

COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE

RESOLUTION NO. 28-2023

CONDITIONALLY AUTHORIZING THE CONVERSION OF SEVENTY-FIVE (75) OFF-STREET RESIDENTIAL PARKING SPACES IN, AND ADDING FIVE (5) NEW PARKING SPACES TO, AN EXISTING BUILDING CONTAINING 313 PARKING SPACES AT 185 CHANNEL STREET (MBS BLOCK 2) TO PROVIDE 30 SHORT-TERM COMMERCIAL SPACES, THIRTY (30) COMMERCIAL VALET PARKING SPACES AND TWENTY (20) OFF-SITE BELOW-MARKET-RATE RESIDENTIAL PARKING SPACES AND APPROVING A SECOND AMENDMENT TO THE BASIC CONCEPT - SCHEMATIC DESIGN FOR MISSION BAY SOUTH BLOCK 2; MISSION BAY SOUTH REDEVELOPMENT PROJECT AREA

WHEREAS, The Successor Agency to the Redevelopment Agency of the City and County of San Francisco (commonly known as the Office of Community Investment and Infrastructure) (the “Successor Agency” or “OCII”) is completing the enforceable obligations of the Redevelopment Agency of the City and County of San Francisco (the “Former Agency”) in the Mission Bay North and Mission Bay South Project Areas (the “Project Areas”) under the authority of the California Community Redevelopment Law, Cal. Health & Safety Code §§ 33000 et seq., as amended by the Redevelopment Dissolution Law, Cal. Health & Safety Code §§ 34170 et seq., and under San Francisco Ordinance No. 215-12 (Oct. 4, 2012) (establishing the Successor Agency Commission and delegating to it state authority under the Redevelopment Dissolution Law); and,

WHEREAS, On November 2, 1998, the Board of Supervisors of the City and County of San Francisco approved, by Ordinance No. 324-98, the Redevelopment Plan for the Mission Bay South Redevelopment Project Area (the “Redevelopment Plan”). The Redevelopment Plan and its implementing documents, as defined in the Redevelopment Plan, constitute the Plan Documents; 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), June 5, 2018 (Resolution No. 25-2018), and May 19, 2020 (Resolution No.) (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 Plan Documents and redevelopment requirements; and,

- WHEREAS, On February 1, 2012, the State of California dissolved all redevelopment agencies, including The Redevelopment Agency of the City and County of San Francisco, a public body, corporate and politic, the (“Former Agency”), by operation of law pursuant to California Health and Safety Code Sections 34170 et seq. (“Redevelopment Dissolution Law”). Under the authority of the Redevelopment Dissolution Law and under San Francisco Ordinance No. 215-12 adopted on Oct. 4, 2012 (establishing the Successor Agency Commission (“Commission”) and delegating to it state authority under the Redevelopment Dissolution Law), OCII is administering the enforceable obligations of the Former Agency; and,
- WHEREAS, San Francisco Ordinance No. 215-12 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, 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 (“BCSD”) 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 approved in its original BCSD, established 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. Ultimately, upon completion of construction of MBS Block 2, in 2014, a total of 313 parking spaces were provided since certain areas to be dedicated to parking were required to be occupied by expanded ground-floor utility rooms in the latter phases of the design process; and,
- WHEREAS, The Commission conditionally authorized, by Resolution No. 42-2018 (Nov. 6, 2018), the conversion of 25 residential parking spaces to accessory non-residential parking to address the lower utilization rates in the Project’s residential parking garage and to support the needs of the Project’s ground floor tenant, Gus’s Community Market. The resolution amended the Project’s BCSD and approved, a variance to allow an additional nine parking spaces for an on-site retail use; and,
- WHEREAS, The Project’s owner, DCO Mission Bay LP, an affiliate of UDR, Inc. (“UDR” or “Owner”) continues to report less than a 50% utilization rate of the residential parking spaces in the garage and has submitted a proposal to OCII to convert additional unused residential parking spaces to other parking uses; and,
- WHEREAS, Article 1.5 Transportation, Off-Street Parking and Loading of the San Francisco Planning Code provides parameters for off-street parking to ensure consistency with the San Francisco General Plan and specifically “to discourage excessive

amounts of automobile parking, to avoid adverse effects upon surrounding areas and uses, and to encourage effective use of walking, cycling and public transit as alternatives to travel by private automobile;” and,

WHEREAS, For the purposes of this resolution and accompanying documents, “short-term” is defined as parking that complies with the parking pricing requirements of Section 155(g) of the San Francisco Planning Code; and,

WHEREAS, Section 155(g) Parking Pricing Requirements of Article 1.5 of the San Francisco Planning Code requires a certain fee structure whereby rates are increased as parking duration increases and which prohibit discounts for weekly or monthly parking; and,

WHEREAS, UDR requests authorization to convert seventy-five (75) parking spaces previously limited to on-site residential uses, plus an addition of five (5) new spaces in a drive aisle repurposed within a proposed new valet parking section of the parking facility, for a total of eighty (80) parking spaces to be used for thirty (30) short-term commercial spaces, thirty (30) commercial valet parking spaces and twenty (20) off-site below-market-rate residential parking spaces; and,

WHEREAS, The 30 short-term spaces will be composed of metered spaces for short-term public parking intended for customers of nearby Mission Bay South neighborhood retail and service businesses; and,

WHEREAS, The 30 valet parking spaces are proposed to be located in an area of the ground-floor parking facility containing 25 existing, striped parking spaces and five additional spaces that may be appropriately accommodated in a drive aisle. The valet parking area will be provided in service to an off-site hotel use; and,

WHEREAS, The 20 below-market-rate off-site residential parking spaces are proposed to be available for residents of nearby OCII-sponsored affordable housing buildings that have been or will be transferred to the Mayor’s Office of Housing and Community Development (“MOHCD”) and will be assigned to these residents pursuant to a parking procedures agreement to be agreed upon by OCII staff, Owner and Mission Bay South affordable housing property staff, in consultation with MOHCD; and,

WHEREAS, UDR’s requested conversion of existing on-site residential parking spaces to parking spaces available to off-site uses requires a second amendment to the Project’s BCSD; and,

WHEREAS, Section 303 (u) (2) (A) of the San Francisco Planning Code provides criteria that OCII will apply in considering approval of accessory off-street parking that serves non-residential uses. 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 UDR's request for conversion of parking under the criteria in Section 303 (u) (2) (A) of the San Francisco Planning Code and the Redevelopment Project Objectives listed in the Redevelopment Plan. The conversion of parking to off-site residential uses, short-term parking and valet services complies with the requirements of the Plan Documents including the Design for Development, favorably addresses the criteria in Section 303 of the San Francisco Planning Code stated above, and is consistent with the Redevelopment Plan's 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. Moreover, the urban design and architectural features of 185 Channel and its surrounding streetscape improvements are uncompromised by the change in parking uses. Finally, a study conducted by Adavant Consulting determined that the conversion would not have significant impacts on pedestrian, cyclist and emergency vehicle access, nor was it expected to significantly induce automobile traffic; and,

WHEREAS, Authorizing the parking modifications in accordance with the proposed second amendment to the BCSD 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, That based on the foregoing and information provided in the Commission memorandum on file with the Commission Secretary, the Commission hereby approves the Second Amendment to the Basic Concept - Schematic Design for MBS Block 2, submitted May 25, 2023, which allows for the addition of 5 new spaces and the conversion of 75 on-site residential parking spaces to 30 off-site short-term commercial parking spaces, 30 spaces to be used for off-site valet services and 20 spaces to be rented at a below-market-rate for residents of OCII-sponsored affordable housing properties under the jurisdiction of MOHCD elsewhere in Mission Bay South, which is attached to this resolution as Exhibit A, as consistent with the provisions and requirements of the Plan Documents, and subject to the conditions below, which require further review and approval by the Executive Director, or his designee or successor:

1. While the garage may be open for a portion of event durations at Chase Center or Oracle Park, parking for these events shall be prohibited. Owner shall not charge special event pricing. To deter parking for the purpose of attending an event, Owner shall implement procedures to prevent parking for these events by placing exterior and interior directional signage that states that parking to attend games at either of these venues is prohibited within the public parking facility provided on MBS Block 2; and,
2. With respect to the parking rate pricing established, Owner shall charge its proposed rates as shown in Exhibit B of this resolution, which will comply with Section 155(g) of the San Francisco Planning Code, also attached to this resolution as Exhibit C, to incentivize short-term metered parking over long-term metered parking and which do not exceed the maximum hourly parking rate at the SFMTA Moscone Center Garage, located at 255 3rd St,

San Francisco, CA 94103, which is deemed to be an applicable City-owned garage due to its proximity to Mission Bay and to a retail shopping district; and,

3. Annually, Owner will submit to OCII staff a signed statement certifying its rates comply with Section 155(g), are no higher than the maximum rate charged at SFMTA's Moscone Center Garage. This statement will include the parking rate sheet to be used in the upcoming year; and,
4. Owner or its selected parking operator will coordinate with OCII-sponsored affordable housing property staff, via a parking procedures agreement prepared by Owner or parking operator with oversight and input by OCII and affordable housing property staff, in consultation with MOHCD, to lease and manage the below-market-rate parking spaces. The spaces will be allocated based on a lottery and subsequent waitlist document; and,
5. The number of below-market-rate parking spaces shall be calculated at 33% of the residential spaces being authorized for conversion plus the five additional spaces being created. For the 60 spaces being authorized for conversion or creation under this resolution, the 33% equates to 20 spaces; and,
6. The monthly cost of all below-market-rate parking spaces shall be set in accordance with Section VI. Developer Requirements subsection H 2.(b) Rental Unit Parking of the City and County of San Francisco Mayor's Office of Housing and Community Development's *Inclusionary Affordable Housing Program Monitoring and Procedures Manual*, as amended, and effective as of October 11, 2018 and located on the following webpage: <https://sfmohcd.org/sites/default/files/Documents/MOH/Inclusionary%20Manuals/Inclusionary%20Affordable%20Housing%20Program%20Manual%2010.15.2018.pdf>. Any rate increases will be made in compliance with the Inclusionary Affordable Housing Program Monitoring and Procedures Manual, as amended from time to time; and,
7. Owner will submit to OCII a signage proposal consistent with the Mission Bay South Signage Master Plan to assist with pedestrian and vehicular access to the parking garage and its various uses and obtain OCII staff level approval prior to signage permit applications submittal at the Department of Building Inspection and prior to the erection of signage that would not require a signage permit.

I hereby certify that the foregoing resolution was adopted by the Commission at its meeting of September 5, 2023.

Commission Secretary

- Exhibit A: 185 Channel (MBS Block 2) Second Proposed Basic Concept / Schematic Design Amendment
- Exhibit B: 185 Channel Short-Term Commercial Parking Rate Structure
- Exhibit C: San Francisco Planning Code Section 155(g) Parking Pricing Requirements



COMBINED BASIC CONCEPT + SCHEMATIC DESIGN SUBMITTAL

TO THE SAN FRANCISCO REDEVELOPMENT AGENCY | May 9, 2011 | Block 2, Mission Bay, San Francisco, California | AMENDED November 6, 2018; September 5, 2023



PROJECT TEAM

OWNER

UDR | RE3
Three Lincoln Centre
5430 LBJ Freeway, Suite 1250
Dallas, TX 75240
972.716.3567
Jeremy Cyr | jcy@udr.com
Development

ARCHITECT

Ankrom Moisan Architects
6720 SW Macadam, Suite 100
Portland, OR 97219
503.245.7100
Marty Buckenmeyer | martinb@amaa.com
Principal

ASSOCIATE ARCHITECT

Ignition Architecture
1347 Park Street, Suite D
Alameda, CA 94501 510.
522.5292
Veronica Hinkley Reck | veronica@ignitionarch.com
Principal

LANDSCAPE ARCHITECT

PGA Design
444 17th Street
Oakland, CA 94612 510.
465.1284
Cathy Garrett | garrett@pgadesign.com
Principal

STRUCTURAL ENGINEER

KPFF Structural Engineers
221 Main Street, Suite 800
San Francisco, CA 94105
415.989.1004
Marc Press | marc.press@kpff-sf.com
Principal

ASSOCIATE STRUCTURAL ENGINEER

Rivera Consulting Group, Inc.
201 Mission Street, Suite 280
San Francisco, CA 94105
415.975.5500
Ed Rivera | ed@rcgsf.com
President

MEP

Ajmani and Pamidi, Inc.
101 California Street, Suite 2025
San Francisco, CA 94111
415.543.9344
Satish Pamidi | satishpamidi@apincsf.com
President

GENERAL CONTRACTOR

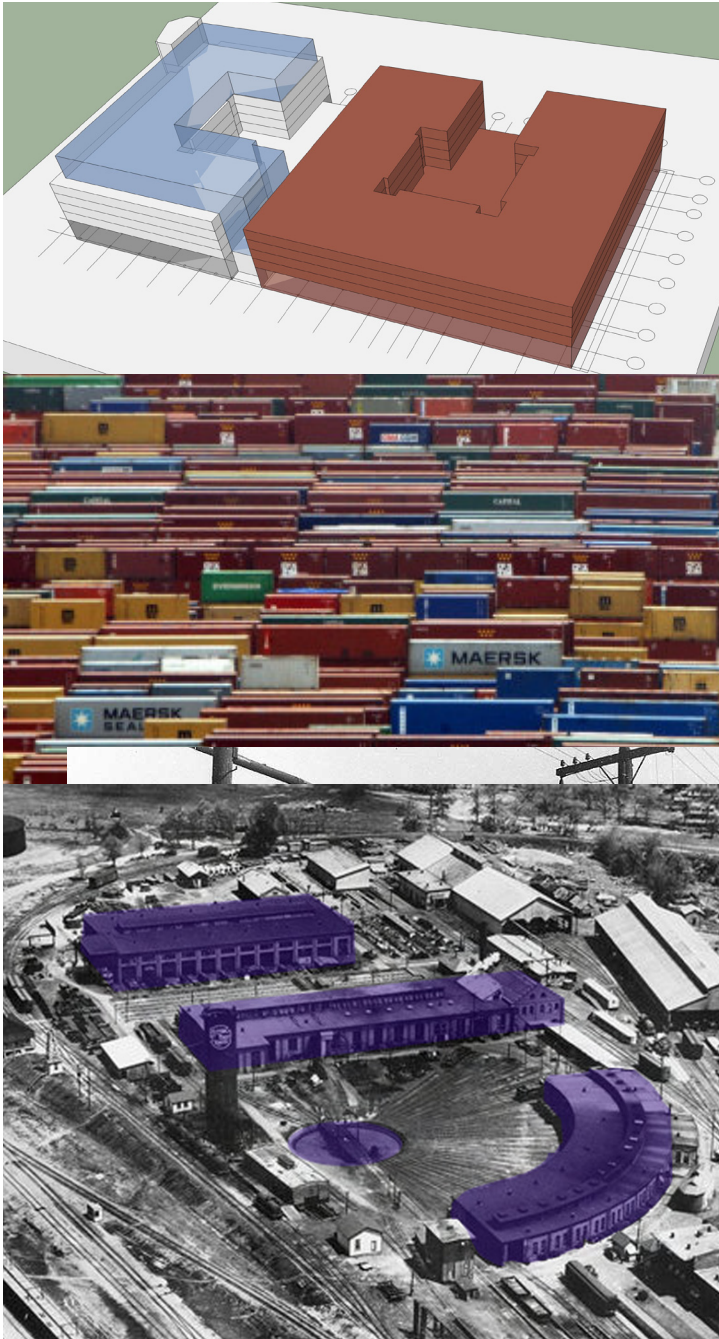
Nibbi Brothers
180 Hubbell Street
San Francisco, CA 94107
415.863.1820
Greg Narvick | greg@nibbi.com
Project Executive

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PROJECT OVERVIEW

Program & Design Narrative



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.

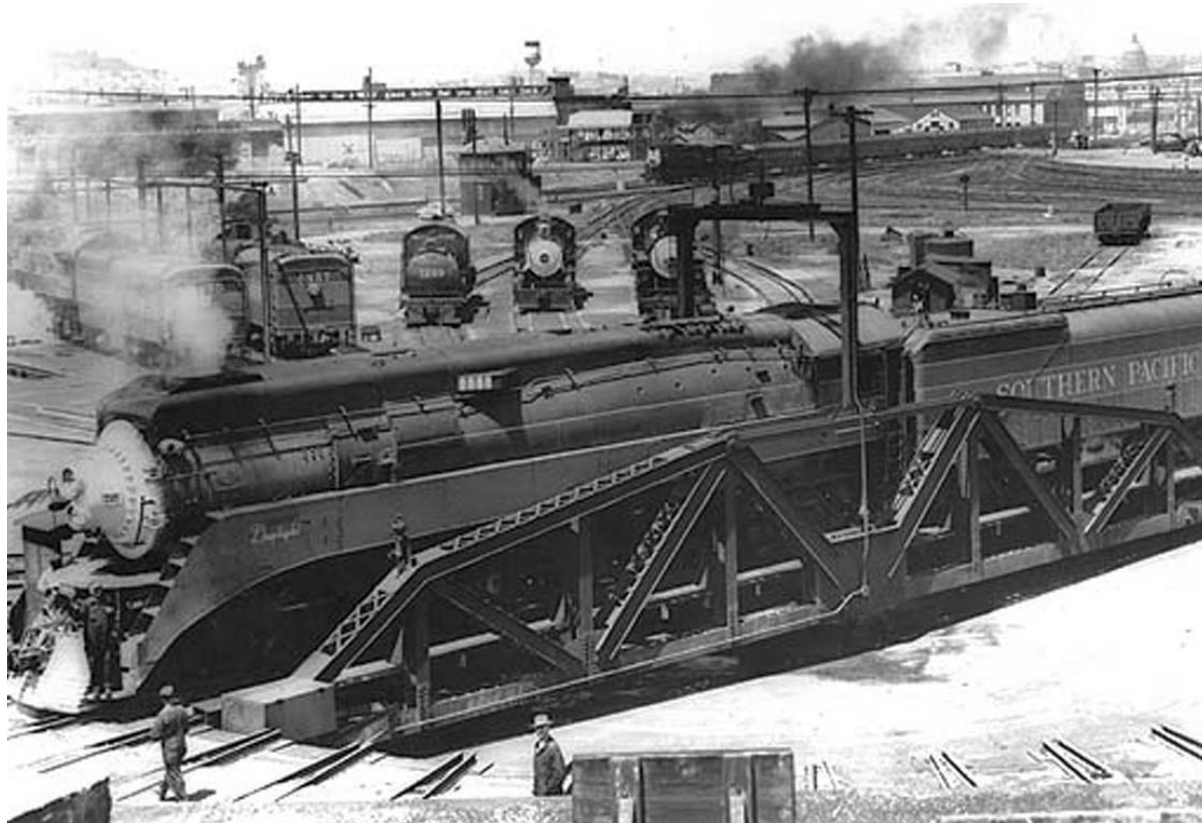
The base at the modern west building is broken down with widely spaced columns and a modulated storefront window system for the street level retail. Above, this assembly is capped by two levels of penthouse, which are rendered in vertically oriented glazing, subtly varying colored panels, and an exposed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

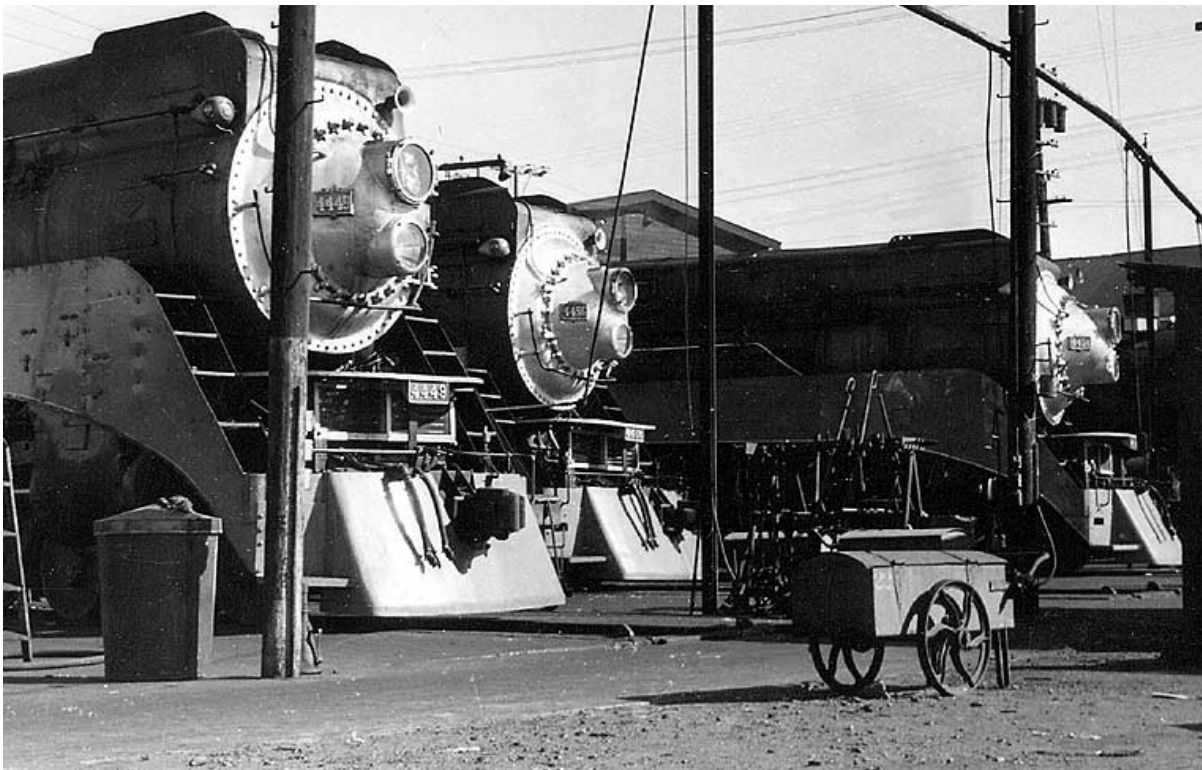
The west elevation relates back to the north elevation and the modern, dynamic corner element. Similar to the north elevation, the facade breaks down vertically into three zones. Along this face, however, there is further modulation as the angled face intersects with the framed facade. The overall massing 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.

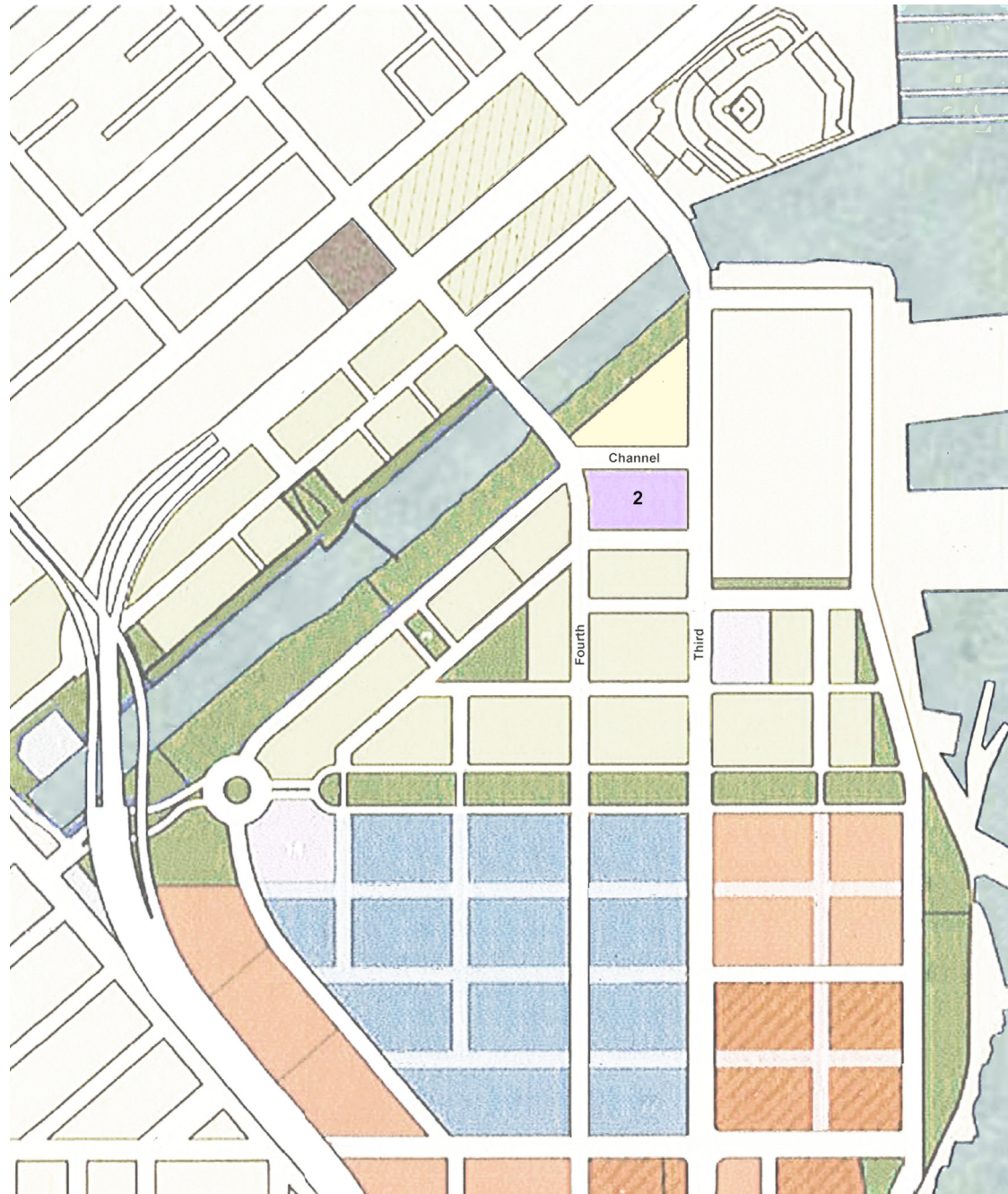
MEP NARRATIVE

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.

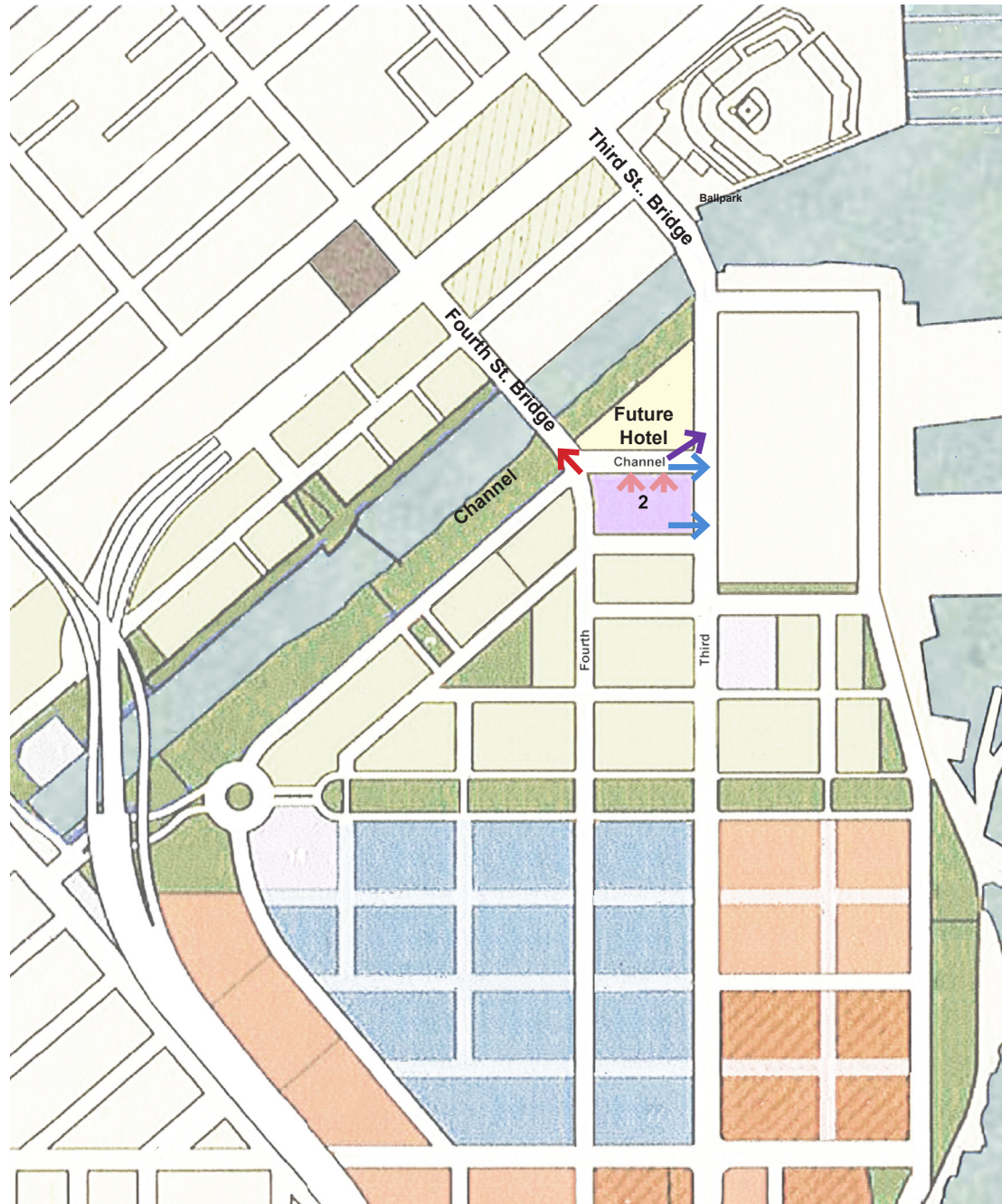
The Amenity spaces throughout the building will be provided with dedicated water source heat pumps to heat, cool and ventilate the respective space.

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.

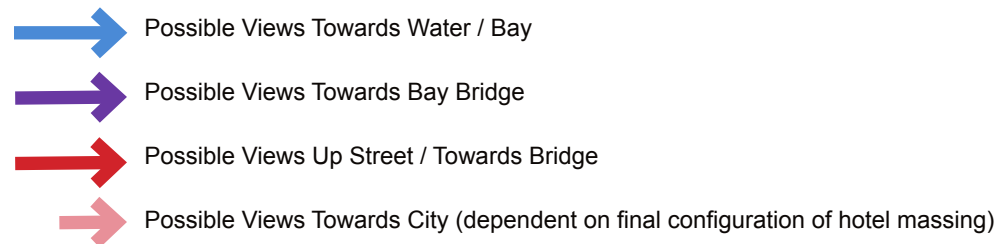
	Design for Development and Major Phase Requirements for Block 2	Project Summary
Site Size		89,497 SF (1.94 Acres)
Lot Coverage	100% below 40'-0" 75% above 40'-0"	94% below 40'-0" 74% above 40'-0"
Base Height	65'-0"	66,150 SF
Midrise + Tower Height	90'-0"	
Allocated Area	10,750 SF + 16,000 SF = 26,750 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 Maximum 3'-0" over public r.o.w. (not applicable to marquees)	No projections below 8'-0" 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	213 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 Residential: Area from 200,001 SF to 500,000 SF = 2 spaces Minimum 10'-0"W x 35'-0"D x 14'-0"H	2 spaces provided (12'-0"W x 35'-0"D x 14'-0"H)
Nonresidential Parking		105 spaces provided (See Page 13A)
	Project Data	
Number of Units	315	
Gross Floor Area	468,136 SF	
Unit Breakdown/Areas	TypeCountSize	
	Studio35529 SF - 550 SF	
	1 Bedroom195650 SF - 850 SF	
	2 Bedroom851,046 SF - 1,212 SF	
Retail Net Area	7,971 SF	
Leasable Area	265,956 SF	
Number of Stories	8	

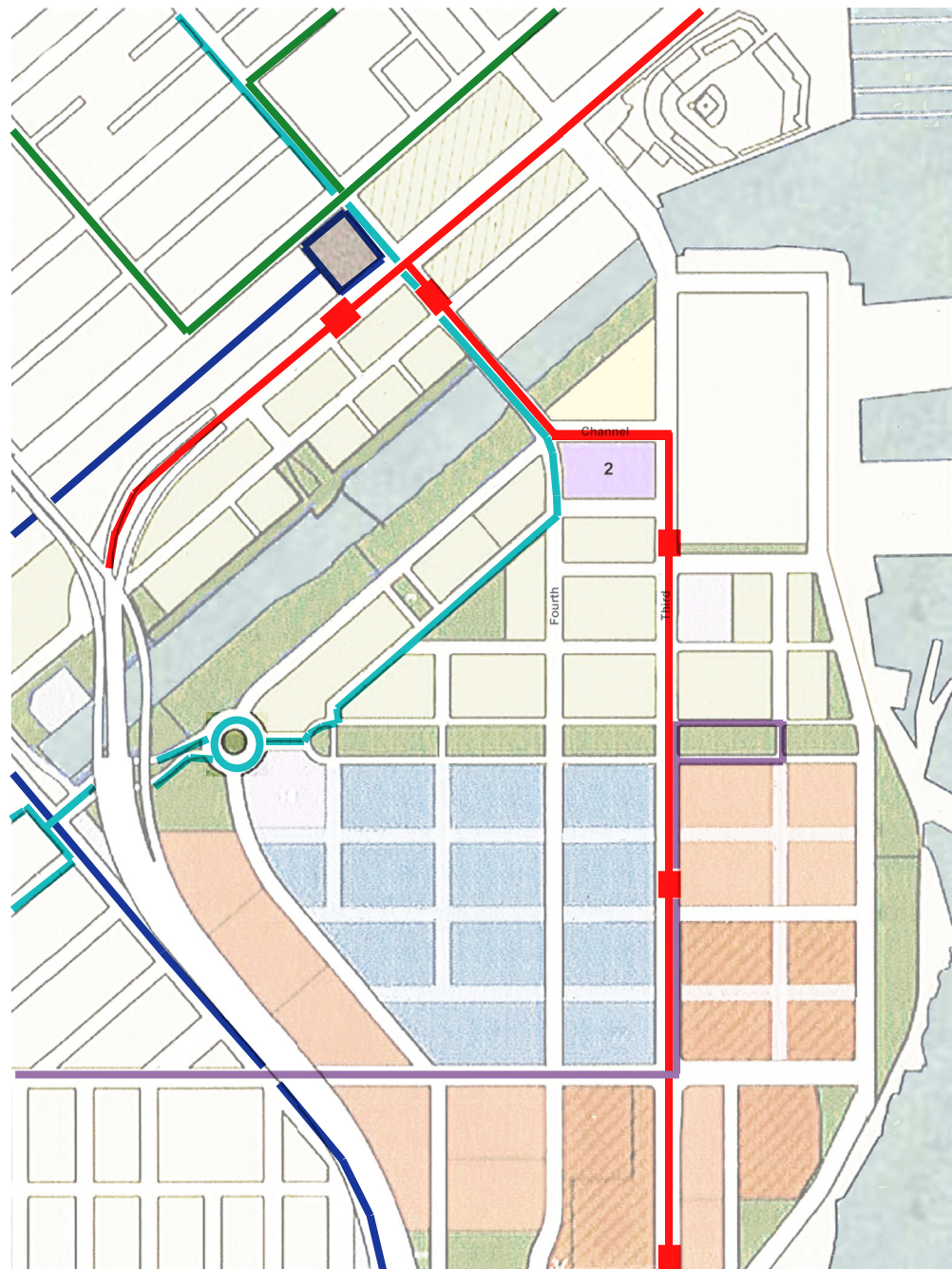


Land Use Diagram



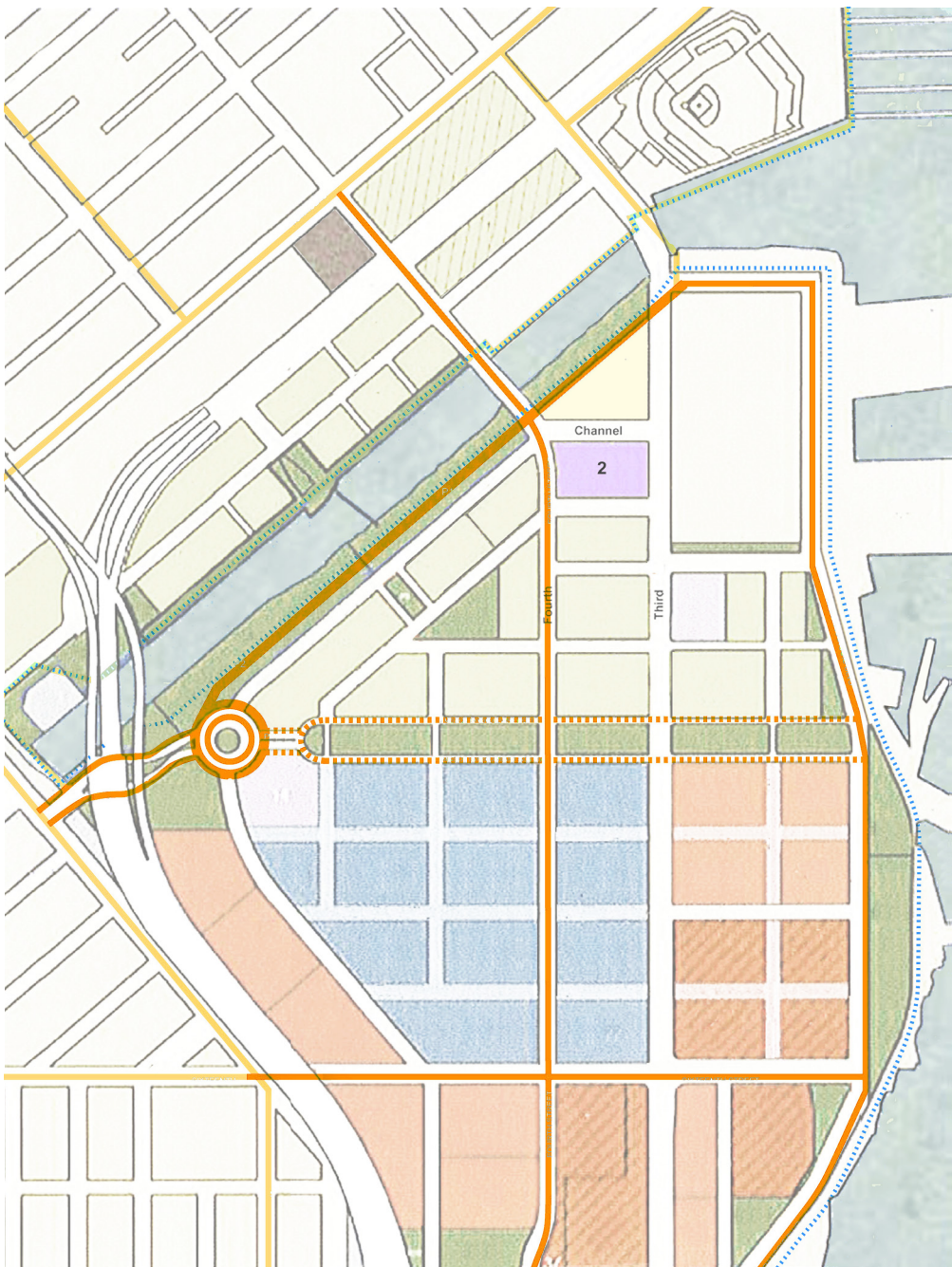
View Corridors





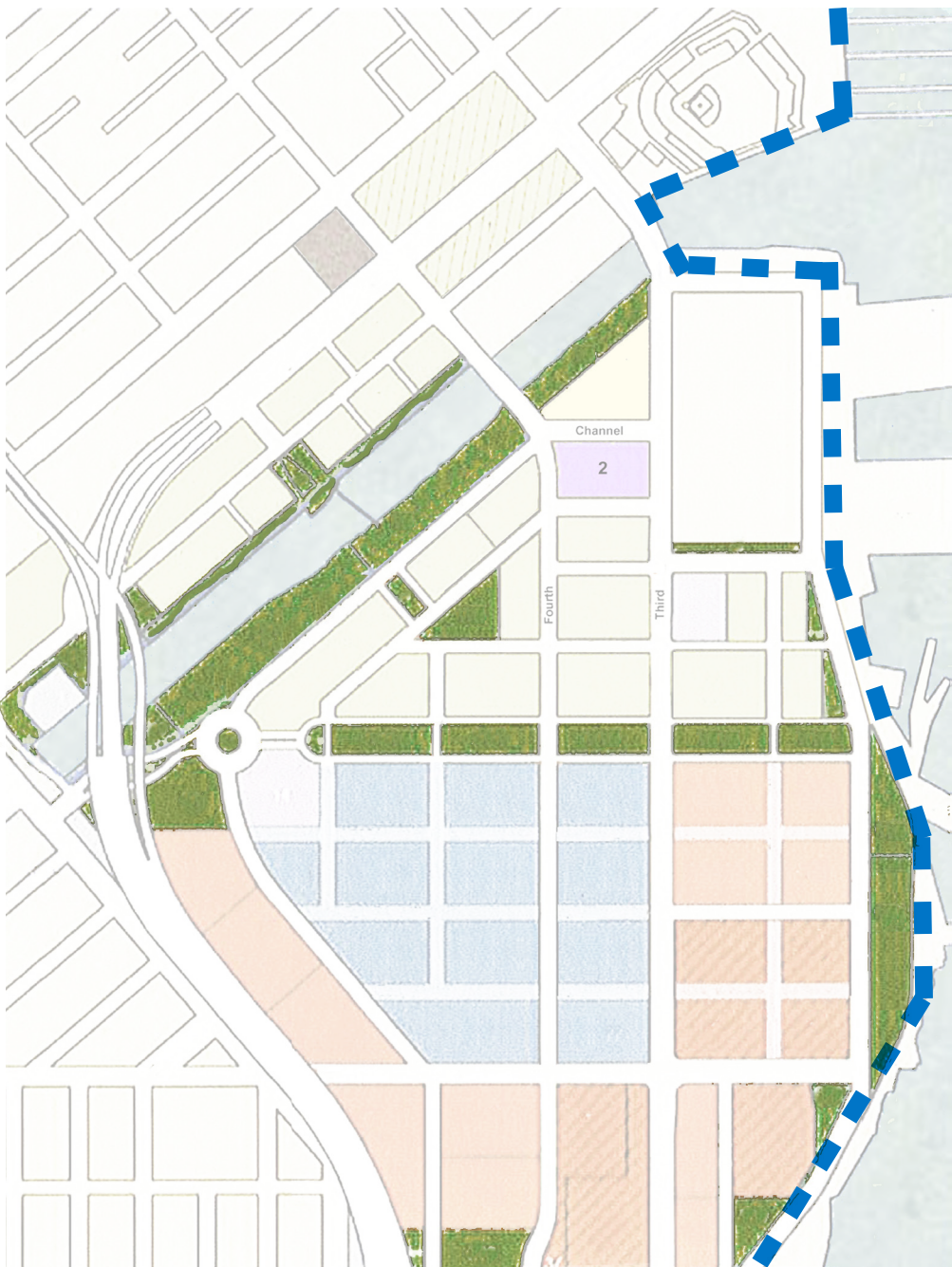
Regional Transportation Network

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



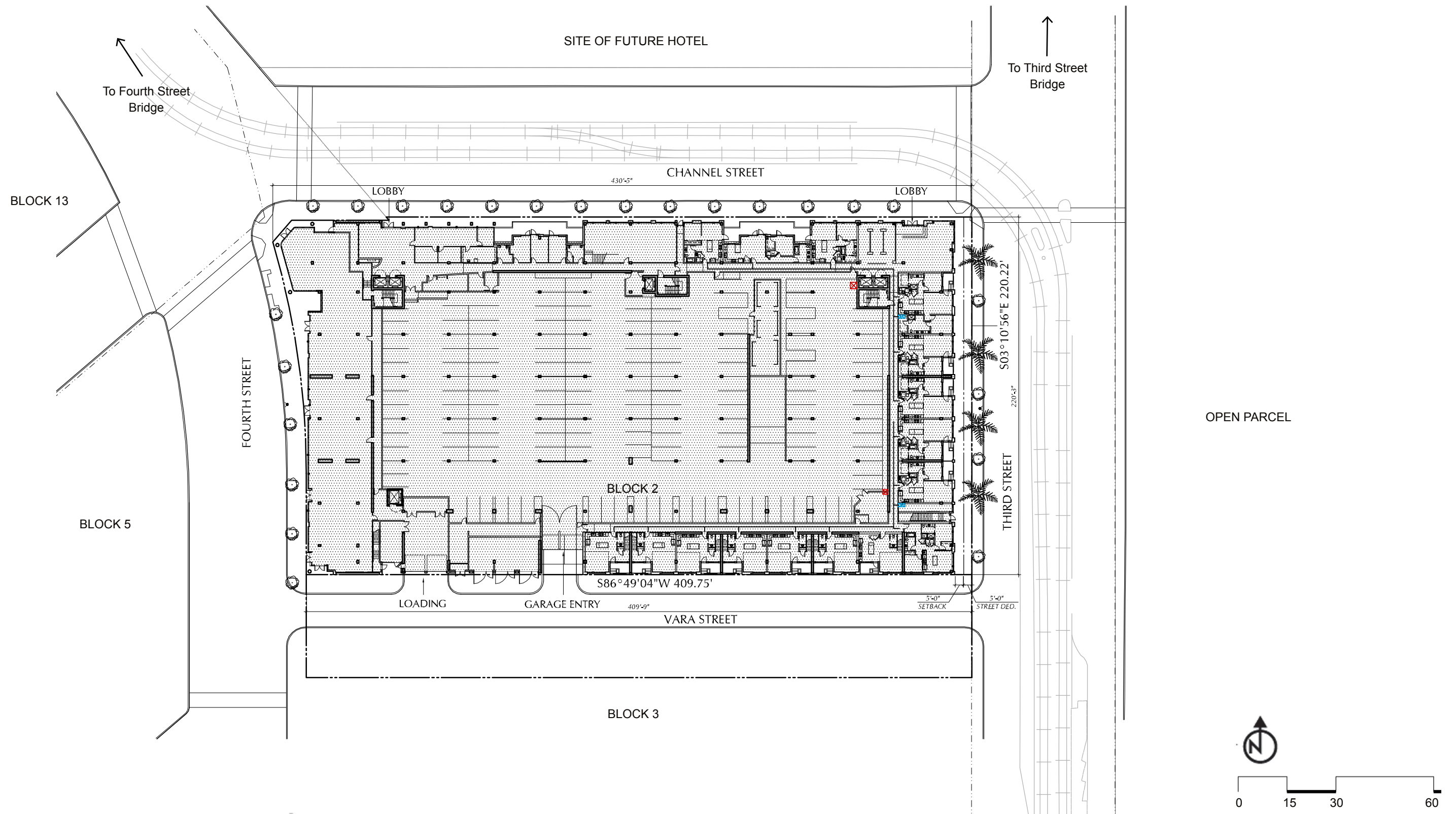
Pedestrian and Bicycle Network

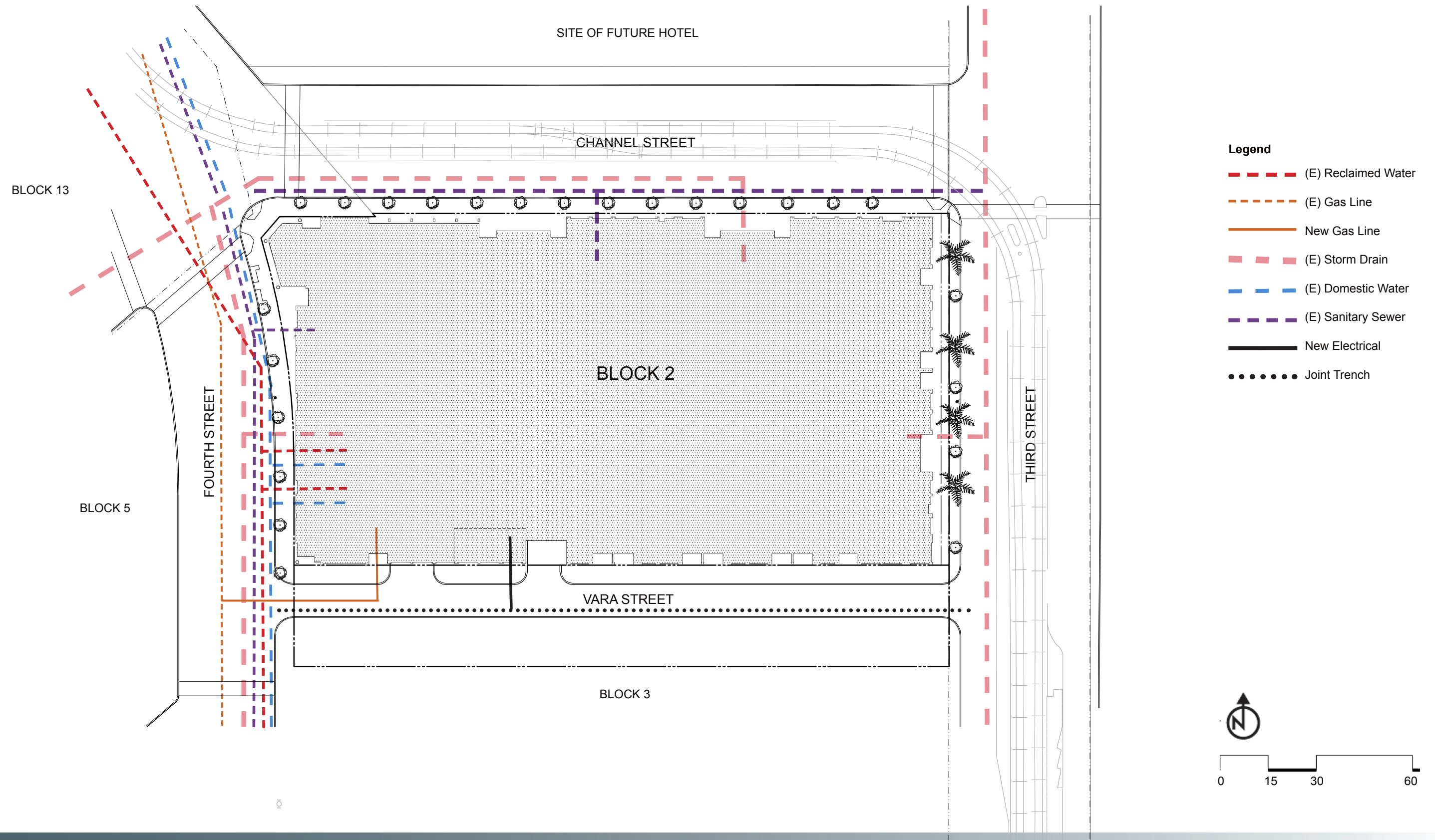
- Existing Bike Network
- Proposed Class I / Class II Bike Lane
- - - - Proposed Class III Bike Route
- - - - SF Bay Trail

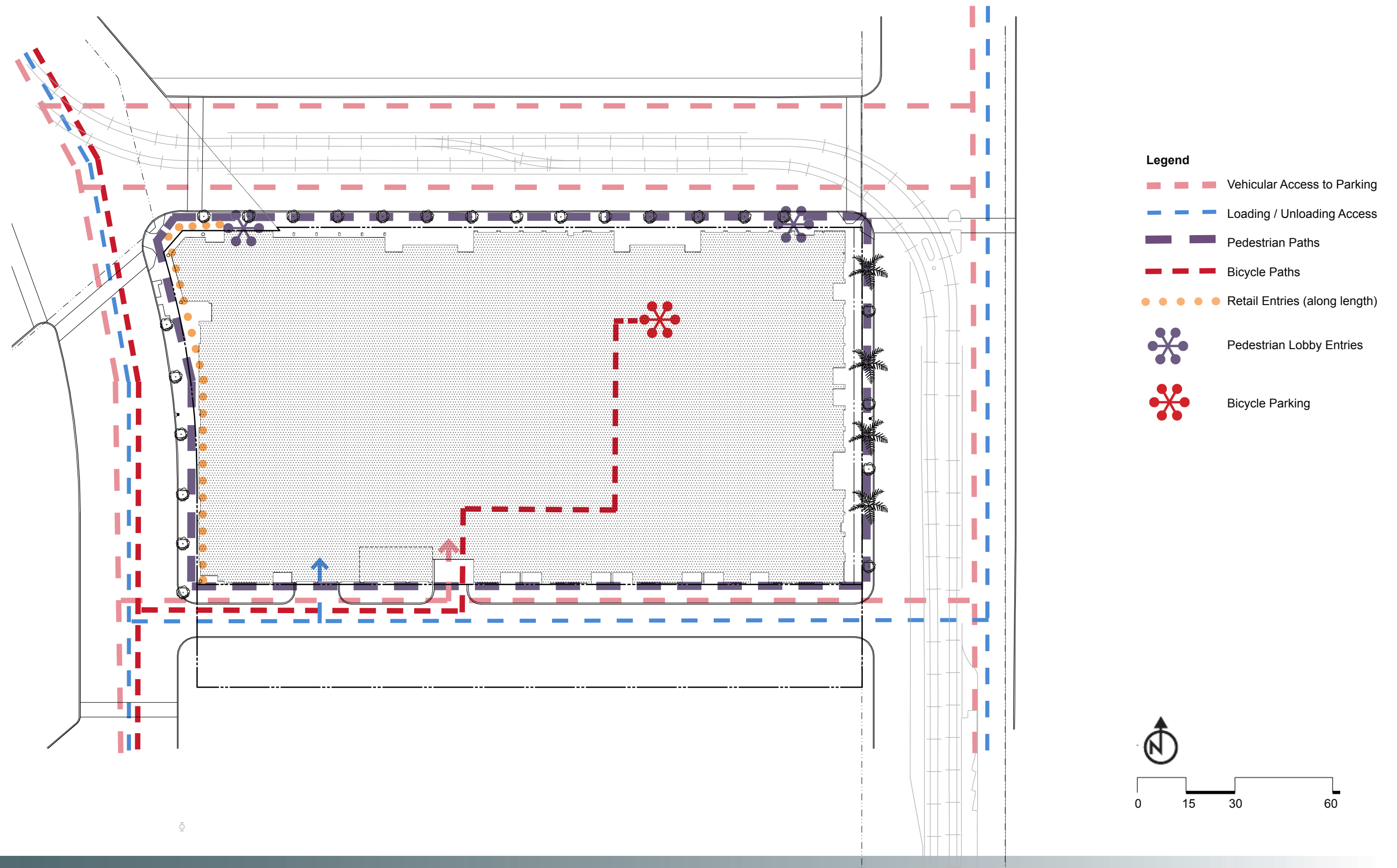


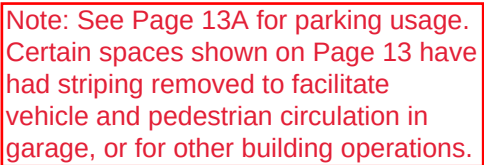
Open Space Network

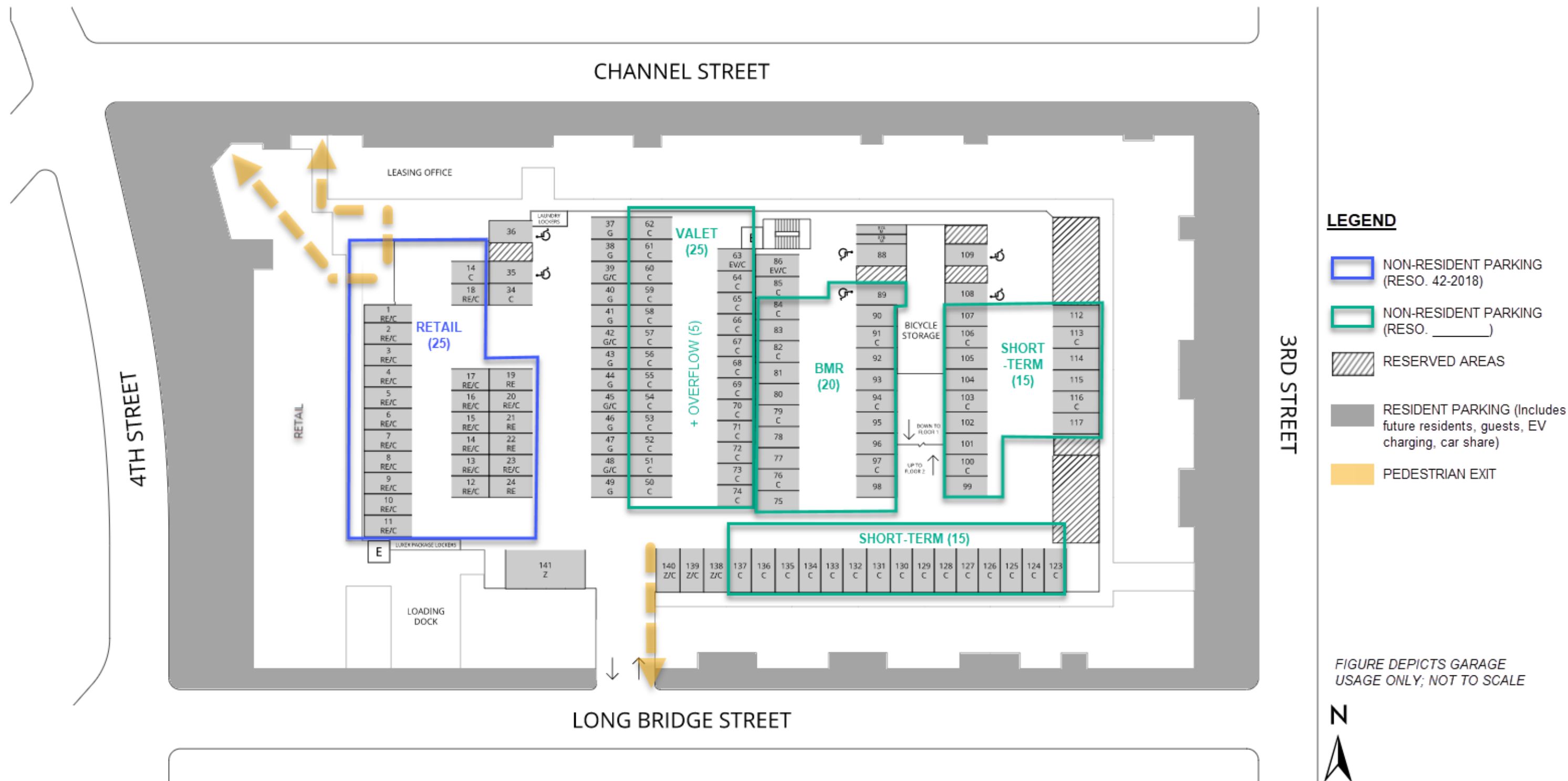
- Open Space
- SF Bay Trail

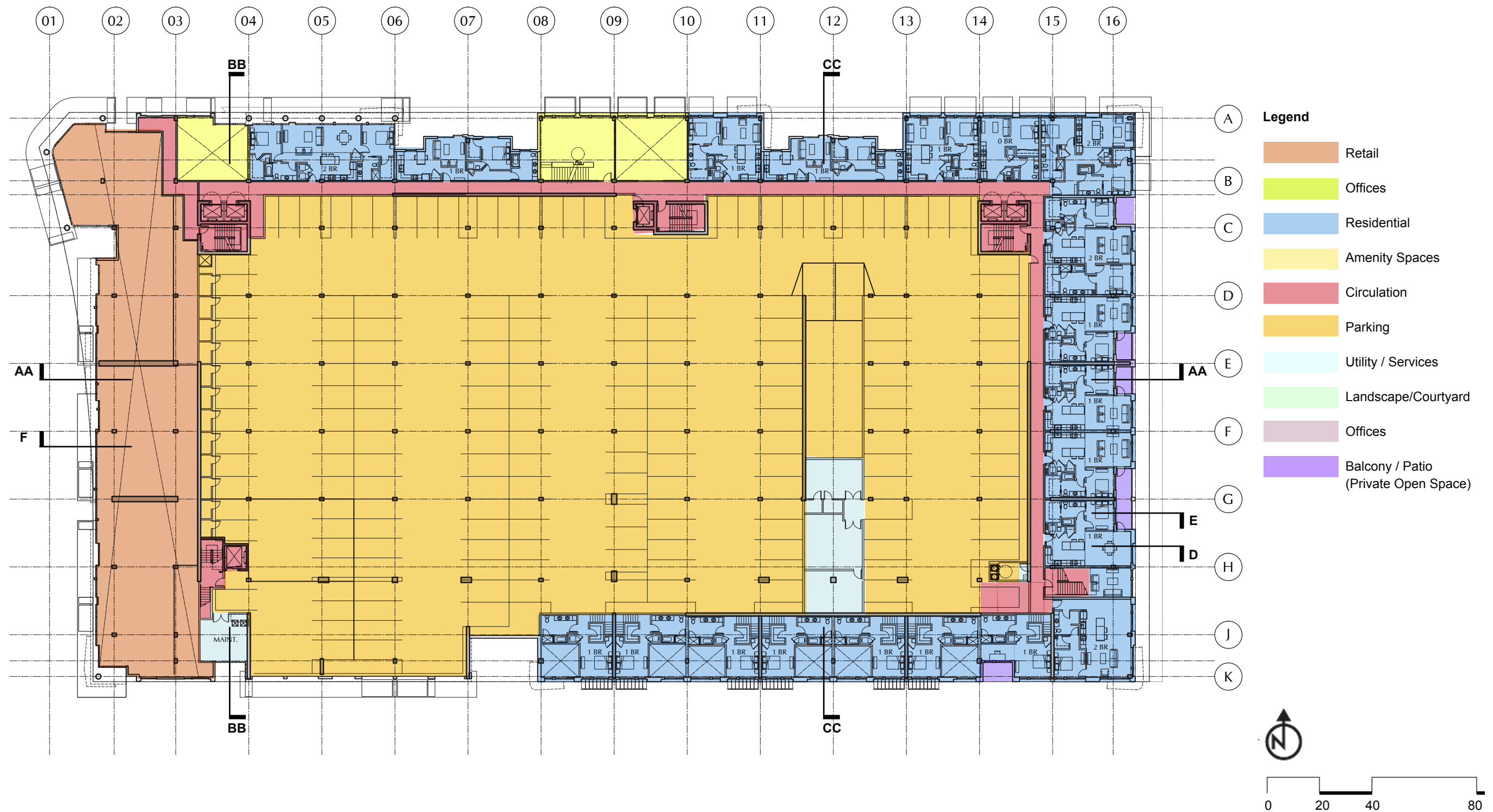




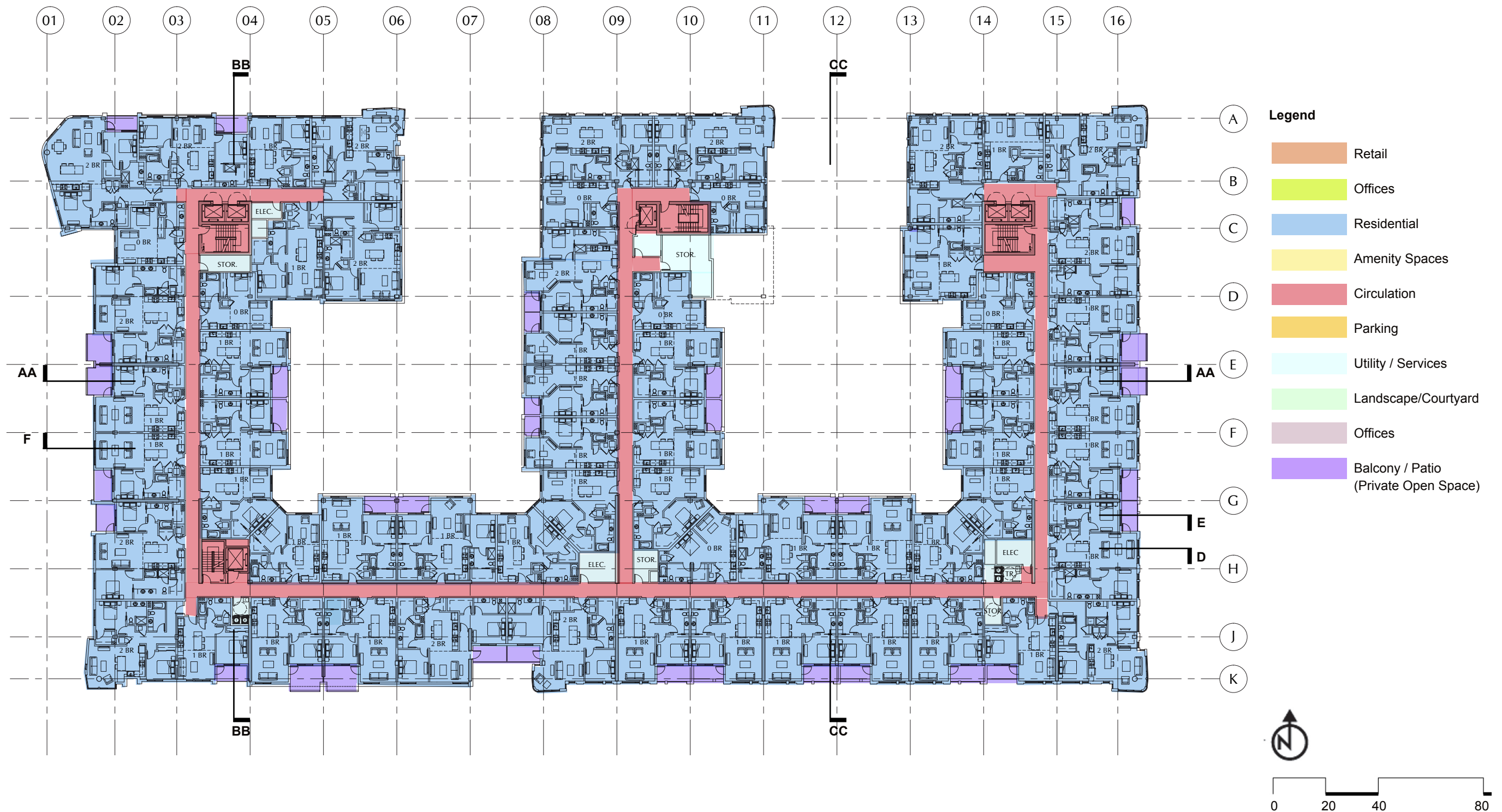


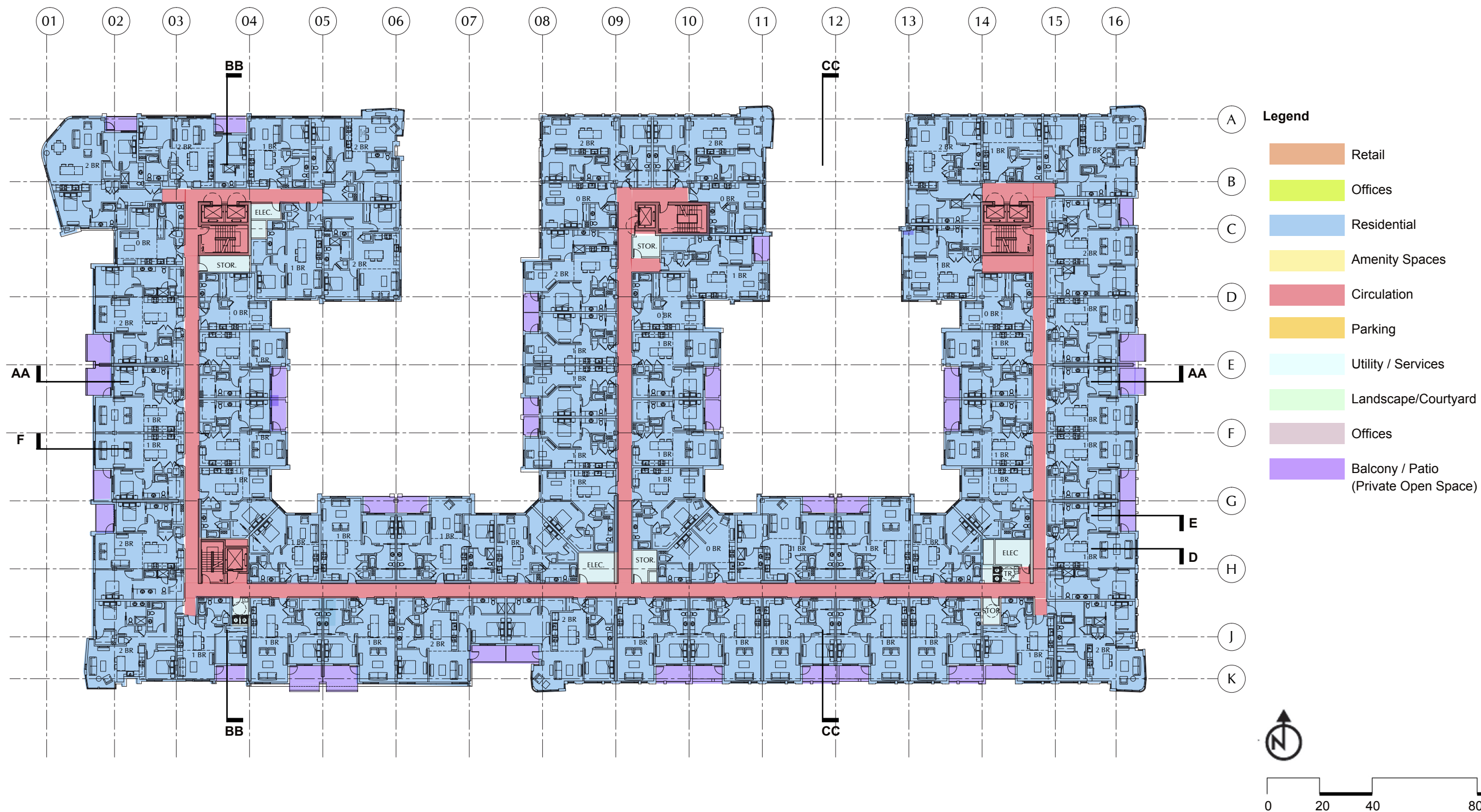








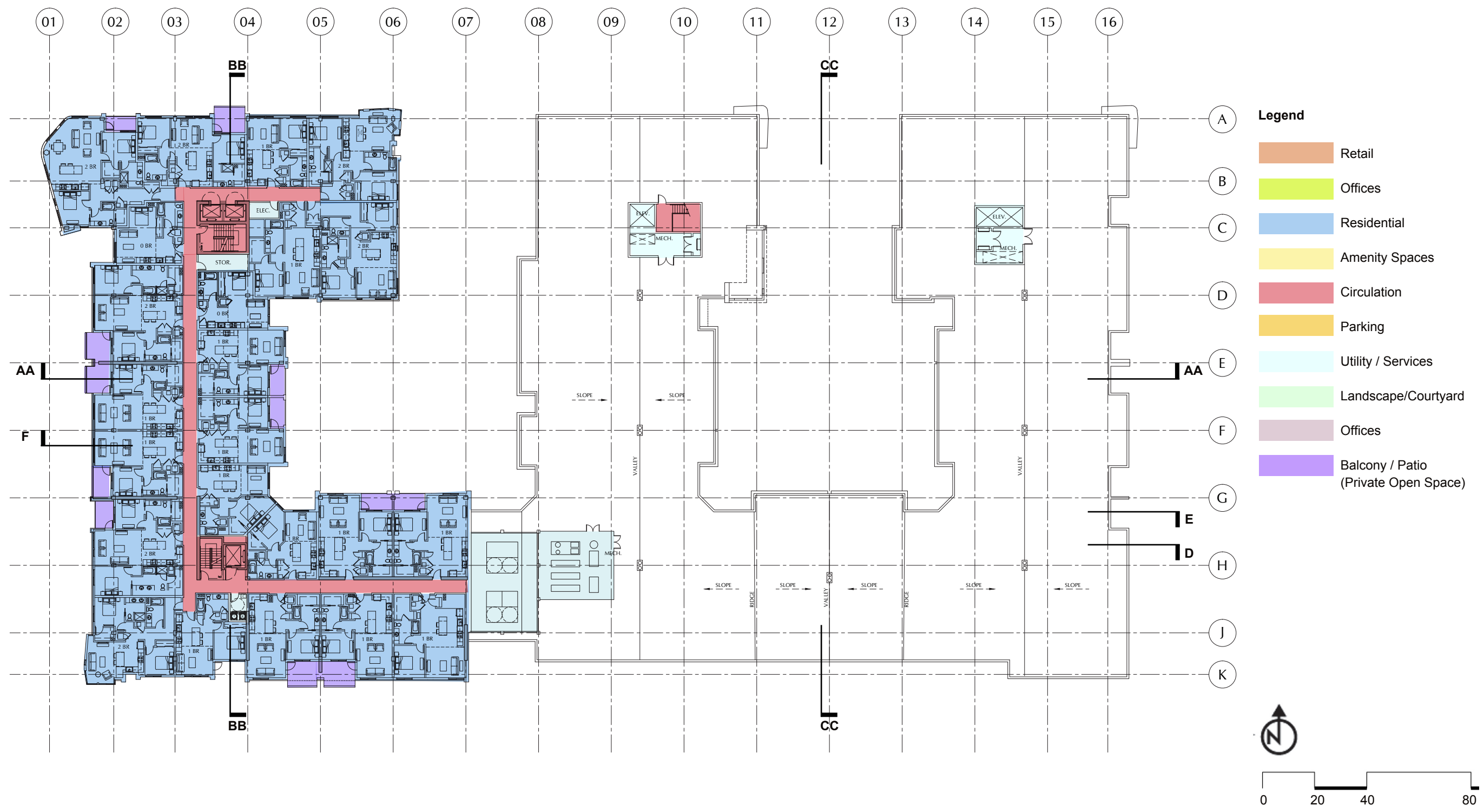


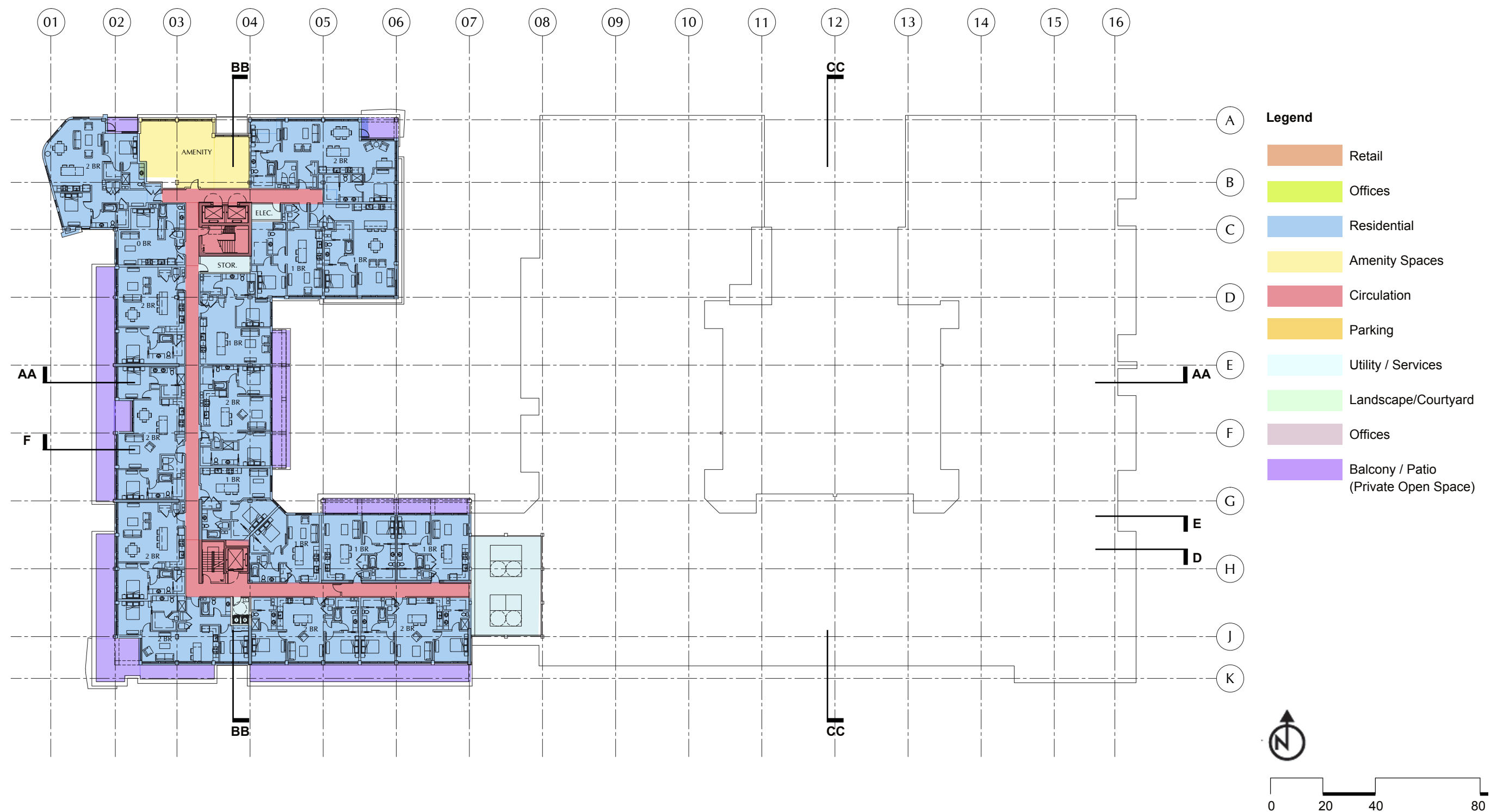


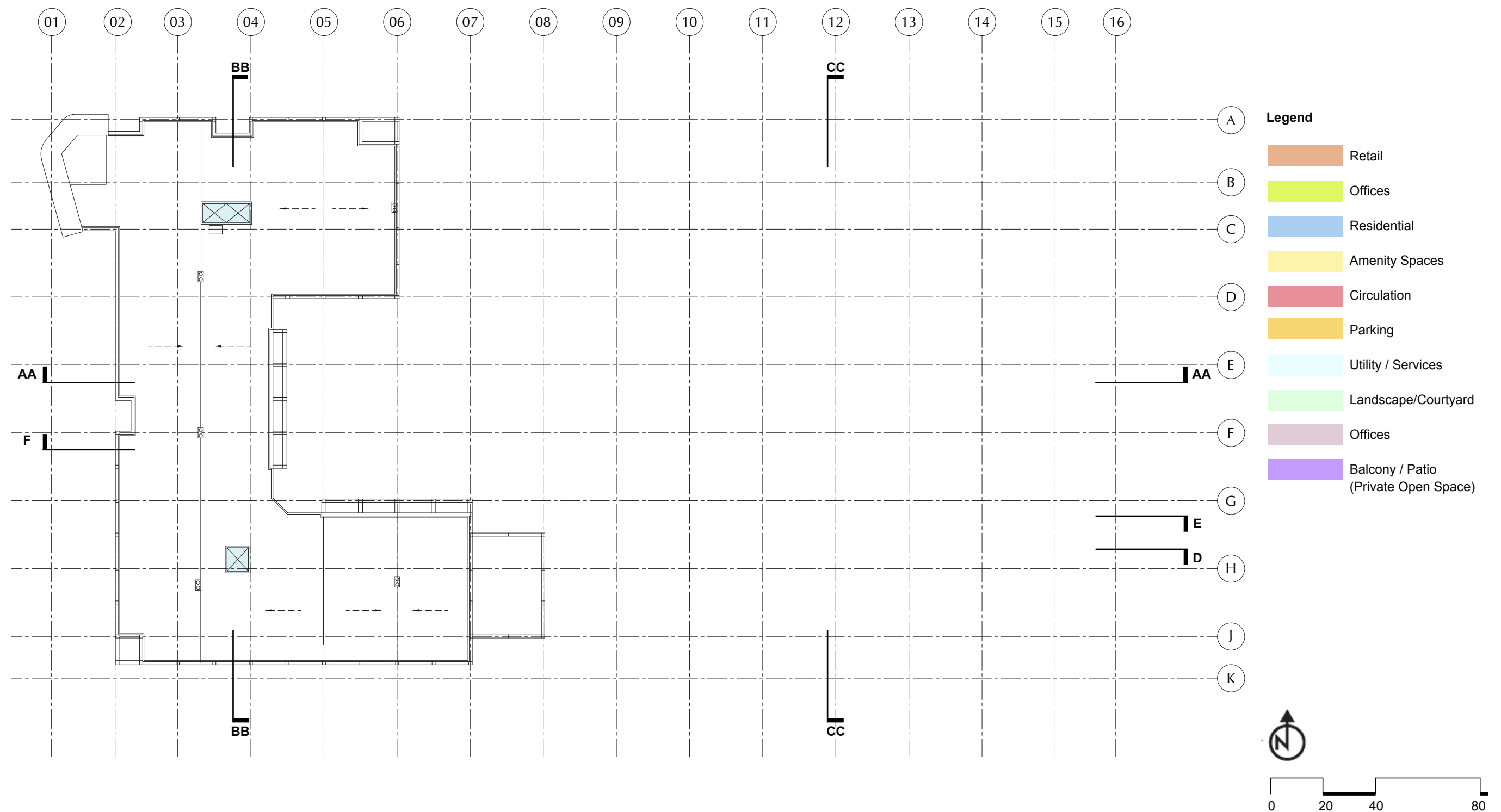
FIFTH FLOOR PLAN

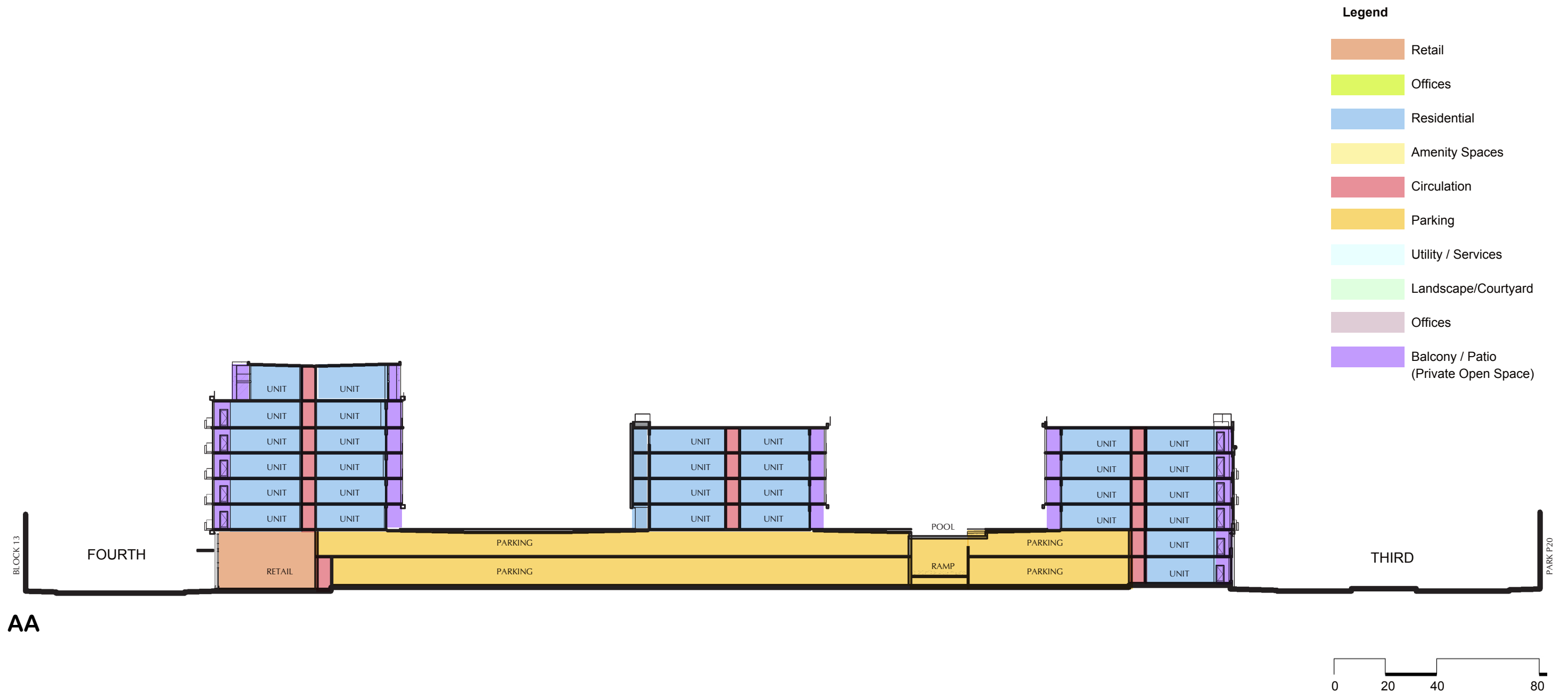
Mission Bay | Block 2
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05.09.2011

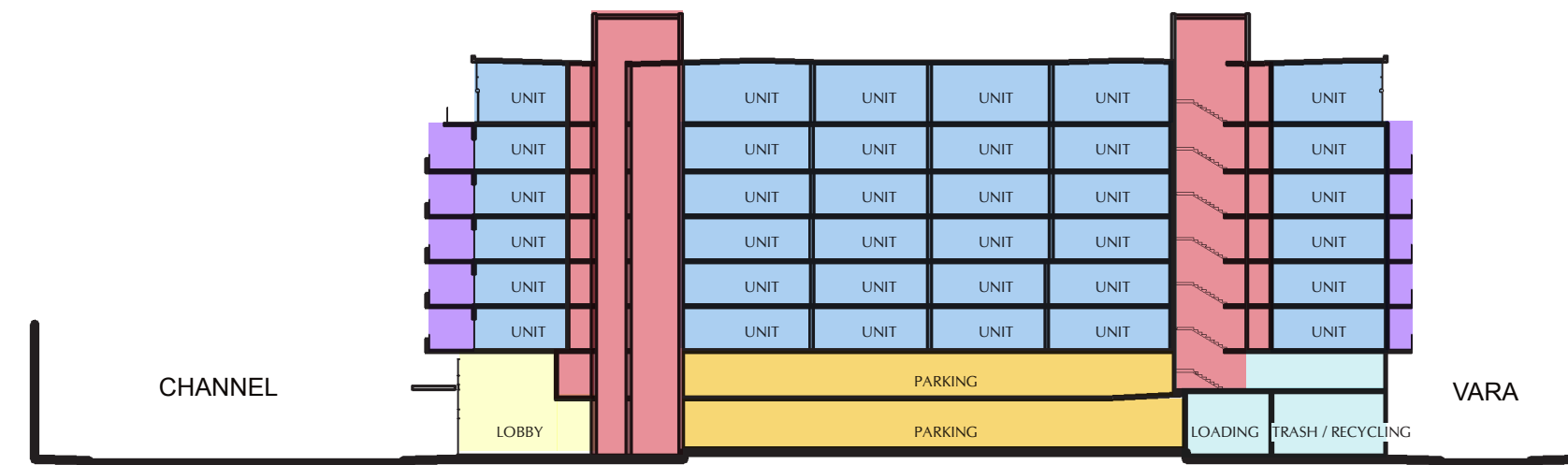
PAGE 17







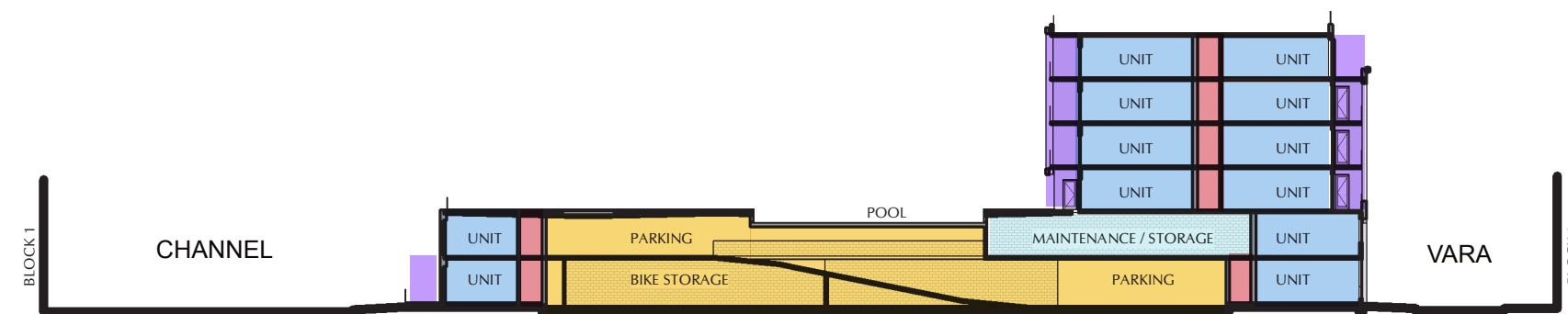




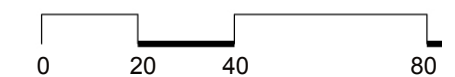
BB

Legend

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

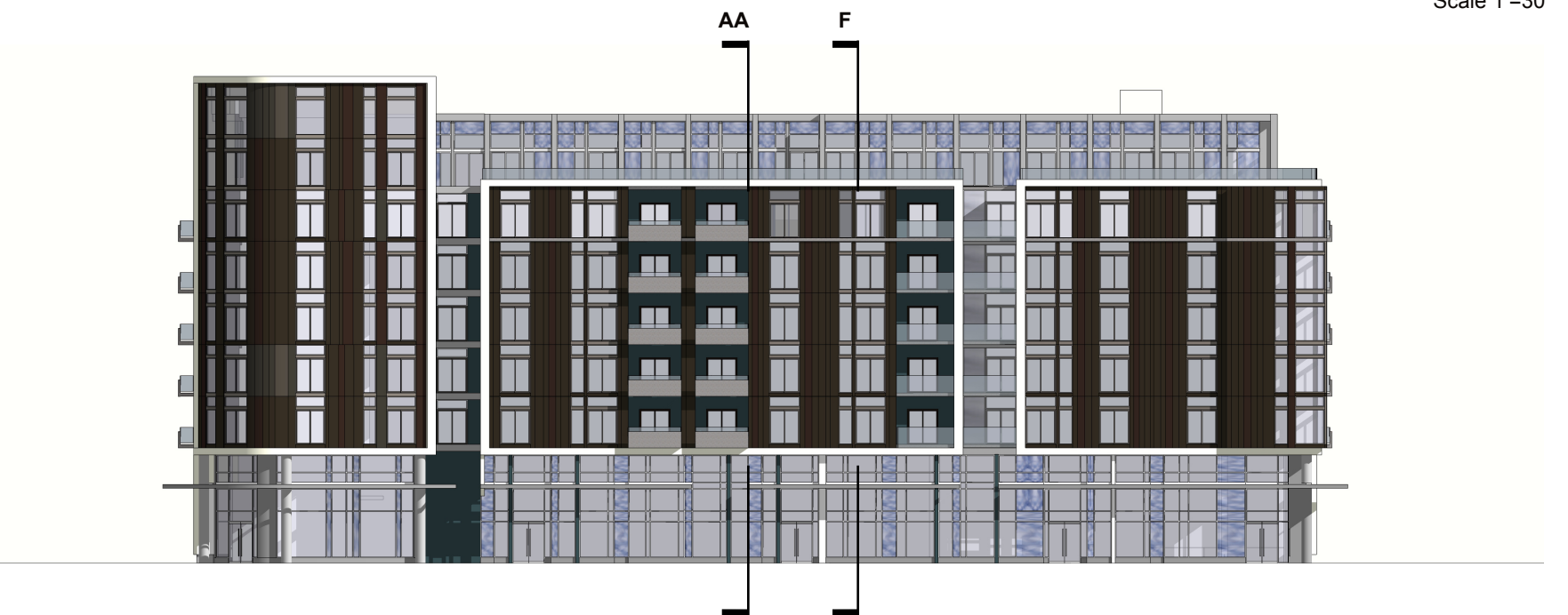


CC





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



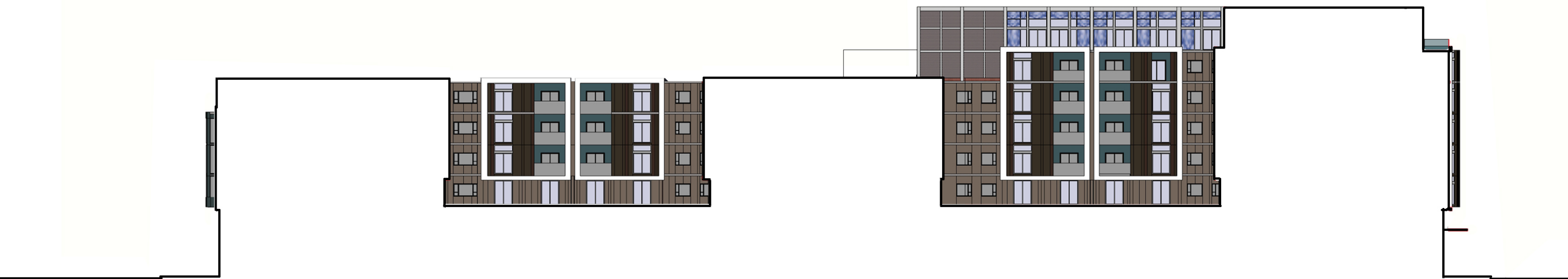
WEST ELEVATION (ALONG FOURTH STREET)
Scale 1"=30'



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'



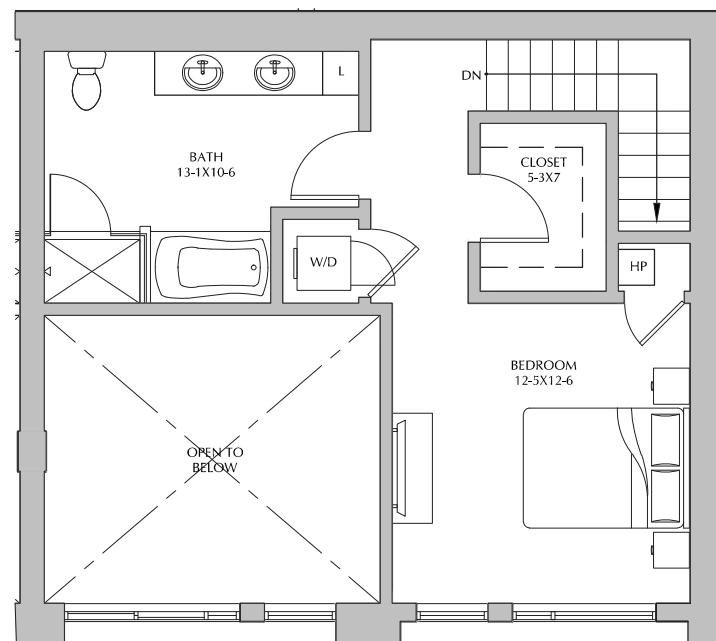
EAST ELEVATION @ EAST COURTYARD
Scale 1"=30'



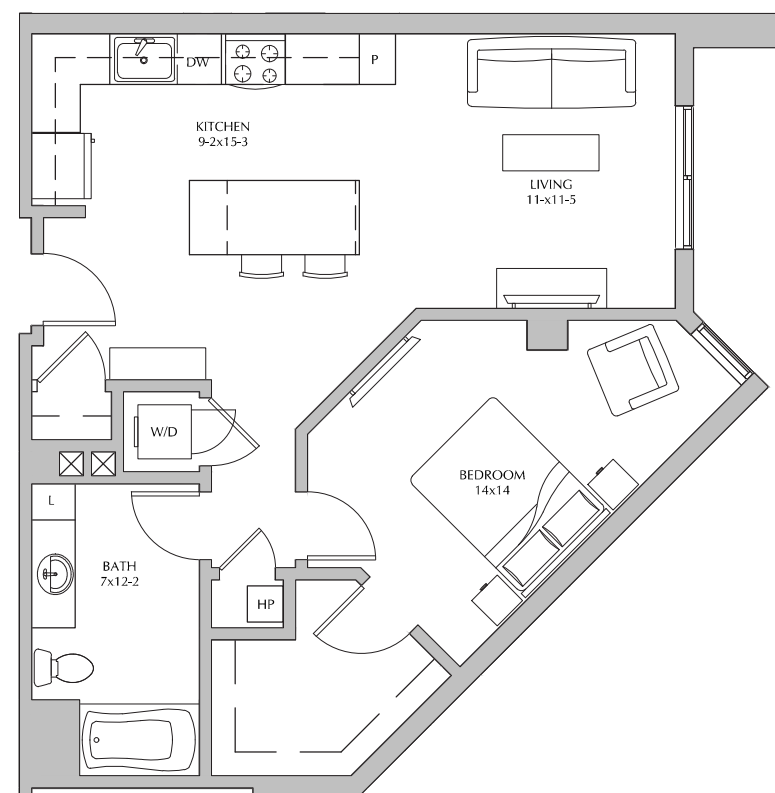
EAST ELEVATION @ WEST COURTYARD
Scale 1"=30'



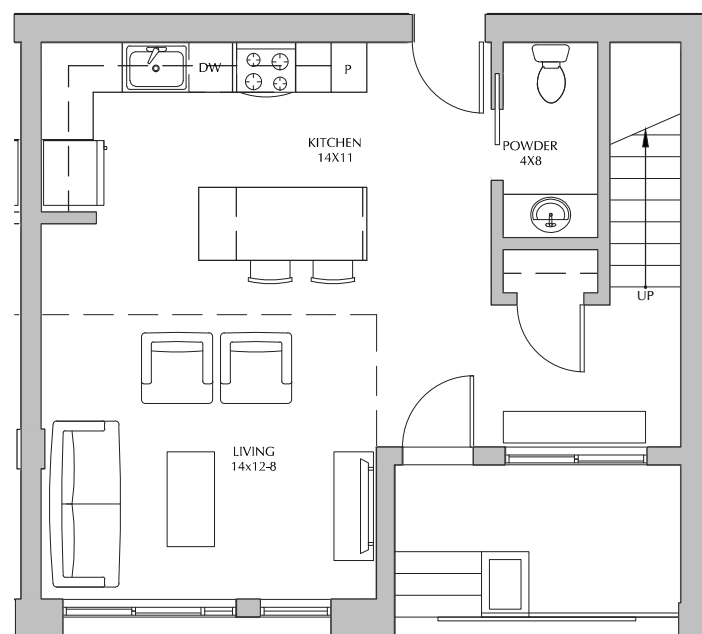
WEST ELEVATION @ WEST COURTYARD
Scale 1"=30'



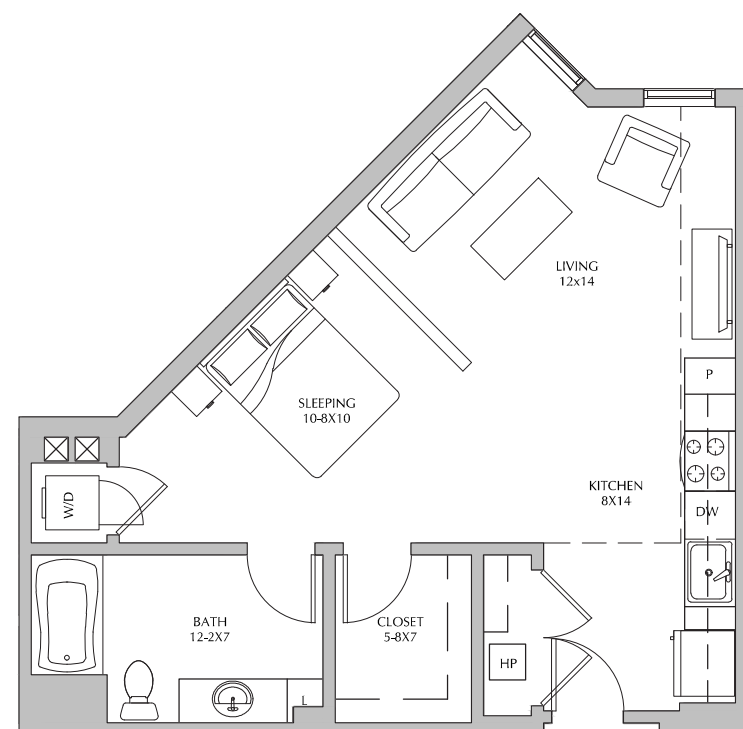
Two Story Unit, Level Two



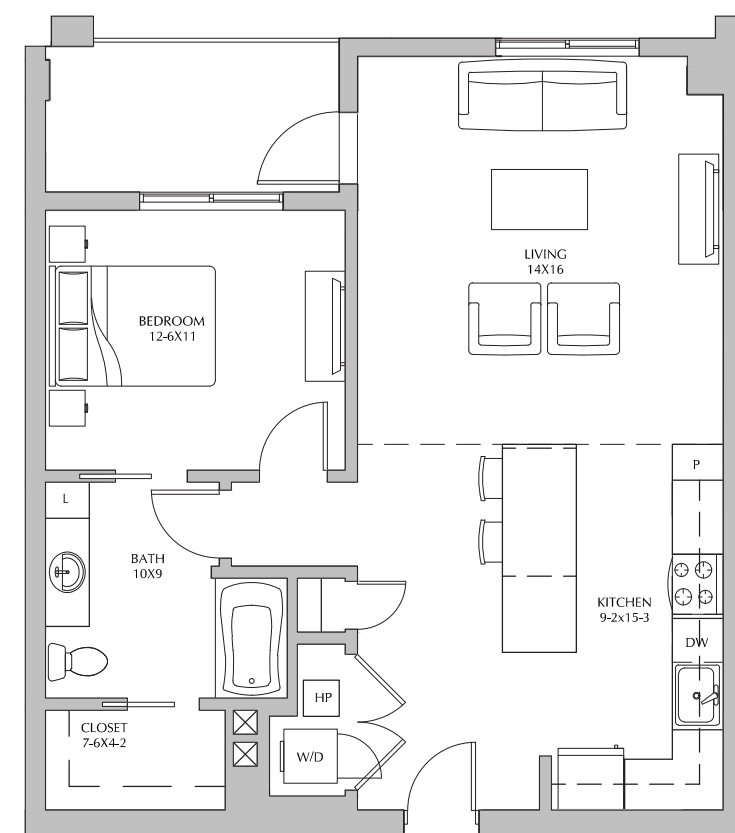
One Bedroom Unit - Corner Condition



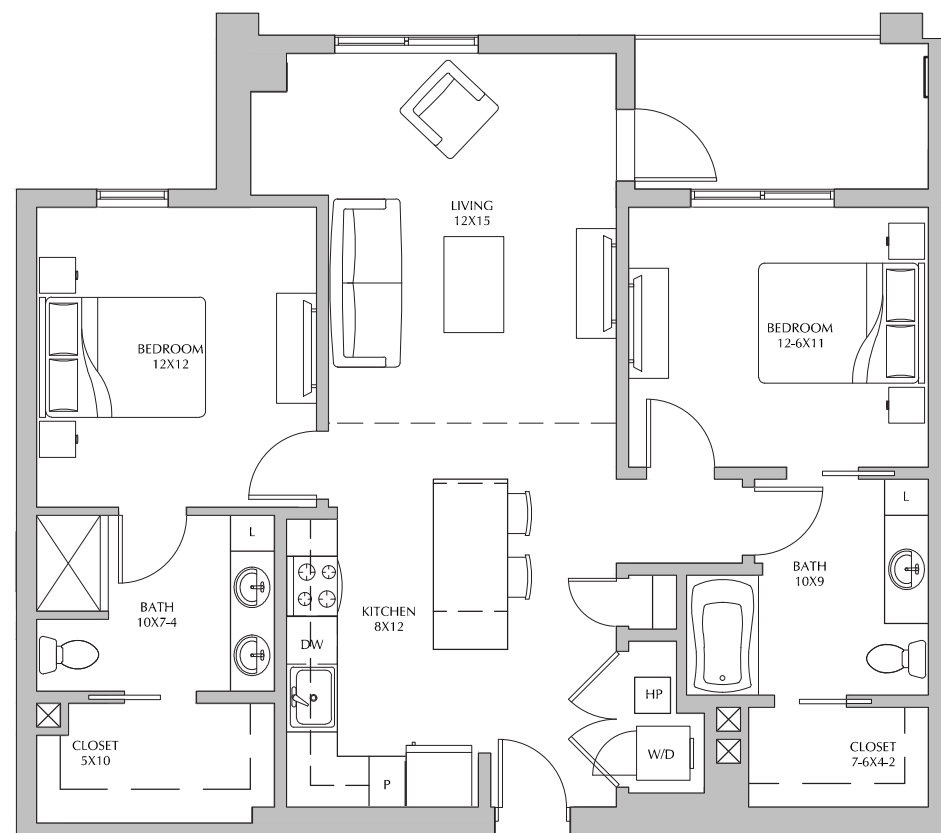
Two Story Unit, Level One



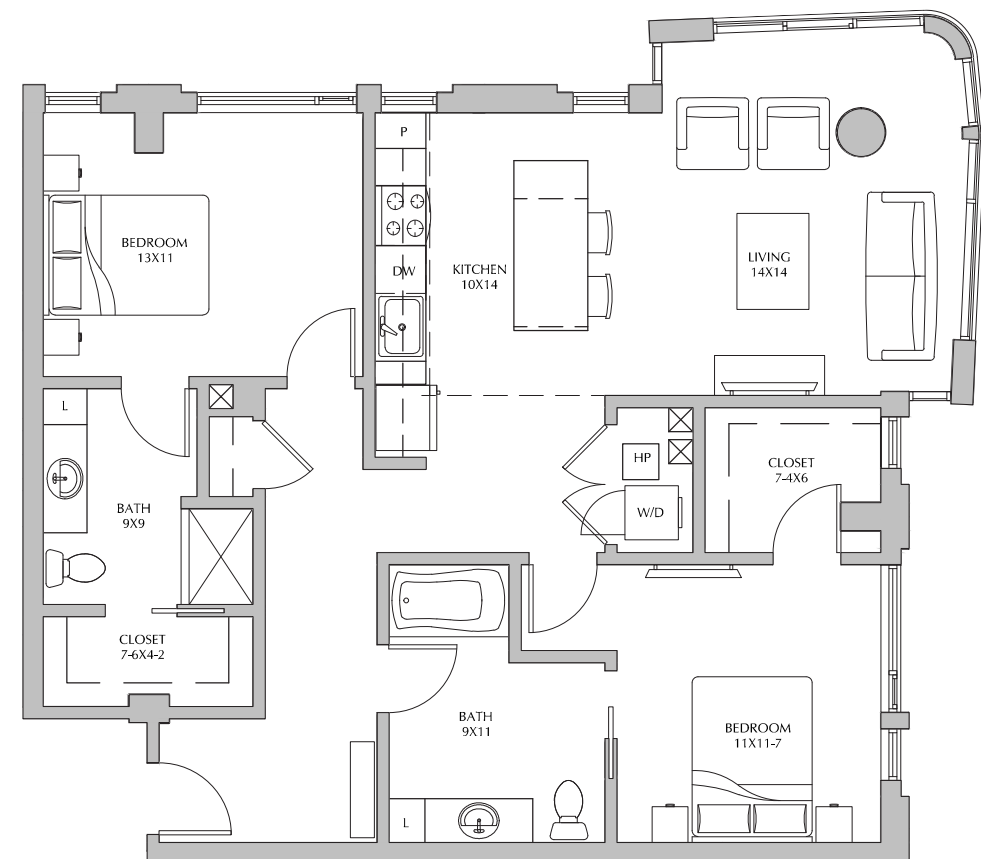
Studio Unit - Corner Condition



Typical One Bedroom Unit



Two Bedroom Unit

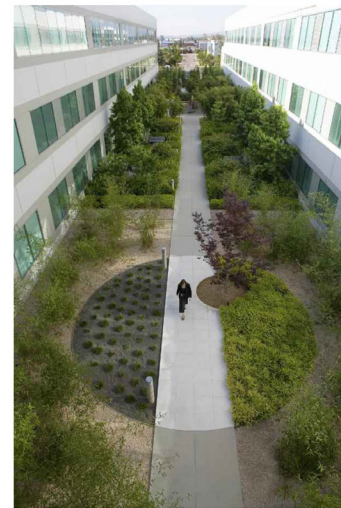


Alternate Two Bedroom Unit with Bay Window





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



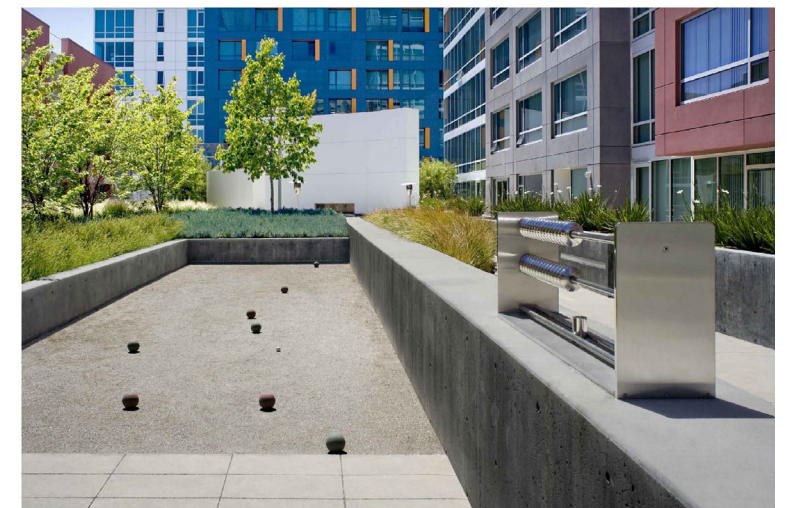
Lighting in bench and pool



Communal Table



Kitchen



Bocce Court



Trellis



View Framing



Water Runnel at Breezeway



Distinctive Form and Layout



Art Wall Screen

Preliminary Planting List

BOTANICAL NAME

COMMON NAME

TREES

- AZARA MICROPHYLLA
- CARPINUS BETULUS 'FASTIGIATA'
- CORNUS NUTTALLII

- BOXLEAF AZARA
- COLUMNAR HORNBEAM
- CALIFORNIA DOGWOOD

SHRUBS

- CONTINUS COGGYGRIA
- MYSINE AFRICANUS
- PHORMIUM COOKIANUM
- PITTOSPORUM TENUIFOLIUM 'MARJORIE CHANNON'
- RIBES SANGUINIUM 'WHITE ICICLE'

- SMOKE BUSH
- AFRICAN BOX
- COOK'S FLAX
- VARIEGATED KOHUHU
- WHITE-FLOWERING CURRENT

ACCENT PLANTS AND GROUND COVERS

- AGAVE ATTENUATUM
- ALOE SP.
- ANIGOZANTHUS FLAVIDUS
- ARMERIA MARITIMA
- CLIVIA MINIATA
- EQUISETUM HYEMALE
- FATSIA JAPONICA
- HELLEBORUS ARGUTIFOLIUS
- HEMEROCALLUS 'NILE CRANE'
- NEPHROLEPIS CORDIFOLIA
- STACHYS BYZANTINA

- FOX-TAIL AGAVE
- ALOE
- KANGAROO PAW
- SEA THRIFT
- CLIVIA
- HORSE TAILS
- JAPANESE FATSIA
- CORSICAN HELLEBORE
- NILE CRANE DAYLILY
- WESTERN SWORD FERN
- LAMBS EARS

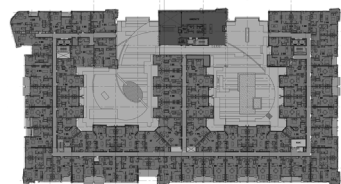


CORNER VIEW
Fourth & Channel

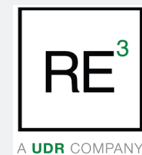
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05.09.2011

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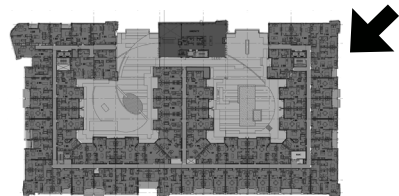
Key Plan



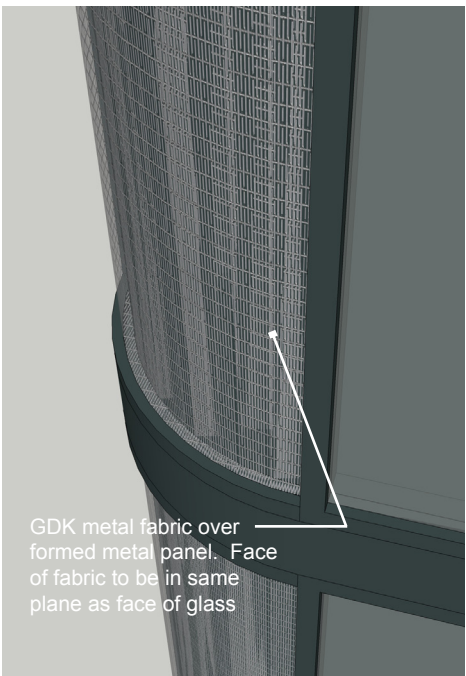
CORNER VIEW

Third & Vara

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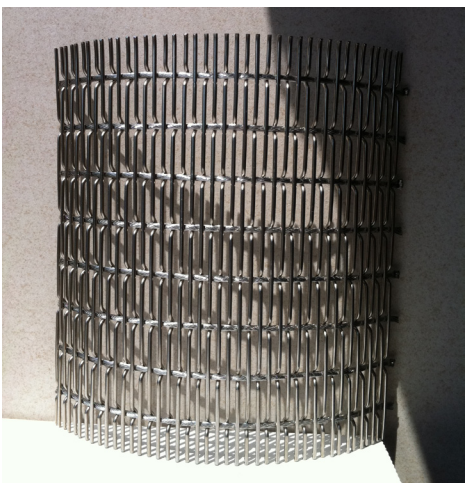


Key Plan



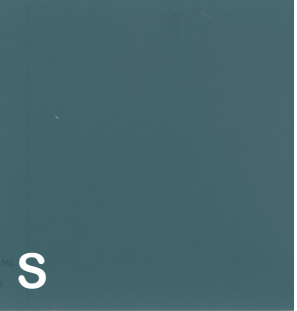
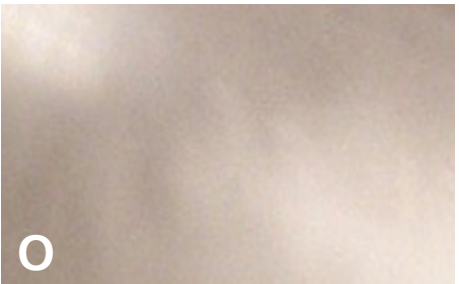
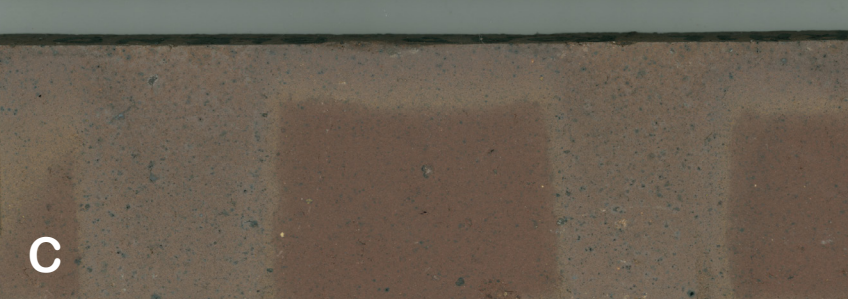
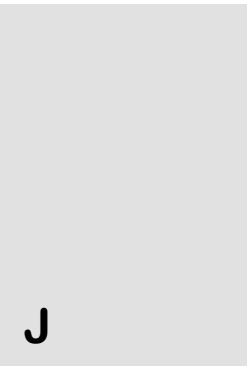
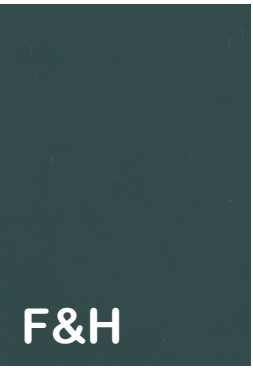
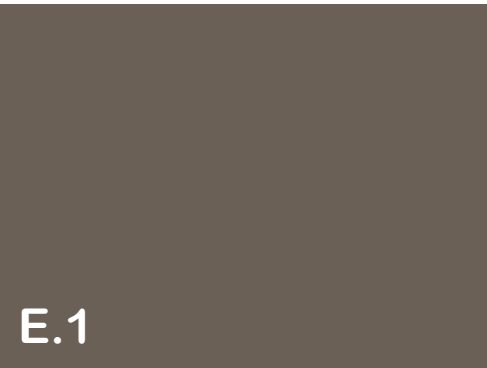
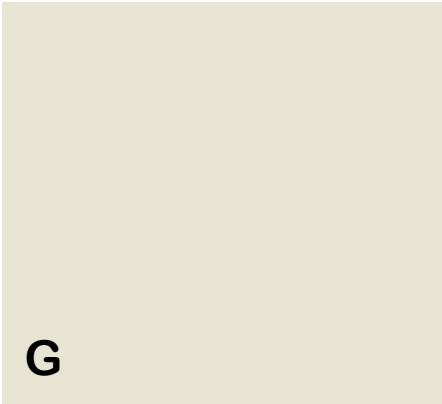
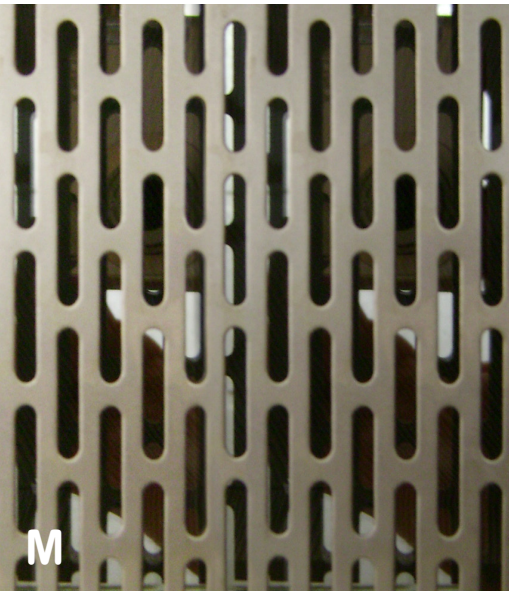
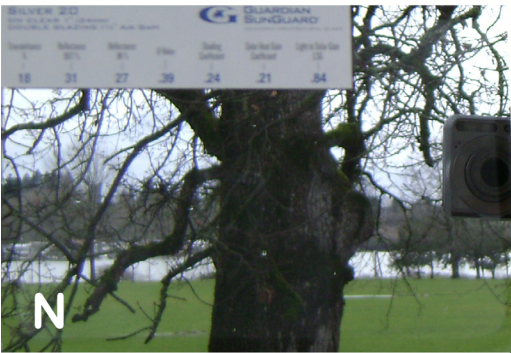
GDK metal fabric over formed metal panel. Face of fabric to be in same plane as face of glass

Bay Window Vignette 01

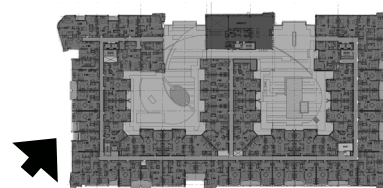


GDK Metal Fabric





- 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)
1/4" 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 Bungalow 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



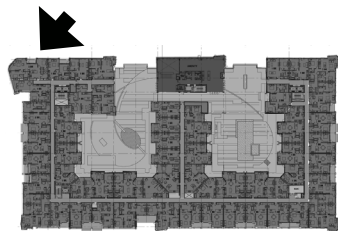


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- L - Exposed Concrete
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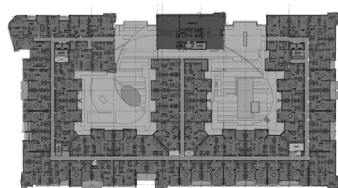


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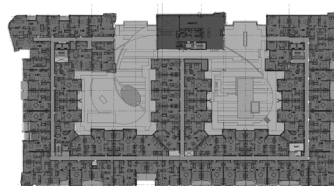
P - Frosted Glass

Q - Clear Glass

R - Architecturally Exposed Structural Steel Canopies

S - Stucco - Blue





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O - Door Pulls/Light Fixtures

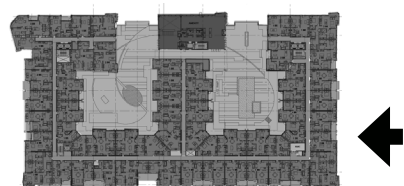
P - Frosted Glass

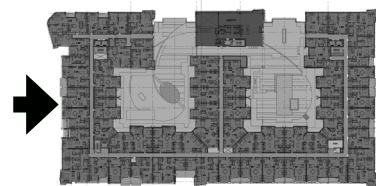
Q - Clear Glass

R - Architecturally Exposed Structural Steel Canopies

S - Stucco - Blue







Key Plan

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L - Exposed Concrete

M - Perforated Metal

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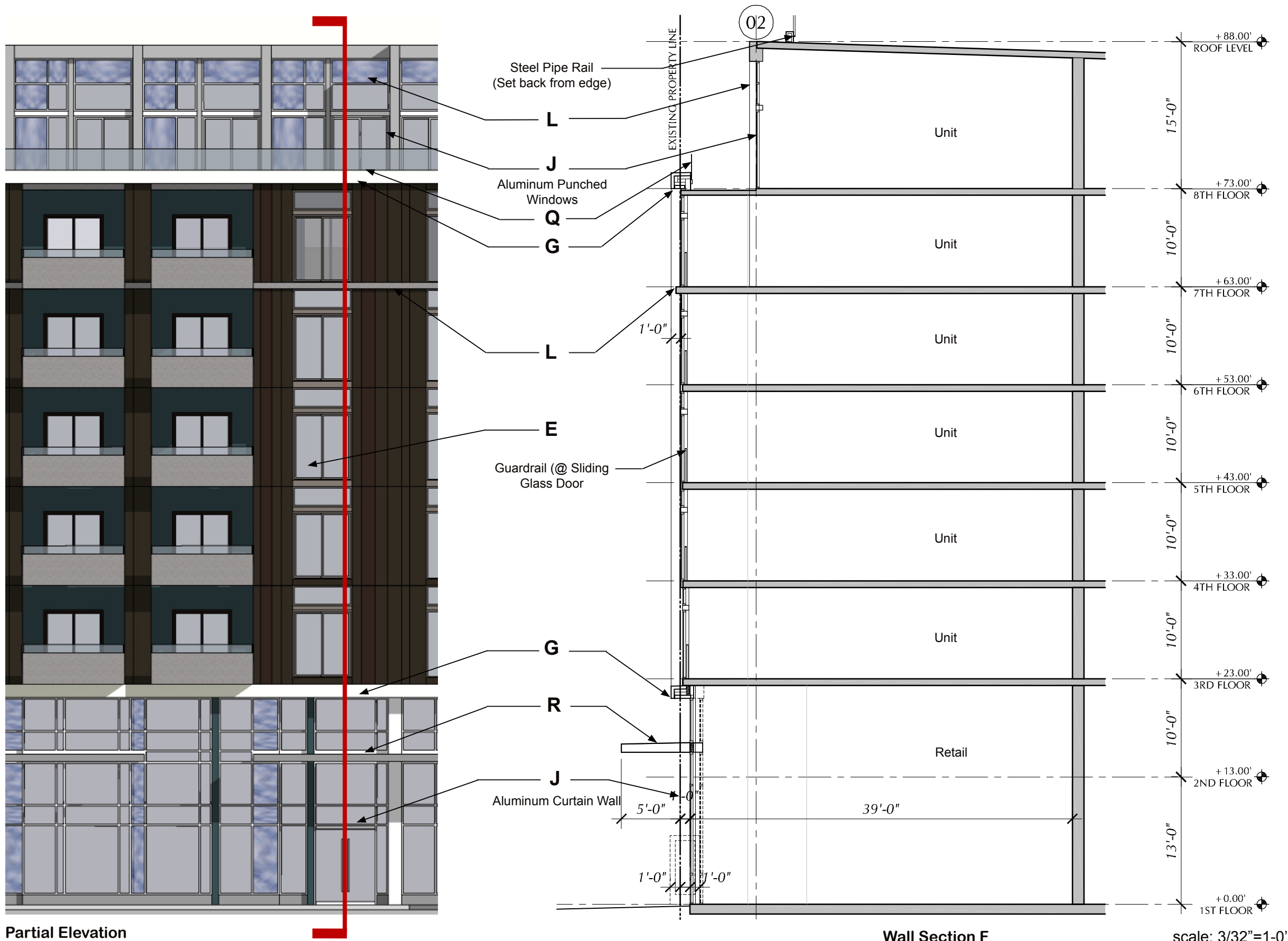
O - Door Pulls/Light Fixtures

P - Frosted Glass

Q - Clear Glass

R - Architecturally Exposed Structural Steel Canopies

S - Stucco - Blue



Partial Elevation

Wall Section F

scale: 3/32"=1'-0"

Exhibit B: 185 Channel Short-Term Commercial Parking Rate Structure

<i>UDR's Proposed Parking Pricing</i>		
Duration	Price	Compliance w/ Planning's 155(g)
First 30 minutes	free	
0-8 hours	\$4.00/hour; parking durations for less than an hour will be prorated by increments of 15 minutes	
Max (8-12 hours)	\$40.00	Rate for eight or more hours (\$40.00) is no less than 10 times the rate for the first hour (\$4.00)
Overnight (12+ hours)	\$56.00	Rate for 12+ hours (\$56.00) is no less than 10 times the rate for the first hour (\$4.00)

SEC. 155. GENERAL STANDARDS AS TO LOCATION AND ARRANGEMENT OF OFF-STREET PARKING, FREIGHT LOADING, AND SERVICE VEHICLE FACILITIES.

(See Interpretations related to this Section.)

Required off-street parking and freight loading facilities shall meet the following standards as to location and arrangement. Facilities which are not required but are actually provided shall also meet the following standards unless such standards are stated to be applicable solely to required facilities. In application of the standards of this Code for off-street parking and loading, reference may be made to provisions of other portions of the Municipal Code concerning off-street parking and loading facilities, and to standards of the Better Streets Plan and the Bureau of Engineering of the Department of Public Works. Final authority for the application of such standards under this Code, and for adoption of regulations and interpretations in furtherance of the stated provisions of this Code shall, however, rest with the Planning Department.

(a) **Required Parking and Loading on the Same Lot as the Use Served.** Every required off-street parking or loading space shall be located on the same lot as the use served by it, except as provided in Section 161 of this Code.

(b) **Off-Street Parking and Loading on Private Property.** Every off-street parking or loading space shall be located in its entirety within the lot lines of private property. Shared driveways are encouraged.

(c) **Adequate Means of Ingress and Egress.** Every off-street parking or loading space shall have adequate means of ingress from and egress to a Street or Alley. Access to off-street loading spaces shall be from Alleys in preference to Streets, except where otherwise specified in this Code.

Adequate reservoir space shall be provided on private property for entrance of vehicles to off-street parking and loading spaces, except with respect to spaces independently accessible directly from the Street.

For Residential Uses, independently accessible off-street parking spaces shall include spaces accessed by automated garages, or car elevators, lifts or other space-efficient parking as defined in Section 154(a)(4) and Section 154(a)(5) provided that no more than one car needs to be moved under its own power to access any one space.

(d) **Enclosure of Off-Street Loading and Service Vehicle Spaces Required.** All off-street freight loading and service vehicle spaces in the C-3, DTR, MUO, CMUO, WMUO, MUG, WMUG, and MUR shall be completely enclosed, and access from a public Street or Alley shall be provided by means of a private service driveway that is totally contained within the structure. Such a private service driveway shall include adequate space to maneuver trucks and service vehicles into and out of all provided spaces, and shall be designed so as to facilitate access to the subject property while minimizing interference with street and sidewalk circulation. Any such private service driveway shall be of adequate width to accommodate drive-in movement from the adjacent curb or inside traffic lane but shall in no case exceed 30 feet. Notwithstanding the foregoing, if an adjacent Street or Alley is determined by the Zoning Administrator to be primarily used for building service, up to four off-street freight or loading spaces may be allowed to be individually accessible directly from such a Street or Alley, pursuant to the provisions of Section 309 in a C-3 District, the provisions of Section 309.1 in a DTR District, the provisions of Section 329 for projects subject to Section 329 in a MUO, CMUO, WMUO, MUG, WMUG, or MUR District, or by administrative decision of the Zoning Administrator for projects that are not subject to Section 329 in a MUO, CMUO, WMUO, MUG, WMUG, or MUR District.

(e) **Alternate Location of Service Vehicle Spaces.** Where site constraints would make a consolidated freight loading and service vehicle facility impractical, service vehicle spaces required by Sections 153(a)(6) and 154(b)(3) of this Code may be located in a parking garage for the structure or other location separate from freight loading spaces.

(f) **Freight Elevator Access to Off-Street Freight Loading.** Whenever off-street freight loading spaces are provided, freight elevators immediately accessible from the loading dock shall be provided to all floors which contain uses that are included in the calculation of required number of freight loading spaces. If freight loading facilities are subterranean, the location and operation of freight elevators shall be designed, where feasible, to discourage use of freight elevators for deliveries from the ground floor. Directories of building tenants shall be provided at all freight elevators. A raised loading dock or receiving area shall be provided with sufficient dimensions to provide for short-term storage of goods. All required freight loading and service vehicle spaces shall be made available only to those vehicles at all times, and provision shall be made to minimize interference between freight loading and service operations, and garbage dumpster operations and storage.

(g) **Parking Pricing Requirements.** In order to discourage long-term commuter parking, any off-street parking spaces provided for a structure or use other than Residential or Hotel in a C-3, DTR, SPD, MUG, WMUG, MUR, CMUO, WMUO, or MUO District, whether classified as an accessory or Conditional Use, that are otherwise available for use for long-term parking by downtown workers shall maintain a rate or fee structure for their use such that the rate charge for four hours of parking duration is no more than four times the rate charge for the first hour, and the rate charge for eight or more hours of parking duration is no less than 10 times the rate charge for the first hour. Additionally, no discounted parking rate shall be permitted for weekly, monthly or similar time-specific periods.

(h) **Layout and Markings.** The internal layout of off-street parking and loading spaces, driveways, aisles and maneuvering areas shall be according to acceptable standards, and all spaces shall be clearly marked.

(i) **Parking Spaces for Persons with Disabilities.** For each 25 off-street parking spaces provided, one such space shall be designed and designated for persons with disabilities.

(j) **Bicycle Parking.** Bicycle parking shall be provided, as required by Section 155.2.

(k) **Encroachments.** Off-street parking and loading facilities shall be arranged, designed and operated so as to prevent encroachments upon sidewalk areas, bicycle lanes, transit-only lanes and adjacent properties, in the maneuvering, standing, queuing and storage of vehicles, by means of the layout and operation of facilities and by use of bumper or wheel guards or such other devices as are necessary.

(l) **Driveways.** Driveways crossing sidewalks shall be no wider than necessary for ingress and egress, and shall be arranged, to the extent practical, so as to minimize the width and frequency of curb cuts, to maximize the number and size of on-street parking spaces available to the public, and to minimize conflicts with pedestrian and transit movements.

(m) **Surfacing and Grading.** Every off-street parking or loading facility shall be suitably graded, surfaced, drained and maintained.

(n) **Parking or Loading in Required Open Spaces.** Off-street parking and loading spaces shall not occupy any required open space, except as specified in Section 136 of this Code.

(o) **Accounting of Parking and Loading Spaces.** No area credited as all or part of a required off-street parking space shall also be credited as all or part of a required off-street loading space, or used as all or part of an unrequired off-street loading space. No area credited as all or part of a required off-street loading space shall also be credited as all or part of a required off-street parking space, or used as all or part of an unrequired off-street parking space.