

# SAN FRANCISCO PLANNING DEPARTMENT

# Planning Commission Motion No. 20617

HEARING DATE: JANUARY 9, 2020

Record Number:	2016-013312OFA
Project Address:	542-550 Howard Street (Transbay Parcel F)
Existing Zoning:	C-3-O(SD) Downtown-Office (Special Development) Zoning District
	750-S-2 and 450-S Height and Bulk Districts
	Transit Center C-3-O(SD) Commercial and
	Transbay C-3 Special Use Districts
	Downtown and Transit Center District Plan Areas
Block/Lot:	3721/016, 135, 136, 138
Project Sponsor:	F4 Transbay Partners, LLC
	101 California Street, Suite 1000
	San Francisco, CA 94111
Property Owner:	Parcel F Owner, LLC
	101 California Street, Suite 1000
	San Francisco, CA 94111
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ADOPTING FINDINGS RELATED TO THE ALLOCATION OF OFFICE SQUARE FOOTAGE UNDER THE 2019-2020 ANNUAL OFFICE DEVELOPMENT LIMITATION PROGRAM PURSUANT TO PLANNING CODE SECTIONS 320 THROUGH 325 THAT WOULD AUTHORIZE UP TO 275,764 GROSS SQUARE FEET OF GENERAL OFFICE USE WITHIN AN APPROXIMATELY 750-FOOT TALL (800 FEET INCLUSIVE OF ROOFTOP MECHANICAL FEATURES) 61-STORY, MIXED-USE TOWER LOCATED AT 542-550 HOWARD STREET (TRANSAY PARCEL "F"), LOTS 016, 135, 136, 138 OF ASSESSOR'S BLOCK 3721, WITHIN THE C-3-O(SD) DOWNTOWN-OFFICE (SPECIAL DEVELOPMENT) ZONING DISTRICT AND 750-S2 AND 450-S HEIGHT AND BULK DISTRICTS, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

### PREAMBLE

On October 13, 2016, Cameron Falconer of Hines, acting on behalf of F4 Transbay Partners, LLC (hereinafter "Project Sponsor"), submitted an application with the Planning Department (hereinafter "Department") for a Preliminary Project Assessment ("PPA"). The PPA Letter, assigned to Case No. 2016-013312PPA, was issued on January 9, 2016.

On December 9, 2016, the Project Sponsor submitted Planning Code Text and Map Amendment applications. The application packets were accepted on December 9, 2016 and assigned to Case Numbers 2016-013312MAP and 2016-013312PCA.

On April 19, 2017, the Project Sponsor submitted an Environmental Evaluation Application. The application packet was accepted on July 14, 2016 and assigned Case Number 2016-013312ENV.

On October 17, 2018, the Project Sponsor submitted, as modified by subsequent submittals, the following applications with the Department: Downtown Project Authorization; Conditional Use Authorization; Office Allocation; Variance; Shadow Analysis; and Transportation Demand Management. The application packets were accepted on October 17, 2018 and assigned to Case Numbers: 2016-013312DNX; 2016-013312CUA; 2016-013312OFA; 2016-013312VAR; 2016-013312SHD; and 2016-013312TDM, respectively.

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the Transit Center District Plan Environmental Impact Report (hereinafter "EIR"). On May 24, 2012, the Commission reviewed and considered the Final EIR ("FEIR") and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) ("CEQA"), 14 California Code of Regulations Sections 15000 et seq. ("the CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31").

The Transit Center District Plan EIR is a program-level EIR. Pursuant to CEQA Guideline 15168(c)(2), if the lead agency finds that no new effects could occur or no new mitigation measures would be required of a subsequent project in the program area, the agency may approve the project as being within the scope of the project covered by the program EIR, and no new or additional environmental review is required. In certifying the Transit Center District Plan FEIR, the Commission adopted CEQA findings in its Motion No. 18629 and hereby incorporates such Findings by reference herein.

Additionally, State CEQA Guidelines Section 15183 provides a streamlined environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that (a) are peculiar to the project or parcel on which the project would be located, (b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent, (c) are potentially significant off-site and cumulative impacts which are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the project, then an EIR need not be prepared for that project solely on the basis of that impact.

On August 27, 2019, the Department determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Transit Center District Plan and was encompassed within the analysis contained in the Transit Center District Plan FEIR. Since the Transit Center District Plan FEIR was finalized, there have been no substantial changes to the Transit Center District Plan and no substantial changes in circumstances that would require major revisions to the FEIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the FEIR. The file for this Project, including the Transit Center District Plan

FEIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

Planning Department staff prepared a Mitigation Monitoring and Reporting Program (MMRP) setting forth mitigation measures that were identified in the Transit Center District Plan FEIR that are applicable to the project. These mitigation measures are set forth in their entirety in the MMRP attached to the draft Motion as Exhibit C.

The Planning Department Commission Secretary is the Custodian of Records; all pertinent documents are located in the File for Case No. 2016-013312OFA, at 1650 Mission Street, Fourth Floor, San Francisco, California.

On September 19, 2019, the Recreation and Park Commission conducted a duly noticed public hearing at regularly scheduled meeting and recommended, through Resolution No. 1909-016, that the Planning Commission find that the shadows cast by the Project would not be adverse to the use of Union Square and Willie "Woo Woo" Wong Playground.

On October 8, 2019, the Project Sponsor filed a request for a General Plan Amendment. The application packet was accepted on October 8, 2019 and assigned to Case Number 2016-013312GPA.

On October 17, 2019, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the initiation of a General Plan Amendment for Case No. 2016-013312GPA. After hearing the item, the Commission voted 5-0 (Koppel absent) to continue the item to December 5, 2019.

On December 5, 2019 the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the initiation of a General Plan Amendment for Case No. 2016-013312GPA. The Commission voted 6-0 (Richards absent) to initiate the General Plan Amendment for Case No. 2016-013312GPA.

On January 9, 2020, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Office Allocation application No. 2016-001794OFA.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

**MOVED**, that the Commission hereby authorizes the Office Allocation as requested in Application No. 2016-013312OFA, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

### FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

- 1. The above recitals are accurate and constitute findings of this Commission.
- 2. **Project Description.** The proposed project ("Project") includes the construction of a new 61-story mixed-use building reaching a height of 749'-10" tall (799'-9" inclusive of rooftop screening/mechanical equipment). The Project would include 165 dwelling units, 189 hotel rooms, approximately 276,000 square feet of office use floor area, approximately 79,000 square feet of floor area devoted to shared amenity space, approximately 9,000 square feet of retail space, approximately 20,000 square feet of open space, 178 Class 1 and 34 Class 2 bicycle parking spaces, and four below-grade levels that would accommodate up to 183 vehicle parking spaces provided for the residential, hotel, and office uses. The Project also would construct a pedestrian bridge providing public access to Salesforce Park located on the roof of the Transbay Transit Center.
- 3. Site Description and Present Use. The Project Site ("Site") consists of four contiguous lots (Lots 016, 135, 136, and 137) within Assessor's Block 3721, totaling 32,229 square feet (0.74 acres) in area. The site, bounded by Howard Street to the south and Natoma Street to the north, is undeveloped at-grade and served as a construction staging area for the adjacent Salesforce Transit Center during its construction. A below-grade "Train Box" is located within the northwest corner of the Site, occupying approximately 12,000 square feet of the Site. The Train Box consists of a two-story structure that will allow Caltrain—and eventually High-Speed Rail—trains to enter and exit the adjacent Salesforce Transit Center below-grade. Because the Train Box can only support a very limited structural load above-grade, the proposed mixed-use building is purposely set back from the northwest corner of the Site (along the Natoma Street frontage), towards the southeast corner of the Site (along the Howard Street frontage). The Project responds to the unique site constraint by cantilevering the building podium over the area of the Train Box, thereby shifting the majority of the tower's mass onto Lots 016 and 135, away from the area of the Train Box.
- 4. Surrounding Properties and Neighborhood. The Site is located within the Downtown Core, and more specifically, within the Transit Center District Plan (TCDP) area. Development in the vicinity consists primarily of high-rise office buildings, interspersed with low-rise mixed-use buildings. The block on which the Site is located contains several low to mid-rise office buildings and construction staging for planned developments. The 5-story Salesforce Transit Center (STC) and the Salesforce Park are located to the north of the Site, 2- to 3- story buildings at 547, 555, and 557 Howard streets are located to the south of the Site, and a 3-story building at 540 Howard Street, a 4-story building at 530 Howard Street, and a parking lot at 524 Howard Street are located east of the Site. The 2- to 3-story buildings at 547, 555, and 557 Howard streets are planned to be replaced with an approximately 385 foot-tall, 36-story mixed use residential and hotel development project. The parking lot at 524 Howard Street is planned to be replaced with an approximately 495-foot tall, 48-story mixed use residential and hotel development. Several other high-rise buildings are

planned, under construction, or have recently completed construction in the surrounding area, including a newly completed office-residential tower at 181 Fremont Street.

- 5. **Public Outreach and Comments.** The Department has received correspondence regarding the proposed Project related to shadow impacts on Willie "Woo Woo" Wong Park, citing concerns around shadows caused by the Project having an adverse impact on the use of the Willie "Woo Woo" Wong Park. The Project Sponsor has conducted community outreach that includes local community groups to respond to concerns over shadow impacts resulting from the Project.
- 6. **Planning Code Compliance.** The Planning Code Compliance as set forth in Downtown Project Authorization Motion No. 20616 apply to this Office Allocation Motion, and are incorporated as though fully set forth herein.
- 7. Office Development Authorization (Section 321). The Planning Code establishes standards for San Francisco's Office Development Annual Limit. In determining which office developments best promote the public welfare, convenience and necessity, the Commission shall consider:
  - **A.** Apportionment of office space over the course of the approval period in order to maintain a balance between economic growth, on the one hand, and housing, transportation and public services, on the other.

As of September 19, 2019, there exists 21,752 gross square feet (gsf) of office development allocations available for "Large Allocation Projects" (projects with greater than 50,000 gsf) under the Office Allocation Program (Section 321). That amount does not reflect the 6,008,677 gsf that has been "pre-allocated" for "pending projects" for which the Planning Department has a current Office Allocation Application on-file. The Project is included within the pending projects group and seeks an allocation of up to 275,764 square feet, or, approximately 5 percent of the pending projects group. If the Project is approved, 5,732,903 square feet of space will remain in pending projects group for Large Allocation Projects.

The Project maintains an appropriate balance between economic growth on the one hand, and housing, transportation, and public services, on the other. As part of its unique mixed-use program, the Project will provide an integrated balance of housing and economic growth, delivering 165 dwelling units in 433,556 gross square feet of residential use plus a 189-room hotel to downtown San Francisco. In addition, the Project will further contribute to the development of affordable housing pursuant to its participation in the Jobs-Housing Linkage Program. The Project's transit-orientation is unrivaled owing to its location directly adjacent to the Salesforce Transit Center ("STC"), which will link 11 transit systems and serve over 100,000 passengers each weekday and 45 million commuters annually. This location will serve to provide office density in the closest possible proximity to sustainable transit alternatives including BART, MUNI, regional bus, and future Caltrain/HSR, among others. In addition to proximity to the STC, the Project is within two blocks of the Montgomery BART and Muni station and within close walking distance of the Ferry Building, providing more convenient public transportation alternatives to its tenants and residents.

Lastly, the Project's unique mixed-use program will provide the city with permanent public amenities. These include enhanced access to the STC and its rooftop park from the Project's integrated throughblock pedestrian passageway and sky bridge, several thousand square feet of high-quality retail, and the services and amenities of its 189-key hotel. In summary, the Project provides a thoughtful and balanced response to the city's needs for economic growth and housing, transportation, and public services.

**B.** The contribution of the office development to, and its effects on, the objectives and policies of the General Plan.

The City approved the Transit Center District Plan ("TCDP"), a subarea plan of the Downtown Plan, and the Transit Center C-3-O(SD) Commercial Special Use District in 2012. The Subarea Plan and SUD reaffirm long-standing City policy to concentrate intensive office development in the Transit Center District and does so by mandating large sites such as the Project Site be reserved for predominately commercial development.

The Project's unique mix of retail, office, hotel and residential uses will mean a built-in customer base and frequent foot traffic through the area, also providing a direct benefit to the immediately adjacent ground floor specialty retail of the STC.

C. The quality of the design of the proposed office development.

The Project seeks to provide an exceptional design that will make a lasting, iconic contribution to the city's architectural character and skyline. The building's streamlined volume will present gently rounded corners and a series of setbacks on its east and west sides, becoming increasingly slender as it reaches the sky. The building's energy efficient and expressive façade exhibits a unique materiality and verticality that is reminiscent of some of San Francisco's most remarkable traditional buildings, such as the Pacific Telephone and Telegraph Tower. As the tower reaches its top, the design culminates in an elegant and iconic crown.

Within the pedestrian realm, the Project will incorporate a lively pedestrian and retail alleyway on Natoma Street, as well as a public passageway that will allow pedestrians and cyclists to pass through the Site from Howard Street and Under Ramp Park to Natoma Street and access STC to the north of the Site. In addition, the Project will provide direct public access to the 5.4 acre rooftop park located atop the STC, via an on-site public elevator and a pedestrian sky bridge that connects the Project's fifth level directly to the park.

**D.** The suitability of the proposed office development for its location, and any effects of the proposed office development specific to that location;

Use.

i.

The Project is ideally located in the Transit Center C-3-O(SD) Commercial Special Use District directly adjacent to the STC, within the core of the city's office district. In addition to its superior proximity to transit access, the Project will offer its office tenants abundant access to existing and planned retail goods and services, as well as over 4,300 new housing units (recently delivered or under construction) in the Transbay Redevelopment Area and adjacent Rincon Hill District, all within close walking distance.

The Special Use District reserves the Project area for intensive office development by limiting other competing uses, and under the TCDP, office is the preferred use at the site. However, the Project's unique mixed-use program balances office use at just under 29% of the total gross square footage, and further provides 165 dwelling units, a 189-room hotel, and significant new retail space.

#### ii. Transit Accessibility.

The Project's location within the heart of the TCDP provides it with immediate access to the greatest concentration of local and regional transit anywhere in San Francisco and the greater Bay Area. The adjacent Salesforce Transit Center will serve the Project's occupants with 11 interconnected transit systems at their front door and provide additional access to MUNI/Bart and ferry service within close walking distance. This unrivaled proximity to public transit affords the Project the optimal location to produce sustainable, desirable office space to meet the city's long-term needs.

By locating a critical density of jobs, housing, hotel rooms, and amenities in this bustling area, the Project will furthermore build on the synergies created by the City's thriving Financial District and South of Market neighborhoods, and assist in realizing the Transit Center District Plan's vision of a transit- and pedestrian-oriented, mixed-use neighborhood surrounding the new transit hub.

#### iii. Open Space Accessibility.

The Project adds a significant amount of publicly-accessible open space that will be not only an amenity to office tenants and the public, but significantly enhance pedestrian and bicycle circulation in the immediate area. In total the Project will provide nearly 11,000 square feet of open space, including a 1,920 square foot pedestrian passageway from Howard Street to Natoma Street on the ground floor. A public elevator will enable pedestrians to travel up to the 2,530 square foot terrace and sky bridge on the Project's fifth level, providing direct access for the STC's 5.4 acre rooftop park.

*In addition to this integrated open space, the Project offers its occupants abundant open space options within close walking distance as part of the 11 acres of new public open space created by* 

the TCDP. In addition to the directly adjoining Salesforce Park atop the STC, the Project is located at the intersection of the future Howard Square Park at 2nd and Howard, as well as Under-Ramp Park immediately to the south.

iv. Urban Design.

As the final project to complete the realization of the TCDP's rezoning of the city's new downtown, the Project will provide an important contribution to San Francisco's urban form. The Project's 750-foot height limit designates the site for the third-tallest building in the Transbay District that will mark it as an important crescendo of the downtown "hill" towards the nearby Salesforce Tower at its center, and complete the elegance of the City's new skyline envisioned by the TCDP.

v. Seismic Safety.

The Project would be designed in conformance with current seismic and life safety codes as mandated by the Department of Building Inspection

- E. The anticipated uses of the proposed office development, in light of employment opportunities to be provided, needs of existing businesses, and the available supply of space suitable for such anticipated uses;
  - i. Anticipated Employment Opportunities.

The unique size and program of the Project will enable it to create a significant number of temporary and permanent jobs. In addition to facilitating a significant amount of local employment through its provision of office space, the Project's 189-room hotel, 165 dwelling units, and retail components will employ a significant staff on a permanent basis. A qualified consultant, (Economic & Planning Systems, Inc., or "EPS") estimates that the Project's permanent workforce will total 1,550 employees.<sup>1</sup> These positions will span from entry-level to executive-level employees and provide a uniquely multifaceted source of employment for the region's workforce. The Project's significant scale of construction itself will also create a large number of union construction jobs, and will support the provision of jobs to disadvantaged San Franciscans by participating in the First Source Hiring Program. EPS estimates that the Project will support nearly 3,000 full-time equivalent jobs during its construction.<sup>2</sup>

ii. Needs of Existing Businesses.

The Project will supply office space in the Downtown/Transit Center District area, which permits office use within C-3-O(SD) Zoning District. The Project will provide office space with high ceilings and large floor plates, which are characteristics desired by emerging technology

<sup>&</sup>lt;sup>1</sup> "Fiscal & Community Benefits of Parcel F" - Economic & Planning Systems, Inc. Memorandum 3.10.17 <sup>2</sup> Ibid.

businesses. This building type offers flexibility for new businesses to further grow in the future. In addition, the Project adds approximately 9,000 gross square feet new retail use on the ground and fifth floors, which would complement other residential and non-residential uses within subject building, but help to active two street frontages (Howard and Natoma).

iii. Availability of Space for Anticipated Uses.

Demand for new office space has increased rapidly in the past few years. In particular shortage are large blocks of office space over 50,000 sf. In providing such large-block space, as well as the flexibility to accommodate smaller users as well, the Project will serve to address the needs of a broad variety of potential tenants and the City over the long term. Further, large, open floor plates are among the most important features in today's office market, and the Project will help meet this demand with large floorplate and flexible office space that is suitable for a variety of office uses and sizes.

F. The extent to which the proposed development will be owned or occupied by a single entity.

At this stage the Project Sponsor has not identified particular tenants or an overall ownership structure. However, because of the mixed-use nature of the Project, it is likely that numerous entities will occupy the Project.

G. The use, if any, of TDR by the project sponsor.

The Site is 32,229 square feet (0.74 acres) in area. Therefore, up to 193,374 gsf is allowed under the basic FAR limit, and up to 290,061 gsf is permitted with the purchase of TDR. The Project proposes a total of approximately 964,000 gsf, for a floor-area ratio of approximately 29.9-to-1. Conditions of Approval are included with the Downtown Project Authorization (Motion No. 20616) to require the Project Sponsor to purchase TDR for the increment of development between 6.0 to 1 FAR and 9.0 to 1 FAR (96,687 gsf).

- 8. General Plan Compliance. The Project is, on balance, consistent with the following Objectives and Policies of the Transit Center District Plan ("TCDP") (a sub-area of the Downtown Area Plan), the Downtown Area Plan, and the General Plan for the reasons set forth in the findings in the Downtown Project Authorization, Motion No. 20616, which are incorporated by reference as though fully set forth herein.
- 9. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project complies with said policies for the reasons set forth in the findings in the Downtown Project Authorization, Motion No. 20616, which are incorporated by reference as though fully set forth herein.

- 10. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
- 11. The Commission hereby finds that approval of the Office Development Authorization would promote the health, safety and welfare of the City.

Motion No. 20617 January 9, 2020

### DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Office Development Application No. 2016-013312OFA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated December 20, 2019, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

**APPEAL AND EFFECTIVE DATE OF MOTION:** Any aggrieved person may appeal this Section 329/309 Large/Downtown Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. Any appeal shall be made to the Board of Appeals, unless an associated entitlement is appealed to the Board of Supervisors, in which case the appeal of this Motion shall also be made to the Board of Supervisors (see Charter Section 4.135). For further information, please contact the Board of Appeals at (415) 575-6880, 1660 Mission, Room 3036, San Francisco, CA 94103, or the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

**Protest of Fee or Exaction:** You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission's adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator's Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby vertify that the Planning Commission ADOPTED the foregoing Motion on January 9, 2020.

Jonas P. Ionin Commission Secretary

AYES:Diamond, Fung, Johnson, Koppel, Melgar, MooreNAYS:NoneABSENT:Richards

ADOPTED: January 9, 2020

SAN FRANCISCO PLANNING DEPARTMENT

# **EXHIBIT A**

### AUTHORIZATION

This authorization is for an Office Development Allocation authorizing up to 275,674 square feet of general office space under the 2019-2020 Annual Office Development Limitation Program, pursuant to Planning Code Sections 320 through 325 in connection with a Project that would allow for the construction of an approximately 750-foot tall (800 feet inclusive of rooftop mechanical features) 61-story, mixed-use tower with a total of approximately 964,000 gross square feet of floor area, including 165 dwelling units, 189 hotel rooms, 275,674 square feet of office use floor area located at 542-550 Howard Street (Transbay Parcel F), within Assessor's Block 3721, Lots 016, 135, 136, and 138, pursuant to Planning Code Sections 303 and 210.2 within the C-3-O(SD) Downtown-Office (Special Development) Zoning District and 750-S-2 and 450-S Height and Bulk Districts, in general conformance with plans, dated **December 20, 2019**, and stamped "EXHIBIT B" included in the docket for Record No. **2016-013312OFA** and subject to conditions of approval reviewed and approved by the Commission on **January 9**, **2020** under Motion No. **20617**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

### RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **January 9, 2020** under Motion No. **20617**.

### PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **20617** shall be reproduced on the Index Sheet of construction plans submitted with the site or building permit application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use authorization and any subsequent amendments or modifications.

#### SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

### CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.

### Conditions of Approval, Compliance, Monitoring, and Reporting PERFORMANCE

Development Timeline - Office. Pursuant to Planning Code Section 321(d) (2), construction of the
office development project shall commence within 18 months of the effective date of this Motion.
Failure to begin work within that period or to carry out the development diligently thereafter to
completion, shall be grounds to revoke approval of the office development under this office
development authorization.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, <u>www.sf-planning.org</u>

2. Extension. This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said tenant improvements is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).

For information about compliance, contact the Planning Department at 415-558-6378, <u>www.sf-planning.org</u>

3. Additional Project Authorization. The Project Sponsor must also obtain Downtown Project Authorization, pursuant to Section 309; Conditional Use Authorization Office to establish a hotel use, pursuant to Section 303; adoption of shadow findings, pursuant to Section 295; Planning Code Text and Map Amendments to amend San Francisco Zoning Maps ZN-01 and HT-01 for height and bulk classification and zoning designation, and uncodified legislative amendments for the residential footprint requirement per Section 248(d)(2), and authorization of off-site inclusionary affordable dwelling units per Section 249.28(b)(6)(B)(C); General Plan Amendment to amend Maps 1 and 5 of the Downtown Plan and Figure 1 of the Transit Center District Plan; and Variances for Parking and Loading Entrance Width per Section 145, Active Street Frontages per Section 145.1, and Vehicular Ingress and Egress on Natoma Street per Section 155; and location of Bicycle Parking per Section 155, and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

# Exhibit B: Plans and Renderings



# Parcel F Tower542-550 Howard Street, San Francisco, CA

Architectural Submittal - 309 Application (12/20/19) Hines & Urban Pacific | Pelli Clarke Pelli Architects

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### NARRATIVE AND PROJECT DESCRIPTION

Parcel F Tower, designed by internationally acclaimed Pelli Clarke Pelli Architects, will become a significant addition to the skyline of San Francisco. The tower will be highly visible from many primary approaches to the city. Its streamlined volume will present gently curved corners and a series of setbacks on its east and west sides, becoming increasingly slender as it reaches the sky. Incorporating high-performance building systems and sustainable materials, the tower is being designed to achieve a LEED Gold rating. The 62-story tower will accommodate a mixed-use program with a 9 floor hotel, 15 office floors, 29 residential floors and 7 floors of shared amenities, retail and lobby space.

Located close to the southwest corner of the Salesforce Transit Center (STC), Parcel F Tower is one of only three projects currently allowed to connect directly to the STC's 5.4-acre rooftop park. The site has two street frontages, Howard Street to the south and Natoma Street to the north. To the west, the site is bound by the bus ramp bridge connecting to STC. Approximately one third of the site's 32,000 square feet is occupied by a below grade STC train box that will connect to the lower levels of the STC. The train box, along with a bridge maintenance easement driveway on the west side, imposes significant restrictions on the area of the site that can be vertically developed. Due to these restrictions, the conceptual resolution of the structure became one of the major driving forces for the project.

The 800-foot high tower projects 42 feet over the train box and at level 7 all the weight of this sizable overhang is transferred to the core through diagonal struts, avoiding the train box, and down to the bedrock enhanced fundation. In addition, from the 7th to the 2nd level all floor slabs are suspended with tensors from the 7th level struts. Thus, the main lobbies are completely free of columns, which allows for uniquely transparent and inviting street façades.

Overall, Parcel F boasts a 40/60 solid/vision-glass ratio which makes the exterior wall extremely energyefficient and architecturally expressive. In the south and north facades the slenderness of the tower is accentuated by vertical white piers that are reminiscent of some of San Francisco's most remarkable traditional buildings, such as the Pacific Bell tower. The west and east facades feature a horizontal expression while a series of setbacks and transparency gradients express the different components of the program. The curved corners of the tower offer a streamlined and transparent expression that softens the overall massing.

As the tower reaches its top, the vertical piers progressively transform themselves into an elegant latticework. In addition, the redefinition of the glass surfaces between piers into concave glass surfaces, and a series of subtle setbacks create an elegant and iconic crown. This crown will be softly lit at night, making it visible from afar and providing a beacon to the San Francisco skyline.

On Howard Street, a double height recess on the 6th level creates a distinct building base that smooths the transition between the scale of the neighboring buildings and the tower. On the west side of this elevation, a four-story setback acknowledges the Salesforce Transit Center Bridge and shelters a sculptural passageway that connects to Natoma Street. The west end of Parcel F site also provides access to the bridge maintenance driveway easement and to four loading docks tucked away from pedestrian view. On Natoma Street, a one-story high retail volume provides human scale and acts as a balanced counterpart to the undulating metal screens of the STC façade. The double loaded retail frontages on Natoma Street will offer a very lively pedestrian experience to visitors of the STC.

In addition, a glass elevator cab will provide public vertical connection to the STC rooftop park. Both the atrium and the public elevator will be highly visible to the pedestrians on Natoma Street and the STC Park. In addition, at Level 5, the base of the tower at Natoma Street features a setback terrace, additional retail spaces and a pedestrian bridge that connects to the urban oasis of the Salesforce Transit Center Park.

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# URBAN CONTEXT AND SITE



Parcel F Tower

- SSEMLESSENE REPORT OF THE

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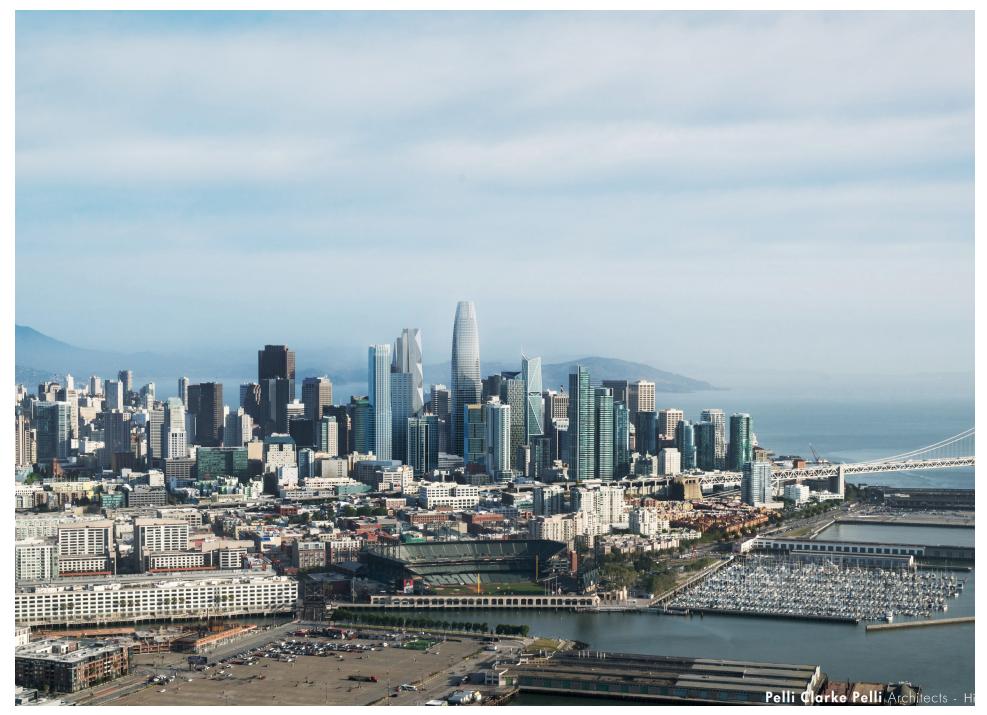
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FROM DOLORES PARK

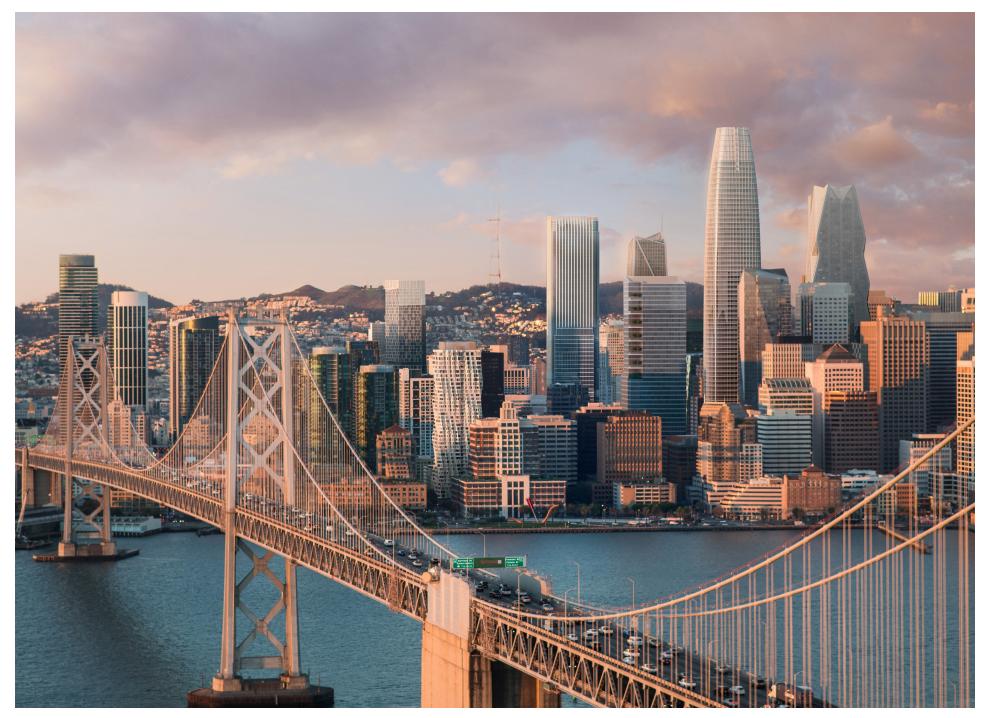


# FROM MISSION BAY





AERIAL VIEW OF DOWNTOWN - FACING WEST

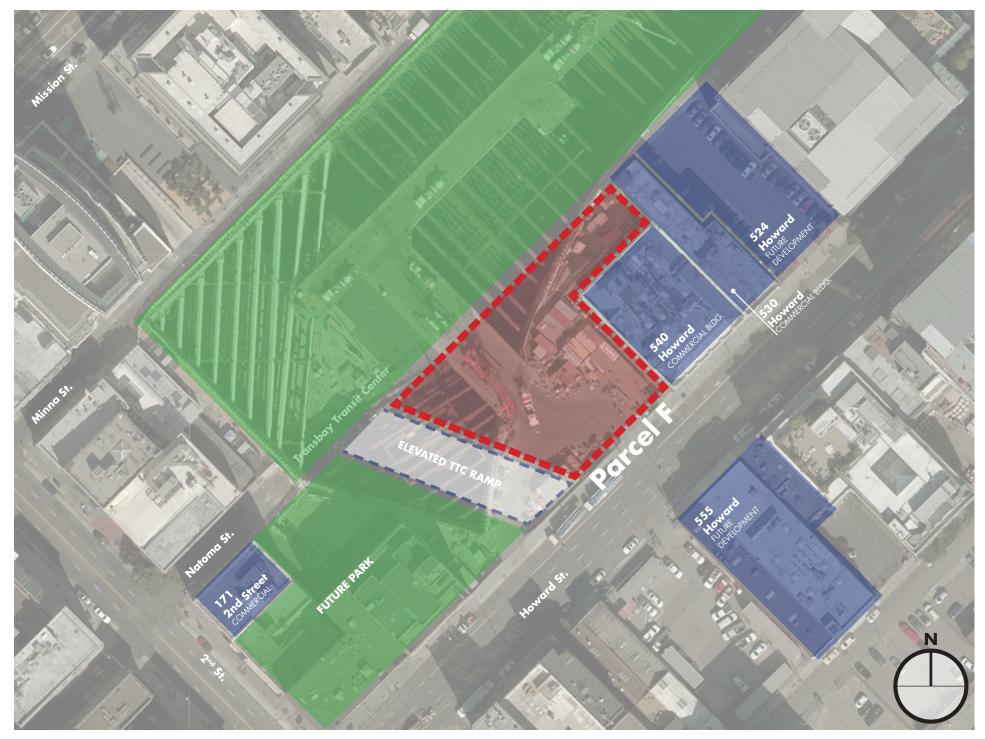


# FROM TREASURE ISLAND

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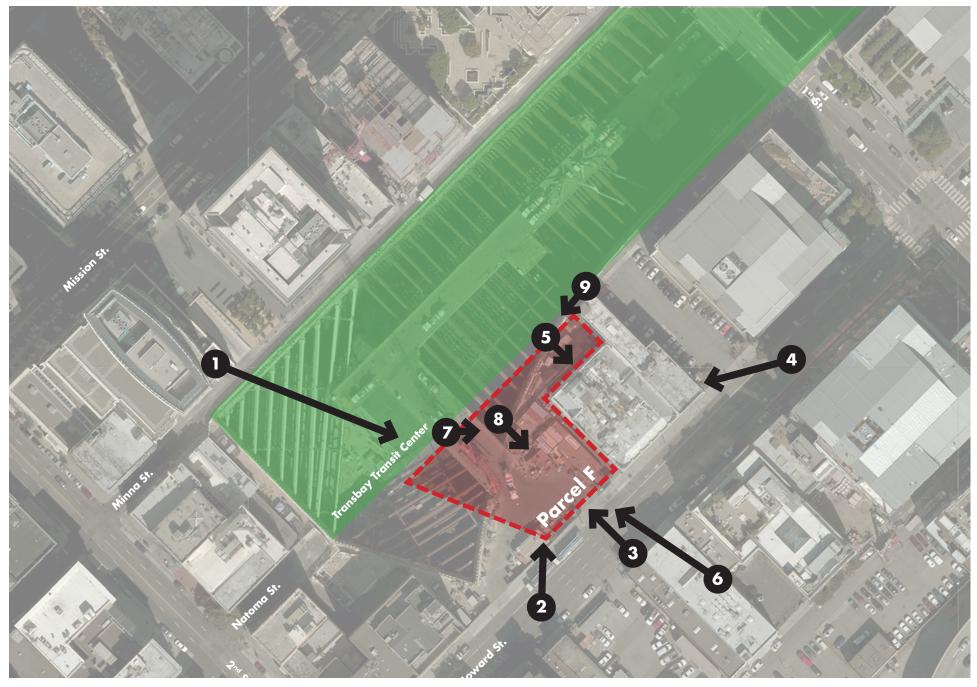


TRANSBAY OVERVIEW

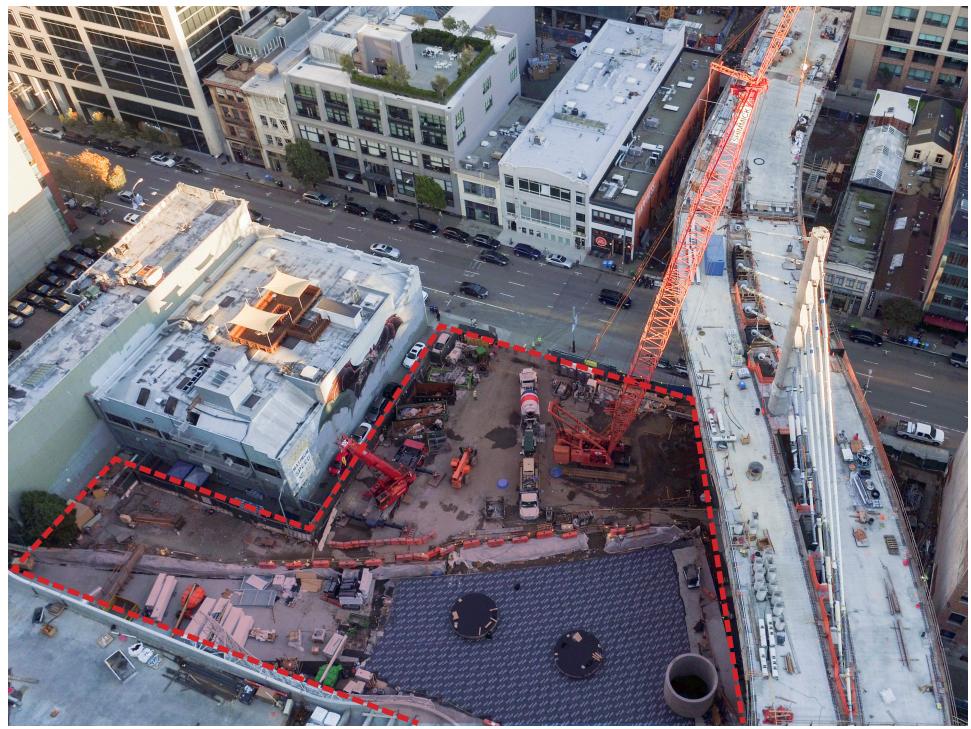


# SITE CONTEXT

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<u>SITE PLAN</u>





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VIEW 2 TAKEN: 2017.12.12





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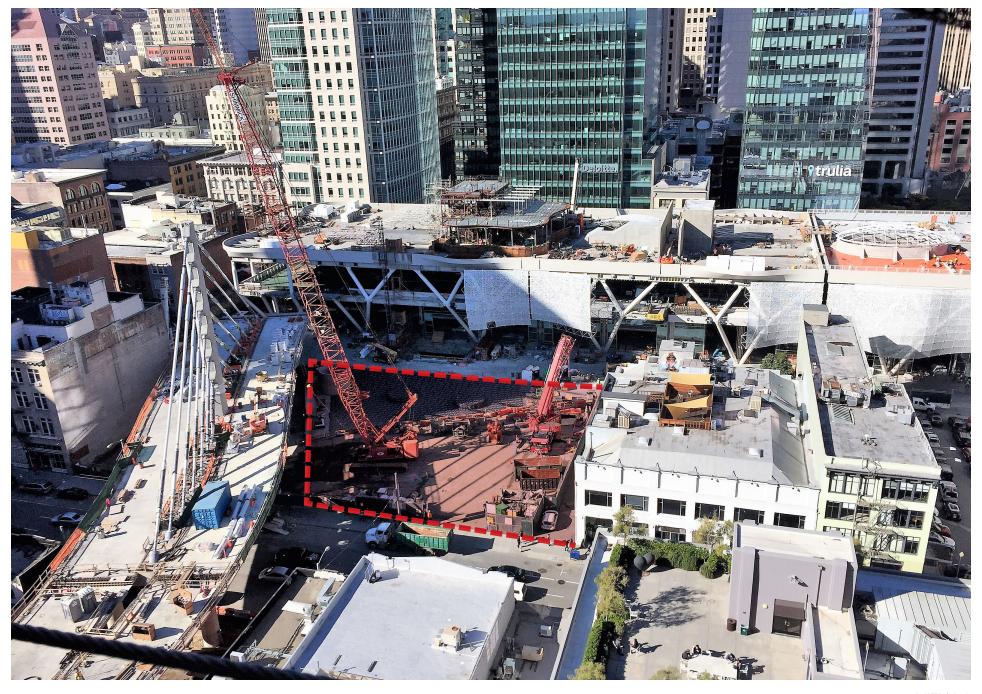


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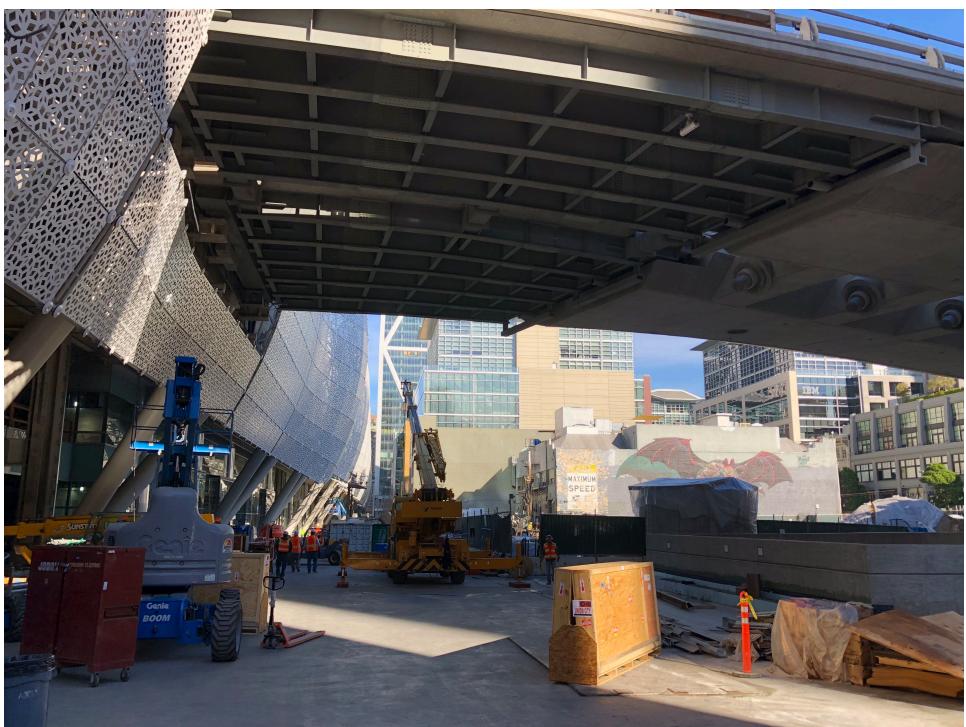




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VIEW 6



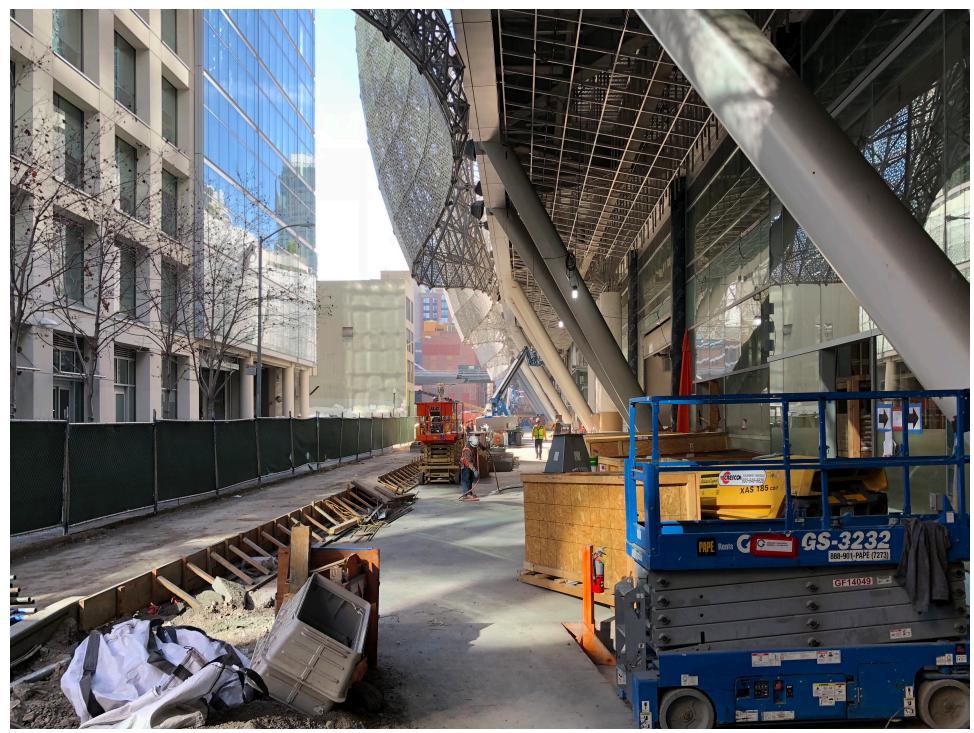


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# ARCHITECTURAL DESIGN



Architectural Submittal 309 Application

Parcel F Tower

ARCHITECTURAL DESIGN

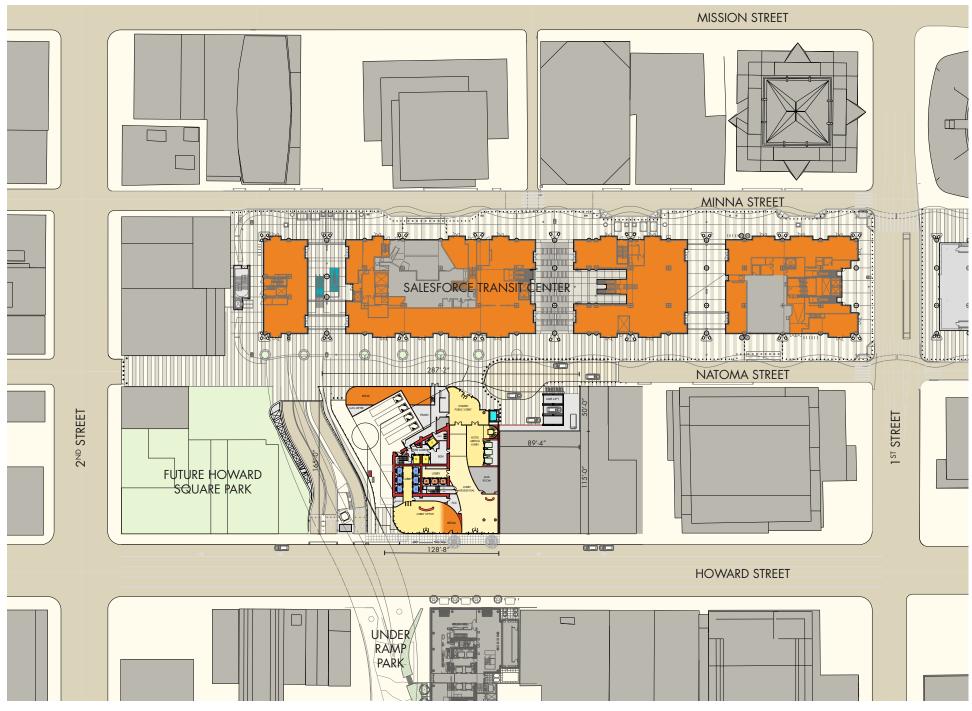
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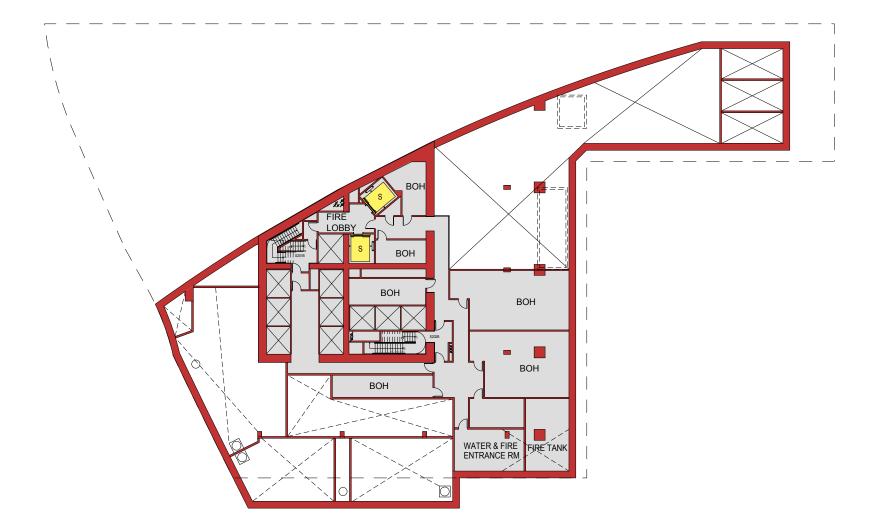
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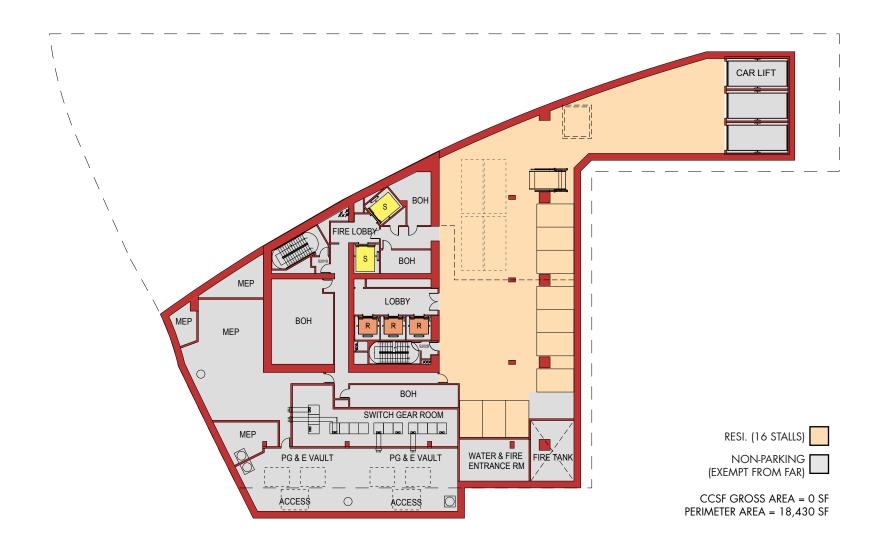


SITE PLAN

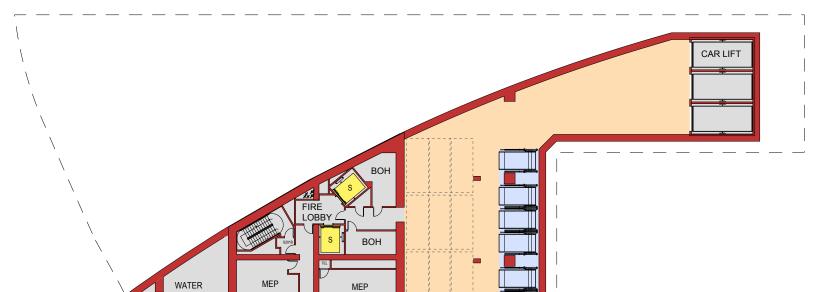


### LEVEL B1MEZZANINNE

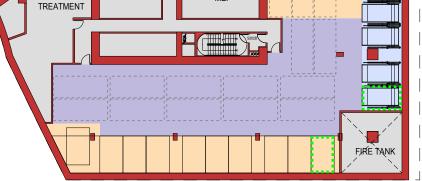
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LEVEL B1



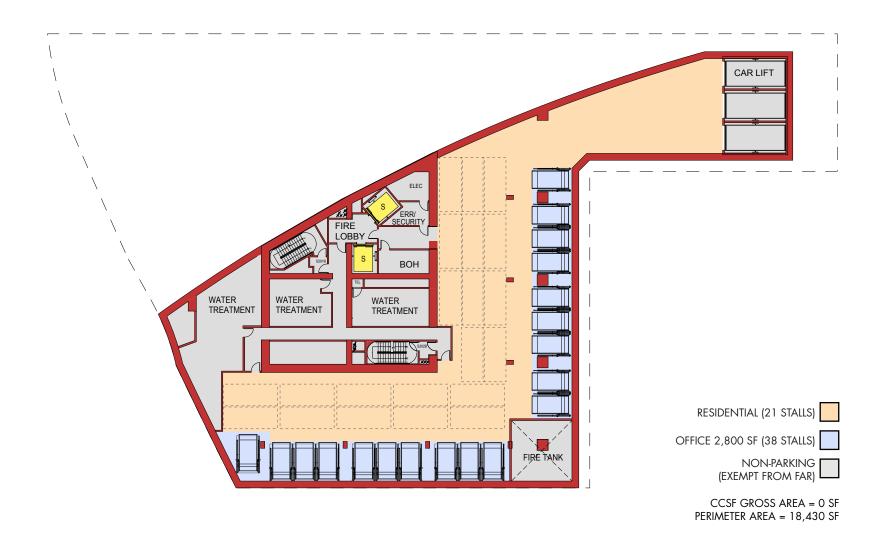




CCSF GROSS AREA = 0 SF PERIMETER AREA = 18,430 SF

### LEVEL B2

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LEVEL B3





RESIDENTIAL (27 STALLS)

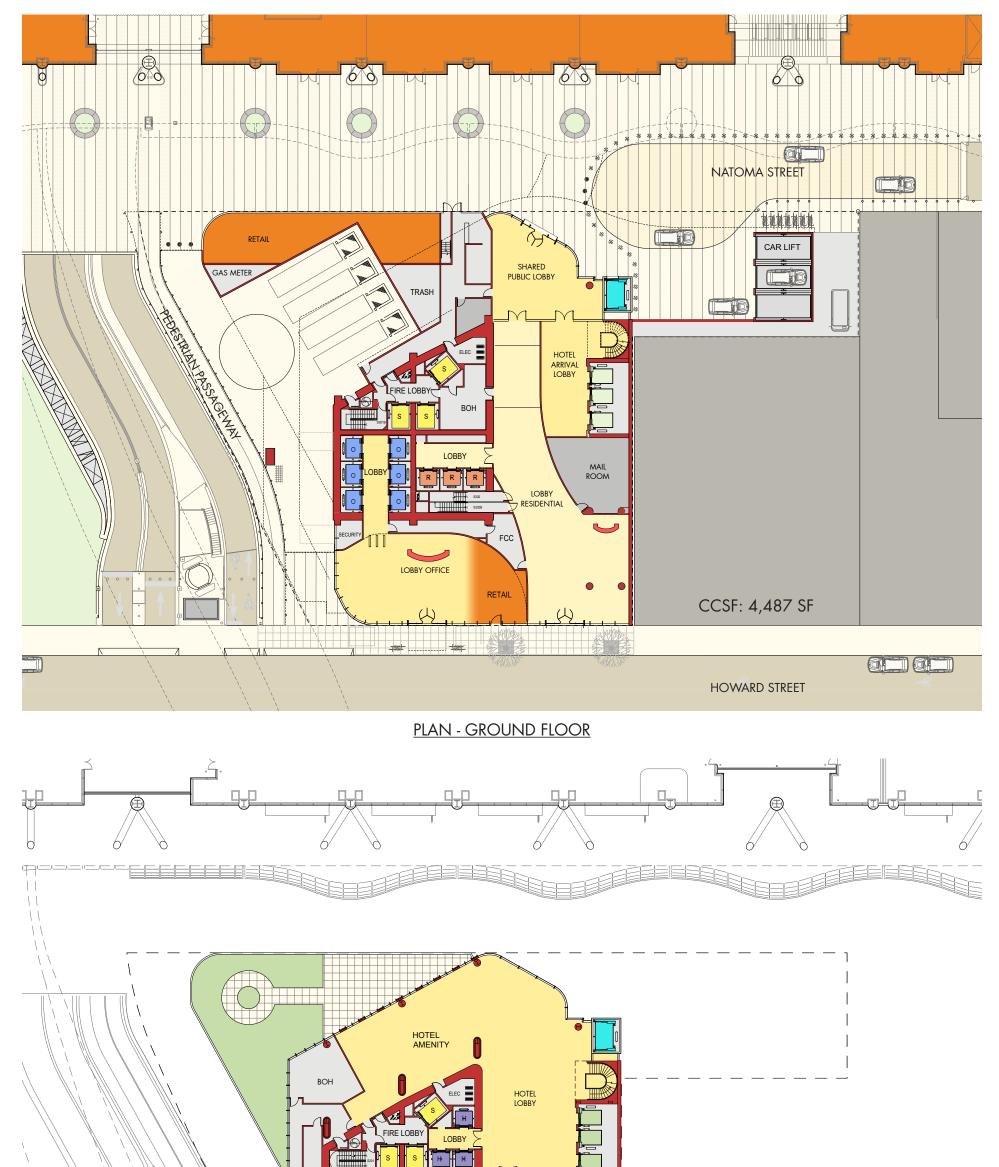
OFFICE 2,300 SF (32 STALLS)

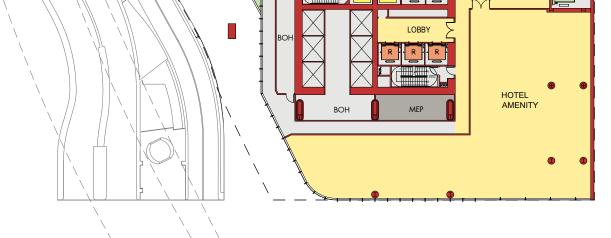
NON-PARKING (EXEMPT FROM FAR)

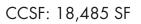
CCSF GROSS AREA = 0 SF PERIMETER AREA = 18,430 SF

### LEVEL B4

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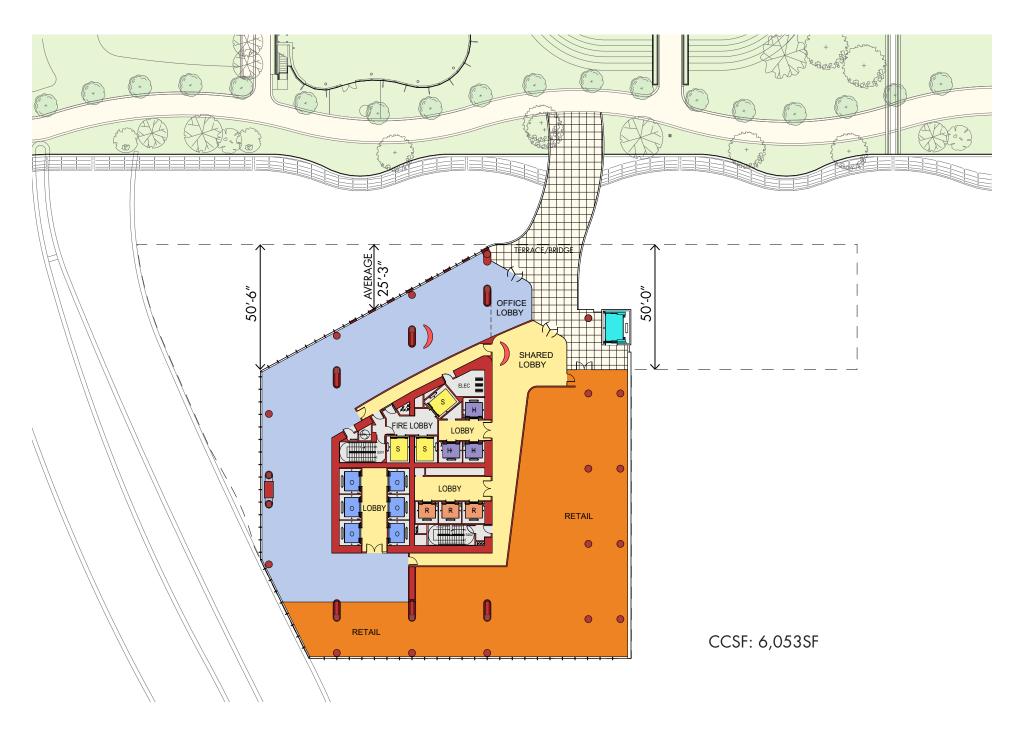
# PLAN - LEVEL 2

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# PLAN - LEVEL 4

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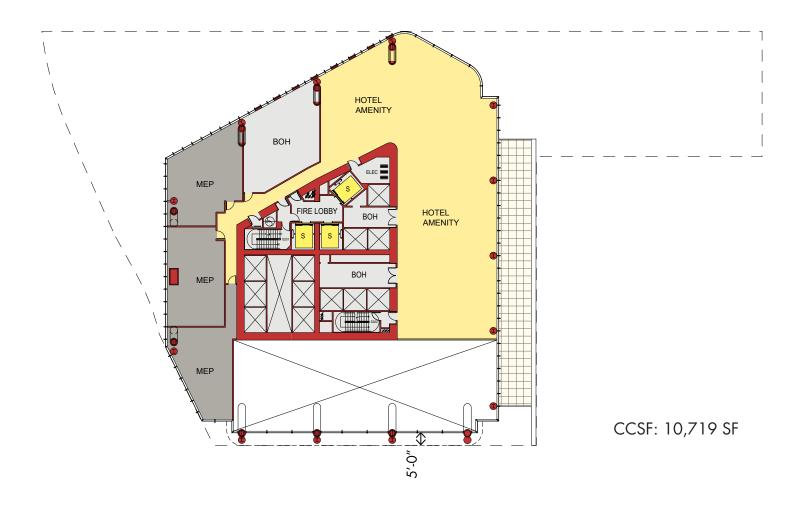


### PLAN - LEVEL 5 - RETAIL/PARK ACCESS



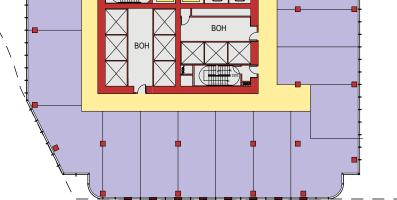
# PLAN - LEVEL 6

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<u> PLAN - LEVEL 7</u>

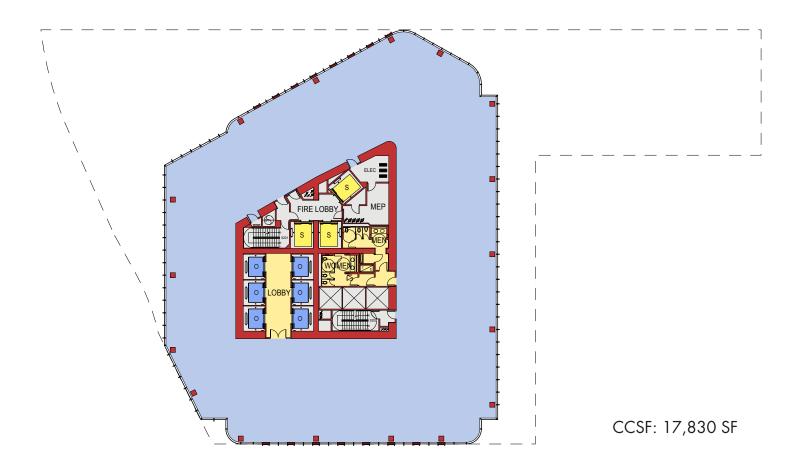






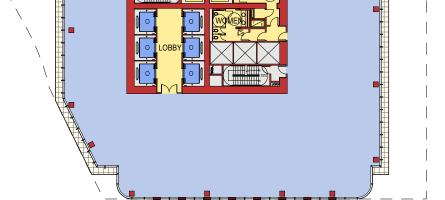
# PLAN - LEVEL 8 TO16 - TYPICAL HOTEL FLOOR

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# PLAN - LEVEL 17 TO 30 - TYPICAL OFFICE FLOOR

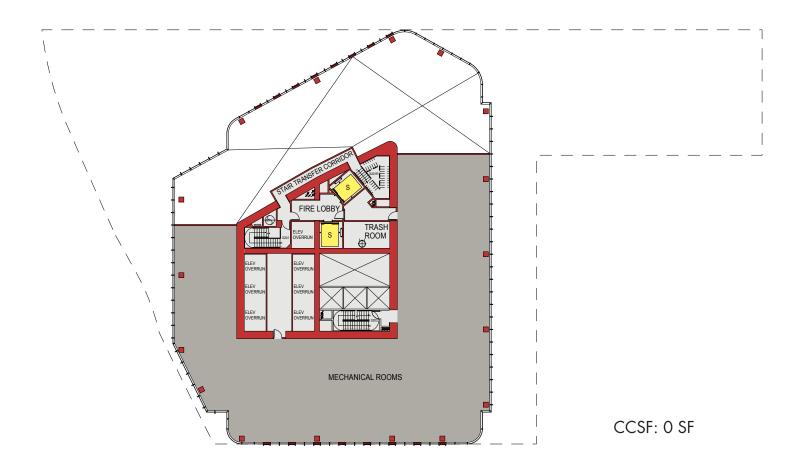




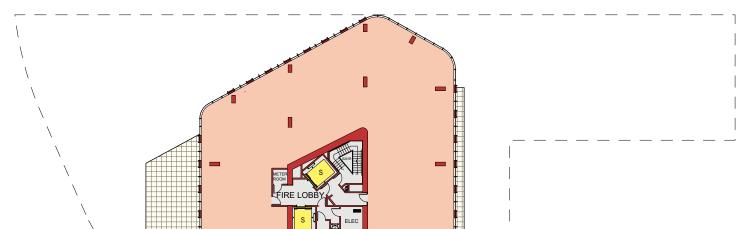
CCSF: 16,930 SF

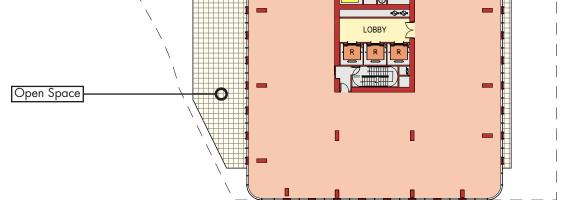
# PLAN - LEVEL 31 - OFFICE FLOOR

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PLAN - LEVEL 32 (MECHANICAL)

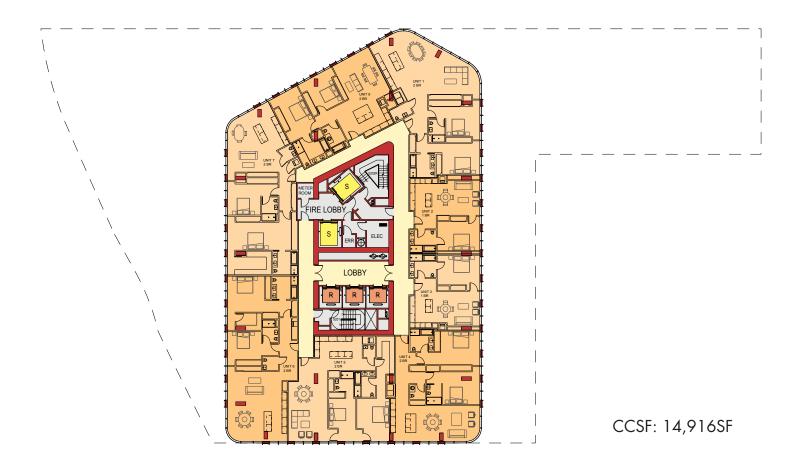




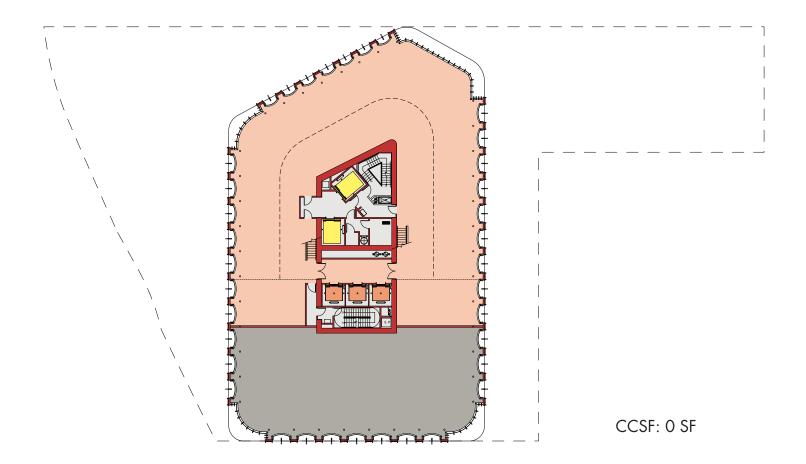


# PLAN - LEVEL 33 - RESIDENTIAL AMENITY FLOOR

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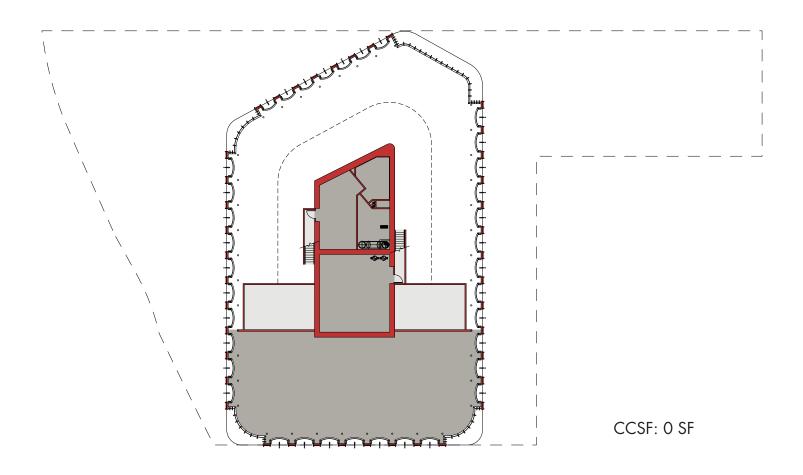


# PLAN - LEVEL 34 TO 61 - TYPICAL RESIDENTIAL FLOOR



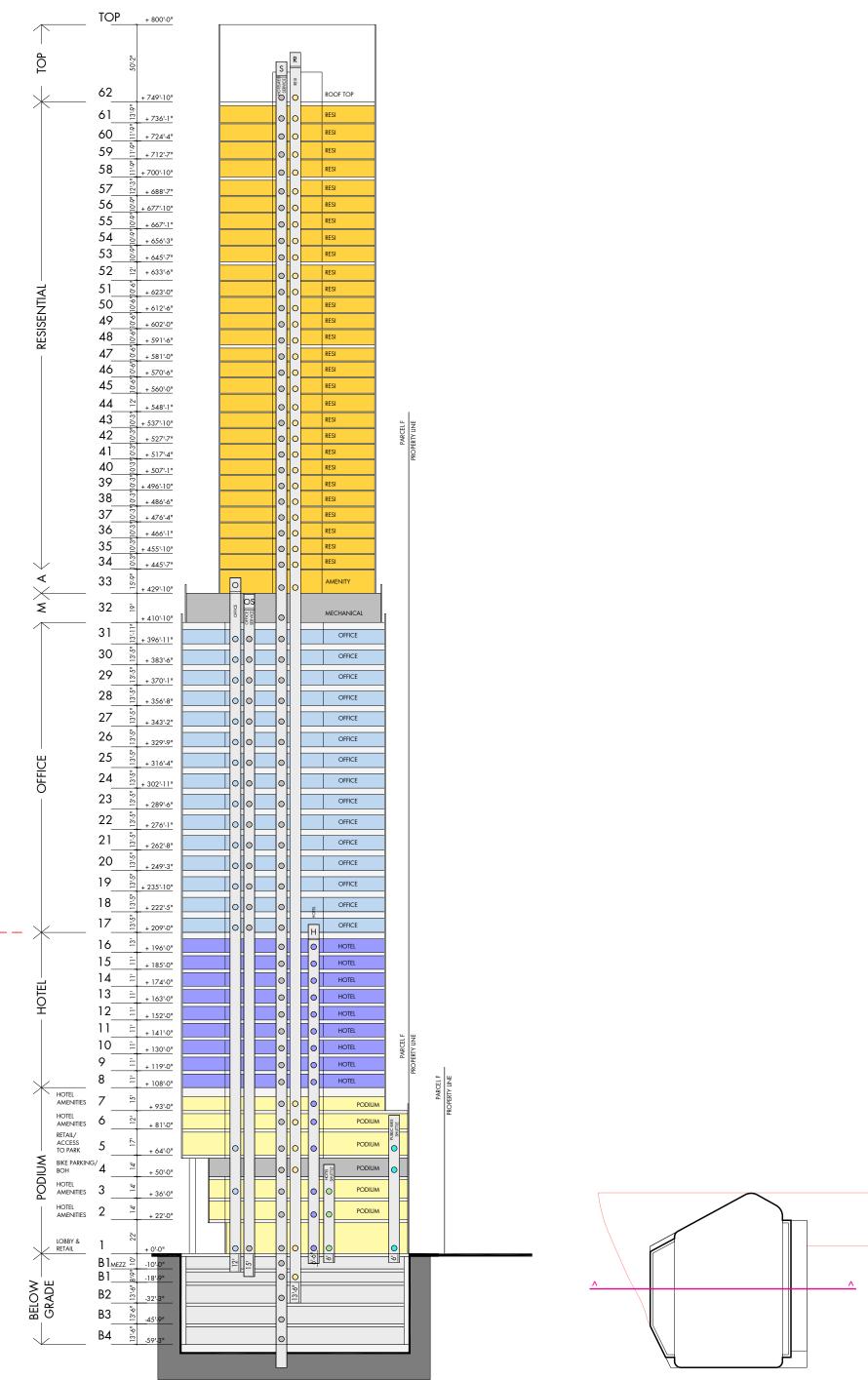
# PLAN - LEVEL 62 - ROOF

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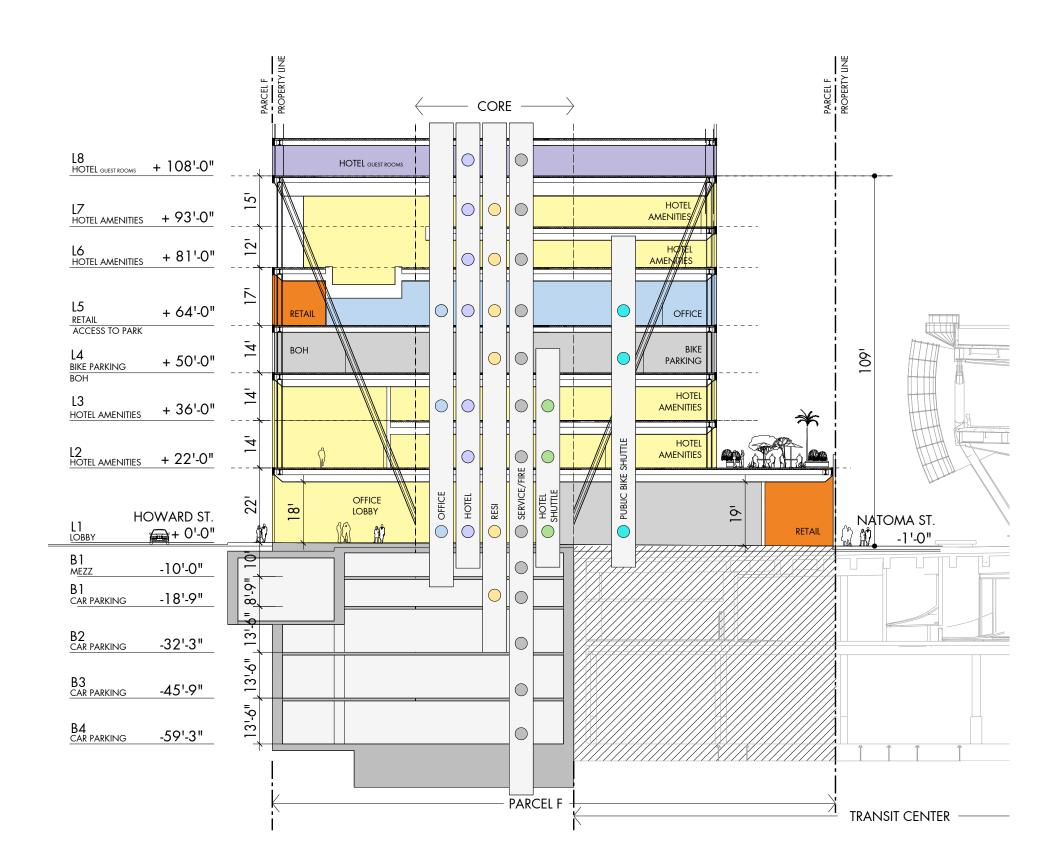
# PLAN - LEVEL 62 MECHANICAL MEZZANINE

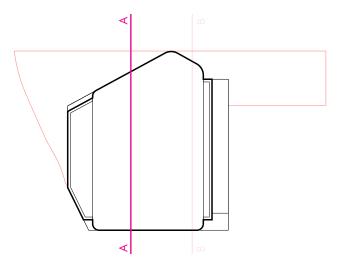
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#### TOWER SECTION - EAST/WEST

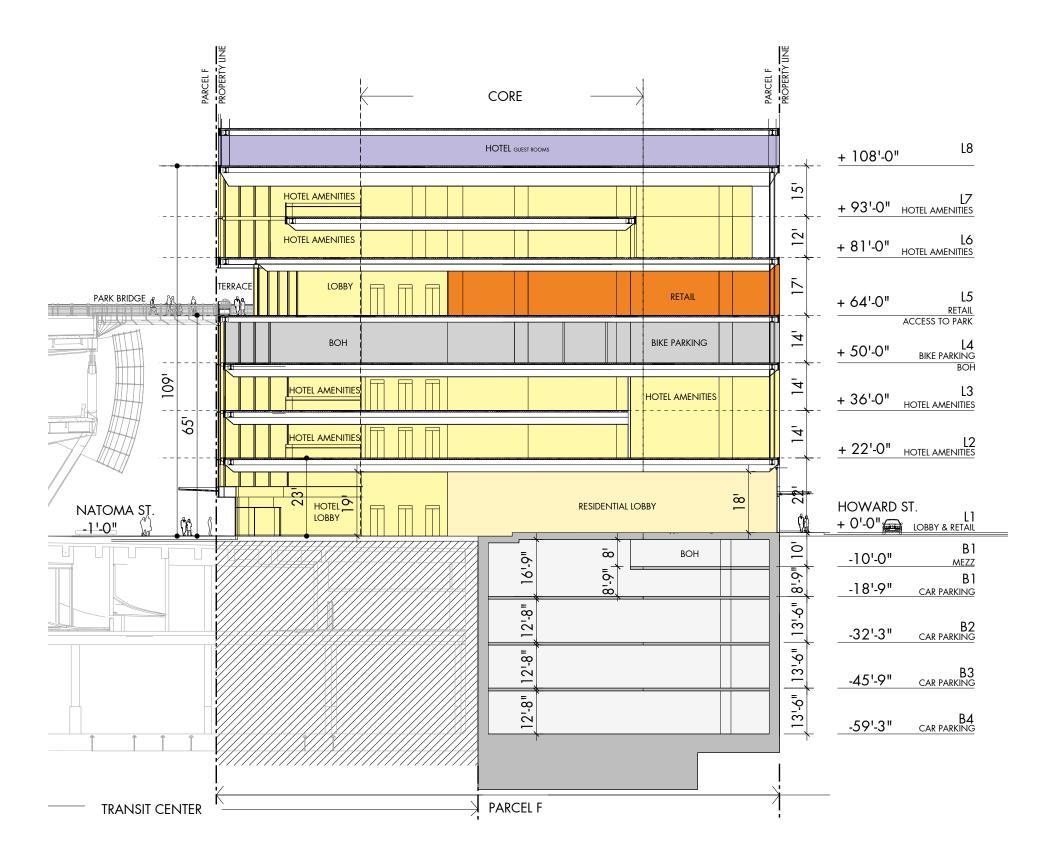
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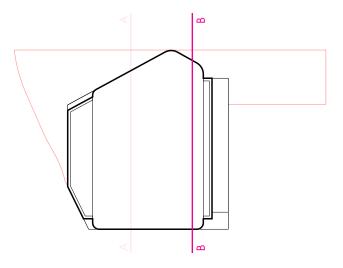




#### PODIUM SECTION A-A

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#### PODIUM SECTION B-B

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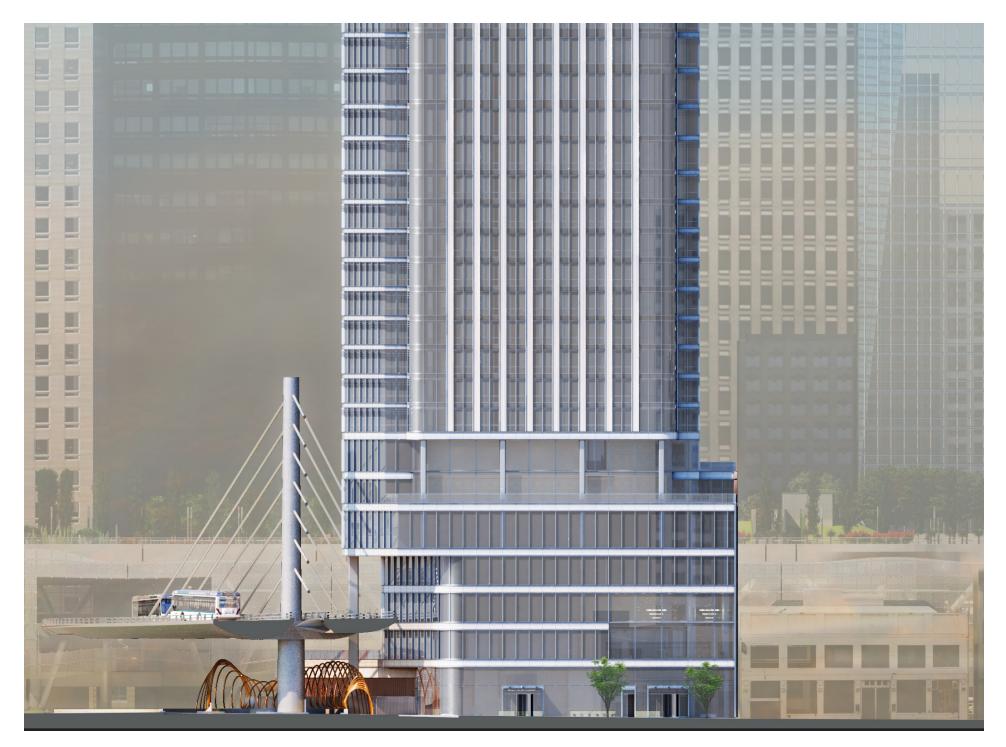
#### TOWER ELEVATION - SOUTH

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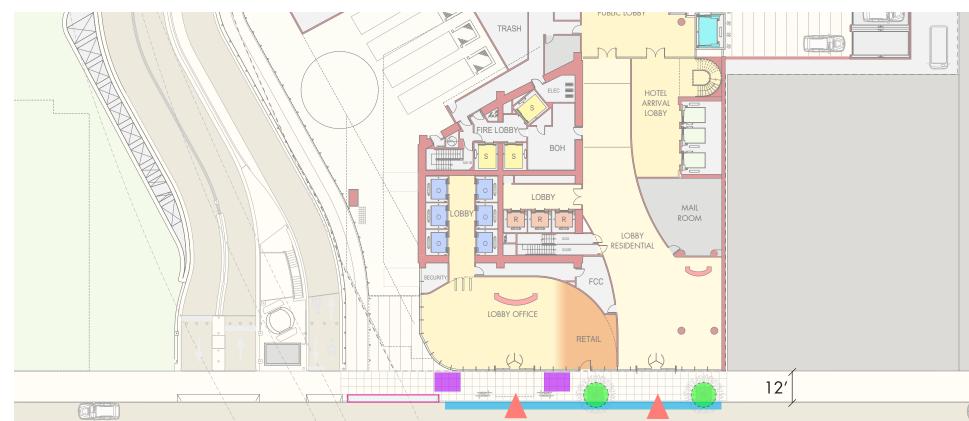


#### TOWER ELEVATION - NORTH (FACING NATOMA STREET)

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#### HOWARD STREET - ELEVATION





PARCEL F CURB CUT • TRUCKS ENTER & EXIT HEAD FIRST WITH NO BACKING UP ACROSS SIDEWALK, BIKE LANES OR TRAFFIC LANES

PASSENGER DROP-OFF

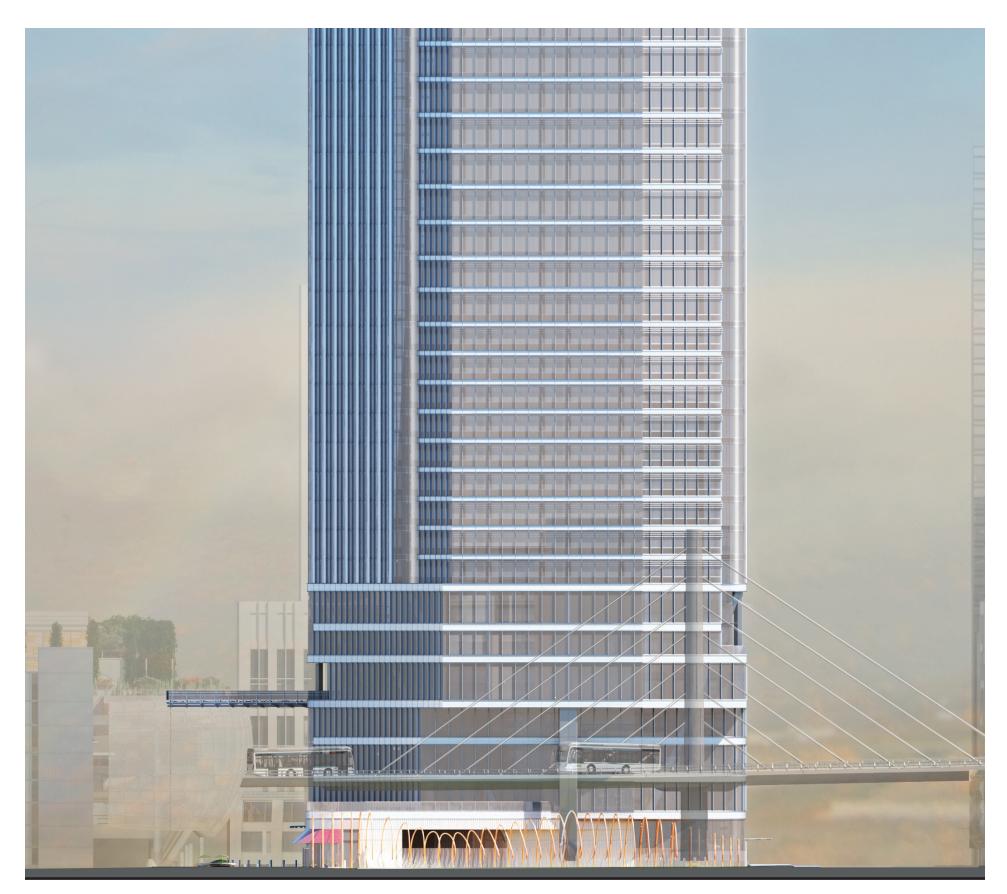
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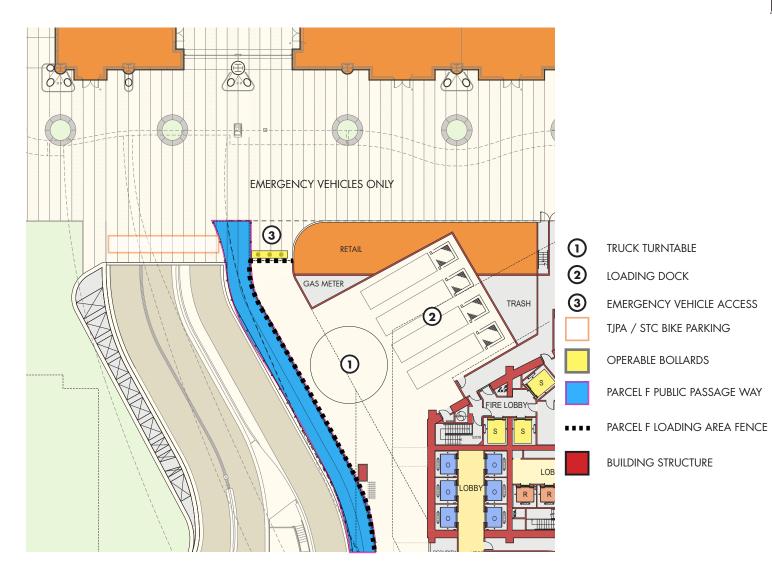
POTENTIAL TREE LOCATION SUBJECT TO COORDINATION WITH SF PUBLIC WORKS, TJPA AND UTILITY COMPANIES

#### HOWARD STREET - PLAN

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#### LOADING DOCK - ELEVATION

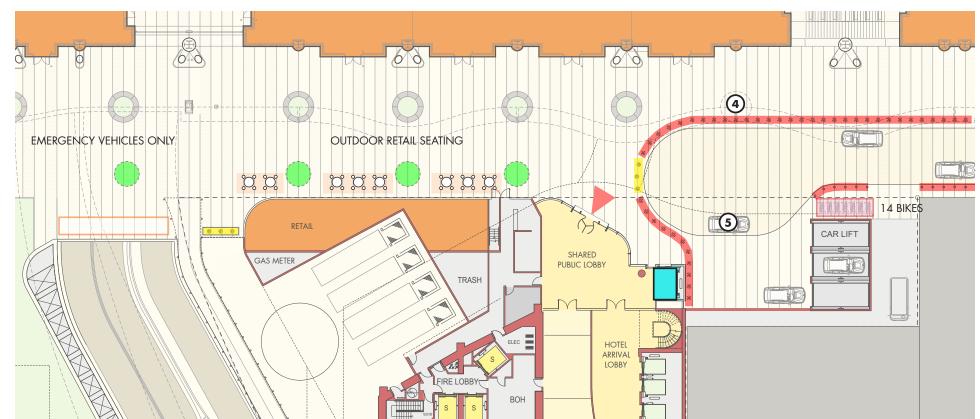


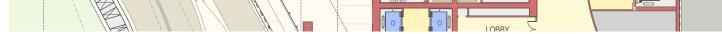
## LOADING DOCK - PLAN

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#### NATOMA STREET - ELEVATION



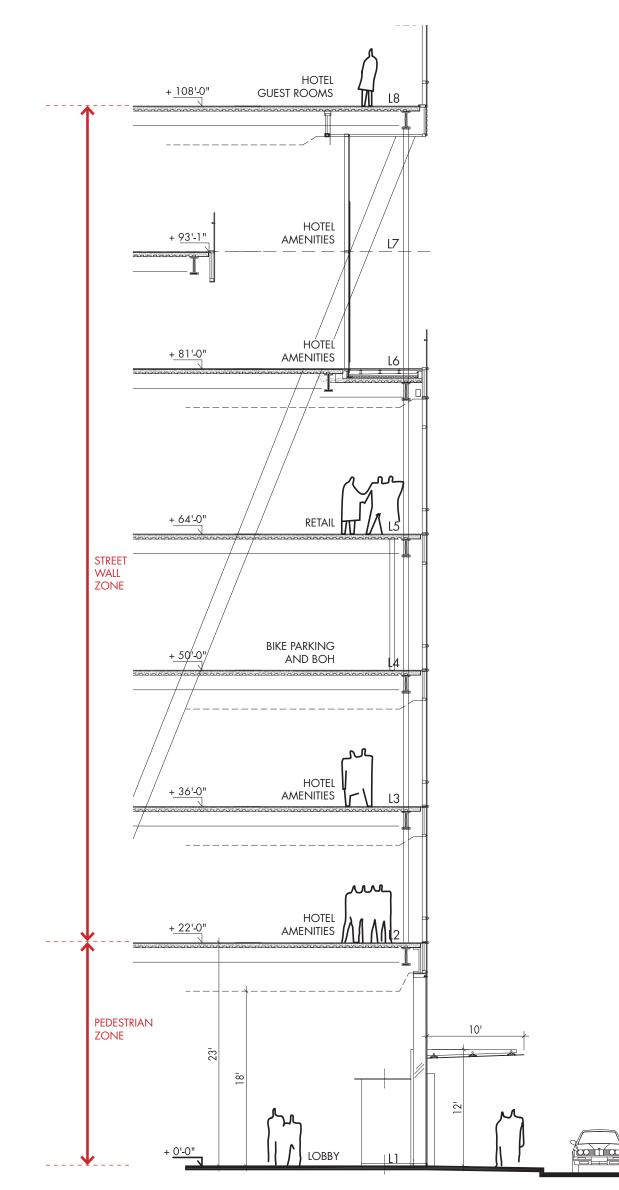


#### $\left| \! \ensuremath{\mathcal{O}} \! \right|$ potential location for retail tables & chairs

- PLANTER PROPOSED TO BE REMOVED
  - PARCEL F IS PROPOSING TO ELIMINATE STC PLANTERS (NOT BLAST RATED) & REPLACE THEM WITH FIXED BOLLARDS.
- 3 DROP-OFF AREA WITH SIMILAR DESIGN TO STC STREETSCAPE BUT WITH DIFFERENT TEXTURE AND NO CURB CUT
- POTENTIAL TREE LOCATION SUBJECT TO COORDINATION WITH SF PUBLIC WORKS, TJPA
- PARCEL F PROPOSED BIKE PARKING
  - TJPA / STC BIKE PARKING
  - FIXED BOLLARDS
  - OPERABLE BOLLARDS
- PUBLIC ELEVATOR

NOTES: PARCEL F NATOMA ST. FRONTAGE TO MATCH STC STREETSCAPE DESIGN; LOCATION OF PLANTERS, TREES, BIKE PARKING AND BOLLARDS ALSO TO BE COORDINATED WITH TJPA.

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#### MATERIAL NOTES FOR TOWER BASE:

TYPICAL VISION GLASS: CLEAR W/ A HIGH PERFORMANCE LIGHTLY REFLECTIVE COATING

<u>SPANDREL GLASS:</u> CLEAR WITH FRIT FLOODCOAT

VERTICAL PIERS: WHITE PANEL

METAL VERTICAL AND HORIZONTAL SUNSHADES & FINS: METAL

MAIN LOBBY WALL: CLEAR GLASS WITH GLASS FIN STRUCTURES.

ENTRY DOORS: CLEAR GLASS WITH METAL FRAMES AND HARDWARES

#### PEDESTRIAN ZONE ON HOWARD ST.

The pedestrian zone is defined by several architectural strategies.

- *First,* two of the three lobbies were placed on Howard Street with a ceiling height of 18 feet; with an intent of creating a grand atmosphere from Howard Street.
- Second, glass fins were placed to support the lobbies' curtain wall system; in order to extend the narrow street of Howard and to maximize the transparency of the lobbies.
- Third, a retail space was provided to activate the facade.

#### STREETWALL ON HOWARD ST.

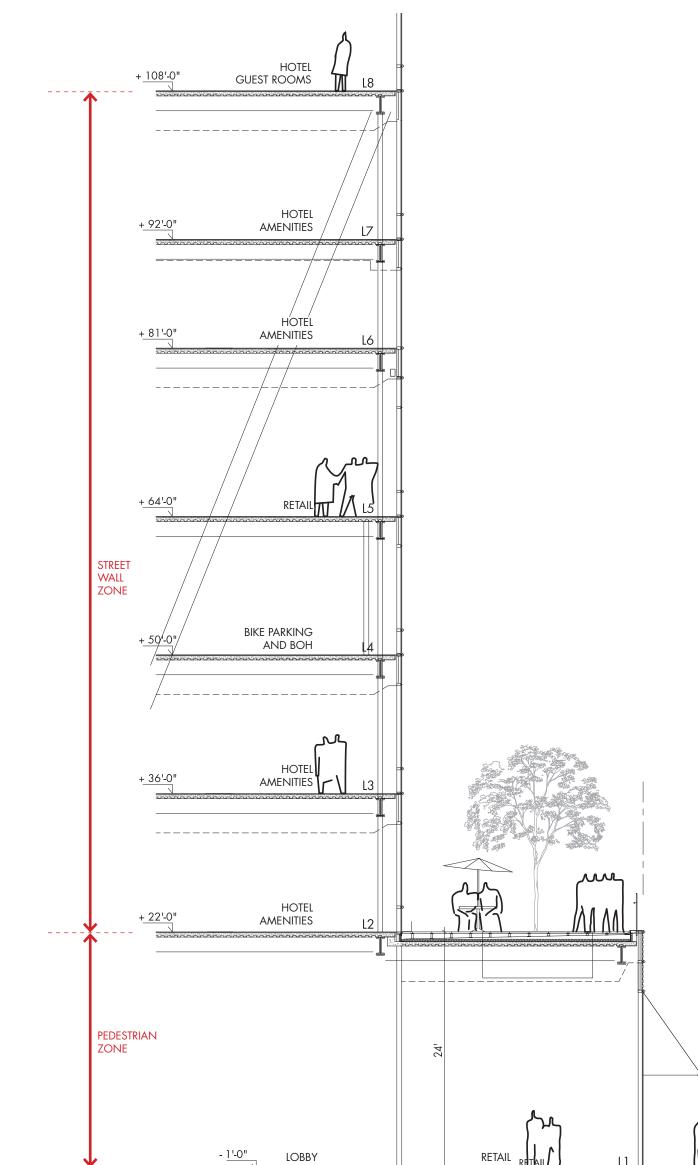
The streetwall is defined by several architectural strategies.

- First, A comfortable pedestrian experience at ground level.
- Second, a five-story high volume, with a very distinct wall articulation smooths the transition between the scale of the neighboring buildings and the tower. This volume also shelters the entrance to the public passageway that connects to Natoma Street.
- Last, a four-story cutback at the base welcomes the Salesforce Transit Center Bridge as part of the architectural composition of this unique urban condition, and shelters the sculptural passageway that connects to Natoma Street.



#### HOWARD STREET - TYPICAL WALL SECTION

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#### MATERIAL NOTES FOR TOWER BASE:

TYPICAL VISION GLASS: CLEAR W/ A HIGH PERFORMANCE LIGHTLY REFLECTIVE COATING

<u>SPANDREL GLASS:</u> CLEAR WITH FRIT FLOODCOAT

VERTICAL PIERS: WHITE PANEL

METAL VERTICAL AND HORIZONTAL SUNSHADES & FINS: METAL

MAIN LOBBY WALL: CLEAR GLASS WITH GLASS FIN STRUCTURES.

ENTRY DOORS: CLEAR GLASS WITH METAL FRAMES AND HARDWARES

X		 INALOMA SL.

#### PEDESTRIAN ZONE ON NATOMA ST.

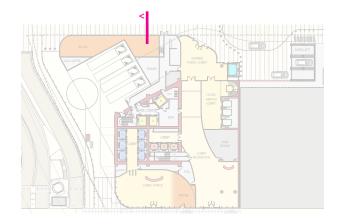
The pedestrian zone is defined by several architectural strategies.

- First, retail spaces along with outdoor seating were designated at the perimeter of the property to encourage an active atmosphere in the lower levels of the tower.
- Second, an open terrace space was provided on the second level of the tower to ensure an active and green life among the street of Natoma.
- Third, a public elevator was provided to access Salesforce Transit Center roof park.

#### STREETWALL ON NATOMA ST.

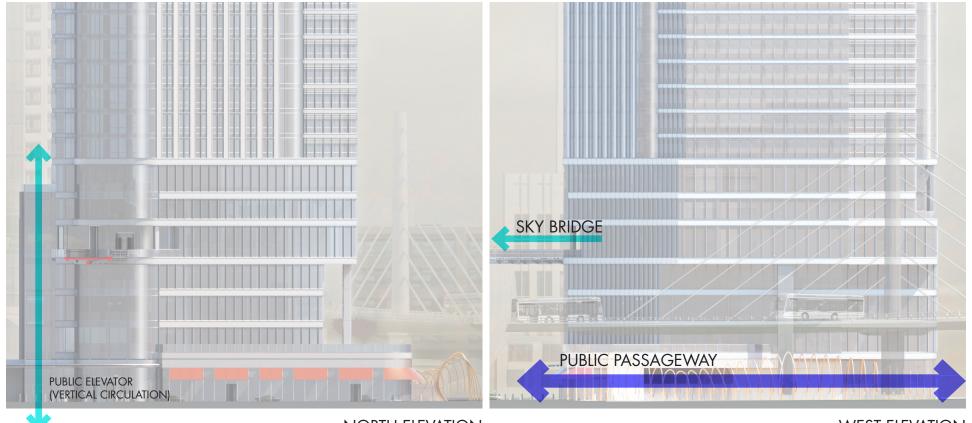
Several architectural articulations help define the Streetwall on Natoma Street.

- First, the one-story high retail volume provides human scale and acts as a balanced counterpart to the undulating metal screens of Transbay Transit Center façade.
- Second, the base on Natoma St. features a setback terrace and a bridge that connects to the Salesforce Transit Center Park.



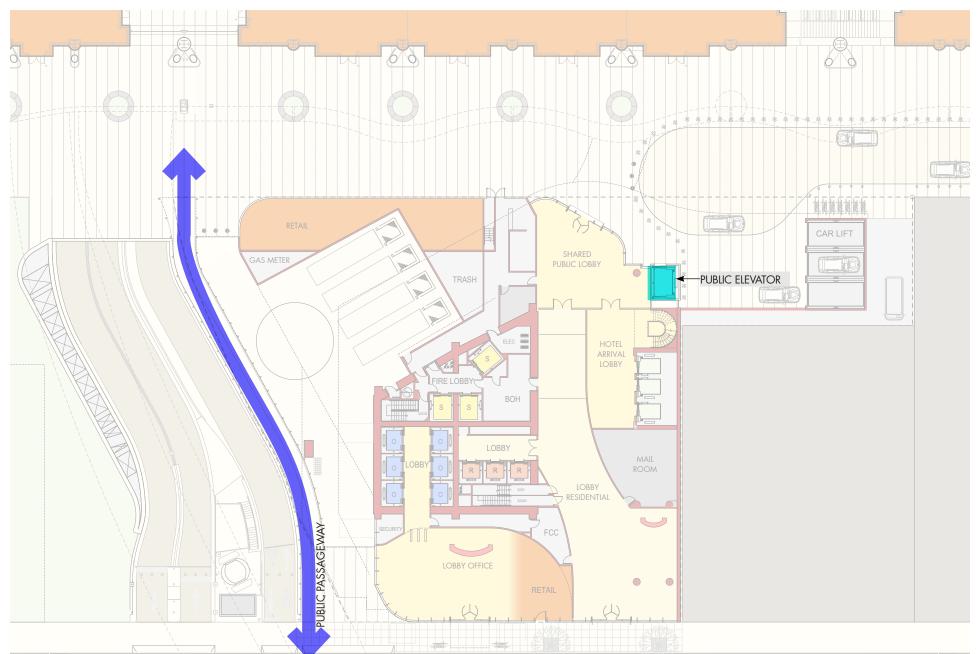
#### NATOMA STREET - TYPICAL WALL SECTION

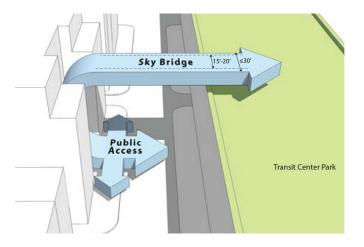
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#### CONNECTIVITY TO TRANSBAY TRANSIT CENTER PARK :

#### POLICY 3.17

Permit buildings to satisfy open space requirements through direct connections to the Transit Center Park.

To satisfy the intent of section 138, these connections must meet minimum standards for public accessibility and functionality in the following manner

- Be publicly accessible and connected appropriately to vertical circulation;
- Provide clear signage from a public way, indicating public access to the park.

-Transit Center District Plan-

#### PUBLIC PASSAGE WAY / CONNECTIVITY

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# PLANNING CODE COMPLIANCE



Parcel F Tower

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Level	Perimeter Area	MEP Deductions per SF Planning Code	Other Deductions per SF Planning Code	Residential GSF	Office GSF	Hotel GSF	CCSF Gross Are Above/Below Grade
62	15,305	5,000	10,305	0	0	0	
61	15,305	131	258	14,916	0	0	14,91
60	15,305	131	258	14,916	0	0	14,91
59	15,305		258	14,916	0	0	14,91
58	15,305		258	14,916	0	0	14,91
57	15,305		258	14,916	0	0	14,91
56	15,305		258	14,916	0	0	14,91
55 54	15,305 15,305		258 258	14,916 14,916	0 0	0 0	14,91 14,91
53	15,305		258	14,916	0	0	14,91
52	15,305		258	14,916	0	0	14,91
51	15,305		258	14,916	0	0	14,91
50	15,305		258	14,916	0	0	, 14,91
49	15,305		258	14,916	0	0	14,91
48	15,305	131	258	14,916	0	0	14,91
47	15,305	131	258	14,916	0	0	14,91
46	15,305	131	258	14,916	0	0	14,91
45	15,305		258	14,916	0	0	14,91
44	15,305		258	14,916	0	0	14,91
43	15,305		258	14,916	0	0	14,91
42	15,305		258	14,916	0	0	14,91
41	15,305		258	14,916	0	0	14,91
40	15,305		258	14,916	0	0	14,91
39 38	15,305		258	14,916	0	0	14,91
38	15,305 15,305		258 258	14,916 14,916	0 0	0	14,91 14,91
36	15,305		258	14,910	0	0	14,91
35	15,305		258	14,916	0	0	14,91
34	15,305		258	14,916	0	0	14,91
33	15,305			14,412	0	0	14,41
32	17,690		8,946	0	0	0	,
31	17,690			0	16,930	0	16,93
30	18,590		386	0	1 <i>7,</i> 830	0	17,83
29	18,590	374	386	0	1 <i>7,</i> 830	0	17,83
28	18,590	374		0	1 <i>7</i> ,830	0	17,83
27	18,590			0	17,830	0	17,83
26	18,590			0	17,830	0	17,83
25	18,590			0	17,830	0	17,83
24	18,590		386	0	17,830	0	17,83
23	18,590			0	17,830	0	17,83
22 21	18,590		386 386	0	17,830	0	17,83
21	18,590 18,590		386	0 0	17,830 17,830	0	17,83 17,83
19	18,590		386	0	17,830	0	17,83
18	18,590			0	17,830	0	17,83
17	18,590		369	0	17,578	0	17,57
16	18,590		370	0	0	18,220	18,22
15	18,590			0	0	18,220	18,22
14	18,590			0	0	18,220	18,22
13	18,590			0	0	18,220	18,22
12	18,590			0	0	18,220	18,22
11	18,590			0	0	18,220	18,22
10	18,590		370	0	0	18,220	18,22
9	18,590			0	0	18,220	18,22
8	18,590		370	0	0	18,220	18,22
7	18,158		4,820	0	0	13,338	13,33
6	18,719		738	0	0	16,745	16,74
5	19,626			0	6,053	12 507	6,05
4	19,022		6,260 372	0	0	12,597	12,59
3	19,022 19,022		372 437	0 0	0 0	18,485 18,485	18,48 18,48
2	22,300		437 15,986	1,496	3,323	18,485	6,31
B1 Mezz.	7,900		5,260	0	0	2,640	2,64
B1 /////B1	19,300		19,300	0	0	2,040	2,02
B2	18,430		18,430	0	0	0	
B3	18,430		18,430	0	0	0	
B4	18,430		18,430	0	0	0	

NOTES: CCSF gross area is per San Francisco Planning Code Article 1, Sec. 102.9 - Gross area:

Perimeter area is measured at 4' above finished floor

The above calculations for deducted area assumes the following understanding of CCSF code:

1: Floor space used for off-street parking or loading.

2: Basement space used for storage or services necessary to the operation or maintenance of the building

3: Elevator or stair penthouses, etc at the top of the building used for operation or maintenance of the building

4: Mechanical equipment areas necessary to the operation of the building

(MEP, Elec, Tel rooms/shafts, Restroom shafts/risers)

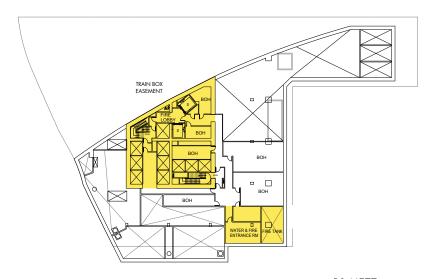
5: Retail area less than 5,000 SF per use on ground and park level

(L1 retail on Natoma St.= 1,605 SF, L1 retail on Howard St.= 714 SF, and retail at park level= 5,000 SF)

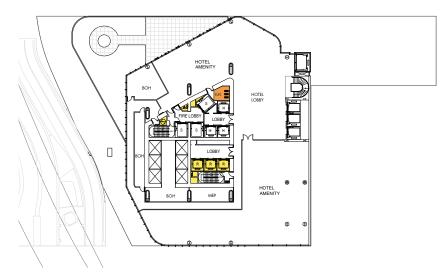
6: Ground floor lobby circulation space (3,480 SF)

#### AREA SCHEDULE {2019.12.18}

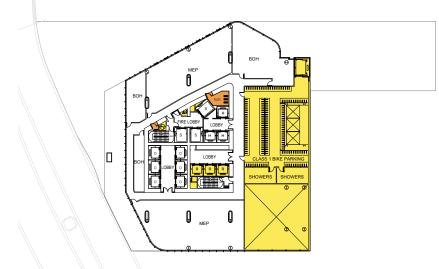
Architectural Submittal 309 Application	Parcel F Tower	PLANNING CODE COMPLIANCE
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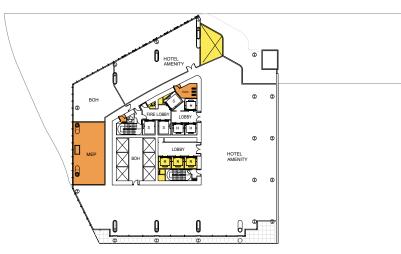
	<u>BI MEZZ.</u>
PERIMETER AREA:	7,900 SF
DEDUCTS PER SF PLANNING CODE:	5,260 SF
CCSF GROSS AREA ABOVE / BELOW GRADE:	2,640 SF

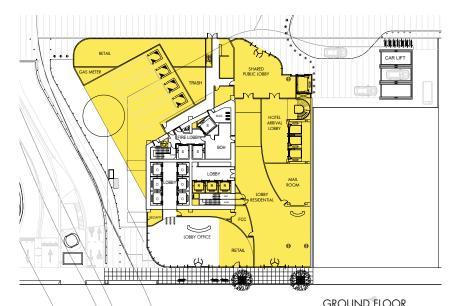


	PODIUM - LEVEL 2
PERIMETER AREA:	19,022 SF
DEDUCTS PER SF PLANNING CODE:	437 SF
MEP DEDUCTS PER SF PLANNING CODE:	100 SF
CCSF GROSS AREA ABOVE / BELOW GRADE:	18,485 SF

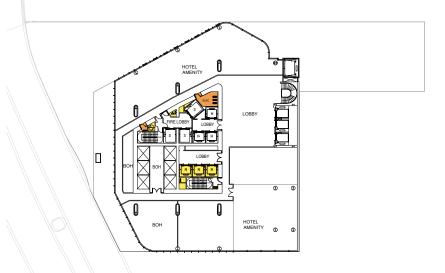


	PODIUM - LEVEL 4
PERIMETER AREA:	19,022 SF
DEDUCTS PER SF PLANNING CODE:	6,260 SF
MEP DEDUCTS PER SF PLANNING CODE:	165 SF
CCSF GROSS AREA ABOVE / BELOW GRADE:	12,507 SF





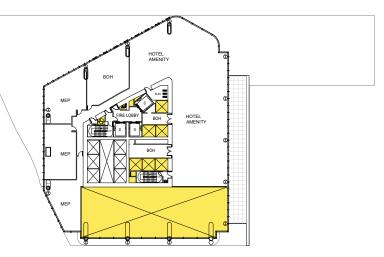
	<u>GROUND FLOOR</u>
PERIMETER AREA:	23,300 SF
DEDUCTS PER SF PLANNING CODE:	15,986 SF
CCSF GROSS AREA ABOVE / BELOW GRADE:	6,314 SF



	PODIL	JM - LEVEL 3
PERIMETER AREA:		19,022 SF
DEDUCTS PER SF PLANNING CODE:		372 SF
MEP DEDUCTS PER SF PLANNING CODE:		165 SF
CCSF GROSS AREA ABOVE / BELOW GRADE:		18,485 SF
	/ /	



	PODIUM - LEVEL 5
PERIMETER AREA:	19,626 SF
DEDUCTS PER SF PLANNING CODE:	13,408 SF
MEP DEDUCTS PER SF PLANNING CODE:	165 SF
CCSF GROSS AREA ABOVE / BELOW GRADE:	6,053 SF

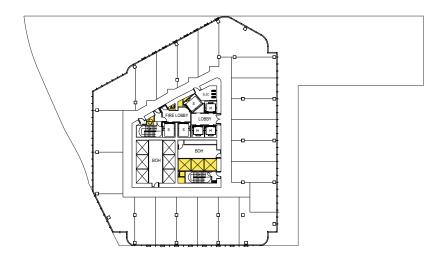


	PODIUM - LEVEL 6
PERIMETER AREA:	18,719 SF
DEDUCTS PER SF PLANNING CODE:	738 SF
MEP DEDUCTS PER SF PLANNING CODE:	1,236 SF
CCSF GROSS AREA ABOVE / BELOW GRADE:	16,745 SF

	<u>PODIUM - LEVEL 7</u>
PERIMETER AREA:	18,158 SF
DEDUCTS PER SF PLANNING CODE:	4,820 SF
CCSF GROSS AREA ABOVE / BELOW GRADE:	13,338 SF

#### GROSS AREA SUMMARY

Architectural Submittal 309 Application	Parcel F Tower	PLANNING CODE COMPLIANCE
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	<u>TYPICAL HOTEL (L8-16)</u>
PERIMETER AREA:	18,590 SF
DEDUCTS PER SF PLANNING CODE:	370 SF
CCSF GROSS AREA ABOVE / BELOW GRADE:	18,220 SF



	TYPICAL OFFICE (L 18-30)
PERIMETER AREA:	18,590 SF
DEDUCTS PER SF PLANNING CODE:	386 SF
MEP DEDUCTS PER SF PLANNING CODE:	374 SF
CCSF GROSS AREA ABOVE / BELOW GRADE:	17,830 SF



	MECHANICAL (L32)
PERIMETER AREA:	17,690 SF
DEDUCTS PER SF PLANNING CODE:	8,946 SF
MEP DEDUCTS PER SF PLANNING CODE:	8,744 SF
CCSF GROSS AREA ABOVE / BELOW GRADE:	0 SF

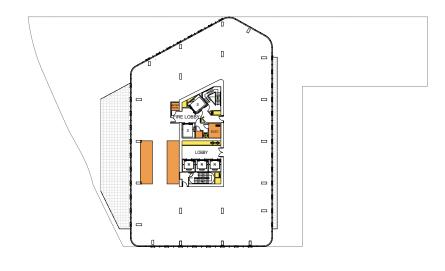




	<u>OFFICE (L17)</u>
PERIMETER AREA:	18,590 SF
DEDUCTS PER SF PLANNING CODE:	369 SF
MEP DEDUCTS PER SF PLANNING CODE:	643 SF
CCSF GROSS AREA ABOVE / BELOW GRADE:	17,578 SF



PERIMETER AREA:	<u>OFFICE (L31)</u> 17,690 SF
DEDUCTS PER SF PLANNING CODE:	386 SF
MEP DEDUCTS PER SF PLANNING CODE:	374 SF
CCSF GROSS AREA ABOVE / BELOW GRADE:	16,930 SF



	<u>RESIDENTIAL (L33)</u>
PERIMETER AREA:	15,305 SF
DEDUCTS PER SF PLANNING CODE:	219 SF
MEP DEDUCTS PER SF PLANNING CODE:	674 SF
CCSF GROSS AREA ABOVE / BELOW GRADE:	14,412 SF





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	TYPICAL RESIDENTIAL (L34-61)
PERIMETER AREA:	15,305 SF
DEDUCTS PER SF PLANNING CODE:	258 SF
MEP DEDUCTS PER SF PLANNING CODE:	131 SF
CCSF GROSS AREA ABOVE / BELOW GRADE:	14,916 SF

PERIMETER AREA:	<u>ROOF (L62)</u> 15,305 SF
DEDUCTS PER SF PLANNING CODE:	10,305 SF
MEP DEDUCTS PER SF PLANNING CODE:	5,000 SF
CCSF GROSS AREA ABOVE / BELOW GRADE:	O SF

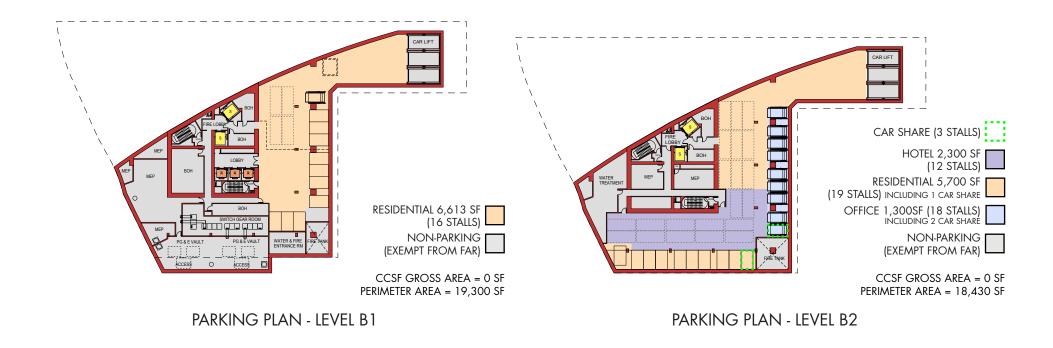
## GROSS AREA SUMMARY

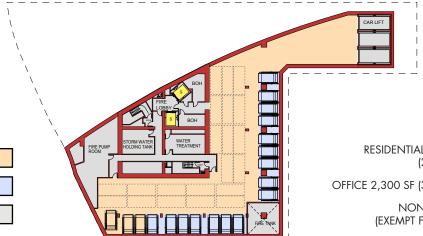
Architectural Submittal 309 Application	Parcel F Tower	PLANNING CODE COMPLIANCE
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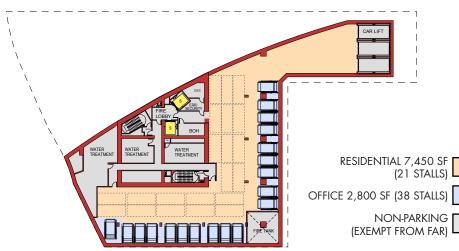
PROGRAM	Allowable Parking	Provided Parking	Reference
NON-RESIDENTIAL	18,625 SF	100 STALLS / 9,700 SF	SF PLANNING CODE SEC 151.1 (c), (d), (f) 3.5% OF GROSS
RESIDENTIAL (165 UNITS)	83 STALLS	83 STALLS	SF PLANNING CODE SEC. 151.1 (f) 0.5 CAR PER 1 UNIT
TOTAL		183 STALLS	

NON-RESIDENTIAL ALLOWABLE PARKING CALCULATION	CCSF
OFFICE	275,674 SF
HOTEL	247,765 SF
RETAIL	8,700 SF
TOTAL NON-RESIDENTIAL CCSF	532,139 SF
Non-Residential Allowable parking: 3.5% of gross	18,625 SF

NUMBER OF CAR SHARE PARKING STALLS		Reference
NON-RESIDENTIAL	2	SF PLANNING CODE SEC 166
DWELLING	1	SF PLANNING CODE SEC. 166
TOTAL CAR SHARE	3	









CCSF GROSS AREA = 0 SF PERIMETER AREA = 18,430 SF

PARKING PLAN - LEVEL B4

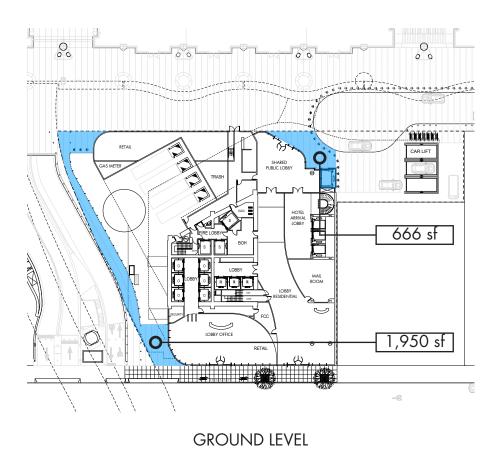
CCSF GROSS AREA = 0 SF PERIMETER AREA = 18,430 SF

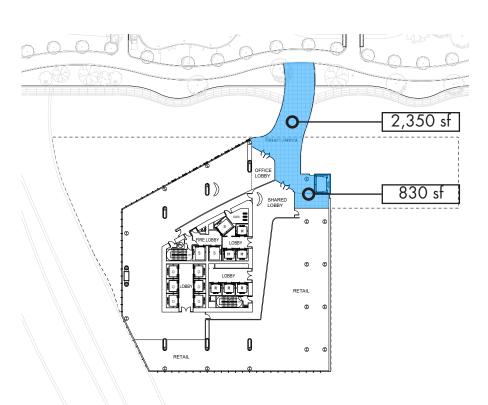
PARKING PLAN - LEVEL B3

#### PARKING SUMMARY

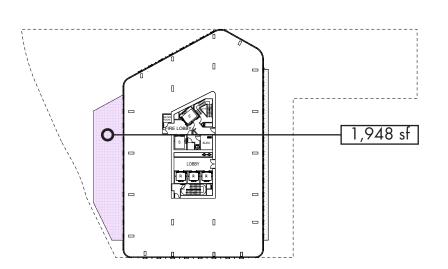
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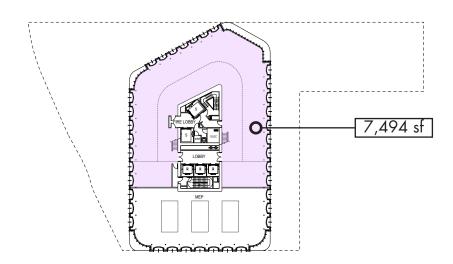
Residential:	165 units	Required Open Space	Proposed Open Space	Notes
48 SF Common Open Space x 165 units		7,920	7,494	Roof Top Terrace
			1,948	Terrace at 33L
TOTAL RESIDENTIAL OPEN SPACE		7,920	9,442	Planning Code 138(g)
Commercial:	523,439 SF	Required Open Space	Proposed Open Space	Notes
1 SF of open space / 50 SF		10,469	5,000	Bonus (Section 138(j)(1)(F)(iv))
			1,950	Gr. Flr. Passage
			666	Access to Public elevator
			830	Public elevator to Park level (L1-L5)
			2,350	Bridge & Terrace at 5L
TOTAL COMMERCIAL OPEN SPACE		10,469	10,796	Planning Code 138(g)





PODIUM - LEVEL 5





#### RESIDENTIAL AMENITY - L 33

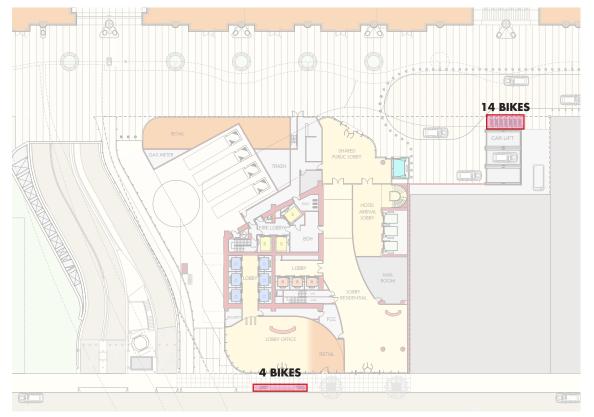




#### OPEN SPACE SUMMARY

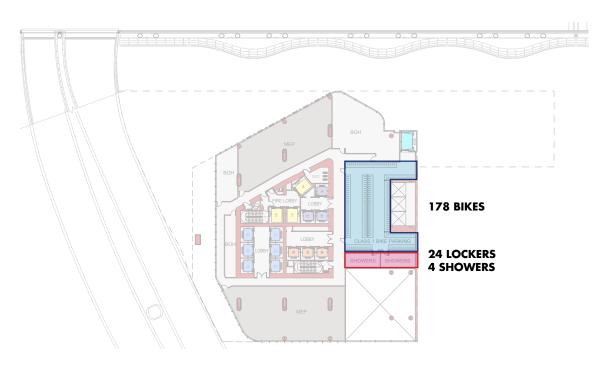
Architectural Submittal 309 Application	Parcel F Tower	PLANNING CODE COMPLIANCE
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	Residential	Hotel	Office	Total No. Required
GSF	-	-	275,674	
# of Units	165	189	-	
Class1 Code	100 Class1 spaces + 1 Class1 space/4units over 100 units	1 Class1 space/30 rooms	1 Class1 spaces/5,000sf	
CLASS1 TOTAL	116.3	6.3	55.1	178
Class2 Code	1 Class2 space/20units	1 Class2 space/30 rooms + 1 Class2 space/5,000 sf of Conf., Meeting Rooms	Min. 2 Spaces for office greater than 5,000SF + 1 Class2 space / add. 50,000 SF	
CLASS2 TOTAL	8.3	18.3	7.4	34



CLASS 2 BIKE PARKING

CLASS 2 BIKE PARKING - LEVEL 1 PAY IN LIEU FEE FOR 50% OF CLASS 2 REQUIREMENT (17 SPACES)





PODIUM PLAN - LEVEL 4

#### **BIKE PARKING SUMMARY**

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CODE ITEM	Required/Permitted	Proposed	Action Requested
''P' ZONING CLEAN UP	LOTS 3721-135 AND 3721-138 ZONED C-3-0 (SD) AND 'P'	CHANGE TO C-3-0 (SD) ONLY	ZONING MAP AMENDMENT
RESIDENTIAL FLOOR PLATES [15K SF]	IN THE TCDP, RESITENTIAL FLOOR PLATES FOR SITES >15,000 SF IN AREA ARE LIMITED TO A FOOTPRINT OF 15,000 SF	ALLOW RESIDENTIAL 'FOOTPRINT' OF 15,270 SF (Please refer to pp. 14-16 of the Supplemental Diagrams)	LEGISLATIVE AMENDMENT-UNCODIFIED
HEIGHT LIMIT AND BULK DISTRICT	LOT 16 & 136 (portion) = 450.S LOT 135, 136 (portion) & 138 = 750.S 2	HEIGHT MAP AMENDMENT TO RECLASSIFY WESTERN PORTION OF LOT 16 (1,310 SF, AS DEPICTED IN SUPPLEMENTAL DIAGRAMS) TO 750-S-2; INCREASE	ZONING MAP AMENDMENT
	7.5% ADDITION MAY EXTEND ABOVE THE PERMITTED HEIGHT	THE 750-S-2 ZONE ON PORTION OF LOT 136 AT NORTHEASTEARN EDGE OF	
		TOWER (245 SF, AS DEPICTED IN SUPPLEMENTAL DIAGRAMS); RECLASSIFY NORTHWEST PORTION OF SITE TO 450-S (4,576 SF, AS DEPICTED IN	
		SUPPLEMENTAL DIAGRAMS). (Please refer to pg. 2 of the Supplemental Diagrams).	
GENERAL PLAN CONSISTENCY WITH ZONING	STATE LAW REQUIRES THE GENERAL PLAN (DOWNTOWN PLAN AND TRANSIT	REVISE DOWNTOWN PLAN LAND USE MAP (MAP 1) TO CONFORM TO TCDP	GENERAL PLAN AMENDMENT
	CENTER DISTRICT PLAN ("TCDP") TO BE CONSISTENT WITH ZONING.	AND CURRENT C-3-0(SD) ZONING; REVISE DOWNTOWN PLAN HEIGHT MAP (MAP 5) AND TRANSIT CENTER DISTRICT PLAN HEIGHT MAP (FIGURE 1) TO	
		CONFORM TO ZONING HEIGHT MAP AMENDMENT DESCRIBED BELOW	
SETBACKS	ESTABLISH A DISTINCTIVE STREETWALL AT A HEIGHT BETWEEN 50' TO 110' FOR	FAÇADE PROVIDES GREATER DEGREE OF ARTICULATION UP TO 110' TO KEEP IN	309 EXCEPTION
(§132.1)	NOT LESS THAN 40% OF THE LINEAR FRONTAGE AT ALL STREET FRONTAGE	CHARACTER WITH THE STREETWALL CONCEPT BUT DOES NOT COMPLY WITH THE 10' SETBACK REQUIREMENT FOR 40% OF THE FRONTAGE ON HOWARD	(§ 309(a)(1))
		STREET	
	SEPARATION OF TOWERS FROM AN INTERIOR PROPERTY LINE	15' SEPARATION OF TOWER FROM INTERIOR PROPERTY LINE UP TO A HEIGHT	309 EXCEPTION
		OF 411' AND 18' SEPARATION FROM 430' UPWARDS	(§ 309(a)(1))
		(Please refer to pg.17 of the Supplemental Diagrams)	
	SEPARATION OF TOWERS AT PUBLIC STREETS	ENCROACHMENT INTO SETBACK LINE AT HOWARDS ST AT 640' HIGH AND UPWARDS	309 EXCEPTION (§ 309(a)(1))
		(Please refer to pg.18 of the Supplemental Diagrams)	
REAR YARD (§134)	25% OF LOT DEPTH IS REQUIRED AT THE LOWEST STORY CONTAINING A DWELLING UNIT AND EACH SUCCEEDING STORY ABOVE	NONE PROVIDED (Please refer to pg.19 of the Supplemental Diagrams)	309 EXCEPTION (§ 309(a)(1))
(3.54)			[2 227 [2][1]]
	AT LEAST ONE ROOM THAT MEETS THE 120-SQUARE-FOOT MINIMUM FLOOR	TWO UNITS PER FLOOR LESS THAN 25 FEET FROM EAST PROPERTY ON SIX	309 EXCEPTION
(§140)	AREA SHALL FACE DIRECTLY ON AN OPEN SPACE	FLOORS. (Please refer to pg.8 of the Supplemental Diagrams)	(§ 309(a)(14))
OFF STREET LOADING	6 LOADING SPACES REQUIRED	4 PROVIDED	309 EXCEPTION
(§152.1)		(Please refer to pg.9 of the Supplemental Diagrams)	(§ 161(e))
RATIO OF COMMERCIAL TO RESIDENTIAL USAGE	RATIO OF COMMERCIAL TO RESIDENTIAL FOR PARCELS	EXCEPTION TO 2:1 COMMERCIAL TO RESIDENTIAL REQUIREMENT	309 EXCEPTION
(§248(c))	LARGER THAN 15,000 SF GREATER OR EQUAL TO 2:1.	EXCEPTION PERMITTED PER ZA LETTER OF DETERMINATION DATED 12/2/2015	(§ 309(a)(8))
Tour bus loading	ONE OFF-STREET TOUR BUS LOADING SPACE REQUIRED FOR HOTELS WITH 201-	ZERO OFF-STREET TOUR BUS LOADING SPACES	309 EXCEPTION
(§162(b))	350 ROOMS		(§ 309(a)(7))
BULK AREA REDUCTION	AVERAGE SIZE OF UPPER 1/3 OF TOWER IS TO BE REDUCED TO 75% OF	AVERAGE FLOOR PLATE OF TOP 1/3 REDUCED TO 82% OF LOWER 2/3	309 EXCEPTION
(§272)	AVERAGE SIZE OF UPPER 173 OF TOWER IS TO BE REDUCED TO 75% OF AVERAGE FLOOR AREA OF THE LOWER TOWER	AVERAGE FLOOR PLATE	(§ 309(a)(13))
		(Please refer to pp. 4-7 of the Supplemental Diagrams)	
	Average diagonal dimension of upper 1/3 of tower is to be reduced to 87% of diagonal dimension of the lower tower	2/3 AVERAGE DIAGONAL	309 EXCEPTION (§ 309(a)(13))
		(Please refer to pp. 4-7 of the Supplemental Diagrams)	
GARAGE AND LOADING ACCESS (§155(r))	CURB CUTS ARE NOT ALLOWED ON HOWARD WHICH IS IDENTIFIED AS AN OFFICIAL CITY BICYCLE ROUTE	INTERRUPT BICYCLE LANE WITH CURB CUT FOR LOADING ACCESS (Please refer to pg. 9 of the Supplemental Diagrams)	VARIANCE
	NEW ENTRIES ARE NOT ALLOWED ON NATOMA FROM 300 FEET WEST OF FIRST STREET.	PROVIDE VEHICULAR ACCESS THROUGH NATOMA (Please refer to pg. 9 of the Supplemental Diagrams)	309 EXCEPTION
	PROFUNCET.	n receive to pg. 7 of the opphemental Didgrams)	
PARKING & LOADING ENTRANCES	NO MORE THAN 1/3 OF THE WIDTH OR 20 FEET, WHICHEVER IS LESS, OF	ON HOWARD ST., 35'-8" AND ON NATOMA ST. 64'-6"	VARIANCE
(§145(c))	ANY GIVEN STREET FRONTAGE SHALL BE DEVOTED TO PARKING AND LOADING INGRESS AND EGRESS	Please refer to pg. 9 of the Supplemental Diagrams)	
		ļ	

STREET FRONTAGES (§145.1)	ACTIVE USES SHALL BE PROVIDED WITHIN 25 FEET OF THE BUILDING DEPTH ON THE GROUND FLOOR. BUILDING LOBBIES ARE CONSIDERED ACTIVE USES SO LONG AS THEY DON'T EXCEED 40 FEET OR 25% OF THE BUILDING FRONTAGE	EXCEED LOBBY MAXIMUM FRONTAGE WIDTH ON HOWARD (Please refer to pg. 10 of the Supplemental Diagrams)	VARIANCE
GARAGE AND LOADING ACCESS (§155(1))		LOADING IS COVERED AND SCREENED FROM PUBLIC VIEW, BUT NOT ENCLOSED DUE TO ANGLE OF ENTRY AND TURNTABLE	VARIANCE

# PLANNING CODE EXCEPTIONS

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# ADDITIONAL DESIGN



**Parcel F Tower** 

- SSEMLESSENI HERALITES

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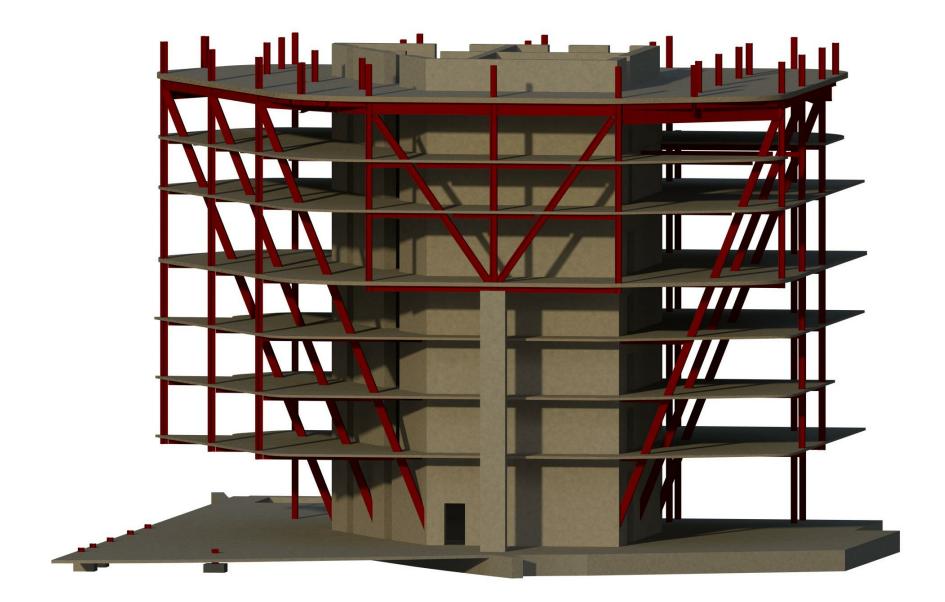
# STRUCTURAL SYSTEM MAGNUSSON KLEMENCIC ASSOCIATES

Transbay Parcel F will be approximately 800 feet tall, with a vertical mixed stack of public amenity, retail, hotel, office, and residential programs. The structural design will be performed in accordance with the 2013 San Francisco Building Code, including the San Francisco Department of Building Inspection Administrative Bulletin AB083, utilizing a non-prescriptive seismic design with a ductile shear wall core.

The tower columns and core walls will be founded on large diameter drilled shafts into the Franciscan Bedrock. Beneath the core, a thick mat foundation will distribute the wall loads to the drilled shafts and minimize differential settlement. Beyond the core, a thinner mat will resist hydrostatic uplift forces.

The below grade structure will consist of concrete flat plate slabs and concrete walls and columns. Through the podium, hotel and office levels, the structural floor framing system will consist of structural steel beams and columns with concrete on metal deck. In the residential levels, the structural system will consist of concrete post-tensioned flat slabs and concrete columns.

The most unique aspect of the structure is the column transfer condition at the base of the tower. With the northern and western portions of the tower being over the TJPA easements at and below grade, the structural columns will be sloped back to the core over 8 levels equally on opposing sides of the building. This equal and opposite column sloping with allow for balance of the structure minimizing the horizontal force on the core.



#### BUILDING INFORMATION MODEL OF BASE TRANSFER

Architectural Submittal 309 Application	Parcel F Tower	ADDITIONAL DESIGN
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# SUSTAINABILITY HKS ARCHITECTS

#### TRANSIT ORIENTED DEVELOPMENT

The project is a Transit Oriented Development (TOD) in downtown San Francisco, adjacent to the Salesforce Transit Center, a multi-model transportation hub. The site is very walkable and bikable as well.

#### HIGH PERFORMANCE FACADE

The project will optimize energy performance through a high performance facade with integrated solar shading.

#### STORMWATER AND RAINWATER HARVESTING

The project will utilize alternate sources of water from stormwater and rainwater for flushing and landscape irrigation to reduce the water use in the building.

#### CONSTRUCTION WASTE MANAGEMENT

The project will divert more than 75% of the construction waste from landfills through recycling or reuse.

#### SUSTAINABLE MATERIALS

The project will utilize sustainable building materials such as responsibly sourced building materials, materials with recycled content and low (VOC) contents.

#### DAYLIGHT AND VIEWS

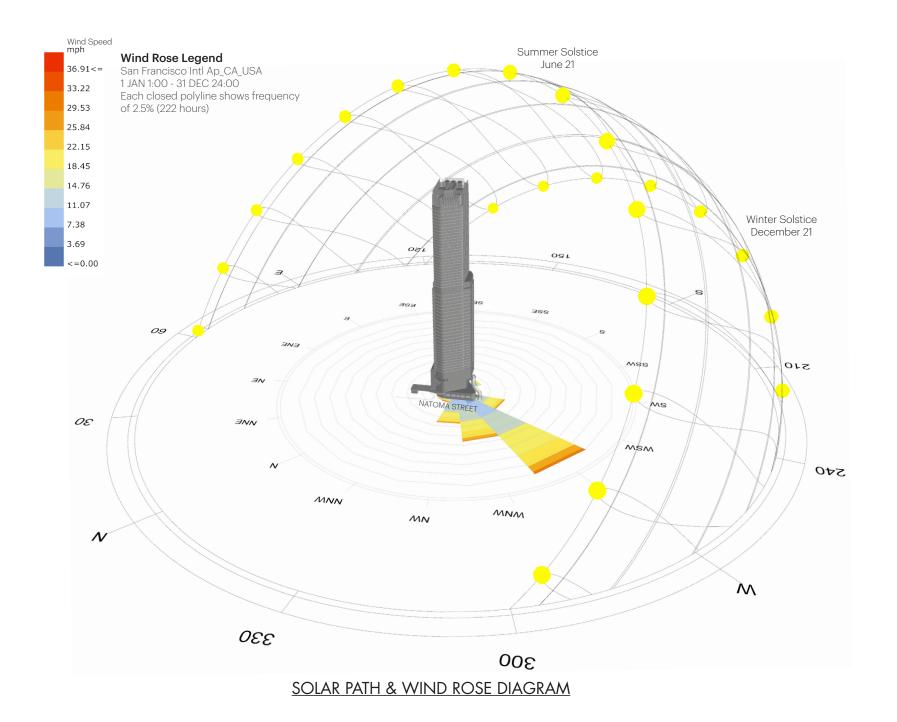
The building will provide natural daylight and quality views to its occupants.

#### ELECTRIC VEHICLE CHARGING AND PARKING

The project will be equipped with electric vehicle charging stations and preferred parking spaces for clean air/van pool/ electric vehicles.

#### **INNOVATION**

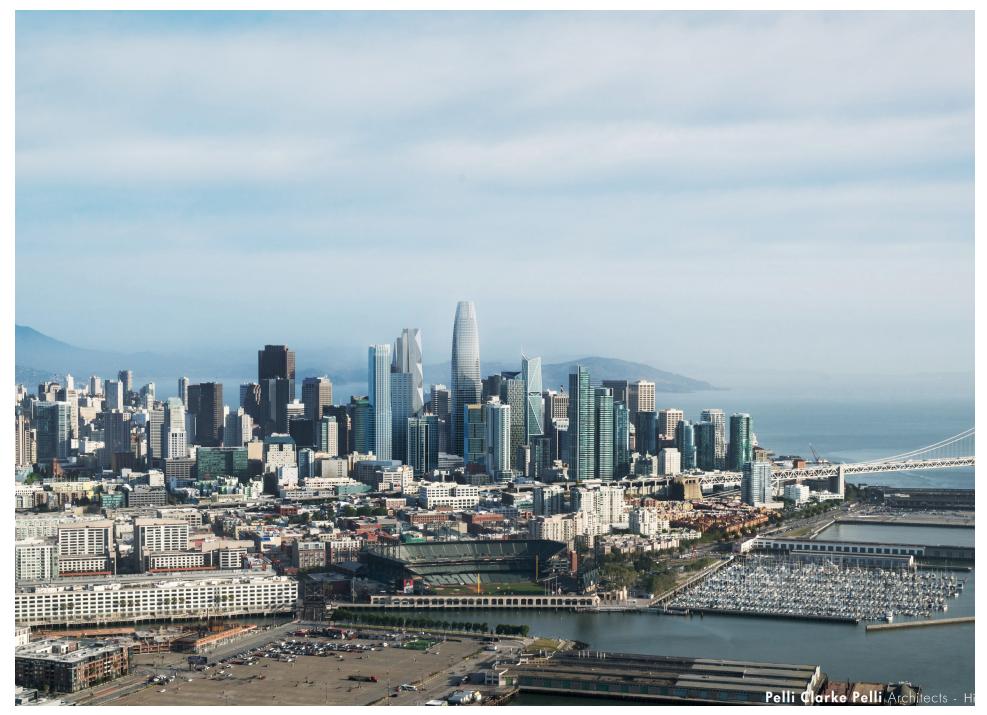
The project will include unique and innovative approaches to sustainability catered to respond to the local environment where it is located.







FROM DOLORES PARK

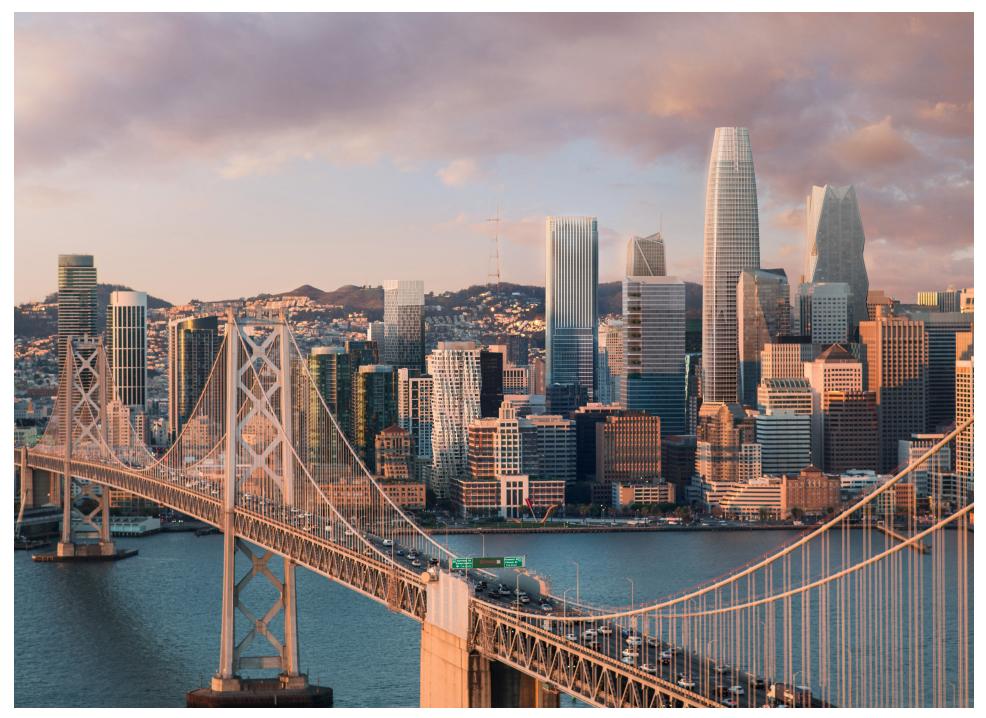


# FROM MISSION BAY





AERIAL VIEW OF DOWNTOWN - FACING WEST



# FROM TREASURE ISLAND

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PROJECT RENDERINGS

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# Erat View - Looking north

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# AERIAL VIEW FROM TRANSBAY PARKULSORING BORAL WEST

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**Parcel F Tower** 

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PROJECT RENDERINGS



## VIEW FROM HOWARD AND 2ND STREET - LOOKING EAS

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Parcel F Tower

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**PROJECT RENDERINGS** 



# HOWARD STREET LOOKING WEST

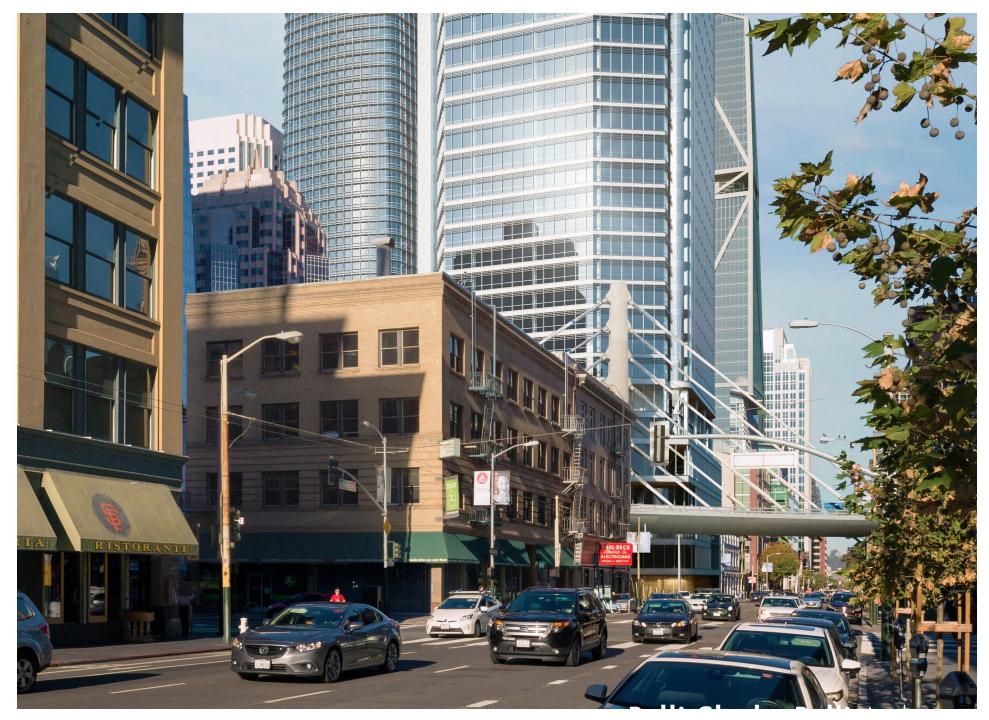


# HOWARD STREET LOOKING EAST

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HOWARD STREET LOOKING NORTH



# HOWARD STREET LOOKING EAST

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NATOMA STREET LOOKING SOUTH/EAST



# NATOMA STREET LOOKING SOUTH/EAST

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NATOMA STREET LOOKING SOUTH/EAST



# NATOMA STREET LOOKING SOUTH





NATOMA STREET LOOKING WEST



# VIEW OF BRIDGE CONNECTION AT PARK LEVEL

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Architectural Submittal 309 Application

Parcel F Tower

#### PROJECT RENDERINGS

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#### TOWER



THE BODY OF THE TOWER WILL BE CLADDED ON A HIGH PERFORMANCE CLEAR GLASS WITH SLIGHTLY REFLECTIVE COATING

VERTICAL PIERS WITH WARM WHITE MAT FINISH PANELS

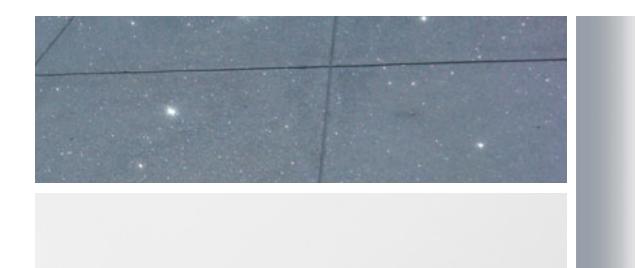
GRAY METAL TRIMS & SUNSHADES WITH A SATIN METALLIC FINISH.

THE MATERIAL SELECTION MAY DEVELOP TO REFLECT BEST PRACTICES AND COST.

Architectural Submittal 309 Application	Parcel F Tower	BUILDING MATERIALS
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HOWARD STREET



A COMFORTABLE PEDESTRIAN EXPERIENCE AT GROUND LEVEL IS PROVIDED BY A HIGH PERFORMANCE CLEAR GLASS.

### VERTICAL PIERS AND HORIZONTAL BANDS WITH WARM WHITE MAT FINISH PANELS.

GRAY METAL TRIMS & SUNSHADES WITH A SATIN METALLIC FINISH.

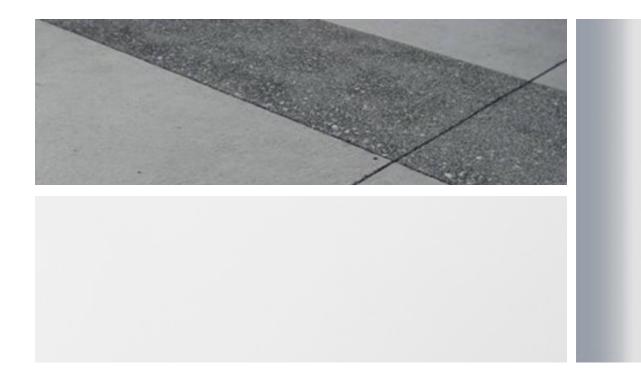
SIDEWALK TO FOLLOW GUIDANCE ESTABLISHED BY CITY STANDARDS.

NOTE: THE MATERIAL SELECTION MAY DEVELOP TO REFLECT BEST PRACTICES AND COST.

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NATOMA STREET



A COMFORTABLE PEDESTRIAN EXPERIENCE AT GROUND LEVEL IS PROVIDED BY A HIGH PERFORMANCE CLEAR GLASS.

#### VERTICAL PIERS AND HORIZONTAL BANDS WITH WARM WHITE MATTE FINISH PANELS.

METAL TRIMS & SUNSHADES ON GRAY SATIN FINISH METAL.

SIDEWALK TO FOLLOW GUIDANCE ESTABLISHED BY TJPA, WITH SANDBLASTED CONCRETE BANDING.

NOTE: THE MATERIAL SELECTION MAY DEVELOP TO REFLECT BEST PRACTICES AND COST.

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# **Parcel F Tower**

542-550 Howard Street, San Francisco, CA. Project Update (12/20/19

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# Pelli Clarke P

## **Parcel F Tower**

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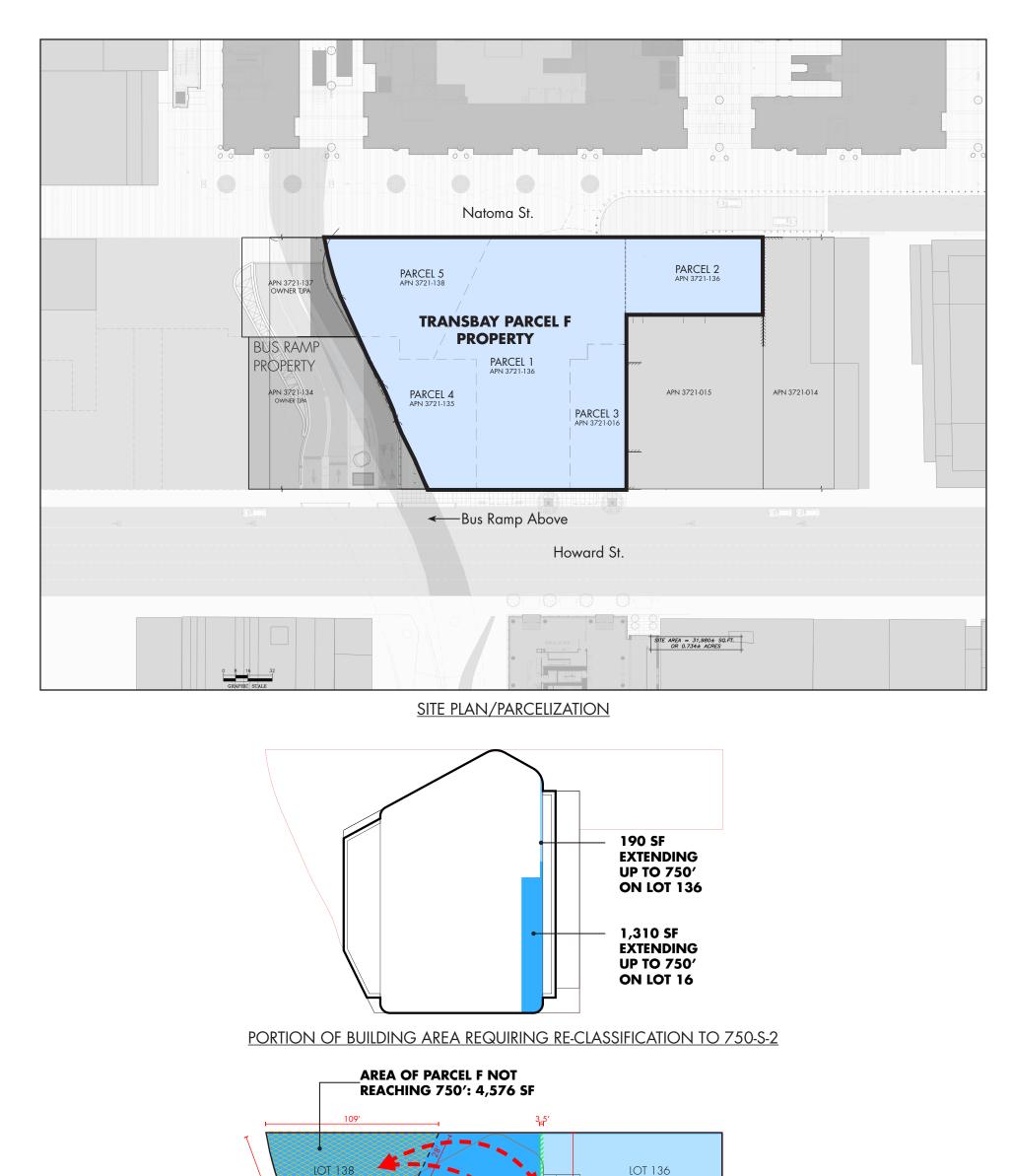
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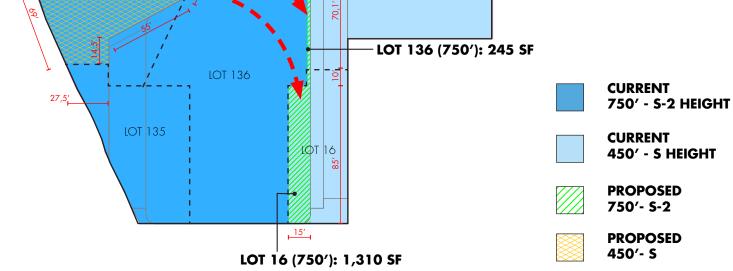
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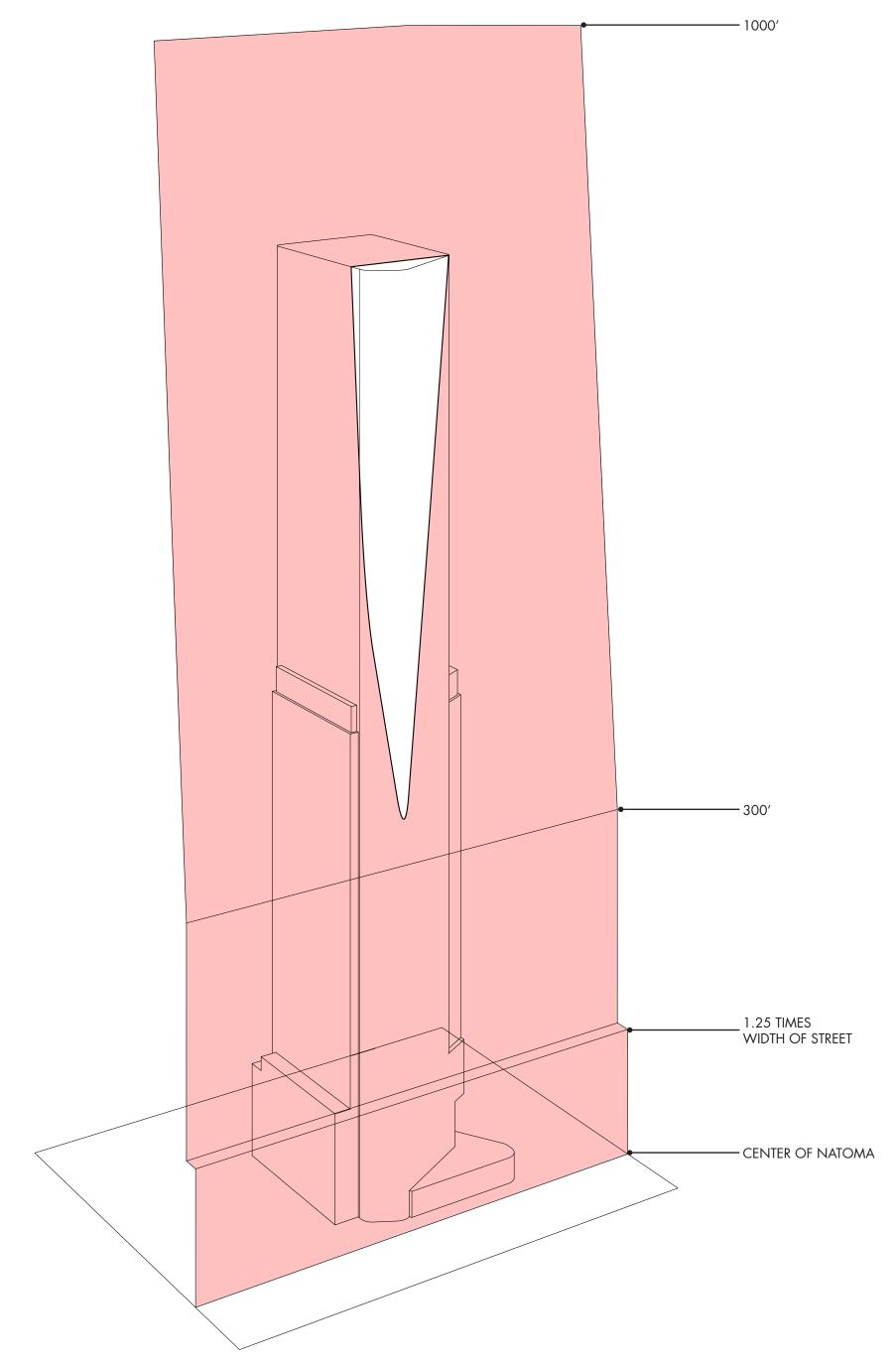
Supplemental Diagrams for 309 Application 01/31/19	Parcel F Tower	TABLE OF CONTENT
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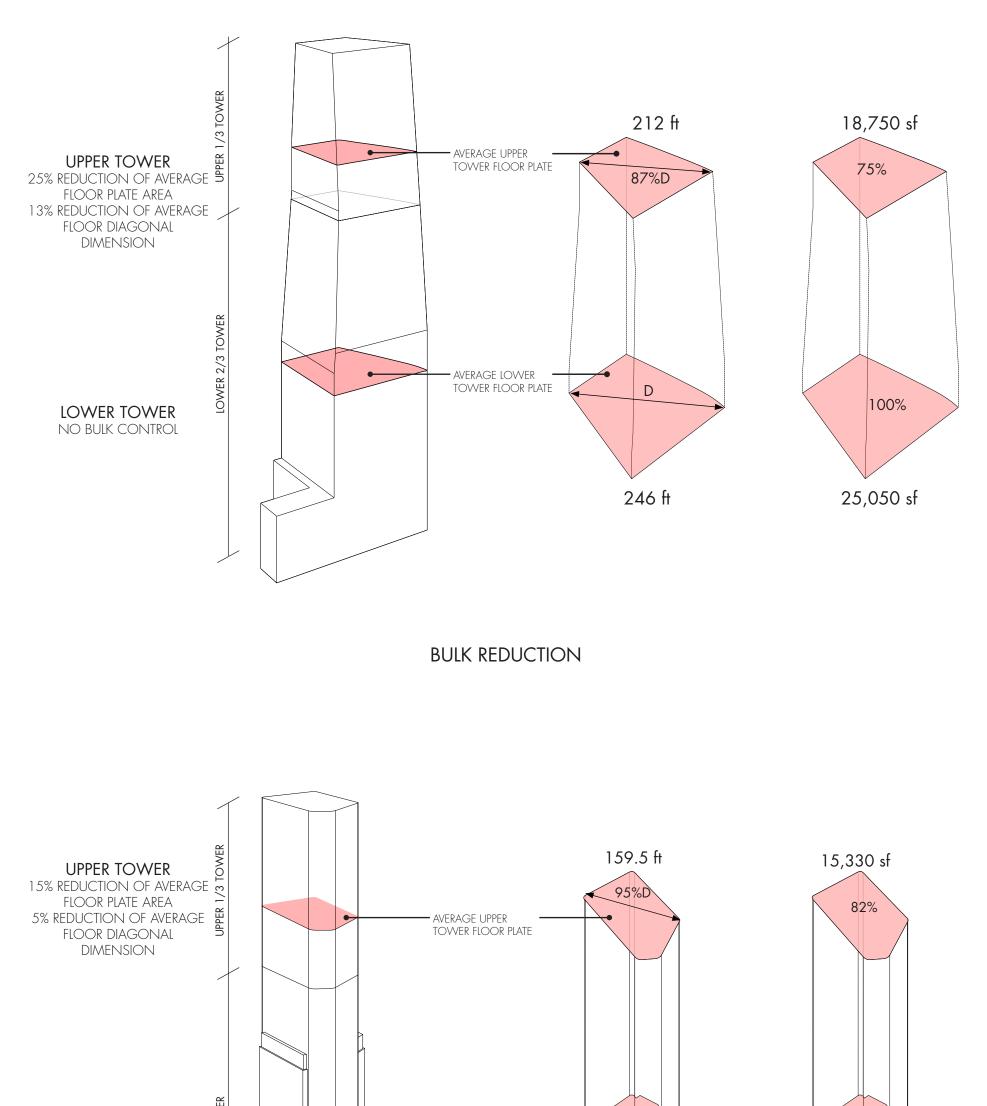
#### LOT 16 / LOT 136 HEIGHT/BULK DISTRICT SWAP

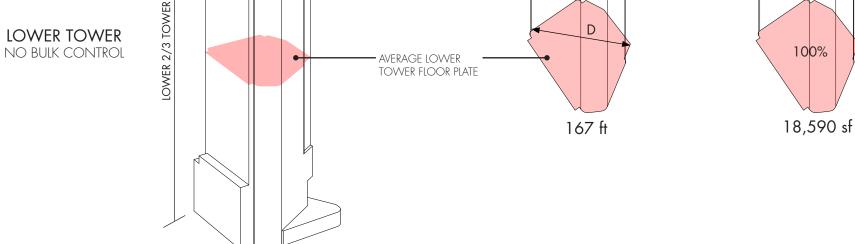
Supplemental Diagrams for 309 Application 01/31/19	Parcel F Tower	ARCHITECTURAL DESIGN
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NATOMA SETBACK

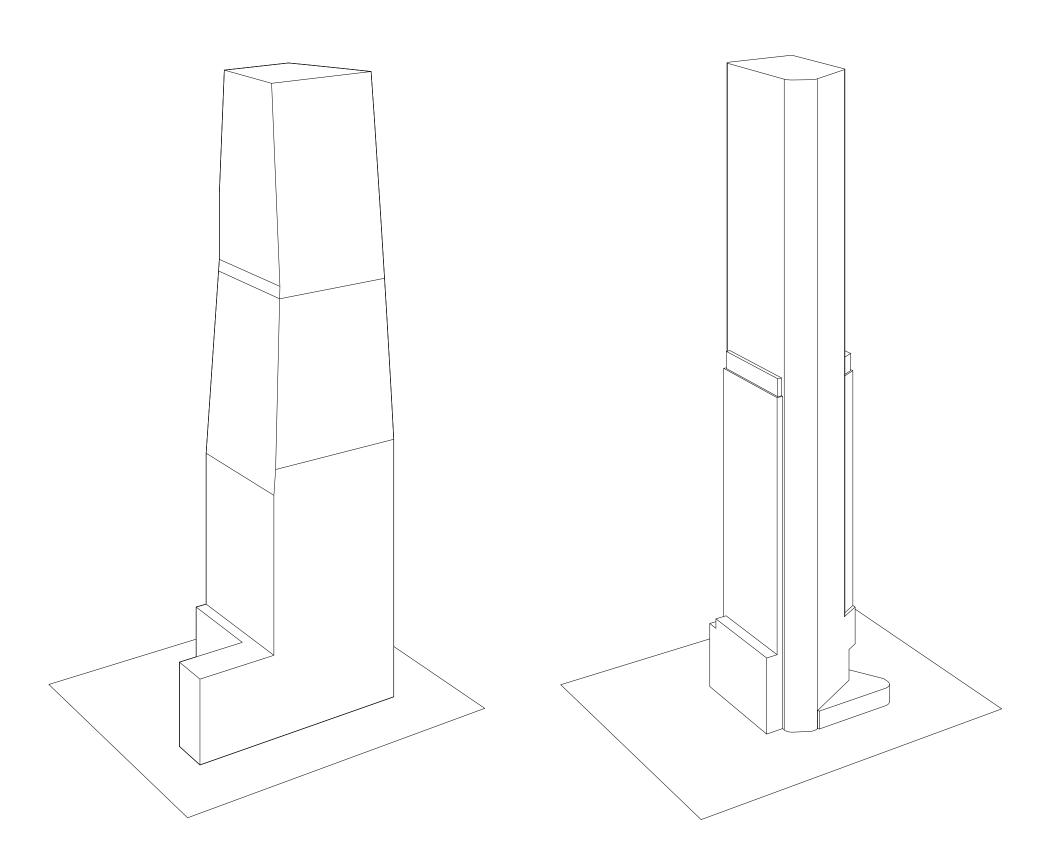
Supplemental Diagrams for 309 Application 01/31/19	Parcel F Tower	NATOMA SETBACK
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#### PROPOSED BULK REDUCTION

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VOLUME WITH STRICT ADHERENCE TO SETBACKS AND BULK LIMITS

PROPOSED DESIGN

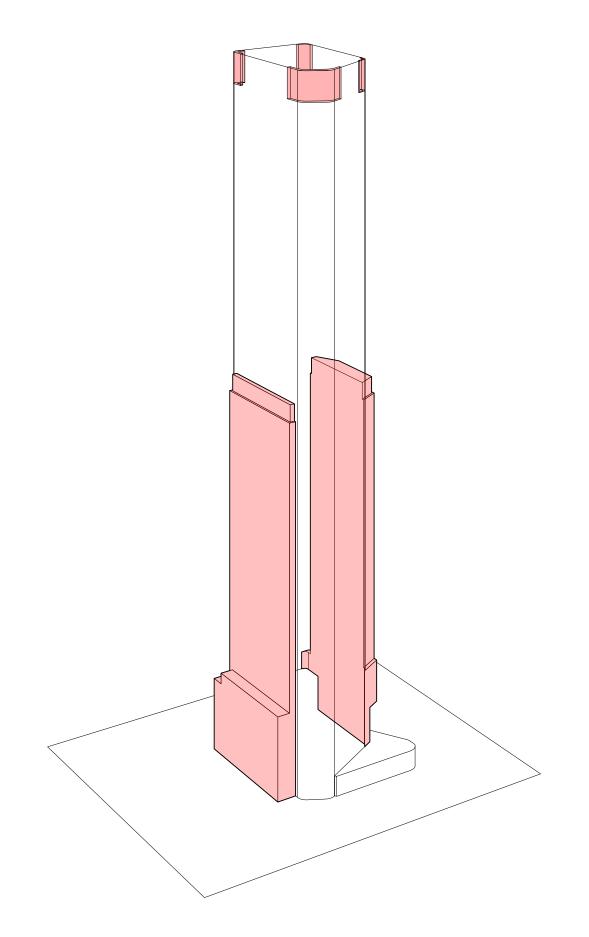
COMPLIANCE WITH SECTION 272.1 CRITERIA

ACHIEVEMENT OF A DISTINCTLY BETTER DESIGN, IN BOTH A PUBLIC AND A PRIVATE SENSE, THAN WOULD BE POSSIBLE WITH STRICT ADHERENCE TO THE BULK LIMITS, AVOID-ING AN UNNECESSARY PRESCRIPTION OF BUILDING FORM WHILE CARRYING OUT THE INTENT OF THE BULK LIMITS AND THE PRINCIPLES AND POLICIES OF THE MASTER PLAN;

#### COMPLIANCE WITH SECTION 272.4D CRITERIA

COMPENSATION FOR THOSE PORTIONS OF BUILDING, STRUCTURE OR DEVELOP-MENT THAT MAY EXCEED THE BULK LIMITS BY CORRESPONDING REDUCTION OF OTHER PORTIONS BELOW THE MAXIMUM BULK PERMITTED

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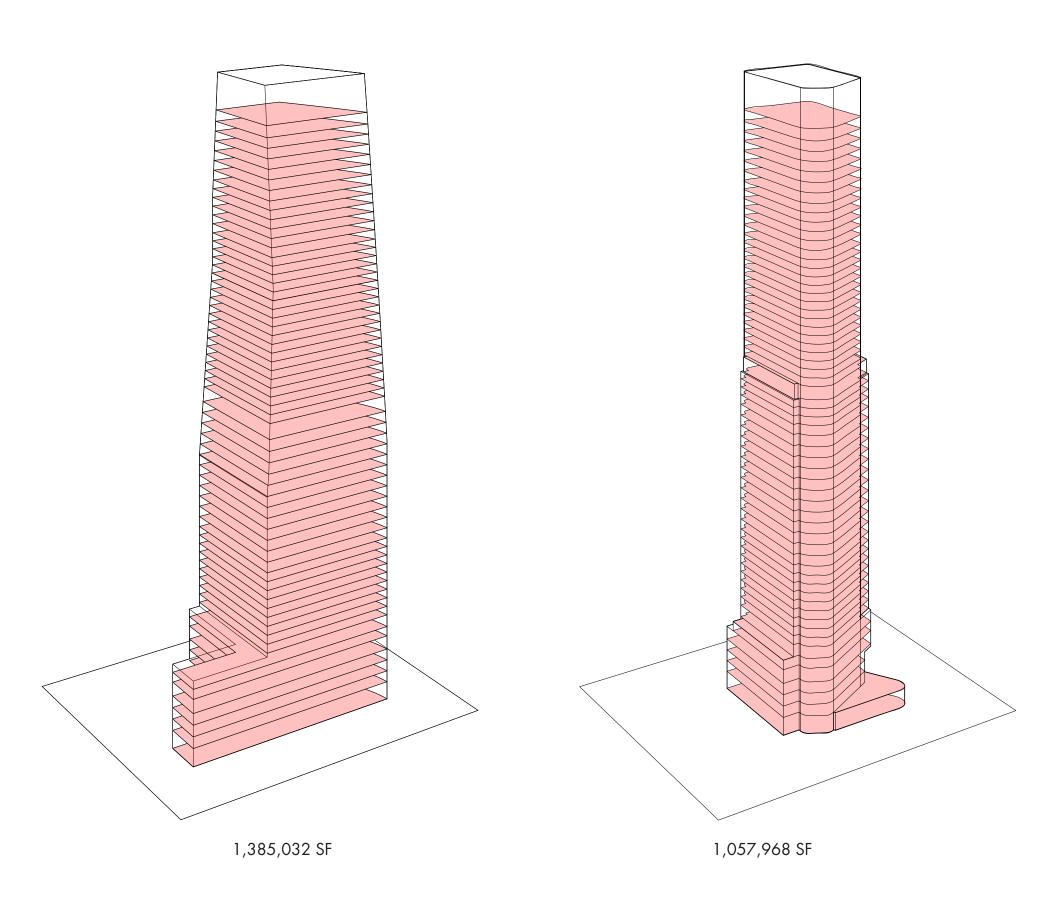
COMPLIANCE WITH SECTION 272.4A CRITERIA

MAJOR VARIATIONS IN THE PLANES OF WALL SURFACES, IN EITHER DEPTH OR DIRECTION, THAT SIGNIFICANTLY ALTER THE MASS.

#### COMPLIANCE WITH SECTION 272.4B CRITERIA

# SIGNIFICANT DIFFERENCES IN THE HEIGHTS OF VARIOUS PORTIONS OF THE BUILDING, STRUCTURE OR DEVELOPMENT THAT DIVIDE THE MASS INTO DISTINCT ELEMENTS.

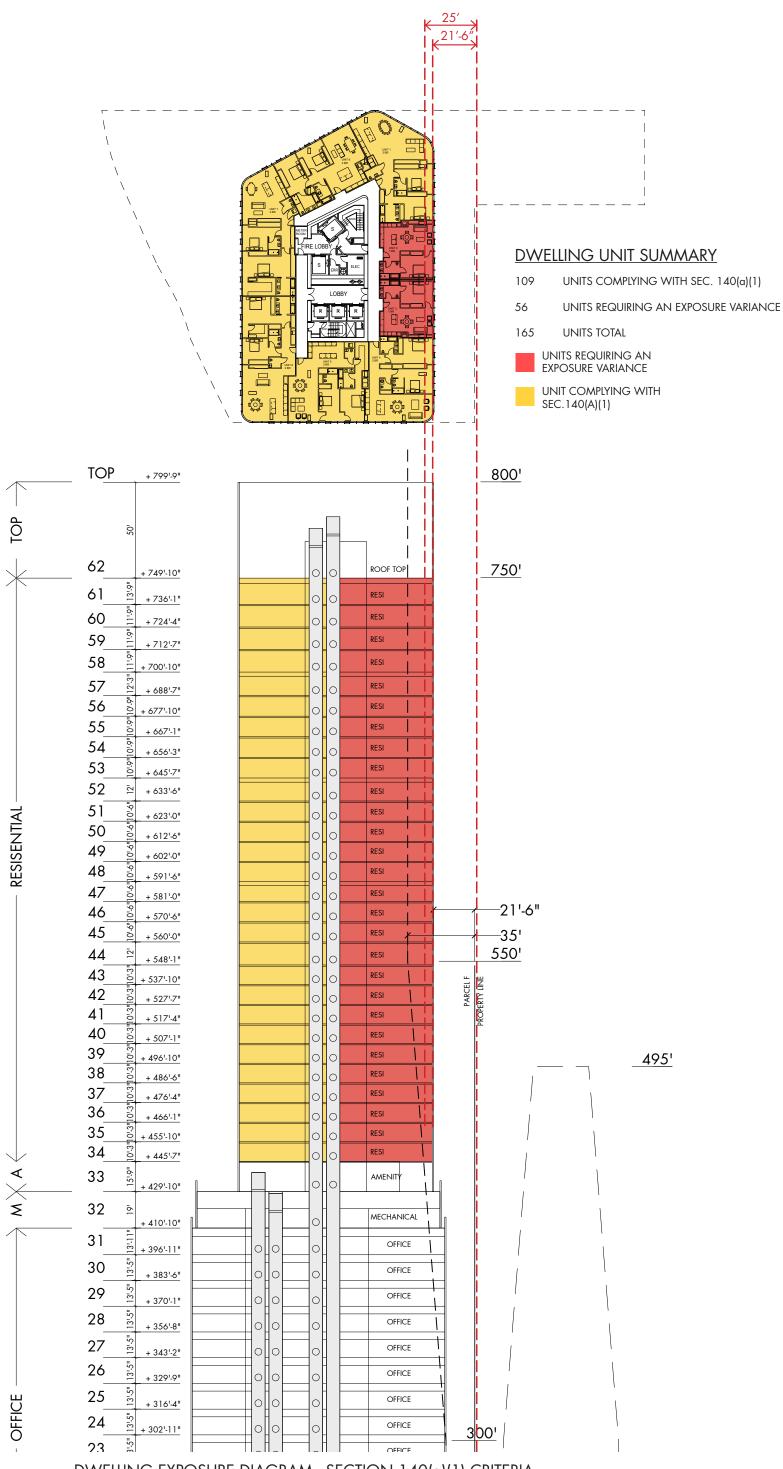
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#### COMPLIANCE WITH SECTION 272.6 CRITERIA

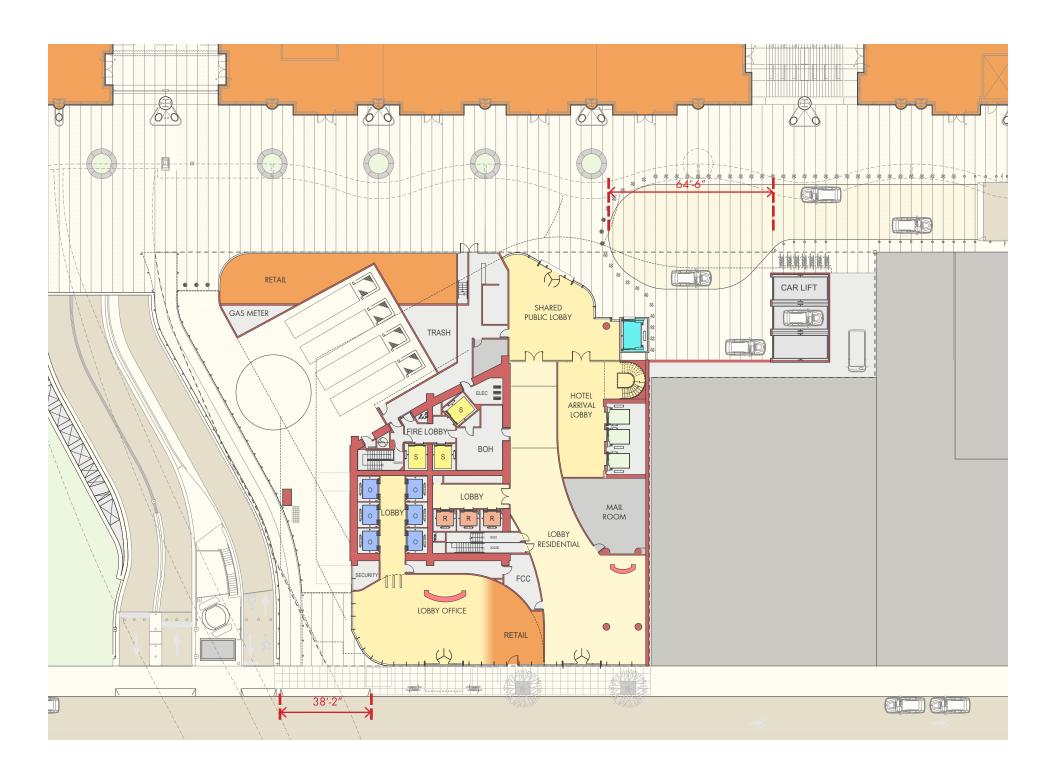
# EXCEPTIONS TO BULK LIMITS SHALL NOT RESULT IN A BUILDING OF GREATER TOTAL GROSS FLOOR AREA THAN WOULD BE PERMITTED IF THE BULK LIMITS WERE MET.

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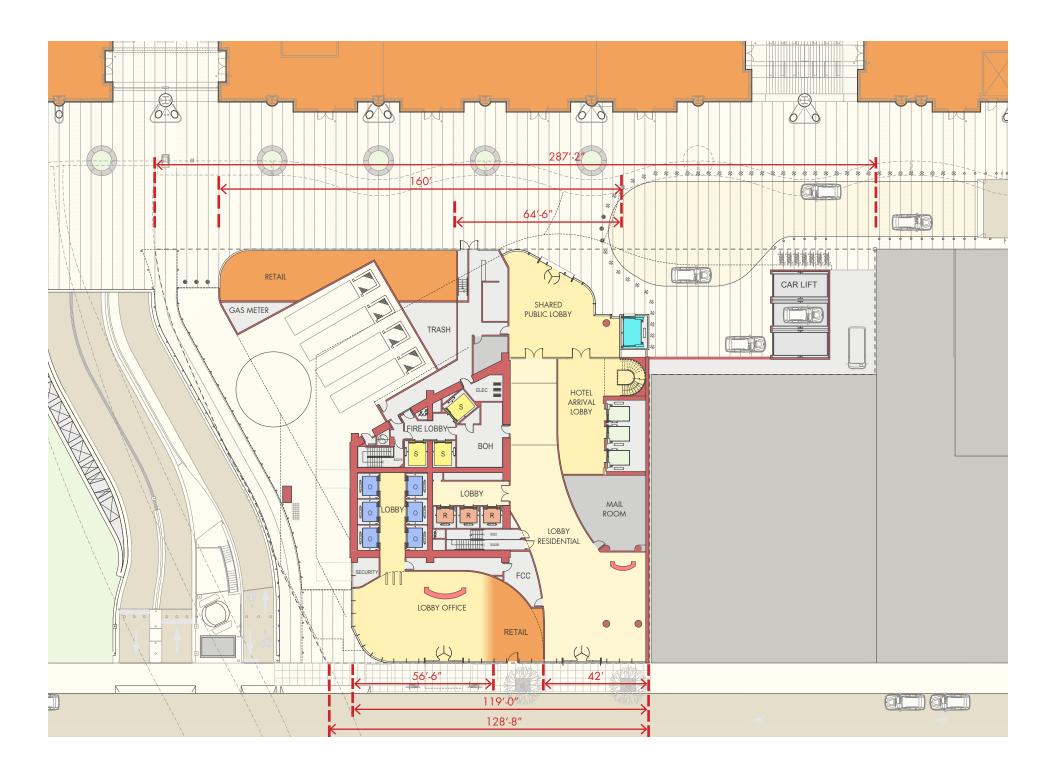
#### DWELLING EXPOSURE DIAGRAM - SECTION 140(a)(1) CRITERIA

Supplemental Diagrams for 309 Application 01/31/19	Parcel F Tower	UNIT EXPOSURE
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#### PARKING / LOADING ENTRANCES - SECTION 145 CRITERIA

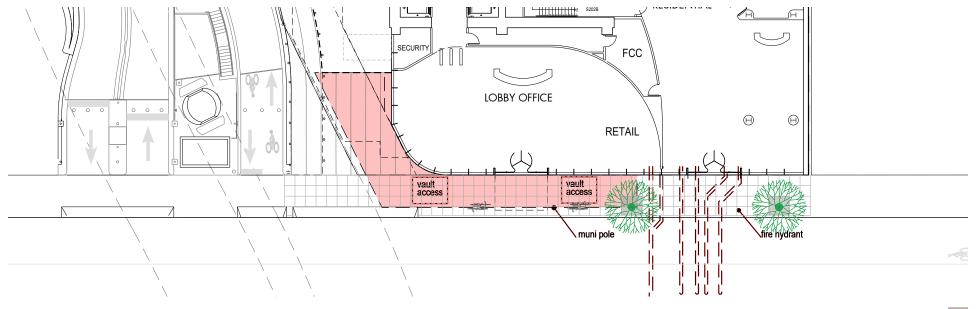
Supplemental Diagrams for 309 Application 01/31/19	Parcel F Tower	PARKING & LOADING ENTRANCES
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#### ACTIVE FRONTAGE DIAGRAM - SECTION 145.1 CRITERIA

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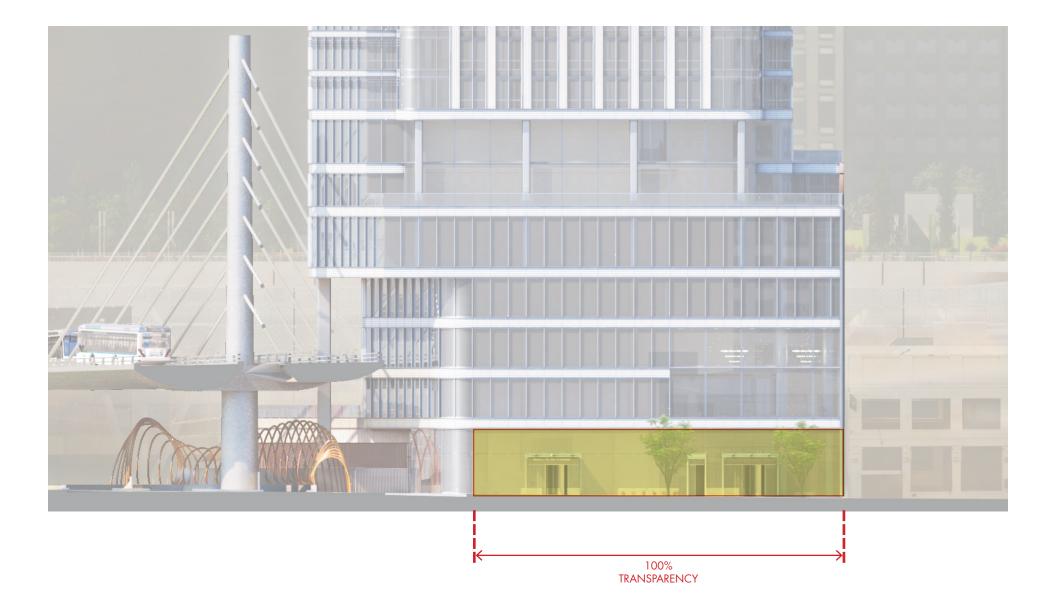
PG&E VAULT BELOW

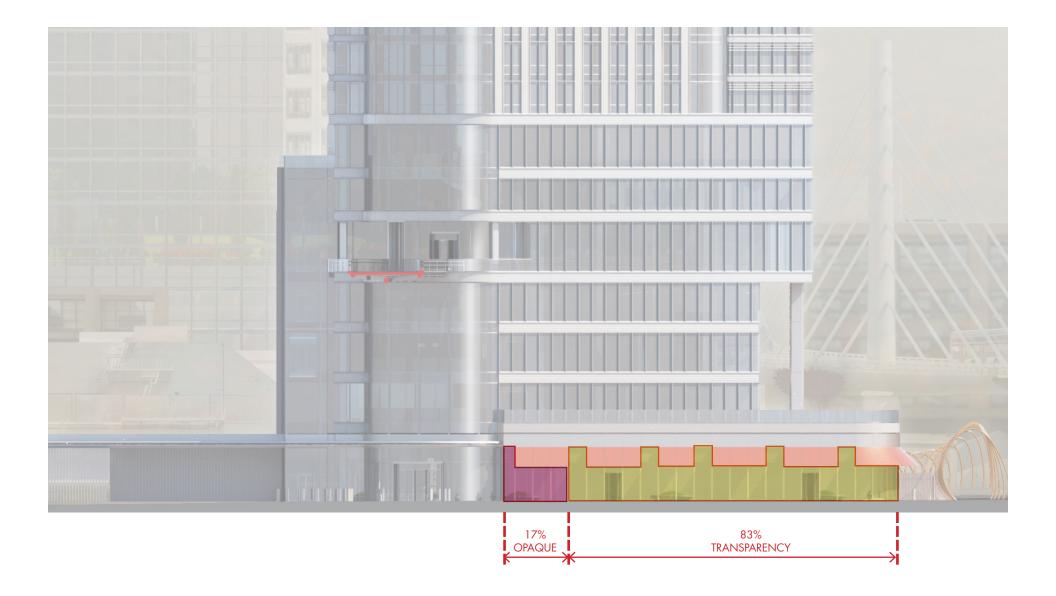
- STORM/SEWER, PG&E VAULT & INCOMING UTILITIES LIMIT THE POSSIBILITY OF PLANTING NEW TREES ALONG HOWARD ST.

- PROPOSED TREE LOCATION SUBJECT TO COORDINATION WITH SF PUBLIC WORKS, TJPA AND UTILITY COMPANIES

#### BETTER STREET PLAN - SECTION 138.1(c)(2) CRITERIA

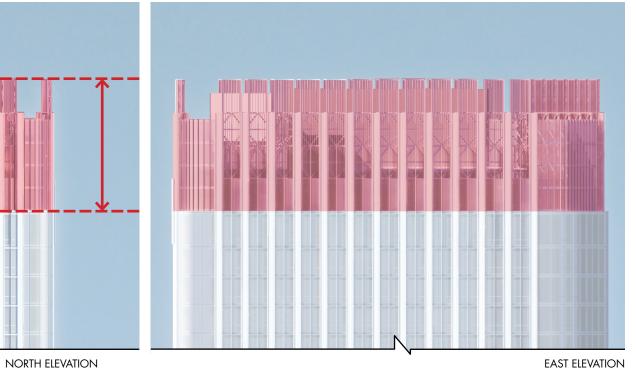
Supplemental Diagrams for 309 Application 01/31/19	Parcel F Tower	BETTER STREET PLAN
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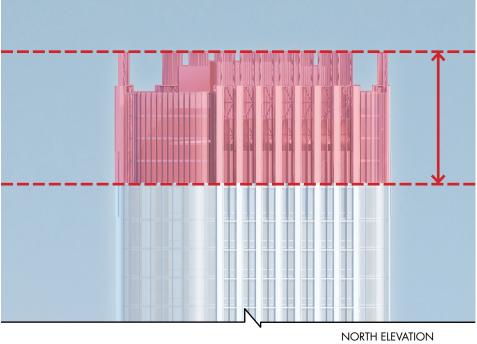


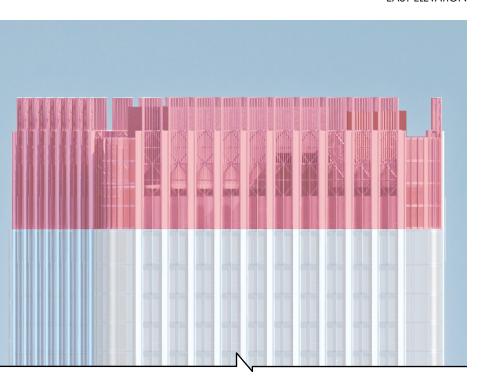


#### TRANSPARENCY AND FENESTRATION DIAGRAM - SECTION 145.1(c)(6) CRITERIA

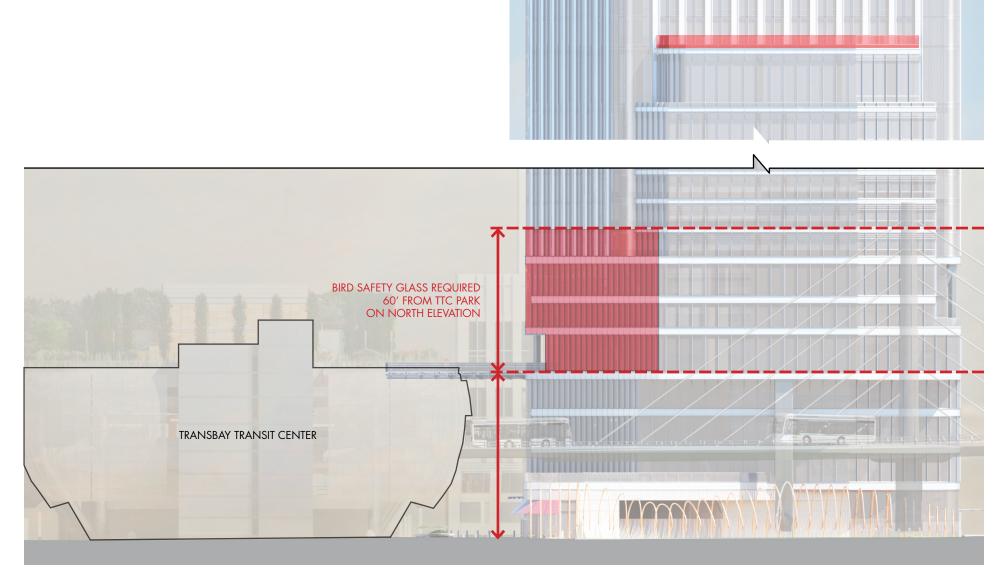
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BIRD SAFETY GLASS REQUIRED AT THE BUILDING'S CROWNON ALL FOUR ELEVATIONS

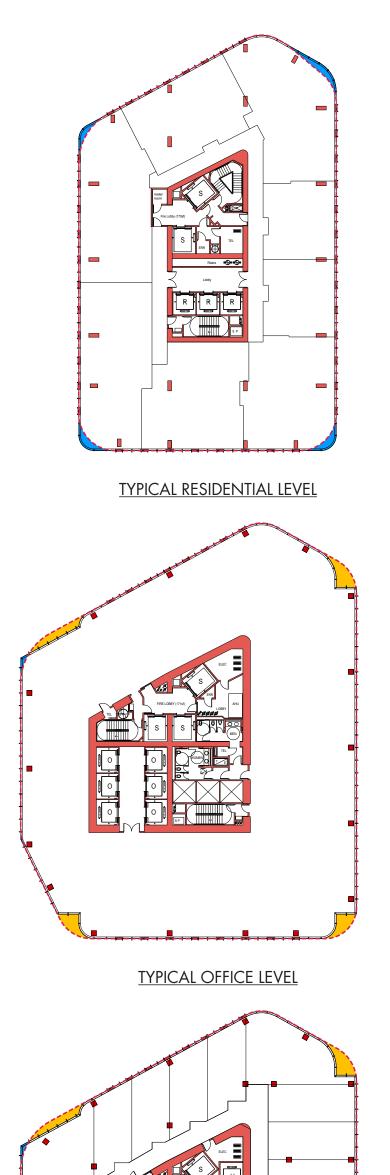


WEST ELEVATION

#### BIRD SAFETY GLAZING WILL BE PROVIDED ON ALL FEATURE RELATED HAZARDS NOT YET DETERMINED - PER SECTION 139 OF PLANNING CODE.

#### COMPLIANCE WITH SECTION 139 CRITERIA

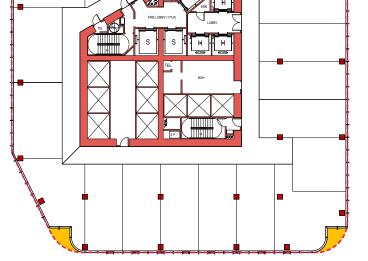
Supplemental Diagrams for 309 Application 01/31/19	Parcel F Tower	BIRD-SAFE BUILDING
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PREVIOUS FLOOR PLATE: 15,000 SF REVISED FLOOR PLATE: 15,305 SF 305 SF ADDITION PER FLOOR PLATE

PREVIOUS FLOOR PLATE: 18,750 SF REVISED FLOOR PLATE: 18,590 SF 160 SF LOSS PER FLOOR PLATE

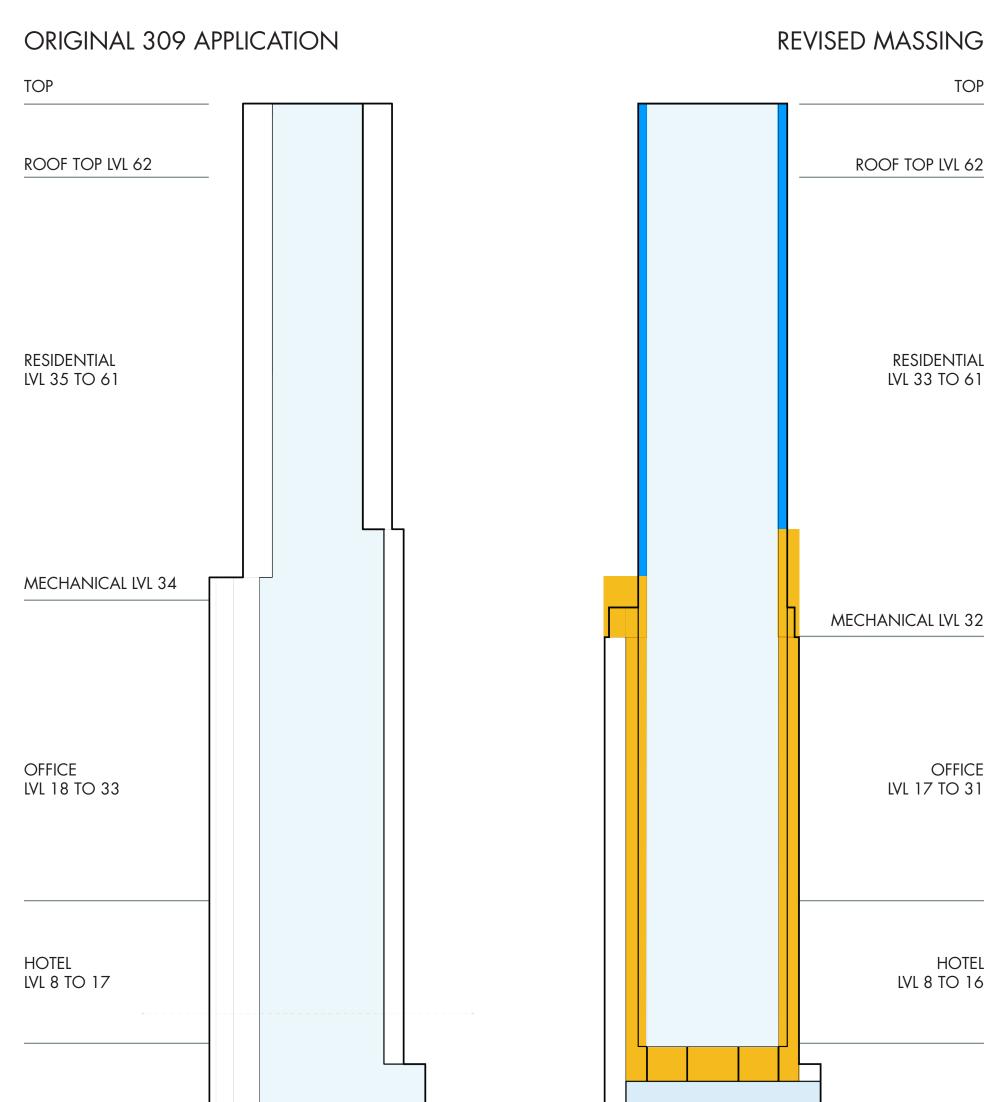
PREVIOUS FLOOR PLATE:18,750 SF REVISED FLOOR PLATE:18,590 SF 160 SF LOSS PER FLOOR PLATE





TYPICAL HOTEL LEVEL

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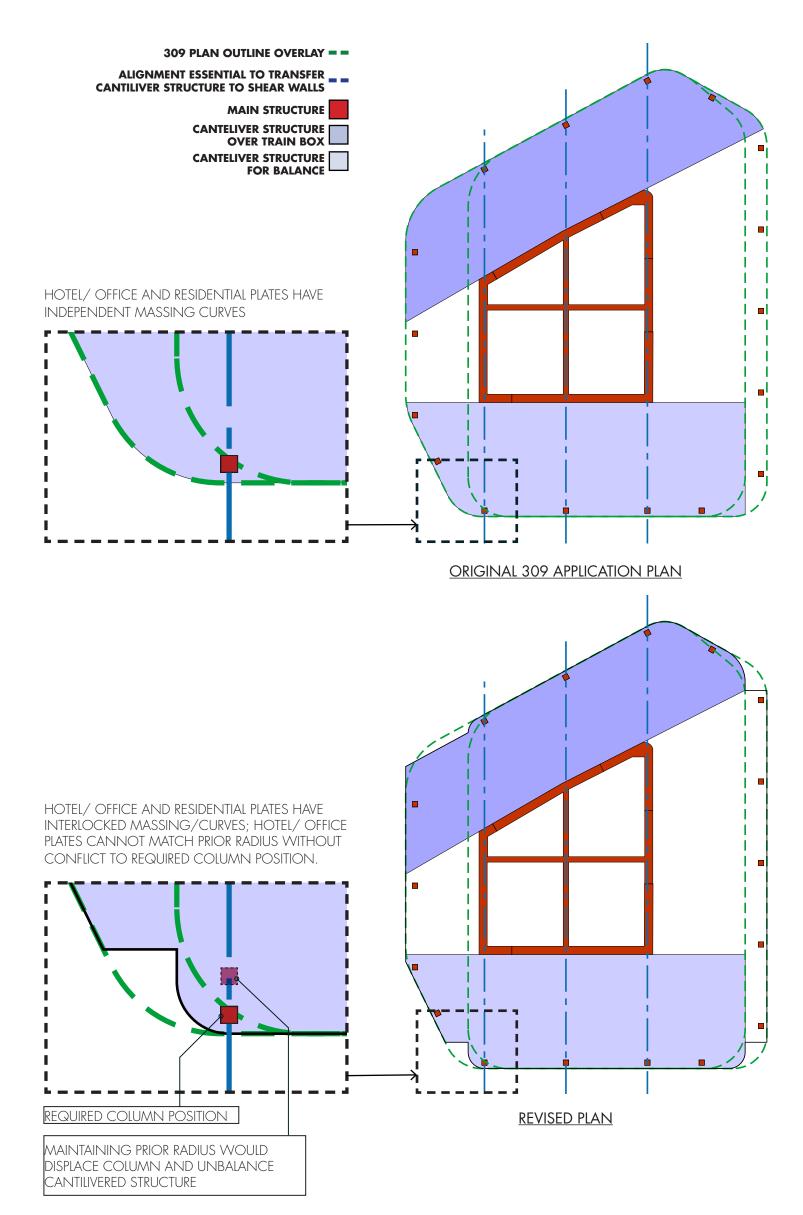


ORIGINAL 309 APPLICATION TOTAL AREA: 1,066,721sf REVISED MASSING TOTAL AREA: 1,057,968 sf

> AREA GAINED PER MASSING REVISION

NET AREA LOSS: 8.753 SF

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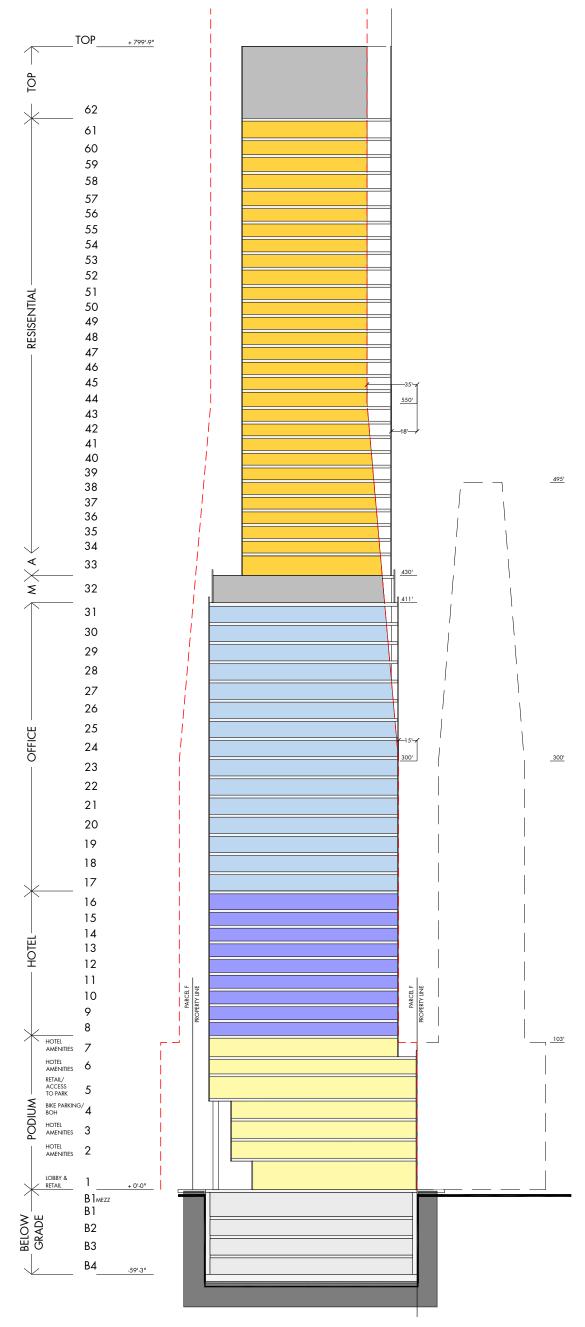
#### CONFLICT BETWEEN PREVIOUS CORNER RADIUS AND STRUCTURE

THE SPONSOR'S REQUEST FOR AN EXCEPTION TO THE 15,000 SF FLOOR PLATE AREA LIMITATION IS CENTERED AROUND 1) CRITICAL STRUCTURAL REQUIRE-MENTS AND 2) AREA-NEUTRAL/NEGATIVE DESIGN CONSIDERATIONS DEVELOPED IN CLOSE COLLABORATION WITH UDAT STAFF.

PARCEL F'S UNIQUELY CONSTRAINED SITE DRIVES A COMPLEX AND SOPHISTICATED STRUCTURAL SYSTEM. IN PARTICULAR, THE NEED TO 1) PRECISELY PLACE REQUIRED STRUCTURAL ELEMENTS, AS WELL AS 2) BALANCE FLOOR PLATE AREAS AROUND THE CORE TO SUPPORT THE DESIGN'S SIGNIFICANT CANTILE-VER, PROVIDE VERY LIMITED FLEXIBILITY TO ALTER THE STRUCTURAL SYSTEM IN RESPONSE TO DESIGN CRITERIA. FOR THE RESIDENTIAL FLOORS, THE ABILITY TO SHRINK THE PLATES BY MOVING EXTERIOR WALLS INDEPENDENTLY OR IN CONJUNCTION, OR BY ADJUSTING THE RADIUS OF THE CORNERS, CAUSES IMMEDIATE CONFLICTS WITH THE PROJECT'S OVERALL STRUCTURE. THE DIAGRAM ABOVE ILLUSTRATES THIS CONFLICT AS PERTAINS TO THE ABILITY OF STRUCTURAL ELEMENTS IN THE LOWER FLOORS TO SUPPORT THE RESIDENTIAL PLATE CORNERS ABOVE.

THE PROJECT'S MAJOR DESIGN FEATURES, DEVELOPED IN CONJUNCTION WITH UDAT STAFF, ALSO LIMIT THE ABILITY TO ADJUST FLOOR PLATE DIMEN-SIONS. SPECIFICALLY, THE DESIGN'S ICONIC VERTICALITY INTERLOCKS THE RESIDENTIAL PLATE (AND ITS MAJOR DIMENSIONS) WITH THE FLOOR PLATES BELOW, PRECLUDING INDEPENDENT ADJUSTMENT. THE TIGHT RADIUSING OF THE CORNERS FEATURED IN THE DESIGN (AND SHARED WITH THE COMMER-CIAL PLATES BELOW) ALSO PRECLUDES FURTHER CONCESSIONS IN AREA DUE TO LIMITATIONS IN CURTAIN WALL FABRICATION/CONSTRUCTABILITY. COM-PROMISING THESE ELEMENTS IS INCONSISTENT WITH THE COLLABORATIVE DESIGN VISION ESTABLISHED WITH STAFF, AND DISCOUNTS THE PRAGMATIC RATIONALE FOR THE PURSUIT OF THIS EXCEPTION.

Supplemental Diagrams for 309 Application 01/31/19	Parcel F Tower	<b>RESIDENTIAL FLOOR PLAN</b>
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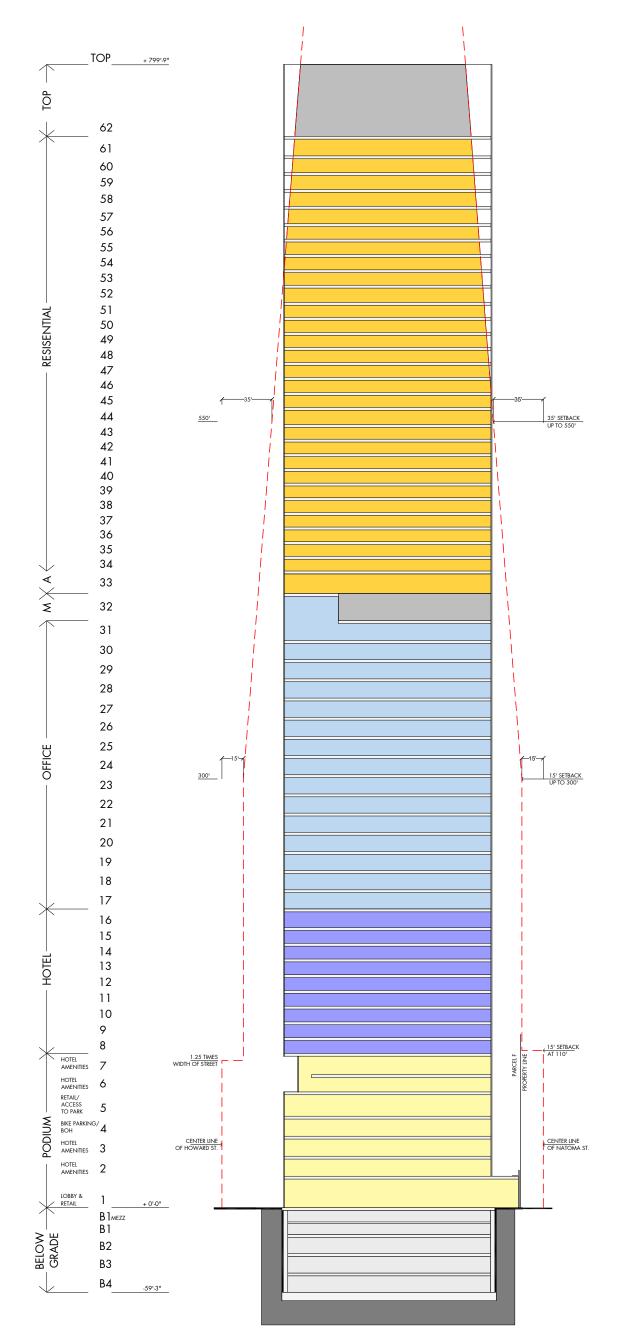


INTERIOR SETBACK

#### PER PAGE 7/ SECTION 272.6, TOTAL AREA REDUCTION RELATIVE TO PRESCRIBED BULK ENVELOPE IS 327,064 SF



Supplemental Diagrams for 309 Application 01/31/19	Parcel F Tower	SETBACK DIAGRAMS
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HOWARD ST. SETBACK

#### PER PAGE 7/ SECTION 272.6, TOTAL AREA REDUCTION RELATIVE TO PRESCRIBED BULK ENVELOPE IS 327,064 SF



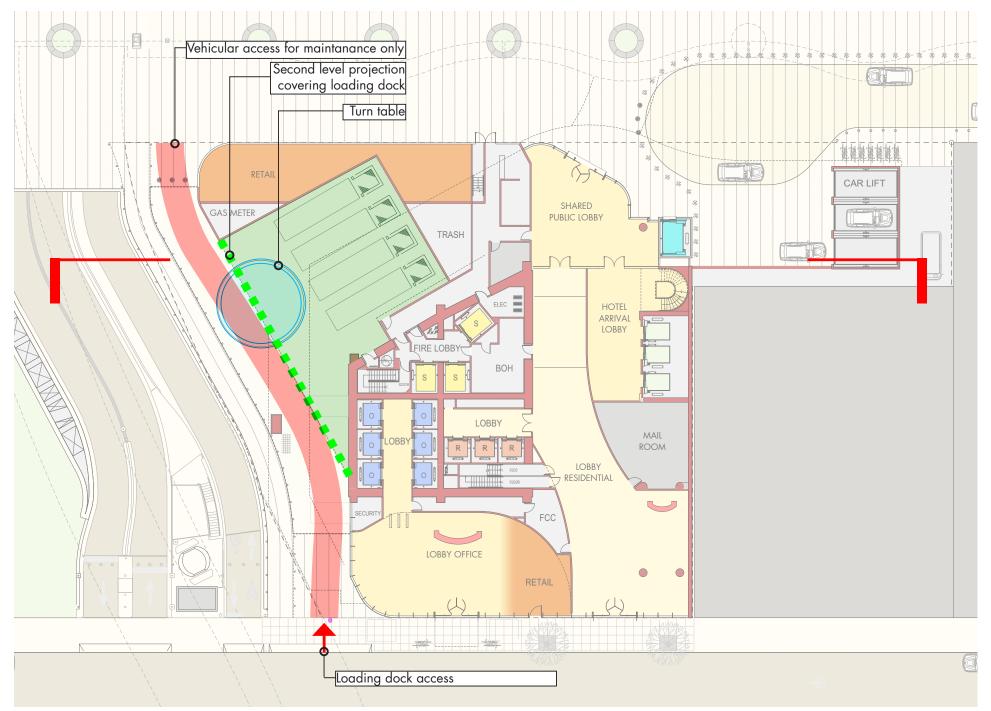
Page 18

**SETBACKS** 

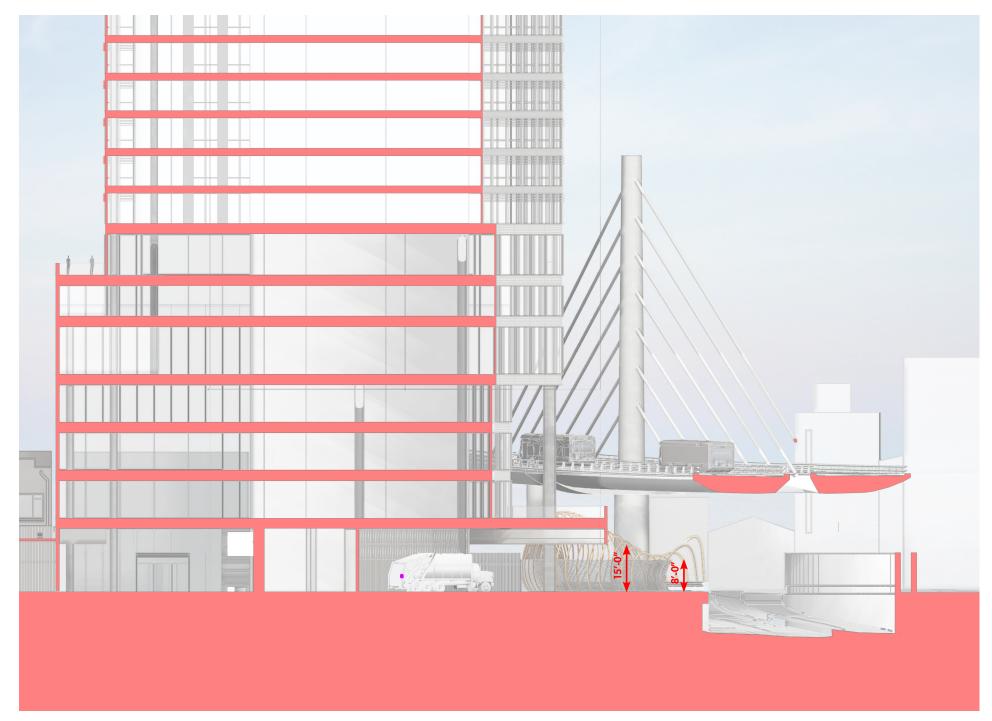


#### REAR YARD COMPLIANCE (SECTION 134)

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#### LOADING AREA (SECTION 155)



#### EAST/WEST SECTION FACING SOUTH

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### **Parcel F Tower**

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