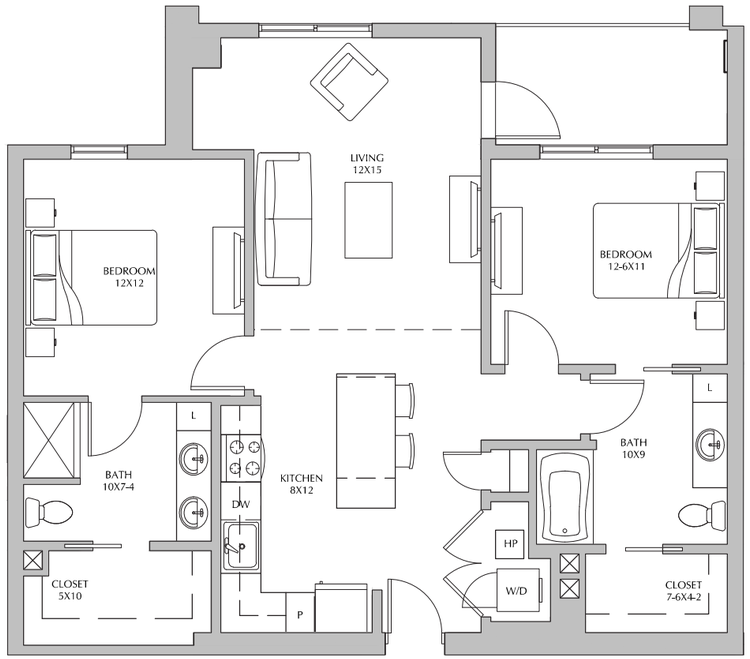
Typical One Bedroom Unit



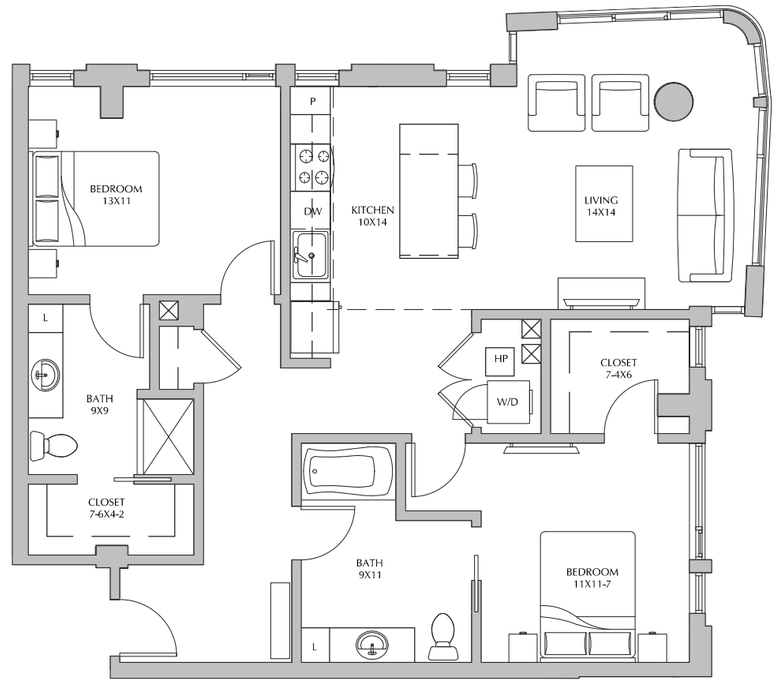
Two Story Unit, Level One



Studio Unit - Corner Condition



Two Bedroom Unit



Alternate Two Bedroom Unit with Bay Window


CHANNEL STREET
FOURTH STREET
THIRD STREET
VARA STREET
STREET LEVEL LANDSCAPE, GLASS AND METAL PATIO ENCLOSURE BACKLIGHT WITH BAND OF LIGHT
PLANTING WITH ARCHITECTURAL CHARACTER AT STREET LEVEL
ART WALL AND FOUNTAIN AT TERMINATION OF LONG CONNECTION THROUGH BREEZEWAY
PROJECTION WALL AND FLEXIBLE SEATING
LARGE FIRE PIT WITH LOUNGE SEATING
SEAT WALL WITH CUSHIONS AND MOVABLE SEATING WITH CABLE TRELLIS
BOCCE
BALUSTRADE DETAILING IS REFLECTED IN DETAILING AT STREET LEVEL
LONG BROAD SEATING WITH CUSHIONS
GENEROUS FLEXIBLE USE SPACE FOR YOGA/MEDITATION/STATIONARY BIKE CLASSES
RUNNEL THROUGH BREEZEWAY
FIRE PIT AND LOUNGE SEATING
4TH STREET ALIGNMENT MARKED BY WALLS WITH CABLE TRELLIS OVER, SHIFT IN PAVING ANGLE ALLUDES TO RAILROAD HISTORY AND TRAIN TRACKS. BANDS HAVE STRIPS OF IN-PAVEMENT LIGHTS, SOUND BITES OF HISTORY, EVOLUTION OF MISSION BAY, STATISTICS AND DATES. QUOTES AND INFORMATION ABOUT RAIL HISTORY OF AREA.
OUTDOOR KITCHEN
COMMUNAL DINING TABLE
HEATED TRELLIS OVER CHAISE SEATING
STREET LEVEL LANDSCAPE, GLASS AND METAL PATIO ENCLOSURES BACKLIGHT WITH BAND OF LIGHT
BENCH
COMMUNAL DINING TABLE WITH HEATED TRELLIS OVERHEAD
OUTDOOR KITCHEN
ART WALL / VIEW TERMINATOR
OUTDOOR KITCHEN
LIGHTS ON CABLES - LIGHT-WEIGHT AND CONTINUES FORM OF HEATED TRELLIS IMMEDIATELY NORTH
+0"
1:12 RAMP
POOL WITH INFINITE EDGE AT RAISED DECK: +16"
+22"
+16"
SPA
POOL EQUIPMENT STORAGE
PRIVATE PATIO
Setback will be a combination of landscape and hardscape. Further development will occur during DD.
N
0
20
40
80

Background Walls Framing Planting

Planted Areas and Walkways

North facing courtyard with lit wall

Translucent screen at edge of property

Bridging Elements over Water Features

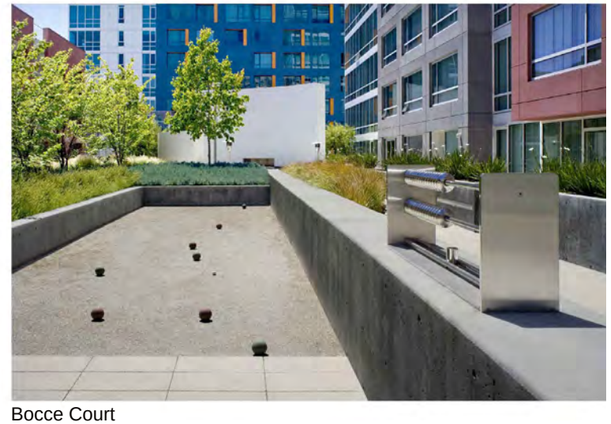
Fire Pit with Views Beyond

Fireplace in wall

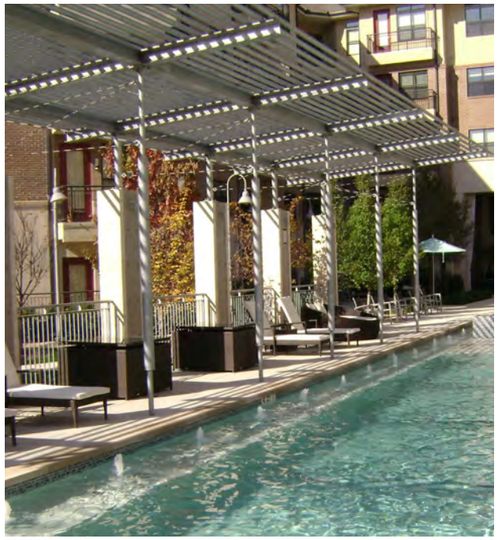
Lighting in bench and pool

Communal Table

Kitchen

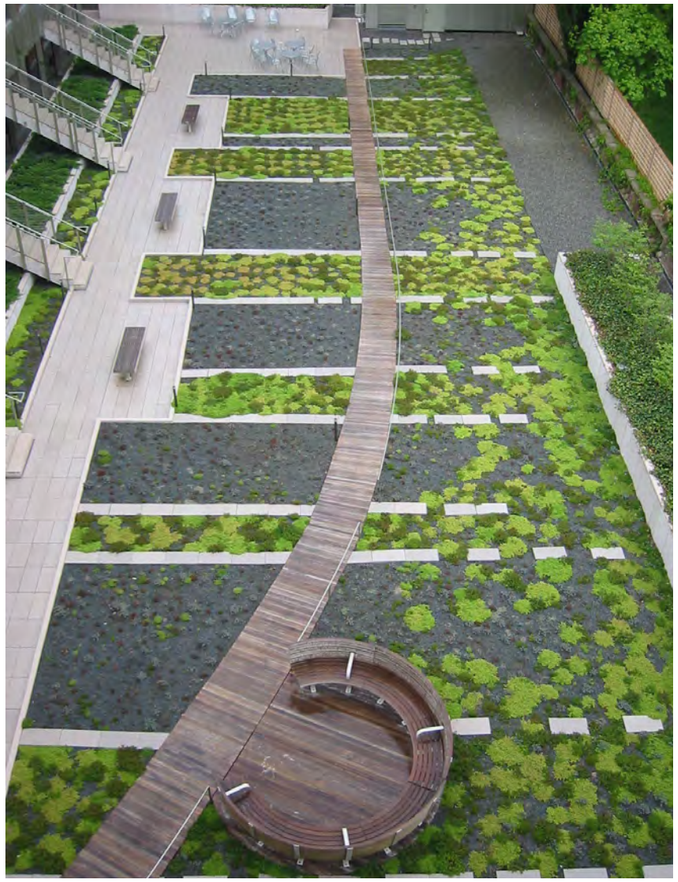


Bocce Court



Trellis

View Framing



Distinctive Form and Layout

Water Runnel at Breezeway

Art Wall Screen

Preliminary Planting List

BOTANICAL NAME	COMMON NAME
TREES	
AZARA MICROPHYLLA	BOXLEAF AZARA
CARPINUS BETULUS ‘FASTIGIATA’	COLUMNAR HORNBEAM
CORNUS NUTTALLII	CALIFORNIA DOGWOOD
SHRUBS	
CONTINUS COGGYGRIA	SMOKE BUSH
MYSINE AFRICANUS	AFRICAN BOX
PHORMIUM COOKIANUM	COOK’S FLAX
PITTOSPORUM TENUIFOLIUM ‘MARJORIE CHANNON’	VARIEGATED KOHUHU
RIBES SANGUINIUM ‘WHITE ICICLE’	WHITE-FLOWERING CURRENT
ACCENT PLANTS AND GROUND COVERS	
AGAVE ATTENUATUM	FOX-TAIL AGAVE
ALOE SP.	ALOE
ANIGOZANTHUS FLAVIDUS	KANGAROO PAW
ARMERIA MARITIMA	SEA THRIFT
CLIVIA MINIATA	CLIVIA
EQUISETUM HYEMALE	HORSE TAILS
FATSIA JAPONICA	JAPANESE FATSIA
HELLEBORUS ARGUTIFOLIUS	CORSICAN HELLEBORE
HEMEROCALLUS ‘NILE CRANE’	NILE CRANE DAYLILY
NEPHROPLEPIS CORDIFOLIA	WESTERN SWORD FERN
STACHYS BYZANTINA	LAMBS EARS

CORNER VIEW

Fourth & Channel

Mission Bay | Block 2

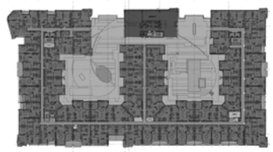
SAN FRANCISCO, CA

05.09.2011

RE3 A UDR COMPANY | ANKROM MOISAN ARCHITECTURE INTERIORS PLANNING | ignition architecture

CORNER VIEW

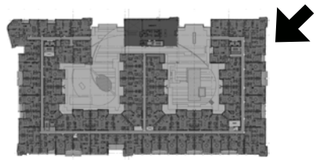
Fourth & Vara



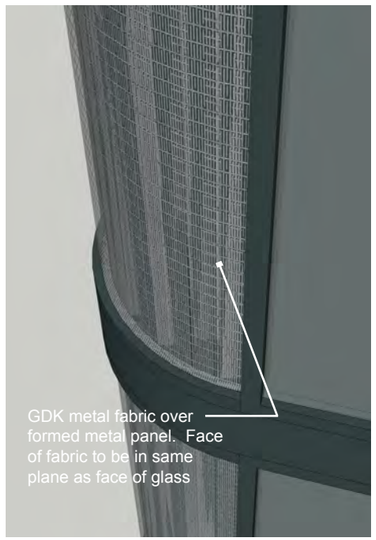
Key Plan

CORNER VIEW

Third & Vara

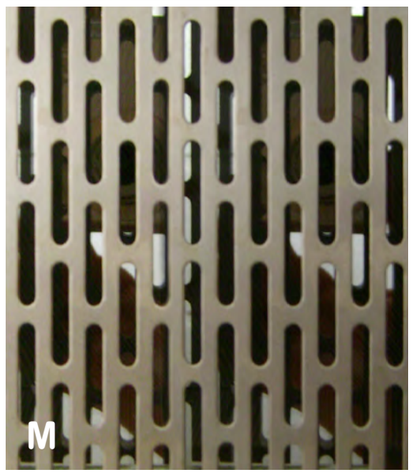


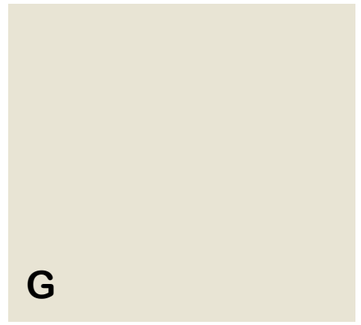
Key Plan

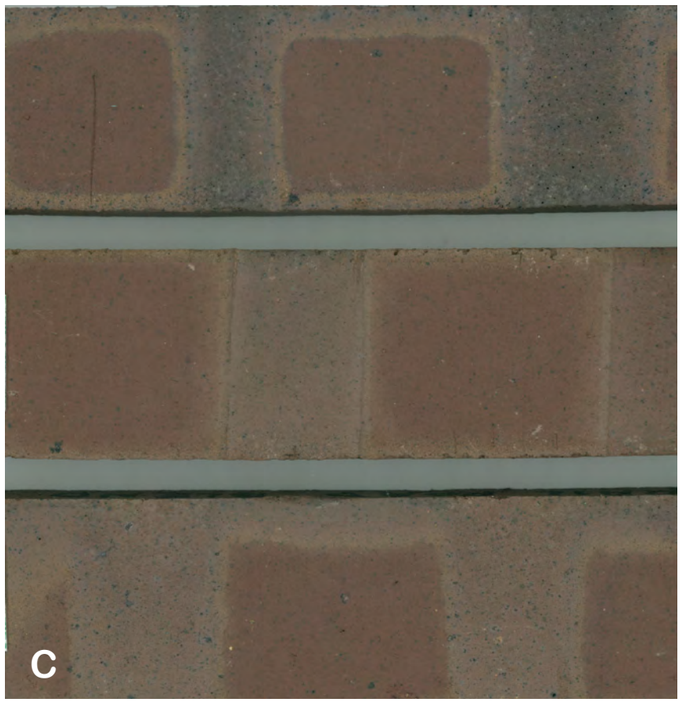


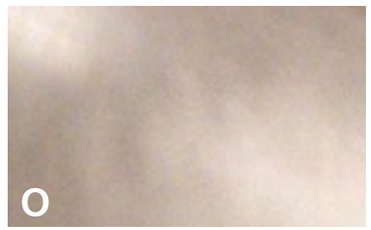
Bay Window Vignette 01

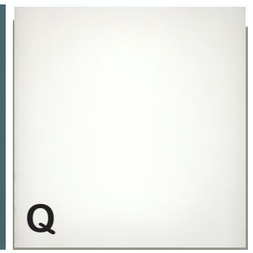
GDK Metal Fabric











A - Vision Glazing
Guardian Sunguard Super Natural 68

B - Spandrel Glazing
(Located at modern West Building of the project)
Guardian Sunguard Royal Blue 40

C - Brick
(Located at **traditional East Building** of the project)
H.C. Muddox Railroad Blend

D - Metal Panel Standing Seam
(Located at traditional East Building of the project)
12” wide, Color Sherwin Williams (SW) 6992 Inkwell

E - Metal Panel Flush Face
(Located at modern West Building of the project)
12”-18” varying width, 80% Color SW 6076 Turkish Coffee,
20% Color SW 2838 Polished Mahogany

F - Window Mullions and Formed Metal Panel near Windows
(Located at traditional East Building of the project)
SW 7625 Mount Etna

G -Formed Metal Panel
(Located at modern West Building of the project)
SW 6154 Nacre

H - Architecturally Exposed Structural Steel Canopies
(Located at traditional East Building of the project)
SW 7625 Mount Etna

I - Wood Composite Panel
(Located at modern West Building of the project)
Parklex, Color Antra (Prodex possible alternative)

J - Window Mullions and Formed Metal Panel near Windows
(Located at modern West Building of the project)
SW 6098 Pacer White

K - Canopy Underside
(Located at modern West Building of the project)
Reclaimed Oak, Stained to Match Espresso Dark Brown

L - Exposed Concrete
Natural, Sealed

M - Perforated Metal
(Located at modern West Building Service Area)
¼” x 2” x 16ga Side Staggered Holes, Stainless Steel

N - Spandrel Glazing
(Located at modern West Building Service Area Sectional Doors)
Guardian Sunguard Silver 20

O - Door Pulls/Light Fixtures
Brushed Stainless Steel

P - Frosted Glass

Q - Clear Glass
(Located at some balcony railings)
3/8” thick

R - Architecturally Exposed Structural Steel Canopies
(Located at modern West Building)
SW 2840 Hammered Silver

S - Stucco
(Located at modern West Building Balcony walls)
SW 0048 Bunglehouse Blue

Key Plan

Materials

A - Vision Glazing

B - Spandrel Glazing

C - Brick

D - Metal Panel Standing Seam

E - Metal Panel Flush Face

F - Window Mullions and Formed Metal Panel near Windows

G -Formed Metal Panel

H - Architecturally Exposed Structural Steel Canopies

I - Wood Composite Panel

J - Window Mullions and Formed Metal Panel near Windows

K - Canopy Underside

L - Exposed Concrete

M - Perforated Metal

N - Spandrel Glazing

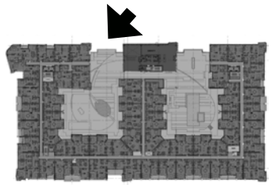
O - Door Pulls/Light Fixtures

P - Frosted Glass

Q - Clear Glass

R - Architecturally Exposed Structural Steel Canopies

S - Stucco - Blue



Key Plan

Materials

A - Vision Glazing

B - Spandrel Glazing

C - Brick

D - Metal Panel Standing Seam

E - Metal Panel Flush Face

F - Window Mullions and Formed Metal Panel near Windows

G -Formed Metal Panel

H - Architecturally Exposed Structural Steel Canopies

I - Wood Composite Panel

J - Window Mullions and Formed Metal Panel near Windows

K - Canopy Underside

L - Exposed Concrete

M - Perforated Metal

N - Spandrel Glazing

O - Door Pulls/Light Fixtures

P - Frosted Glass

Q - Clear Glass

R - Architecturally Exposed Structural Steel Canopies

S - Stucco - Blue

VIEW OF LANDSCAPE

(at West Niche along Channel)

Key Plan

Materials

A - Vision Glazing

B - Spandrel Glazing

C - Brick

D - Metal Panel Standing Seam

E - Metal Panel Flush Face

F - Window Mullions and Formed Metal Panel near Windows

G -Formed Metal Panel

H - Architecturally Exposed Structural Steel Canopies

I - Wood Composite Panel

J - Window Mullions and Formed Metal Panel near Windows

K - Canopy Underside

L - Exposed Concrete

M - Perforated Metal

N - Spandrel Glazing

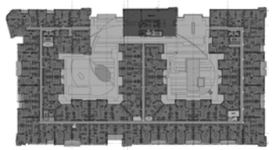
O - Door Pulls/Light Fixtures

P - Frosted Glass

Q - Clear Glass

R - Architecturally Exposed Structural Steel Canopies

S - Stucco - Blue



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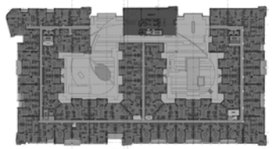
VIEW OF LANDSCAPE

(at East Niche along Channel)



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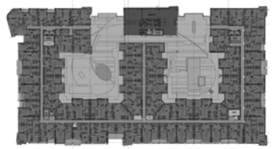

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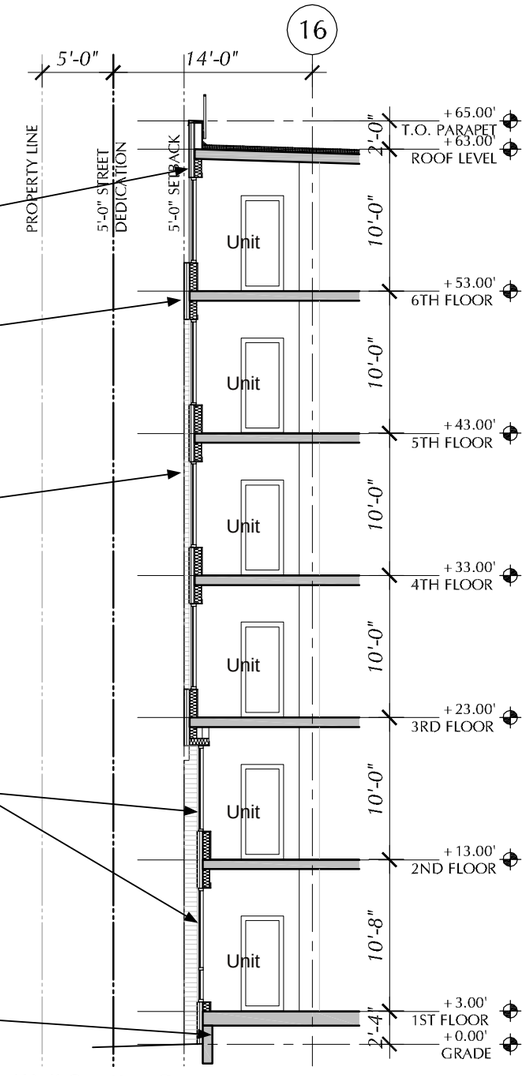
Partial Elevation



Wall Section D

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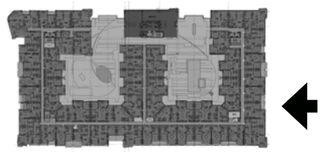

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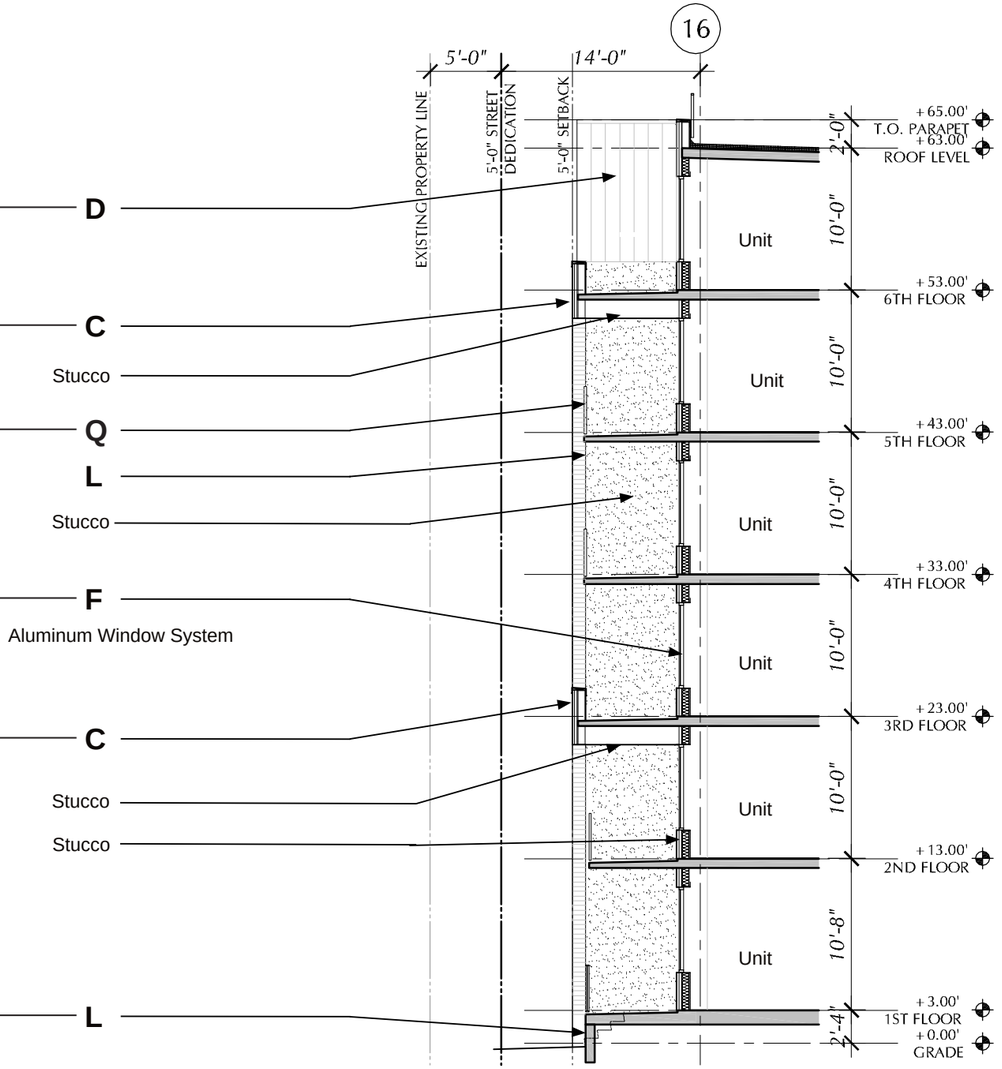
Partial Elevation



Wall Section E

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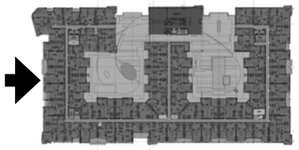

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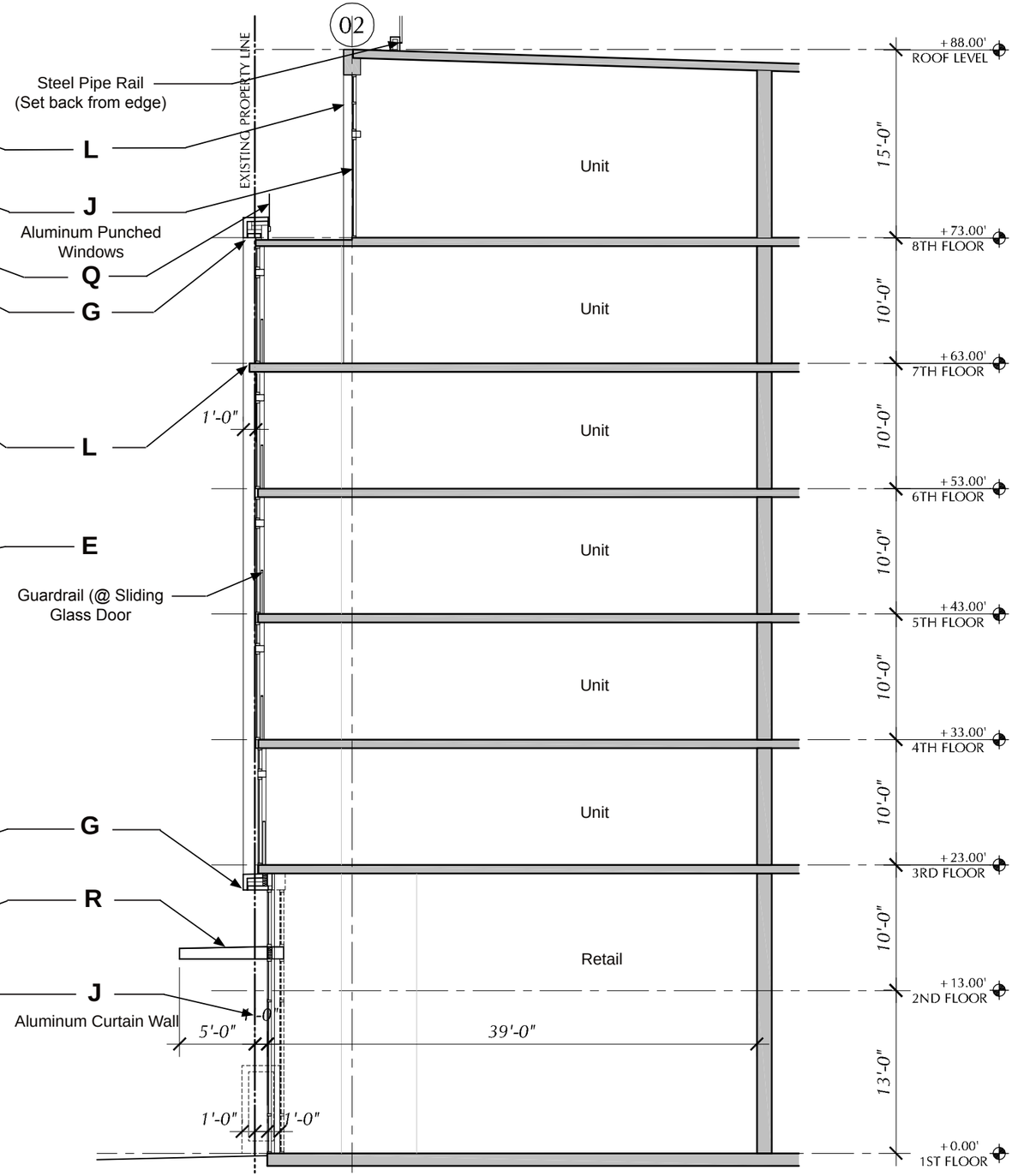

Wall Section F

scale: 3/32”=1-0’