CONDITIONALLY APPROVING, PURSUANT TO THE TRANSBAY IMPLEMENTATION AGREEMENT, THE SCHEMATIC DESIGN FOR A PROPOSED HIGH-DENSITY RESIDENTIAL PROJECT ON TRANSBAY BLOCKS 6/7, LOCATED ON FOLSOM STREET BETWEEN FREMONT AND BEALE STREETS, AND MAKING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; TRANSBAY REDEVELOPMENT PROJECT AREA

WHEREAS, The California Legislature in 2003 enacted Assembly Bill 812 ("AB 812") authorizing the demolition of the historic Transbay Terminal building and the construction of the new Transbay Transit Center ("TTC") (Stat. 2003, Chapter 99, codified at § 5027.1 of the Cal. Public Resources Code). AB 812 also mandated that 25% of the residential units developed in the area around the Center "shall be available to" low income households, and an additional 10% "shall be available to" moderate income households if the City and County of San Francisco ("City") adopted a redevelopment plan providing for the financing of the Center; and,

WHEREAS, In 2003, in an agreement with the Transbay Joint Powers Authority ("TJPA") and the City, the State agreed to transfer approximately 10 acres of State-owned property ("State-owned parcels") in and around the then-existing Transbay Terminal to the City and the TJPA, which would then sell the State-owned parcels and use the revenues from the sales to finance the Center ("Cooperative Agreement"). The City agreed, among other things, to commit property tax revenue through its Redevelopment Agency to the Center. Under the Cooperative Agreement, the State relied on tax increment financing under a redevelopment plan to improve and sell the parcels; and,

WHEREAS, The Board of Supervisors of the City and County of San Francisco approved a Redevelopment Plan for the Transbay Redevelopment Project Area ("Project Area") by Ordinance No. 124-05, adopted on June 21, 2005 and by Ordinance No. 99-06, adopted on May 9, 2006 (the "Redevelopment Plan"). The Redevelopment Plan provided for the financing of the TTC and established a program for the Redevelopment Agency of the City and County of San Francisco (the "Former Agency") to redevelop and revitalize the blighted Project Area; and,

WHEREAS, In 2005, at the same time the Redevelopment Plan was adopted, the Former Agency adopted the Development Controls and Design Guidelines for the Transbay Redevelopment Project (the "Development Controls"), which provides detailed controls and recommendations for development within Zone One of the Project Area, including Blocks 6/7. In 2006, the Former Agency adopted the Transbay Redevelopment Project Area Streetscape and Open Space Concept Plan (the "Streetscape and Open Space Plan"), which provides detailed concept plans
for all public infrastructure in the Project Area necessary for the development of the State-owned parcels; and,

WHEREAS, In 2006, the TJPA and the Former Agency executed an agreement ("Implementation Agreement"), which required the Former Agency to take the lead role in facilitating the development of the State-owned parcels. Specifically, the Implementation Agreement required the Former Agency to: (1) prepare and sell the State-owned parcels to third parties, (2) deposit the sale proceeds into a trust account to help the TJPA pay the cost of constructing the TTC, (3) implement the Redevelopment Plan to enhance the financial feasibility of the Project, and (4) fund the state-mandated affordable housing program; and,

WHEREAS, On July 6, 2011, pursuant to the Implementation Agreement, the Former Agency issued a Request for Proposals (the "RFP") from development teams to design and develop a high-density, mixed-income residential project on Blocks 6/7 in the Project Area. On December 6, 2011, after a competitive selection process, the Former Agency Commission authorized staff to enter into negotiations for the development of Blocks 6/7 with the development team lead by Golub Real Estate Corp. ("Golub") and Mercy Housing California ("Mercy"), along with Solomon Cordwell and Buenz ("SCB") as the lead architect for the market-rate component of the development and Santos Prescott and Associates ("Santos Prescott"), a small business enterprise, as the architect for the affordable component; and,

WHEREAS, On February 1, 2012, the Former Redevelopment Agency was dissolved pursuant to the provisions of California State Assembly Bill No. 1X 26 (Chapter 5, Statutes of 2011-12, First Extraordinary Session) ("AB 26"), codified in relevant part in California’s Health and Safety Code Sections 34161 – 34168 and upheld by the California Supreme Court in California Redevelopment Assoc. v. Matosantos, No. S194861 (Dec. 29, 2011). On June 27, 2012, AB 26 was subsequently amended in part by California State Assembly Bill No. 1484 (Chapter 26, Statutes of 2011-12) ("AB 1484"). Together, AB 26 and AB 1484 are referred to as the "Redevelopment Dissolution Law."); and,

WHEREAS, Pursuant to the Redevelopment Dissolution Law, all of the Former Redevelopment Agency’s assets (other than housing assets) and obligations were transferred to the Office of Community Investment and Infrastructure ("OCII"), as Successor Agency to the Former Agency. Some of the Former Agency’s housing assets were transferred to the City, acting by and through the Mayor’s Office of Housing ("MOH"); and,

WHEREAS, Redevelopment Dissolution Law authorizes successor agencies to enter into new agreements if they are "in compliance with an enforceable obligation that existed prior to June 28, 2011.” Cal. Health & Safety Code § 34177.5 (a). Under this limited authority, a successor agency may enter into contracts if a pre-existing enforceable obligation requires that action. See also Cal. Health & Safety Code § 34167 (f) (providing that the Redevelopment Dissolution Law does not interfere with an agency’s authority under enforceable obligations to "enforce existing covenants and obligations, or . . . perform its obligation."). The Implementation
Agreement and several other Transbay obligations are “enforceable obligations” requiring OCII to take the actions proposed by this Resolution. Cal. Health & Safety Code § 34171 (d) (1); and,

WHEREAS, The Department of Finance (“DOF”) is currently reviewing the Successor Agency’s request that DOF determine “finally and conclusively” that the Implementation Agreement, AB 812, and the Transbay Redevelopment Project Tax Increment Allocation and Sales Proceeds Pledge Agreement are enforceable obligations that will not require additional DOF review in the future. Until DOF issues a Final and Conclusive Determination acknowledging OCII’s obligations to dispose of the State-owned parcels, OCII’s acquisition and disposition of Blocks 6/7 will be subject to additional review and approval by the Oversight Board of the City and County of San Francisco and DOF; and,

WHEREAS, The original proposal from Golub/Mercy included a purchase price of $30,000,000, 545 residential units (409 market-rate units, including 61 inclusionary units and 136 stand-alone affordable units), and a requested subsidy from the Former Agency for the stand-alone affordable units of approximately $200,000 per unit. However, due to the dissolution of the Former Agency on February 1, 2012, and the challenges that created for funding the affordable component of the development, the original proposal from Golub/Mercy was revised; and,

WHEREAS, Under the revised proposal, Blocks 6/7 will include a total of 556 residential units, as well as ground-floor retail, shared open space and underground parking. Based on this revised proposal, OCII staff negotiated the terms of a disposition and development agreement (the “DDA”) with Golub/Mercy for the sale of Blocks 6/7 and the development of Block 6 with 409 market-rate units, 70 affordable units, shared open space, and a shared underground parking garage. The DDA, however, does not cover the development of Block 7, which includes 77 affordable units, a child care facility and shared open space, because it will be constructed at a future date by Mercy, when additional affordable housing funding becomes available; and,

WHEREAS, OCII staff requested that the development team complete the schematic design for Blocks 6/7 all at once, even though the Block 7 Affordable Project will be constructed later. The Development Controls and the RFP envisioned both parcels being developed as a fully integrated project, so that the blocks will complement each other and work together, even though they are being designed by different architects. The development team agreed and SCB and Santos Prescott worked together and with OCII staff to prepare a unified schematic design that was reviewed and approved by the Transbay Citizens Advisory Committee (the “CAC”) at its January 10, 2013, meeting; and,

WHEREAS, OCII has reviewed the design and it conforms to all of the requirements of the Redevelopment Plan, the Development Controls and the Streetscape and Open
Space Plan. In addition, the development team has created an attractive project and has responded to all of OCII’s and the CAC’s comments and revisions to the design for Blocks 6/7. However, as is typical, there remain a number of detailed issues that must be resolved in subsequent design stages (i.e., design development or construction documents); and,

WHEREAS, A copy of the schematic design is on file with the Commission Secretary in the OCII office; and,

WHEREAS, On April 20, 2004, the Former Agency Commission adopted Resolution No. 45-2004, certifying the Final Environmental Impact Statement/Environmental Impact Report (the “Final EIS/EIR”) for the Transbay Redevelopment Project, and on January 25, 2005 adopted Resolution No. 11-2005, adopting findings under the California Environmental Quality Act (“CEQA”), a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program in connection with the adoption of the Redevelopment Plan. The Board of Supervisors and the City Planning Commission adopted similar findings. Because the Final EIS/EIR includes evaluation of the new Transbay Transit Center, the Transbay Joint Powers Authority (“TJPA”) also adopted environmental findings; and,

WHEREAS, The Final EIS/EIR includes by reference a number of addenda. The addenda include the following:

a. Addendum #1 – adopted by the TJPA on June 2, 2006, assessed the additional use of the temporary Transbay Terminal by Greyhound, another transit carrier; and,

b. Addendum #2 – adopted by the TJPA on April 19, 2007, assessed modifications of the rail tracks and underground tunnels leading to the new Transit Center; and,

c. Addendum #3 – adopted by the TJPA on January 17, 2008, evaluated the addition of 546 Howard Street to the Transit Center; and,

d. Addendum #4 – adopted by the TJPA on October 17, 2008, evaluated the configuration, boarding platforms and passenger waiting areas, and bus staging areas of the temporary Terminal, and associated modifications to bus lanes on surrounding streets; and,

e. Addendum #5 – adopted by the TJPA on April 9, 2009, evaluated the building design of the new Transit Center; and,

f. Addendum #6 – adopted by the TJPA on December 8, 2011, evaluated minor refinements to the proposed bus ramp component of the Transit Center; and,

WHEREAS, In adopting each Addendum, the TJPA determined that modifications to the Project would not require subsequent environmental review and would not require major revisions to the Final EIS/EIR; and,
WHEREAS, The Final EIS/EIR is a program EIR under CEQA Guidelines Section 15168 and a redevelopment plan EIR under CEQA Guidelines Section 15180. The Final EIS/EIR is also a project EIR under CEQA Guidelines Section 15161 for certain structures and facilities, including the Temporary Terminal. The development of approximately 556 units of market-rate and affordable housing on Transbay Blocks 6/7 is an undertaking pursuant to and in furtherance of the Redevelopment Plan in conformance with CEQA Sections 15180 and 15168; and,

WHEREAS, OCII staff has reviewed the schematic design for Transbay Blocks 6/7 and finds the proposed actions to be Implementing Actions to facilitate construction of market-rate and affordable housing on Transbay Blocks 6/7 and within the scope of the Project analyzed in the Final EIS/EIR and subsequent addenda and no additional environmental review is required pursuant to State CEQA Guidelines Sections 15180 and 15168; and,

WHEREAS, OCII staff, in making the necessary findings for the Implementing Actions contemplated herein, considered and reviewed the Final EIS/EIR and addenda, has made documents related to the Implementing Actions, the Final EIS/EIR, and addenda available for review by the Commission on Community Investment and Infrastructure ("CCII") and the public, and these files are part of the record before CCII; and,

WHEREAS, The Final EIS/EIR findings and statement of overriding considerations adopted in accordance with CEQA by the Agency Commission by Resolution No. 11-2005 dated January 25, 2005 were and remain adequate, accurate and objective and are incorporated herein by reference as applicable to the Implementing Actions; now therefore, be it

RESOLVED, The Commission on Community Investment and Infrastructure finds and determines that the conditional approval of the schematic design for Blocks 6/7 is an Implementing Action within the scope of the project analyzed in the Final EIS/EIR and Addenda and requires no additional environmental review pursuant to State CEQA Guidelines Sections 15180, 15168, 15162 and 15163 for the following reasons:

a. The Implementing Actions are within the scope of the project analyzed in the Final EIS/EIR and Addenda 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 Final EIS/EIR; and,

b. No substantial changes have occurred with respect to the circumstances under which the project analyzed in the Final EIS/EIR and Addenda was undertaken that would require major revisions to the Final EIS/EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Final EIS/EIR; and,
c. No new information of substantial importance to the project analyzed in the Final EIS/EIR and Addenda has become available which would indicate that (a) the Implementing Actions will have significant effects not discussed in the Final EIS/EIR; (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 Final EIS/EIR will substantially reduce one or more significant effects on the environment; and, be it further

RESOLVED, The Office of Community Investment and Infrastructure, acting as the Successor Agency to the Redevelopment Agency of the City and County of San Francisco, hereby approves the schematic design for a proposed high-density residential project on Transbay Blocks 6/7, located on Folsom Street between Fremont and Beale Streets, subject to the following conditions:

1. The location of the kitchen exhaust for restaurant use at Block 6 shall be located so as to minimize the effects that fumes may have on both nearby residences as well as private and publicly accessible open spaces.

2. Further study of the detailing of Buildings in Block 7, including but not limited to the following: a) railings for the ramps of Buildings 7A and 7B; b) return walls of the townhouses to consistently carry the materials proposed for the façade; c) design of bay windows of the townhouses so as to clearly define the areas of glazing from those finished with fiber cement siding; d) the fence proposed at the north side so as to ensure privacy and visual interest from the courtyard and the concrete walls surrounding the playground area; e) exterior walkways that provide access to the third and fourth floor townhouses so as to ensure visual interest and articulation, and f) landscaping materials for the courtyard and perimeter landscaped areas.

3. The building materials, colors, finishes, architectural detailing (including window details) shall be subject to further review and approval by OCII staff during the Design Development phase. Materials and colors shall be provided as part of the review. Mock-ups of sufficient size shall be built on construction sites during an early phase of construction for OCII staff review and approval to ensure consistency with this Schematic Design.

4. The design of the trash and recycling areas shall be subject to further review and approval by OCII staff during the Design for Development phase to ensure that they allow for direct pick-up by the solid waste collector from the service areas to avoid trash and recycling bins on-street.

5. The generator and transformer rooms and other utility spaces shall be minimized and located along Clementina Street to the maximum extent possible.
6. All building signage shall be subject to further review by OCII staff review and approval. A signage plan shall be prepared prior to or concurrent with Design Development for OCII staff approval.

7. The design of the ground floor of Block 6 along Beale Street is subject to further review pending resolution of the interior uses at this location.

I hereby certify that the foregoing resolution was adopted by the Commission at its meeting of April 16, 2013.

[Signature]
Commission Secretary
TRANSBAY REDEVELOPMENT PROJECT AREA
BLOCK 6 / 7
San Francisco, California

SCHEMATIC DESIGN
01.07.2013

Owner
Golub Real Estate Corporation
Mercy Housing California

Architects
Solomon Cordwell Buenz
Santos Prescott Associates

Landscape Architect Block 6
Terrain Studio

Landscape Architect Block 7
Merril Morris Partners
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Project Statement:

Proposed Use:
Block 6 is a 42,625 square foot parcel on Folsom Street between Fremont and Beale Street in San Francisco that is currently occupied by a surface parking lot.

Following the master plan for the site, he proposal calls for Block 6 to accommodate a market-rate residential tower consisting of 402 market-rate apartments, an adjacent midrise tower consisting of 70 affordable units, and 7 adjacent market-rate townhomes. The tower and mid-rise accommodate ground-level retail along Folsom Street. Block 6 also includes underground parking, pedestrian improvements. Block 7 will consist of three buildings, two of which are interconnected, providing 77 affordable units as well as a child care center and community space.

Design Strategy:
As in many of San Francisco's most desirable neighborhoods, the permeable center block common spaces provide an appealing shared amenity for residents; they also become the catalyst for our vision of a sustainable urban community that is integrated with the larger Transbay area. Our design maximizes the potential of the site. Folsom Boulevard is envisioned as an exciting destination – a new "Main Street" lined with local restaurants, shops, and cafes that becomes the heart of a new and vibrant community much like successful and established neighborhoods serving commercial streets such as Hayes Street, Fillmore Street, and Castro Street. In addition, the inclusion of multiple connections to the inner courtyard space of Block 6 via passos from Folsom and Clementina Streets reinforces this vision of connectivity. The courtyard is articulated into a series of smaller scaled pedestrian plazas for residents and visitors.

Running perpendicular to the Folsom Boulevard shopping district, Beale Street will serve to connect Rincon Hill to the South with the downtown Financial District to the North at a pedestrian level. Wide, landscaped sidewalks and the new Transbay Park will set the tone along Beale Street while the retail space at the corner of Beale and Folsom will reinforce this concept with a café-restaurant space that can serve as a meeting point for the wider community.

Fremont Street is the most desirable location for the tower’s residential lobby. It provides a distinct address and generous street frontage that doesn’t compete with the retail environment along Folsom. Along Clementina, individually accessible townhomes on both sides of the streets create a residually scaled neighborhood consistent with the master plan for Clementina as it links to the pocket park to the West, the proposed Transbay Park to the East and the planned sports courts across First Street. Visual access to the courtyard of Block 7 further enhances the pedestrian character of Clementina Street.

The Tower:
Inhabitants of modern high-rise buildings often have limited social interaction with one another. Other than at common areas such as elevators, shared amenities and entry lobbies, residents can be somewhat alienated from one another through vertical separation. Our design encourages interaction among residents. The tower design creates a true vertical community by providing access to large, open balconies at every third floor, in lieu of private balconies. These "sky parks" allow residents open views of the skyline and the city below, and a chance to meet informally in much the same way a front porch or pocket park creates chance meetings in traditional single family neighborhoods. Rather than the tower contributing to a sense of urban alienation, these common balconies are clearly visible from the street, further linking the tower to the neighborhood at large.

This community concept is further articulated in several other common areas in both the Market-Rate and Affordable buildings. Shared roof gardens at levels 33 and 7, plus open space at ground level have each been designed to create areas for recreation, entertainment, quiet reading or rest for residents. These common spaces are opportunities for social interaction among the diverse populations, while setting the stage for compelling architecture within the master plan vision. A ground-level community room in the affordable building provides a gathering place for residents and also connects directly to the courtyard.

Block 7:
We have configured the block with three buildings, with the taller, podium buildings facing Beale and Fremont Streets and townhouse units along Clementina Street. Building 7A, facing Fremont Street is a compact volume with a layered facade made up of metal panels and cement plaster. Local and vertical sunshades mitigate the southwestern exposure of the building. The pattern of the metal and plaster cladding will give the building a strong presence when viewed from the approach along the freeway ramp, while the community room and entry activate the Fremont pedestrian experience.

The townhouse building has a more residential scale, and steps with the grade of Clementina Street. Angled bay windows on the Clementina Street facade recall traditional San Francisco residential streets, and are highlighted with small balconies at the top of alternating bays.

Within the block and adjacent to the community room a garden area provides exterior gathering space with bar-b-que facilities and moveable chairs and tables as well as built-in seating and a children’s area for residents of the affordable buildings.

Building 7B, facing Beale Street, will overlook the future Transbay Park, so it has a highly articulated facade with projecting bay windows and sun screens and large areas of glazing. Metal panel cladding on the bay windows and spandrels contrasts with the cement plaster on the main walls of the building to emphasize the vertical lines of the construction.

Units:
Unit sizes of the Market-Rate tower and townhouses are an average of 715 square feet. Varying units include studios, JR-1, 1-bedroom and 1-bedroom plus den and 2 bedroom units. 2 bedroom units will comprise approximately 25% of the units.

Affordable units are planned on an 11’-0" frontage module so that all sleeping and living rooms have generous windows while at the same time making the enclosures a structurally efficient. The Block 6 Affordable building is made up of 20% two bedroom units and 80% one bedroom units. Block 7 has 17 three-bedroom units (22% of the total) while the remaining 60 units are evenly divided between one-bedrooms and two-bedrooms.

Sustainability Features:
The project will be Greenpoint Rated, 75 points minimum with a goal of achieving the equivalent of LEED Gold certification. The project’s sustainable design strategies include appropriate treatment of the fenestration on the building’s southeast and southwest facades consisting of fixed horizontal sunshades and tinted low-e insulating glass, optimal daylighting, enhanced indoor air quality utilizing a low-energy mechanical ventilation system without mechanical cooling and filtration of the air supply in compliance with San Francisco Department of Public Health Article 38 requirements. The building systems will be designed with resource efficiency in mind and will take advantage of natural energy opportunities such as passive solar heating, high thermal mass, and utilization of the high rise structure’s naturally occurring stack effect to provide natural ventilation to all interior common spaces. The shared open space balconies and glazed over looks located on the northeast façade will provide a wind pressure induced low velocity exhaust as part of the interior corridor ventilation system.

The Block 7 podium buildings are designed with daylight and natural ventilation in the corridors and maximize opportunities for through ventilation, among other sustainable strategies.

This project plans to submit the SFPUC Storm Water Control Plan (SCP) for compliance and meet the SFPUC storm water requirements for the combined sewer area.

Conformance with the Development Controls:

Comply (Y/N) | Reference
--- | ---
Setbacks | Y | A12, A19
Heights | Y | A20, A21, A39 - A50
Blok | Y | A13, A14
Overall Building Design | Y | A19, A23
Ground Floor Commercial Design | Y | A19, A23
Parking | Y | A11, A22
Loading | Y | A11, A16, A19
Open Space | Y | A11, A16, A19
Sidewalk En drafted | Y | A13, A31
Low-Rise / Mid-Rise / Towers | Y | A3 through A56

Design refinement and additional information will be developed throughout the design phase.

Structural System & Building Materials:
The high rise podium and the 7-story affordable housing block will be of Type 1 concrete construction. The high rise portion of the project will utilize performance-based structural design and the design will be peer-reviewed. The sub-grade garage level will be shared by both buildings and will meet all of the requirements of high rise construction, including life-safety systems. The foundation will either be a continuous mat design or driven piles with pile caps depending on the soil profile and geotechnical recommendations.

The high rise and podium will be clad in a unitized curtain wall with high performance vision glass. The high rise curtain wall will utilize a mix of spandrel glass and low-e back painted glass which will work with the vision glass to establish the residential scale pattern of the tower. Aluminum sunshades will also be integrated onto the Folsom and Fremont facades. The podium curtain wall will be a stone clad curtain wall with 2 story vision windows. The podium will rest on top of a retail storefront with clear glass and metal canopies. The stone cladding will continue down to the street. The high rise and podium will each feature a painted metal brow.

The Block 6 affordable building will be clad in a metal frame and storefront system similar in character to the curtain wall of the tower, but appropriate to mid-rise construction. The exterior material will be a rain-screen composite panel with integral color.

The Market Rate townhouses will feature a facade clad in wood-like materials that are designed to look and feel like wood but be substantially less maintenance. A secondary facade of resin panels will provide a visual texture and also reduce maintenance, while providing a contextually sensitive street front. The Block 7 Townhouses will also incorporate the composite wood material, as a highlight to the primary cladding of cement plaster.

The Block 7 podium buildings will be clad in plaster and metal panels as noted above. The concrete podiums of the buildings are framed with columns and shear walls supporting a 10” slab. Columns align under bearing walls above, and shear walls are provided at the perimeter. The wood framed portions of the buildings consist of engineered lumber floor assemblies and stud walls. Plywood shears are the primary lateral load system, and may be supplemented by manufactured metal shear panels where loads area high.

Services:
Services for the whole project enter on Fremont Street, with service connection points and switchgear in the basements of the tower and building 7A. The transformers will be in a vault under Clementina. Each building connects to the shared services provided in each building with separate metering provided for each building.

WRITTEN STATEMENT

BLOCK 6/7

Golbuk | Mercy Housing

01/07/2013
(2) 3 YD GARBAGE BINS
(2) 3 YD RECYCLE BINS
(1) 3 YD COMPOST BIN

REMOVAL:
5-6 TIMES/WEEK

LEGEND
- TRASH PATH
- LOADING PATH
- TRASH-COMPACTOR-DUMBWAITER PATH (AT BASEMENT LEVEL)
Fremont Street Elevation

SCALE: 1" = 40'-0"
Townhouse West Elevation
1"=20'-0"

Townhouse East Elevation
1"=20'-0"

Courtyard Section / Elevation
1"=20'-0"
FORMED ALUMINUM CANOPY WITH STEEL SUPPORT
VISION GLASS (VE 1-2M OR SIMILAR)
SHADOW BOX
NATURAL STONE CLADDING
OPERABLE VENT
ALUMINUM CANOPY
LOUVERS ABOVE CANOPY
ALUMINUM STOREFRONT WITH CLEAR GLASS
VISION GLASS (VE 1-2M OR SIMILAR)

SPANDREL GLASS

EXTRUDED ALUMINUM SUNSHADE

SPANDREL GLASS

OR CERAMIC PANEL OR METAL PANEL

OPERABLE VENT

BLDG A TOWER EXTERIOR SYSTEM
BLOCK 6/7

Golub | Mercy Housing
01/07/2013 A52
Coated metal window framing to match panels; clear low-e glass

Corrugated metal panel with Kynar coating

Painted plaster

Colored concrete base

BUILDING 7A EXTERIOR SYSTEM
BLOCK 6/7
Golub | Mercy Housing

© 2012
Santos Prescott and Associates

© 2012
Solomon Cordwell Buenz Golub | Mercy Housing
Bay widows with spandrel glass

Metal panels with articulated seams

Colored concrete base

Painted plaster

SW2857 - peace yellow

BUILDING 7B EXTERIOR SYSTEM
BLOCK 6/7

Solomon Cordwell Buenz | Mercy Housing

01/07/2013

A55
Fiber-C fiber cement rain-screen siding and rail infill

Integral color plaster to match SW2933

Angelus Block “Harvest” color, burnished finish (slight gloss)
LEGEND

A. FREMONT STREET
1. STREET TREE - ACER RUBRUM 'RED SUNSET' , 48" BOX SIZE
2. 4" WIDE BANDS OF GRANITE SETTS
3. CONCRETE FIELD-INTEGRAL COLOR
4. STREETSCAPE PLANTING AREA
5. STREET LIGHT W/ PED. LIGHT (SEE SHEET L.8-01)
6. LANDSCAPE SHRUBS & GROUND COVER

B. FOLSOM STREET
1. STREET TREE - LOPHOSTEMON CONFERTA 'BRISBANE BOX'; 48" BOX SIZE
2. 8" WIDE BANDS OF GRANITE SETTS
3. THRU 5 - SAME AS ABOVE
4. ADA COMPLIANT ACCESS RAMPS
5. POROUS PAVER
6. RAIN GARDEN
7. CAST IN PLACE SEATWALL

C. BEALE STREET
1. STREET TREE - TILIA CORDATA V. 'GREEN-SPIRE'
2. LITTLELEAF LINDEN 48" BOX SIZE
3. THRU 6 - SAME AS A2 THRU A6 ABOVE

D. CLEMENTINA STREET
1. STREET TREE - GINKGO BILOBA X 'PRINCETON SENTRY' - COLUMNAR GINKGO, 36" BOX SIZE
2, 3, 4 - SAME AS ABOVE
5. ELECTRICAL TRANSFORMERS IN IN-GROUND VAULTS
6. PG&E VEHICULAR ACCESS TO TRANSFORMERS
7. CONTRASTING PAVING COLOR-INTEGRAL COLOR CONCRETE

E. BLOCK 6 COMMON OPEN SPACE
1. CANOPY TREE
2. PERGOLA WITH VINES
3. OUTDOOR LIVING ROOM
4. OUTDOOR FIREPLACE
5. LAWN
6. DECORATIVE PAVING
7. SECURITY GATE-STRUCTURAL GLASS
8. SLOPE WALKWAY

Ground Level Landscape Plan
Level 8-33 Landscape Plan

LEGEND
A. ROOF TERRACE, LEVEL 8 to LEVEL 33
1 - STONE PAVERS
2 - PLANTER POTS
3 - RAISED PLANTER SEAT WALL WITH SHRUBS, GROUND COVER
4 - OUTDOOR LIVING ROOM
5 - SHRUBS AND GROUND COVER
6 - VINE CABLE

© 2012 Sodderson Conwell Buehler

Level 8-33 Landscape Plan
BLOCK 6
Golub | Mercy Housing
### Plant List

<table>
<thead>
<tr>
<th>Type</th>
<th>Botanical Name</th>
<th>Common Name</th>
<th>Size</th>
<th>Minimum Crown Spread</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Trees</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acer rubrum ‘Red Sunset’</td>
<td>Red sunset, Red maple</td>
<td>48” box</td>
<td></td>
<td>Fremont Street; Branched @ 8’ minimum; specimen; well matched</td>
<td></td>
</tr>
<tr>
<td>Arbutus ‘Marina’</td>
<td>Strawberry Madrone</td>
<td></td>
<td></td>
<td>Alternate for Ground Level Courtyard</td>
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<tr>
<td>Ginkgo Biloba x 'Princeton Sentry'</td>
<td>Columnar Ginkgo</td>
<td>36” box</td>
<td></td>
<td>Clementina Street; Branched @ 8’ minimum; specimen; well matched</td>
<td></td>
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<tr>
<td>Lophostemon confertus</td>
<td>Brisbane Box</td>
<td>48” box</td>
<td></td>
<td>Folsom Street; Branched @ 8’ minimum; specimen; well matched</td>
<td></td>
</tr>
<tr>
<td>Olea europaea ‘Swan Hill’</td>
<td>Swan Hill, Fruitless olive</td>
<td>TBD</td>
<td></td>
<td>Levels 7; Multi stem; Matched specimen</td>
<td></td>
</tr>
<tr>
<td>Tilia cordata ‘Greenspire’</td>
<td>Greenspire Linden</td>
<td>48” box</td>
<td></td>
<td>Beale Street; Branched @ 8’ minimum; specimen; well matched</td>
<td></td>
</tr>
<tr>
<td><strong>Shrubs</strong></td>
<td></td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Acanthus Mollis</td>
<td>Bear’s breech, acanthus</td>
<td>5 gallon</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buxus microphylla japonica 'green beauty'</td>
<td>Green beautyBoxwood</td>
<td>5 gallon</td>
<td></td>
<td>24” o.c.</td>
<td></td>
</tr>
<tr>
<td>Escallonia x exoniensis ‘Fradesii’</td>
<td>Pink escallonia</td>
<td>5 gallon</td>
<td></td>
<td>24” o.c.</td>
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<tr>
<td>Laurus nobilis</td>
<td>Sweet bay, Grecian laurel</td>
<td></td>
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<tr>
<td>Pittosporum eugenioides</td>
<td>pittosporum</td>
<td>5 gallon</td>
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<tr>
<td>Rhaphiolepis Indica Species</td>
<td>Indian hawthorn</td>
<td>5 gallon</td>
<td></td>
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<tr>
<td>Tibouchina urvilleana</td>
<td>Princess flower</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Groundcover</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agapanthus Africanus ‘Peter Pan’</td>
<td>Dwarf Agapanthus</td>
<td>1 gallon</td>
<td></td>
<td>12” o.c.; Triangular spacing</td>
<td></td>
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<tr>
<td>Trachelospermum jasminoides</td>
<td>Star Jasmine</td>
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<td></td>
<td></td>
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<tr>
<td><strong>Vines</strong></td>
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<td></td>
</tr>
<tr>
<td>Distictis buccinatoria</td>
<td>Blood-red trumpet vine</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jasminum polyanthum</td>
<td>Jasmine</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wisteria sinensis</td>
<td>Chinese wisteria</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Rain Garden</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chondropetalum elephantinum</td>
<td>Large Cape Rush</td>
<td>5 gallon</td>
<td></td>
<td>24” o.c.; Triangular spacing</td>
<td></td>
</tr>
</tbody>
</table>
Tree Palette

Acer rubrum ‘Red Sunset’

Arbutus ‘Marina’

Lophostemon confertus

Olea europaea ‘Swan Hill’

Ginkgo Biloba x ‘Princeton Sentry’

Tilia cordata
Shrub Palette

- Acanthus Mollis
- Green Beauty Boxwood
- Escallonia x exoniensis ‘Fradesii’

- Laurus nobilis
- Pittosporum eugenioides
- Rhaphiolepis India Species
- Tibouchina urvilleana
Groundcover Palette

Agapanthus Africanus ‘Peter Pan’

Vine Palette

Distinctis buccinatoria

Rain Garden Palette

Chondropetalum elephantinum

Trachelospermum Jasminoides

Wisteria

Jasminum
Ground Level Perspectives
Ground Level Perspectives
Folsom St. Streetscape - Option 1

8" x 8" ECOPAVER 2-PERMEABLE PAVER, NATURAL SAND COLOR

4" x 4" Granite - Black

Sawcut Concrete - Davis Colors - Sierra 61078

Resinset Gravel or Tree Grate

Details Folsom Street Paving Study and Materials
BLOCK 6
Golub | Mercy Housing
Folsom St. Streetscape - Option 2

- 8"x8" Granite - Black
- 4"x4" Granite - Black
- Sawcut Concrete - Davis Colors - Sierra 61078
- Resinset Gravel or Tree Grate
- 8"x8" ECOPAVER 2: PERMEABLE PAVER, NATURAL SAND COLOR

Materials:
- 8"x8" Granite Cobble Ramps
- Resinset Gravel or Tree Grate
- 8"x8" ECOPAVER 2: PERMEABLE PAVER, NATURAL SAND COLOR
- Resinset Gravel at Tree Pits
Fremont St. Streetscape

4' X 4' Granite - Black

Sawcut Concrete - Davis Colors - Sierra 61078
Clementina Street Streetscape

NOTE: EACH PAVING TYPE SHOWN IS FLUSH WITH ADJACENT PAVING.
Beale St. Streetscape

4" X 4" Granite - Black

Sawcut Concrete - Davis Colors - Sierra 6078
Ground Level Courtyard Landscape Elements

Vine cable system

Paving Material
Furniture

Alternate pre-cast concrete paving  Alternative planter pots  Trash Receptacle  Fire Place

Love seat, lounge chairs and coffee table  Benches

\[\text{© 2012 Seabrook Corwell Bielanz} \]
LEGEND

1. Community Area
2. Town Square
3. Pergola w/ Seating & Vines
4. BBQ Area
5. Structure w/ Vines
6. Seatwall
7. Ramp w/ Handrails
8. Entry Gates
9. Childcare Play Area (1,800 SF)
10. Resilient Play Paving
11. Lighting
12. Parapet wall, stepped
13. Retaining wall w/ Fence
14. Fence (6')
15. Steps w/ Hand/guard rails
16. Paving (5%)
17. Greenscreen w/ Vines
LEGEND

1. Paving - integral color
2. 24" Tile Band
3. 12" Tile Band
4. Arced Seat Wall
5. Permeable Paving (pavers)
6. BBQ / 'Kitchen' Area
7. Decorative 'Carpet' Paving
8. Sport Turf
9. Greenscreen / Parapet Wall
10. Stepped Parapet Wall (42" min)
11. Sloped Paving (5%)
12. Ramp w/ handrails (guardrails)
13. Guardrail
14. Steps w/ hand/guard rails
15. Security Gates
16. Resilient Children’s Paving
17. Guardrail Fencing on Wall
18. Childcare Fencing (6')
EXAMPLE OF PERGOLA CONSTRUCTION

BLOCK 7 PERGOLA DETAILS
BLOCK 8/7
Golub | Mercy Housing
PERMEABLE PAVING

COLORED CONCRETE

STONE VENEER ACCENT

GREEN SCREEN AT PERIMETER
SHRUBS
- MEYERS ASPARAGUS
- BUSH ANEMONE
- ESCALLONIA
- RAMANAS ROSE

GROUND COVER
- NEW ZEALAND FLAX
- HEAVENLY BAMBOO
- SPANISH LAVENDER
- DAYLILY
- CORAL BELLS

GROUND COVER
- LANTANA
- MEXICAN DAISY
- WINTER BLOOMING BERGENIA

VINES
- JASMINE
- LILAC VINE