

sh p Uber Mission Bay

SITE 1, 1455 THIRD STREET (BLOCK 26, PARCEL 1)
SITE 2, 1515 THIRD STREET (BLOCK 27, PARCEL 1), SAN FRANCISCO, CA
COMBINED BASIC CONCEPT + SCHEMATIC DESIGN SUBMITTAL
MARCH 22, 2016

Project Owner:	Uber / Alexandria Joint Venture
Design Architect:	SHoP Architects
Architect of Record:	Quezada Architecture
Landscape Architect:	Surface Design, Inc.
MEP Engineer:	Alfatech Timmons
Structural Engineer:	Thornton Tomasetti

SHoP Architects
233 Broadway 11th Floor
New York NY 10279

P 212 889 9005
www.shoparc.com

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Project Summary + Data

Introduction

Project Summary

Overview:

This submission seeks approval for the Uber Mission Bay Project as a combined Concept and Schematic Submittal to the Office of Community Investment and Infrastructure.

The Uber Mission Bay project is located at 1455 3rd Street (Site 1) and 1515 3rd Street (Site 2), on blocks 26 [1] and 27 [1], respectively.

The project is primarily allocated as office space, totaling 410,255 GSF per the Mission Bay South Plan, including open office areas for desks, amenities, and multi-purpose spaces. City-serving retail spaces have been added to each building at the ground floor. A child care center has also been included at the ground floor of Site 1 with adjacent outdoor space carved out of the privately owned public open space just East of the building. This space is owned and maintained by the applicant.

Building Features:

Each building features a vertically organized “commons” space, providing for circulation and visual connection between office spaces and casual breakout spaces, thereby displaying the activities and program of the building to outside observers. The geometry and materiality within the commons areas has been calibrated to introduce, direct, and modulate light and shadow, which creates dynamic spaces visible through the transparent, low-iron glass facades. The facades feature operable panels, choreographed by the building’s BMS system, which open and close in response to climatic needs within commons areas. It is the layering of the above mentioned elements; light, shadow, wood, metal, glass, and their presence within a space full of activity that will facilitate the creation of one of the most dynamic spaces in Mission Bay. A rich material palette of teak, white oak, reclaimed oak, patinated zinc, weathered steel, brushed stainless steel metal, and travertine to name a few, are innate to the expression of the building.

Site 1 - Building 1455 and Site 2 - Building 1515 are separated by Pierpoint Lane, a privately-owned public access path for pedestrian and bicycle access. Service vehicles could potentially access Pierpoint Lane off-hours as well as emergency vehicles. The lane will be activated by landscape design and the movement of people between and around the two buildings. Two pedestrian bridges will connect the two buildings above Pierpoint Lane, allowing for increased connectivity for building users, and providing a point of visual interest for observers.

The street wall along 3rd street is set back at the 1st floor to create a wider sidewalk, punctuated by wind breaks, and creating a more active pedestrian experience, including outdoor seating for cafe and food establishments while allowing sufficient walking area in this central Mission Bay transit node and next door to an emerging major sports and performance venue. Building entries will be chiefly located along 3rd Street with a secondary entry on Pierpoint Lane for Site 1 - Building 1455, and along 3rd and South Streets for Site 2 - Building 1515.



Materiality:

While the exterior of the building is composed primarily of glass and metal, the design intent is for maximum transparency, allowing for visual connection between outside observers and the materials and activities inside the glass, particularly in the “commons” areas located facing 3rd Street and Pierpoint Lane. This will be accomplished by using low-iron glass for extra transparency and providing ample light inside of the commons area to ensure that the materials and spaces are visible from the outside. The interior surfaces of the commons will be composed wood and metal, creating a dynamic play of light and shadow, which will ensure their visibility from the street. These materials include horizontal teak slats with a range of warm to light coloration and weathering; stone floors; weathering steel bridges; brushed stainless steel handrails on laminated glass railings; as well as light bronze horizontal slats, wood column cover panels and stair treads. Other facades along the open floor office areas are glazed with fritted glass with bird-safe materials as appropriate. See bird-safety section in the Appendix for information on material treatments and where they are deployed in the project.

Project Owner:
Design Architect:
Architect of Record:
Landscape Architect:
MEP Engineer:
Structural Engineer:

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Thornton Tomasetti

Introduction

Project Summary (continued)

Loading and Parking:

Loading for Site 1 - Building 1455 is to be located off of the shared service area between the building and its neighbor to the North, accessed via Bridgeview Way. The loading area for Site 2 - Building 1515 will be located on South Street at the South-East corner of the building.

Code-required parking for both buildings will be provided off-site, at the parking garage located adjacent (East) of Site 2 - Building 1515 at Block 27.

Landscaping:

The landscape design is rooted in its San Francisco context, and more specifically in the landscape of Mission Bay. The ecological and industrial history of Site 1 - Building 1455 and Site 2 - Building 1515 help structure landscape spaces throughout the site from the pedestrian street space on Pierpoint Lane (with accent benches and planters) to the elevated area and amphitheater at the open space. Flow-through planters become an amenity for Pierpoint Lane as they weave in a dendritic form that recalls the historic water patterns of the shoreline of Mission Bay. These dendritic forms are a foil to the architectural building grid and combine with the paving bands to create an abstraction of the patterning of the rail yard that existed across Site 1 - Building 1455 and Site 2 - Building 1515. The landscape of the lane acts to knit the buildings together, as well as knitting the project into the streetscape and broader Mission Bay landscape.

Concrete, steel and asphalt pavers root the project in its urban context. The planting throughout the site is climate-adapted to thrive in Mission Bay and create a soft interface with the architecture and the greater neighborhood. Clear pathways allow the public to meander through Pierpoint Lane and adjacent privately owned public open space with multiple opportunities to sit and enjoy the landscape. Stormwater treatment gardens line the south edge of Pierpoint Lane with benches weave with planters to create varied planted rooms. A terraced amphitheater at the open space provides opportunities for the public to have lunch or gather, and the landscape opens to the lane to create a plaza that allows for farmers markets and food trucks for public events. An exterior bicycle courtyard on 3rd Street provides bike racks woven into steel planters and glass screens. This space doubles as retail spill-out and seating.

Structure:

The fundamental foundation is a deep foundation, pile supported system. Each pile group will receive a reinforced concrete pile cap to support the column load. The ground floor slab will be a 12” structured slab spanning to the pile caps. This will reduce or eliminate the need for most grade beams. A

6'-7' thick mat slab will occur in the core areas and at brace lines to take the lateral and uplift seismic loads. In an effort to mitigate vibrations from pile driving for adjacent buildings, new piles will either be prestressed, precast concrete piles (PSPC), or torqued-in “tubex” pipe piles. For Site 2 - Building 1515, new piles will be installed under new column locations. For Site 1 - Building 1455, there are existing piles already installed for a prior “spec” building. Many of these will be utilized in the new design and new piles will be installed supplemental to the existing to account for new loads.

The proposed baseline system for both the Site 1 and Site 2 buildings is a cast-in-place concrete slab on steel deck, supported by composite steel beams and girders, framing to steel columns. Typical slab construction will be 3 ¼” lightweight concrete on 3” composite steel deck. The proposed column grid of the South buildings is roughly a 30ft x 30ft grid, with 45ft interior bays. The north building grid is similar, but varies in an attempt to match some of the new column locations with existing foundations. Columns will typically be W14 steel shapes, with wider columns where moment frames are used as part of the lateral system. A signature design element of both buildings is a perimeter commons space with “hanging boxes” protruding from the common floor area. At Site 2 - Building 1515, a series of trusses will be located at the mechanical penthouse level, to hang columns as required to facilitate the “hanging boxes” and perimeter facade.

The proposed lateral load resisting system for both buildings is a steel braced system, with supplemental moment frames. The cores in both buildings are side core arrangements. For Site 2 - Building 1515, East-West bracing has been located within the core, with one North-South brace line at the East face of the core. Because of the torsional effect of locating the bracing off center of the building footprint, supplemental East-West bracing has been utilized along the North and South faces of the building, and a North-South moment frame located at grid “S4”. For Site 1 - Building 1455, the bracing is completely located within and around the offset core to the North face of the building. Since the bracing is located off center of the building massing, there will be a torsional effect induced in the building. The torsional effect will be resisted by moment frames located at West face of the building and near the East face of the building.

There are two bridges connecting Site 1 and Site 2 buildings. These interconnecting bridges are envisioned to be constructed from custom steel members, consisting of built-up trapezoidal boxes as the primary bridge support. The upper level of the bridge will be the top of the box member, with the lower level hanging from the same element. The system will be designed such that the bridge could be constructed on the ground (or on the roof the building) and lifted into place as a completed unit or kit of parts.

Bird Safety Measures:

The design team met with the SF Audubon Society on Oct. 20, 2015 and subsequently incorporated their input. In addition, the design is compliant with the City’s standards for bird-safe buildings per SF Planning Code, Sec. 139. In the bird-safety section, which appears in the Appendix to this OCII Concept/Schematic Design Submittal, additional information is provided to clarify the proposed material treatments. The design team shall incorporate the bird-safe specifications for the applicable portions of the enclosure into the project’s subsequent Design Development, Construction Documents and relevant bid packages.

Signage:

Signage for the project will conform to the Mission Bay Signage Master Plan. This signage is to be explored further in future design phases subsequent to this application.

Requests for Variance:

This application seeks to request variances for the following deviations from the standards set forth in “Design for Development”:

- Request for Variance #1: Street Wall: Minimum Length
In reference to Ground floor recess on 3rd St.
- Request for Variance #2: View Corridor
In reference to Bridges over Pierpoint Lane

Introduction

Project Summary (continued)

Day Care:

The daycare consists of 5,995 GSF of indoor area, and 4,730 GSF of outdoor area for children aged 6 weeks to 5 years. The child center curriculum is based on a wide range of developmentally appropriate child care philosophies with a program capable of earning an accreditation from the National Association for the Education of Young Children (NAEYC). The focus is on low teacher/child ratios, purposefully designed indoor and outdoor space, and experienced, educated teachers. The enrollment is for Uber employees, contractors and members of the Mission Bay community.

The proposed day care facility will help up to 59 Uber and community parents in need of quality child care. The day care center and playground will be open to our neighbors – a strategy to build community and mitigate the shortage of quality child care in San Francisco.

The facility will feature residential renewable finishes and be full of natural light. The interior learning environment will encourage collaboration, cooperation, creativity and communication. The space will open directly onto the adjacent playground. The playground will be a safe environment that encourages children to explore and play. It will be surrounded by a fence with plantings on both the inside and outside. The park/playground will have learning and play centers for gross motor, arts and crafts, science, gardening, and imaginary play.

The childcare facility is compliant with Section 414 of the San Francisco Planning Code by providing an on-site Child-care facility for the life of the project per Sec. 414.5. The project owner will provide proof to the Department that the space on the premises is provided to a non-profit child-care provider per Sec. 414.5(A), that the child-care facility is a licensed child-care facility per Sec. 414.5(B), that the child-care facility has a minimum gross floor area of 5,995 square feet meeting the minimum of 3,000 square feet per Sec.414.5(C), and that the child-care facility provides proof that a notice of special restriction has been recorded per Sec. 414.5(D).

Public Art:

Alexandria Real Estate and Uber, the Joint Venture developing Site 1 - Building 1455 and Site 2 - Building 1515 in San Francisco's Mission Bay for Uber's purpose-built headquarters, will work with a qualified Public Art Consultant to meet it's 1% construction budget allocation for Public Art.

Project Data

Summary

PROJECT DATA SUMMARY			
Project Standards	Site 1 - 1455 3rd St	Site 2 - 1515 3rd St	References and Requirements
Block & Parcel	Block 26, Parcel 1	Block 27, Parcel 1	Per Design for Development map 3, pg 21.
Land Use	Commercial / Industrial	Commercial / Industrial	Per Design for Development map 2, pg 20.
Parcel Area	30,142 SF	43,316 SF	Per Major Phase
Building Height	160' (20,000 SF Footprint)	90' (42,026 SF Footprint)	Per Design for Development Page 23: Height Zone HZ-5: Allowable base height 90', tower height 160
Mechanical Penthouse	20' above building height	20' above building height	Per Design for Development page 23: Mechanical equipment + appurtenances necessary to the operation or maintenance of the building (Mechanical penthouses, equipment, screening, elevator + stair bulkheads).
Corners	Complies	N/A	No intersection to allow more than 2 towers within 50' of corner.
Orientation	Complies	N/A	Tower width along 3rd street not to exceed 160'.
Bulk (Above 90')	Tower floor plate is 100' x 200' (20,000 SF)	N/A	Per Design for Development pg 26: For towers (above 90'): Max Plan length 200', Max floor plate 20,000 SF.
Lot coverage	N/A	N/A	Per Design for Development pg 28: N/A for commercial.
Required Setbacks	5' setback on 3rd St	5' setback on 3rd St	Per Design for Development pg 27: 5' setback is required on east side of 3rd Street.
Streetwall: Minimum Length	Variance Requested	Variance Requested	Per Design for Development pg 28: 70% of block length frontage is required. Windbreak elements create arcade-like feature at the setback (streewall) line where ground floor is recessed.
Streetwall: Minimum Height	160'	90'	Per Design for Development pg 28: minimum height of 15'
Streetwall: Maximum Height	160' (tower)	90'*	Per Design For Development pg 28: Height not to exceed 90' (except midrise and towers). *Mechanical penthouse excluded per D for D pg 25, Fig. 7.
Streetwall: Corner Zone Conditions	Upper floor maintain streetwall. Complies.	Upper floors maintain streetwall. Complies.	Per Design for Development pg 28: 50' Streetwall required from corner. Corner entries are exempted.
Streetwall: Variation	NA	NA	Per Design for Development pg 28: Variation NA for commercial
Streetwall:Projections	3' Projection of operable windows. Complies. 16'-8" min vertical clearance. Complies	3' Projection of operable windows. Complies. 16'-8" min vertical clearance. Complies	Per Design for Development pg 28: 8' min vertical clearance above street. 3' max projection over street.
Shadow Analysis	Shadow analysis provided	Shadow analysis provided	Per Design for Development pg 36: shadow analysis required as bridges are non-compliant aspect of building form.
Wind analysis	Wind analysis provided	N/A	Per Design for Development Pg 38: Wind analysis is required for buildings over 100' in height.
View Corridor	Variance Requested	Variance Requested	Per Design for Development pg 39: no building or portion thereof shall block a view corridor.
Program of Uses	Office Space: 190,542 SF Building Service Areas: 12,773 SF Retail: 1,016 SF Daycare: 5,995 SF	Office Space: 219,713 SF Building Service Areas: 13,589 SF Retail: 1,984 SF	Office Space includes all amenity spaces for use by employees, including Kitchen, Serverly, Seating, Flex Space. Building Service Areas include loading docks, and MEP equipment spaces
Gross Floor Area Mission Bay	190,542 SF	219,713 SF	Ref Project Data Calculations Sheet. Bridge areas included in Site 1 - 1455 total.
Section 321 Office Allocation	196,866 SF	226,114 SF	Ref Project Data Calculations Sheet. Bridge areas included in Site 1 - 1455 total. Total office allocation 422,980 SF
Leasable Area	Office: 177,853 SF Retail: 1,010 SF Daycare: 5,979 SF Total 184,842 SF	Office: 215,014 SF Retail: 1,972 SF Total 216,986 SF	Defined as "Floor Rentable Area" per BOMA 1996 "Standard Method for Measuring Floor Area in Office Buildings"
Number of Stories	11	6	No requirement
Parking	Total 417 spaces required 3,000 SF retail / 500 = 6 Spaces 410,255 SF office / 1000 = 411 Spaces (provided in adjacent parking structure on Block 27)		Per Design for Development pg 43: one (1) space per 1,000 SF of gross area office, one (1) space per 500 SF retail The required ratio of compact spaces to standard spaces is 50%.
Bicycle Parking	A minimum of 23 Class I bicycle spaces will be provided in the parking structure on Block 27 A minimum of 22 Class I bicycle parking spaces will be provided within the 1455 building		Per Design Development Page 42: a minimum 1 space of every 20 parked cars 417/20 = Minimum of 21 spaces required.
Loading Spaces	2 spaces (NE corner of building, accessed via Bridgeview Way)	2 Spaces (SE corner of building on South Street)	Per Design Development Page 44: 2 spaces required for 200,001 to 500,000 GFA.

Applicable Codes / Documents
Design for Development Mission Bay South, dated November 3, 2015
San Francisco Planning Code

Project Data

Area Calculations - Mission Bay Design for Development

MISSION BAY GROSS FLOOR AREA CALCULATIONS ¹

FLOOR	GROSS AREA ^{2, 3} (NON-ADJUSTED)		LESS BUILDING SERVICE AREAS ^{4,5,6}		LESS RETAIL ⁷		LESS DAYCARE ⁸		GROSS FLOOR AREA MISSION BAY	
	1455 ⁹	1515	1455	1515	1455	1515	1455	1515	1455 ⁹	1515
PENTHOUSE	5,855	7,188	5,855	7,188						
11	17,425								17,425	
10	18,098								18,098	
9	17,935								17,935	
8	18,394								18,394	
7	18,602								18,602	
6	18,932	37,269							18,932	37,269
5	18,517	38,542							18,517	38,542
4	18,218	37,896							18,218	37,896
3	16,606	39,500							16,606	39,500
2	19,398	39,212							19,398	39,212
1	22,346	35,679	6,918	6,401	1,016	1,984	5,995		8,416	27,294
SUB-TOTAL	210,326	235,286	12,773	13,589	1,016	1,984	5,995		190,542	219,713
TOTAL	445,612		26,362		3,000		5,995		410,255	

1. Calculated per Design for Development for the Mission Bay South Project Area
2. Measured to the exterior face of wall, per Design for Development definition of "Gross Floor Area", Page 11
3. Includes shafts, stairs, and elevators, per Design for Development Page 11, (A)(2)
4. Mechanical areas at top of building excluded from Gross Floor Area per Design for Development Page 11, (B)(3)
5. Service areas at ground floor excluded from Gross Floor Area per Design for Development Page 12, (B)(11)
6. Loading Spaces and bicycle parking excluded from Gross Floor Area per Design for Development Page 11, (B)(6)
7. Retail area excluded from Gross Floor Area per Design for Development Page 12, (B)(12)
8. Daycare area excluded from Gross Floor Area per Design for Development Page 13, (B)(14)
9. Building 1455 area calculations include gross area of bridges

Reference plans on page 10 and 11

Project Data

Area Calculations - SF Planning Code Section 321

SECTION 321 OFFICE ALLOCATION CALCULATIONS ¹

FLOOR	GROSS AREA ^{2, 3} (NON-ADJUSTED)		LESS BUILDING SERVICE AREAS ^{4,5}		LESS RETAIL ⁶		LESS DAYCARE ⁷		SECTION 321 OFFICE ALLOCATION	
	1455 ⁷	1515	1455	1515	1455	1515	1455	1515	1455 ⁸	1515
PENTHOUSE	5,855	7,188	5,855	7,188						
11	17,425								17,425	
10	18,098								18,098	
9	17,935								17,935	
8	18,394								18,394	
7	18,602								18,602	
6	18,932	37,269							18,932	37,269
5	18,517	38,542							18,517	38,542
4	18,218	37,896							18,218	37,896
3	16,606	39,500							16,606	39,500
2	19,398	39,212							19,398	39,212
1	22,346	35,679	594		1,016	1,984	5,995		14,741	33,695
SUB-TOTAL	210,326	235,286	6,449	7,188	1,016	1,984	5,995		196,866	226,114
TOTAL	445,612		13,637		3,000		5,995		422,980	

- 1. Calculated per San Francisco Planning Code Sections 102, 320, and 923
- 2. Measured to the exterior face of wall, per SF Planning Code definition of "Gross Floor Area", Section 102
- 3. Includes shafts, stairs, and elevators, per Section 102 (a)(2)
- 4. Mechanical areas at top of building excluded from Gross Area per Section 102 (b)(3)
- 5. Bicycle Parking at Ground Floor excluded per Section 102 (b)(8)
- 6. Retail area excluded from Gross Area per Section 320 (f)
- 7. Daycare area excluded from Gross Area per Section 923 (b)(2)
- 8. Building 1455 area calculations include gross area of bridges

Reference plans on page 12 and 13

Project Data

Area Plans - Mission Bay Design for Development

LEGEND:

Office Area

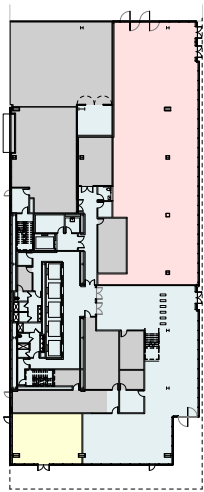
Building Service Area

Day Care

Retail

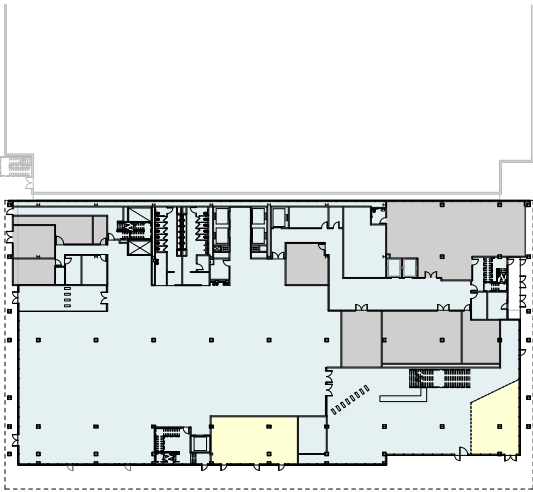
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Ref Project Data sheet for calcs

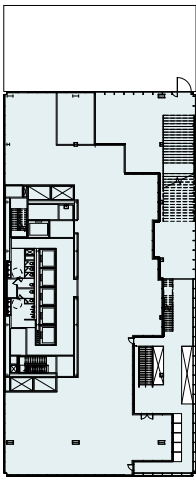


SITE 1 (1455)

LEVEL 1 (GROUND)

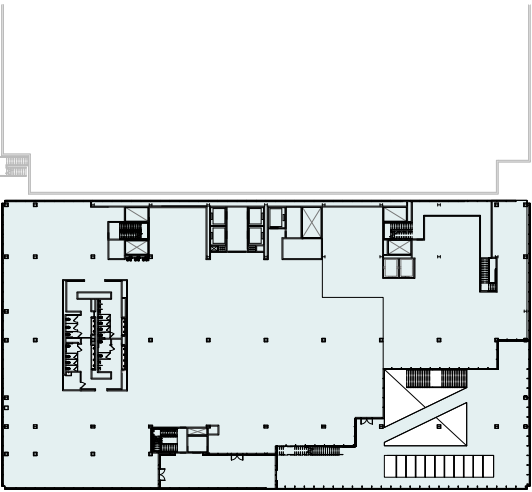


SITE 2 (1515)

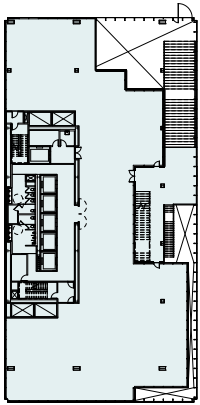


SITE 1 (1455)

LEVEL 2

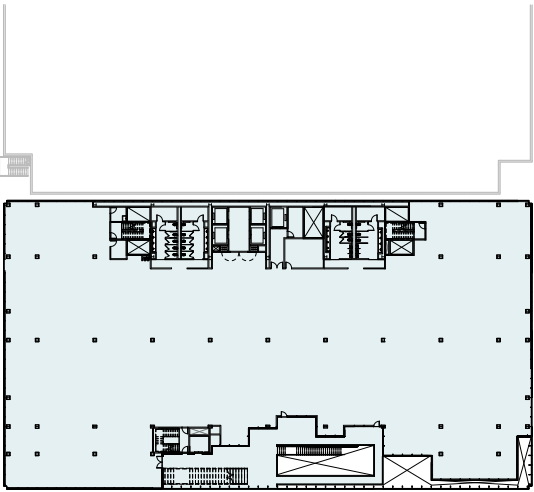


SITE 2 (1515)

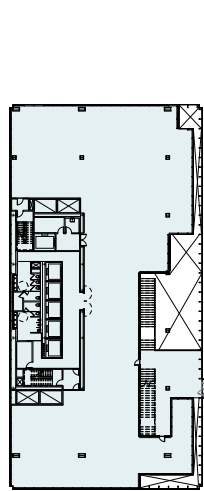


SITE 1 (1455)

LEVEL 3

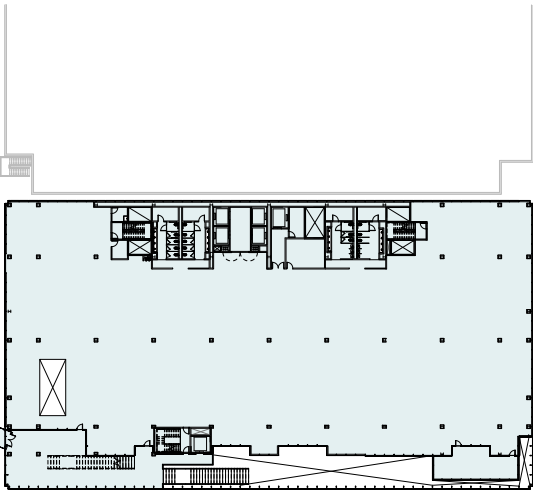


SITE 2 (1515)

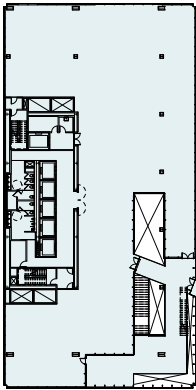


SITE 1 (1455)

LEVEL 4

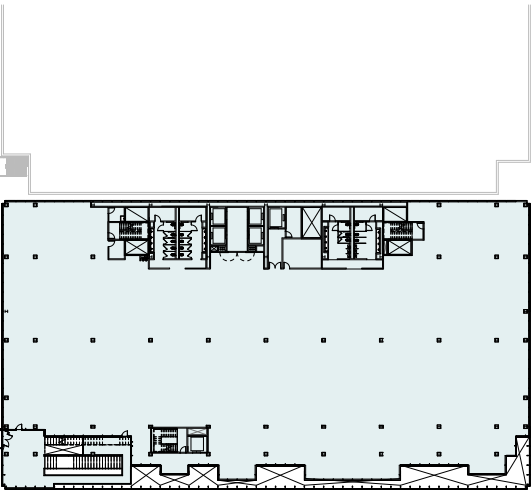


SITE 2 (1515)

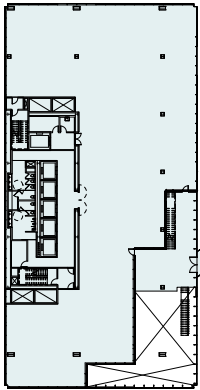


SITE 1 (1455)

LEVEL 5

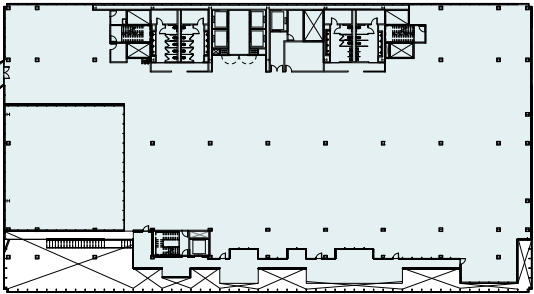


SITE 2 (1515)



SITE 1 (1455)

LEVEL 6



SITE 2 (1515)

Project Data

Area Plans - Mission Bay Design for Development

LEGEND:

Office Area

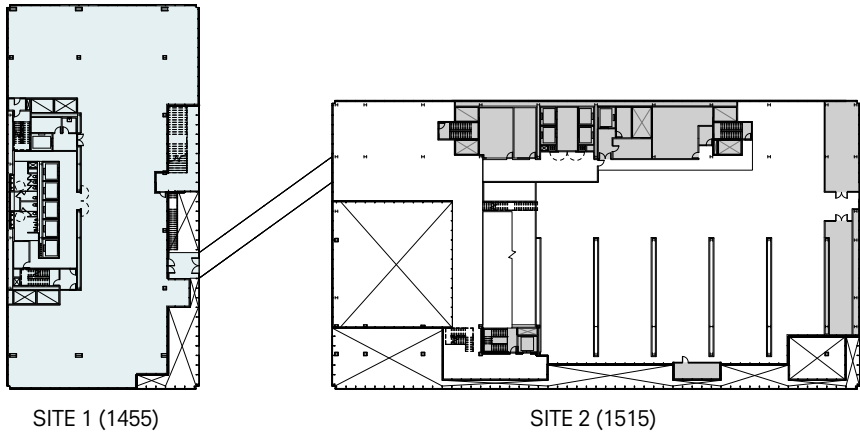
Building Service Area

Day Care

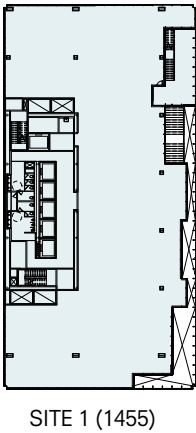
Retail

Scale : 1"=100'

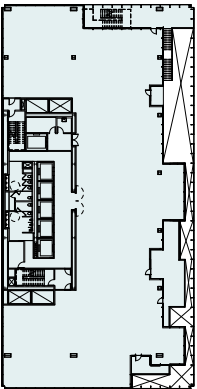
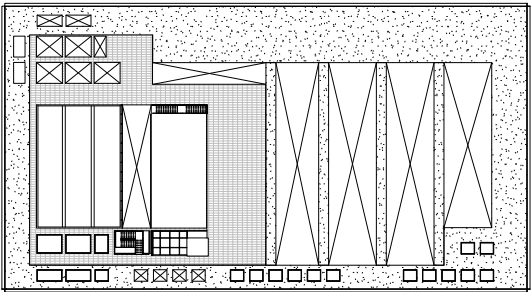
Ref Project Data sheet for calcs



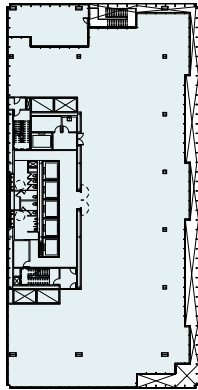
LEVEL 7 (1515 MECH PENTHOUSE)



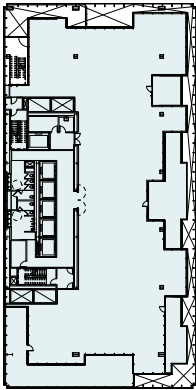
LEVEL 8



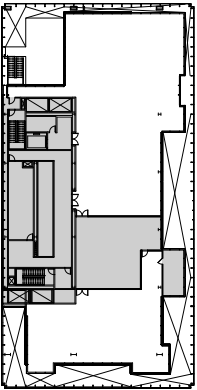
LEVEL 9



LEVEL 10



LEVEL 11



1455 MECH PENTHOUSE

Project Data

Area Plans - SF Planning Code Section 321

LEGEND:

Office Area

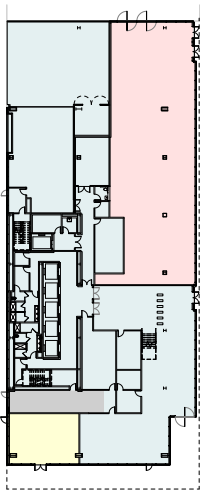
Building Service Area

Day Care

Retail

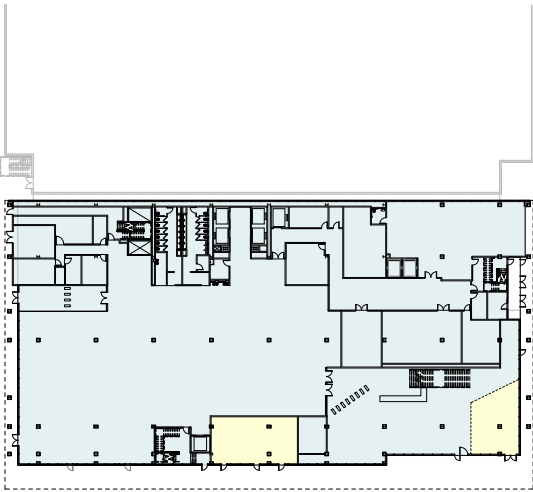
Scale : 1"=100'

Ref Project Data sheet for calcs

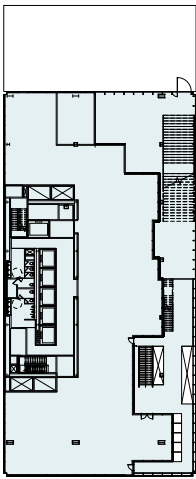


SITE 1 (1455)

LEVEL 1 (GROUND)

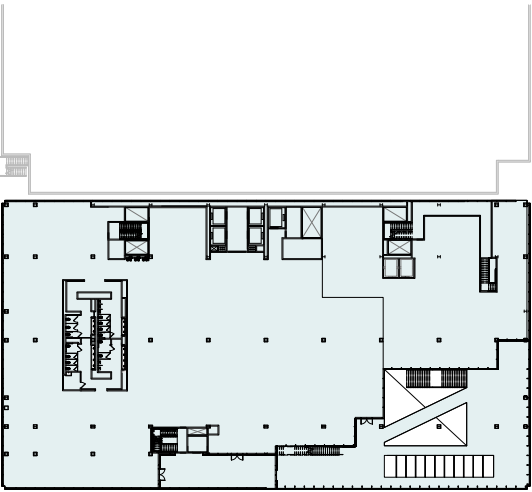


SITE 2 (1515)

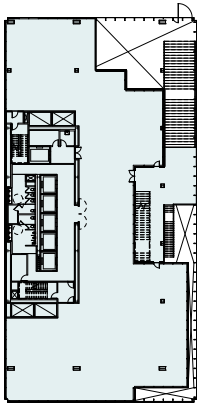


SITE 1 (1455)

LEVEL 2

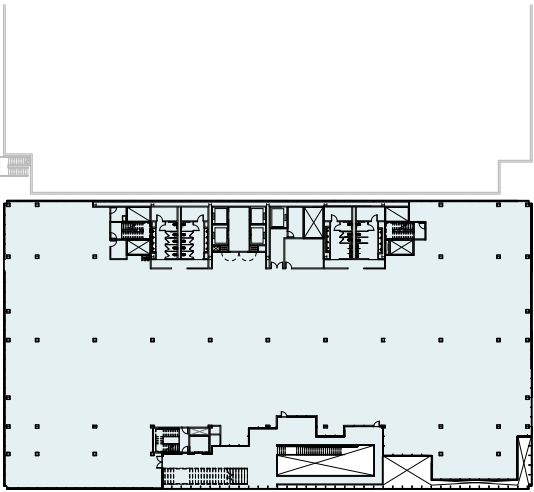


SITE 2 (1515)

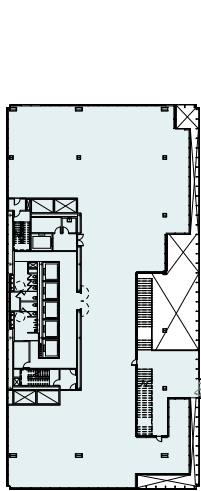


SITE 1 (1455)

LEVEL 3

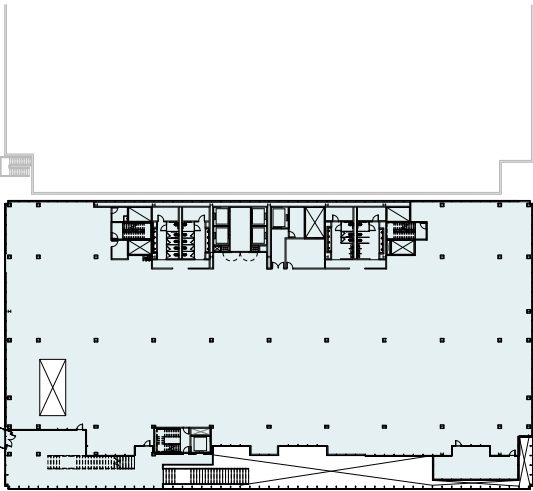


SITE 2 (1515)

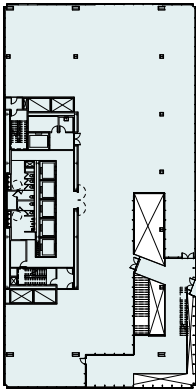


SITE 1 (1455)

LEVEL 4

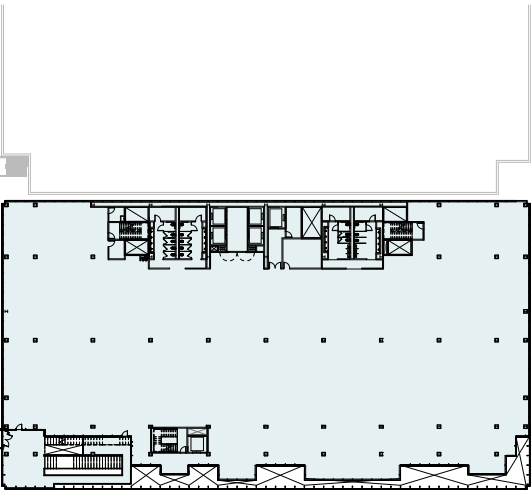


SITE 2 (1515)

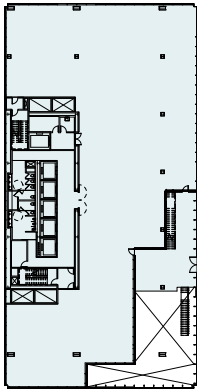


SITE 1 (1455)

LEVEL 5

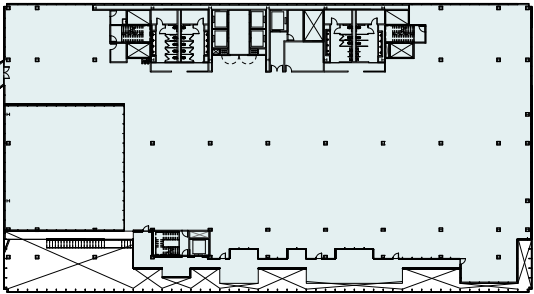


SITE 2 (1515)



SITE 1 (1455)

LEVEL 6



SITE 2 (1515)

Project Data

Area Plans - SF Planning Code Section 321

LEGEND:

Office Area

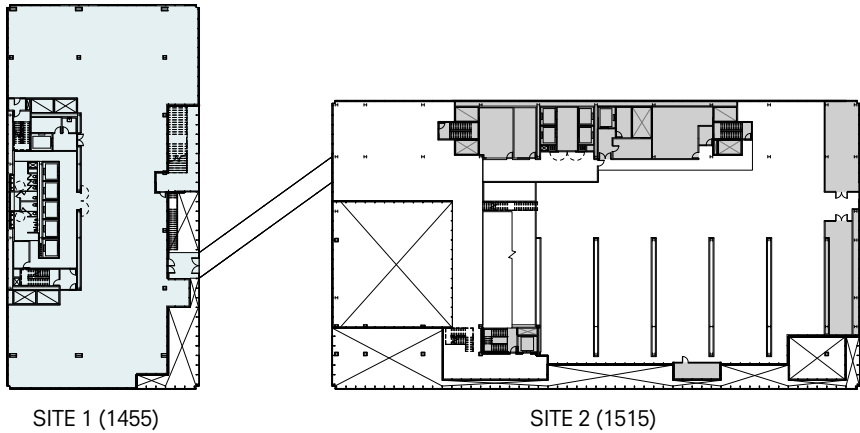
Building Service Area

Day Care

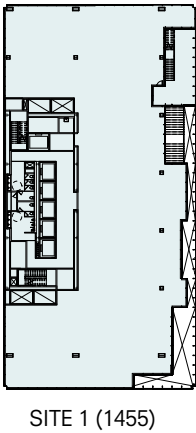
Retail

Scale : 1"=100'

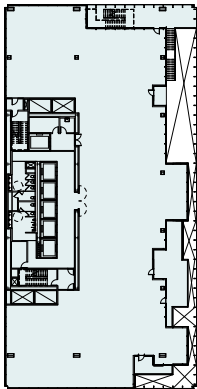
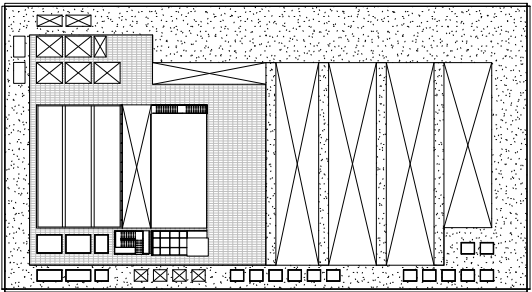
Ref Project Data sheet for calcs



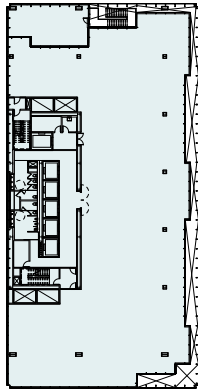
LEVEL 7 (1515 MECH PENTHOUSE)



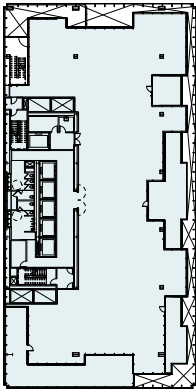
LEVEL 8



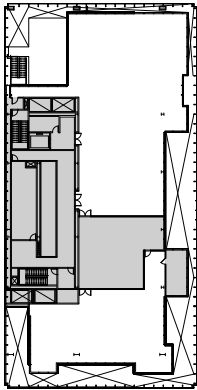
LEVEL 9



LEVEL 10



LEVEL 11



1455 MECH PENTHOUSE

Site

Site View Corridors



Site

Public Open Space



- PRIVATELY-OWNED PUBLIC OPEN SPACE
- PLANNED OPEN SPACE
- EXISTING OPEN SPACE



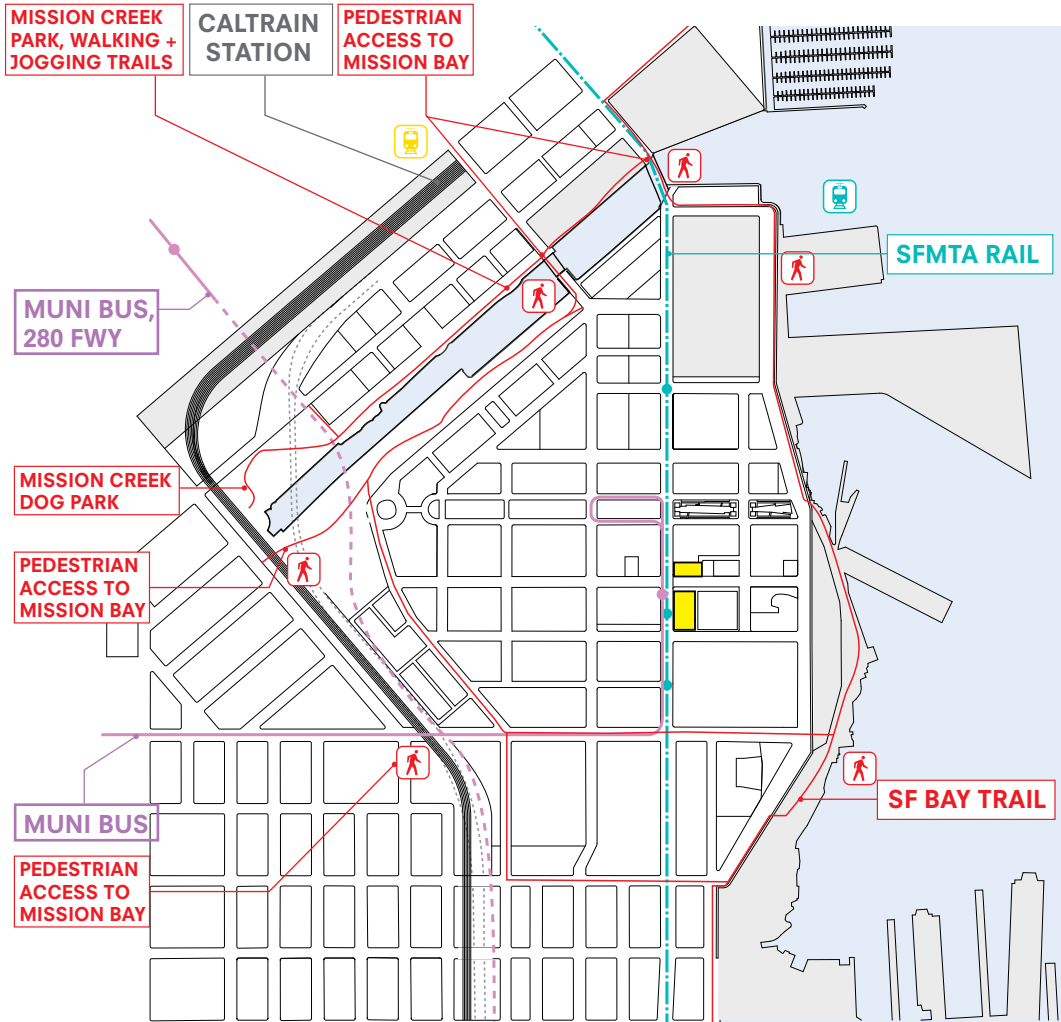
SITE 1 - 1455 3RD STREET

SITE 2 - 1515 3RD STREET

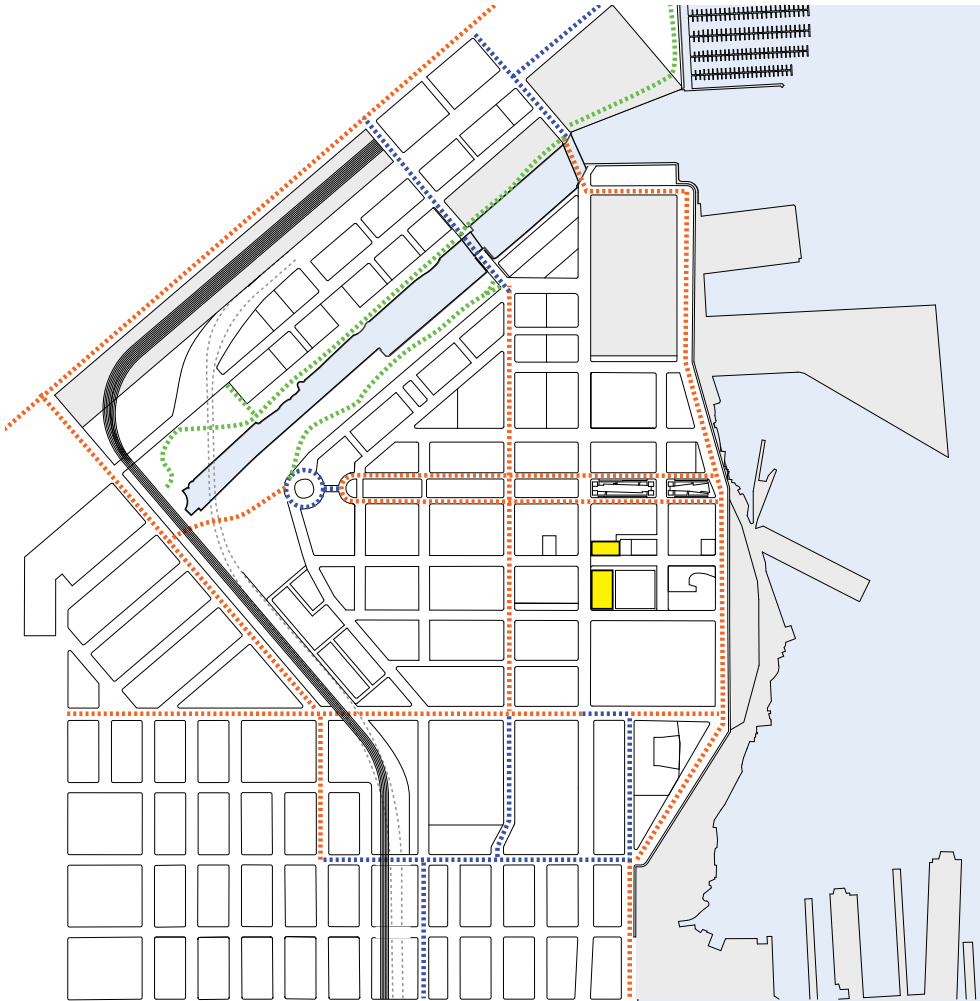
NOTE: EXTENTS AND BOUNDARIES OF SOME PUBLIC SPACES NOT PUBLISHED IN MISSION BAY SOUTH REDEVELOPMENT PLAN DOCUMENTS; THEREFORE, THE BOUNDARY CONDITIONS ARE INFERRED FROM PERTINENT MAPPING RESOURCES.

Site Circulation

Vehicular, Bicycle, Pedestrian

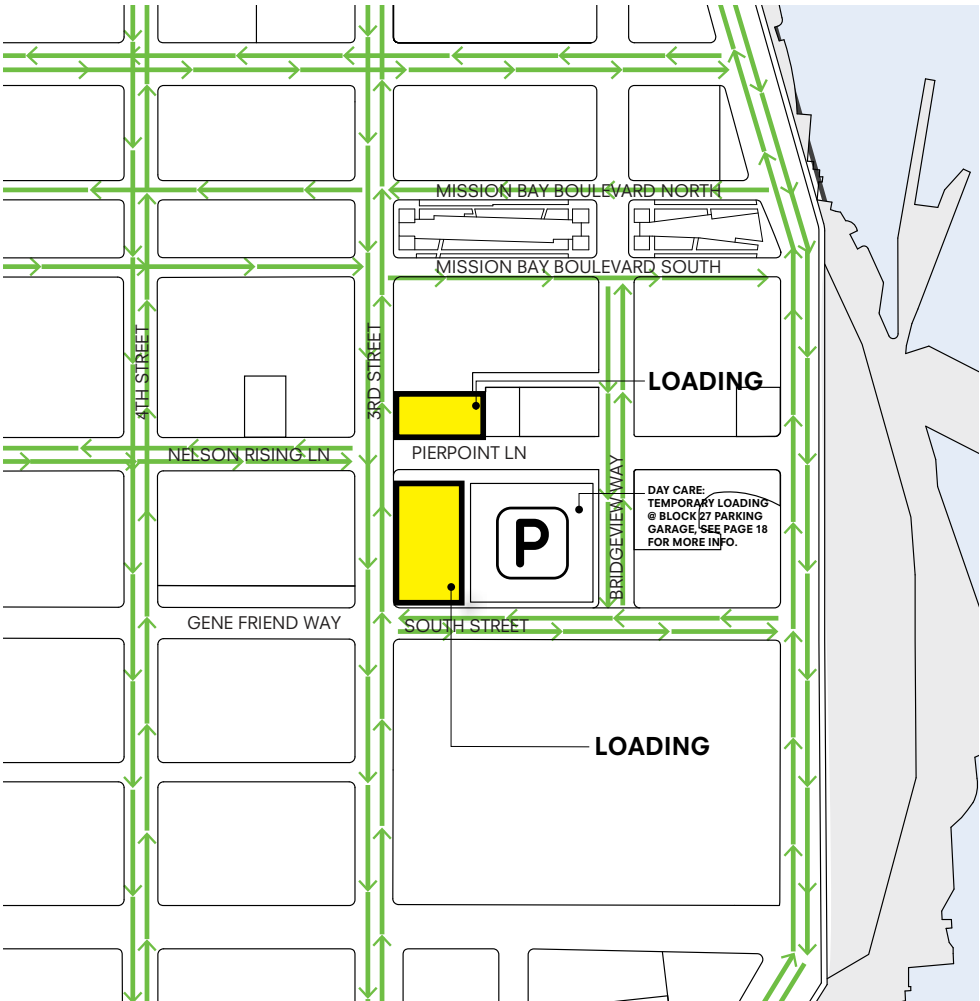


PEDESTRIAN AND PUBLIC TRANSIT



BIKE PATHS

- CLASS 1 : BIKE PATH/MULTI-USE TRAIL (OFF-STREET)
- CLASS 2 : DEDICATED BIKE LANE ON ROADWAY EDGE
- CLASS 3 : BIKE ROUTE (SHARED ROADWAY WITH CARS)



VEHICULAR



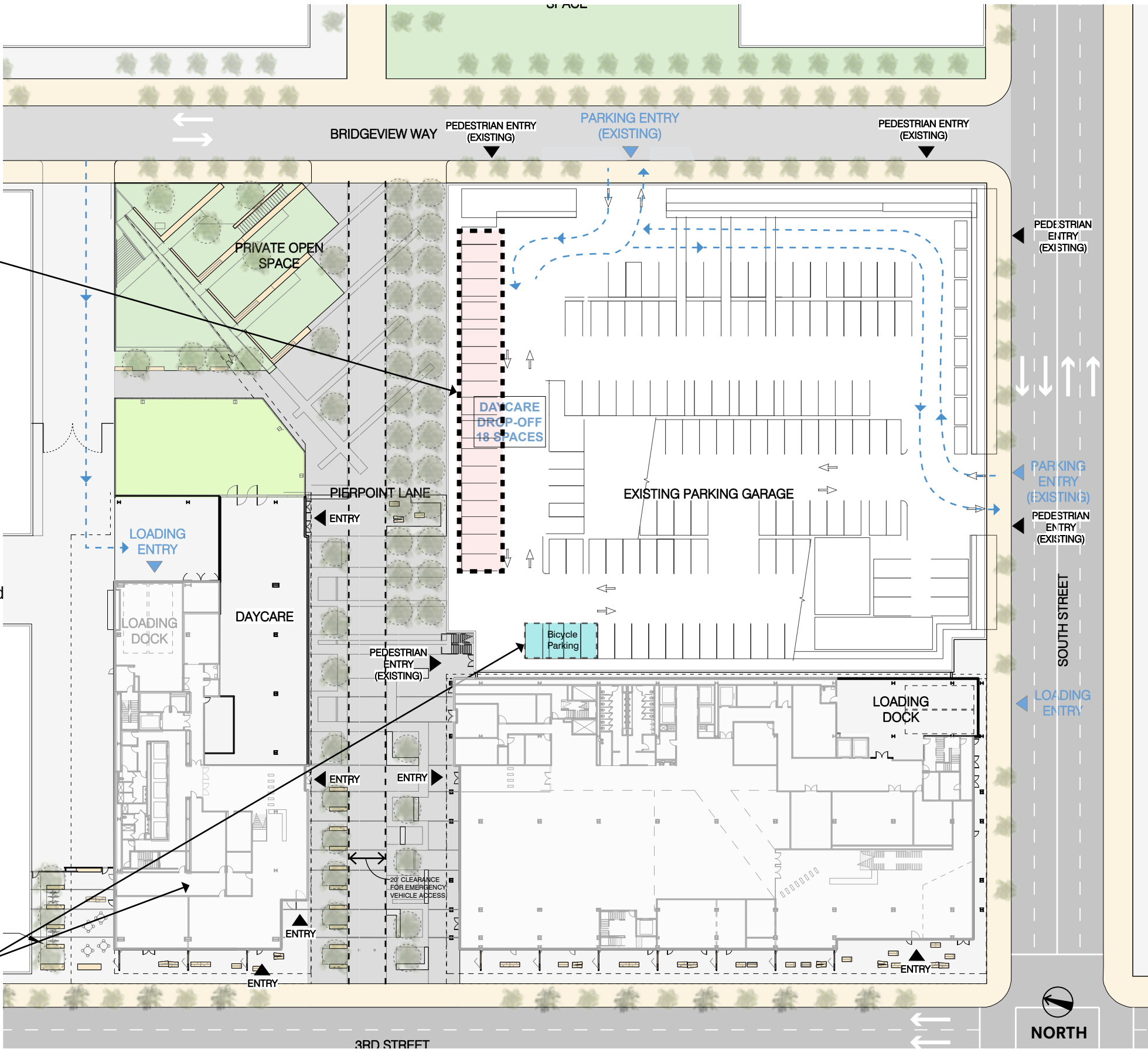
Vehicular Circulation

Loading and Drop-Off

Daycare Dropoff:
Access to daycare dropoff stalls from the northern-most lane requires partial encroachment on oncoming-lane traffic to achieve an optimal turning radius while parking. This is fully in keeping with current traffic and parking patterns within the existing garage. Traffic flow optimization will be studied further to improve existing conditions.

Vehicular Circulation plan illustrates vehicular strategy at Garage of Block 27, parking stalls and drive aisles, traffic direction, and area reserved for pick-up and drop-off turnaround for Daycare.

Bicycle parking spaces for building employees will be provided in Building 1455 and within the parking garage at block 27. While bike parking reduces 4 vehicle parking spaces in the garage, the minimum number of vehicular parking spaces based on building areas, as required per Major Phase, will be maintained. Additional public bicycle parking will be provided at the Bicycle Courtyard.



Daycare Dropoff:
Per feedback received from attendees at the CAC Review (09.10.2015) and comments from neighbours, the Team is showing the recommended Childcare drop-off area to be located in the Garage at 450 South Street (Block 27). Due to traffic-related concerns expressed at the CAC review and in discussions with neighbours, the Team has purposely not proposed using the very narrow Bridgeview Way for the Childcare drop-off area.

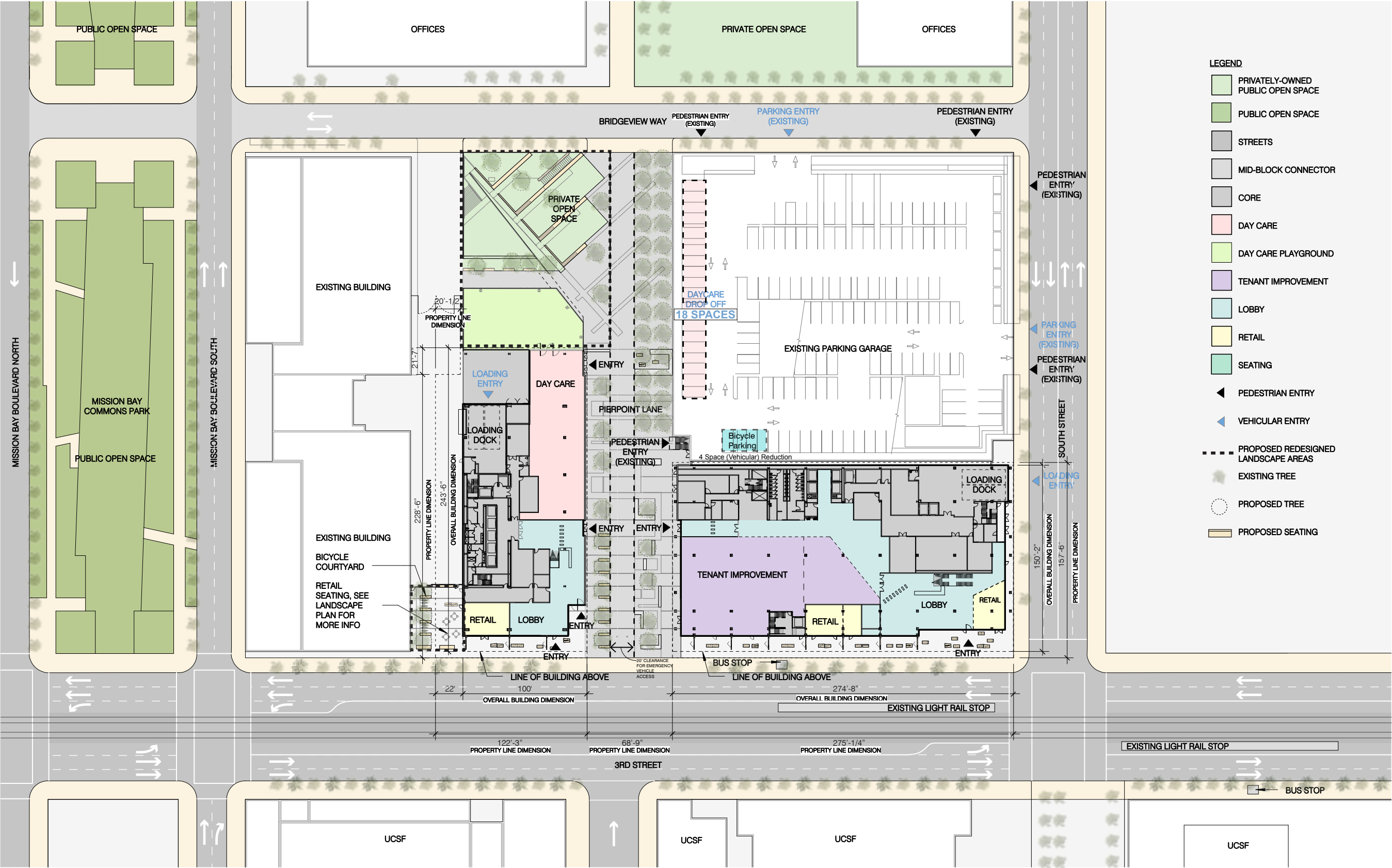
For information purposes, we know that most children will arrive between 7:30-9:30am and will depart between 4:30-6:00pm. At peak capacity, it is estimated that about 35 family vehicles will utilize the stalls with the remaining families parking nearby and walking to the center with their children or taking public transportation.

Per the Final Transportation Management Plan for the Warriors San Francisco Event Center (released Dec. 02, 2015), 132 parking stalls will be dedicated to the GSW Event Center at the 450 South Street Garage. There is no overlap between the parking for GSW and the parking stalls for the 1455/1515 Third Street project.

The developer shall record a notice of special restrictions in the land records of Block 27, Parcels 2 and 3 (shall include respective Assessor's Block and lot number) indicating the number of parking spaces and hours of operation of a drop-off area for the childcare facility located at 1455 Third Street for the lifetime of such facility.

Site

Site Plan



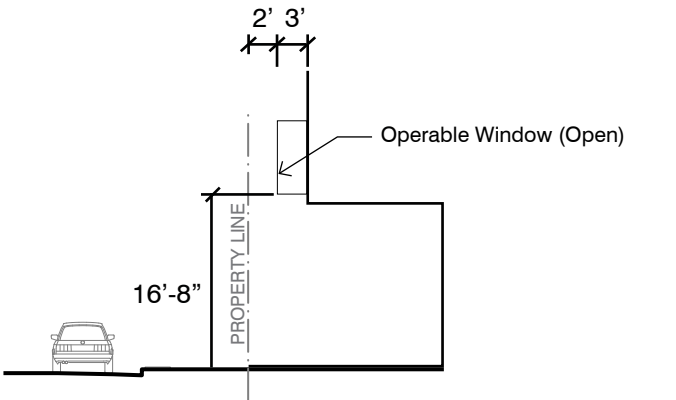
Site Open Spaces Plan



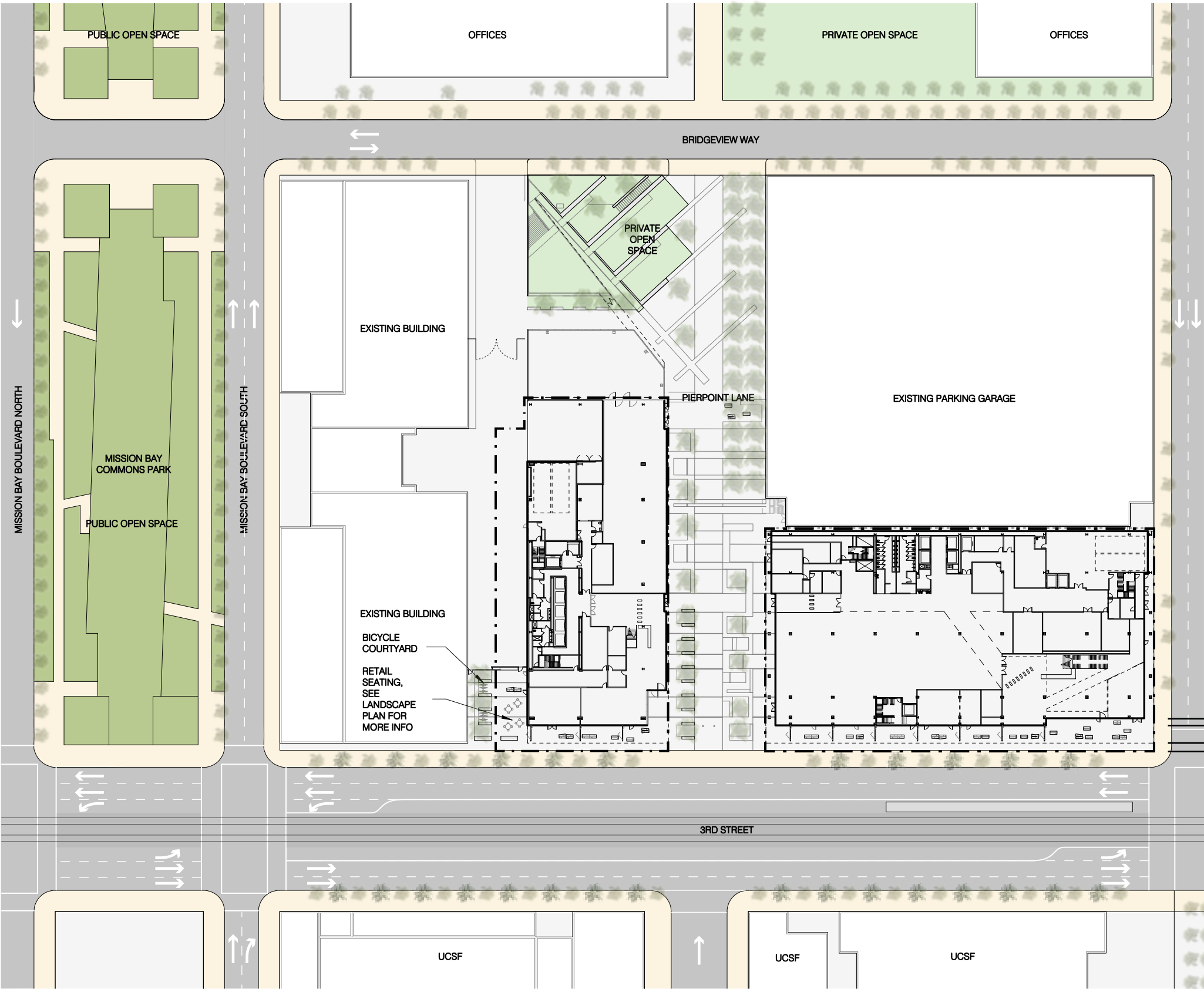
Site Setbacks

PER DESIGN FOR DEVELOPMENT
PG. 27, 5' SETBACK IS REQUIRED ON
EAST SIDE OF 3RD STREET.

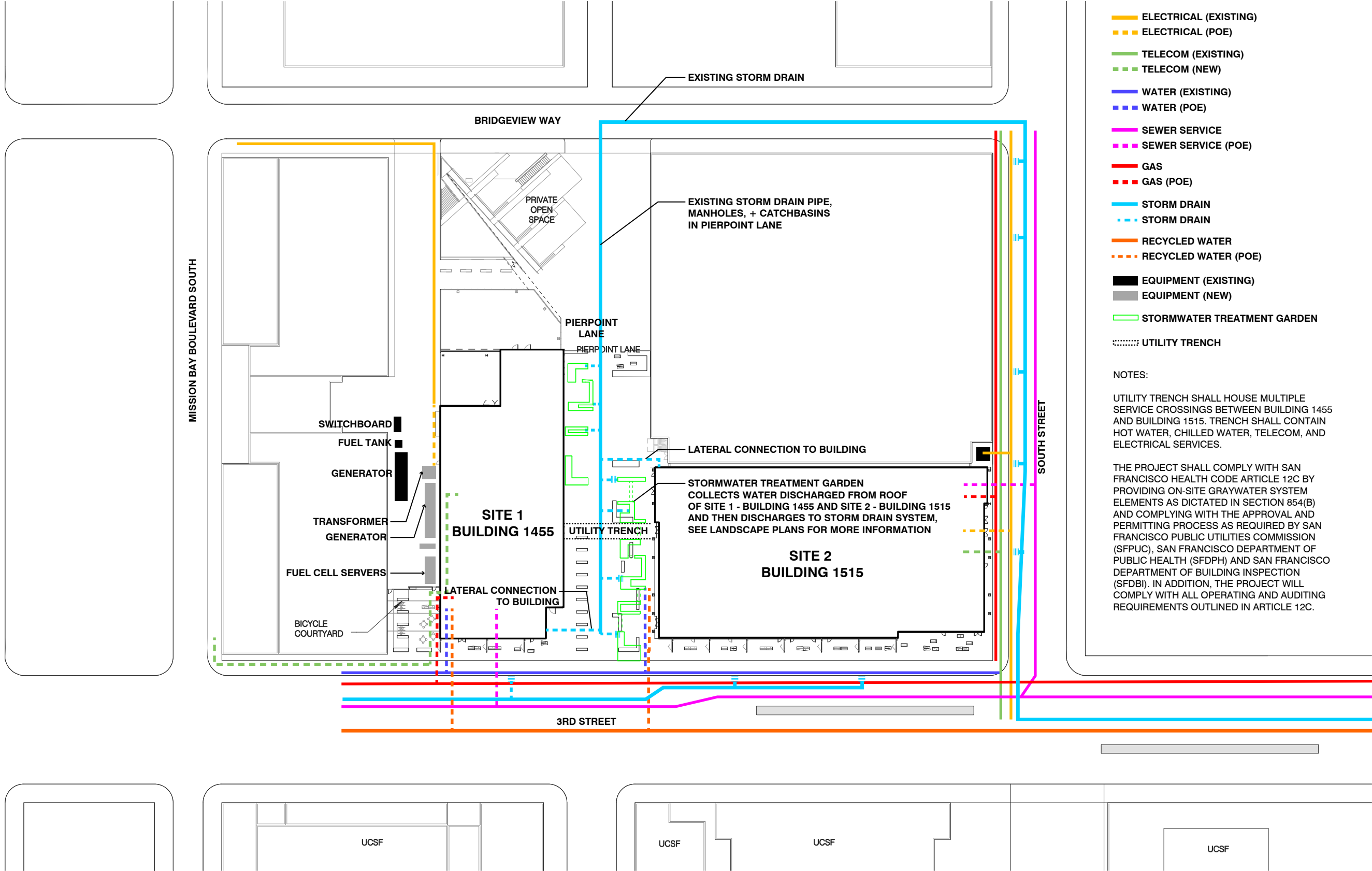
Per Design for Development pg. 28,
Architectural projections over a street
shall provide a minimum of 8 feet of
vertical clearance from the sidewalk, with
a maximum projection of three feet over
streets and public spaces.



- 5'-0" lobby indentation
- 17'-6" public space setback at ground level
- 5'-0" required setback



Site Utilities

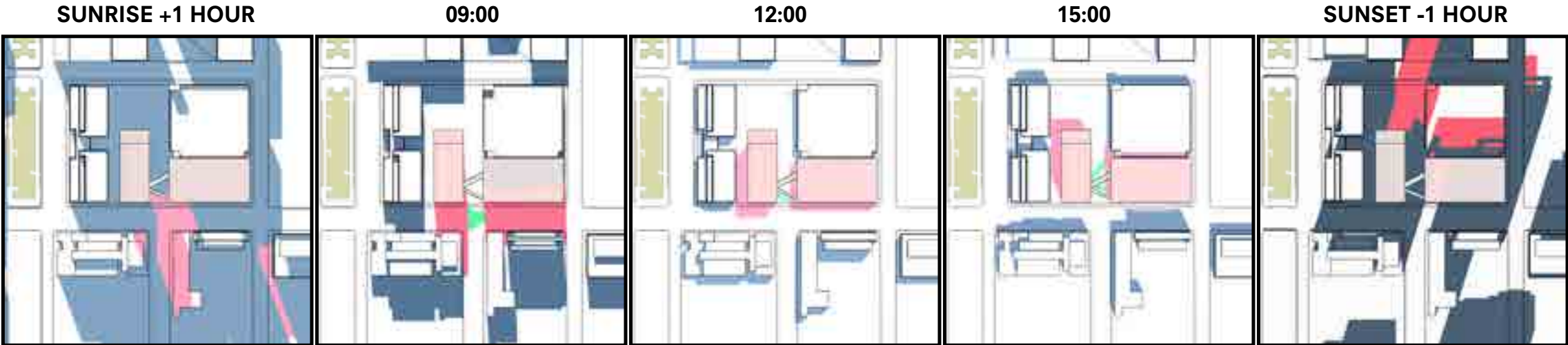


Phasing Plan

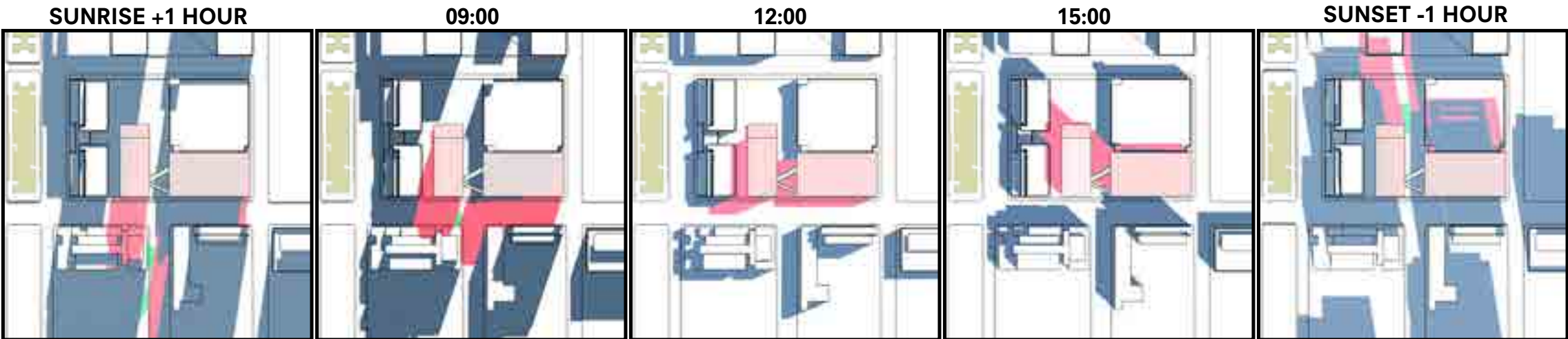


Shadow Study

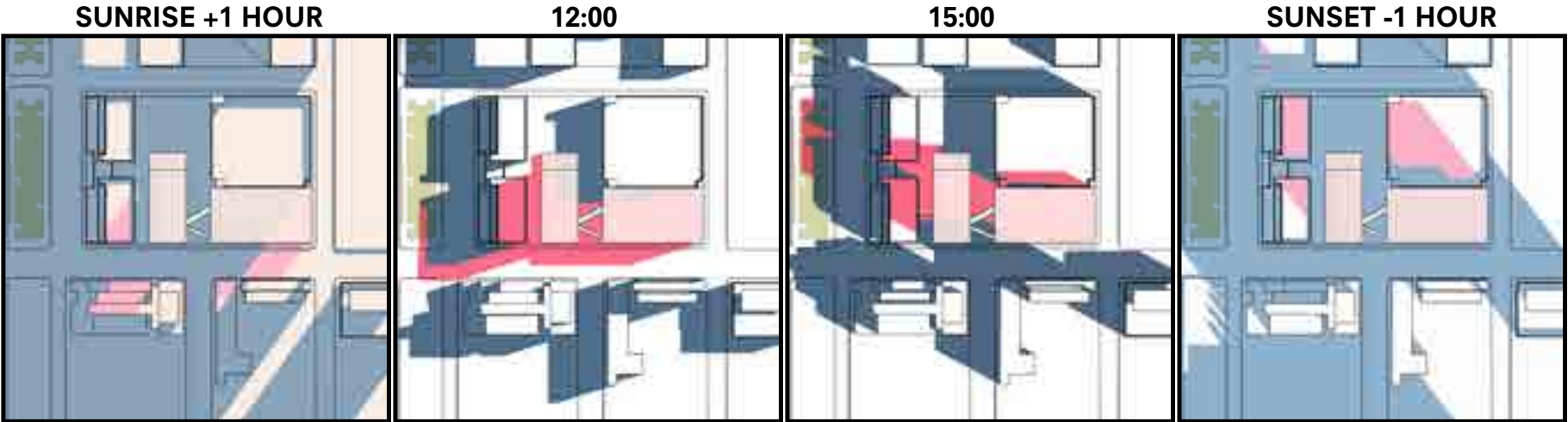
SUMMER SOLSTICE
(JUNE 21)



EQUINOX
(MARCH 21, SEP. 21)



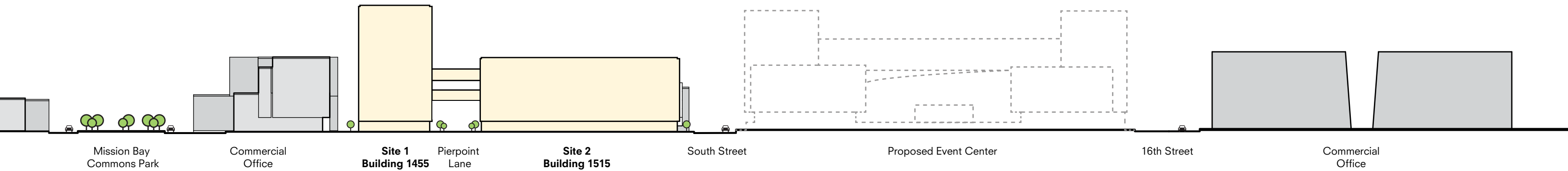
WINTER SOLSTICE
(DECEMBER 21)



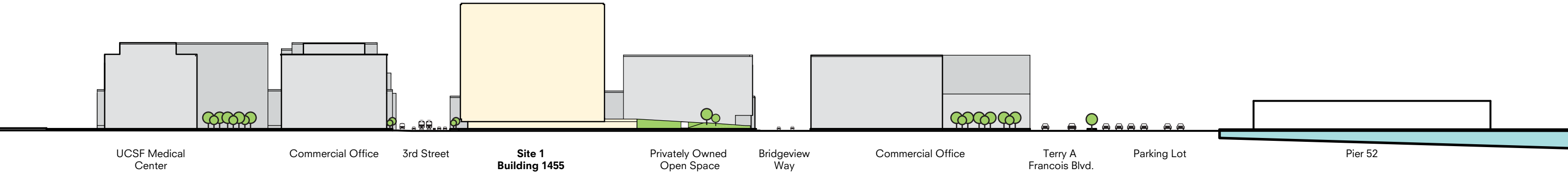
- SHADOW FROM EXISTING BUILDING
- ADDITIONAL SHADOW FROM PROPOSED BUILDING
- ADDITIONAL SHADOW FROM NONCOMPLIANT BRIDGES

DRAWING N.T.S.

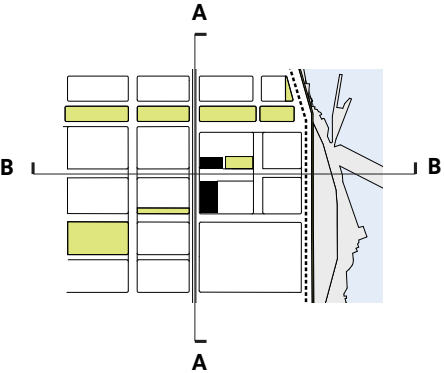
Site Sections



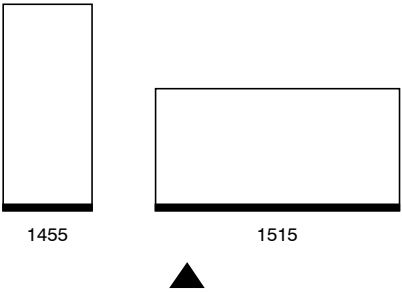
A/ Section Through 3rd Street



B/ Section Through Pierpoint Lane



West Site Elevation



- 1455 - T.O. MECH. PENTHOUSE 176'-4"
- 1455 - MECH. PENTHOUSE 160'-0"
- 1455 - LEVEL 11 145'-0"
- 1455 - LEVEL 10 131'-4"
- 1455 - LEVEL 09 117'-0"
- 1455 - LEVEL 08 102'-0"
- 1455 - LEVEL 07 88'-4"
- 1455 - LEVEL 06 74'-0"
- 1455 - LEVEL 05 59'-8"
- 1455 - LEVEL 04 45'-4"
- 1455 - LEVEL 03 31'-0"
- 1455 - LEVEL 02 16'-8"
- 1455 - LEVEL 01 0'-0"

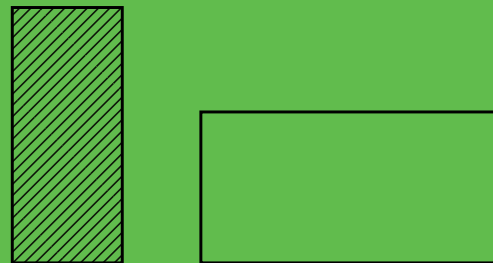


- 1515 - T.O. MECH. PENTHOUSE 104'-8"
- 1515 - MECH. PENTHOUSE 88'-4"
- 1515 - LEVEL 06 74'-0"
- 1515 - LEVEL 05 59'-8"
- 1515 - LEVEL 04 45'-4"
- 1515 - LEVEL 03 31'-0"
- 1515 - LEVEL 02 16'-8"
- 1515 - LEVEL 01 0'-0"

Site 1 - Building 1455
West Elevation

Site 2 - Building 1515
West Elevation

Site 1 - Building 1455

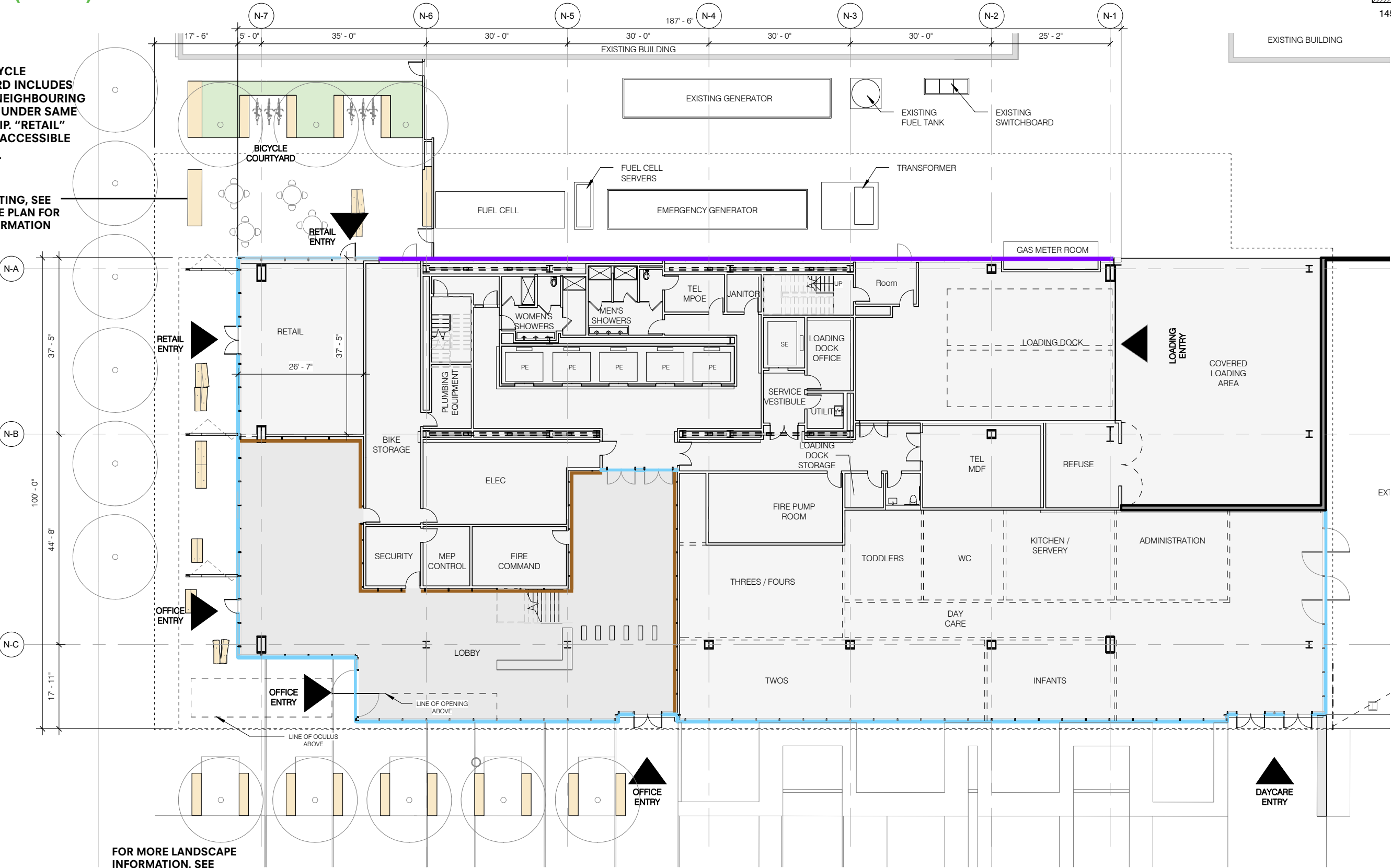


Site 1 - Building 1455

Level 1 (Ground) Plan

NOTE: BICYCLE COURTYARD INCLUDES AREA ON NEIGHBOURING PROPERTY UNDER SAME OWNERSHIP. "RETAIL" IS PUBLIC-ACCESSIBLE PROGRAM.

RETAIL SEATING, SEE LANDSCAPE PLAN FOR MORE INFORMATION



WASTE FROM UBER'S UPPER FLOORS ARE TRANSPORTED THROUGH THE SERVICE ELEVATOR IN THE CORE (LABELED "SE") AND BROUGHT TO THE REFUSE COLLECTION AREA IN THE LOADING AREA VIA THE BACK-OF-HOUSE CORRIDOR. PLANS INDICATE WHERE SERVICE ELEVATOR IS LOCATED.

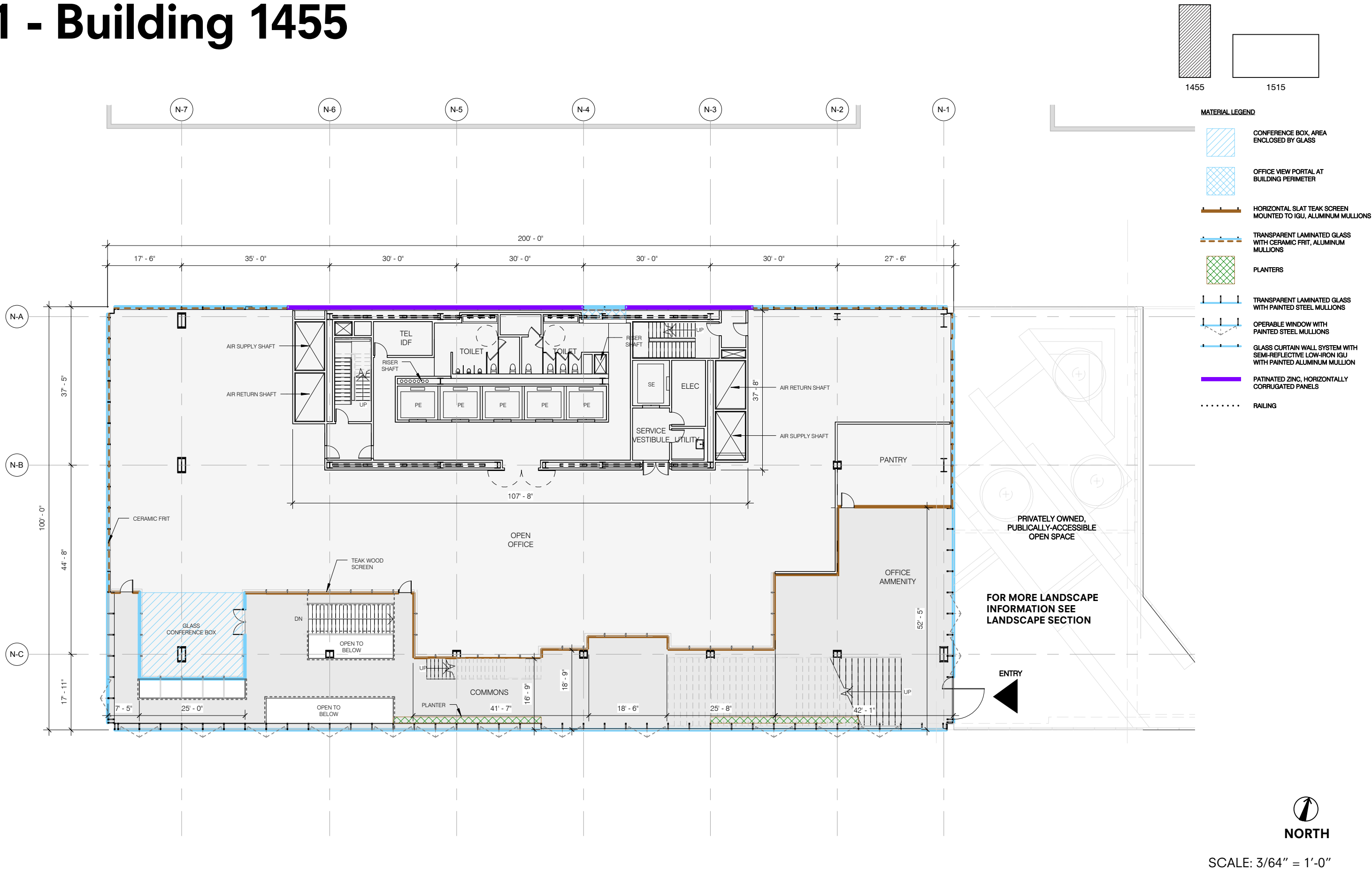
DEPICTED INTERIOR DAYCARE LAYOUT IS CONCEPTUAL. DESIGN TO BE DEVELOPED DURING SUBSEQUENT TENANT IMPROVEMENT PHASE



SCALE: 3/64" = 1'-0"

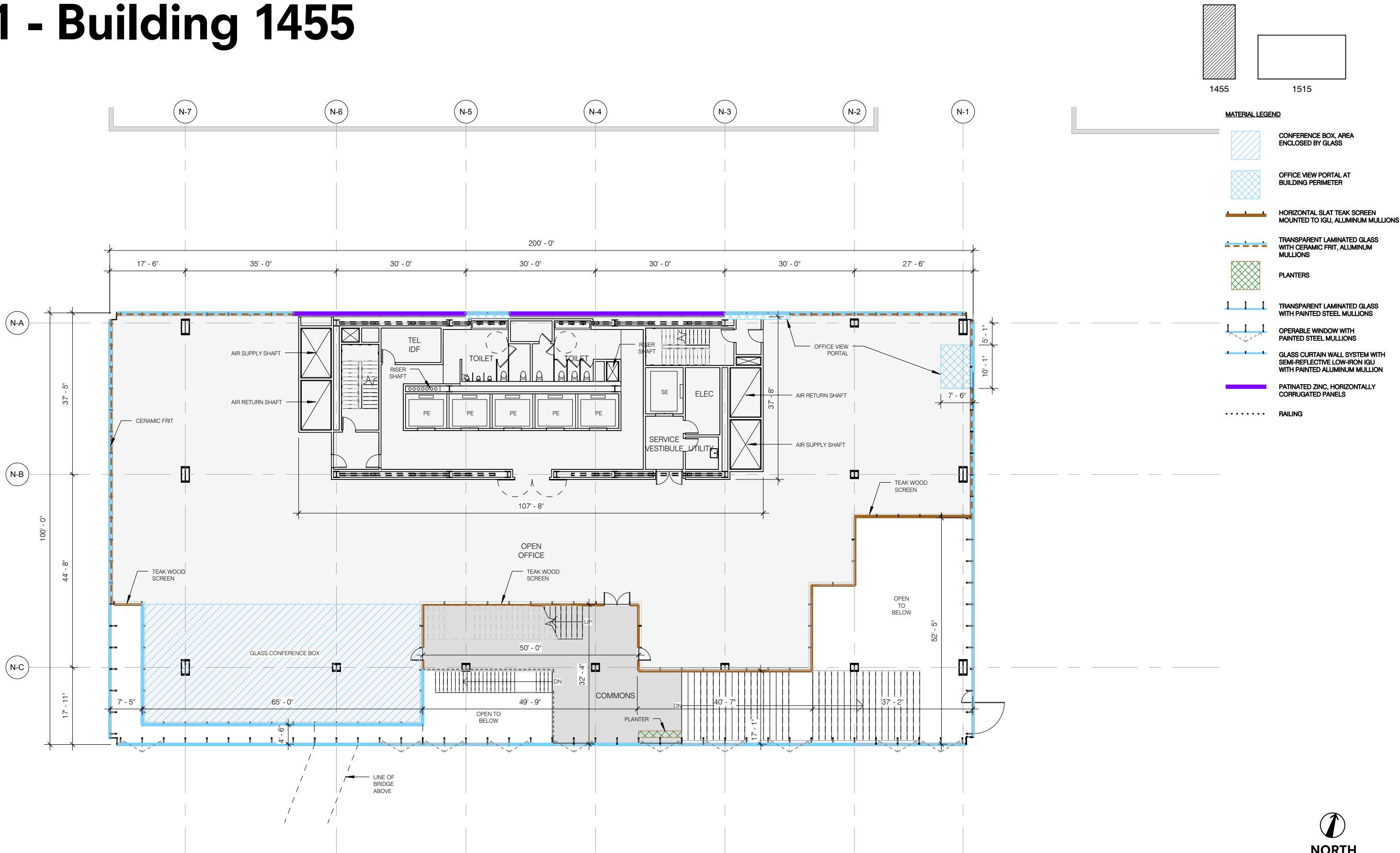
Site 1 - Building 1455

Level 2 Plan



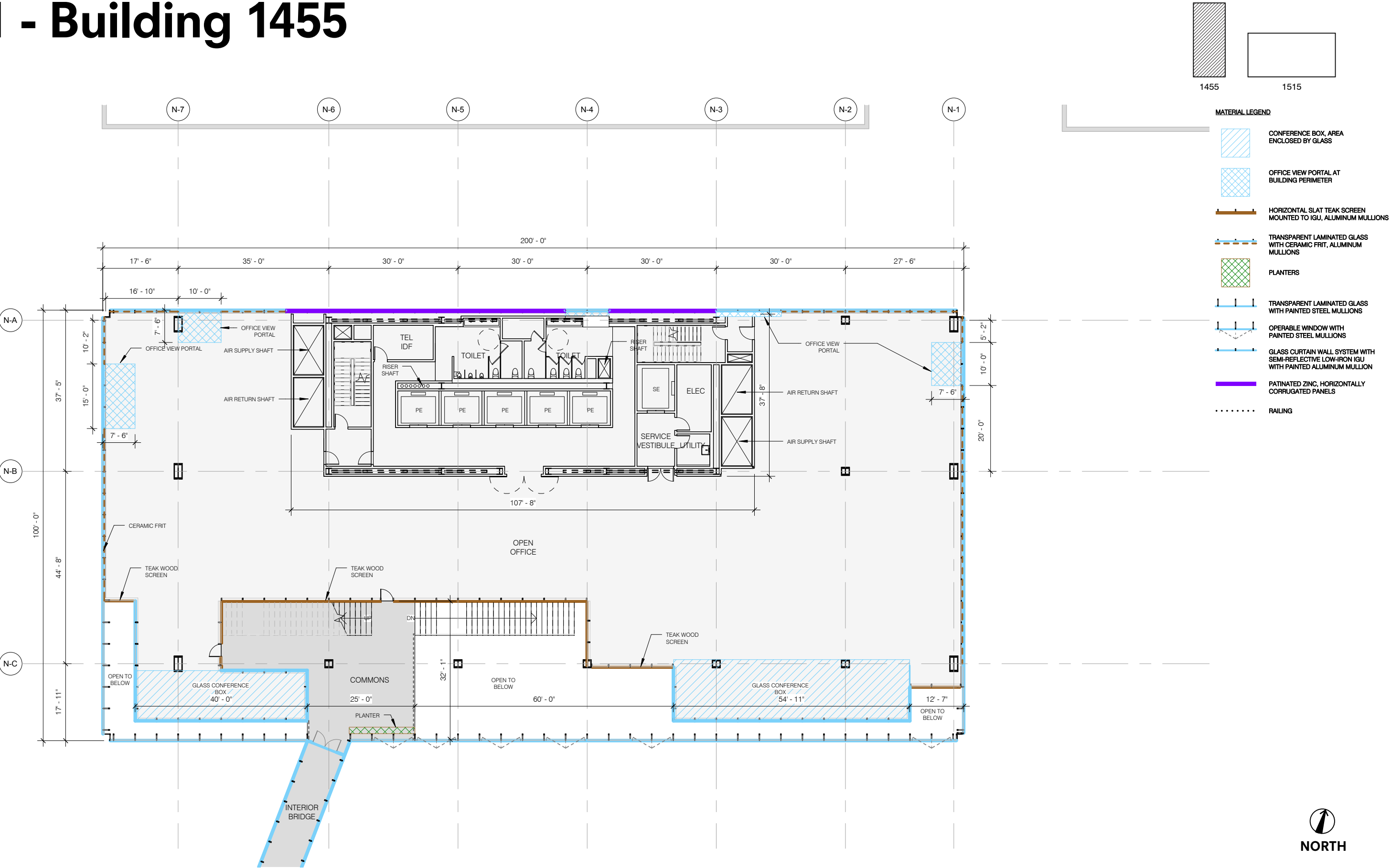
Site 1 - Building 1455

Level 3 Plan



Site 1 - Building 1455

Level 4 Plan



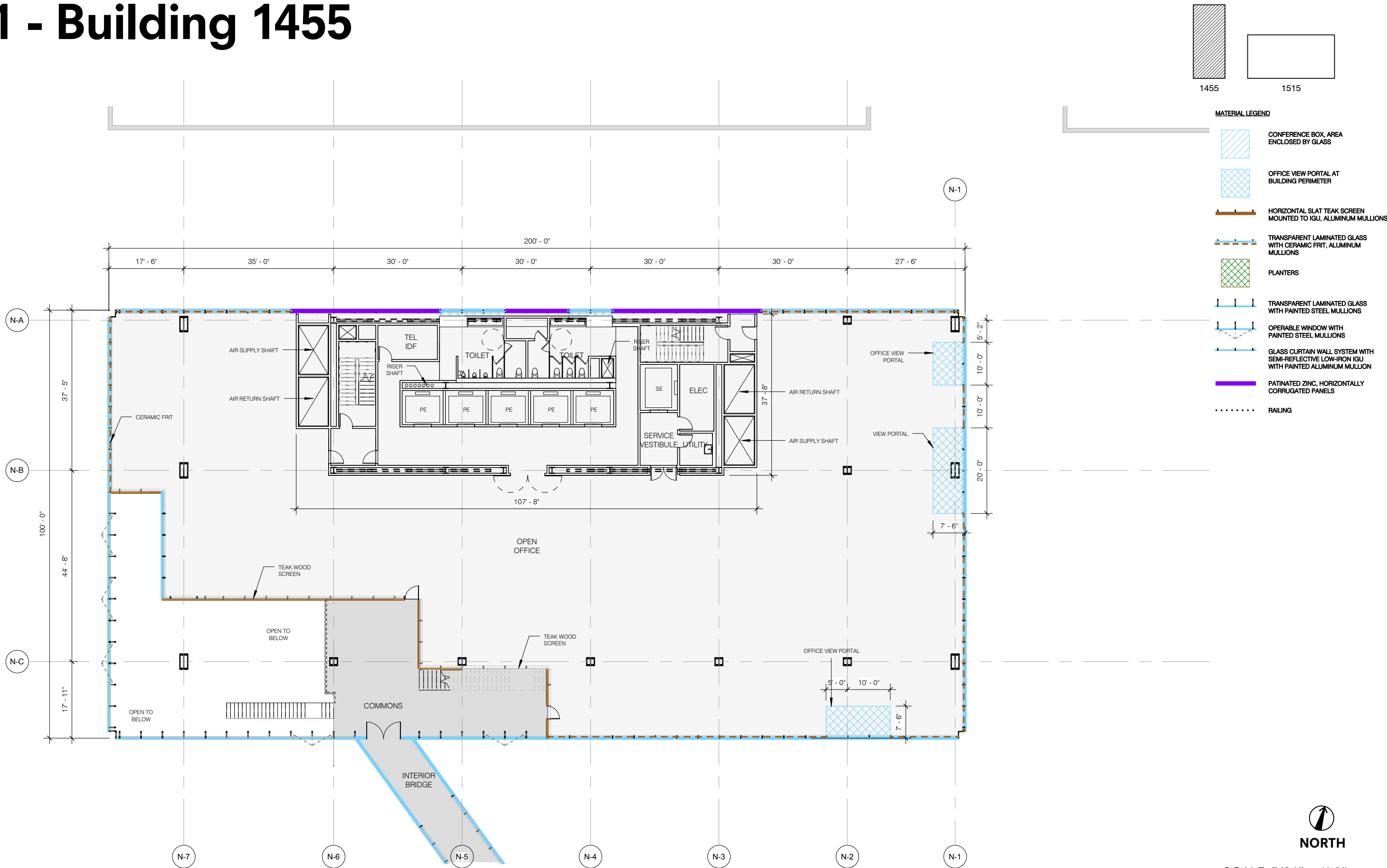
Level 5 Plan



SCALE: 3/64" = 1'-0"

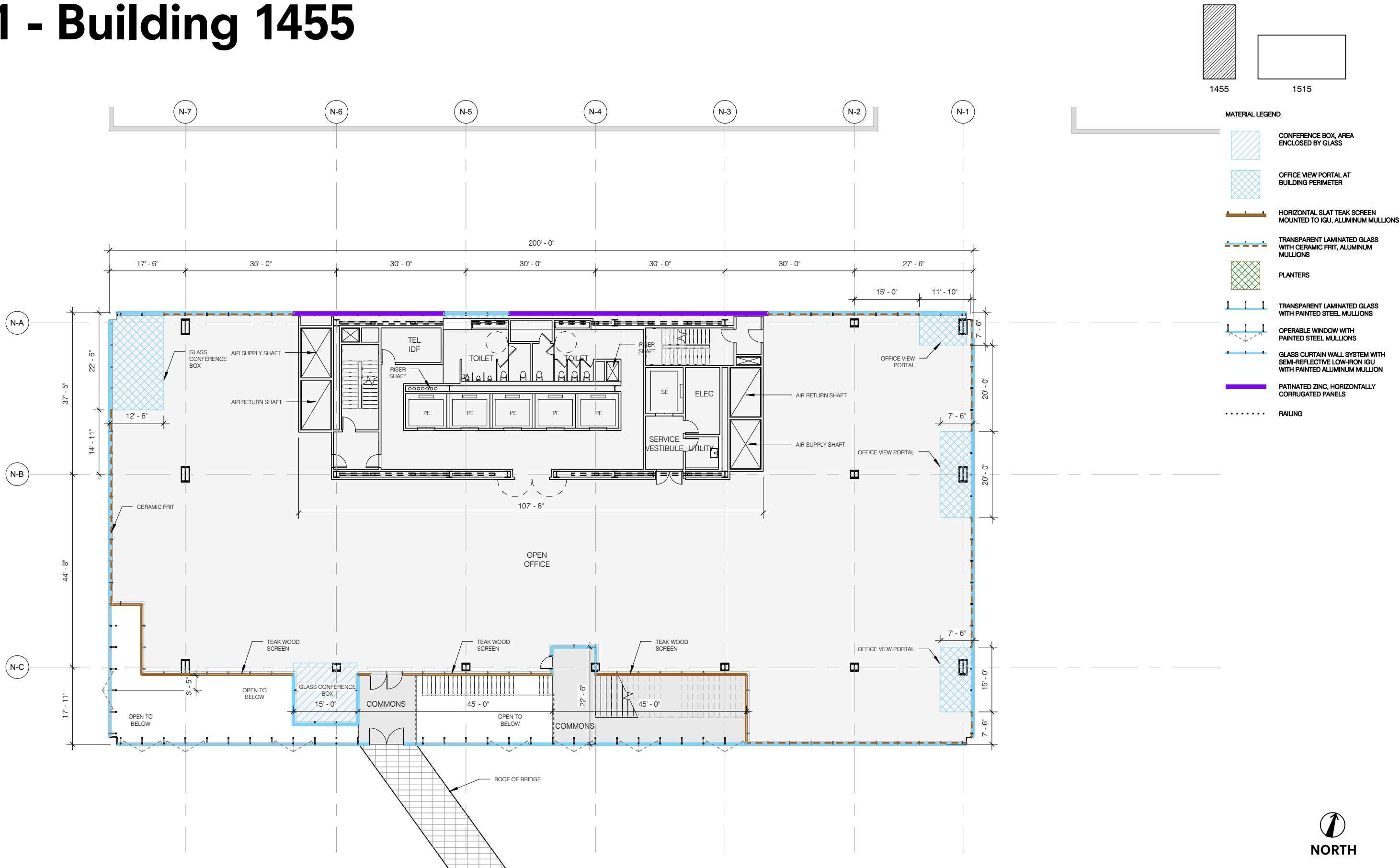
Site 1 - Building 1455

Level 6 Plan

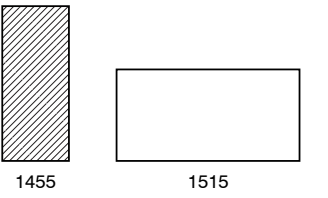


Site 1 - Building 1455

Level 7 Plan



Level 8 Plan



- MATERIAL LEGEND**

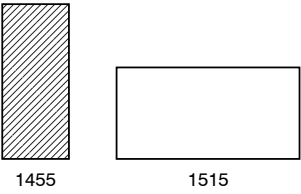
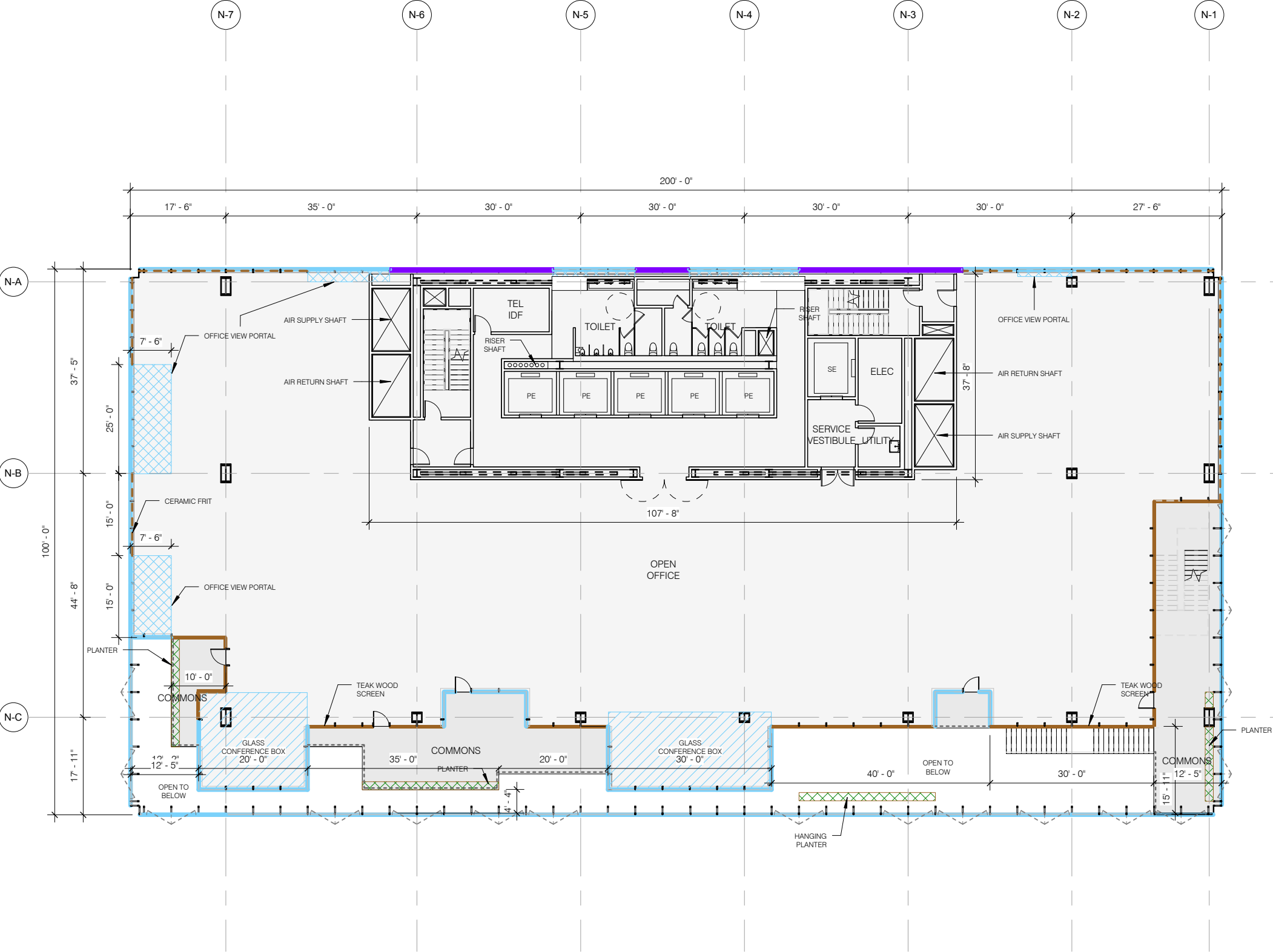
 - 
CONFERENCE BOX, AREA ENCLOSED BY GLASS
 - 
OFFICE VIEW PORTAL AT BUILDING PERIMETER
 - 
HORIZONTAL SLAT TEAK SCREEN MOUNTED TO IGU, ALUMINUM MULLIONS
 - 
TRANSPARENT LAMINATED GLASS WITH CERAMIC FRIT, ALUMINUM MULLIONS
 - 
PLANTERS
 - 
TRANSPARENT LAMINATED GLASS WITH PAINTED STEEL MULLIONS
 - 
OPERABLE WINDOW WITH PAINTED STEEL MULLIONS
 - 
GLASS CURTAIN WALL SYSTEM WITH SEMI-REFLECTIVE LOW-IRON IGU WITH PAINTED ALUMINUM MULLION
 - 
PATINATED ZINC, HORIZONTALLY CORRUGATED PANELS
 - 
RAILING



SCALE: $3/64'' = 1'-0''$

Site 1 - Building 1455

Level 9 Plan



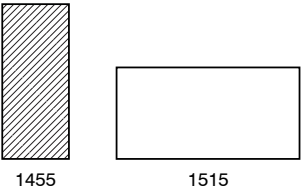
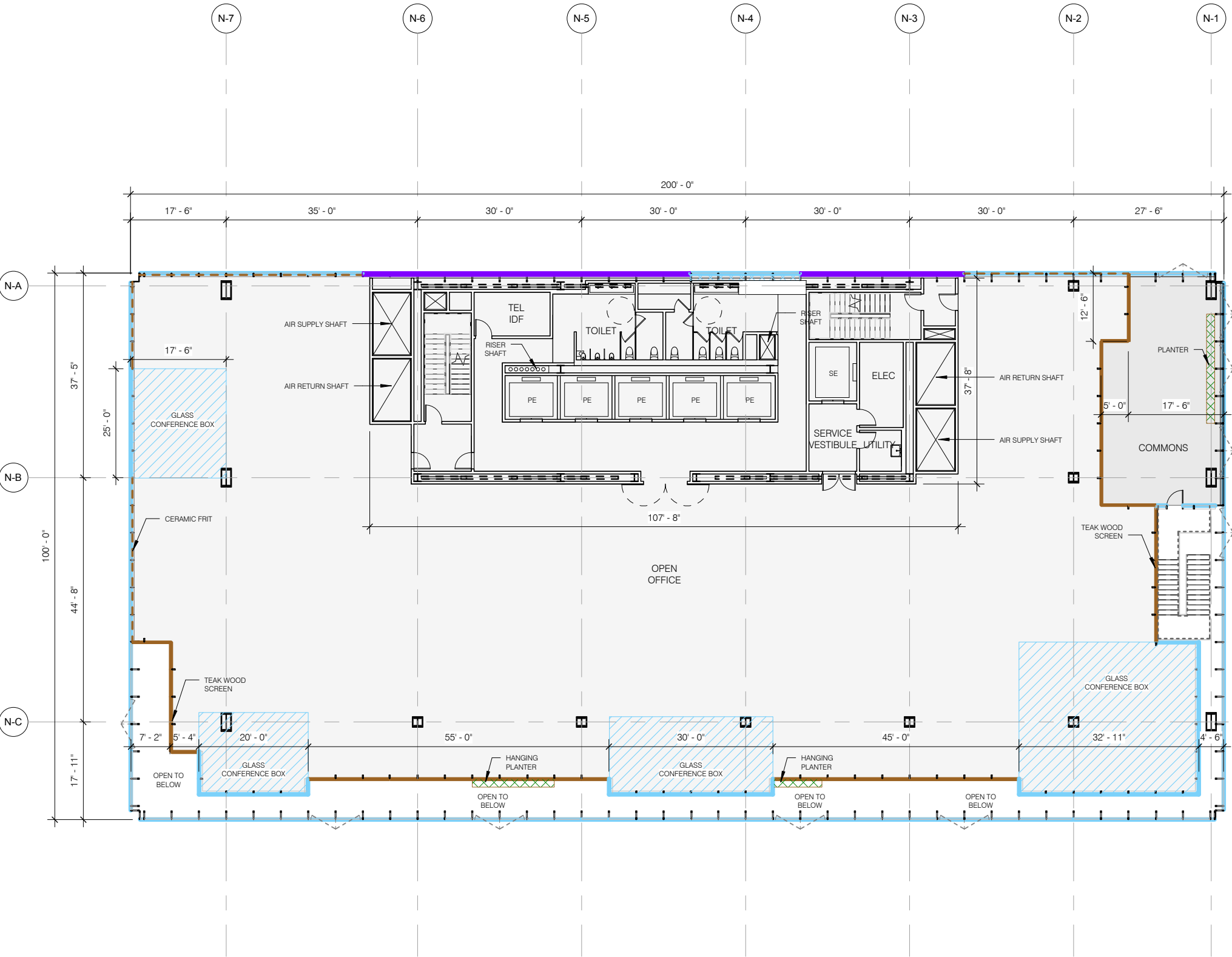
- MATERIAL LEGEND**
- CONFERENCE BOX, AREA ENCLOSED BY GLASS
 - OFFICE VIEW PORTAL AT BUILDING PERIMETER
 - HORIZONTAL SLAT TEAK SCREEN MOUNTED TO IGU, ALUMINUM MULLIONS
 - TRANSPARENT LAMINATED GLASS WITH CERAMIC FRIT, ALUMINUM MULLIONS
 - PLANTERS
 - TRANSPARENT LAMINATED GLASS WITH PAINTED STEEL MULLIONS
 - OPERABLE WINDOW WITH PAINTED STEEL MULLIONS
 - GLASS CURTAIN WALL SYSTEM WITH SEMI-REFLECTIVE LOW-IRON IGU WITH PAINTED ALUMINUM MULLION
 - PATINATED ZINC, HORIZONTALLY CORRUGATED PANELS
 - RAILING



SCALE: 3/64" = 1'-0"

Site 1 - Building 1455

Level 10 Plan



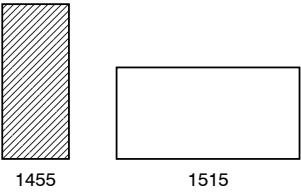
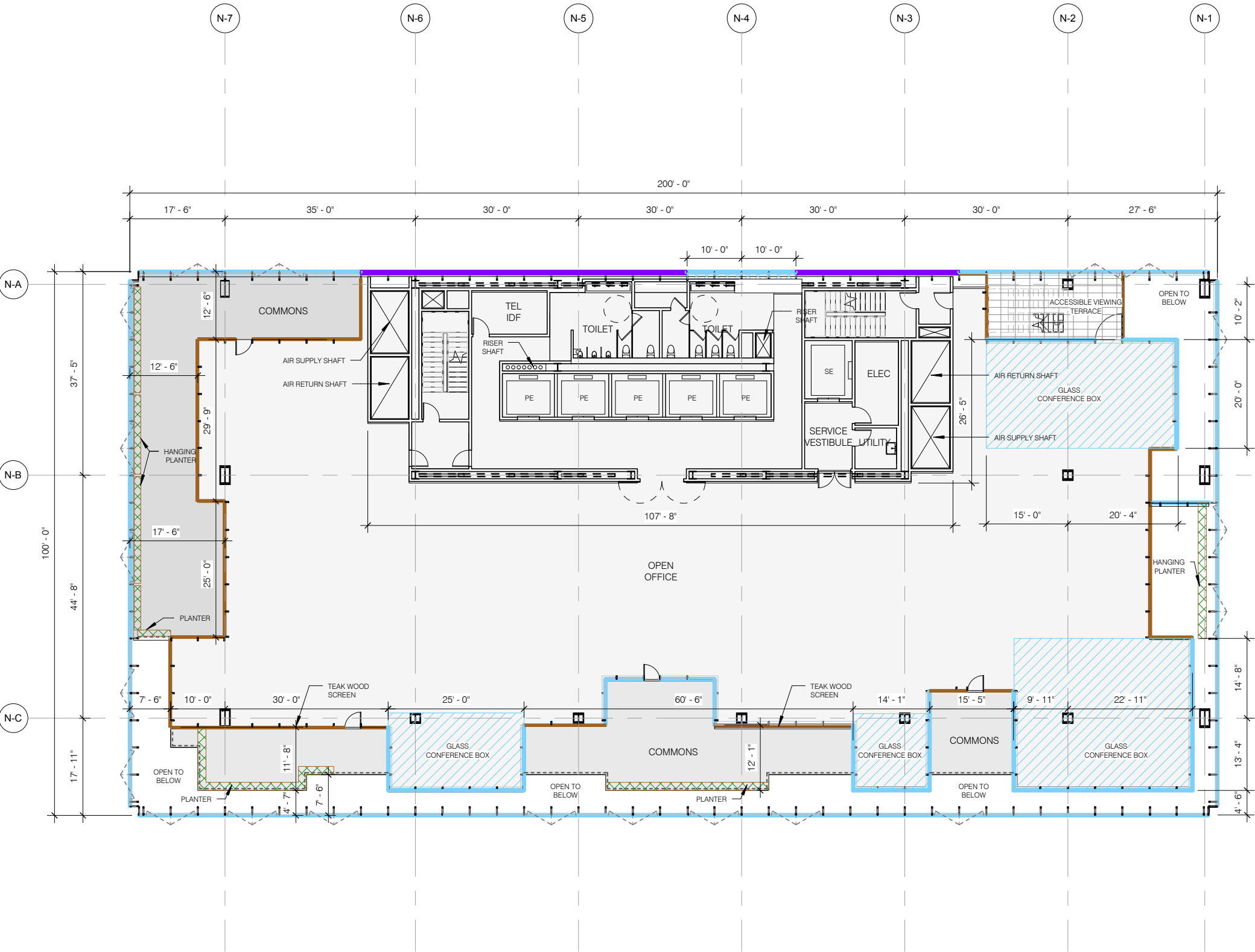
- MATERIAL LEGEND**
- CONFERENCE BOX, AREA ENCLOSED BY GLASS
 - OFFICE VIEW PORTAL AT BUILDING PERIMETER
 - HORIZONTAL SLAT TEAK SCREEN MOUNTED TO IGU, ALUMINUM MULLIONS
 - TRANSPARENT LAMINATED GLASS WITH CERAMIC FRIT, ALUMINUM MULLIONS
 - PLANTERS
 - TRANSPARENT LAMINATED GLASS WITH PAINTED STEEL MULLIONS
 - OPERABLE WINDOW WITH PAINTED STEEL MULLIONS
 - GLASS CURTAIN WALL SYSTEM WITH SEMI-REFLECTIVE LOW-IRON IGU WITH PAINTED ALUMINUM MULLION
 - PATINATED ZINC, HORIZONTALLY CORRUGATED PANELS
 - RAILING



SCALE: 3/64" = 1'-0"

Site 1 - Building 1455

Level 11 Plan



- MATERIAL LEGEND**
- CONFERENCE BOX, AREA ENCLOSED BY GLASS
 - OFFICE VIEW PORTAL AT BUILDING PERIMETER
 - HORIZONTAL SLAT TEAK SCREEN MOUNTED TO IGU, ALUMINUM MULLIONS
 - TRANSPARENT LAMINATED GLASS WITH CERAMIC FRIT, ALUMINUM MULLIONS
 - PLANTERS
 - TRANSPARENT LAMINATED GLASS WITH PAINTED STEEL MULLIONS
 - OPERABLE WINDOW WITH PAINTED STEEL MULLIONS
 - GLASS CURTAIN WALL SYSTEM WITH SEMI-REFLECTIVE LOW-IRON IGU WITH PAINTED ALUMINUM MULLION
 - PATINATED ZINC, HORIZONTALLY CORRUGATED PANELS
 - RAILING

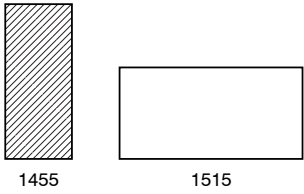
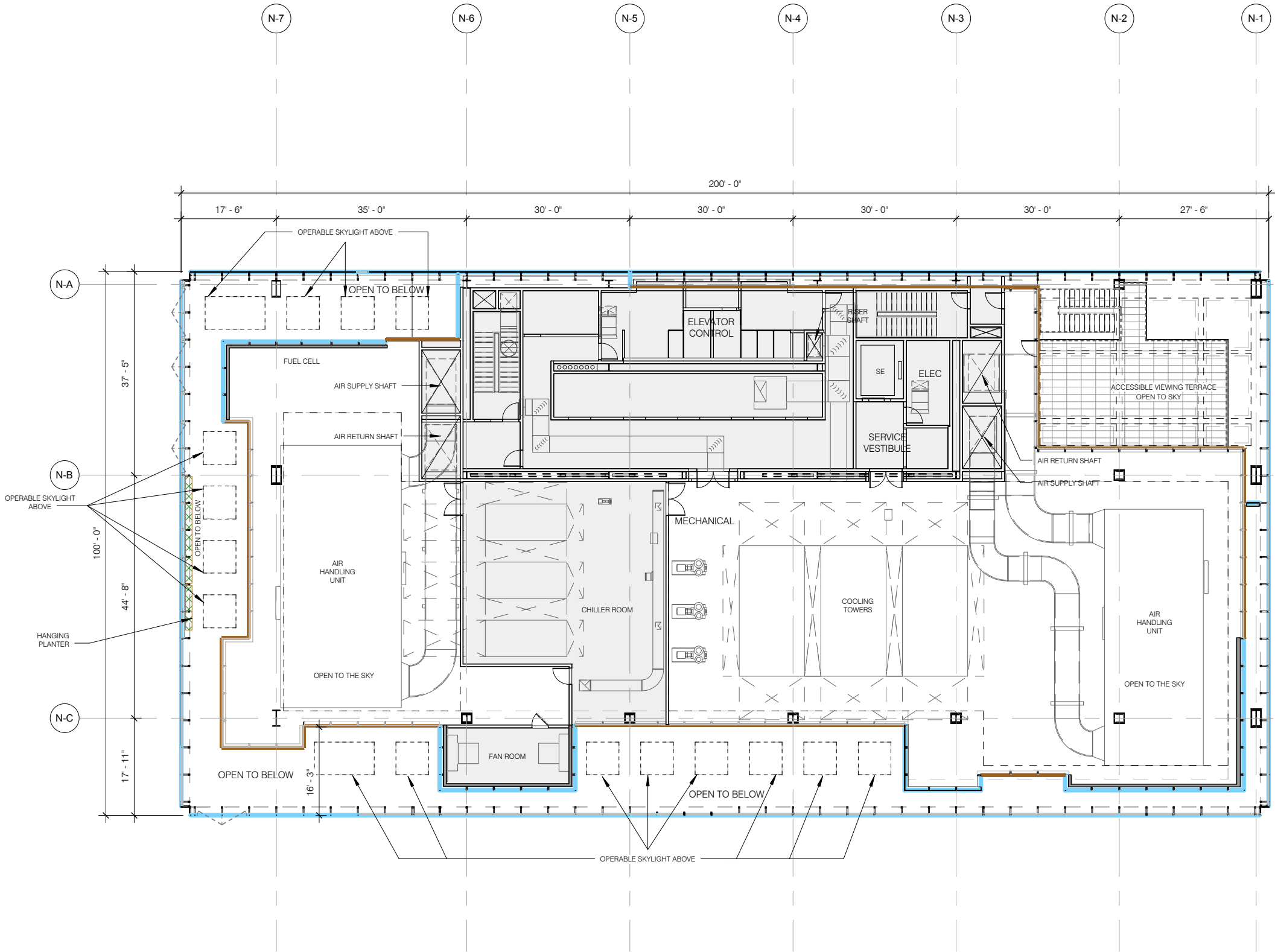


NORTH

SCALE: 3/64" = 1'-0"

Site 1 - Building 1455

Mechanical Penthouse Plan



- MATERIAL LEGEND**
- CONFERENCE BOX, AREA ENCLOSED BY GLASS
 - OFFICE VIEW PORTAL AT BUILDING PERIMETER
 - HORIZONTAL SLAT TEAK SCREEN MOUNTED TO IGU, ALUMINUM MULLIONS
 - TRANSPARENT LAMINATED GLASS WITH CERAMIC FRIT, ALUMINUM MULLIONS
 - PLANTERS
 - TRANSPARENT LAMINATED GLASS WITH PAINTED STEEL MULLIONS
 - OPERABLE WINDOW WITH PAINTED STEEL MULLIONS
 - GLASS CURTAIN WALL SYSTEM WITH SEMI-REFLECTIVE LOW-IRON IGU WITH PAINTED ALUMINUM MULLION
 - PATINATED ZINC, HORIZONTALLY CORRUGATED PANELS

MECHANICAL UNITS SHOWN TO ARTICULATE CONFIGURATION AND EXTENTS. SEE APPENDIX FOR MECHANICAL LOAD INFORMATION.

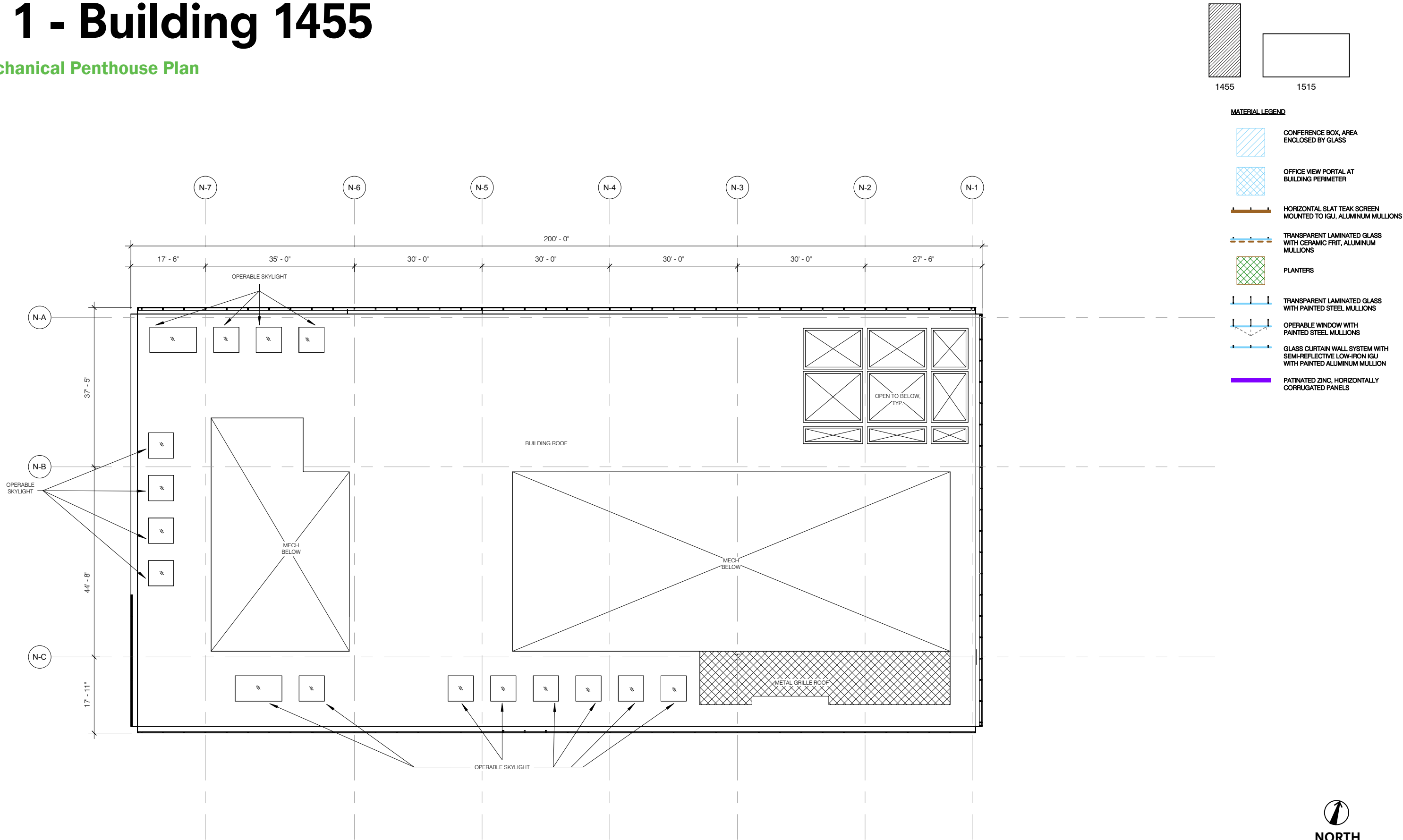
MECHANICAL EQUIPMENT AND PENTHOUSE DOES NOT EXCEED D4D MAXIMUM ALLOWABLE 20' IN HEIGHT ABOVE THE ROOF LEVEL



SCALE: 3/64" = 1'-0"

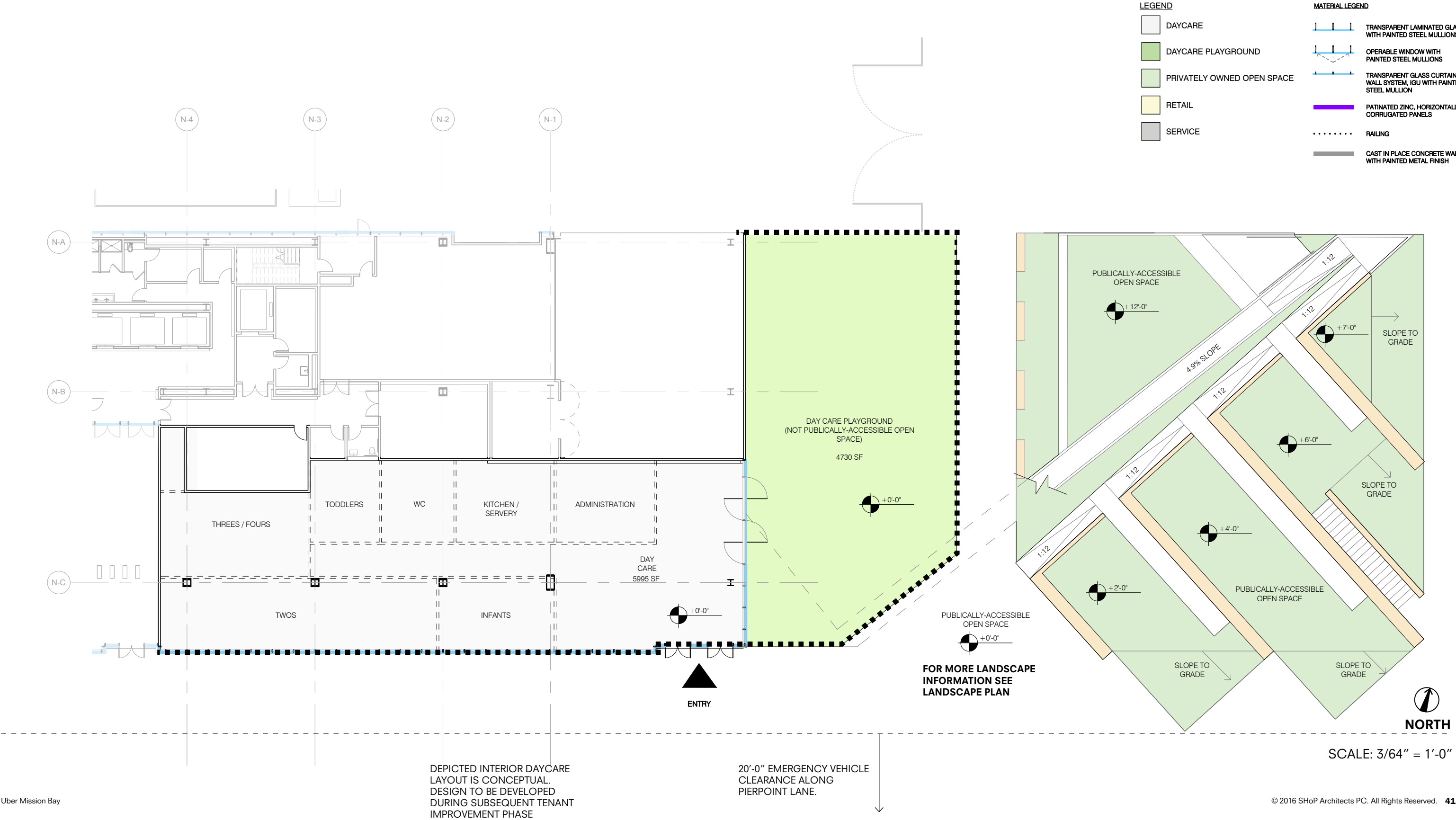
Site 1 - Building 1455

Top of Mechanical Penthouse Plan



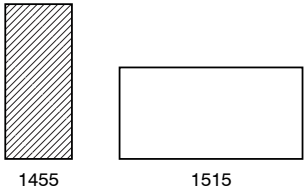
Site 1 - Building 1455

Day Care Level 1 Plan

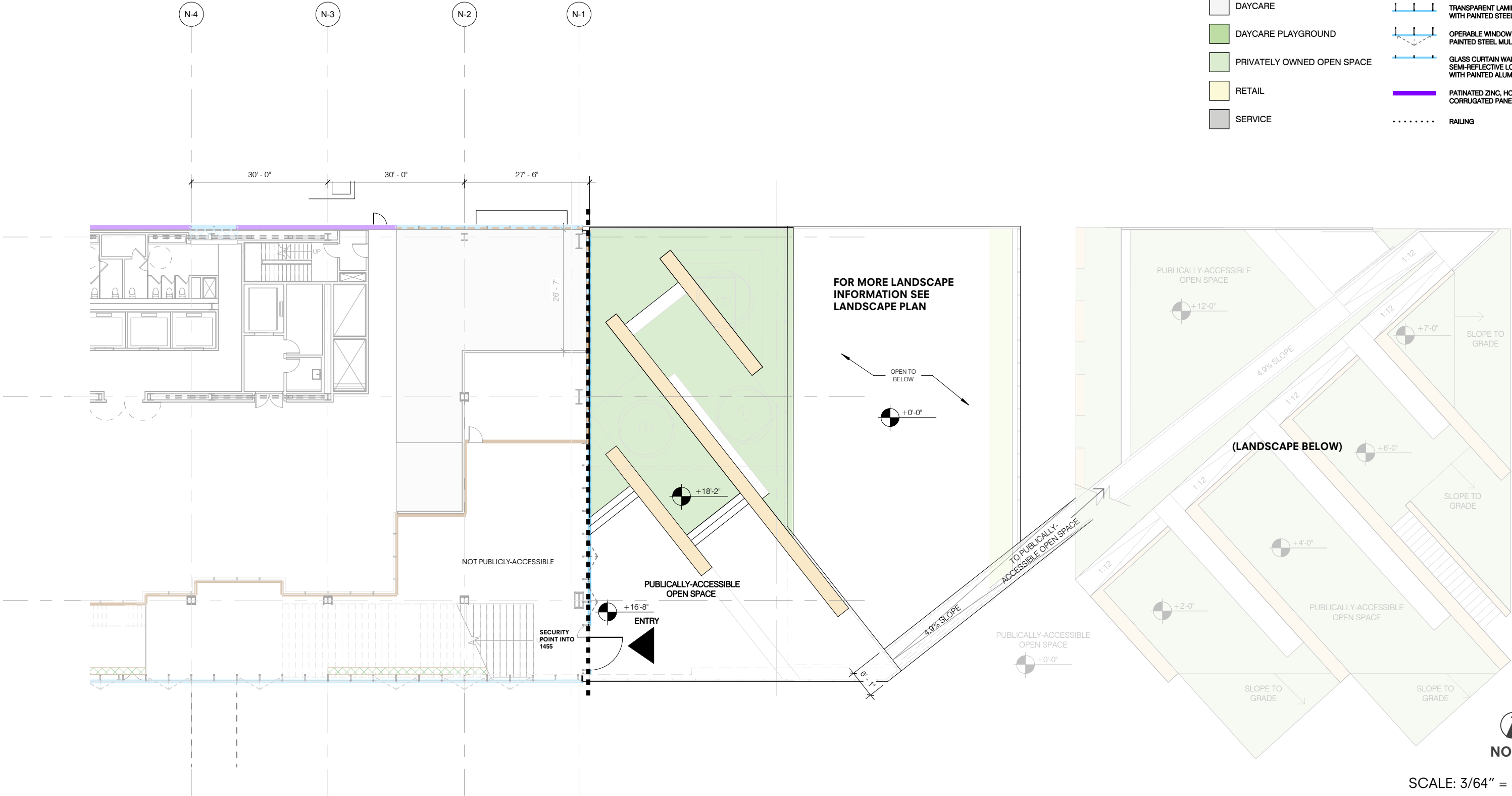


Site 1 - Building 1455

Privately Owned Public Open Space Level 2 Plan



LEGEND		MATERIAL LEGEND	
	DAYCARE		TRANSPARENT LAMINATED GLASS WITH PAINTED STEEL MULLIONS
	DAYCARE PLAYGROUND		OPERABLE WINDOW WITH PAINTED STEEL MULLIONS
	PRIVATELY OWNED OPEN SPACE		GLASS CURTAIN WALL SYSTEM WITH SEMI-REFLECTIVE LOW-IRON IGU WITH PAINTED ALUMINUM MULLION
	RETAIL		PATINATED ZINC, HORIZONTALLY CORRUGATED PANELS
	SERVICE		RAILING



Site 1 - Building 1455

Materials Palette

Teak Wood Screen Weathering Range



Teak Wood

Teak wood slats are weathered to different degrees and arranged in a highly calibrated design, intensifying the interplay of light and shadow within the Commons.



White Oak Wood



Reclaimed Cherry Wood



Reclaimed Oak Wood



Semi-Reflective Low-Iron Glass (IGU)



Fully Transparent Low-Iron Glass (IGU)



Ornilux Bird-Safe Glass



Brushed Stainless Steel

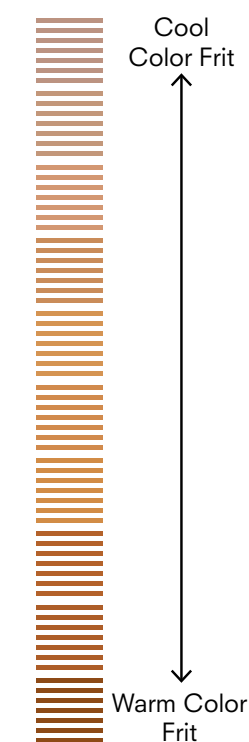


Patinated Zinc



Weathered Steel

Ceramic Frit Wood Pattern Range



Transparent Glass @ Outer Facade (Laminated)

A dynamic wood-patterned ceramic frit is selectively printed onto the glass, emulating the tectonic found in the commons. The frit mitigates heat and glare in the workspace while reinforcing the architectural parti. The frit pattern doubles as a bird-safe material treatment to the glass. See Bird Safe Section for more info).



Painted Steel



Painted Aluminum



Blackened Steel



Bronze Anodized Aluminum



Statuary Bronze Stainless Steel



Painted Steel Garage Door



Painted Metal Panel



Light Bronze



Calacatta Marble



Dark Grey Ceramic



Platinum Travertine

West Elevation



Site 1 - Building 1455

South Elevation

Horizontal Teak Wood Screen with Weathered Gradation

Reclaimed Cherry Wood Finishes @ Stairs

Bridge Locations

Detail of Streetwall in Appendix

Uber Mission Bay

Custom Wood and Steel Screen Walls

Weathered Steel Fascia and Soffit

Statuary Bronze Stainless Steel Hardware @ Entry Doors

Glass Storefront with Painted Steel Mullion Entry @ Ground Level

Reclaimed Wood Benches

Glass Storefront with Painted Steel Mullions

Transparent Glass @ Outer Facade

Painted Steel Mullions @ Operable Windows

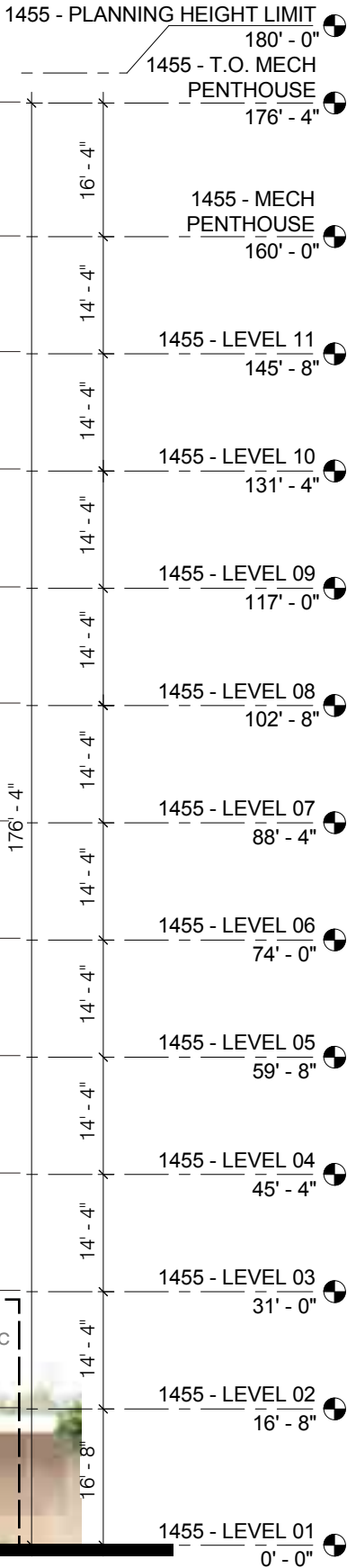
Interior Green Arbor

Weathered Steel Fascia and Coping

Semi-Reflective Low-Iron Glass @ Boxes

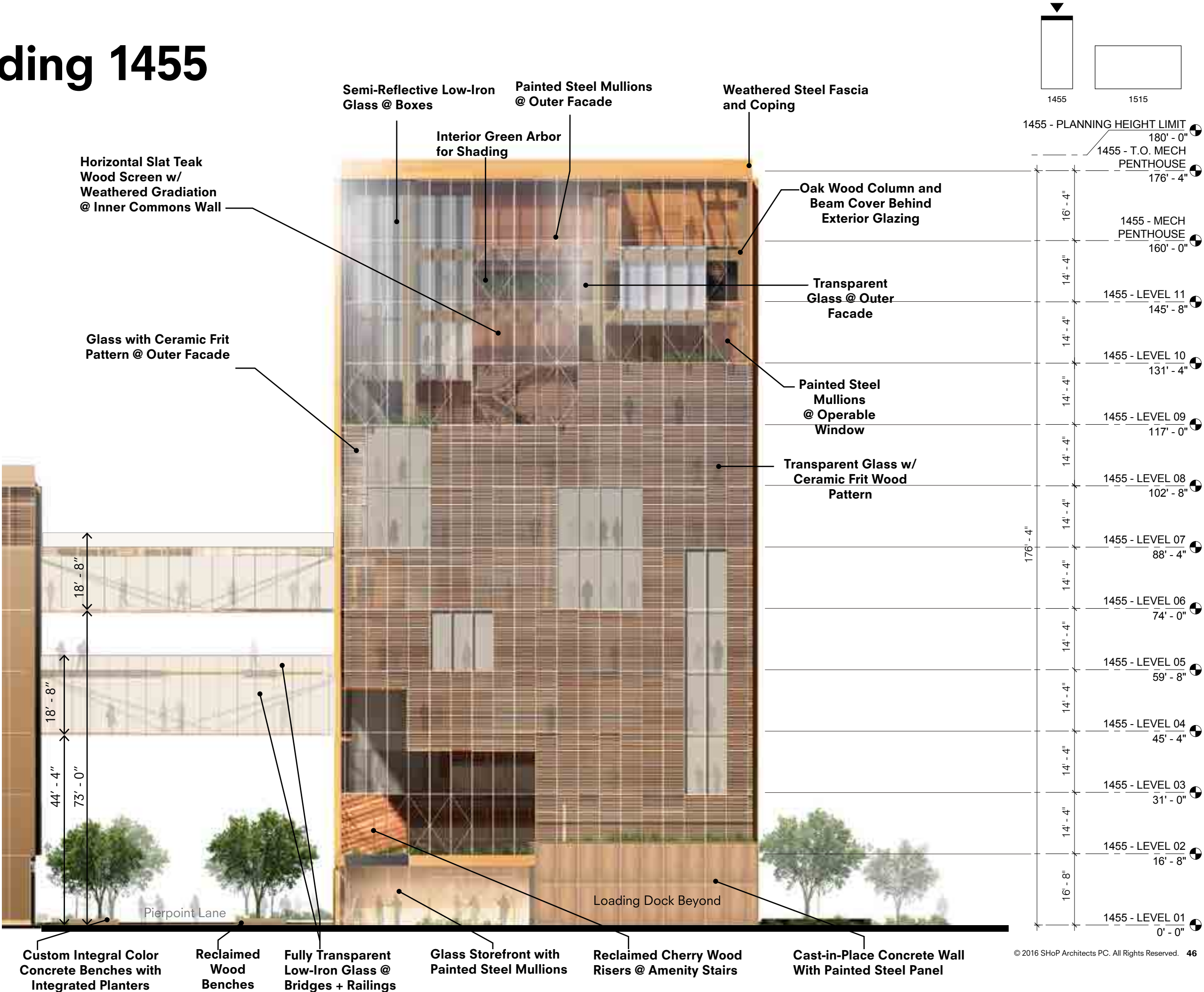
Glass with Ceramic Frit Pattern @ Outer Facade

Painted Aluminum Mullions @ Outer Facades



Site 1 - Building 1455

East Elevation



Site 1 - Building 1455

North Elevation

Horizontal Slat Teak Screen @ Inner Commons Wall

Oak Wood Column and Beam Cover Behind Exterior Glazing

Painted Steel Mullions @ Operable Window

Glass with Ceramic Frit Pattern @ Outer Facade

Loading Dock

Painted Aluminum Mullions @ Outer Facade

Patinated Zinc Ground Level Entry Door

Patinated Zinc, Horizontally-Corrugated Panels

Bike Racks Landscape

Detail of Bicycle Courtyard in Appendix

Custom Wood and Steel Screen Walls

Semi-Reflective Low-Iron Glass

Weathered Steel Fascia and Coping

Semi-Reflective Low-Iron Glass @ Boxes

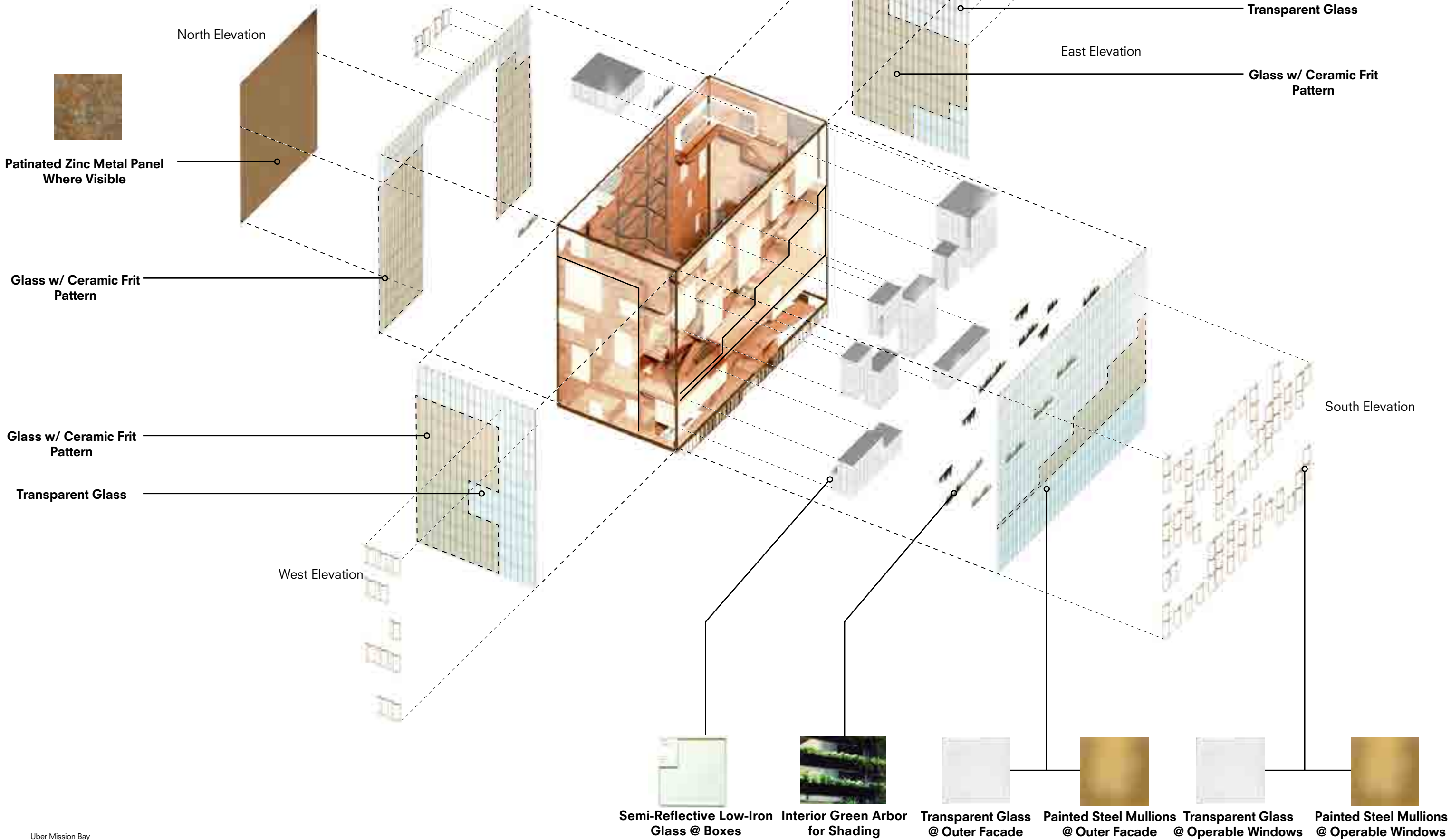
Oak Wood Column and Beam Cover Behind Exterior Glazing

1455	1515
1455 - PLANNING HEIGHT LIMIT	180' - 0"
1455 - T.O. MECH PENTHOUSE	176' - 4"
1455 - MECH PENTHOUSE	160' - 0"
1455 - LEVEL 11	145' - 8"
1455 - LEVEL 10	131' - 4"
1455 - LEVEL 09	117' - 0"
1455 - LEVEL 08	102' - 8"
1455 - LEVEL 07	88' - 4"
1455 - LEVEL 06	74' - 0"
1455 - LEVEL 05	59' - 8"
1455 - LEVEL 04	45' - 4"
1455 - LEVEL 03	31' - 0"
1455 - LEVEL 02	16' - 8"
1455 - LEVEL 01	0' - 0"

Retail seating area to be developed further in Design Development Phase

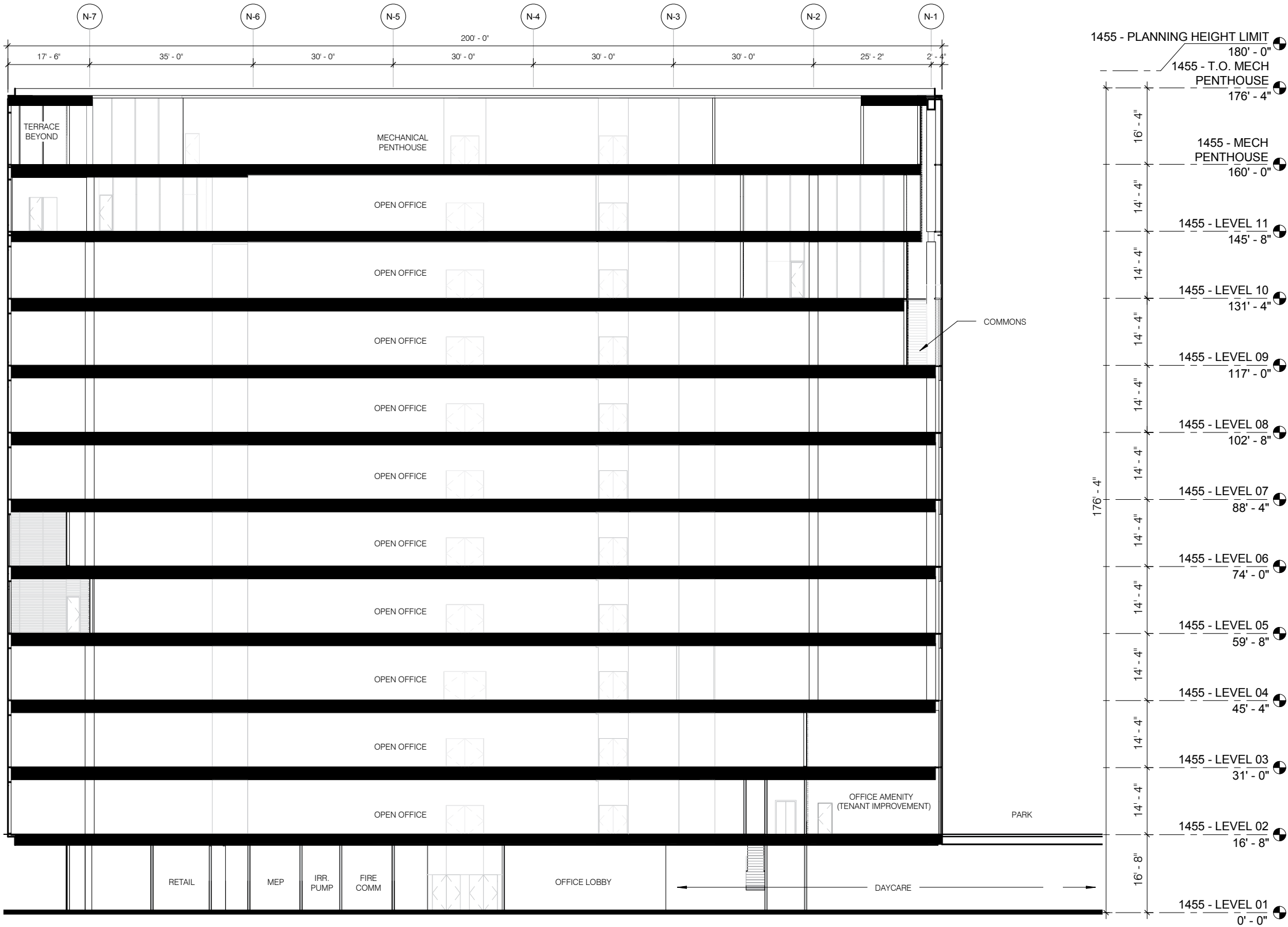
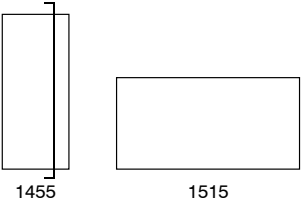
Site 1 - Building 1455

Material Interplay



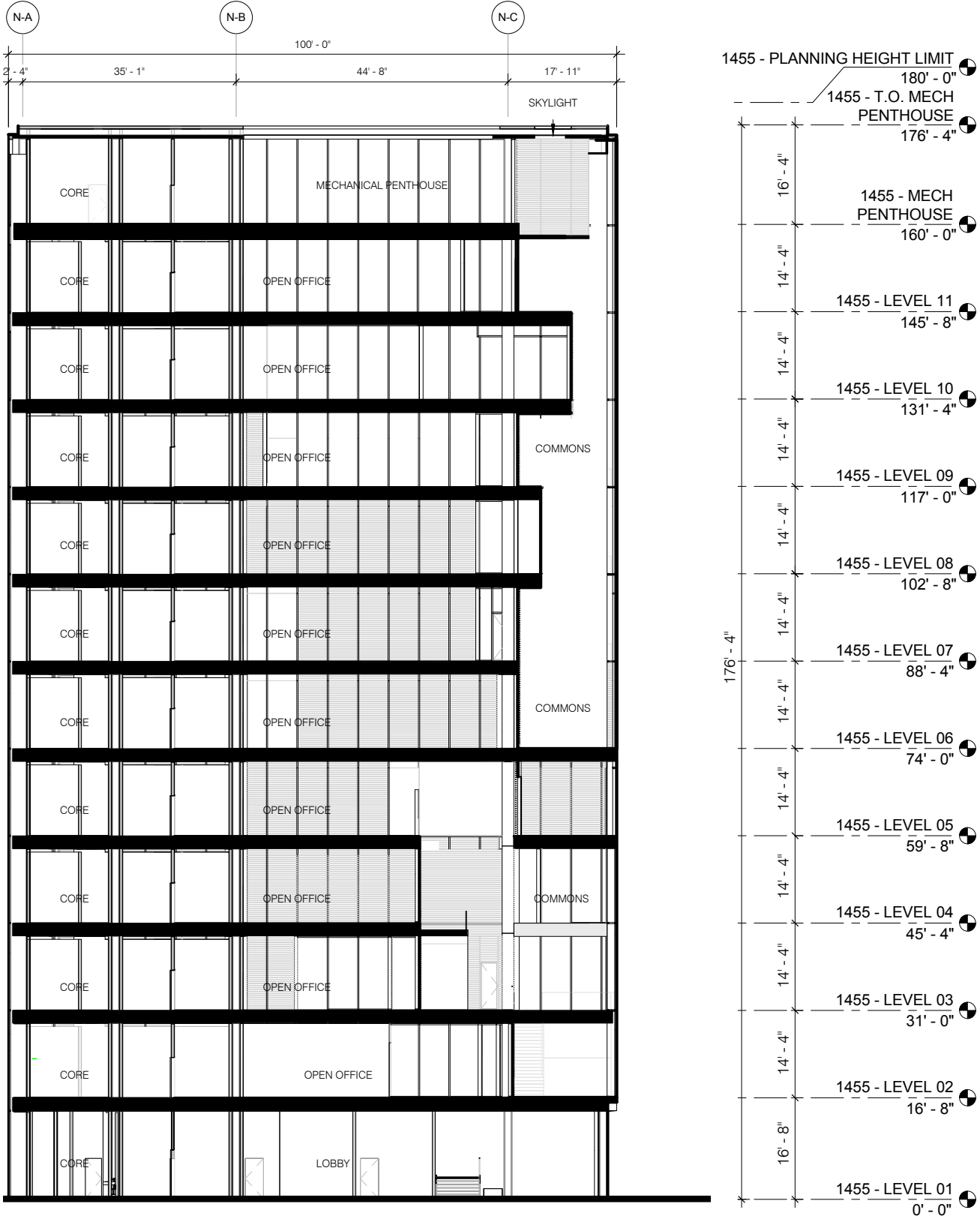
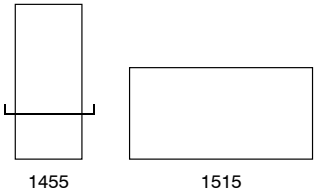
Site 1 - Building 1455

Transverse Section

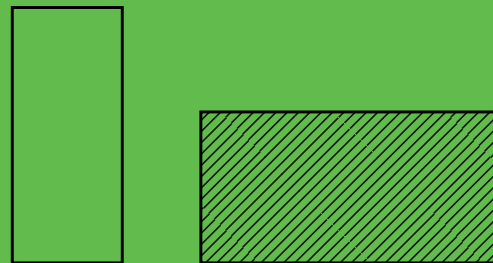


Site 1 - Building 1455

Longitudinal Section



Site 2 - Building 1515



Site 2 - Building 1515

Level 1 (Ground) Plan

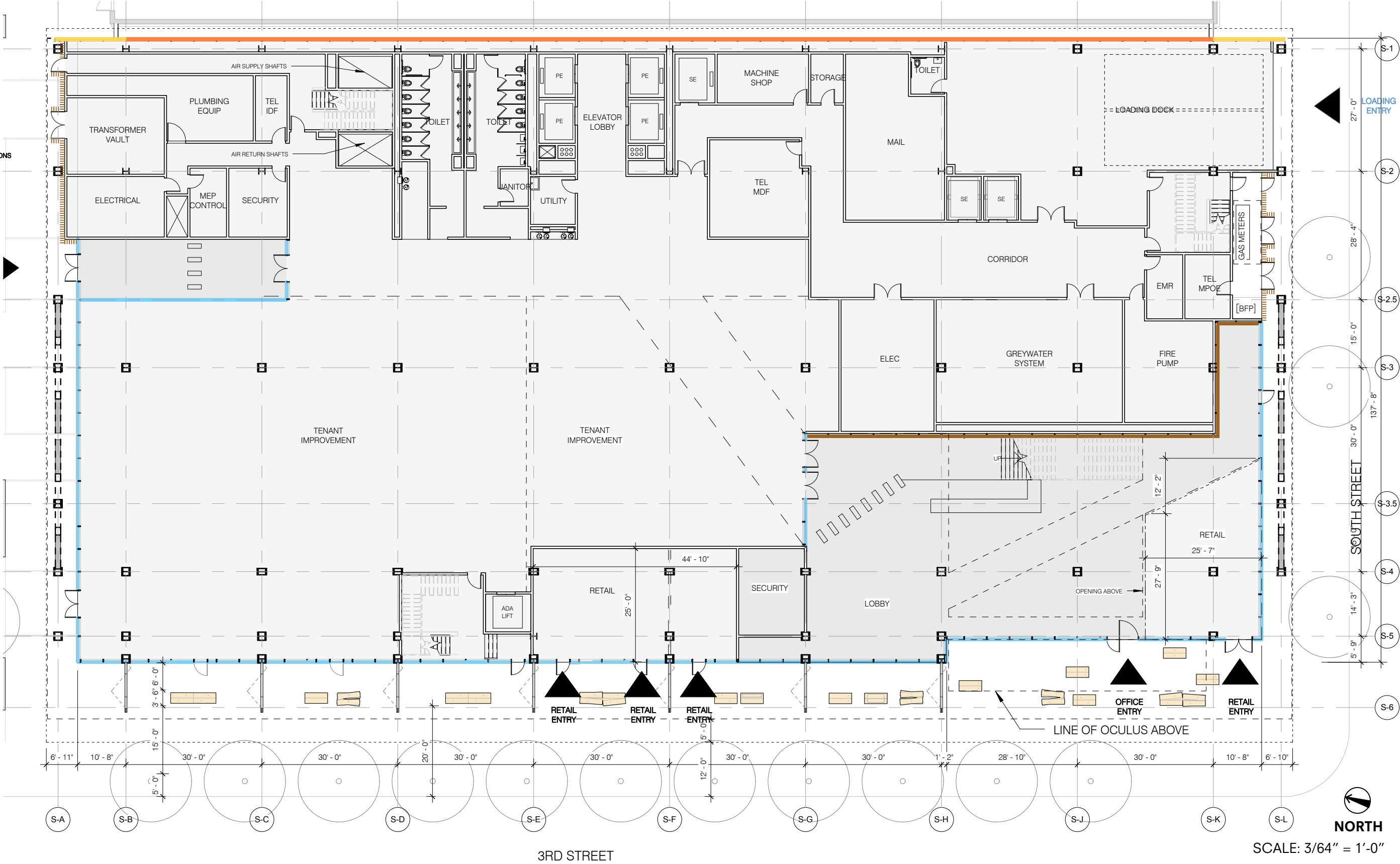
Note:
"Retail" is Public-Accessible Program,

Note:
"Service Transformer Room" to be accessed
by vehicles on occasion for maintenance
purposes.

MATERIAL LEGEND

- CONFERENCE BOX, AREA ENCLOSED BY GLASS
- OFFICE VIEW PORTAL AT BUILDING PERIMETER
- HORIZONTAL SLAT TEAK SCREEN MOUNTED TO IGU, ALUMINUM MULLIONS
- TRANSPARENT LAMINATED GLASS WITH CERAMIC FRIT, ALUMINUM MULLIONS
- PLANTERS
- TRANSPARENT LAMINATED GLASS WITH PAINTED STEEL MULLIONS
- OPERABLE WINDOW WITH PAINTED STEEL MULLIONS
- TRANSPARENT GLASS CURTAIN WALL SYSTEM, IGU WITH PAINTED STEEL MULLION
- PATINATED ZINC, HORIZONTALLY MOUNTED PANELS
- PRE-INSULATED FIRE-RATED METAL PANEL
- BRONZE ANODIZED ALUMINUM FINS
- RAILING

FOR MORE LANDSCAPE
INFORMATION, SEE
LANDSCAPE SECTION

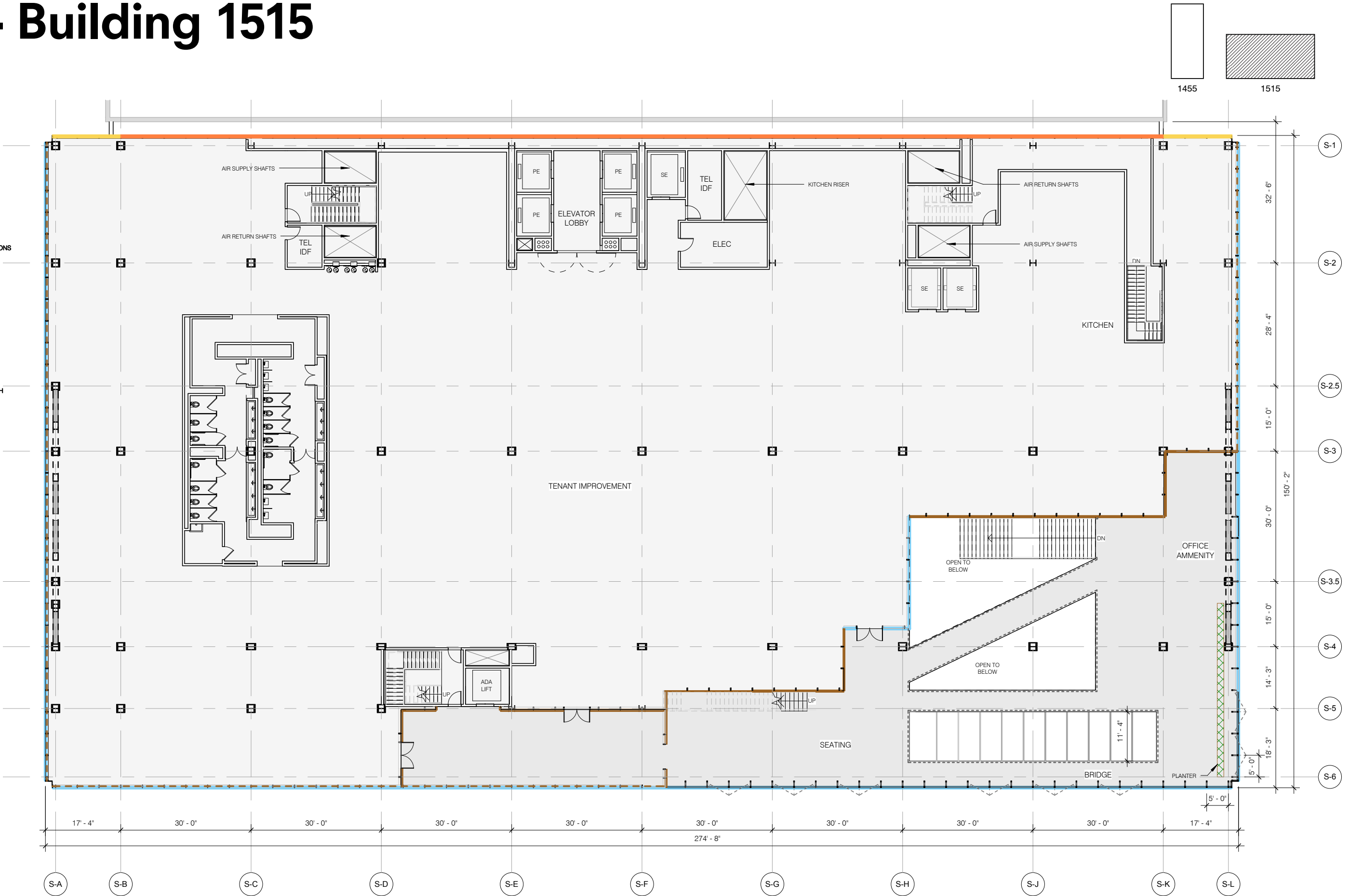


Site 2 - Building 1515

Level 2 Plan

MATERIAL LEGEND

- CONFERENCE BOX, AREA ENCLOSED BY GLASS
- OFFICE VIEW PORTAL AT BUILDING PERIMETER
- HORIZONTAL SLAT TEAK SCREEN MOUNTED TO IGU, ALUMINUM MULLIONS
- TRANSPARENT LAMINATED GLASS WITH CERAMIC FRIT, ALUMINUM MULLIONS
- PLANTERS
- TRANSPARENT LAMINATED GLASS WITH PAINTED STEEL MULLIONS
- OPERABLE WINDOW WITH PAINTED STEEL MULLIONS
- GLASS CURTAIN WALL SYSTEM WITH SEMI-REFLECTIVE LOW-IRON IGU WITH PAINTED ALUMINUM MULLION
- PATINATED ZINC, HORIZONTALLY MOUNTED PANELS
- PRE-INSULATED FIRE-RATED METAL PANEL
- BRONZE ANODIZED ALUMINUM FINS
- RAILING
- BRONZE ANODIZED



SCALE: 3/64" = 1'-0"

Level 3 Plan



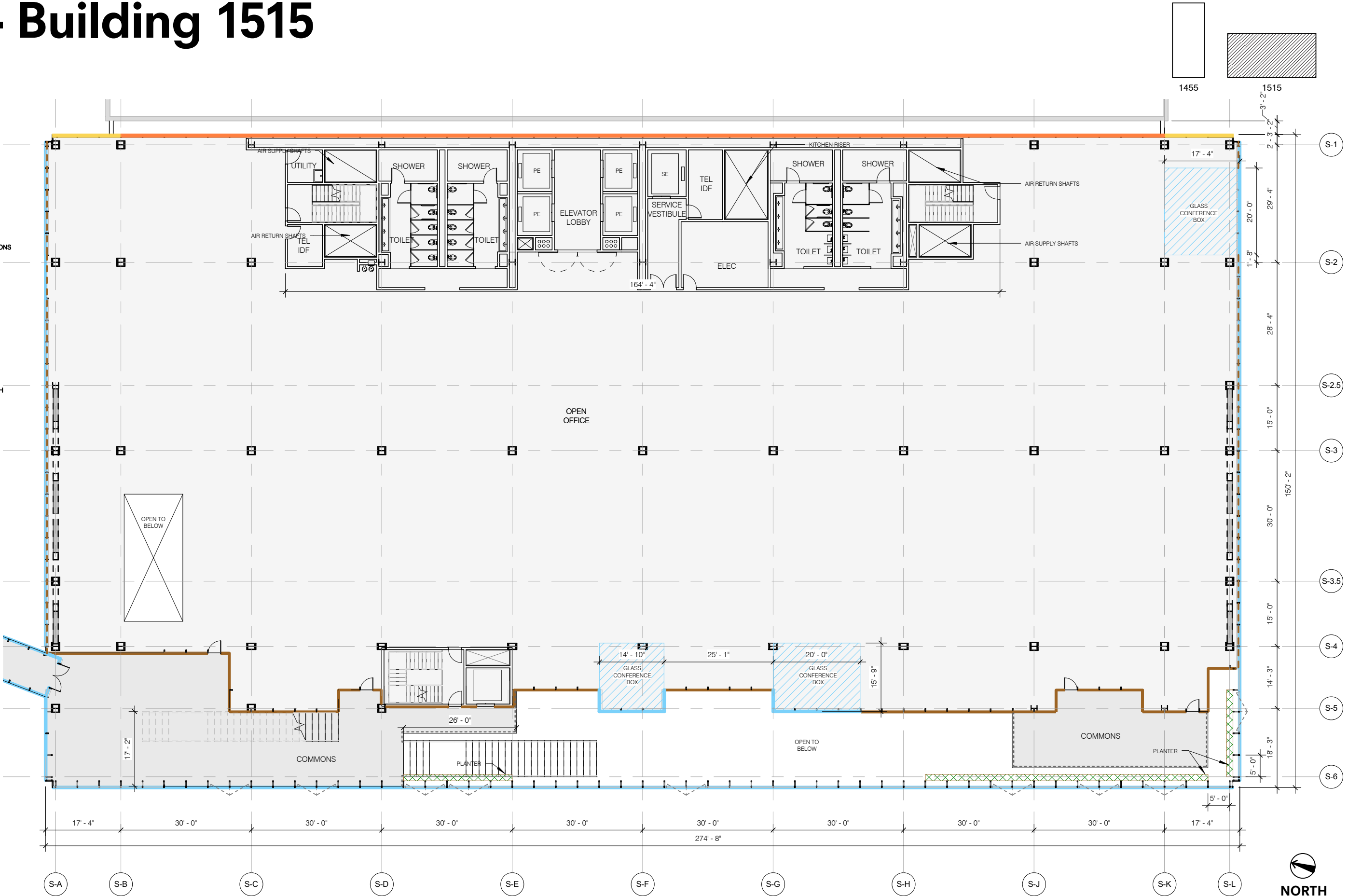
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Site 2 - Building 1515

Level 4 Plan

MATERIAL LEGEND

- CONFERENCE BOX, AREA ENCLOSED BY GLASS
- OFFICE VIEW PORTAL AT BUILDING PERIMETER
- HORIZONTAL SLAT TEAK SCREEN MOUNTED TO IGU, ALUMINUM MULLIONS
- TRANSPARENT LAMINATED GLASS WITH CERAMIC FRIT, ALUMINUM MULLIONS
- PLANTERS
- TRANSPARENT LAMINATED GLASS WITH PAINTED STEEL MULLIONS
- OPERABLE WINDOW WITH PAINTED STEEL MULLIONS
- GLASS CURTAIN WALL SYSTEM WITH SEMI-REFLECTIVE LOW-IRON IGU WITH PAINTED ALUMINUM MULLION
- PATINATED ZINC, HORIZONTALLY MOUNTED PANELS
- PRE-INSULATED FIRE-RATED METAL PANEL
- BRONZE ANODIZED ALUMINUM FINS
- RAILING



Level 5 Plan



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Level 6 Plan

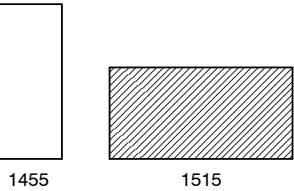


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Site 2 - Building 1515

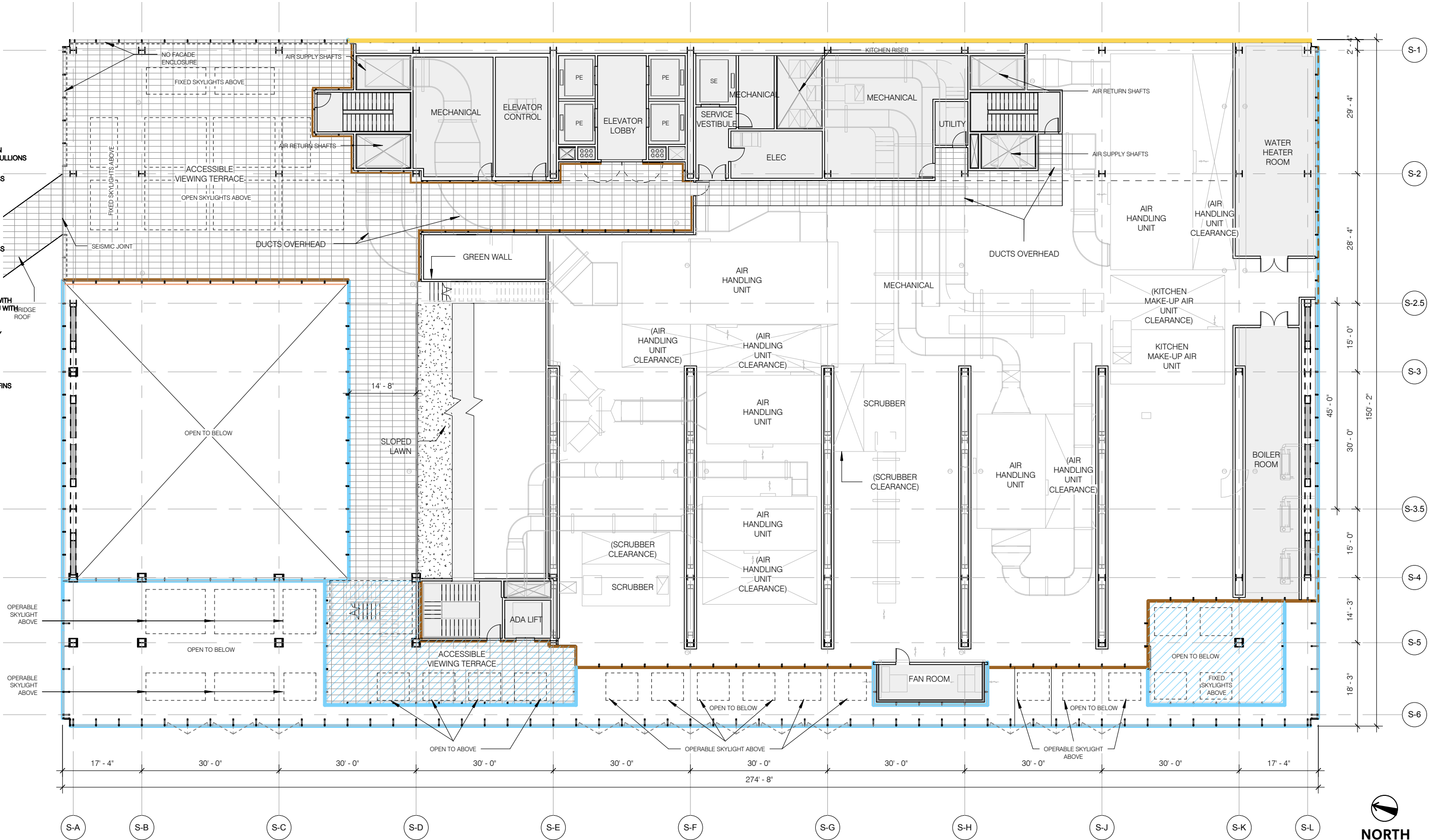
Mechanical Penthouse Plan

MECHANICAL UNITS SHOWN TO ARTICULATE AND CLARIFY CONFIGURATION AND EXTENTS. SEE FOLLOWING PAGE FOR MECHANICAL LOAD INFORMATION



MATERIAL LEGEND

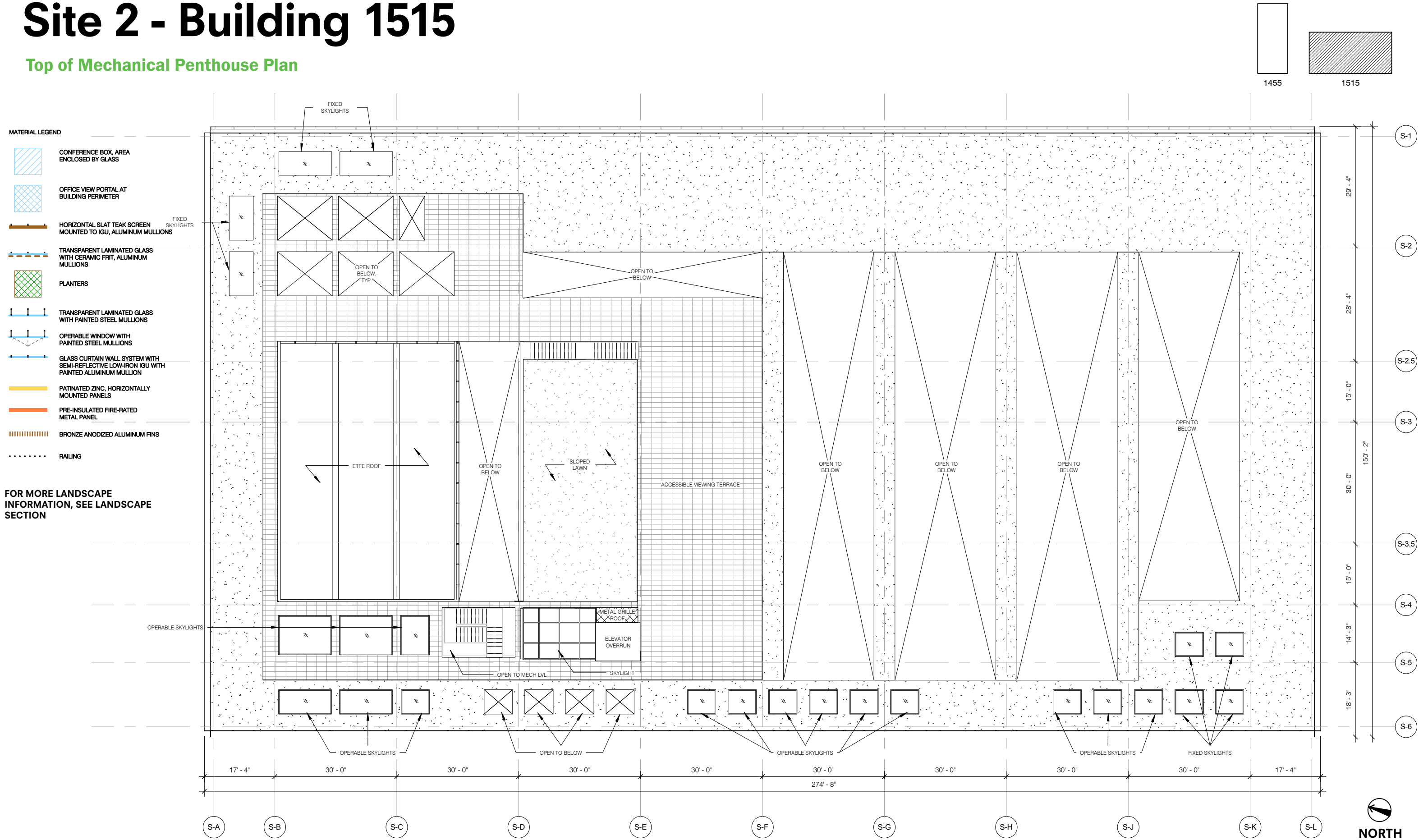
- CONFERENCE BOX, AREA ENCLOSED BY GLASS
- OFFICE VIEW PORTAL AT BUILDING PERIMETER
- HORIZONTAL SLAT TEAK SCREEN MOUNTED TO IGU, ALUMINUM MULLIONS
- TRANSPARENT LAMINATED GLASS WITH CERAMIC FRIT, ALUMINUM MULLIONS
- PLANTERS
- TRANSPARENT LAMINATED GLASS WITH PAINTED STEEL MULLIONS
- OPERABLE WINDOW WITH PAINTED STEEL MULLIONS
- GLASS CURTAIN WALL SYSTEM WITH SEMI-REFLECTIVE LOW-IRON IGU WITH PAINTED ALUMINUM MULLION
- PATINATED ZINC, HORIZONTALLY MOUNTED PANELS
- PRE-INSULATED FIRE-RATED METAL PANEL
- BRONZE ANODIZED ALUMINUM FINS
- RAILING
- BRONZE ANODIZED ALUMINUM PANEL



SCALE: 3/64" = 1'-0"

Site 2 - Building 1515

Top of Mechanical Penthouse Plan



Site 2 - Building 1515

Materials Palette

Teak Wood Screen Weathering Range



Teak Wood

Teak wood slats are weathered to different degrees and arranged in a highly calibrated design, intensifying the interplay of light and shadow within the Commons.



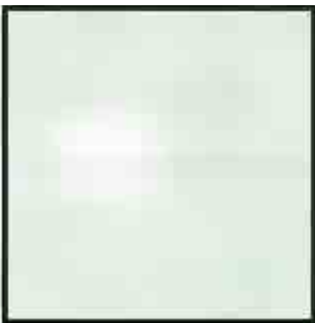
White Oak Wood



Reclaimed Cherry Wood



Reclaimed Oak Wood



Semi-Reflective Low-Iron Glass (IGU)



Fully Transparent Low-Iron Glass (IGU)



Ornilux Bird-Safe Glass



Brushed Stainless Steel

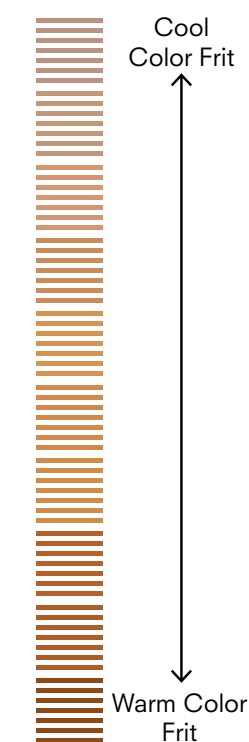


Patinated Zinc



Weathered Steel

Ceramic Frit Wood Pattern Range



Transparent Glass @ Outer Facade (Laminated)

A dynamic wood-patterned ceramic frit is selectively printed onto the glass, emulating the tectonic found in the commons. The frit mitigates heat and glare in the workspace while reinforcing the architectural parti. The frit pattern doubles as a bird-safe material treatment to the glass. See Bird Safe Section for more info).



Painted Steel



Painted Aluminum



Blackened Steel



Bronze Anodized Aluminum



Statuary Bronze Stainless Steel



Painted Steel Garage Door



Painted Metal Panel



Light Bronze



Calacatta Marble



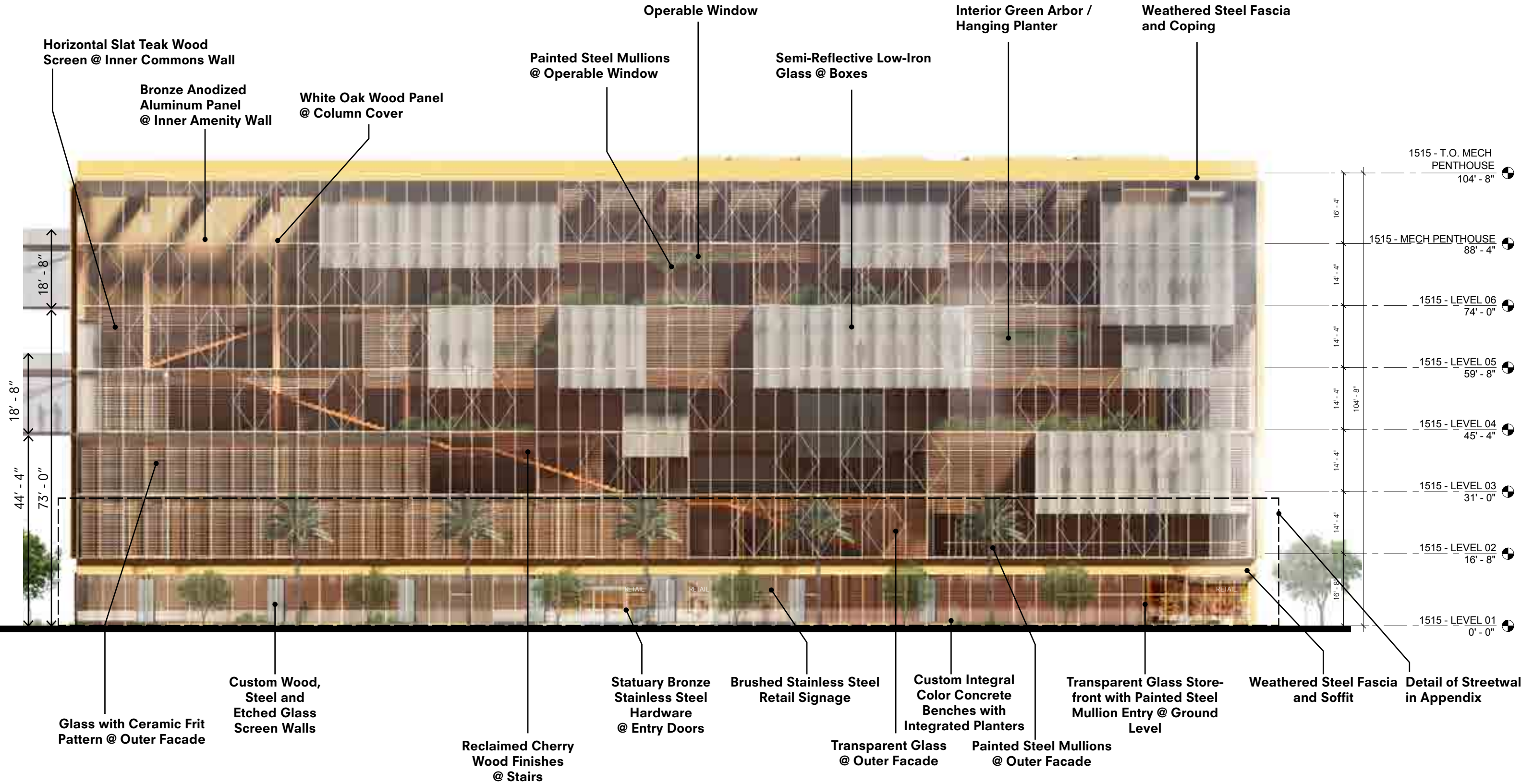
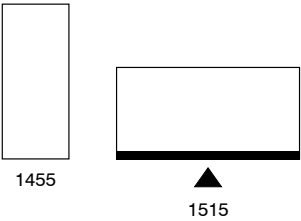
Dark Grey Ceramic



Platinum Travertine

Site 2 - Building 1515

West Elevation



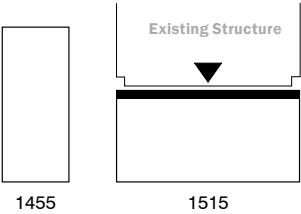
Site 2 - Building 1515

South Elevation



Site 2 - Building 1515

East Elevation



Outline of Building Behind

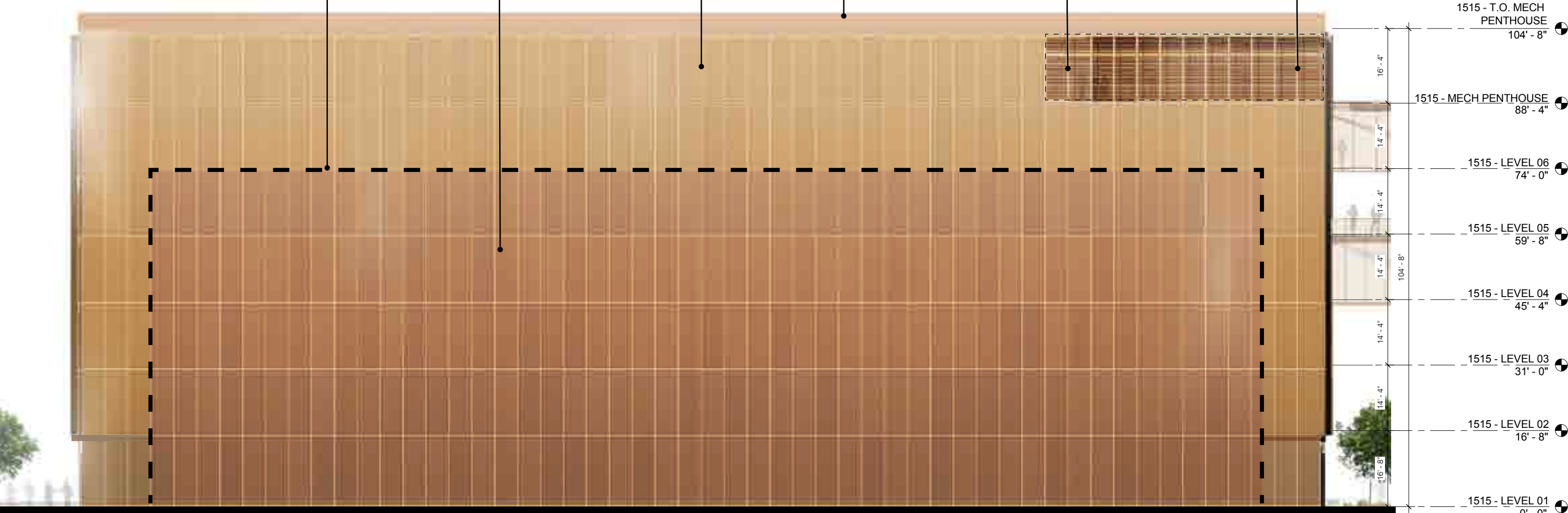
Pre-Insulated Fire-Rated
Metal Panel

Patinated Zinc Metal
Panel Where Visible

Weathered Steel Fascia
and Coping

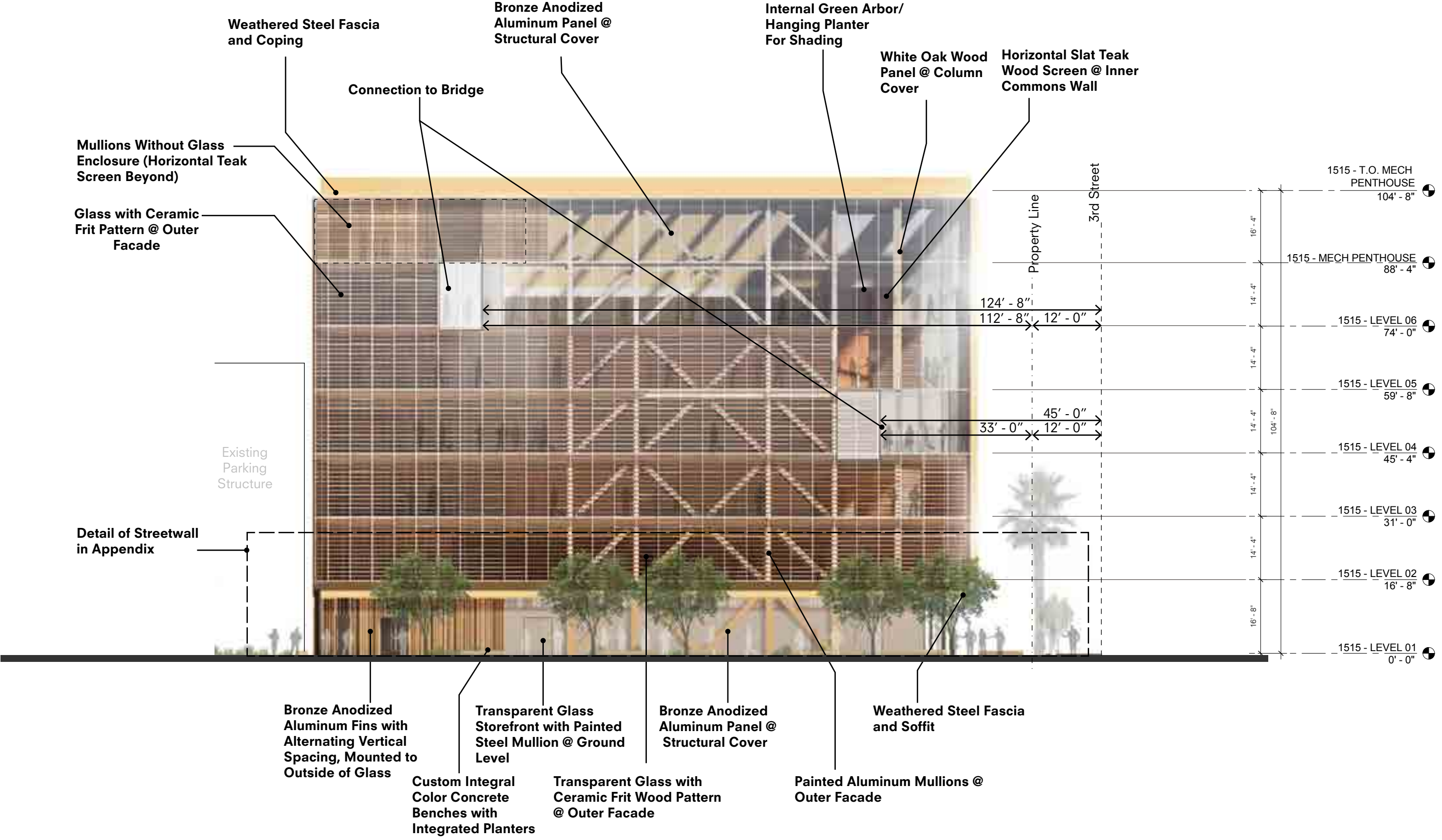
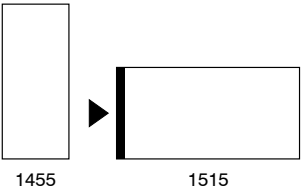
Mullions Without Glass
Enclosure (Horizontal Teak
Screen Beyond)

Mullions Without Glass
Enclosure (Horizontal Teak
Screen Beyond))



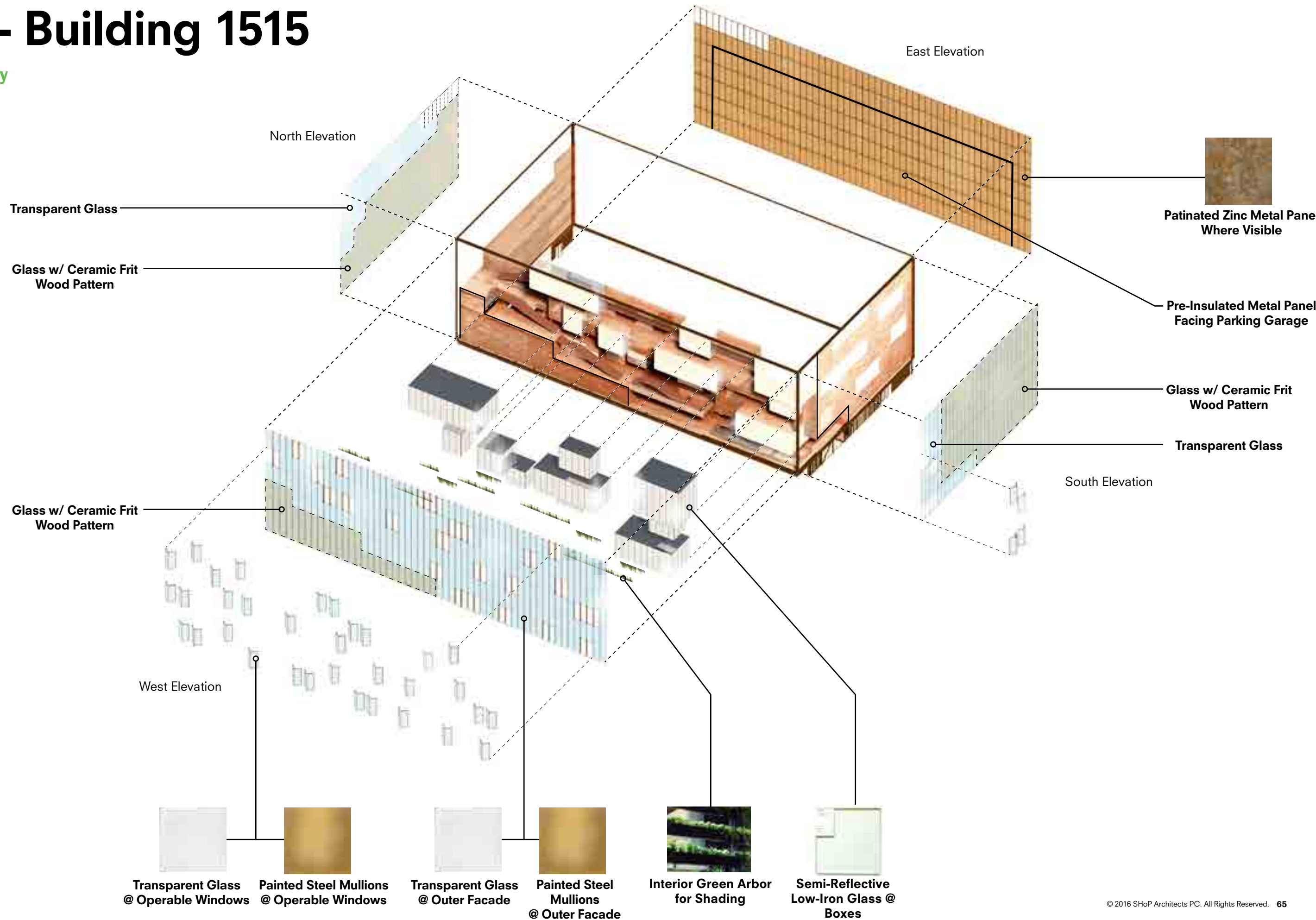
Site 2 - Building 1515

North Elevation



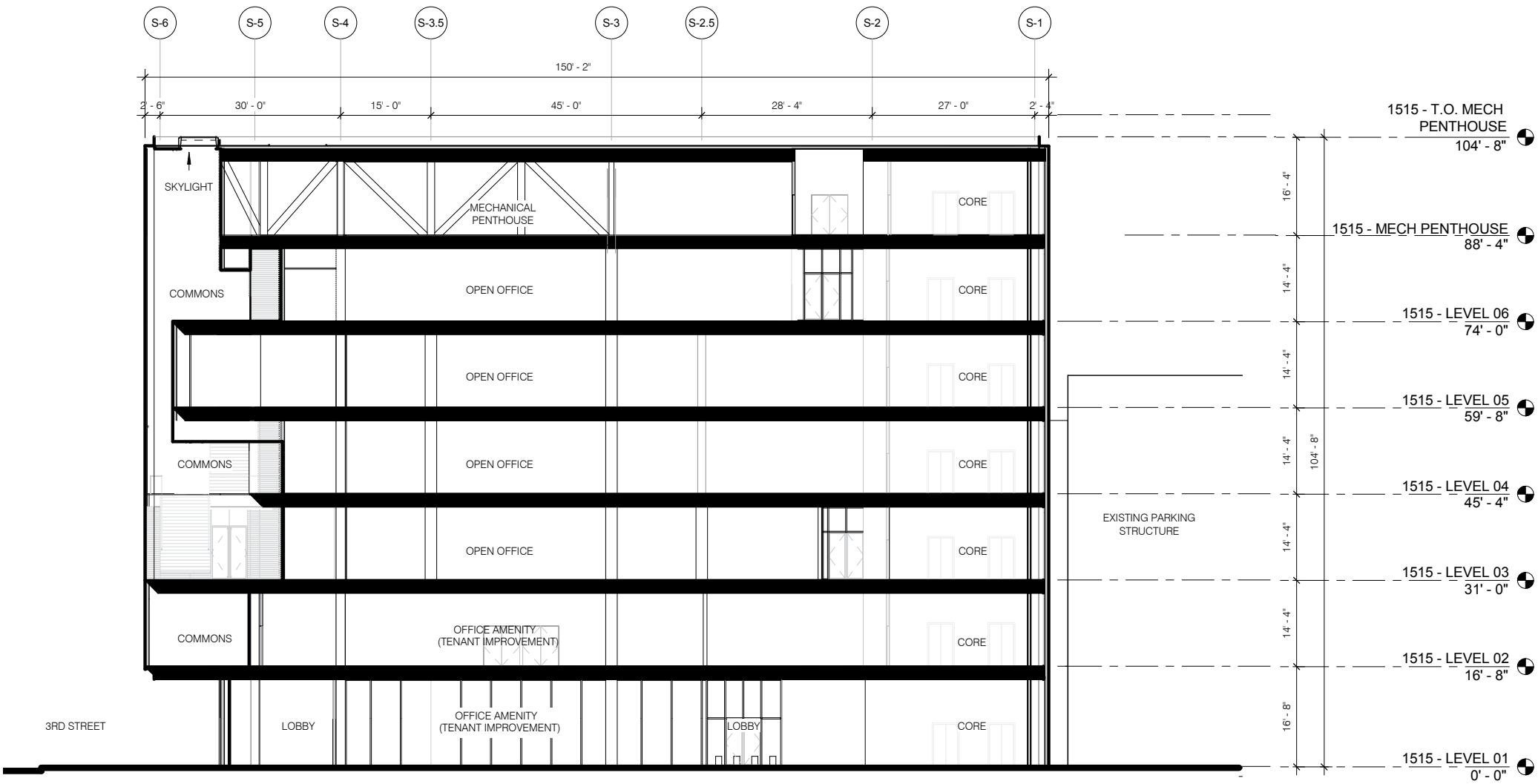
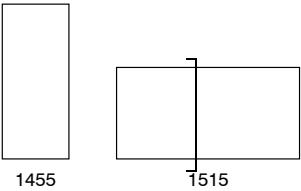
Site 2 - Building 1515

Material Interplay



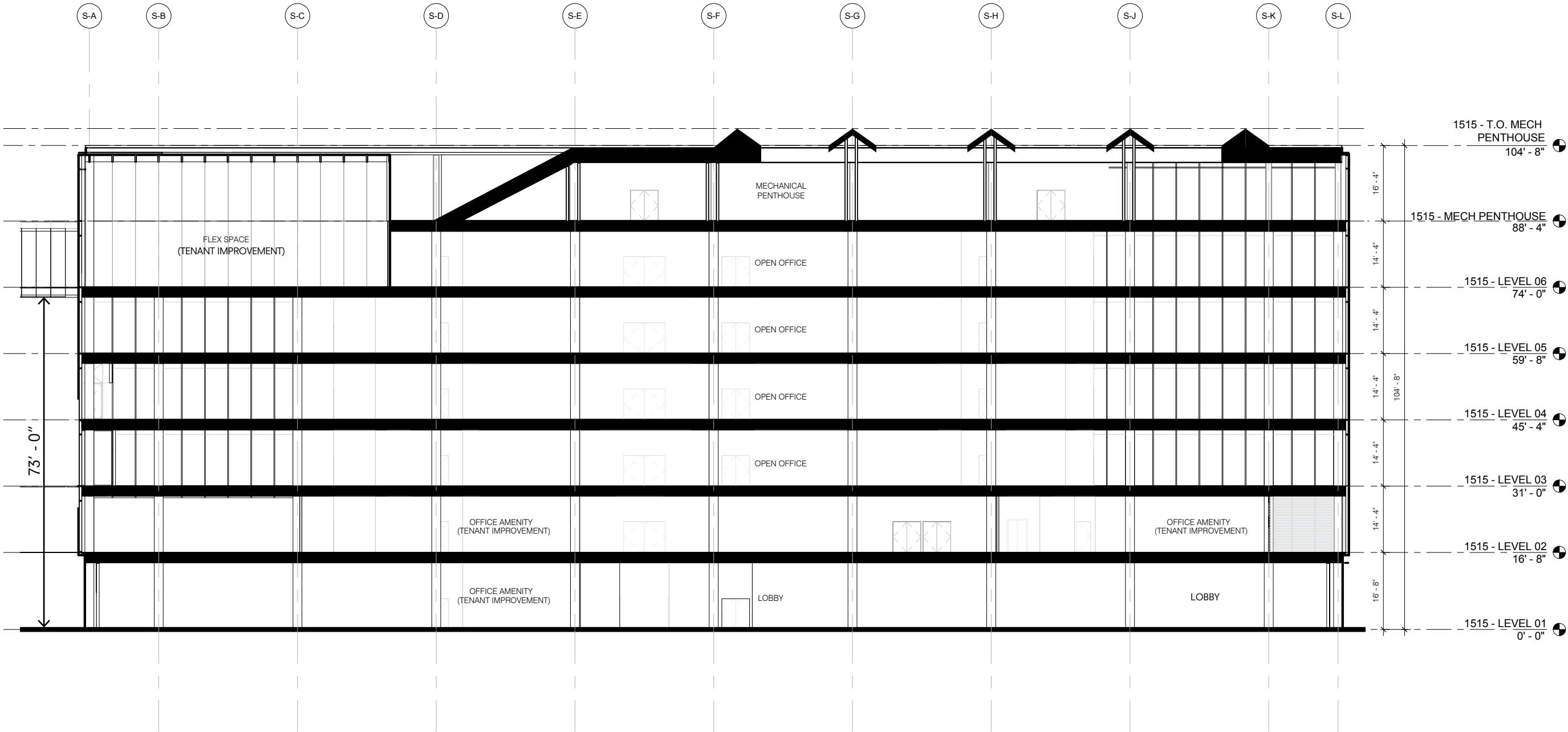
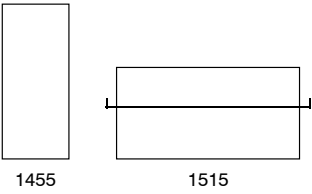
Site 2 - Building 1515

Transverse Section



Site 2 - Building 1515

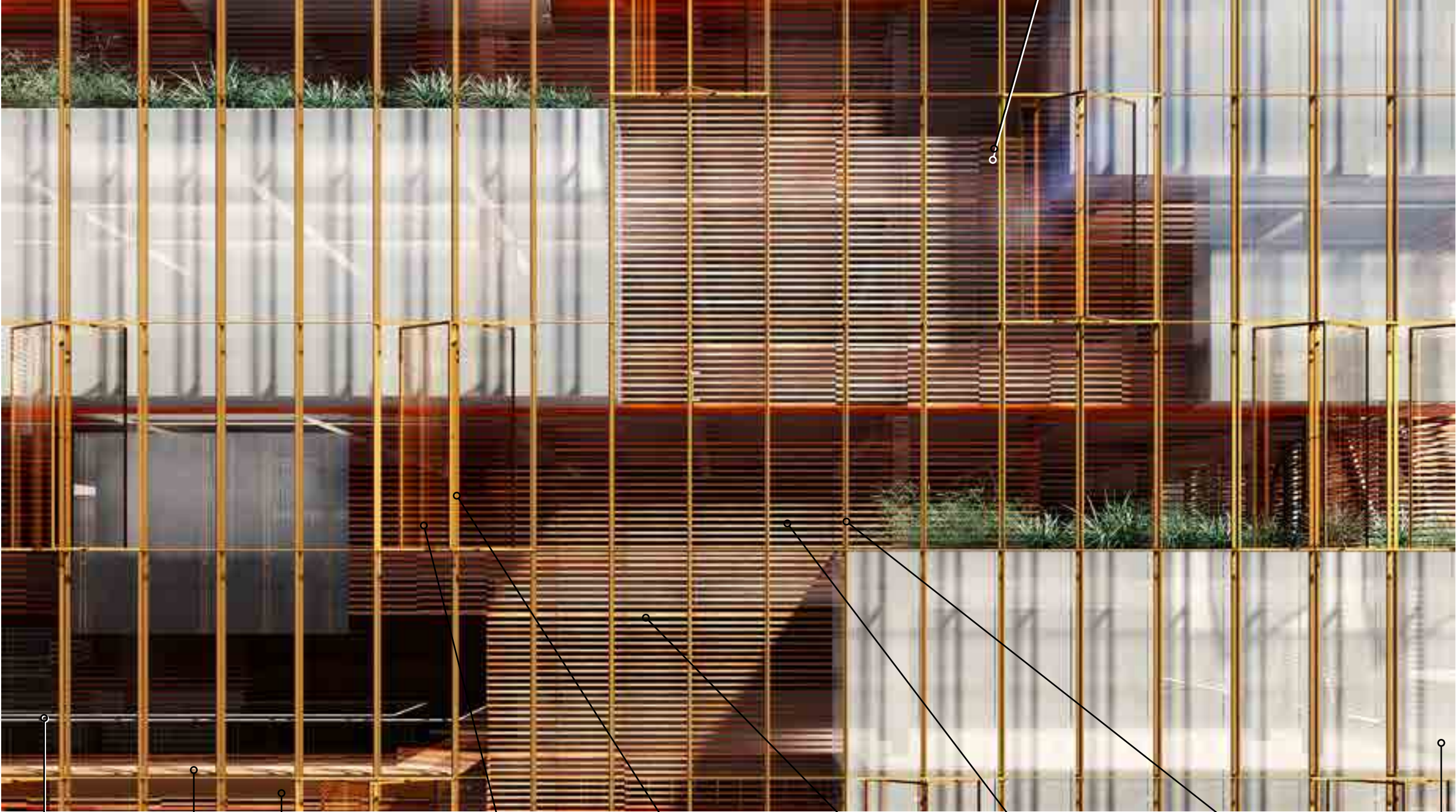
Longitudinal Section



Building Details:
Site 1 - Building 1455
and
Site 2 - Building 1515

Site 2 - Building 1515

West Elevation - Close-Up



Horizontal Slat Teak Screen @ Inner Commons Wall

Warm Teak

01

02

03

04

05

06

07

08

09

10

Light Teak (Weathered)

A vertical color palette for the Horizontal Slat Teak Screen. It consists of 10 color swatches, numbered 01 to 10. The colors range from a deep, warm brown (01) to a light, weathered brown (10). The swatches are arranged in a column, with a red line connecting them to a vertical line on the left. The text 'Horizontal Slat Teak Screen @ Inner Commons Wall' is at the top, and 'Warm Teak' is to the right of the top swatches. 'Light Teak (Weathered)' is at the bottom.

Brushed Stainless Steel Handrail on Laminated Glass Railing

Platinum Terrazzo Floors

Weathered Steel @ Bridges

Transparent Glass @ Operable Window

Painted Steel Mullions @ Operable Window Frames

Light Bronze @ Inner Commons Wall

Transparent Glass @ Outer Facade

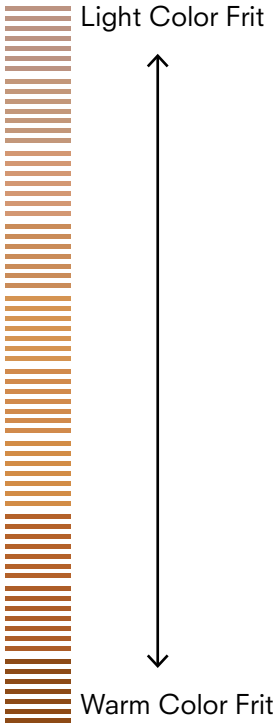
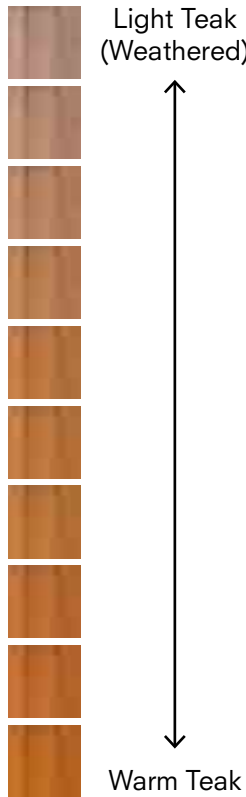
Painted Steel Mullions @ Outer Facade

Semi-Reflective Low-Iron Glass @ Boxes

A row of material swatches for the building's materials. From left to right: a brushed stainless steel handrail on laminated glass railing, platinum terrazzo floors, weathered steel at bridges, transparent glass at operable windows, painted steel mullions at operable window frames, light bronze at the inner commons wall, transparent glass at the outer facade, painted steel mullions at the outer facade, and semi-reflective low-iron glass at boxes. Each swatch is a small square or rectangle with a line pointing to its location on the main rendering.

Facade Close-up

South Elevation - Site 2 - Building 1515



Horizontal Slat Teak Wood Screen
@ Inner Commons Wall



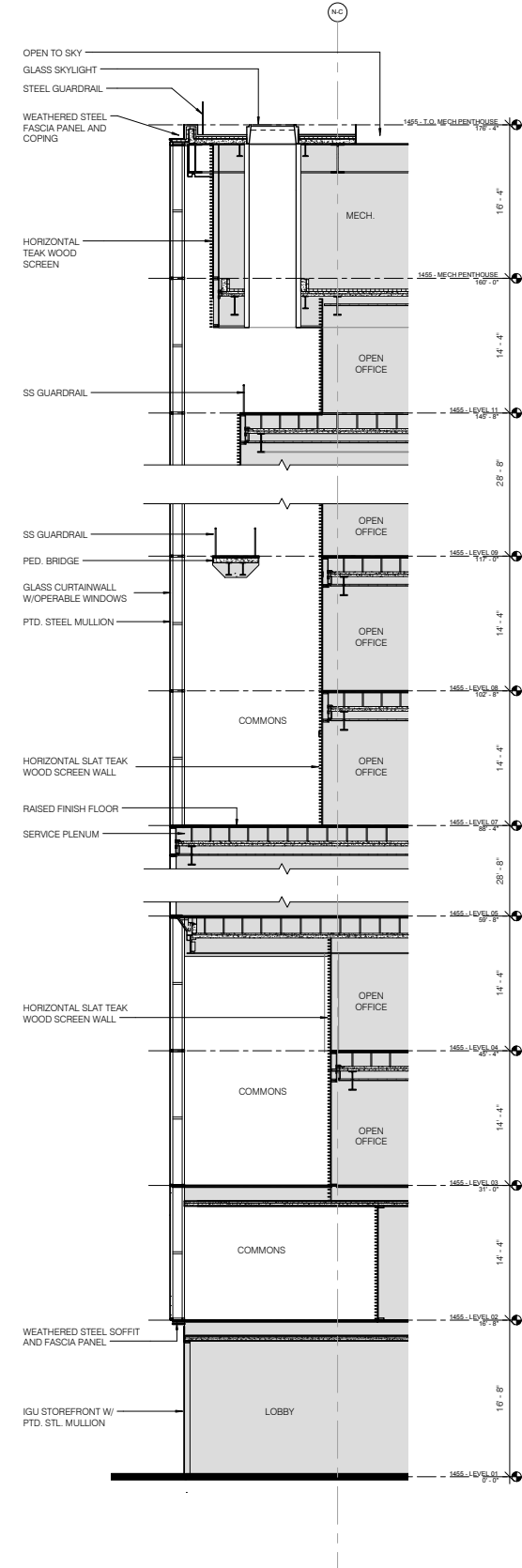
Transparent Glass w/
Ceramic Frit Wood Pattern

Operable Window Closing

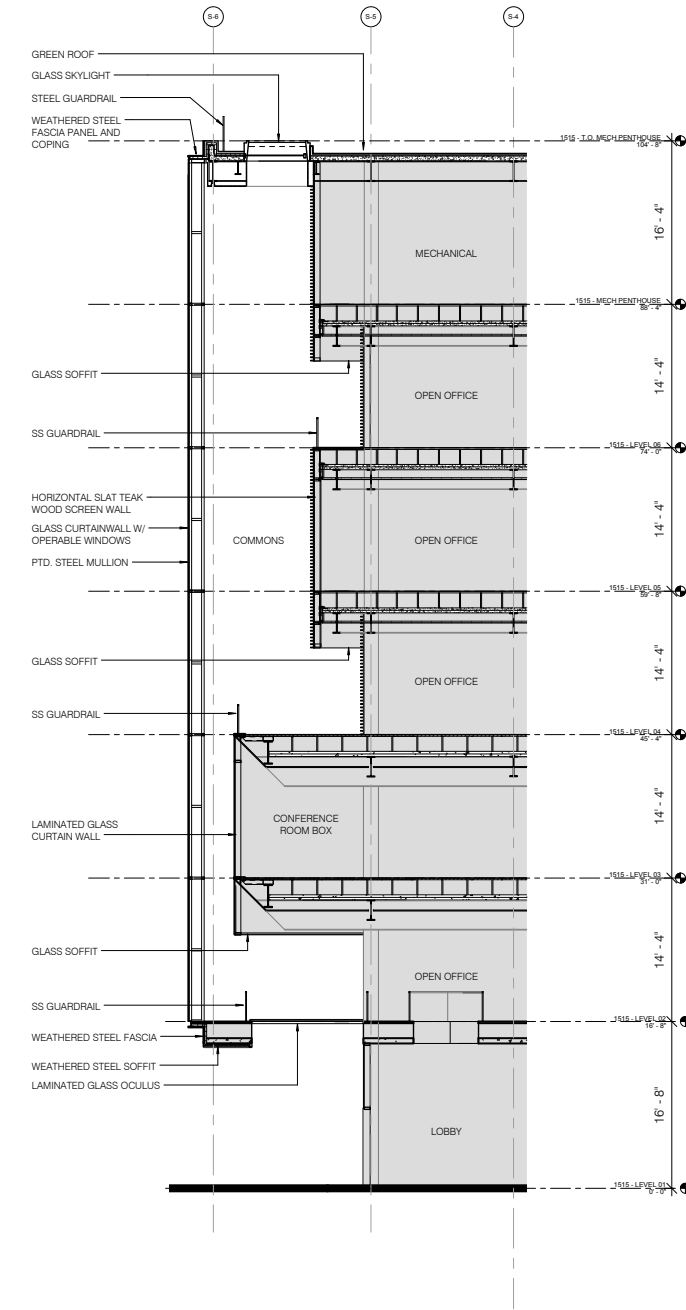


Site 1 - Building 1455 + Site 2 - Building 1515

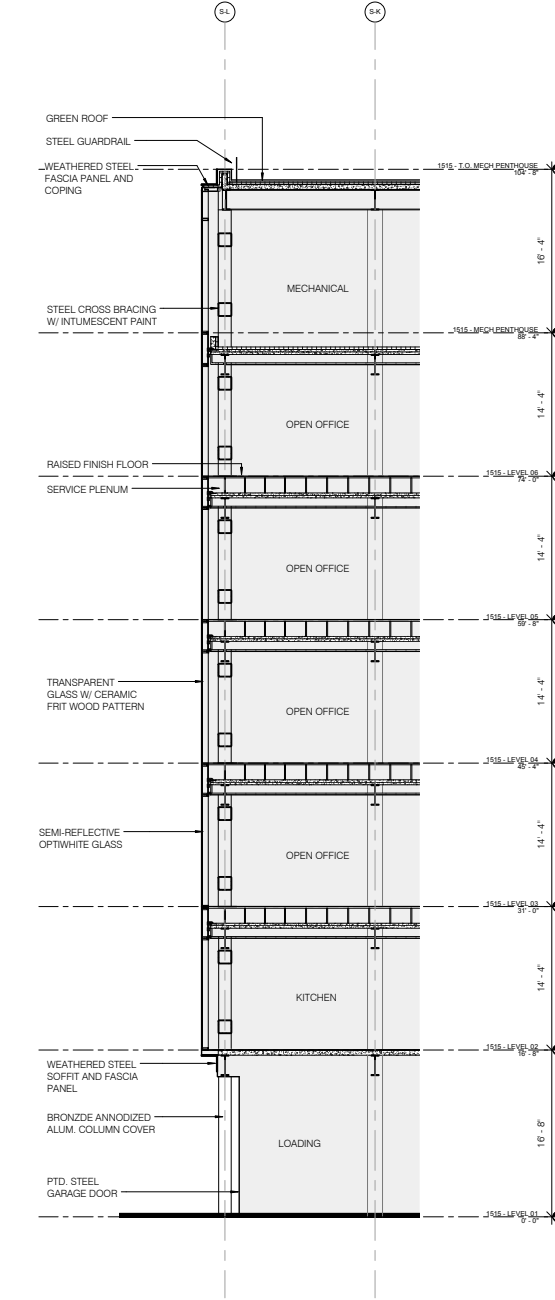
Wall Sections



Site 1 - Building 1455
Wall Section at Commons



Site 2 - Building 1515
Wall Section at Commons



Site 2 - Building 1515
Wall Section at Office Bullpen

3D Views

3D View

Looking Down Pierpoint Lane



3D View

Pierpoint Lane Looking Up



3D View: Glass Bottom Oculus (3rd Street and South Street)



3D View

Looking Up South Commons of 1515 3rd St.



3D View

1515 3rd St., 6th Floor Commons Experience



3D View

3rd Street Experience Articulating Wind-Screen Positions



Wind Screens Extended



Wind Screens Half-Retracted



Wind Screens Retracted (Event Day)

3D View

View from 3rd Street Approach



3D View

View from Mission Bay Commons Park



3D View

Building Massing - Looking North On 3rd Street



3D View

View from Potrero Hill

Note: Project view blocked by UCSF Dormitory



Model Photographs

Facade Section Model



Model Photographs

Facade Section Model



Landscape

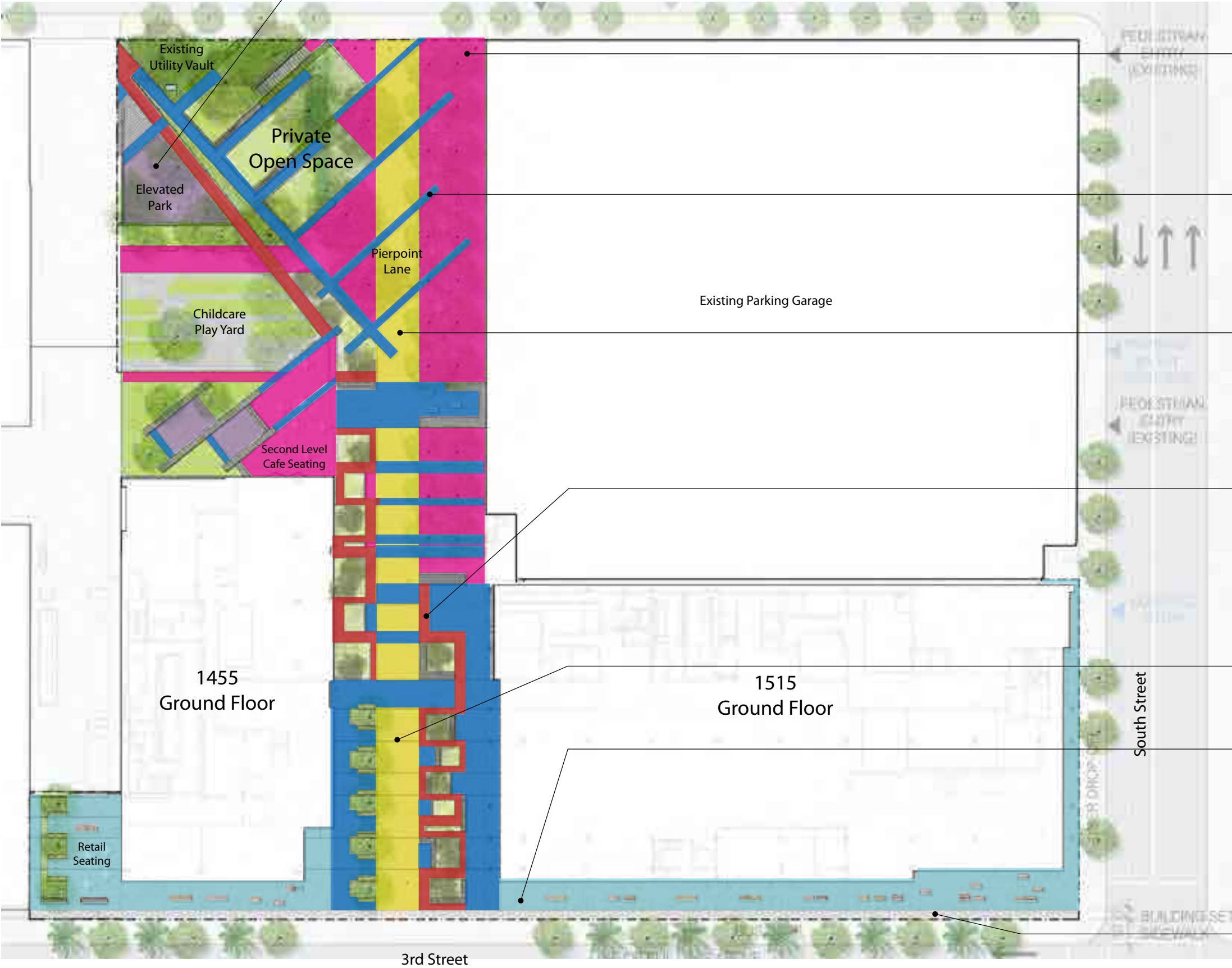
Landscape Plan

Ground Floor Landscape Plan



Landscape Plan

Pavement Plan

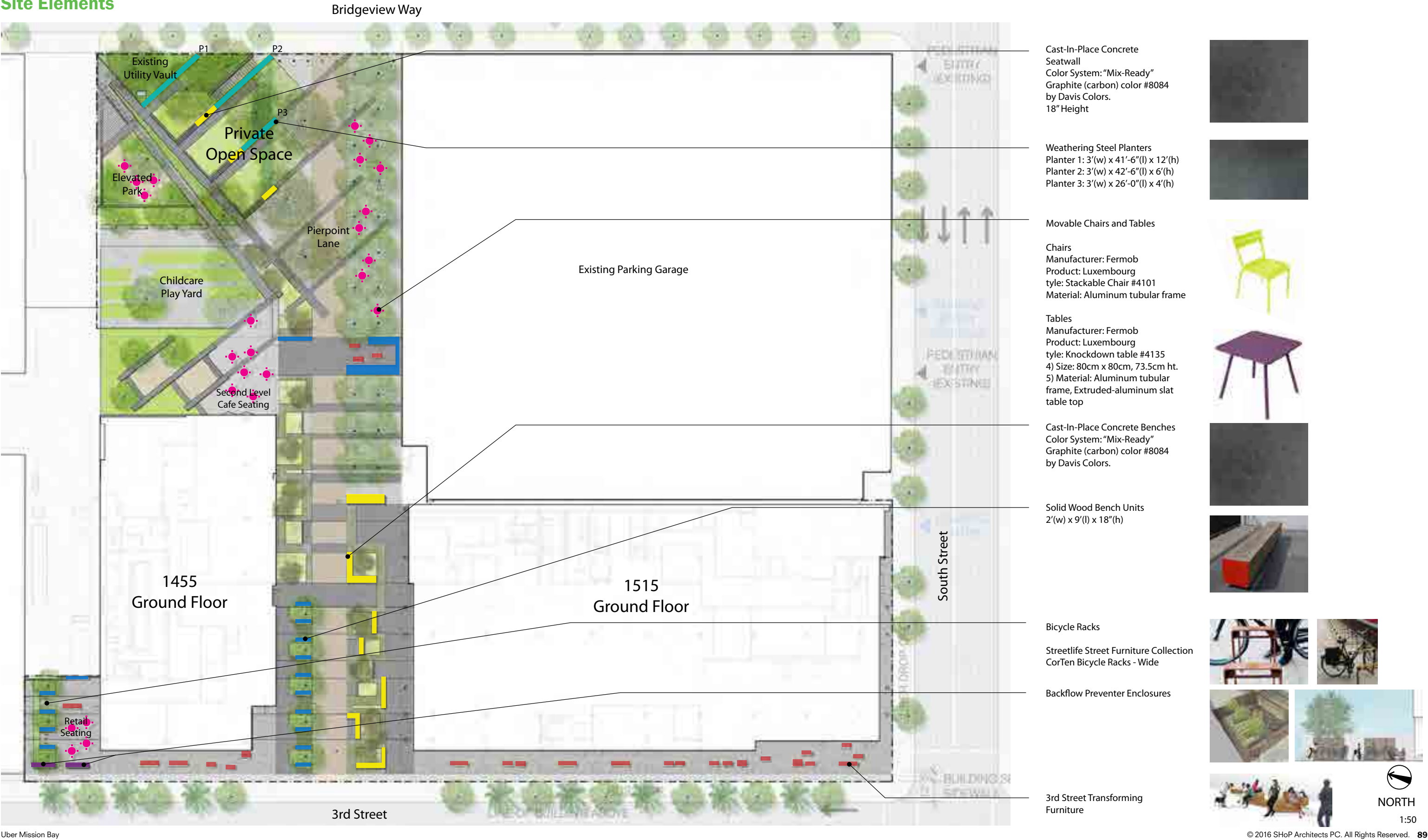


- Yosemite Tan Gravel
Size: 1/4"
- Reclaimed San Francisco Cobble
Source: American Soil and Stone
Size: Varies
Finish: Sawn
Joint: Mortared
- Endicott Brick Pavers
Size: 2 1/4" x 4" x 12"
Finish & Color: Manganese Ironspot
Color and Wirecut Finish
Joint: Butt Joint and Sandswept
- Precast Stepstone Unit Pavers
Size: 3" x 4" x 18"
Finish and Color: Almond with Slag and Light Sandblast Finish
Joint: 1/8" and Sandswept
- McNichols Close Mesh Bar Grating,
Color: TBD
Size: 3/16"
- Reclaimed Steel Inlay
Separates the Bands of Asphalt Pavers
- Hanover Asphalt Block Pavers
Size: 5" x 12" x 2"
Finish & Color: Matrix A80012, Ground Finish
Joint: Butt joint and sandswept

Streetscape to follow Mission Bay Streetscape Standard Specifications

Landscape Plan

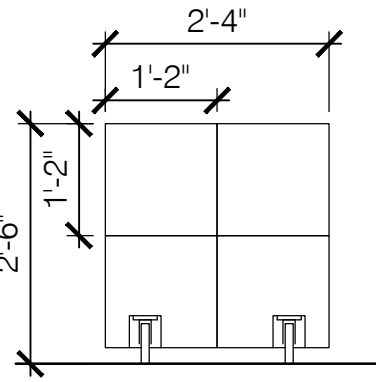
Site Elements



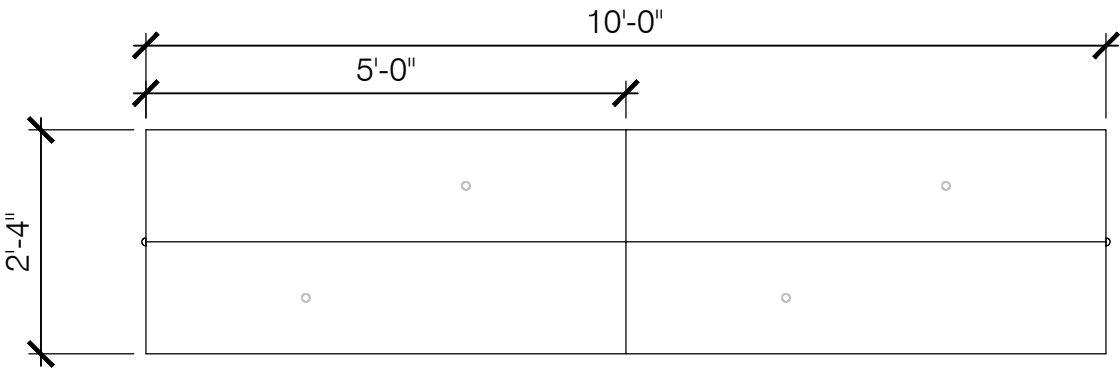
3rd Street Transforming Furniture

Perspectives

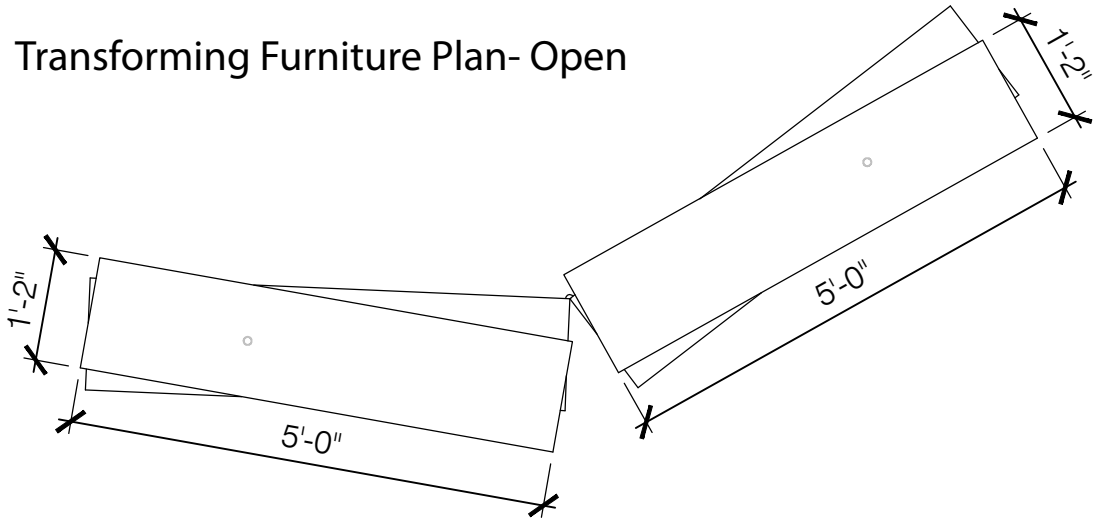
Transforming Furniture Elevation



Transforming Furniture Plan- Closed



Transforming Furniture Plan- Open



Transforming Furniture - Closed



Brass End Cap
Solid Timber - Monterey Cypress

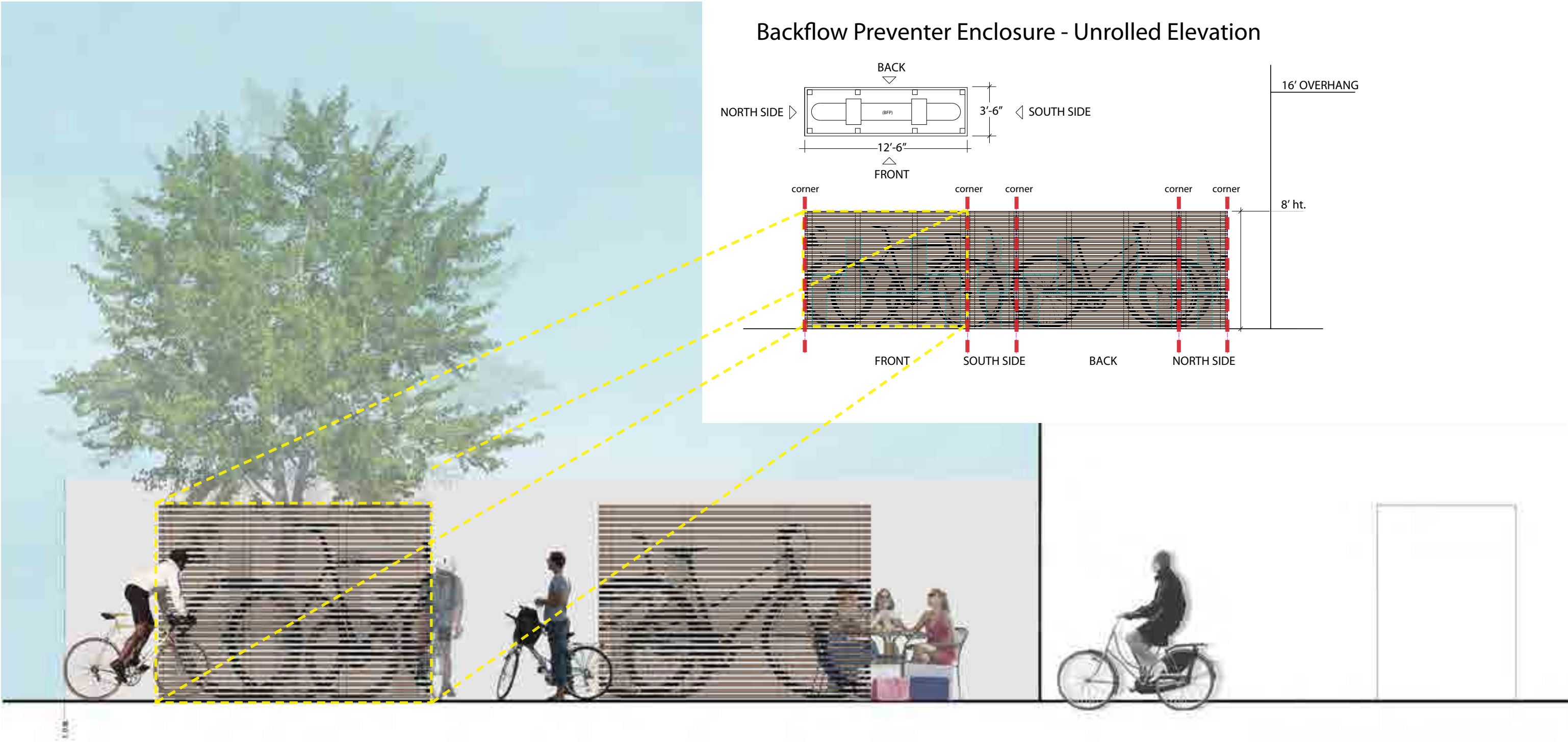
Transforming Furniture - Open



Brass End Cap
Solid Timber - Monterey Cypress

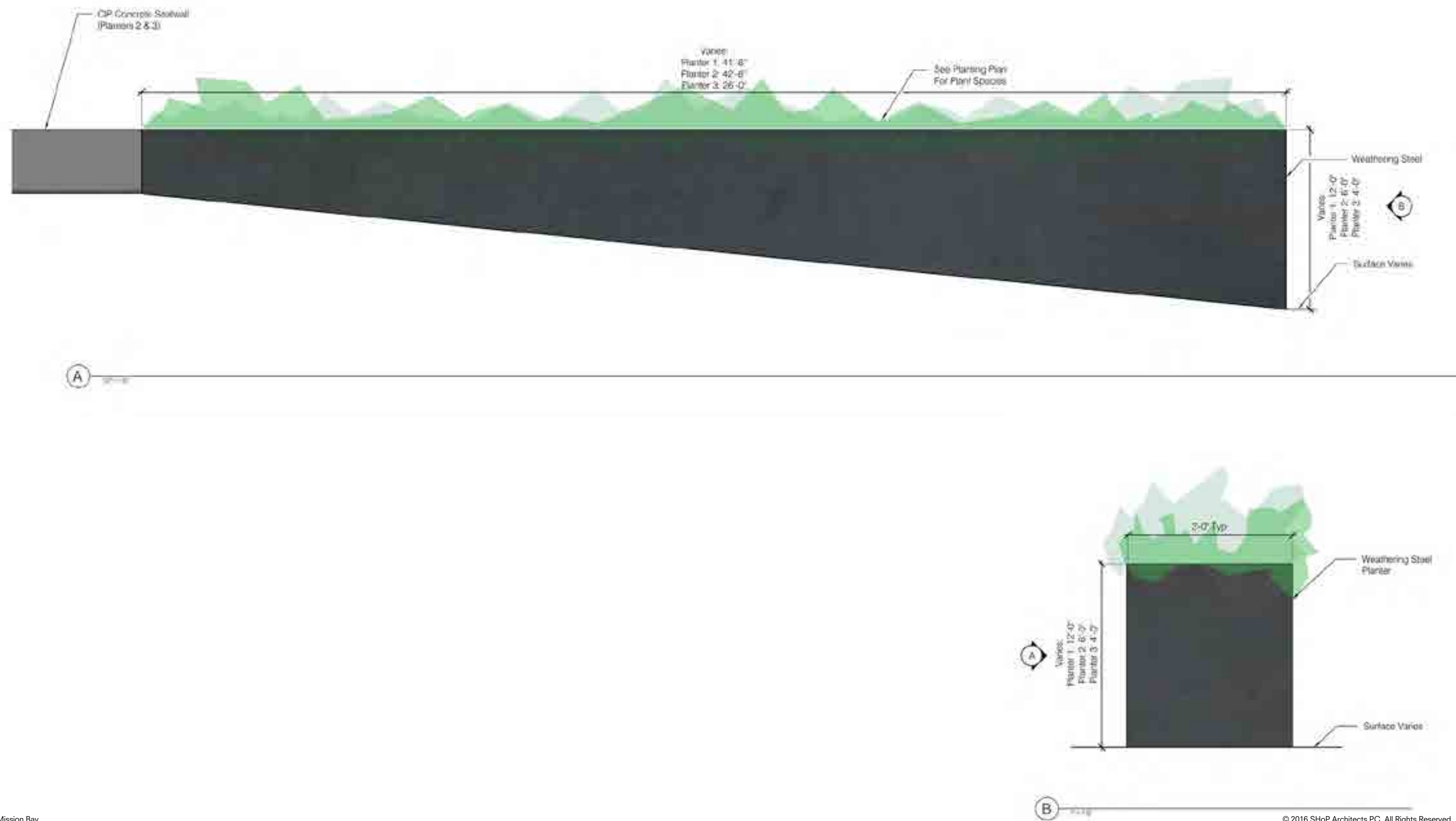
Backflow Preventer Enclosure + Bike Parking Beacon

Illustrative Elevation



Weathering Steel Planter

Illustrative Elevation



Landscape Plan

Shrub and Groundcover Planting



Landscape Plan

Tree Planting Plan



Evergreen Shade Trees



Multi-Trunk Flowering Trees



Sophora japonica



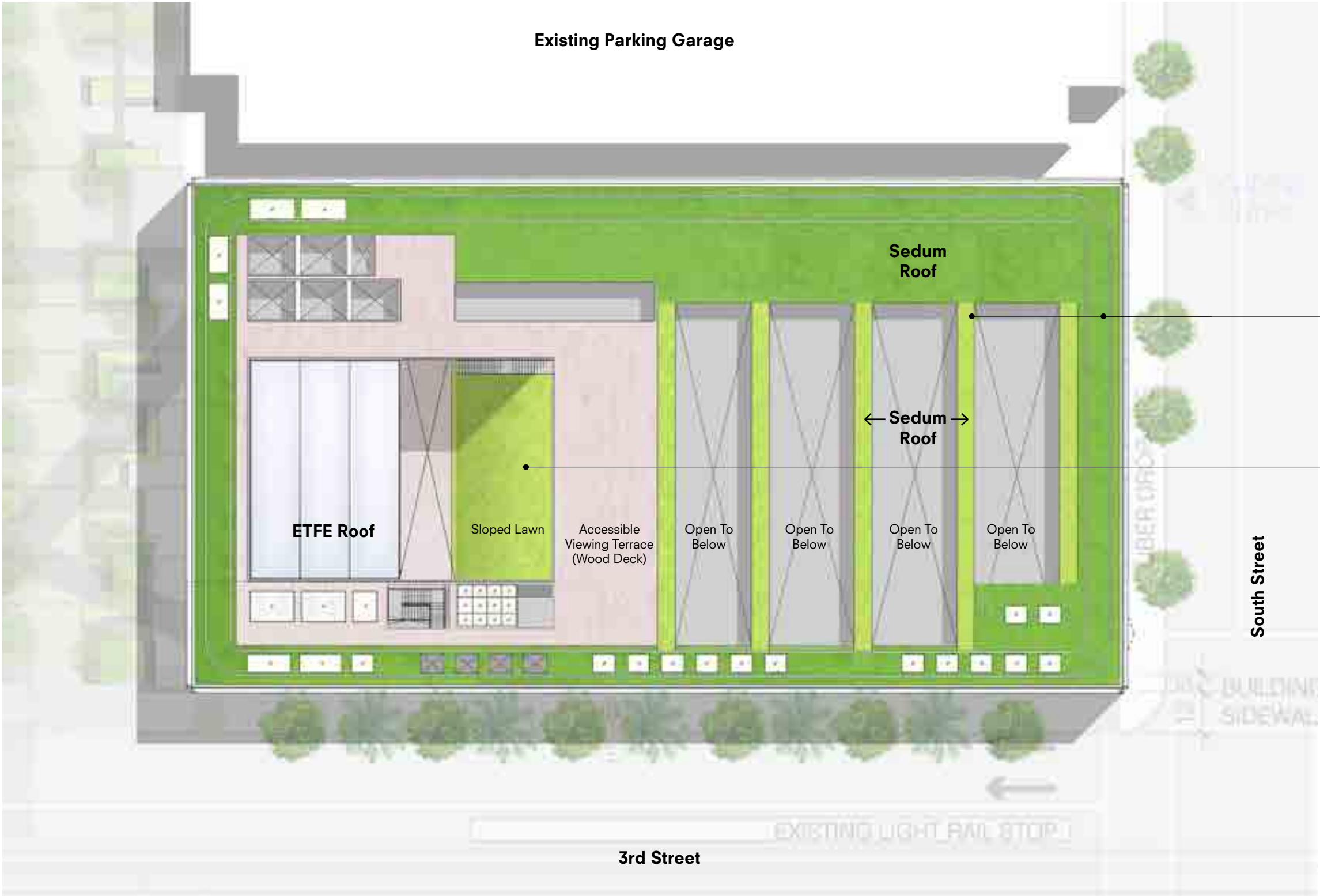
Filtration Planter Tree



1:50

Landscape

Site 2 - Building 1515 Roof



Sedum Roof



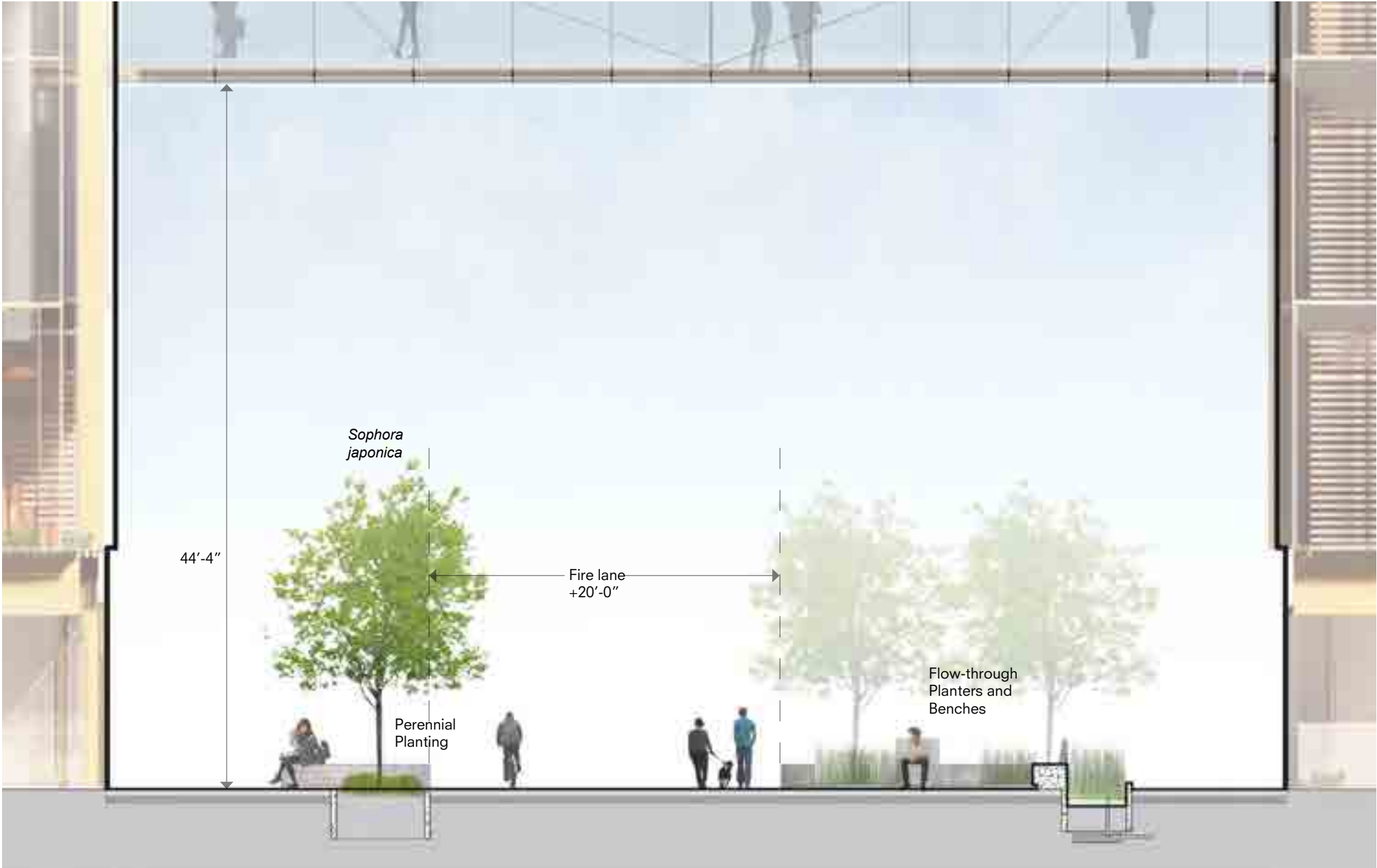
Sedum Roof

Landscape

Mid-Block Pierpoint Lane Section

1455 3rd Street

1515 3rd Street



1/8" = 1'-0"

Landscape

Open Space Schematic Section



1/8" = 1'-0"

3D Views

Private Open Space



Public-Oriented Retail Seating and Bicycle Courtyard
(To be developed further in subsequent Design Development phases)



Open Space

3D Views

Open Space Landscape



3D Views

Open Space



Request for Variance #1: Street Wall Continuity

Variance #1

Street Wall Continuity

1. That the strict compliance of streetwall continuity in this project would result in an unreasonable limitation beyond the intent and purpose of the Design for Development and the Redevelopment Plan;

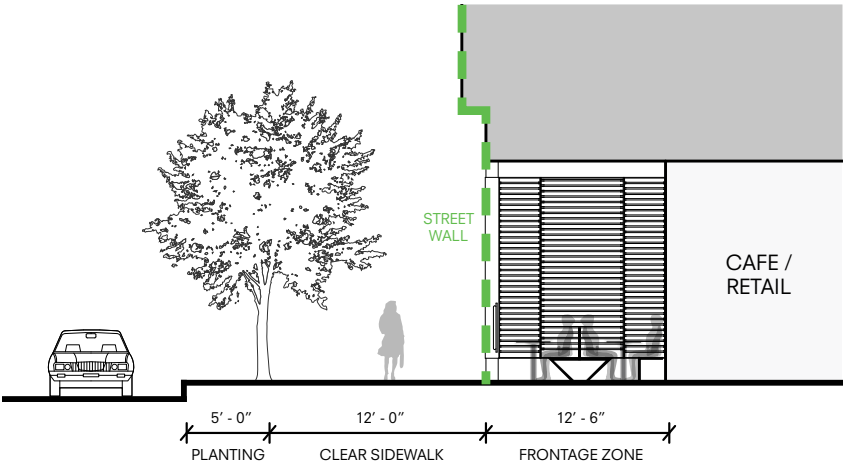
The intent and purpose of the provision for streetwall continuity in the Design for Development was to create a rich urban fabric in Mission Bay and to “maintain the consistent building to street relationship that is common throughout San Francisco” [Mission Bay South Design for Development (MBSD4D), page 28].

Development on blocks 29-32 is anticipated to include an 18,064 seat event center housing the Golden State Warriors. As the planned commercial, open space and entertainment uses are completed in the neighborhood, a substantial amount of pedestrian traffic will need to be accommodated.

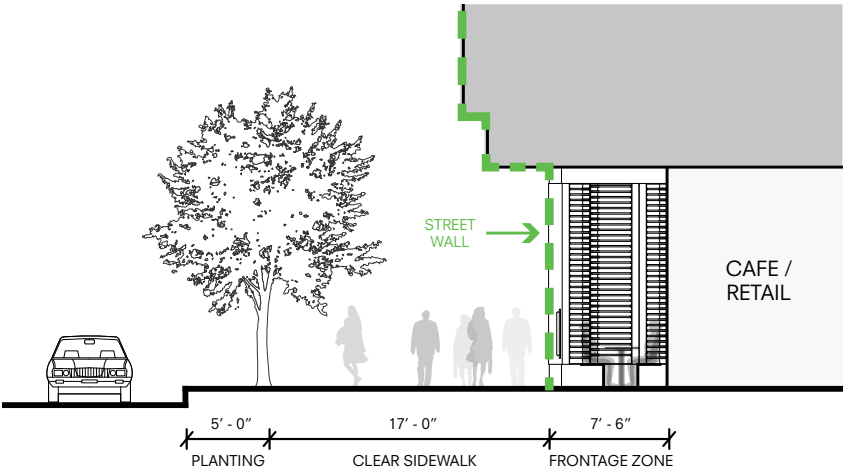
The Mission Bay project has succeeded in creating a consistent building to street relationship throughout the area. The proposed recessed streetwall design at the ground level will enhance this existing urban context at Mission Bay by allowing for some variety in the urban experience which is consistent with San Francisco’s uniquely varied character. The width of sidewalks in front of 1455 and 1515 Third Street also provide the opportunity for the inclusion of small, local-serving retail, a desirable neighborhood amenity at Mission Bay. Both 1455 and 1515 Third Street include neighborhood retail programming at the ground level.



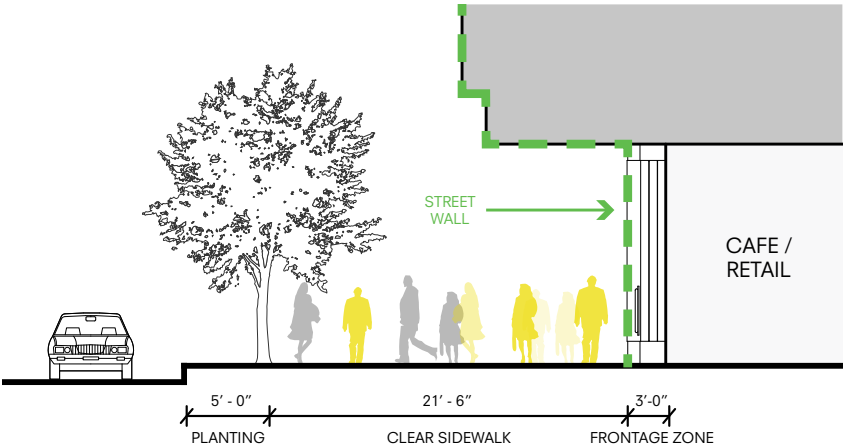
Articulation of the Pedestrian Scale: The windbreak and steel mullions of the ground floor façades together create the vertical rhythm of the street wall.



Cafes and Retail: Screen Fully Extended



Screen in Middle Position



Warriors Event: Screen Fully Retracted

Proposed Condition: Exceptional Arena Event. During an arena event such as a Warriors game, the clear walkable area can be increased to allow for additional Warriors traffic.



Sidewalk cafes and retail maintain streetwall continuity: Windbreak extended.



Increased pedestrian traffic such as during a Warriors game: Windbreak retracted.

Variance #1

Street Wall Continuity

The design as conceived maintains the street wall at the ground level through the vertical rhythm of the screen elements that are consistent with the principles called for in the Mission Bay South plan. The Commercial Industrial Guidelines addressing pedestrian scale call for projects to incorporate “visually interesting details and/ or decoration into the design of the building base.” [MBSD4D page 77] The Commercial Industrial Guidelines state specifically that, “for pedestrians, the character of the building base is important in establishing a comfortable scale and environment and should be designed to achieve this.” [MBSD4D page 80.] It further articulates the nature of these details: “Variety at the street level for pedestrian scale can be achieved through the use of design features such as stairs, entries, expressed structural elements, arcades, projections, rusticated materials, and landscaping.” [MBSD4D page 80].

The design of 1455 and 1515 Third Street incorporates many of these elements through the interplay of facades, doors, wind screens, planters, and through the use of warm tactile materials, such as wood, rusticated, and brushed metal and glass. The recessed oculi above entries, the projection of weathered steel trim and screen soffit framing the building, and the dynamic urban landscape which transforms by means of operating screens all contribute to creating a unique and active pedestrian open space along Third Street.

• Outdoor features and activities such as arcades, sidewalk cafes and walk-up windows may be accommodated by recessing the ground story.



Ground Floor Recess Design for Development encourages recessing the ground story to accommodate cafes and neighborhood retail. (Source: MBSD4D page 88)



Oculus: Visual Connection to the Street Located above each entry, the oculi allow the public to experience looking up through the commons.



Arena Venue Across South Street. Approximately 20,000 people are expected to attend Warriors’ games 41 times a year.



Vertical Element Detail. The vertical components of the screen maintain the rhythm of the street wall while allowing for modulation of the plane of the street wall. They furthermore articulate the scale of the human body in their detailing. The screen itself is composed of rusticated metals, reclaimed wood, and glass.

Variance #1

Street Wall Continuity

2. The variance being sought is consistent with the public health, safety and welfare.

The request for a variance from a continuous streetwall will allow for the project to provide an enhanced urban experience with the opportunity for a wider sidewalk with outdoor café seating opportunities, and street furniture that will benefit the overall Mission Bay community. Ground level retail on many of the blocks in Mission Bay features outdoor connection to open space through seating and transitional space connecting to the street. The project as conceived seeks to create this condition for 1455 and 1515 Third Street, contributing to street life for one of the city’s major North-South corridors, connecting to the SOMA district as well as to Downtown San Francisco.

The wider sidewalk will enhance the safety and welfare of the public during high pedestrian traffic events in this neighborhood. The design as conceived accommodates these events through the provision of wider, unobstructed sidewalks, enhancing the safe use of the street by everyone.

As demonstrated by the wind study, the recessed walkway along Third Street will help to reduce wind velocity on Third Street, near the the childcare facility and adjacent private publically accessible open space, contributing to higher pedestrian safety and comfort.

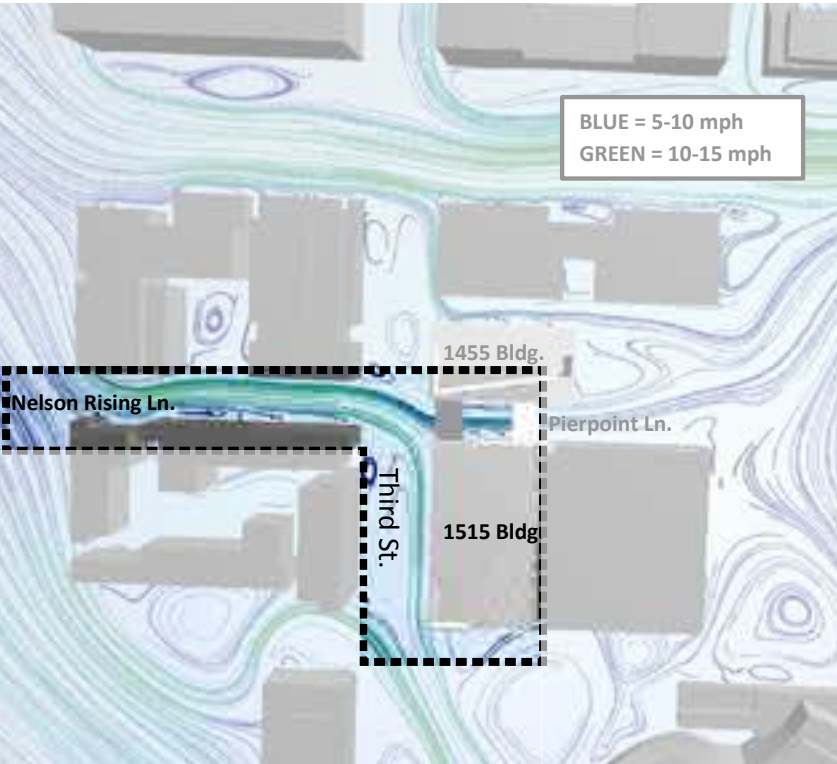
To contribute to the design process, the engineering team has modeled and tested wind conditions at the project site. As the simulation diagram at right depicts, westerly wind currents passing through Nelson Rising Lane turn South at Third Street and flow along the project’s West facade.

In reference to this condition, Alfatech Timmons points out: “wind breaking elements such as tree planting to protect the sidewalk, along with architectural solutions such as the recessed walkway along the Third Street facade can reduce wind speeds effectively, making walking along Third Street more pleasant.” This and supplementary information may be found in the following Wind Analysis section.

Based on these engineering studies, the design team agrees the recessed sidewalk condition, coupled with wind protection from constructed screens and planted elements, creates an improved pedestrian experience along Third Street. In the case of high pedestrian volume—even when the retractable screens are closed tightly against the building edge—the recessed sidewalk and street trees define an ample pedestrian thoroughfare protected from adjacent vehicular traffic and reducing wind currents. Due to this higher level of pedestrian comfort, the connection of Third Street to Pierpoint Lane, i.e. the extent of the pedestrian experience, would be reinforced and extended.



Windbreak Element Operability: The windbreak elements are designed to fold into the building, allowing for modulation of the width of the sidewalk.



Wind Analysis Diagram. The wind pattern diagram illustrating potential wind impact along Third Street.

Request for Variance #2: View Corridor

Variance #2

View Corridor

1. *That the strict compliance of a View Corridor at Pierpoint Lane next to this project would result in an unreasonable limitation beyond the intent and purpose of the Design for Development and the Redevelopment Plan;*

The Mission Bay South Design for Development intended to create an urban pattern of blocks that use the historic pattern of Vara blocks [MBSD4D page 16] in order to link Mission Bay to the City’s historic urban fabric. The D4D then uses this pattern of right of ways to create view corridors that “preserve the orientation and visual linkages to the Bay and Channel; as well as vistas to hills, the Bay Bridge and the downtown skyline; to preserve orientation and visual linkages that provide a sense of place within Mission Bay.” [MBSD4D page 39]

The pattern of blocks within Mission Bay remains unaltered by the Project.

The view corridor on Pierpoint Lane is partially blocked by the provision of the two proposed bridges connecting the buildings. However, the existing views along this corridor are compromised because:

1. The Pierpoint Lane walkway and view corridor to the East terminates in a view of a parking lot and of a one-story metal-clad industrial building on Pier 54. These structures obscure a beneficial view of the bay at the easternmost terminus of the view corridor..

2. The Pierpoint Lane walkway view corridor to the West is, at present, partially blocked by the elevated rising profile of Highway 280. The view that remains of the San Francisco hills above the highway will not be impacted by the granting of the bridge variance.

Therefore, the bridges provide no substantial detriment to the view corridor, surrounding properties, or public welfare in the vicinity of the building sites. Furthermore, the proposed bridges are to be located approximately 45 feet above pedestrian level, therefore the views of pedestrians is not impacted unless they are significantly farther back from the location of the bridges.

The project at 1455 and 1515 Third Street is the last parcel of property at Mission Bay to be developed as a traditional commercial land use originally conceived for the Mission Bay South district. The project will represent the first completed Major Phase in a commercial MBS district, which are Blocks 26-28. As such it is exceptional in that it closes the chapter in the development of this historic district.



Current
Pierpoint Lane: View toward Highway 280.



Proposed



Current
Pierpoint Lane: View toward the Bay.



Proposed

Variance #2

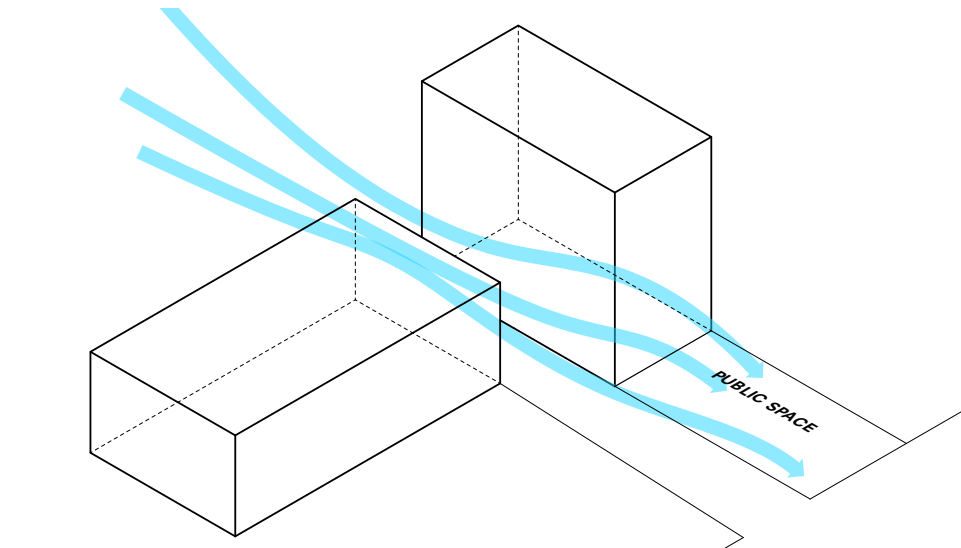
View Corridor

2. The variance being sought is consistent with the public health, safety and welfare;

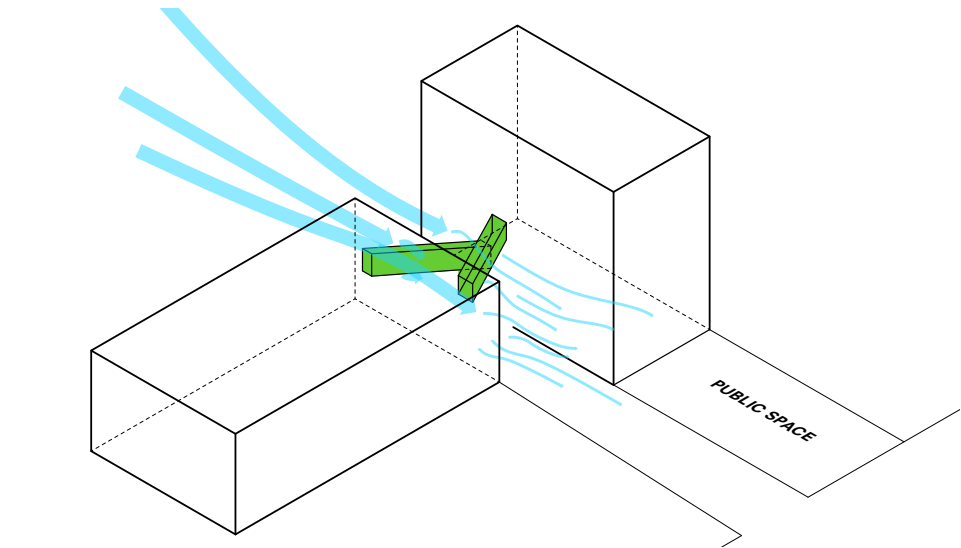
The view corridor variance does not cause a public health impact in any way, nor does it impact the safety and welfare of the community. In fact, the bridges can help to ameliorate the prevailing winds at Mission Bay.

- The project intends to incorporate a child care facility and a private open space that benefit from special attention to wind conscious design.
- The creation of bridge elements connecting the sites at 1455 Third and 1515 Third will have the beneficial effect of minimizing the wind speeds, improving the pedestrian environment and sheltering the open space, including the childcare use.

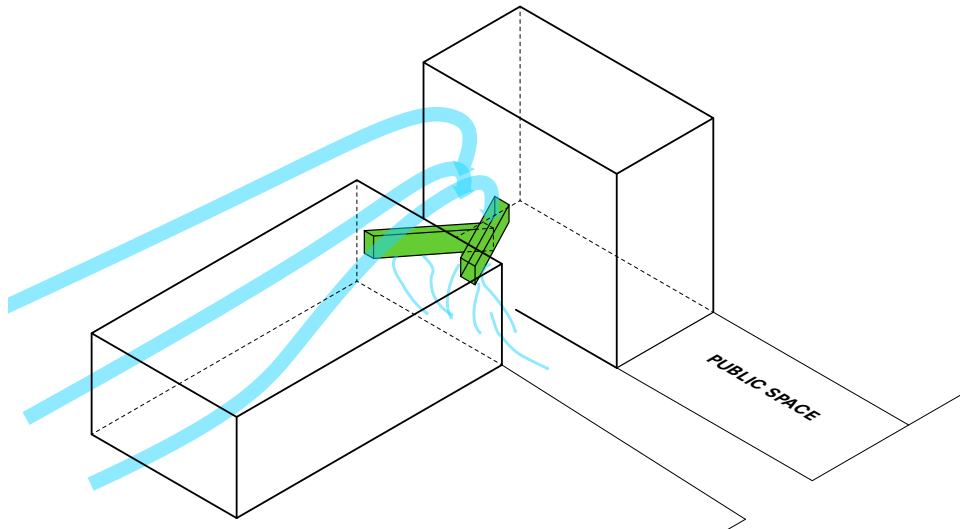
Furthermore, the Commercial Industrial design guidelines provide for a unique element such as these bridges in a limited number of locations: “In a few locations in Mission Bay, view corridors may terminate in buildings rather than in vistas. These visual termination points are important architectural opportunities and should be designed in a matter [sic] that reflects their importance.” [MBSD4D page 74]. The proposed project with the proposed bridges is in such a location and would provide a unique termination point at Mission Bay.



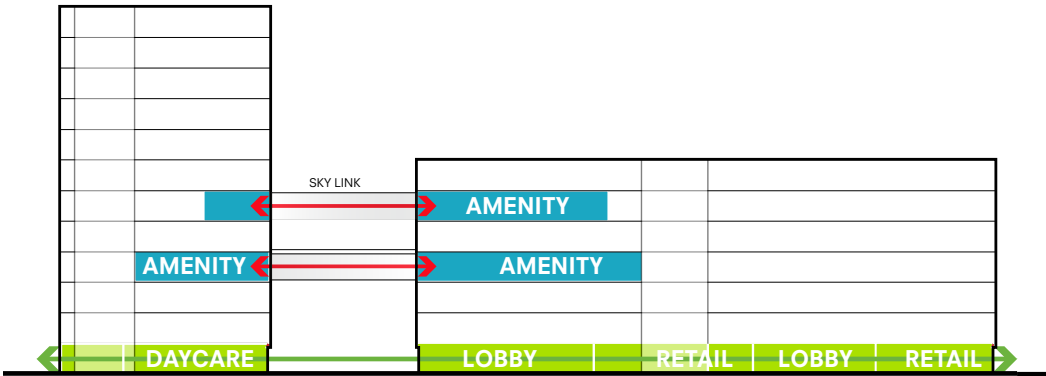
Wind Eddy Effects. The through-block wind currents along Pierpoint Lane and downdraft wind currents off of the roof of 1515 could potentially be uncomfortable.



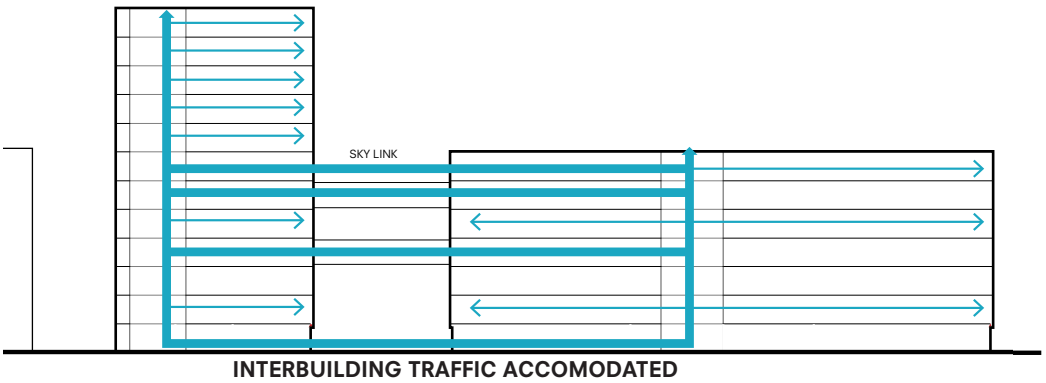
Wind Mitigation: Through-block currents. The bridges break up strong currents along Pierpoint Lane, shielding the eastern open space.



Wind Mitigation: Downdrafts. The bridges act to decohere strong vortical currents shed from the roof of 1515 and also act to break up strong currents along Pierpoint Lane.



Amenity connection. The bridges provide connections between amenities shared by both buildings.



Building interconnection. The bridges create an interlinked circulation network

Wind Analysis

Wind Analysis

Uber Mission Bay HQ
Second Wind Pattern Assessment

June 27, 2015

Wind Study and Results:

The purpose of this study is to extrapolate the conditions of UBER site and neighboring areas based on the impact of wind and also addressing adverse conditions affecting the site.

Assumptions

Figure-2 shows the CAD-model used in the CFD simulation software (Autodesk Flow Design).

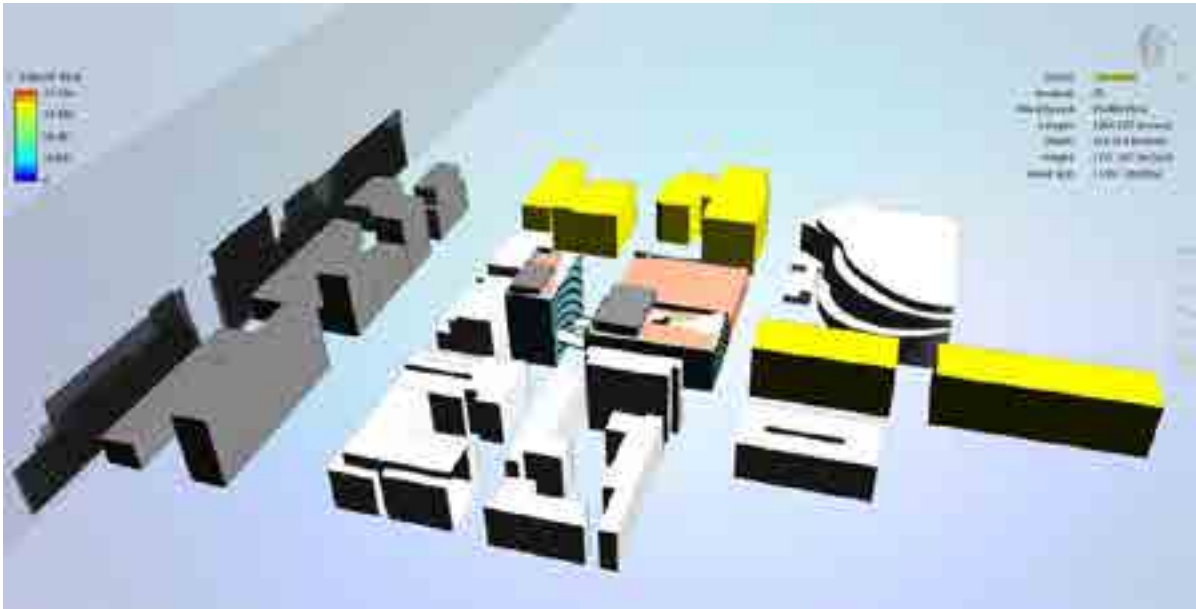


Figure 1: The proposed buildings (highlighted) and the surrounding buildings from the west direction.

Method

The CFD simulation was modeled based on the **maximum wind speed (mph) / worst case scenario** in order to show the critical points and advantaged of the design and providing the design team potential pros and cons.

The majority of simulations were modeled based on the maximum wind speed of 37 mph (54.3 fps). The maximum wind speed was extracted from the San Francisco International Airport Weather Data (Figure 4).

According to the bin data, the annual occurrence of wind speed above 30 mph is only 21 hours (0.2%) per year. The rest of the wind speeds are summarized below.

Wind Speed	Occurrence in a year (based on 2013 data)
30 mph or above	21 hours
Between 20 mph and 30 mph	727 hours
Less than 20 mph	7052 hours (out of which 4390 hours are less than 10mph)

The annual weather data for San Francisco (Year 2013) was further analyzed to verify the maximum wind speed. Figure 3 shows the maximum wind and gust speed.

Figure 4 shows the hourly wind speed data for one full year based on the San Francisco International Airport TMY-3 weather data.

Wind Analysis

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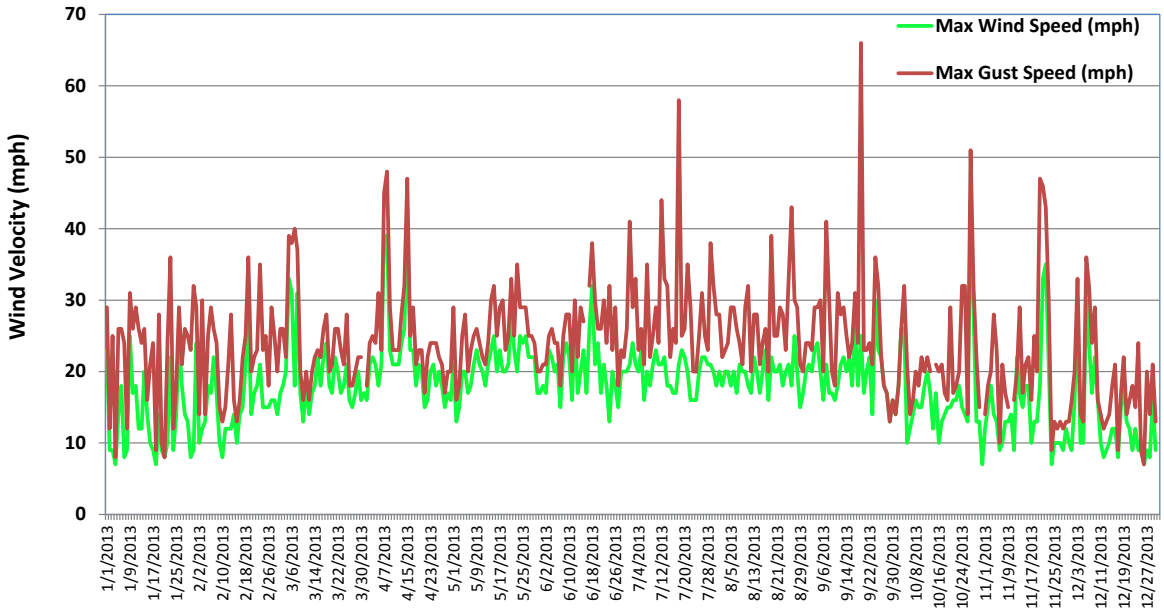


Figure 3: Wind distribution and speed during day time (7 AM – 7 PM) in December, January and February at San Francisco Airport.

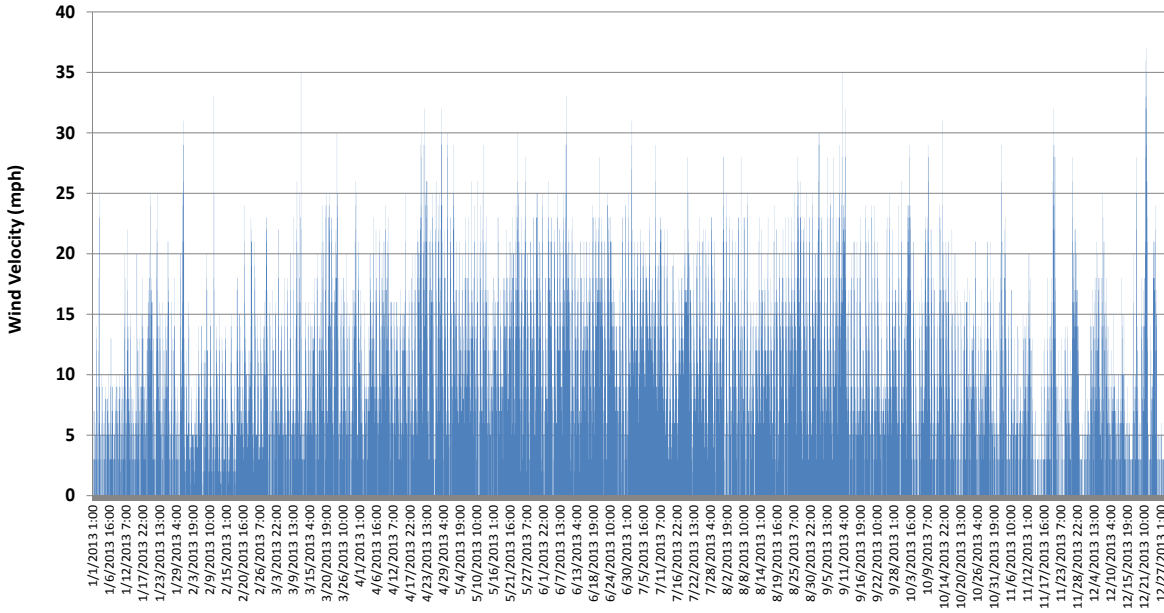


Figure 4: San Francisco International Airport Hourly Wind Data for a full year (TMY-3)

Long-term wind data recorded at 33 ft at San Francisco International Airport between 1948 and 2012 are used as a reference for this wind assessment. They are presented as an annual wind rose in Image 4. Of the primary wind directions, four have the greatest frequency of occurrence and make up the majority of the strong winds that occur. These wind directions are west-northwest, west, northwest and west-southwest.

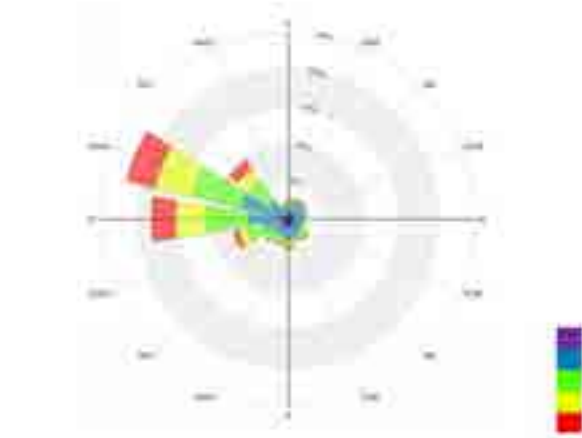


Image 4 - Annual Directional Distribution (%) of Winds (Blowing from) San Francisco International Airport (1948 to 2012)

Another set of wind data is often used in San Francisco. It was gathered at the old San Francisco Federal Building at 50 United Nations Plaza (at a height of 132 feet above grade) during the period of 1945 to 1950. Image 5 shows a similar distribution of wind speeds and directions as that in Image 4.

Based on the above wind data, winds from these four directions are most important for the current project, due to their speeds and frequencies as well as exposure. Winds from other directions are also considered in our analysis.

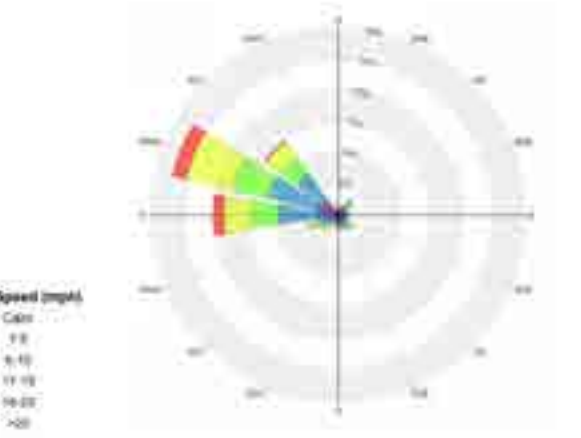


Image 5 - Annual Directional Distribution (%) of Winds (Blowing from) San Francisco Downtown Station (6:00 to 20:00, 1945 to 1950)

Figure 5: Wind rose for San Francisco Airport (left) and San Francisco Downtown (right) with annual directional distribution and anticipated wind speeds.

The prevailing wind is coming from the WNW direction, based on the wind rose data above (location about 12 miles from the project site). The winter season deviates from the yearly wind distribution with most of the wind coming from the northeast and the southeast with much lower wind speeds.

Wind Analysis

Wind’s effect on Outdoor Human Comfort:

Many studies and standards have been established for indoor human comfort, such ASHRAE 55 which addresses indoor comfort in relation in temperature, humidity, activity and clothing. There have been some studies on effect of wind on outdoor comfort. Lawson and Pendwarden (1975) did a study on “Acceptable Wind Speeds in Towns” (Building Science, 1975) and Theodore Stathopoulos presented a study “Wind and Comfort” (2009), which conducted actual wind tunnel tests based on Pendwarden’s comfort criteria.

The summary is classified as below:

Table 1: Extended Land Beaufort Scale showing wind effects on people [76].

Beaufort number	Description	Wind speed at 1.75 m height (m/s)	Effect
0	Calm	0.0 - 0.1	
1	Light air	0.2 - 1.0	No noticeable wind
2	Light breeze	1.1 - 2.3	Wind felt on face
3	Gentle breeze	2.4 - 3.8	Hair disturbed, clothing flaps, newspaper difficult to read
4	Moderate breeze	3.9 - 5.5	Raises dust and loose paper, hair disarranged
5	Fresh breeze	5.6 - 7.5	Force of wind felt on body, danger of stumbling when entering a windy zone
6	Strong breeze	7.6 - 9.7	Umbrellas used with difficulty, hair blown straight, difficult to walk steadily, sideways wind force about equal to forwards walking force, wind noise on ears unpleasant
7	Near gale	9.8 - 12.0	Inconvenience felt when walking
8	Gale	12.1 - 14.5	Generally impedes progress, great difficulty with balance in gusts
9	Strong gale	14.6 - 17.1	People blown over

Table 1: Classification of wind in various intervals.

Conversion: 1m/s = 2.23 mph

Source: Lawson and Pendwarden (1975)

The tolerance threshold for human comfort in windy conditions is defined as below:

A simple rule of thumb has been provided by Wise (1970) and Pendwarden (1973). This is based on mean speeds (V) assuming the following effects:

- A simple rule of thumb has been provided by Wise (1970) and Pendwarden (1973). This is based on mean speeds (V) assuming the following effects:
- V = 5 m/s or 18 km/h onset of discomfort
 - V = 10 m/s or 36 km/h definitely unpleasant
 - V = 20 m/s or 72 km/h dangerous
- Conditions for pedestrians are considered acceptable if V > 5 m/s less than 20% of the time**

Unit conversion:
18 km/h = 11.16 mph
36 km/h = 22.3 mph
72km/h = 44.6 mph

Source: Lawson and Pendwarden (1975)



Figure 6: wind tunnel exposure of people at 10-15 km/h (6.2mph to 9.3 mph) to winds.
Source: Theodore Stathopoulos study, “Wind and Comfort” (2009)

Wind Analysis

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Second Wind Pattern Assessment

June 27, 2015

General :

Figure 7 shows the wind pattern in the area. Note that the taller buildings on the west side of Third Street block a majority of the prevailing WNW wind entering Third Street, but Nelson Rising Lane creates a wind tunnel (10 to 15 mph). Some of that wind seems to pass through the proposed Pierpoint Lane, and the wind speed is primarily blue (5-10 mph) with green in the center of the lane (10-15 mph).

A small amount of 10-15 mph wind that travels through Nelson Rising Lane will likely hit the west façade of the 1515 building and cause the east sidewalk more windy (here shown at a estimated wind speed of 5-15 mph).

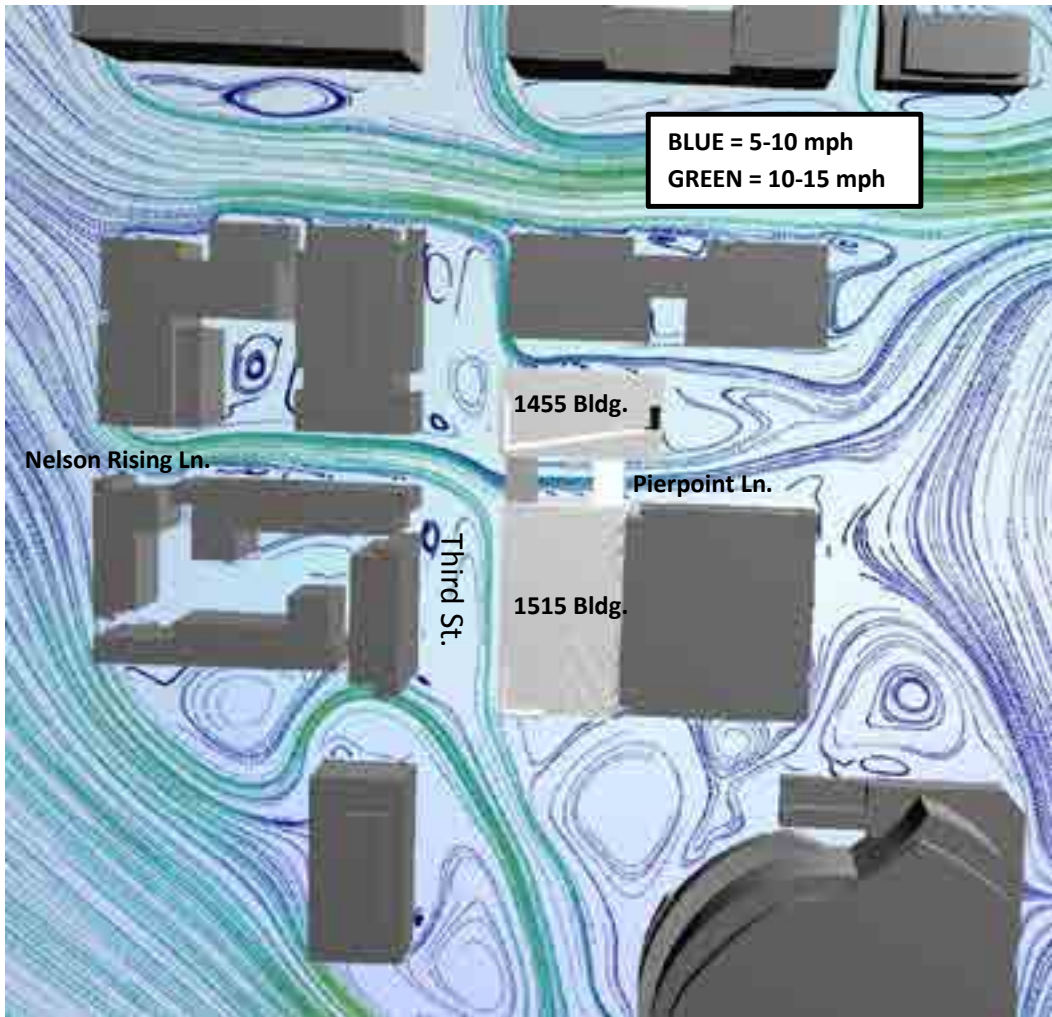


Figure 7: Overall pattern based on prevailing WNW wind at 20 mph.

Wind Analysis

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Pedestrian Area along Third Street:

Figure 8 shows the wind speed along the Third Street. The tall buildings on the west side along Third Street blocks a majority of the prevailing WNW wind.
However, Rising Nelson Lane passes through wind (green, about 10 to 15 mph) and some of it will reach the west façade of the 1455 building and creates a windier condition on the east pedestrian sidewalk (5 to 15 mph).

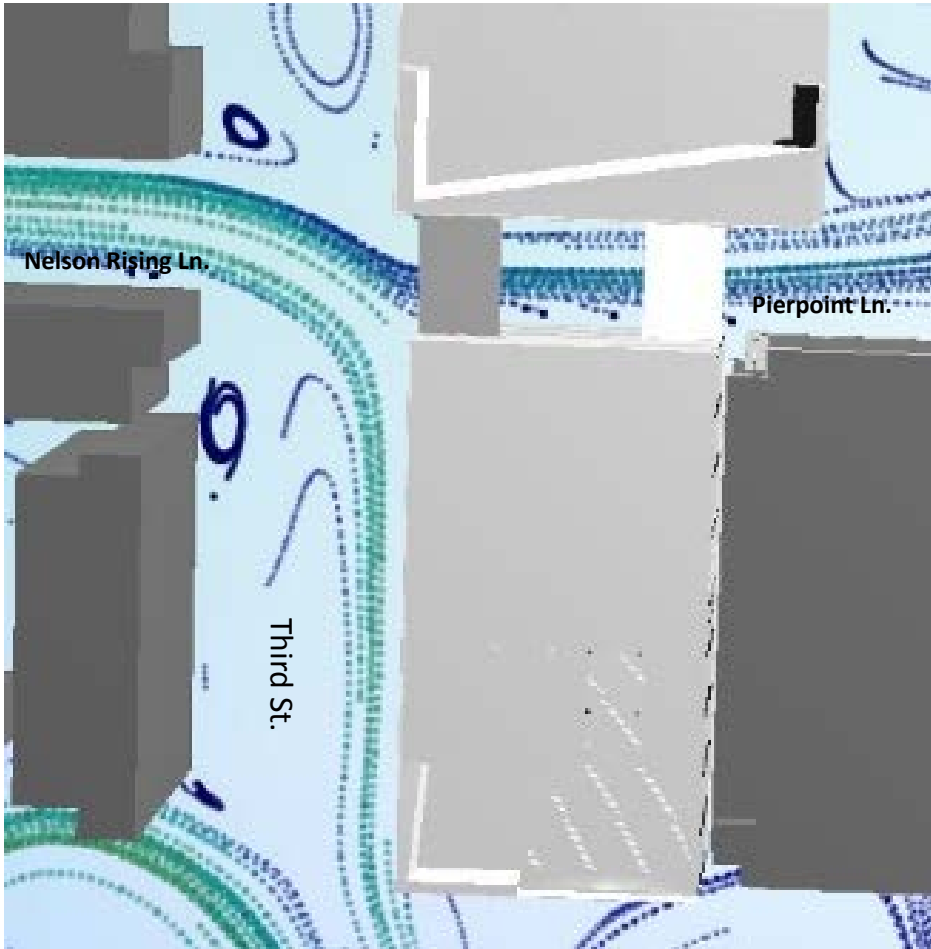


Figure 8: Prevailing west wind pattern on Third Street (average 5-15 mph).

AREA SUMMARY:

- Prevailing WNW winds are mostly blocked by the tall buildings across the street along Third Street. Major winds (40mph or higher) only occur at higher elevations, not at street level.
- There is some wind that passes through from Nelson Rising Lane that hits the west façade of the building, causing some wind (5-15 mph) to flow along the west façade. Appropriate wind breaking elements such as tree planting to protect the side walk and proposed recessed walkway and entries along the west side of the 1515 building should help reduce the wind speed and pedestrian comfort.

Wind Speed	Occurrence in a year
5-15 mph	less than 0.02%

Wind Analysis

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Pierpoint Lane:

As shown in the overall plan, Rising Nelson Lane passes through some wind (about 5-10 mph) and channels some into Pier Point Lane.

A simulation was run to study the Pierpoint Lane and bridge areas. As shown in Figure 8, a vortex appeared right at the intersection of the alley and Third Street . It is noticeable that the vortex speed is not shown to be higher or close to the prevailing wind speed (bluish color). The vortex is estimated to not to exceed 5 mph. Pierpoint lane shows wind speeds not exceeding 5-10 mph.

Wind Speed	Occurrence in a year
5-10 mph	less than 0.02%

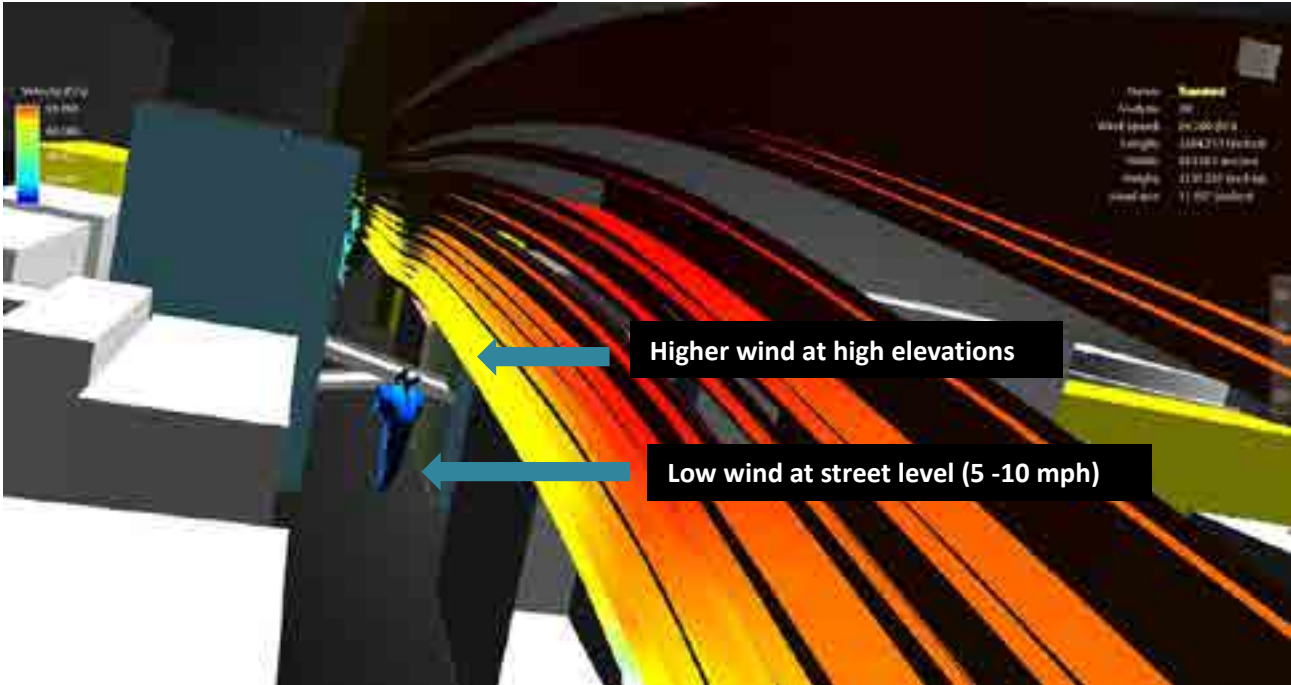


Figure 9: Prevailing West wind with Moderate Speed and the upstream vortex with a slow speed.

AREA SUMMARY:

- The winds along Pierpoint Lane vary depending on location and elevation. On the ground level, center of lane wind speeds 5 - 10 mph. Wind speeds at face of building entries facing Pierpoint lane should be negligible.
- Landscape with trees should help with mitigating the wind speed in the pedestrian lane.
- A vortex / turbulence appears at the intersection of Third Street and Pierpoint Lane but the speed (5mph) is lower than the discomfort threshold as defined in page 5.

Wind Analysis

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Elevated Walk Bridges:

As Figure 10 shows, during the times when there is a prevailing West wind with maximum speed, the bridges seem to hit with a higher wind speed in the range of within 20-30 mph. It is expected that as the elevation rises, the wind speed also increases. Please note that the prevailing wind from the West at maximum speed of 37 mph was simulated to model worst case scenario.

The elevated walk bridges should not have an adverse effect on the ground level as they are elevated well above the ground and should not cause a tunneling effect. In fact the geometry of the bridges can be used to help direct the wind up and over and causing the higher speed winds to travel at a higher elevation.

Wind Speed	Occurrence in a year
20-30 mph	less than 0.02%

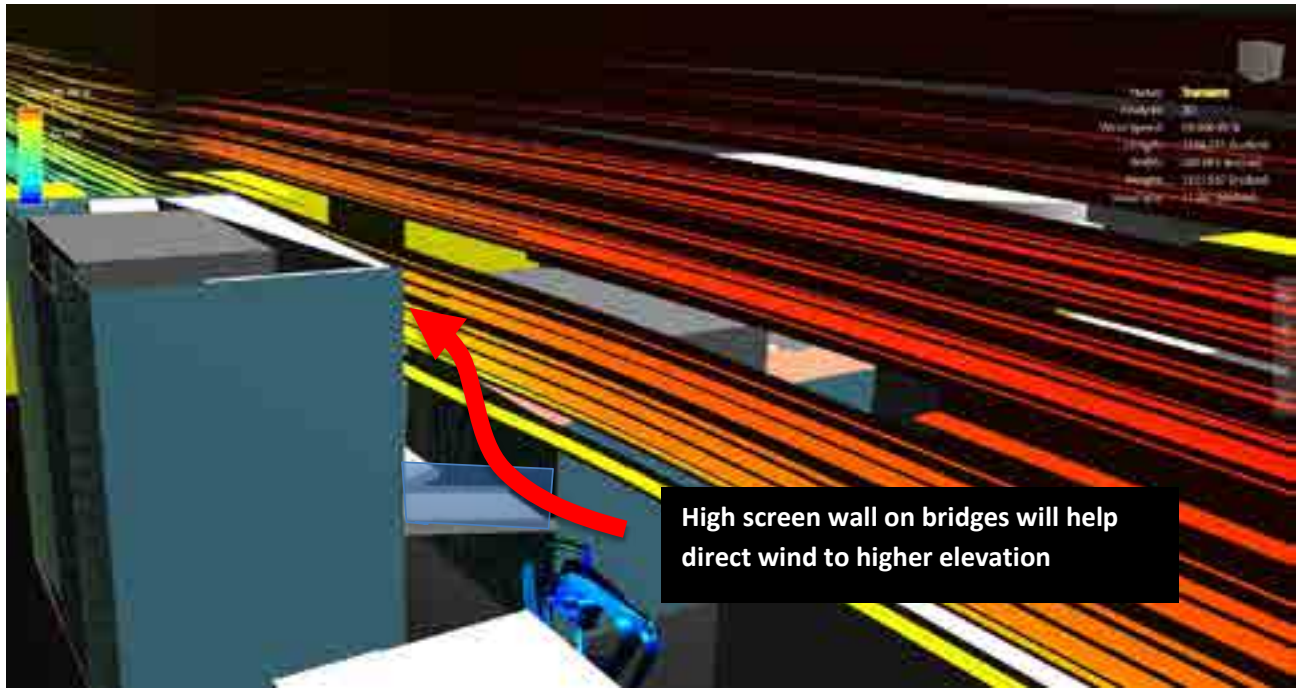


Figure 10: Prevailing WNW wind flowing through Pierpoint Ln with high speeds at bridge elevation.

AREA SUMMARY:

- The west facade of the elevated footbridges can have some effect on directing the wind up and away from the lower levels wind along Pierpoint Lane.

Park + Daycare, east of 1455 building:

As Figure 11 shows during the prevailing WNW wind maximum speed, there will be some vortex in the park area east of the 1455 building / above the daycare but also the model shows that the architectural design of the UBER 1455 building including the higher height prevents strong vortex in the park area for the most part. The blue vortex is estimated to be at 5 -10 mph in the worst case (which only occurs 21 hours out of the year based on the 2013 wind data).

Wind Speed	Occurrence in a year
5-10 mph	less than 0.02%

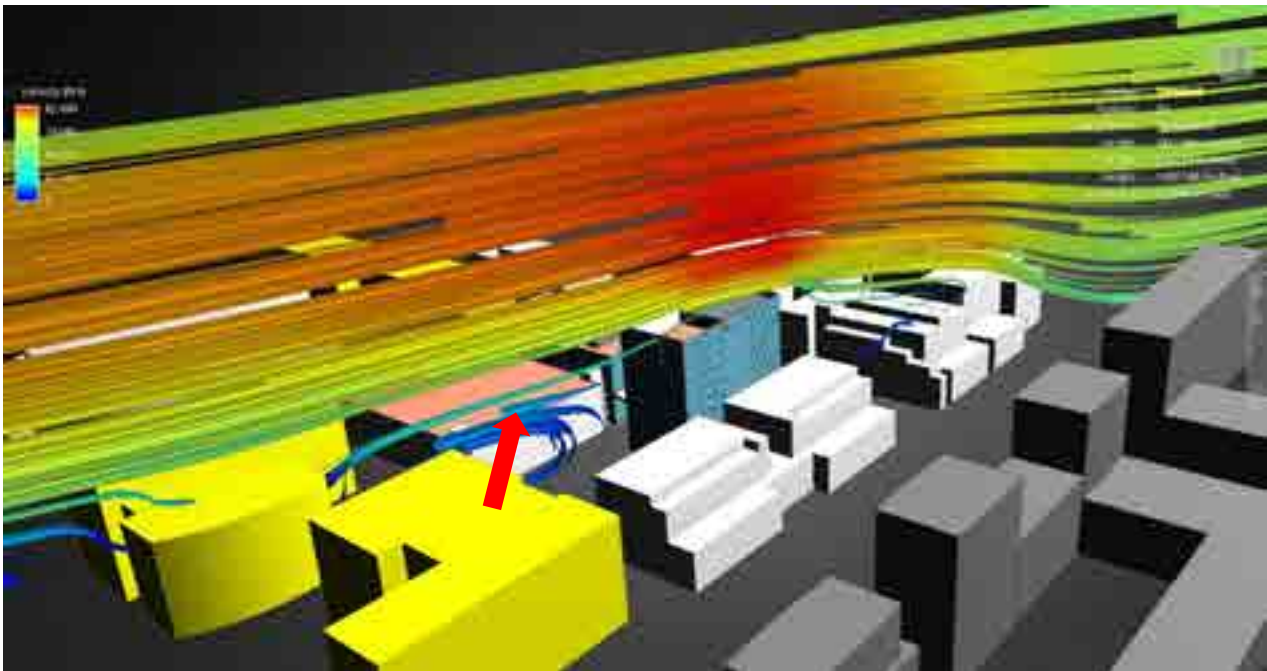


Figure 11: Prevailing WNW and West presents the potential of a vortex at the daycare playground during highest wind speed.

AREA SUMMARY:

- Park above daycare: 1455 building's height is blocking a majority of the prevailing wind coming from WNW, so wind and turbulence at the park should be negligible.

Wind Analysis

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Wind chill factor consideration:

Furthermore, wind chill factor is considered in these areas based on this formula:

$$\text{Wind Chill Temperature (°F)} = 35.74 + 0.6215T - 35.75(V^{0.16}) + 0.4275T(V^{0.16})$$

For instance, during winter months, when outside temperature is 57F during the day along Third Street and Pierpoint Lane, Factoring in 10 mph (V=5) the wind speed (street level wind velocity in most areas in worst case), the wind chill factor has poses a very small delta (no more than 1.0 degree F) to the radiant temperature.

CONCLUSION:

In conclusion, based on this study, the Uber buildings do not seem pose a significantly worsening effect on the Third Street corridor since a majority of prevailing WNW wind is blocked by the buildings across the street on the west side of Third Street.

The proposed Uber buildings do not to seem have a significant wind tunneling effect along the Third Street corridor, the west façade of the 1455 building does cause some wind (5-15 mph) to flow north-south along the façade. Wind breaking elements such as tree planting to protect the sidewalk, along with architectural solutions such as the recessed walkway along the Third Street façade can reduce wind speeds effectively, making walking along Third Street more pleasant.

The proposed Pierpoint Lane does not seem to pose any major wind concern as the wind speed is also below the threshold for discomfort. Tree planting along the lane can further help with reducing the effect of wind in the lane.

The elevated footbridges can help with direct wind up to higher elevations and mitigate wind effects on the ground at Pierpoint Lane.

The park and daycare area does not seem to have a cause of concern since the majority of wind is blocked by the 11-story 1455 building.

Also, it is important to note that these worse case conditions only occurs 21 hours out of a year, making the occurrence only 0.2% a year. Even during the worst case conditions, the wind speeds are not high enough to cause onset of discomfort or unpleasant conditions.



sh p Uber Mission Bay (Appendix)

SITE 1, 1455 THIRD STREET (BLOCK 26, PARCEL 1)
SITE 2, 1515 THIRD STREET (BLOCK 27, PARCEL 1), SAN FRANCISCO, CA
COMBINED BASIC CONCEPT + SCHEMATIC DESIGN SUBMITTAL

MARCH 22, 2016

Project Owner:	Uber / Alexandria Joint Venture
Design Architect:	SHoP Architects
Architect of Record:	Quezada Architecture
Landscape Architect:	Surface Design, Inc.
MEP Engineer:	Alfatech Timmons
Structural Engineer:	Thornton Tomasetti

SHoP Architects
233 Broadway 11th Floor
New York NY 10279

P 212 889 9005
www.shoparc.com

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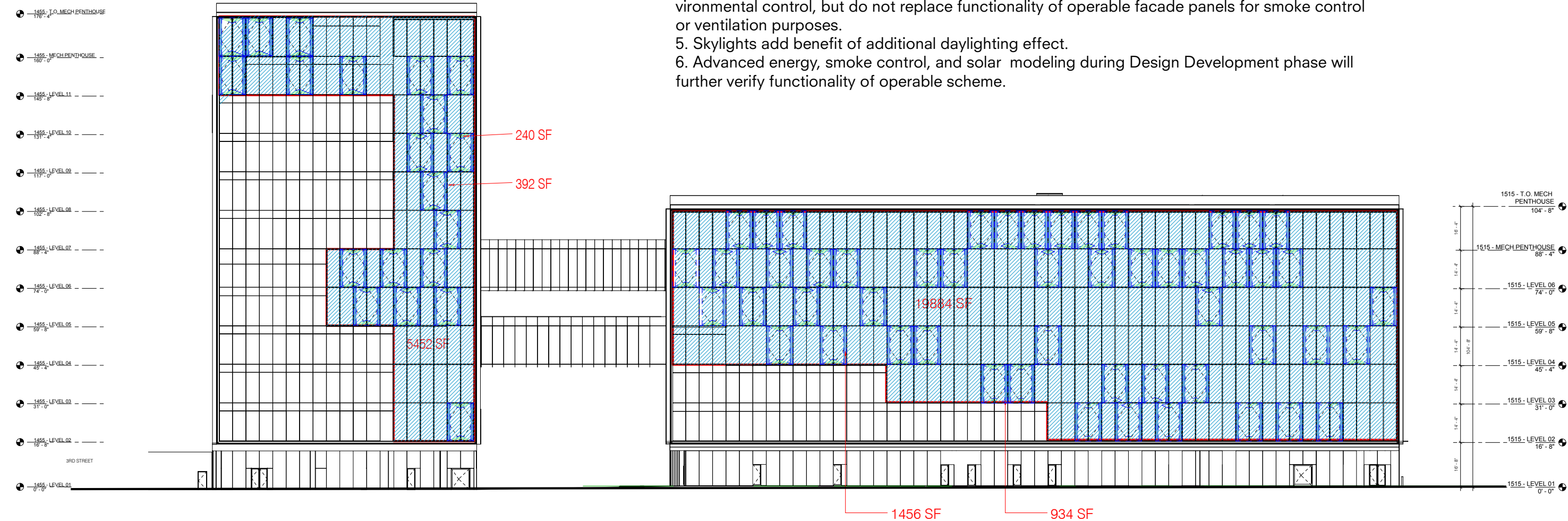
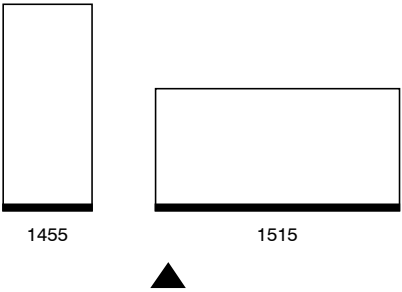
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Operable Windows

Operable Windows

Note on function of operable windows and skylights at mechanical penthouse level:

- 1. While operables are primarily deployed locally at occupiable areas within the commons, there is a universal strategy required to attain engineered openness targets for natural ventilation and smoke control. The composition is thus not purely aesthetic or programatic, but also universally functional.
- 2. Operables at PH level add to the overall operable window count, which is a minimum of 40% of the panels on the west facade of 1515 and south facade of 1455.
- 3 Operables at PH level serve not only for natural ventilation, but for smoke control, requiring operables at the highest possible level. Due to code constraints and limitations on actuation, the skylights cannot be used for this purpose.
- 4. Operable skylights add benefit of evacuating hot air at the top of atrium for more efficient environmental control, but do not replace functionality of operable facade panels for smoke control or ventilation purposes.
- 5. Skylights add benefit of additional daylighting effect.
- 6. Advanced energy, smoke control, and solar modeling during Design Development phase will further verify functionality of operable scheme.



Site 1 - Building 1455
West Elevation

Site 2 - Building 1515
West Elevation

- VENTILATION THROUGH TOP AND BOTTOM OF WINDOW
- VENTILATION THROUGH OPENING IN ELEVATION

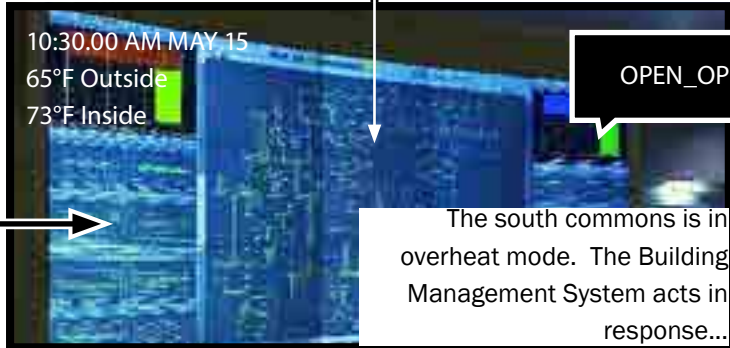
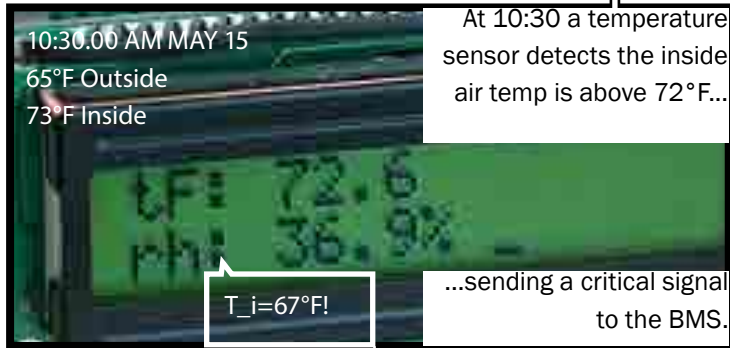
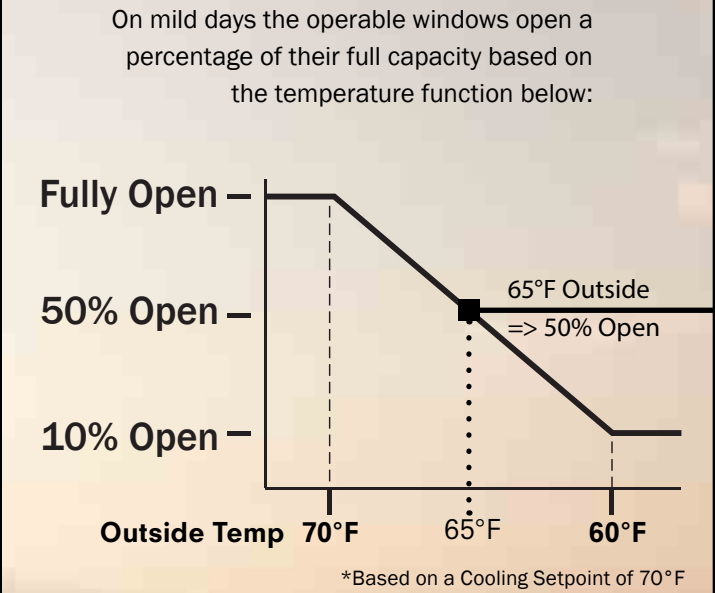
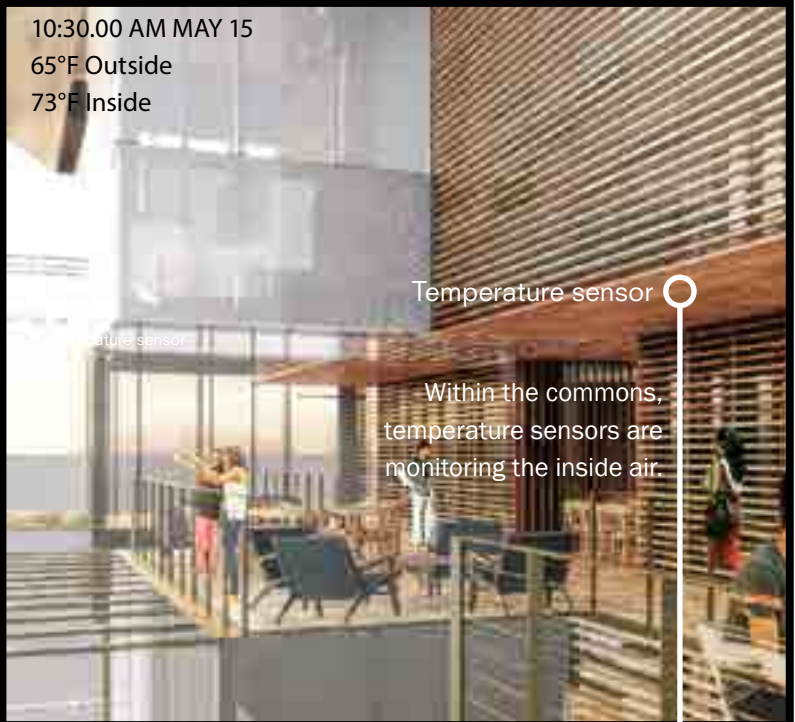
The Operable Windows Over Mild Day

Diagram Illustrating Operable Window Control Sequences

10:30.00 AM MAY 15
65°F Outside
73°F Inside

May 15th, a mild spring day.

On the 9th floor of the North Commons, Dagmar and Hortense are admiring the beautiful sky.



The Operable Windows Over a Night

10:00.00 PM Oct 31
60°F Outside
74°F Inside

At night the operable windows follow a different program.

As night closes in, the last employees are heading home. The Commons is to prepare for the day ahead.

The BMS system is accessing data about tomorrow's forecast:



10:01.01 PM Oct 31
60°F Outside
74°F Inside

...sending a signal instructing the operable windows to **OPEN!**

10:02.00 PM Oct 31
60°F Outside
72°F Inside

One minute later the windows are **opened**. Cool air has begun to precool the commons for the day ahead.

10:01.00 PM Oct 31
60°F Outside
74°F Inside

11 AM 12 PM 1 PM 2 PM

72° 78° 70° 70°

If the next day's average temperature is >72°F for the South Commons, or >60°F for the North Commons, the system will be in Night Purge Mode.

10:01.00 PM Oct 31
60°F Outside
74°F Inside

At 10:00 the BMS sets the North and South Commons into *Night Purge Mode*.

In anticipation of the heat of the next day, the building is preemptively cooling itself.

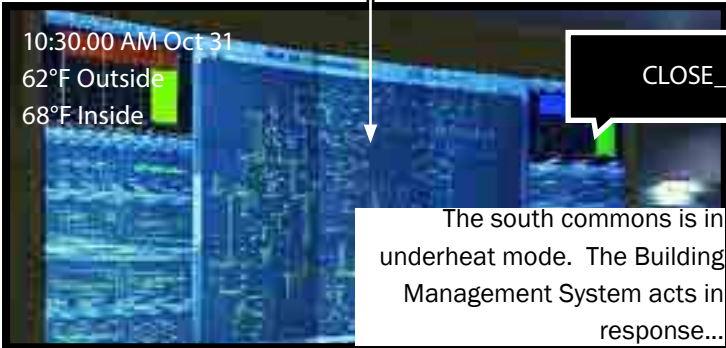
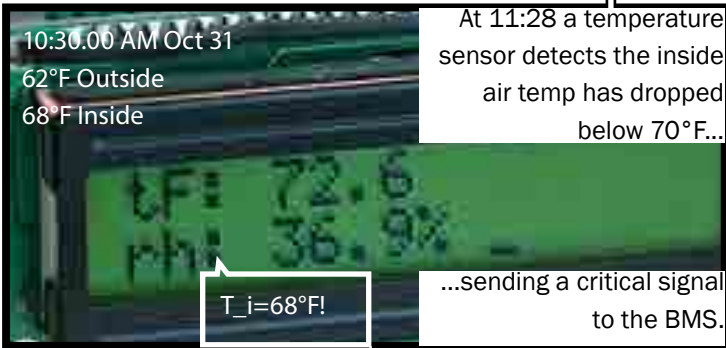
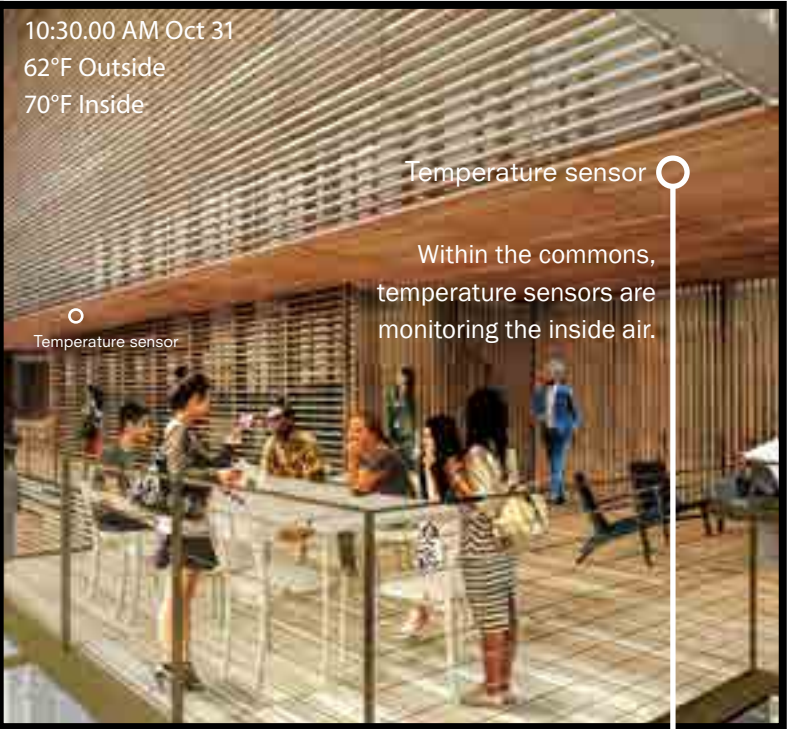
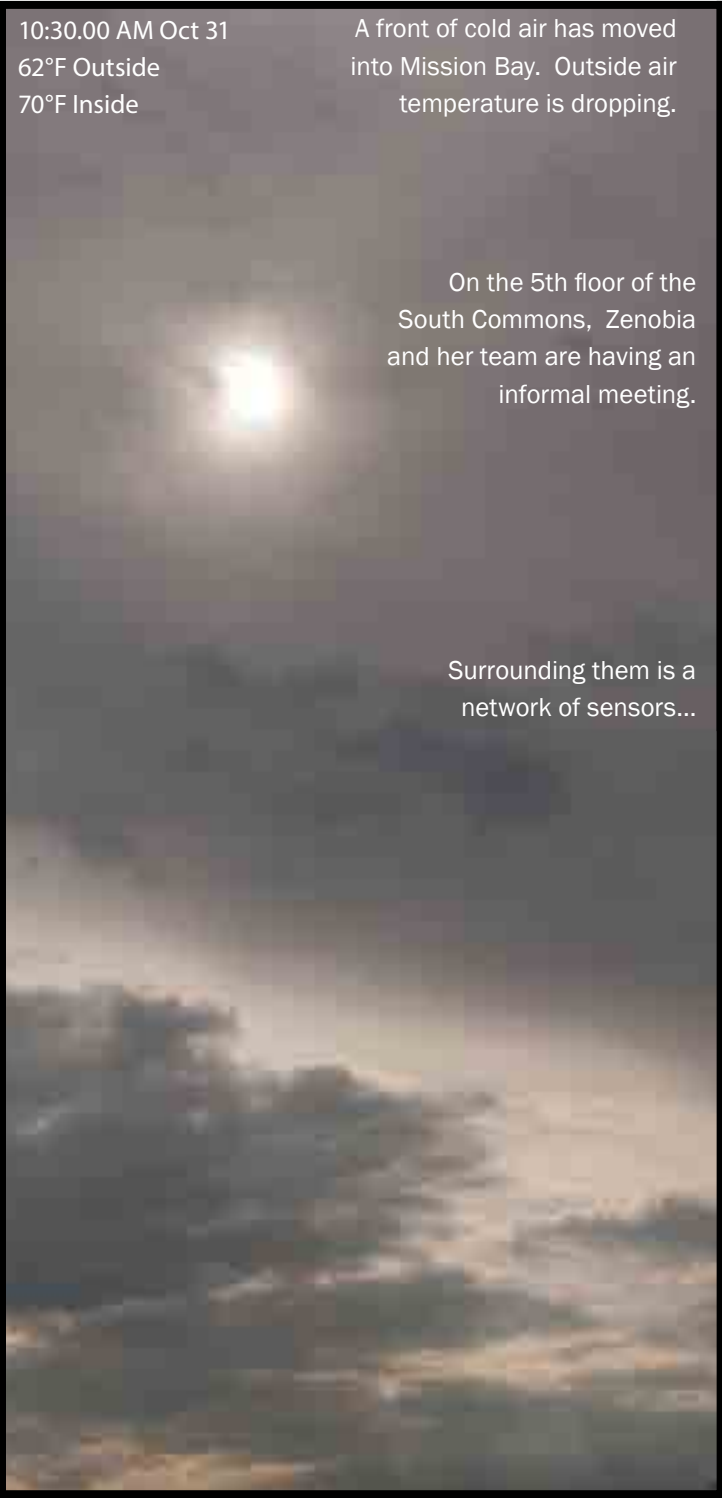
Nov 1

79° 69°

A FORECAST OF 74°F AVG => NIGHT_PURGE!

OPEN_OP!

The Operable Windows Over a Cooler Day



Mechanical Load Information

Mechanical Load Overview

Sites 1,2 - Building 1455, 1515

South Building - 1515 3rd Street					
	Space Cooling Load	Cooling Vent. Load	Total Cooling Load	Diversity	Chiller Capacity
BTU/H	6148413	4042057	10190470	0.8	8152376
TONS R	512	337	849		679

	Total Space Heating Load	Heating Vent. Load	Total Heating Load
BTU/H	1085403	3538080	4623483
MBH	1085	3538	4623

North Building - 1455 3rd Street					
	Space Cooling Load	Cooling Vent. Load	Total Cooling Load	Diversity	Chiller Capacity
BTU/H	4576478	1780430	6356908	0.8	5085526
TONS R	381	148	530		424
	Total Space Heating Load	Heating Vent. Load	Total Heating Load		
BTU/H	904829	1558440	2463269		
MBH	905	1558	2463		

PROJECT TOTAL - Both Buildings					
	Space Cooling Load	Cooling Vent. Load	Total Cooling Load	Diversity	Chiller Capacity
BTU/H	10,724,890	5,822,487	16,547,378	0.8	13,237,902
TONS R	894	485	1,379		1103
	Total Space Heating Load	Heating Vent. Load	Total Heating Load		
BTU/H	1,990,232	5,096,520	7,086,752		
MBH	1,990	5,097	7087		

Heating Plant Equipment Selections - Both Buildings	
	Condensing Boilers
BTU/H	2600000
MBH	2600
Count	3
Total Cap.	7800

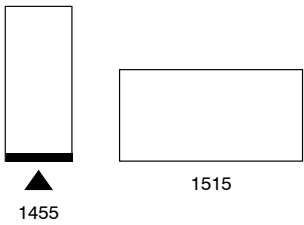
Cooling Plant Equipment Selections - Both Buildings		
	Chillers	Cooling Towers
BTU/H	-	-
Tons	400	500
Count	3	3
Total Cap.	1200	1500

Ventilation/Airside cooling Equipment - Both Buildings							
	AHU-N-1	AHU-N-2	AHU-S-1	AHU-S-2	AHU-S-3	AHU-S-4	AHU-S-5
Min. OA, CFM	20000	25500	38000	42000	10000	13000	7000
Total, CFM	72000	57000	55000	55000	20000	25000	13000
Estimate (TI)					Estimate (TI)		

Streetwall Experience

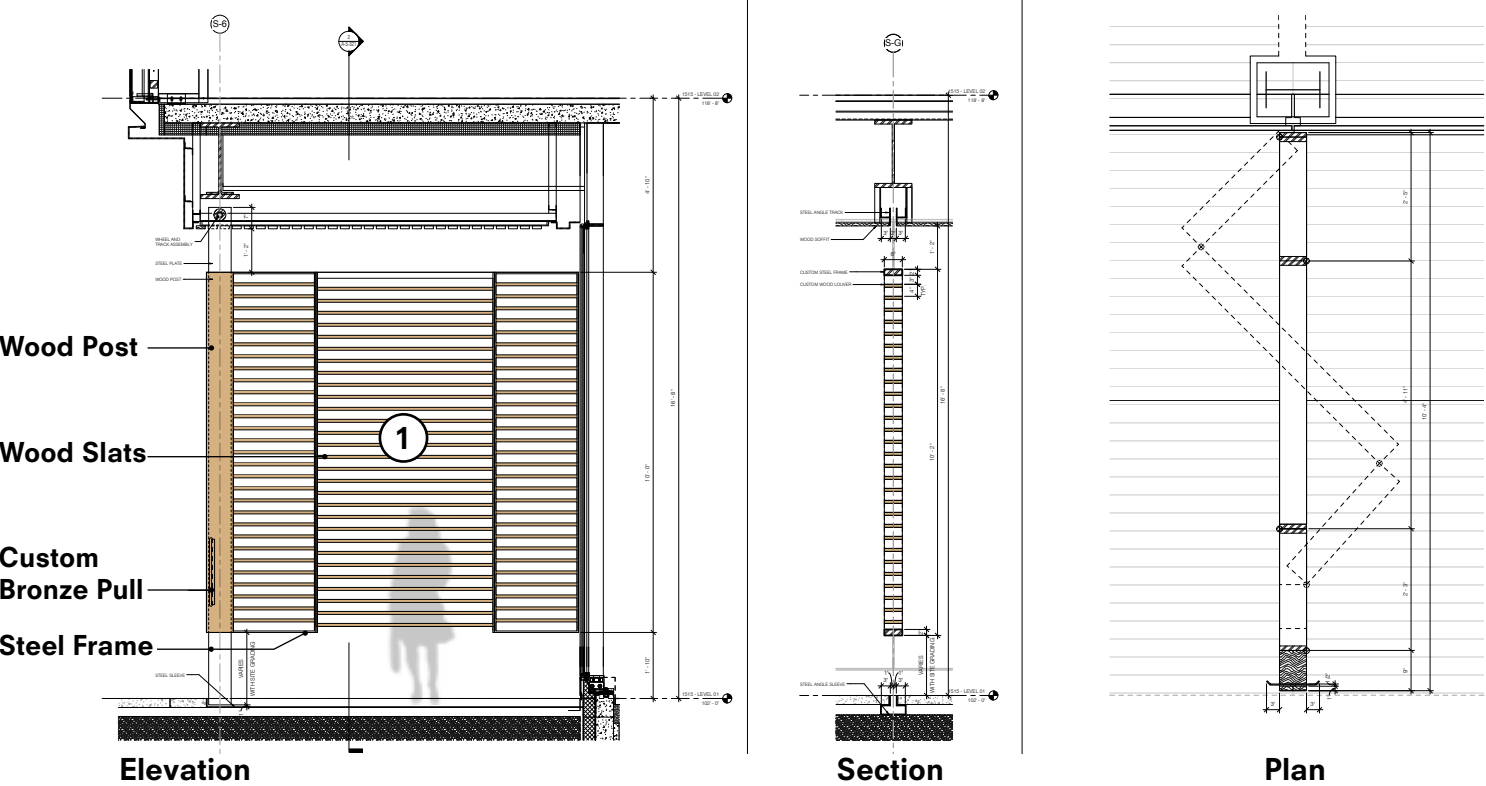
Site 1 - Building 1455 - Streetwall

West Elevation



Typical View along 3rd Street with Fully Extended Screen Walls

Custom Screen Wall Details



Weathered Steel Fascia and Soffit



Glass Storefront with Painted Steel Mullions @ Ground Level



Brushed Stainless Steel Retail Signage



Statuary Bronze Stainless Steel Hardware @ Entry Doors

Custom Wood and Steel Screen Walls (see above)

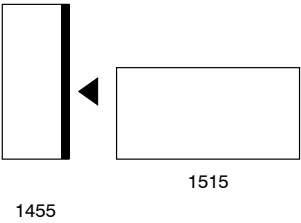


Reclaimed Wood Benches

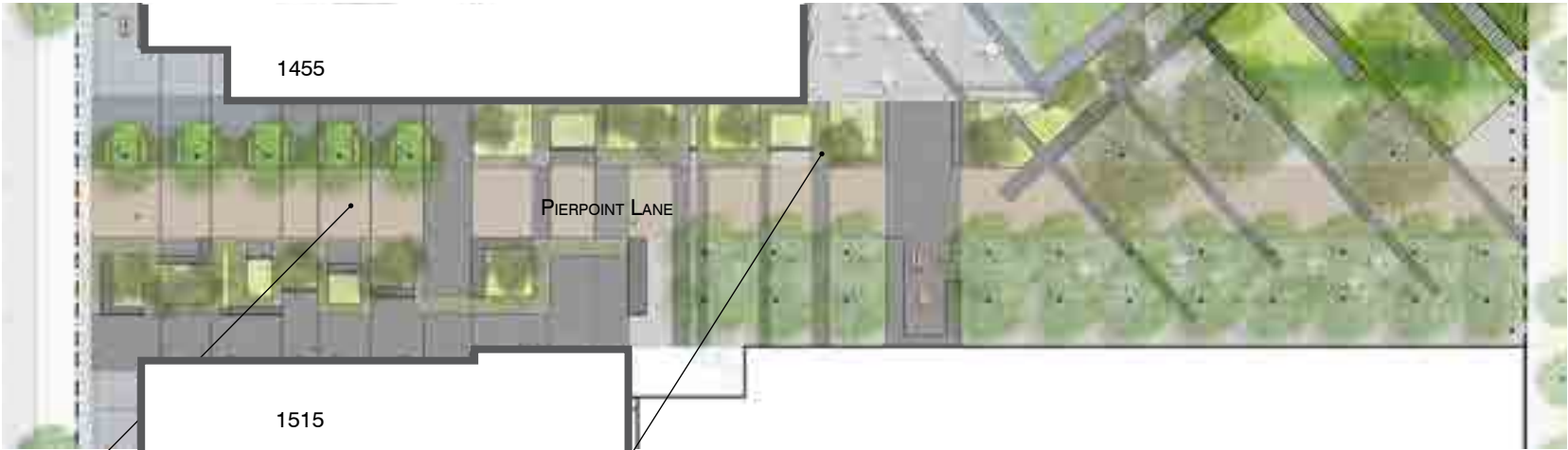
Pierpoint Lane

Site 1 - Building 1455 - Streetwall

South Elevation



Landscape Plan at Pierpont Lane (Please see page Landscape Section for more Landscape information)



20' clear pedestrian-centric lane with vehicle access limited to Emergency Vehicles and Service Vehicles.

Ample Street Trees, Seating, and Lighting



Privately Owned Public Space

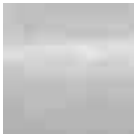
CHILD CARE



Glass Storefront with Painted Steel Mullions



Reclaimed Wood Benches



Brushed Stainless Steel Signage



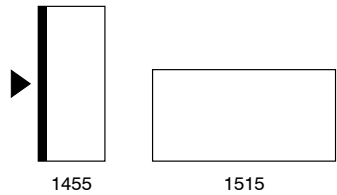
Statuary Bronze Stainless Steel Hardware @ Entry Doors

Glass Storefront with Painted Steel Mullion

Site 1 - Building 1455 - Bicycle Courtyard and Retail Seating Area

North Elevation

Public-oriented retail seating area to be developed further in subsequent Design Development Phases.



See page Landscape Section for more Landscape information



Glass Storefront with Painted Steel Mullions



Stainless Steel Bicycle Racks

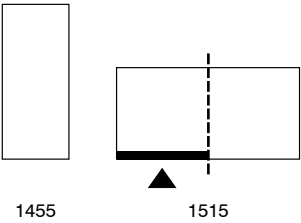
Custom Wood and Steel Screen Walls (Beyond)



Reclaimed Wood Benches

Site 2 - Building 1515 - Streetwall

West Elevation



Views of Retractable Screen



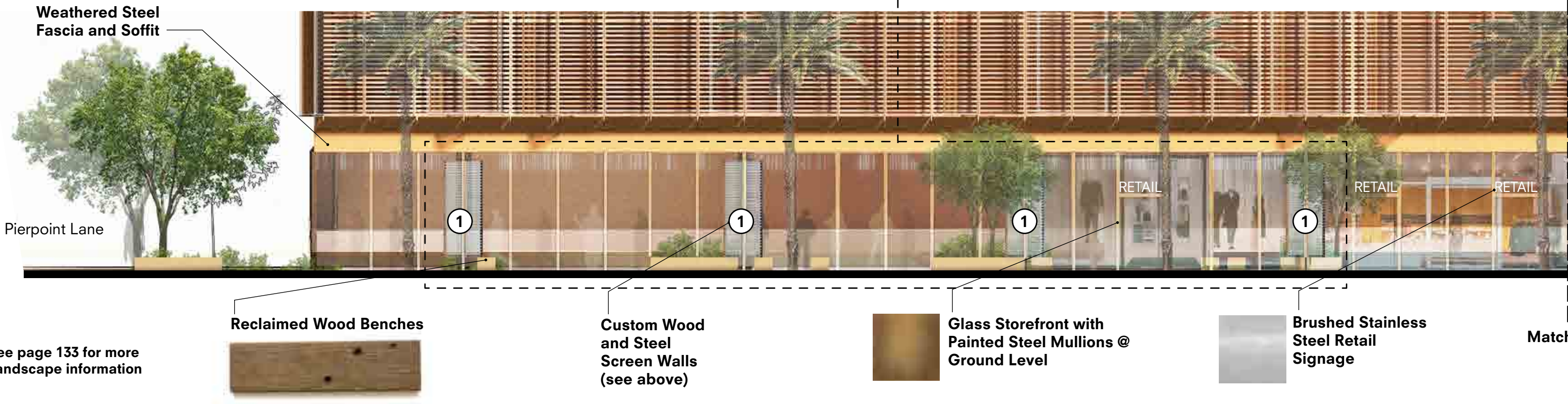
Fully Extended



Partially Extended



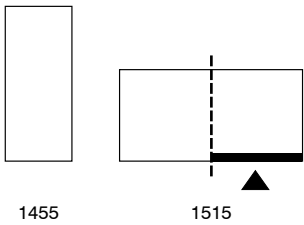
Fully Retracted



See page 133 for more
Landscape information

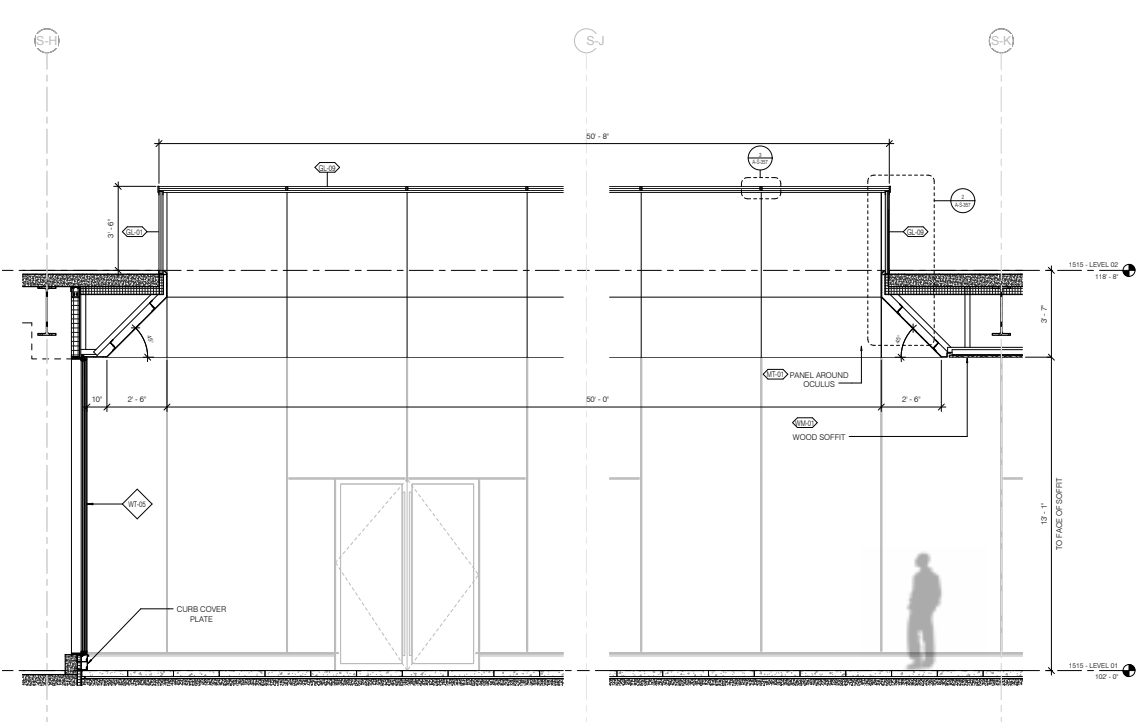
Site 2 - Building 1515 - Streetwall

West Elevation

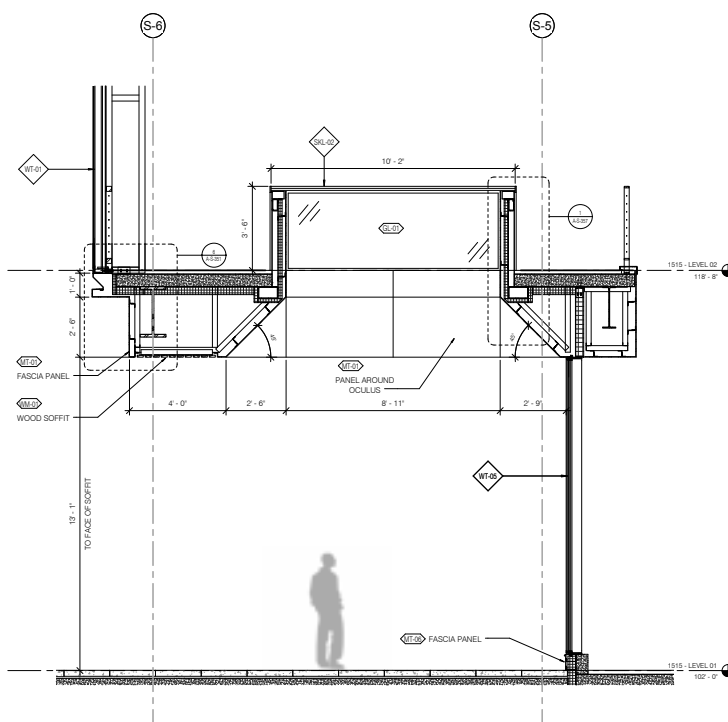


View along 3rd Street through Oculus

Oculus Details



Section along Covered Walkway and Oculus



Section through Covered Walkway and Oculus



Match Line

Custom Wood and Steel Screen Walls

Brushed Stainless Steel Retail Signage
(Signage to be developed in future Design Development Phases)

Reclaimed Wood Benches

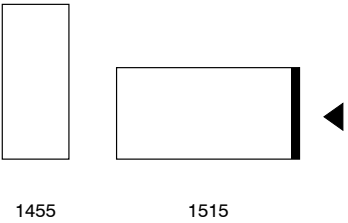
Glass Storefront with Painted Steel Mullions

View through Oculus into Building Interior

See Landscape Section for more Landscape information

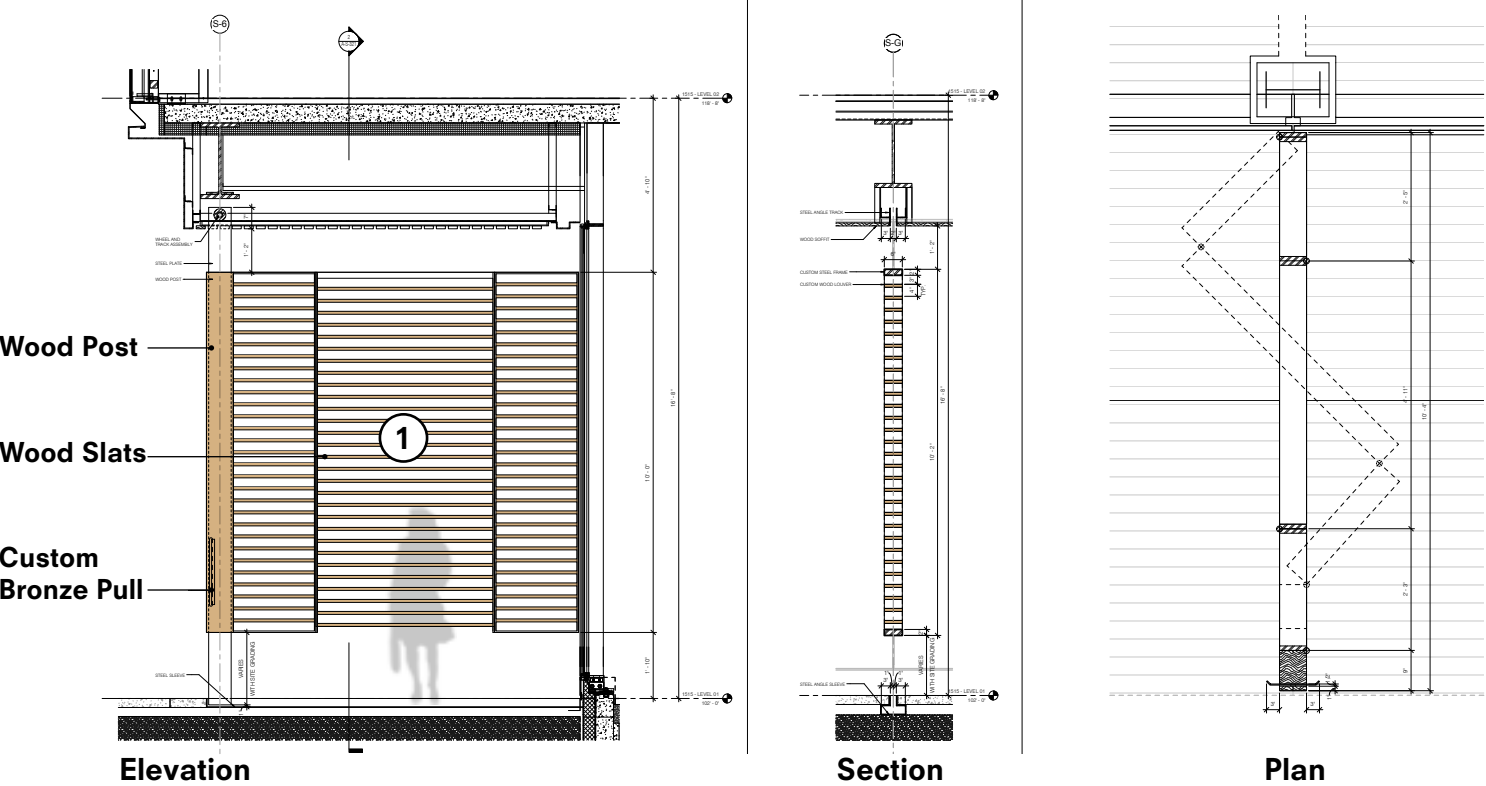
Site 2 - Building 1515 - Streetwall

South Elevation



View along 3rd Street with Fully Extended Screen Walls

Custom Screen Wall Details



Custom Steel and Wood Screens (Beyond)

Reclaimed Wood Benches



Glass Storefront with Steel Mullion



Brushed Stainless Steel Retail Signage



Weathered Steel Fascia and Soffit

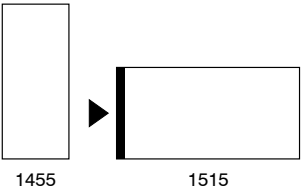


Bronze Anodized Aluminum Fins with Alternating Vertical Spacing, Mounted to Outside of Glass

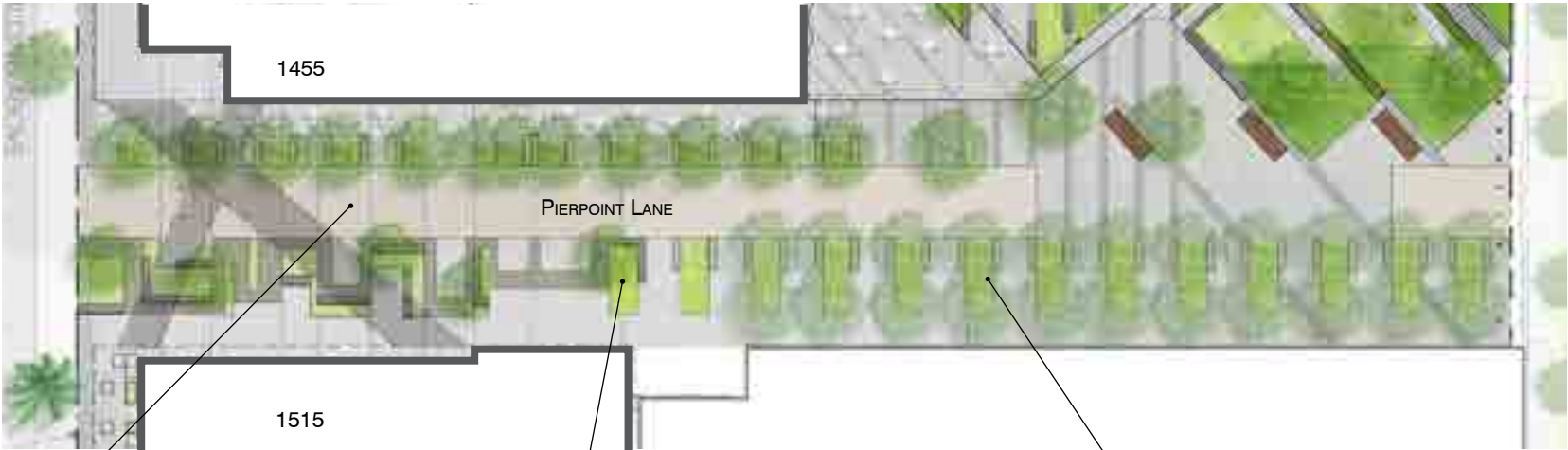
Painted Steel Sectional Garage Door

Site 2 - Building 1515 - Streetwall

North Elevation



Landscape Plan at Pierpont Lane (See Landscape Section for more Landscape information)



20' clear pedestrian-centric lane with vehicle access limited to Emergency Vehicles and Service Vehicles.

Ample Street Trees and Seating

Stormwater Control Beds



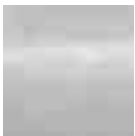
View of Pierpont Lane and Building 1515



Bronze Anodized Aluminum Fins with Alternating Vertical Spacing, Mounted to Outside of Glass



Reclaimed Wood Benches



Brushed Stainless Steel Signage

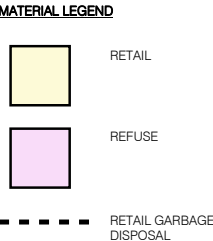
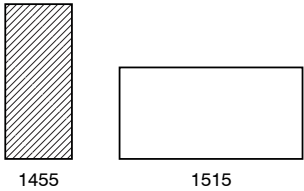


Statuary Bronze Stainless Steel Hardware @ Entry Doors

Custom Steel and Wood Screens (Beyond)

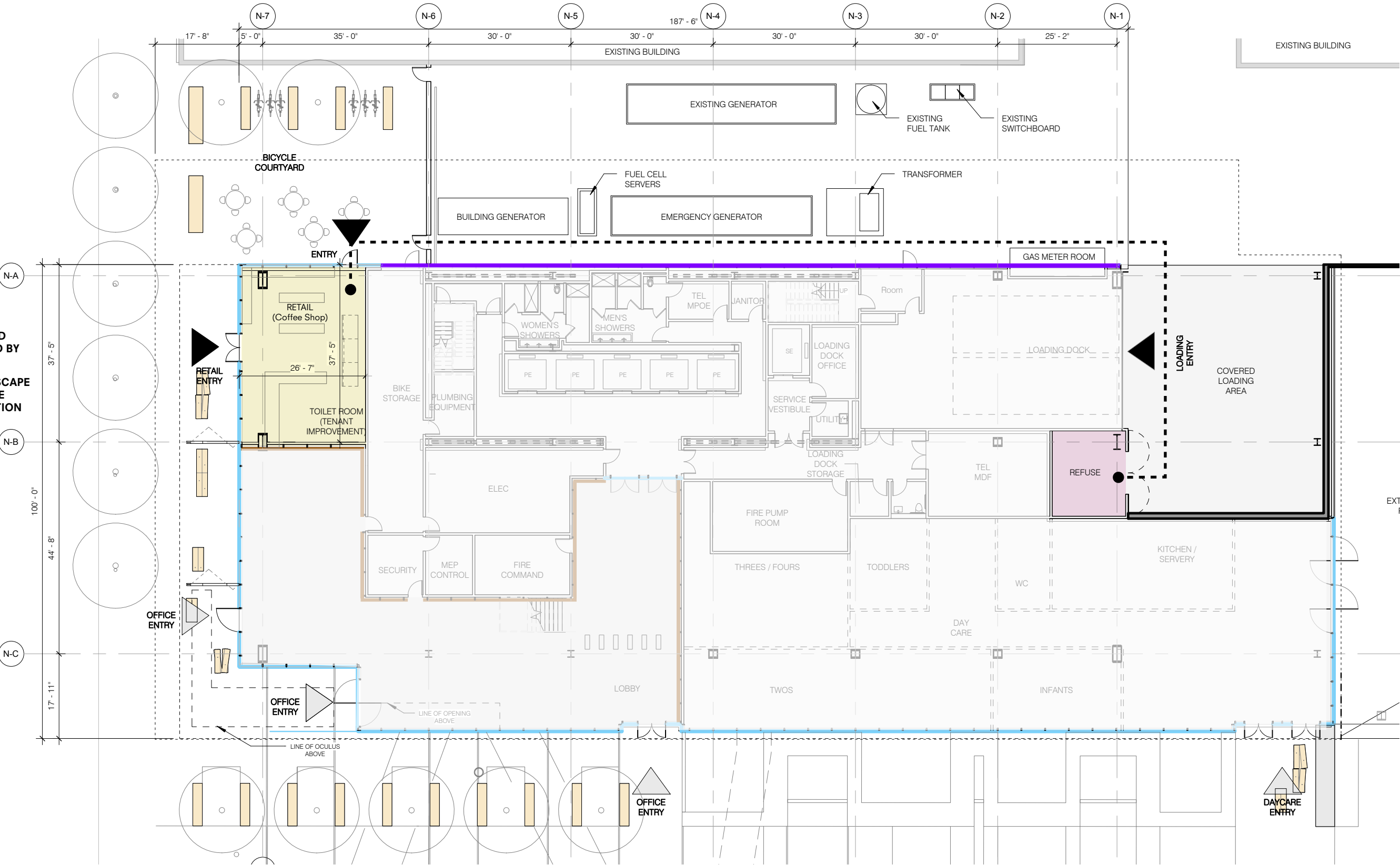
Retail Service Strategy

Site 1 - Building 1455 - Retail Service Strategy



WITH THE LOADING DOCKS POSITIONED ON THE SERVICE ALLEY IN 1455, AND ALONG SOUTH STREET FOR 1515, THE BACK OF HOUSE FUNCTIONS ARE KEPT CLEAR OF 3RD STREET. THE SMALL RETAIL SPACES ALONG 3RD STREET ARE NOT INTENDED FOR HEAVY COOKING/RETAIL TENANTS. THE WASTE WILL BE COORDINATED WITH UBER AND CARRIED TO THE LOADING DOCK AFTER OPERATIONS HOURS VIA THE SERVICE ALLEY IN 1455, AND AROUND TO SOUTH STREET AT 1515. THERE IS NO INTERNAL SERVICE CORRIDOR THROUGH GROUND FLOOR FOR THE RETAIL TENANTS, DUE TO FUNCTIONAL AND SECURITY REASONS.

EXTERIOR DAYCARE PLAYGROUND

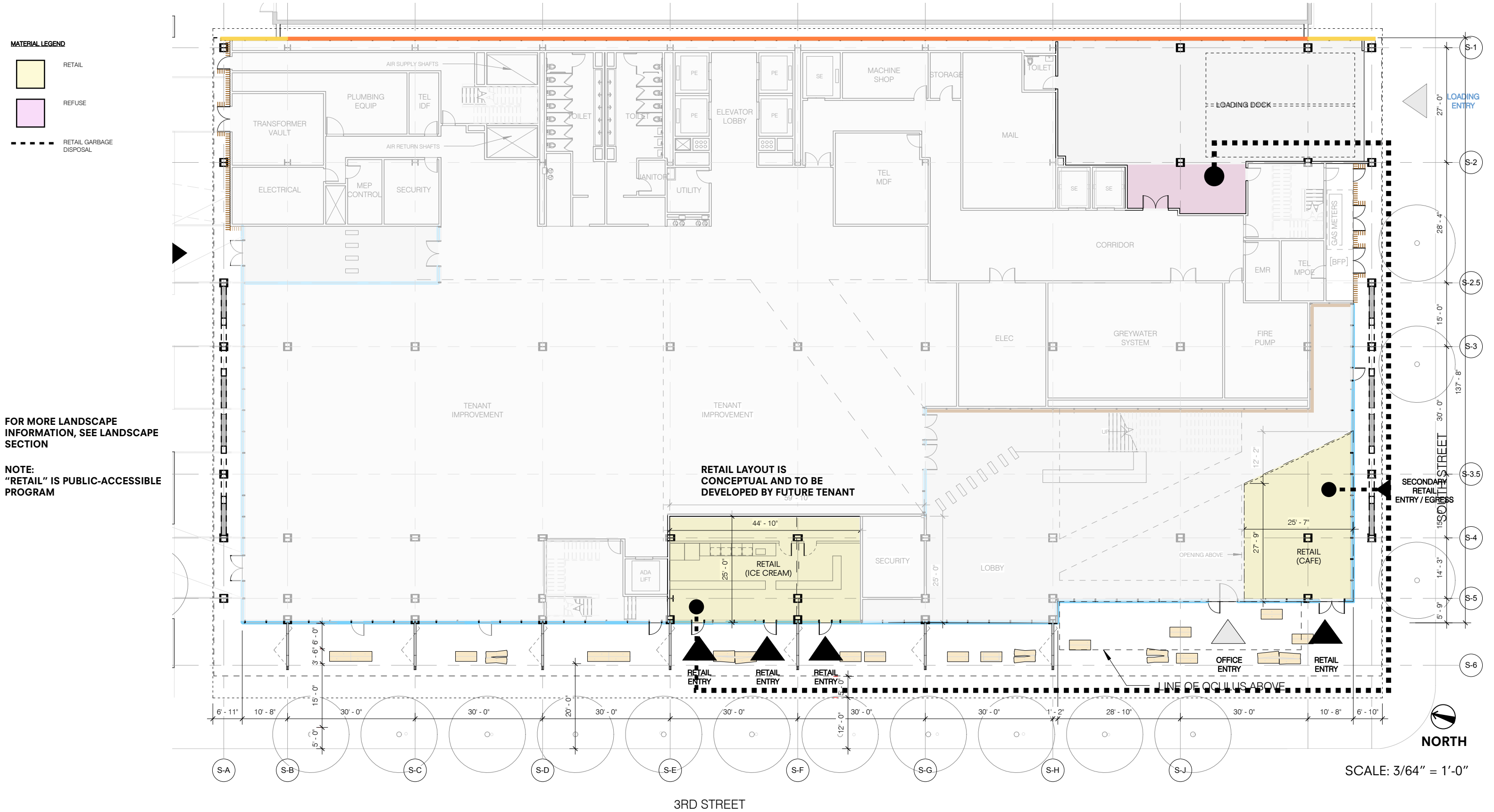


RETAIL LAYOUT IS CONCEPTUAL AND TO BE DEVELOPED BY FUTURE TENANT

FOR MORE LANDSCAPE INFORMATION SEE LANDSCAPE SECTION

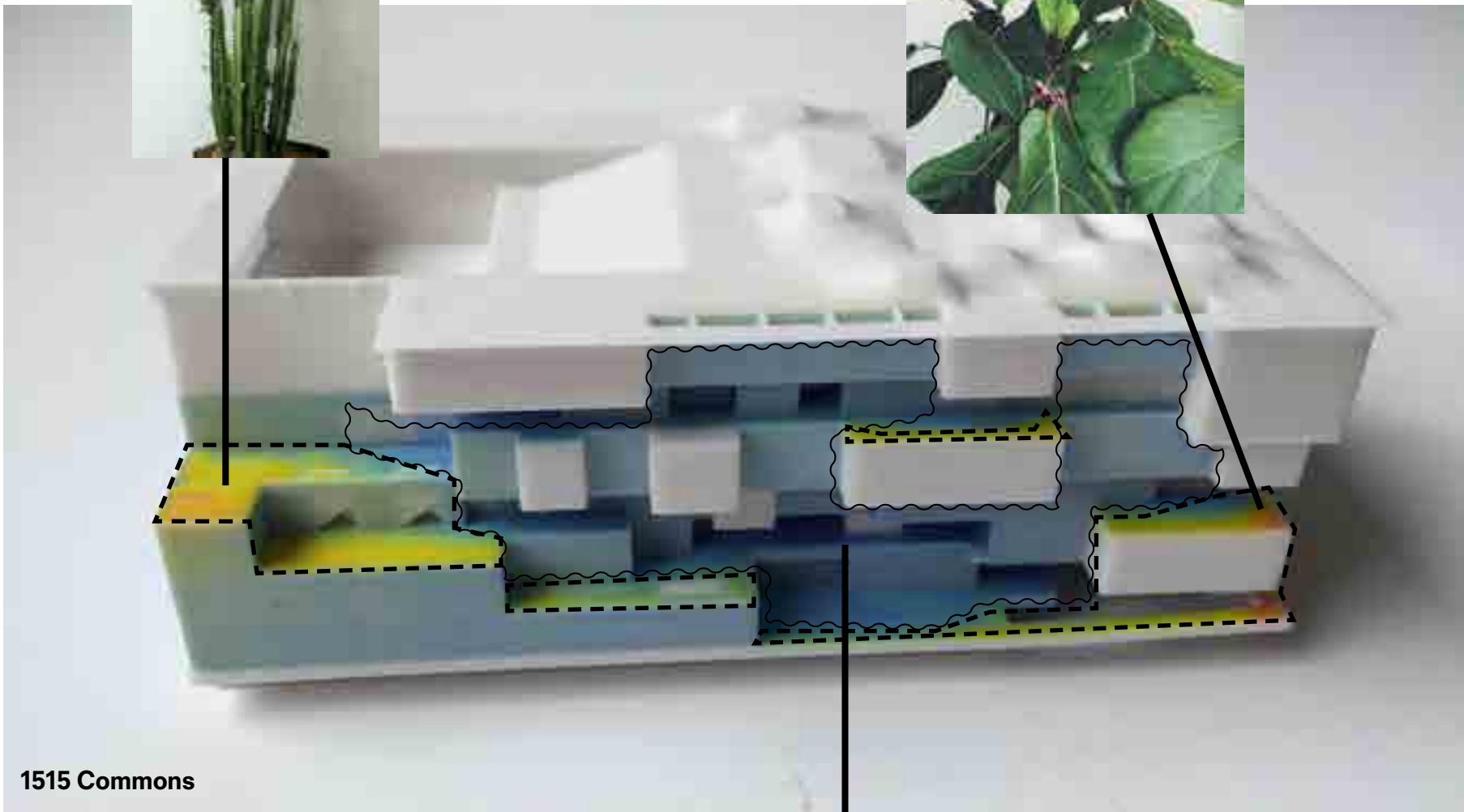
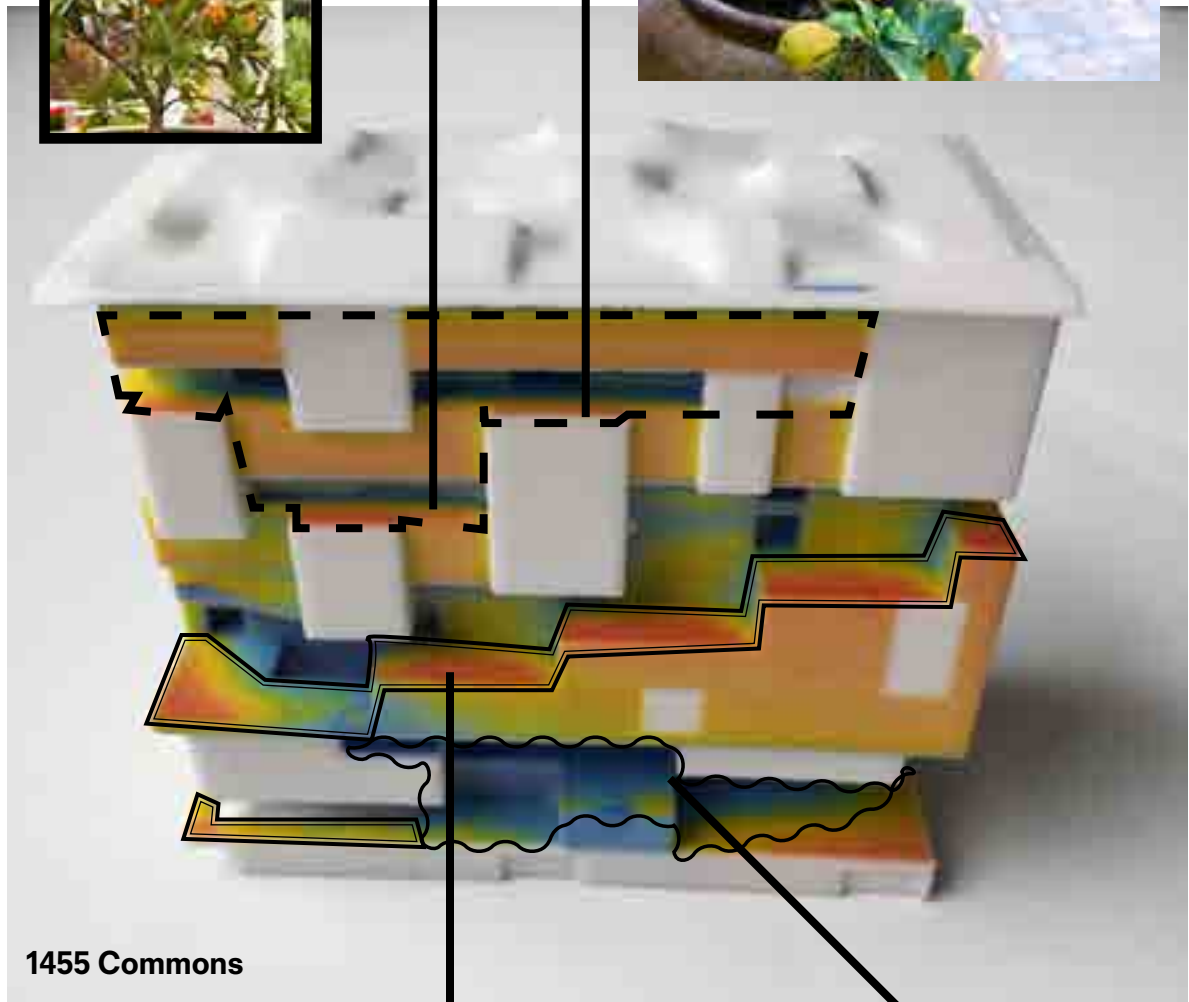
Site 2 - Building 1515 - Retail Service Strategy

Level 1 (Ground) Plan Retail



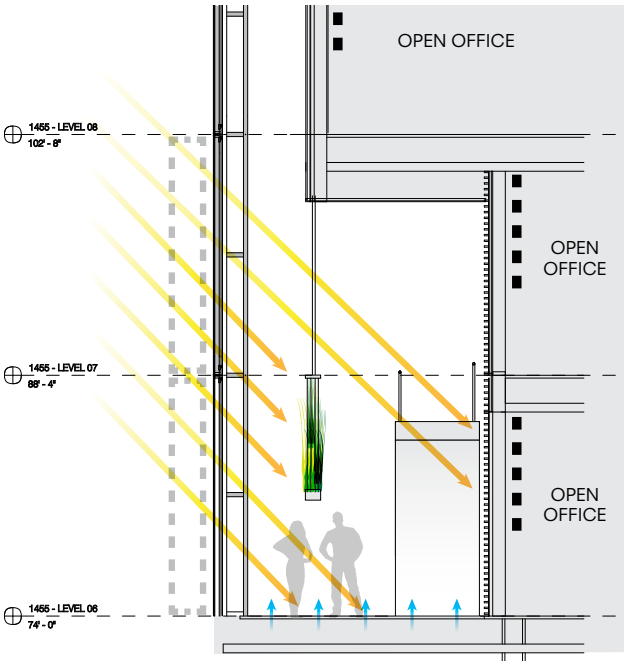
Landscape

Neighborhoods of Plantings

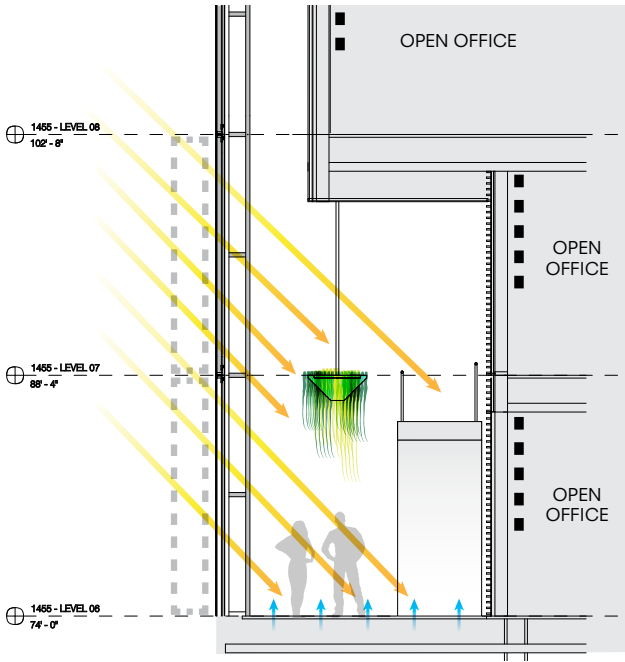


Internal Gardens

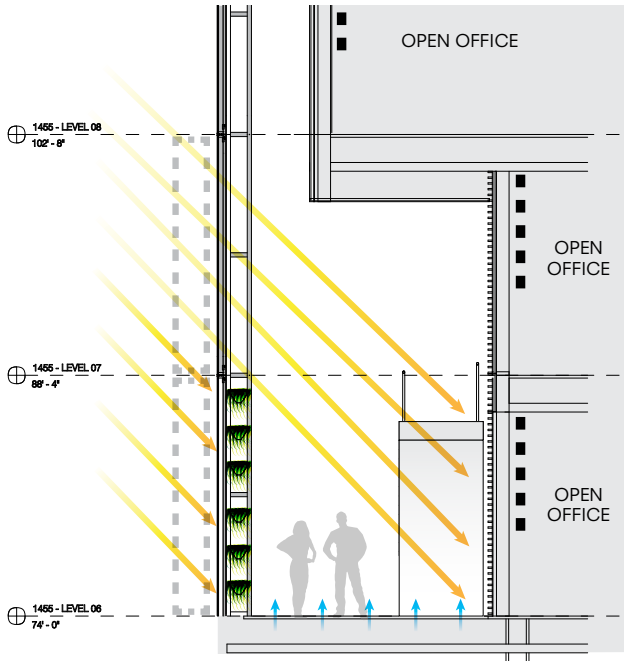
Various Strategies for Creating Gardens and Shading



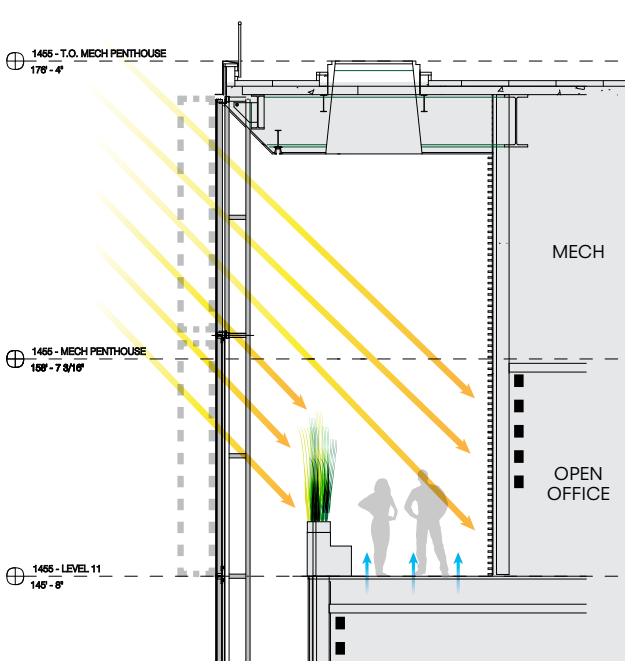
Vertical Shading - Commons



Horizontal Shading - Commons



Built-In Shading - Commons

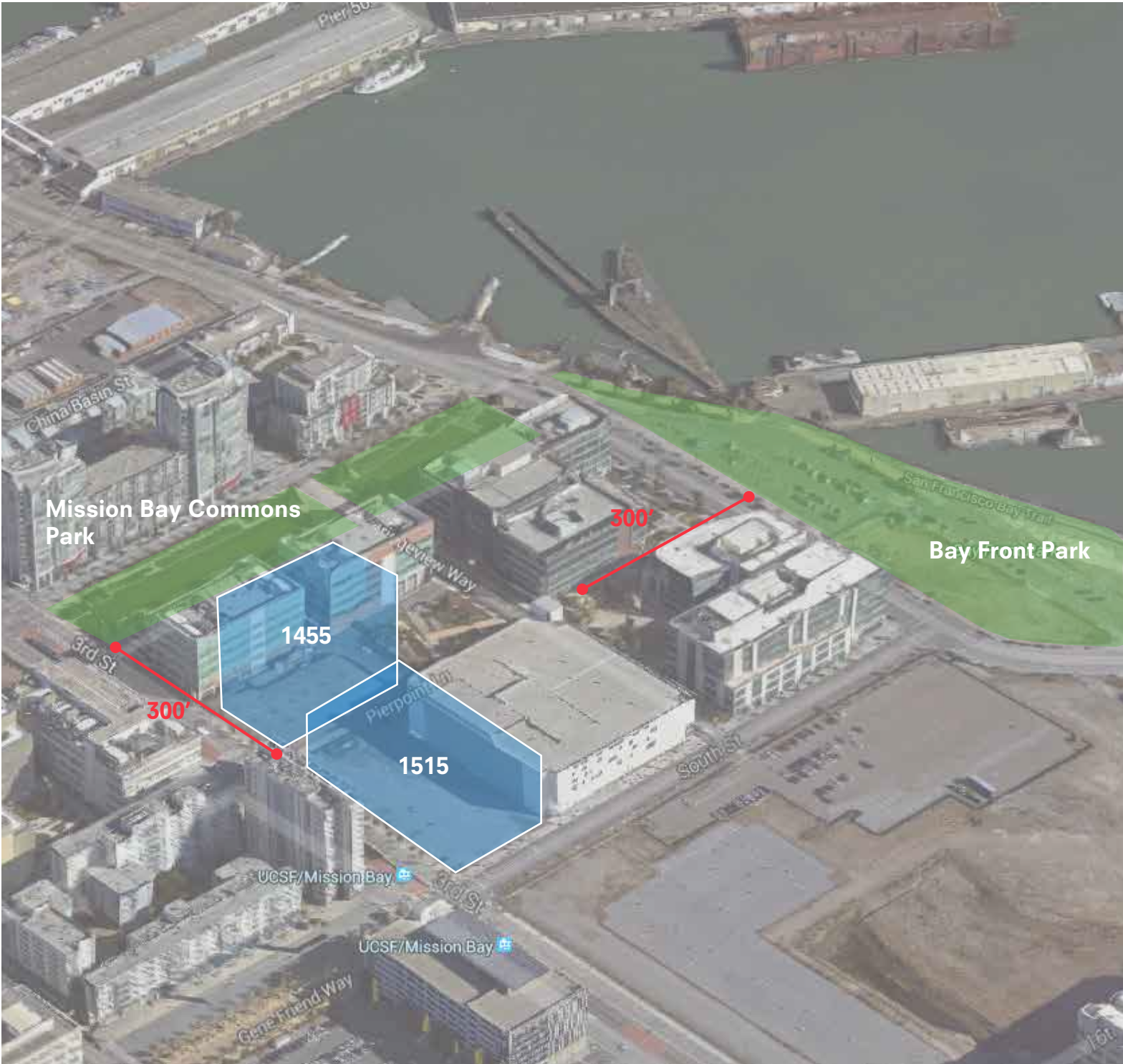


Built-In Shading - Terrace

Bird Safe Design

Location-Related Hazards

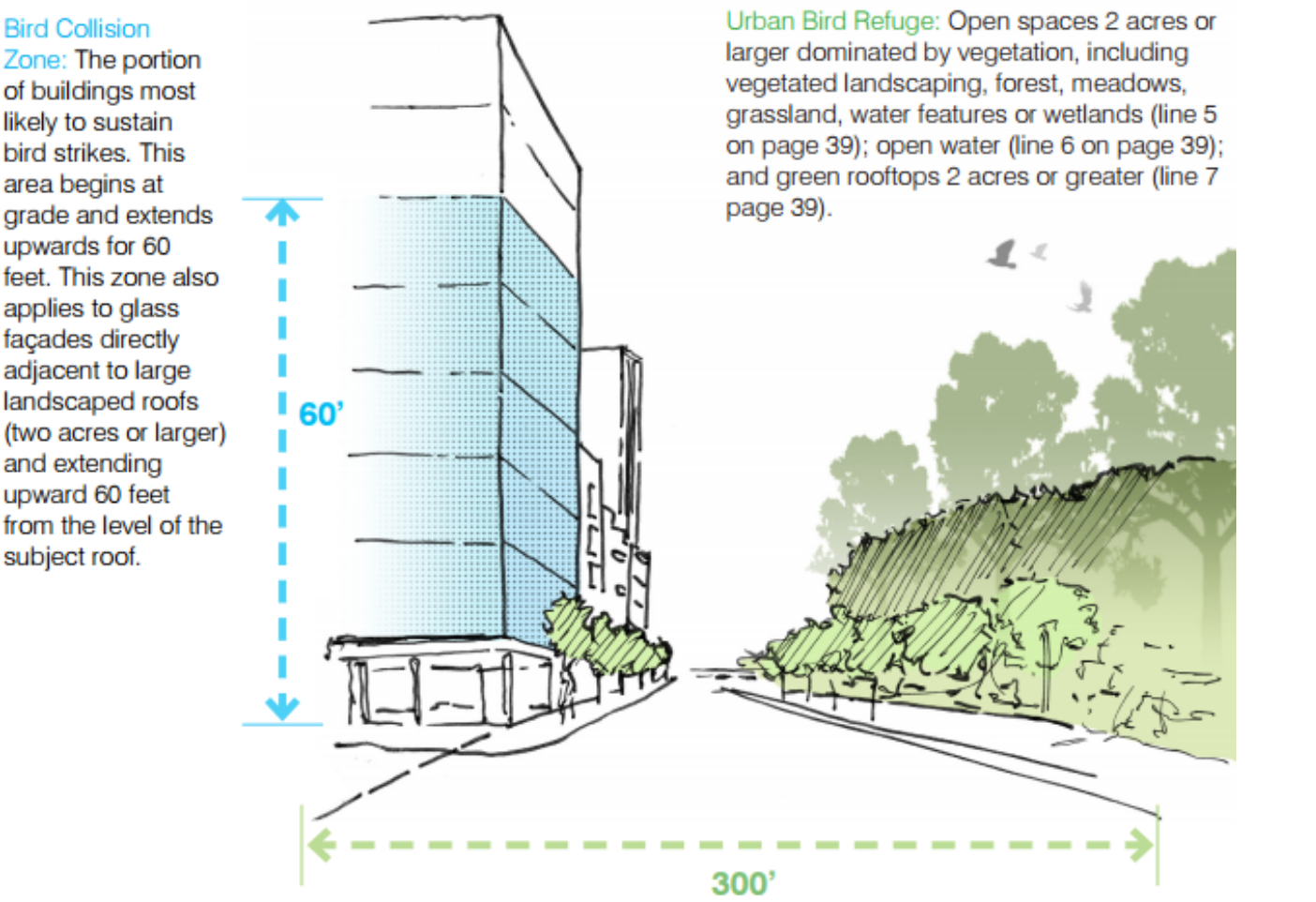
Proximity to Urban Bird Refuges



Aerial view showing Uber Mission Bay’s proximity to urban bird refuges (park space >2 acres).

The design team met with the SF Audubon Society on Oct. 20, 2015 and subsequently incorporated their input. In addition, the design is compliant with the City's standards for bird-safe buildings per SF Planning Code, Sec. 139. On the following pages, additional information is provided to clarify the proposed bird-safe material treatments. The design team shall incorporate the bird-safe specifications for the applicable portions of the enclosure into the project's subsequent Design Development, Construction Documents and relevant bid packages.

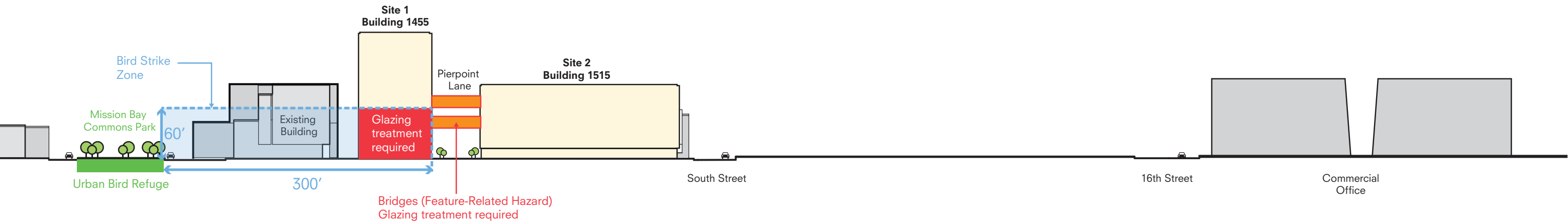
From San Francisco Standards for Bird Safe Buildings:



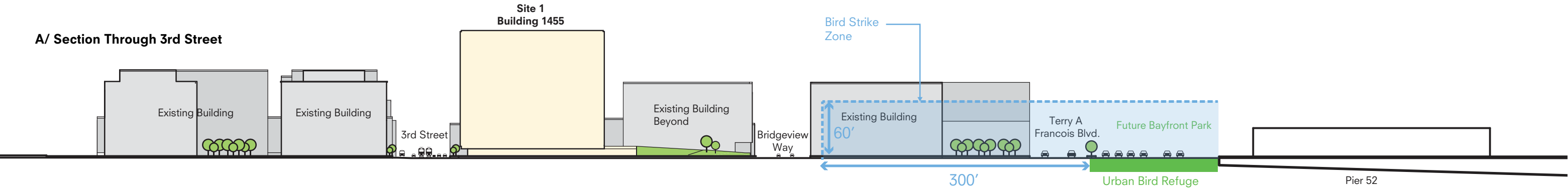
Location-related hazards are defined as the first 60’ vertical of a facade within 300’ of an Urban Bird refuge.

Location-Related Hazards

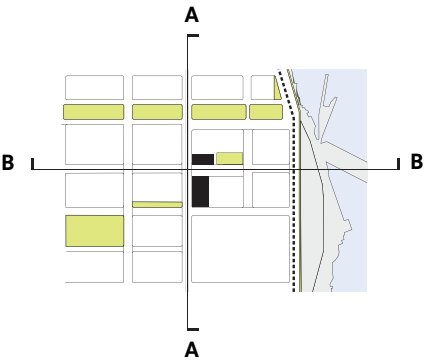
Proximity to Urban Bird Refuges



A/ Section Through 3rd Street

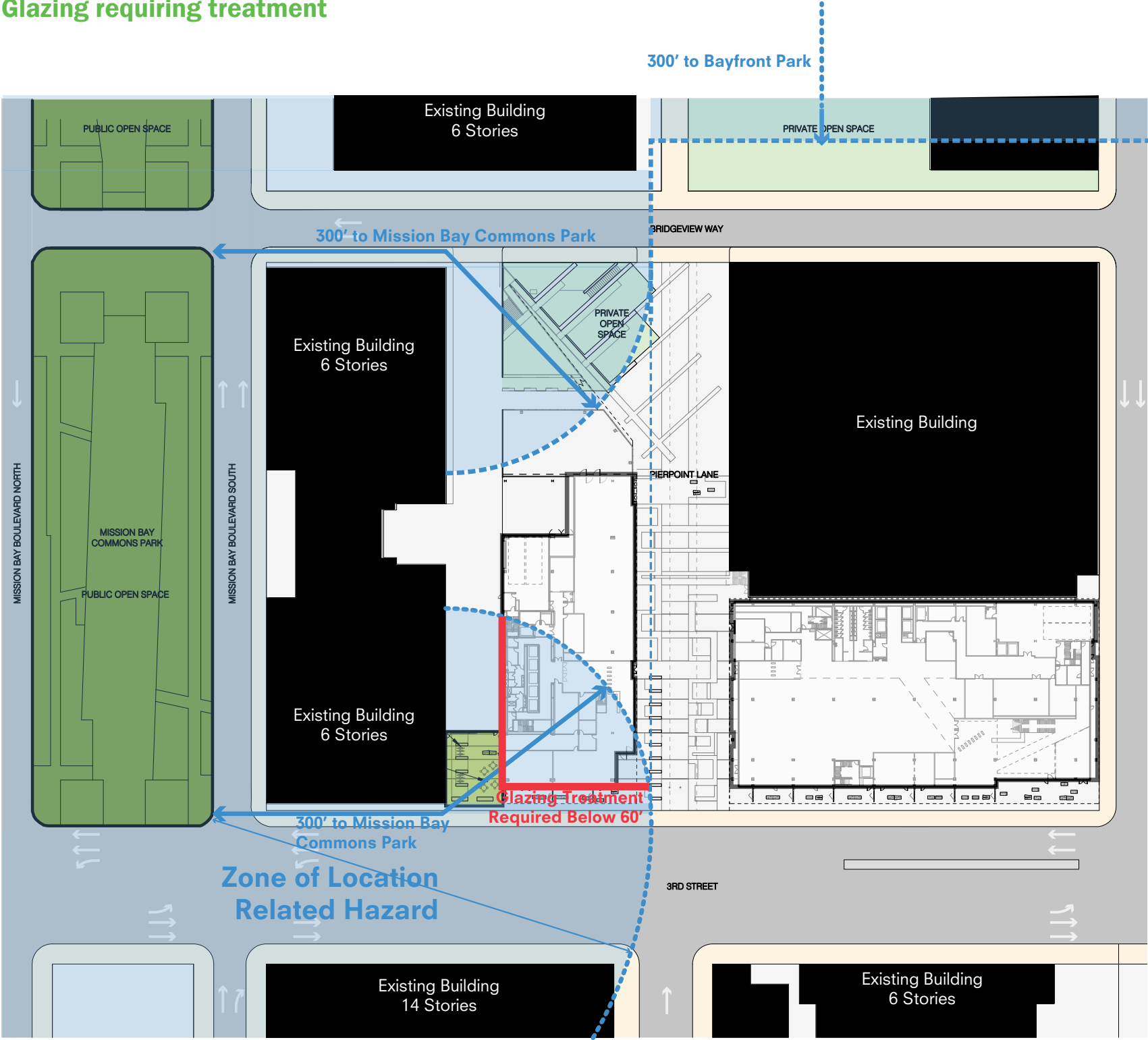


B/ Section Through Pierpoint Lane



Location-Related Hazards

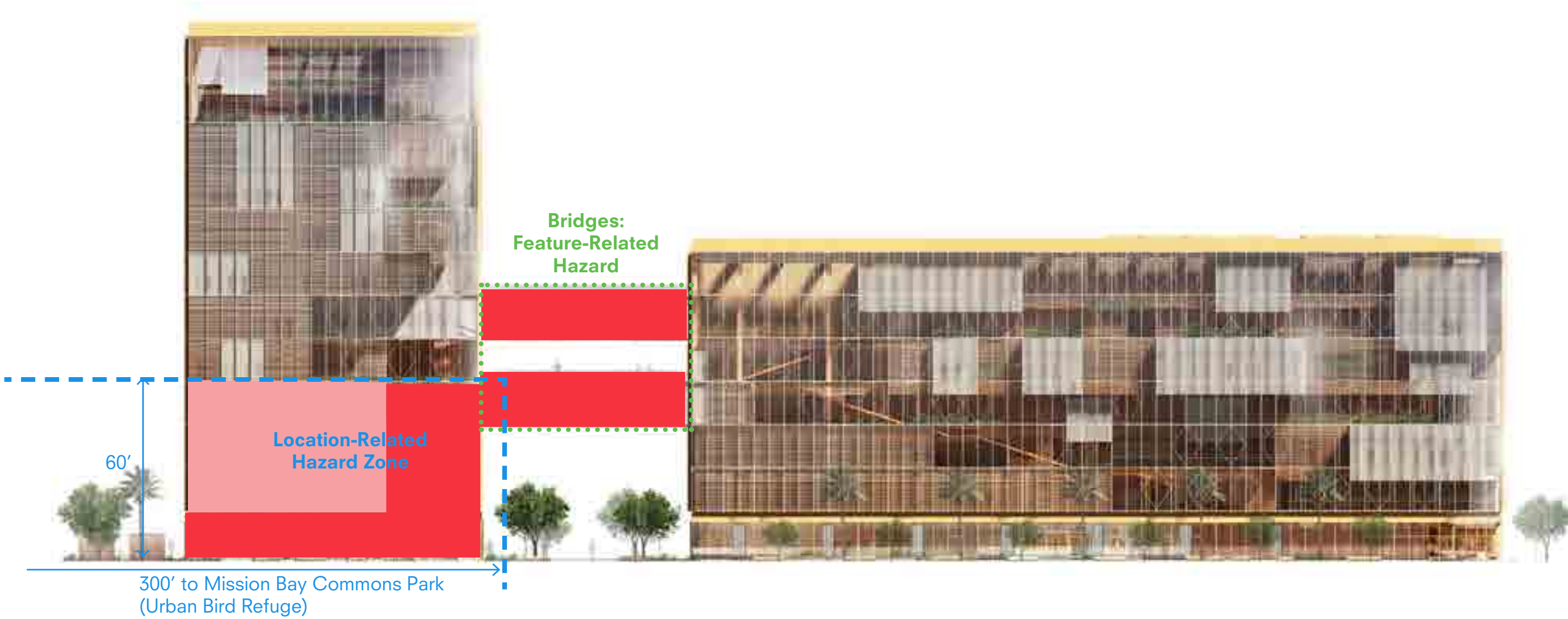
Glazing requiring treatment



Plan showing areas requiring Bird-Safe treatment of glazing.

Location-Related Hazards

Glazing requiring treatment

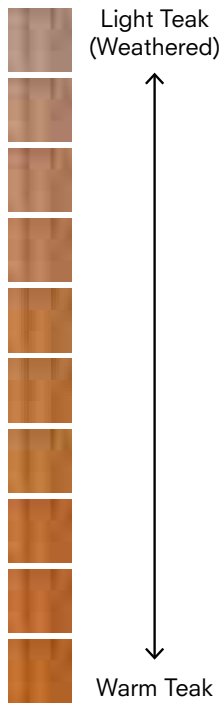


- Bird Safe Glass Type 1 - Wood Pattern Frit
- Bird Safe Glass Type 2 - Grey Frit or Ornilux

Elevation depicting areas with Bird-Safe treatment of glazing.

Proposed Bird-Safe Glazing Treatments Type 1

Open Office: Frit



Horizontal Slat Teak Wood Screen
@ Inner Commons Wall

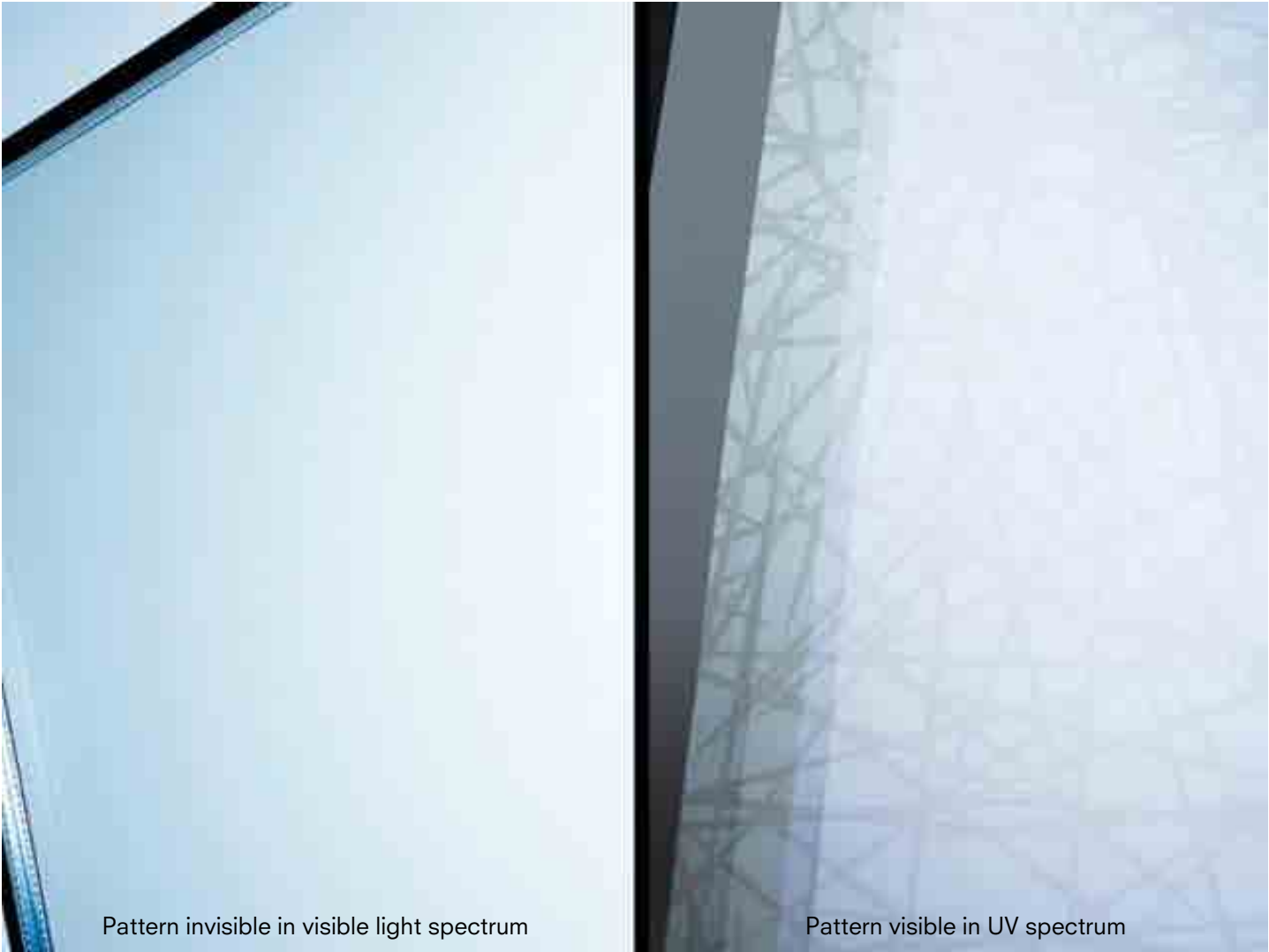


Transparent Glass w/
Ceramic Frit Wood Pattern

A graduated frit pattern corresponding to the interior wood is proposed for all of the facaes of open office areas.

Proposed Bird-Safe Glazing Treatments Type 2

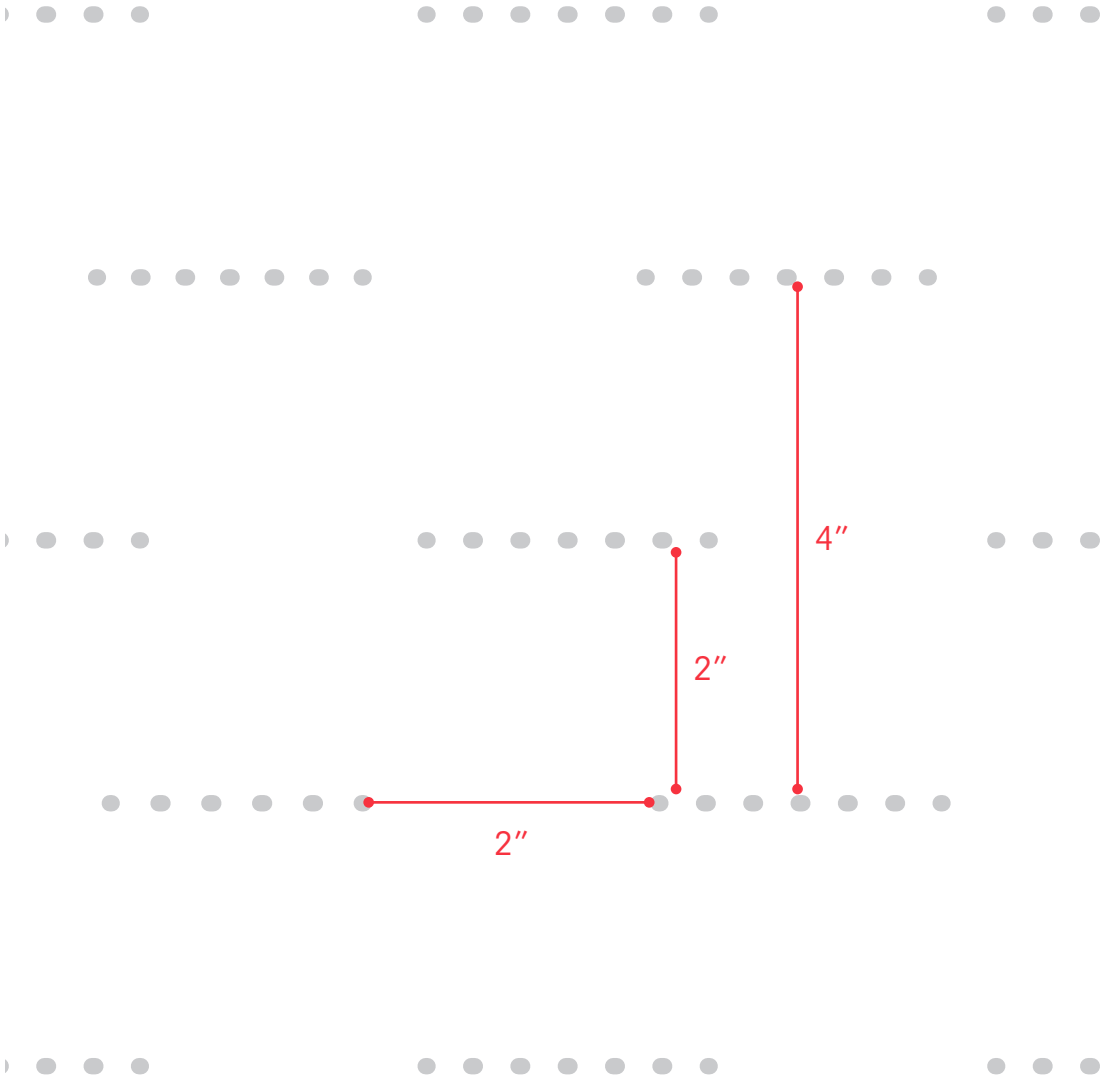
Commons Areas requiring treatment and Bridges: Ornilux or Frit



Ornilux

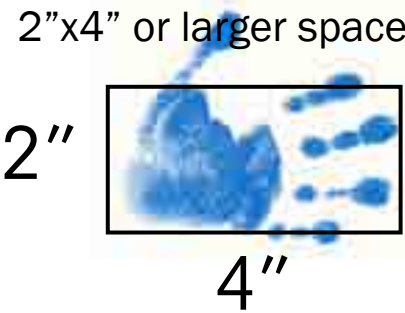
Ornilux UV reflective glass or a grey frit are proposed for two places:

- 1. Areas of the Commons falling within the Location-Related Hazard Zone.
- 2. Bridges (Feature-Related Hazards)



Alternate: Grey Ceramic Frit

Birds can fit through
2"x4" or larger spaces



Hand Print Rule: Small birds may try to fly through any spaces that are about the size of a handprint.

Bird Safe Building Checklist

Setting

		QUESTION	YES	NO	
MACRO-SETTING (PAGE 12, 16)	1	Is the structure located within a major migratory route? (All of San Francisco is on the Pacific Flyway)	✗		
	2	Is the location proximate to a migratory stopover destination? (Within 1/4 mile from Golden Gate Park, Lake Merced or the Presidio)		✗	
	3	Is the structure location in a fog-prone area? (Within 1/2 mile from the ocean or bay)	✗		
MICRO-SETTING (LOCATION-RELATED HAZARD) (PAGES 13, 16, 28-29)	4	Is the structure located such that large windows greater than 24 square feet will be opposite of, or will reflect interlocking tree canopies?		✗	
	5	Is the structure inside of, or within a distance of 300 feet from an open space 2 acres or larger dominated by vegetation? (Requires treatment of glazing, see page 28)	✗		Glass in collision zone proximate to Urban Bird Refuge is to be bird-safe glazing
	6	Is the structure located on, or within 300 feet from water, water features, or wetlands? (Requires treatment of glazing, see page 28)		✗	
	7	Does the structure feature an above ground or rooftop vegetated area two acres or greater in size? (Requires treatment of glazing, see page 29)		✗	Rooftop landscaping area = 40,116 sf = .92 Acres

RISK ASSESSMENT LEGEND:

Potential Risk Factors:

These shade indicate factors that may present hazards to birds. Note: actual risks vary greatly depending upon building and site-specific variables.

GRAY: This shade indicates potential increased risk. NOTE: *The net assessment of total risk varies with the combination of building factors. While every building in San Francisco will present some element of risk to birds, only combinations with “red” boxes present a risk level necessitating bird-safe treatments.*

RED: This shade indicates prohibited conditions or conditions which are prohibited unless bird-safe treatment is applied.

CERTIFICATION LEGEND:

By checking all of the boxes for one (or more) of these colors on the Bird-Safe Building Checklist (page 39), a building owner is eligible to apply to the Planning Department for Bird-Safe Building Certification.

Bird-Safe Building Certification and Acknowledgement:

Buildings which avoid creating hazards or which enhance bird safety with treatments identified as effective in this document would be acknowledged by the City and could be marketed as such. This document proposes three levels of certification by the City. Certification is determined by applying the checklist criteria.

YELLOW:
Bird-Safe Building
The building meets the minimum conditions for bird-safety. This level focuses on ensuring “bird-hazards” and “bird traps” are not created or are remedied with bird-safe treatments.

GREEN:
Select Bird-Safe Building
The building meets all of the minimum requirements; commits to “lights out” practices during migratory seasons; reduces untreated glazing beyond the requirements; and commits to educating future building occupants.

BLUE:
Sterling Bird-Safe Building
This is the highest level of Bird-Safe Building certification possible. The building meets all of the conditions of the other certification levels, plus the building reduces the amount of glass on the façade, avoids or treats additional hazards—beyond the requirements, and features year-round best management practices for lighting.

- Prohibited Condition
- Potential Increased Risk
- Bird-Safe Building Requirement
- Select Bird-Safe Building Requirement
- Sterling Bird-Safe Building Requirement

Bird Safe Building Checklist

Glazing and Feature-Related Hazards

		QUESTION		YES	NO	
GLAZING QUANTITY (PAGE 8)	8	Is the overall quantity of glazing as a percentage of façade: (Risk increases with amount of glazing)	Less than 10%?		✗	Glass in collision zone proximate to Urban Bird Refuge is to be bird-safe glazing
			More than 50%? (Residential Buildings in R-Districts must treat 95% of unbroken glazed segments 24 square feet or greater in size if within 300 feet of an Urban Bird Refuge.)	✕		
	9	Will the glazing be replaced?	More than 50% glazing to be replaced on an existing bird hazard (including both feature-related hazards as described in lines 19-22 and location-related hazard as described in lines 4-7)? (Requires treatment see pages 29 and 31.)		✗	
GLAZING QUALITY (PAGE 6, 7)	10	Is the quality of the glass best described as:	Transparent (If so, remove indoor bird-attractions visible from outside the windows.)	✕		Glass in collision zone proximate to Urban Bird Refuge is to be bird-safe glazing
	11		Reflective (If so, keep visible light reflectance low (between 10-20%) and consider what will reflect in the windows. Note: Some bird-safe glazing such as fritting and UV spectrum glass may have higher reflectivity that is visible to birds.)		✗	
	12		Mirrored or visible light reflectance exceeding 30%. (Prohibited by Planning Code.)		✗	Glass has either frit or extremely low reflectivity
GLAZING TREATMENTS (PAGE 18-21)	13	Is the building’s glass treated with bird-safe treatments such that the “collision zone” contains no more than 10% untreated glazing for identified “location-related hazards” (lines 4-7) and such that 100% of the glazing on “feature-related hazards” (lines 19-22) is treated?		✗		
	14	Is the building’s glass treated for required “bird hazards” (as described in line 13) <i>and</i> such that no more than 5% of the collision zone (lower 60’) glazing is untreated but not for the entire building?			✗	
	15	Is the building glazing treated (as described above in lines 14 and 15) <i>and</i> such that no more than 5% of the glazing on the exposed façade is left untreated?				
BUILDING FAÇADE GENERAL (PAGE 8, 13)	16	Is the building façade well-articulated (as opposed to flat in appearance)?				
	17	Is the building’s fenestration broken with mullions or other treatments?		✗		
	18	Does the building use unbroken glass at lower levels?			✗	
BUILDING FEATURE-RELATED HAZARDS AND BIRD TRAPS (PAGE 8, 30-31)	19	Does the structure contain a “feature-related” hazard or potential “bird trap” such as:	Free standing clear-glass walls, greenhouse or other clear barriers on rooftops or balconies? (Prohibited unless the glazing is treated with bird-safe applications.)	✕		Treated with bird-safe glazing at bridge railings
	20		Free standing clear-glass landscape feature or bus shelters? (Prohibited unless the glazing is treated with bird-safe applications.)		✗	
	21		Glazed passageways or lobbies with clear sight lines through the building broken only by glazing?	✗		
	22		Transparent building corners?	✗		

Prohibited Condition

Potential Increased Risk

Bird-Safe Building Requirement

Select Bird-Safe Building Requirement

Sterling Bird-Safe Building Requirement

Bird Safe Building Checklist

Lighting/Other

		QUESTION	YES	NO
LIGHTING DESIGN (PAGE 10, 25)	23	Does the structure, signage or landscaping feature uplighting? (Prohibited within 300 feet of an Urban Bird Refuge)		
	24	Does the structure minimize light spillage and maximize light shielding?		
	25	Does the structure use interior “lights-out” motion sensors?		
	26	Is night lighting minimized to levels needed for security?		
	27	Does the structure use decorative red-colored lighting?		
LIGHTING OPERATIONS (PAGE 12, 24-25)	28	Will the building participate in San Francisco Lights Out during the migration seasons? (February 15-May 31 and August 15- November 30th) To achieve “sterling” certification the building must participate in year-round best management practices for lighting.		
OTHER BUILDING ELEMENTS (PAGE 23)	29	Does the structure feature rooftop antennae or guy wires?		
	30	Does the structure feature horizontal access wind generators or non-solid blades?		
CONSENT (PAGE 34)	31	Does the building owner agree to distribute San Francisco’s Bird-Safe Building Standards to future tenants?		

Note: Lighting design is in progress and endeavors to be designed to a high bird-safe standard.

Prohibited Condition

Potential Increased Risk

Bird-Safe Building Requirement

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