November 22, 2019

TMG Partners
100 Bush Street, 26th Floor
San Francisco, CA 94104

ATTN: David Cropper

RE: Approval of the schematic design of Parcel PK North of the Pier 70 Mixed-Use Development

Dear David,

Thank you for submittal of the vertical improvement design of Parcel PK North. Pursuant to Planning Code Section 249.79(l), the Planning Department has reviewed the vertical improvement design and finds it consistent with the requirements of Section 249.79 and the Design for Development document. As of November 13, 2019, the Planning Department has completed review and hereby approves the vertical improvement design as detailed in the staff report dated October 25, 2019. The approval of the schematic design is subject to the Conditions of Approval included in Exhibit A of this approval. Such conditions are required to render the project consistent with the requirements of Planning Code Section 249.79, the Design for Development document, and the San Francisco General Plan.

APPROVED

John Rahaim
Planning Director
San Francisco Planning Department

DATE

11.22.19

www.sfplanning.org
Exhibit A:
Conditions of Approval, Compliance, Monitoring, and Reporting

DESIGN – COMPLIANCE AT PLAN STAGE

1. **Final Materials.** The Project Sponsor shall continue to work with Planning Department and the Port of San Francisco on the final design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff and Port staff for review and approval; an onsite mockup must also be shown to Port staff for review and approval prior to any substantial application to building facades or walls. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.

   *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

2. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

   *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

3. **Rooftop Mechanical Equipment.** Pursuant to Standard 6.11.1 of the Design for Development document, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened from view as detailed in the Section.

   *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sf-planning.org](http://www.sf-planning.org)*

PARKING AND TRAFFIC

4. **Parking for Affordable Units.** All off-street parking spaces shall be made available to Project residents only as a separate “add-on” option for purchase or rent and shall not be bundled with any Project dwelling unit for the life of the dwelling units. The required parking spaces may be made available to residents within a quarter mile of the project. All affordable dwelling units pursuant to Planning Code Section 415 shall have equal access to use of the parking as the market rate units, with parking spaces priced commensurate with the affordability of the dwelling unit. Each unit within the Project shall have the first right of refusal to rent or purchase a parking space until the number of residential parking spaces are no longer available. No conditions may be placed on the purchase or rental of dwelling units, nor may homeowner’s rules be established, which prevent or preclude the separation of parking spaces from dwelling units.

   *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sf-planning.org](http://www.sf-planning.org)*
5. **Car Share.** Pursuant to the Design for Development document, no fewer than two (2) car share spaces shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.

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

6. **Bicycle Parking.** Pursuant to the Design for Development document, the Project shall provide no fewer than 148 bicycle parking spaces (136 Class 1 spaces and 12 Class 2 for the residential portion of the Project and 7 Class 1 or 2 spaces for the commercial portion of the Project). SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA’s bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

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

7. **Parking Maximum.** Pursuant to the Design for Development document, the Project shall provide no more than 147 off-street parking spaces.

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

8. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.

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

**PROVISIONS**

9. **Anti-Discriminatory Housing.** The Project shall adhere to the requirements of the Anti-Discriminatory Housing policy, pursuant to Administrative Code Section 1.61.

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

10. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.
For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org

11. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.
   *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

12. **Residential Child Care Impact Fee.** The Project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A.
   *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

13. **Inclusionary Affordable Housing Program.** The project is subject to the provisions of Planning Code Section 249.79, which requires compliance with the Inclusionary Housing Program established in Section 415 through payment of the Affordable Housing Fee equivalent to twenty-eight percent (28%) of the number of units in the proposed condominium ownership project. The Affordable Housing Fee for the project is assessed using the methodology and amounts published in the January 1, 2019 Citywide Development Impact Fee register. The assessed amount shall be indexed annually in accordance with the regular revisions published in the Impact Fee Register each year until such time as a First Construction Documents are issued and the Fee is paid.

**MONITORING - AFTER ENTITLEMENT**

14. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.
   *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

15. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.
   *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*
OPERATION

16. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.

*For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, [http://sfdpw.org](http://sfdpw.org)*
Memo to the Planning Director

Date: October 25, 2019
Case No.: 2019-017002PHA
Project: Pier 70 Mixed Use Project Parcel K North
Zoning: P70-MU (Pier 70 Mixed Use)
Pier 70 Special Use District
65-X Height and Bulk District
Block/Lot: Pier 70 Parcel K North
Project Sponsor: Presidio Bay Ventures
1160 Battery St, Suite 250
San Francisco, CA 94111
Staff Contact: Michael Christensen – (415) 575-8742
Michael.Christensen@sfgov.org
Ryan Wassum – (415) 274-0637
Ryan.Wassum@sfgov.com
Recommendation: Approve the Schematic Design

BACKGROUND

Planning Code Section 249.79(k) details the administrative review process for vertical improvements at the Pier 70 Mixed Use Project. Under the administrative review process, schematic designs of vertical improvements proposed at the site are reviewed by Planning Department and Port staff for completeness and consistency with the Design for Development (D4D) document. Upon a determination of completeness, (or deemed completeness), staff shall conduct design review and prepare a staff report determining compliance of the Vertical Improvement with Section 249.79 and the D4D, including a recommendation regarding any modifications sought. Within 20-days of delivery and posting of this staff report, the Planning Director shall approve or disapprove the Vertical Improvement design and any Minor Modifications based on its compliance with this Section 249.79 and the D4D and the findings and recommendations of the staff report.

This memo serves as the staff report required under Section 249.79 and details the completeness and consistency of the schematic building designs for Parcel K North, which was submitted to the Port of San Francisco for review on May 14, 2019.

CURRENT PROPOSAL

Parcel K North is proposed to be developed with a seven story, 65-foot tall, 377,506 square foot mixed use building containing 245 for-sale dwelling units over ground floor amenity and retail spaces. No minor or major modifications to the requirements of the D4D document are requested. A plan check sheet detailing consistency with the D4D and a reduced set of plans are attached to this report.

www.sfplanning.org
Additionally, the project sponsor has conducted outreach events with interested parties to solicit feedback on the proposed design for Parcel K North. The following outreach was conducted:

- **Central Waterfront Advisory Group** – May 15, June 5, & September 18, 2019
- **Dogpatch Neighborhood Association** – July 9 & September 10, 2019
- **Potrero Boosters** – July 30, 2019

Over the course of review, the project has been modified in response to inconsistencies with the D4D document identified by Planning Department and Port staff and in response to general design comments received by neighborhood groups. Specifically, the design has been modified in the following ways:

- The north building façade has been angled to provide additional visibility to the historic façade of Building 113 and to provide additional area to the public plaza, which will be designed and built by the project sponsor,
- The ground floor of the east building façade has incorporated walk-up town homes and additional public seating to better enhance and activate the building and the Michigan Street frontage,
- Ground floor plans have been altered to shift amenity spaces to the plaza façade to reduce the impact of placing residences directly against the plaza, potentially leading to a feeling of privatization of the plaza,
- Upper floors have been rationalized and the topmost (sixth) floor has been setback slightly to align with the fifth floor to reduce the top-heavy appearance of the building, and
- Materials and fenestration patterns have been refined.

With these modifications, staff finds the schematic design to be consistent with Section 249.79 and the requirements of the D4D.

**AFFORDABLE HOUSING FEE**

The project is located within the Pier 70 Special Use District and is not included within the “28-Acre Site” established in the Development Agreement. Therefore, the project is subject to the provisions of Planning Code Section 249.79, which requires compliance with the Inclusionary Housing Program established in Section 415 through payment of the Affordable Housing Fee equivalent to twenty-eight percent (28%) of the number of units in the proposed condominium ownership project. All other provisions of Section 415 apply.

Effective January 1, 2019 the Mayor’s Office of Housing and Community Development (MOHCD) applies the Affordable Housing Fee on a per gross square foot basis, rather than the previous per unit basis, pursuant to the provisions of Planning Code Section 415.5 and 415.10. Therefore, the Affordable Housing Fee for the project is assessed using the methodology and amounts published in the January 1, 2019 Citywide Development Impact Fee register. The assessed amount shall be indexed annually in accordance with the regular revisions published in the Impact Fee Register each year until such time as a First Construction Documents are issued and the Fee is paid.
MEMO TO THE PLANNING DIRECTOR

CASE NO. 2019-017002PHA
Pier 70 Mixed Use Project Parcel K North

REQUIRED DIRECTOR’S ACTION

For the project to proceed, the Planning Director must approve the Vertical Improvement design and any Minor Modifications based on its compliance with Section 249.79 and the D4D and recommendations of this staff report.

BASIS FOR RECOMMENDATION

- The project is compliant with Section 249.79 of the Planning Code.
- The project is compliant with the requirements of the Design for Development (D4D) document and no modifications are requested.
- The project has been reviewed by interested neighborhood groups and modifications have been completed in response to comments received.

RECOMMENDATION: Approve the schematic design for Parcel K North

Attachments:
- Plan Check document
- Parcel K North Plans
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<td>Plan at Roof</td>
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<td>Site Section - East / West</td>
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<td>Proposed East Elevation</td>
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<td>Landscape Design - Bird’s Eye View from Michigan Entrance</td>
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<td>Landscape Design - View from Michigan Street</td>
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<td>Long Facade Strategy - West Facade</td>
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<tr>
<td>Long Facade Strategy - East Facade</td>
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<td>Cultural Adjacency Strategy</td>
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The PKN development team is inspired by 150 years of industrial culture alive on Pier 70, and by the years-long community planning process now coming to life in this extraordinary setting.

The monumental structures remaining at the waterfront complex speak for San Francisco’s greatest accomplishments in maritime manufacturing.

The Pier 70 masterplan framework creates the opportunity to preserve the story of this place while inviting elements of successful urban regeneration - preservation mixed with new development, waterfront access, transit orientation, and spaces for living, working, and congregating.

The PKN team’s aim is to create a mixed-use development which celebrates the neighborhood’s historical “art” of construction, and provides high quality housing opportunities and relevant commercial and maker spaces.

We are honored to take a vital first step towards the urban integration of this special place on the Central Waterfront.
NEIGHBORHOOD CHARACTER

In the immediate surrounding of Parcel K North, we observe robust and refined building characteristics on East, North, and West opposing parcels.

Union Iron Works Historic District Building 113-116 presents a simple and iconic silhouette while containing a fine grain and weathered skin material – brick. Buildings 101 and 102 offer more classical facades. The American Industrial Center, just beyond the Historic District and the Pier 70 Special Use District, is also a simple, industrial mass with tactility in the rhythmic details of the long stretches of warehouse windows and an expressed structural frame.

In light of this immediate context and the overall vision presented in the Pier 70 Design for Development, there are two primary design intentions for PKN: 1) to create a building that compliments the robust, straightforward massing of the neighboring buildings; 2) to “dress” that massing in layers of fine grain repetitive detail that establish texture and depth.
PKN - DESIGN INTENT STATEMENT

Initial Building Typology Studies

Selected Building Typology:
1. Multiple Internal Courtyard
2. Multiple Nodes for Circulation
3. Reduce Mass on Long Facades

1. Taper Cut for Views
2. Primary Urban Connection on Illinois St.
3. Secondary Connection to 20th St. Plaza
4. Secondary Connection at Michigan Street
5. Setbacks at Historic Resource
6. Massing Pivot to Preserve View of Building 113

1. Panoramic Views to City and Bay

2. Upper Level Setbacks for Views and Relief a: Adjacent Cultural Resource

3. Illinois Street Sidewalk Canopy
ARCHITECTURAL LANGUAGE

In our studies of the historic and industrial character of Pier 70, three architectural elements became evident and appropriately expressed: The Pier, The Frame, and The Large Format Window. The PKN project has been designed to create analogies between these elements and the historic character of Pier 70 architecture. Expressed as different facade types, the elements become a base, middle, and top. At the base, the strong perimeter columns evoke the piers and docks of the waterfront, and celebrate the industrial colonnade and strong vertical grounding of industrial architecture. In the middle, the frame is a robust articulation of building structure and is clad in a profile with high relief. At the top, the large format window evokes the warehouse skylight and ventilation gallery.
EXISTING SITE PLAN
EXISTING SITE TOPOGRAPHY

METHOD OF HEIGHT MEASUREMENT
Measurement shall be taken from the highest point at grade at the street edge if the distance between high point HP and centerline CL is less than five feet.
HEIGHT MEASUREMENT DIAGRAM - ISOMETRIC - D4D 6.4.1

D FOR: S6.4.3
METHOD OF HEIGHT MEASUREMENT
Measurement shall be taken from the highest point at grade at the street edge if the distance between high point HP and centerline CL is less than five feet.

S6.4.3 BUILDING HEIGHT MAXIMUM. Building height per parcel shall not exceed the maximum height set forth in the Planning Code, and shall be further limited by the heights shown in Figure 6.4.2. See S6.4.4 for a list of building features that may be exempted from measurement of building height.
## DATA SUMMARY - PROPOSED VERTICAL PROJECT

### See Complete Design for Development Compliance Statement On Pages 50-59

### GROSS FLOOR AREA

<table>
<thead>
<tr>
<th>LEVEL</th>
<th>BUILDABLE GROSS AREA</th>
<th>NON-BUILDABLE GROSS AREA</th>
<th>TOTAL GROSS BUILDABLE AREA</th>
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<tbody>
<tr>
<td></td>
<td>RESIDENTIAL USE FLOOR AREA</td>
<td>NON-RESIDENTIAL USE FLOOR AREA</td>
<td>shaft, corridor, stairs, etc.</td>
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<td>ROOF</td>
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<td>TOTAL</td>
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### ZONING CONTROL

#### PROJECT VDQA SCOPE OF DEVELOPMENT
- Residential Square Footage: Up to 274,785 GSF
- Residential Unit Count: 240 to 270 Units
- Commercial/Retail/Light Industrial Gross Square Footage: Up to 13,108 GSF
- Office Use shall not exceed 6,600 GSF

#### HEIGHT, D4D Section 6.4
- 65’
- 65’ Refer to Height Measurement Diagrams

#### REAR YARD, D4D Section 4.12.2
- N/A
- N/A. Lots within the Project shall not be required to comply with the rear yard requirements set in Planning Code Section 134.

#### RESIDENTIAL USEABLE OPEN SPACE, D4D Section 6.12.1
- Usable open space equivalent to 40 square feet per dwelling unit
- 245 units - 35 units with qualifying private open space = 210 units
- 210 units x 40 sq ft = 8,400 sq ft of common useable open space required

#### PARKING
- Accessory parking of up to 6 spaces per residential unit
- 245 D.U.: 15 spaces = 147 spaces
- Accessible Off-Street Parking: 1 space for each 25 off-street parking spaces provided
- 147 spaces / 25 spaces = 6 spaces

#### CAR SHARE, D4D 5.2.1, SF Planning Section 166
- 2 spaces, plus 1 for every 200 dwelling units over 200:
- 2 car share parking spaces

#### OFF-STREET FREIGHT LOADING
- D4D Table 5.5.1
- Residential: For 0 - 275 Units, 1 space is required On-Street or Off-Street
- Commercial and R.A.L.L.: For spaces between 0 - 50,000 GFA, Loading spaces are not required

#### GROUND FLOOR TO FLOOR HEIGHT
- 140” Minimum
- Min. 140” provided at Ground Floor.

#### RESIDENTIAL BICYCLE PARKING
- D4D 5.5.1.1, SF Planning Section 155.2
- 100 Class 1 spaces plus one Class 1 space for every four Dwelling Units over 100
- 1 Class 2 space per 20 dwelling units
- Class 1: 100 + (145 units / 4 = 36) = 136 Class 1 spaces
- Class 2: 245 units / 20 Class = 12 Class 2 spaces

#### NON-RESIDENTIAL - BICYCLE PARKING
- D4D 5.5.1.1, SF Planning Section 155.2
- Retail Sales and Services: Class 1: 1 space per 7,500 SF of Occupied Floor Area - 11,500 / 7,500 = 1.5 Spaces
- Class 2: 1 space per 2,500 SF of Occupied Floor Area - 11,500 / 2,500 = 5 Spaces

### UNIT MATRIX

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<th>QUANTITY</th>
<th>MIX</th>
<th>AVG SIZE</th>
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<td>3</td>
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<td>TOTAL</td>
<td>245</td>
<td>100%</td>
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PLANS AT BASEMENT - ENTRY TO LOWER LEVEL

- RAMP TO PARKING BELOW GRADE
- BICYCLE PARKING ENTRANCE
- MICHIGAN STREET
- (2) CAR SHARE SPACES
- LOADING ZONE
- 20'-0"

Provided Parking Totals:

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<tr>
<th>Standard</th>
<th>Accessible</th>
<th>Car Share</th>
<th>Total</th>
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<tr>
<td>141</td>
<td>6</td>
<td>2</td>
<td>149</td>
</tr>
</tbody>
</table>

PARKING RAMP - TRANSITION STRIPs:

- 19'-3"
- 24'-0"
- 24'-10"
- 24'-10"

UP TO UPPER PARKING DECK:

- 24'-10"

LOWER LEVEL PARKING:

- 18'-0"
- 18'-0"
- 33'-0"

COMMERCIAL SERVICE ELEVATOR:

ILLINOIS STREET (ABOVE)

NOTE: PROJECT TEAM CURRENTLY STUDYING ALTERNATE PARKING LAYOUTS

PIER 70 SPECIAL USE DISTRICT - PARCEL K NORTH VERTICAL PROJECT - APPLICATION FOR DESIGN REVIEW - September 19, 2019
VIEW FROM MICHIGAN STREET
ENLARGED VIEW FROM MICHIGAN STREET
PROPOSED MATERIALS AT GROUND FLOOR & STREETSCAPE

- High Performance Glass
- Metal-Framed Glazing Assembly System
- Precast Concrete Frames with Integral Color, Polishing, and Applied Glaze
- Cladding - Brushed or Patinated Metal
- Cladding - Patinated Light Metal
- Precast Concrete Frames with Integral Color, Polishing, and Applied Glaze
- Oil Rubbed or Patinated Dark Metal Cladding
- Adhered Stone Veneer at Base of Storefronts

CONTEMPORARY BUILDING PRECEDENTS FORMED CONCRETE / MASONRY
PROPOSED BUILDING MATERIALS

- Precast Concrete frames with Integral Color, Polishing, and Applied Glaze
- High Performance Glass
- Metal-Framed Glazing Assembly System
- Oil Rubbed or Patinated Dark Metal Cladding
- Textured Concrete Board-Formed Pattern
- Perforated Patinated Metal
PROPOSED NORTH ELEVATION

NORTH BUILDING
SCALE: 1/16"=1'-0"
LANDSCAPE DESIGN - BIRD’S EYE VIEW OF MICHIGAN ENTRANCE
<table>
<thead>
<tr>
<th>Ch. 2 Land Use</th>
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</thead>
<tbody>
<tr>
<td>2.1.1 Land Use</td>
<td>Pier 70 Project is zoned Pier 70-MU. Permitted uses located on Table 2.1.1</td>
<td>Y - The proposed use for PKN is Residential with Ground Floor Commercial Office/ Retail/Arts/Light Industrial (Table 2.2.1)</td>
</tr>
<tr>
<td>2.1.2 Dwelling Unit Density Limit</td>
<td>Dwelling unit density shall not be limited by lot area. See Section 56.12 for Dwelling unit exposure and residential open space requirements</td>
<td>Y - Project to comply with Section 56.12 for Dwelling Unit Exposure and Open Space Requirements.</td>
</tr>
<tr>
<td>2.1.3 Publicly Oriented Accessory Retail Uses in Parks and Open Spaces</td>
<td>Accessory uses are allowed in parks and open spaces, subject to approval process outlined in Pier 70 D4D</td>
<td>NA - Public open space (20th Street Plaza) will be addressed in the Horizontal Projection Application.</td>
</tr>
<tr>
<td>2.1.4 Off-Street Parking</td>
<td>Parking on PKN is permitted as an accessory use. Refer to Section 5.4 Off-Street Parking and Section 6.13 Garage and Service Entry Design for more information on parking maximums, locations, dimensions, and design of parking facilities and entries</td>
<td>Y - Off-street accessory parking will be located below grade. Please refer to pages 19 and 30 for Plan at Basement - Entry at Lower Level and Plan at Basement - Upper Level.</td>
</tr>
<tr>
<td>2.2.1 Interim Uses</td>
<td>Interim uses, including surface parking and arts, retail, and entertainment uses are permitted in accordance with the Pier 70 D4D</td>
<td>NA - Not Applicable</td>
</tr>
</tbody>
</table>

**PKN MANAGER, LLC - PRESIDIO BAY VENTURES**

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<tbody>
<tr>
<td>2.2.2 Measuring Corners</td>
<td>For buildings along 20th Street, 22nd Street, and Maryland Streets, corners shall be defined as the first 75 feet from the intersection along the frontage of a building. For all other locations, corners shall be defined as the first 50 feet from the intersection along the frontage of a building</td>
<td>Y - Definition Noted</td>
</tr>
<tr>
<td>2.2.3 Priority Retail Frontages</td>
<td>A minimum of 50% of the shaded Priority Retail Frontage Zone shall be occupied by retail, hotel, and restaurant arts, culture, PDR, and entertainment (Figure 2.2.1)</td>
<td>NA - Not Applicable</td>
</tr>
<tr>
<td>2.2.4 Retail and Service Frontages</td>
<td>Specified frontage zones shall be limited to the uses listed in S2.2.3 Priority Retail Frontages plus the following additional uses for a minimum of 50% of the shaded Retail and Services Frontage zone identified in Figure 2.2.2: (Personal services, Medical services, Financial Services and banks, Fitness Centers and Gyms, Institutions, Community Facilities, Events and Activity Space, Minimum depth should be 25’)</td>
<td>Y - Retail and Service Frontages are required along 50% of the northwestern corner of PKN, located on the intersection of 20th St. (57') and Illinois St. (50'). The retail corner should be at least 69' by 50'.</td>
</tr>
<tr>
<td>2.2.5 Ground Floor Office Frontage</td>
<td>Ground floor commercial office uses on 20th street, as shown in Figure 2.2.2 shall not exceed 75% of frontages for Parcels A, B, E, G, HDY, H3, and H2.</td>
<td>NA - Not Applicable</td>
</tr>
</tbody>
</table>

**G2.2.1 Ground Floor Office Frontages**

When located on the ground floor, particularly along 20th Street, commercial spaces with frontages longer than 30 feet are encouraged to locate and make visible social or common functions, such as lounges, kitchens, cafes, storage spaces, meeting rooms, and conference rooms along the street edge to create visual activity and engagement.

**Y - Please refer to pages 4-7 for PKN's Design Intent Statement.**
<table>
<thead>
<tr>
<th>D4D Section</th>
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<th>Compliant (Y/N/NA)</th>
<th>Summary of Project Compliance</th>
</tr>
</thead>
</table>
| Ch. 4 Streets and Streetscapes | Minimum Sidewalk Width per Table 4.3.1:  
- 21st St. between Illinois St. and Louisiana St. = 9.5'  
- Michigan St. = 10'  
Provide a minimum 6' wide throughway zone to allow for unobstructed pedestrian pathways (54.3.2 & Figure 4.3.3c) | Y | -For 21st Street between Illinois St. and Louisiana St., refer to page 48 on Landscape Design - Streetscapes for min. sidewalk widths.  
-Michigan St. will be addressed in the Horizontal Projection Application.  
- Please refer to page 48 on Landscape Design - Streetscapes for throughway zone widths. |
| 4.4 Mid-Block Passages | Mid-Block Passages are not required at PKN (54.4.1 and Figure 4.4.1) | NA | Not Applicable |
| 4.8.1 Street Trees | Street trees within the site shall be selected for their quality of form and foliage to be in keeping with the Project's vision of a place that simultaneously relates to the neighborhood and the site's industrial heritage. | Y | Noted, Tree selection shall comply |
| 4.8.2 Street Tree and Planting Locations | Trees are only permitted on Illinois St. No trees are permitted on Michigan and 21st Street (Figure 4.8.1).  
Plantings permitted (No trees) on Michigan Street and 21st Street. Trees, and plantings are permitted on Illinois St. | Y | -Street trees are located on Illinois St. Please refer to page 48 on Landscape Design - Streetscapes for tree locations.  
- For 21st St. and Illinois St., refer to page 48 on Landscape Design - Streetscapes for street tree and planting locations.  
- Plantings on Michigan St. will be addressed in the Horizontal Project Application. |
| 4.8.3 Planting Strip with Low Plantings | Low plantings minimum of 4' in width; however where sidewalk is less than 10'3" widths are permitted. 'Where courtesy strip is provided in a sidewalk less than 10' in width, 2' wide planting strips shall be permitted | Y | - For 21st St. and Illinois St., refer to page 48 on Landscape Design - Streetscapes for plantings. |
| 4.8.4 Planting Strip with Street Trees | Street trees in plantings shall be a minimum of 4' in width and centered a minimum 18" from edge of curb. (54.8.3 / 54.8.4) | Y | - For Illinois St., refer to page 48 on Landscape Design - Streetscapes for proposed plantings. |
| 4.8.5 Street Tree Spacing | Where street trees are required, they shall be permitted to have variable spacing, in contrast with Standard Better Streets Plan requirements. | Y | Noted, please refer to page 48 on Landscape Design - Streetscapes for tree spacing on Illinois Street. |
| 4.8.6 Street Tree Species | All trees shall meet the approved species defined by SF Department of Public Works and Friends of Urban Forest (54.8.6) a minimum of 4' in width and centered a minimum 18" from edge of curb (54.8.3 / 54.8.4) | Y | - Street trees to comply. For 21st St. and Illinois St. trees, refer to page 48 on Landscape Design - Streetscape. |
| G.4.1 Street Tree Species | Preferred tree species (Figure 4.8.2) | Y | Noted, tree species to be considered in Schematic Design. |
| G.4.2 Planting Type | Refer to Section 3.13 Vegetation. Extra consideration to durability and maintenance to Public ROW | Y | Noted, planting species to be considered in Schematic Design. |
| 4.9 Utilities | All above-grade utilities within ROW shall be located within furnishing zone (54.91) | NA | Not Applicable |
| 4.10.3 Sidewalks | Materials must withstand extensive use, wear-and-tear, and load bearing requirements | Y | Noted, sidewalks to comply |
| Ch. 5 Bicycle Parking | Class 1 and Class 2 bicycle parking amounts shall be provided per building in accordance with the parking minimums per use as indicated in the Planning Code at the time of building permit submittal. | Y | - Please refer to page 16 for Data Summary - Proposed Vertical Project for required bike parking calculation.  
- Please refer to page 20 for Plan at Basement - Upper Level Plan at for Class 1 Bike Parking. Refer to page 16 for Level 1 with Landscape for Class 2 Bike Parking. |
| 5.1.1 Bicycle Parking Capacity | Class 1 bicycle parking shall be located on ground level, basement level, or above ground level of subject building required. Class 1 bicycle parking for residential shall dedicate a minimum of 5% of bicycle parking spaces for Cargo and Trailer Bikes | Y | - Please refer to page 16 for Data Summary - Proposed Vertical Project for required bike parking calculation.  
- Please refer to page 20 for Plan at Basement - Upper Level Plan at for Class 1 Bike Parking. |
<p>| 5.1.2 Class 1 Bicycle Parking Location | | | |</p>
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<tr>
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<tr>
<td>5.1.3 Class 1 Bicycle Parking Signage</td>
<td>Each non-residential building with Class 1 bicycle parking shall provide clear signage visible within the building lobby and at any basement points, if applicable.</td>
<td>N/A</td>
<td>- Not applicable</td>
</tr>
<tr>
<td>5.1.4 Class 2 Bicycle Parking</td>
<td>Class 2 bicycle parking (located along Illinois Street, within 100’ from primary entrance of building, and high visibility) required. SF Planning Code Section 155.2: “One per 20 units.”</td>
<td>Y</td>
<td>- Please refer to page 16 for Data Summary - Proposed Vertical Project for required bike parking calculation. - Please refer to page 20 for Level 1 with Landscape for Class 2 Bike Parking.</td>
</tr>
<tr>
<td>5.1.5 Bicycle Parking Design</td>
<td>Design shall be consistent with design and layout standards set forth by Planning Code with exception of space efficient lift-assist double decker racks being permitted to fulfill 100% of Class 1 requirements.</td>
<td>Y</td>
<td>- 100% of the required Class 1 bicycle parking to be provided with lift-assist double decker racks. Please refer to page 20 for Plan at Basement - Upper Level Plan at for Bike Room.</td>
</tr>
<tr>
<td>5.1.6 Bicycle Support</td>
<td>Support facilities, such as showers and lockers, shall be provided in accordance with Planning Code Section 155.4 at time of site permit submittal.</td>
<td>N/A</td>
<td>- Per Planning 155.4, no Retail Sales and Services Uses within project meet the minimum requirements for shower facility and lockers.</td>
</tr>
<tr>
<td>G5.1.1 Bicycle Parking Access</td>
<td>Access to bicycle parking areas should be direct and clearly indicated with signage. Access ramps to bicycle parking areas are encouraged where the primary entrance of the building is below or above adjacent sidewalk grade.</td>
<td>Y</td>
<td>- Noted, bicycle parking signage to comply and provide clear indication of location. There are two points of access from both Michigan Street and from basement parking. Please refer to page 20 for Plan at Basement - Upper Level Plan at for access to Bike Room.</td>
</tr>
<tr>
<td>G5.1.2 Bike-Share Location</td>
<td>Bicycle sharing is encouraged and bike-share stations are recommended at Maryland Street between 21st and 22nd Street, adjacent to Parcel E1 and E2 to avoid obstructions to the open space as shown in Figure 5.5.1.</td>
<td>N/A</td>
<td>- Not Applicable</td>
</tr>
<tr>
<td>G5.1.3 Bicycle Parking Lighting</td>
<td>Bicycle parking spaces should be sufficiently lit for safety and functionality.</td>
<td>Y</td>
<td>- Noted, bicycle parking lighting to comply and be sufficiently lit for safety and functionality.</td>
</tr>
<tr>
<td>5.2.1 Car-Share</td>
<td>Car Share parking that complies with Planning Code Section 166 required (Figure 5.2.1) - SF Planning Code: “201 or more residential units – 2, plus 1 for every 200 dwelling units over 200”.</td>
<td>Y</td>
<td>- 2 spaces will be provided on Michigan Street. Please refer to page 16 for Data Summary - Proposed Vertical Project for car share calculation. - Please refer to page 19 for Plan at Basement - Entry to Lower Level Plan at for car share location on Michigan Street.</td>
</tr>
<tr>
<td>G5.2.1 Access</td>
<td>Car share parking is encouraged to be located in buildings in the same areas as private car parking, with shared access in order to minimize curb cuts and points of vehicular access into buildings. Considerations: On-Street car-share locations may be incorporated in certain locations to facilitate convenient access.</td>
<td>Y</td>
<td>- To facilitate convenient access 2 car-share spaces are provided on-street on Michigan Street, as it is less busy and not a through way street. - Please refer to page 19 for Plan at Basement - Entry to Lower Level Plan for car share location on Michigan Street.</td>
</tr>
<tr>
<td>G5.2.2 Storage Facilities</td>
<td>Residential buildings should include storage facilities in convenient common areas for car seats, strollers, shopping trolleys, and other items that encourage residents to walk and use car-share. Amounts and locations should follow San Francisco’s Transportation Demand Management Measures.</td>
<td>Y</td>
<td>- Residential storage facilities have been provided with access to Michigan Street. Refer to Basement Plans on Page 20</td>
</tr>
<tr>
<td>5.4.1 Parking Maximums</td>
<td>Off-street parking shall not be required for any use or building. Total parking shall not exceed maximum number of spaces Residential: 0.6 Office: 1 space per 1,500 square feet of GFA</td>
<td>Y</td>
<td>- 147 parking spaces (not to exceed 0.6 per unit) are provided below grade in basement. Please refer to page 16 for Data Summary - Proposed Vertical Project for parking maximum calculation.</td>
</tr>
<tr>
<td>5.4.2 Parking Location</td>
<td>Parking within residential buildings may be located either above or below grade in accordance with Section 6.14 Garage and Service Entry Design. Permits below grade and podium parking (Figure 5.4.1).</td>
<td>Y</td>
<td>- Parking is located below the project grade level at Illinois Street. Please refer to pages 19 and 20 for Plan at Basement - Entry to Lower Level and Plan at Basement - Upper Level for parking locations.</td>
</tr>
<tr>
<td>5.4.3 Residential Parking</td>
<td>Parking within residential buildings shall primarily serve residential tenants, and may be shared among multiple residential buildings.</td>
<td>Y</td>
<td>- Accessory parking to serve residential tenants</td>
</tr>
<tr>
<td>D4D Section</td>
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</tr>
<tr>
<td>5.4.4</td>
<td>District Parking Garage: Shared district parking garages shall be allowed for use of residents, visitors, and workers, and located at Parcel C1 and C2 (Figure 5.4.1)</td>
<td>NA</td>
<td>- Not Applicable</td>
</tr>
<tr>
<td>5.4.5</td>
<td>Parking Layout: Internal parking layout to comply to Planning Code 154, with all spaces clearly marked.</td>
<td>Y</td>
<td>- Noted, parking layout to comply to Planning Code standards</td>
</tr>
<tr>
<td>5.4.6</td>
<td>Accessible Off-Street Parking: For each 25 off-street parking spaces provided, one such space shall be designed and designated for persons with disabilities.</td>
<td>Y</td>
<td>- 6 parking spaces are provided below grade in basement. Please refer to page 16 for Data Summary - Proposed Vertical Project for accessible parking calculations.</td>
</tr>
<tr>
<td>5.5.1</td>
<td>Loading Spaces: Loading spaces shall be provided per square foot of Gross Floor Area and residential units as indicated in Table 5.5.1. - Retail, Arts, and Light Industrial: 0-50,000 GFA = not required - Residential: 0-275 units = 1 On-street/Off-street</td>
<td>Y</td>
<td>- 1 On-Street Loading space provided on Michigan Street.</td>
</tr>
<tr>
<td>5.5.2</td>
<td>Loading Space Location in Mid-Block Passages: Loading spaces shall be permitted in mid-block passages (Figure 5.5.1)</td>
<td>NA</td>
<td>- Please refer to page 19 for Plan at Basement - Entry to Lower Level for location of on-street loading space, as well as size.</td>
</tr>
<tr>
<td>5.5.3</td>
<td>Street Parking: To accommodate truck turning movements, removal of street parking shall be considered before widening the street or changing the intersection.</td>
<td>NA</td>
<td>- Not Applicable</td>
</tr>
<tr>
<td>5.5.4</td>
<td>Loading Space Dimension: Loading spaces shall be provided to meet the minimum dimensional requirement indicated in Table 5.5.2 (Table 5.5.2) - On street: Required on-street loading must be sized to accommodate vehicles up to WB-40. Minimum 40' long (equivalent to length of 2 parking stalls).</td>
<td>Y</td>
<td>- Loading space is a minimum 40' long. Please refer to page 19 for Plan at Basement - Entry to Lower Level for dimension of on-street loading space.</td>
</tr>
<tr>
<td>5.5.5</td>
<td>Historic Buildings: All loading spaces for Buildings 2, 12, and 21 may be provided on-street.</td>
<td>NA</td>
<td>- Please refer to page 19 for Plan at Basement - Entry to Lower Level for trash room location.</td>
</tr>
<tr>
<td>5.5.6</td>
<td>Refuse and Recycling: Provide collection and loading areas for three separate streams of recycling, composting, and landfill waste.</td>
<td>Y</td>
<td>- Please refer to page 19 for Plan at Basement - Entry to Lower Level for trash room location.</td>
</tr>
<tr>
<td>5.6.1</td>
<td>Prohibited Curb Cut Locations: Curb Cuts for vehicular access shall be prohibited on Maryland Street, between 21st Street and 22nd Street, and on 20th Street along the waterfront as indicated by Protected Edge in Figure 5.6.3</td>
<td>NA</td>
<td>- Not Applicable</td>
</tr>
<tr>
<td>5.6.2</td>
<td>Building Loading Access: Maximum of one location of loading access per building. Loading access shall be provided on 21st St. or Michigan St.</td>
<td>Y</td>
<td>- There is one On-street loading location on Michigan Street. Please refer to page 19 for Plan at Basement - Entry to Lower Level.</td>
</tr>
<tr>
<td>5.6.3</td>
<td>Vehicular Entrance: All vehicles shall enter and exit in a forward direction.</td>
<td>Y</td>
<td>- Please refer to pages 19 and 20 for Plan at Basement - Entry to Lower Level and Plan at Basement - Upper Level for vehicle directions.</td>
</tr>
<tr>
<td>5.6.4</td>
<td>District Parking Garage Entrance: Two garage entrances shall be allowed per district parking garage, with maximum permitted curb cut dimensions noted in Table 5.6.1. The driveway ramp shall not exceed a 20% slope with 15% or less.</td>
<td>NA</td>
<td>- Not Applicable</td>
</tr>
<tr>
<td>5.6.5</td>
<td>Accessory Parking Access: One parking entrance/exit shall be allowed on each parcel frontage subject to permitted vehicular access. Distance between parking entry and exit from corner intersections shall be a minimum of 60'.</td>
<td>Y</td>
<td>- There is a total of one parking entrance/exit. Please refer to page 19 for Plan at Basement - Entry to Lower Level for location of entrance/exit on Michigan St.</td>
</tr>
<tr>
<td>5.6.6</td>
<td>Accessory Parking Door: Parking access door shall be secure, motorized door located at the property line. Shall comply to Section 6.13 Garage and Service Entry Design.</td>
<td>Y</td>
<td>- Noted, parking access door to comply to standards.</td>
</tr>
<tr>
<td>D4D Section</td>
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<tr>
<td>5.6.7</td>
<td>Access Locations</td>
<td>Y</td>
<td>- One on-street loading space on Michigan Street, over 60’ from corner. Please refer to page 19 for Plan at Basement - Entry at Lower Level.</td>
</tr>
<tr>
<td>5.6.8</td>
<td>Frequency of Curb Cuts</td>
<td>Y</td>
<td>- Curb cuts are separated by at least 200’ on Michigan St. Please refer to page 19 for Plan at Basement - Entry at Lower Level for curb cut separation distance.</td>
</tr>
<tr>
<td>5.6.9</td>
<td>Dimension of Curb Cuts</td>
<td>Y</td>
<td>- Curb cut will be 22” maximum. Please refer to page 19 for Plan at Basement - Entry at Lower Level for width of curb cut for parking access.</td>
</tr>
<tr>
<td>5.6.10</td>
<td>Curb Cut Treatment</td>
<td>Y</td>
<td>- Noted, curb cuts will comply.</td>
</tr>
<tr>
<td>5.6.11</td>
<td>Driveway Slope</td>
<td>Y</td>
<td>- Driveway for parking access to comply. Please refer to page 19 for Plan at Basement - Entry at Lower Level for driveway slopes.</td>
</tr>
<tr>
<td>5.6.12</td>
<td>Transition Strips</td>
<td>Y</td>
<td>- Driveway ramps to comply. Please refer to pages 19 and 20 for Plan at Basement - Entry to Lower Level and Plan at Basement - Upper Level for transition strips.</td>
</tr>
<tr>
<td>5.6.13</td>
<td>Driveway Sightlines</td>
<td>Y</td>
<td>- Noted, driveway sight lines to comply.</td>
</tr>
<tr>
<td>5.6.14</td>
<td>Driveway Access</td>
<td>Y</td>
<td>- Noted, please refer to 19 for Plan at Basement - Entry to Lower Level for driveway design.</td>
</tr>
<tr>
<td>5.6.15</td>
<td>Porte Cochere</td>
<td>NA</td>
<td>- Not-Applicable</td>
</tr>
<tr>
<td>G5.6.1</td>
<td>Accessory Parking Entrance</td>
<td>Y</td>
<td>- Parking entrances are integrated into the facade facing Michigan Street, separated from the primary facade. Please refer to pages 42 and 43 for the Proposed East Elevation.</td>
</tr>
<tr>
<td>G5.6.2</td>
<td>Shared Egress</td>
<td>NA</td>
<td>- Loading is located on-street. Not-Applicable</td>
</tr>
</tbody>
</table>

**Ch. 6 Buildings**

<p>| 6.2 Overview of Massing and Architecture | Location-specific requirements Table 6.2.1 | Y | - Please refer to page 62 for the D4D Compliance Diagrams |
| 6.3.1 New Construction Zones | Buildable zone for PKN: 215’ x 320’ new construction (Figure 6.3.1) | Y | - Please refer to the Proposed Site Plan on page 15 for conforming build-out area at 212’ x 320’ -8’. |
| 6.3.2 Buffer Zones and Easements | Buffer zone of 55’ from Building 113-116 | Y | - Please refer to the Proposed Site Plan on page 15 for minimum 55’ separation distance from Building 113-116. (Figure 6.3.2) |
| 6.4.1 Building Height Maximum | PKN’s maximum height at 65’ (Figure 6.4.2) | Y | - Please refer to page 15 for Proposed Site Plan for height of building. |
| 6.4.2 Maximum Stories | Maximum 6 stories above grade for PKN | Y | - Please refer to page 28 and 29 for Site Sections for height and stories. |
| 6.4.3 Method of Height Measurement | See Pier 70 SUD Figure 6.4.1 for diagrams describing height measurement method. | Y | - Please refer to page 14 for the Point of Measurement Diagram for method of measurement. |
| 6.4.4 Exemptions from Height Measurement | 10’ above for elevator/stair/penthouse permitted | Y | - Please refer to page 28 and 29 for Site Sections for height and stories. |
| 6.5 Historic Districts Overview | Addresses focus for rehabilitation of key cultural resources and identifies key features of Historic District. | NA | - Not-Applicable |
| 6.6.1 Historic Buildings | Rehabilitation of following buildings: Building 2, Building 12, and Building 21 | NA | - Not-Applicable |</p>
<table>
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| 6.7.1 Streetwall | All new construction buildings shall hold a consistent streetwall for a minimum of one story in height, and a minimum of 80% of façade lengths, with minor variations permitted for the remaining 20% length of façade (Figure 6.7 & Figure 6.7.3) | Y | - Streetwalls on Illinois St., 21st St., 22nd St. and Michigan St. meet required Streetwall requirements.  
- Please refer to pages 38 - 43 for Proposed Elevations. |
| 6.7.2 Streetwall Exceptions : Minor Variations | Exceptions shall not exceed 20% of block frontage. Exceptions include recessed entries, pedestrian connections, and usable open spaces. Must have a minimum width of 5’ and 10’ in depth. | Y | - Proposed setbacks do not exceed 20% of the streetwalls.  
- Please refer to pages 38 - 43 for Proposed Elevations or locations of openings. Refer to pages 18 - 27 for Plans for opening widths. |
| 6.7.3 Corners | Ground floor corner setbacks not permitted beyond maximum 3’ setback. Corners facing public open space shall be except from requirement. Setbacks provided to manage grade changes at site also except. | Y | - Corners comply to standards. |
| 6.7.4 Southern Boundary Conditions | If 1/F and H1/H2 are designed with a lot-line condition, the southern facade shall not be required to comply with project-wide massing and architecture controls or long facade controls. | NA | - Not-Applicable |
| G6.7.1 Setchbacks | Where introduced, streetwall setbacks should relate to the pedestrian scale and serve to expand the public realm of the sidewalk. Setback landscape areas should be limited to two feet in width. | Y | - At 20th Street, 21st Street, and Illinois Street, the building holds a consistent streetwall, with exception of a 3’ setback for raised planters at the Michigan Street Plaza. |
| G6.7.2 Corners | Corner controls are additionally encouraged to apply to building corners at the intersection of public streets and vehicular mid-block passages. | NA | - Not-Applicable |
| 6.8.1 Defined Base | Defined Base Zone with minimum 1 story to maximum 3 stories (Figure 6.8.1). | Y | - Project has a clearly defined base. Please refer to page 38 - 43 for Proposed Elevations for defined base zone. |
| 6.8.2 Ground Floor Transparency | Minimum 60% transparency to all non-residential, excluding parking and loading, egress, and mechanical; maximum sill height of 3’ from sidewalk grade | Y | - Ground floor facade to comply with minimum 60% transparency for all non-residential. Please refer to page 38 - 43 for Proposed Elevations for ground floor glazing locations. |
| 6.8.3 Ground Floor Height | PKN permitted to have reduced ground floor height of 14’ | Y | - Ground floor height is at a minimum of 14’ with the south building having a 14’ - 6” height. Please refer to Site Sections on pages 28 - 29 for ground floor heights. |
| 6.8.4 Ground Floor Modulation | Modulate ground floor facades with vertical facade articulation at maximum 30’ intervals on center (20th St. adjacency) (56.8.4) | Y | - Ground floor facade modulates at 12’ intervals on center (less than 30’ maximum). Please refer to pages 38 - 43 for Proposed Elevations for ground floor elevations. |
| 6.8.5 Ground Floor Horizontal Element | 20th St. shall have horizontal element that articulates the pedestrian scale for frontages along ROWs and open spaces; minimum 20% linear facade along building (20th St. adjacency) (56.8.5) | Y | - Please refer to page 18 for the Plan at Level 1 with Landscape for the location of the horizontal canopies along the 20th St. facade and Illinois Street. Images of canopies shown on pages 33 and 35 in rendered view. |
| 6.8.6 Ground Floor Commercial-Office Frontage | Interior area within 4’ from surface of window glass between 4’-8’ above sidewalk shall be 75% open to perpendicular view (Figure 6.8.4) | Y | - Interior area of commercial spaces to comply. |
| 6.8.7 Ground Floor Entries | Provide at least 1 entry for each façade less than 250’ in length and at least 2 entries for each façade 250’-450’ in length; 21st St. and Michigan St. excluded. Each retail space has a minimum of one entry along street or open space  
Primary entry for each building shall be from a public street. | Y | - The primary residential entry is located on Illinois Street, with an additional residential entry at the 20th Street Plaza. Retail / Commercial entries are located on 21st Street, Illinois Street, and the 20th Street Plaza. Please refer to page 18 for the Plan at Level 1 with Landscape for entry locations, including retail and commercial entry locations. |
<p>| 6.8.8 Ground Floor Storefronts | Temporary frontages in the form of murals or other artwork, are allowed as placeholder during construction to allow for tenants to customize the design of the ground floor facades and entries. | NA | - Not-Applicable |
| G6.8.1 Ground Floor Storefronts | Storefront facades are encouraged to open up to the pedestrian public realm through the use of large movable openings such as pivot, sliding, or roll-up windows and doors. | Y | - On the required retail corner of Illinois Street and 20th Street Plaza, various operable will be explored in Schematic Design. |</p>
<table>
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<tr>
<th>D4D Section</th>
<th>Summary of Standard or Guideline</th>
<th>Compliant (Y/N/NA)</th>
<th>Summary of Project Compliance</th>
</tr>
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<tbody>
<tr>
<td>G6.8.2</td>
<td>Entry Design</td>
<td>Y</td>
<td>- All residential entries are recessed from the streetwall, incorporate projecting overhangs above, and will also be accented by lighting. Please refer to page 35 for rendered view of entry and overhang.</td>
</tr>
<tr>
<td>G6.8.3</td>
<td>Commercial Lobbies and Entry ways</td>
<td>NA</td>
<td>- Not-Applicable</td>
</tr>
<tr>
<td>G6.8.4</td>
<td>Ground Floor Setbacks Along Irish Hill Passage</td>
<td>NA</td>
<td>- Not-Applicable</td>
</tr>
<tr>
<td>6.9.1</td>
<td>No Replication of Historic Buildings</td>
<td>Y</td>
<td>- Building does not replicate historic buildings.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>- Please refer also to the Cultural Adjacency Strategy on pages 72-74.</td>
</tr>
<tr>
<td>6.9.2</td>
<td>Building Variety</td>
<td>Y</td>
<td>- Building uses masonry, but in a contemporary format and module size which varies from the traditional brick facade of Building 113-116.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Please refer also to the Cultural Adjacency Strategy on pages 72-74.</td>
</tr>
<tr>
<td>6.9.3</td>
<td>Facade Articulation</td>
<td>Y</td>
<td>- Building uses masonry, but in a contemporary format and module size which varies from the traditional brick facade of Building 113-116.</td>
</tr>
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<td></td>
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<td></td>
<td>- Please refer also to the Cultural Adjacency Strategy on pages 72-74.</td>
</tr>
<tr>
<td>6.9.4</td>
<td>Facade Rhythm</td>
<td>Y</td>
<td>- Building faces modulate at 12’ intervals. Please refer to pages 38 - 43 for Proposed Elevations for facade rhythm along all facades.</td>
</tr>
<tr>
<td>6.9.5</td>
<td>Facade Depth</td>
<td>Y</td>
<td>- Building faces modulate at 12’ intervals. Please refer to pages 38 - 43 for Proposed Elevations for facade rhythm along all facades.</td>
</tr>
<tr>
<td>6.9.6</td>
<td>Blank Walls</td>
<td>Y</td>
<td>- There will be no blank walls greater than 50’. Please refer to page 38 for Proposed North Elevation for facade articulation.</td>
</tr>
<tr>
<td>G6.9.1</td>
<td>Historic Rhythms and Patterns</td>
<td>Y</td>
<td>- Building incorporates horizontal banding, repetitive patterns, articulated rooflines, and gridded windows. Please refer to pages 72-74 for Cultural Adjacency Strategy addressing building relationship to adjacent cultural resources, Building 113-116 and Building 101.</td>
</tr>
<tr>
<td>6.10.1</td>
<td>Ground Floor Non-Occupiable Projections</td>
<td>Y</td>
<td>- Canopies are included at all entries. All ground floor non-occupiable projections will comply to dimensions and sizing. Please refer to page 18 for Plan at Level 1 with Landscape for locations and sizes of projections.</td>
</tr>
<tr>
<td>D4D Section</td>
<td>Summary of Standard or Guideline</td>
<td>Compliant (Y/N/NA)</td>
<td>Summary of Project Compliance</td>
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<tr>
<td>6.10.2 Upper Level Non-Occupiable Projections</td>
<td>Maximum projection of 3’ and maximum height of 2.5’. Vertical elements may extend up to 2’ from property line</td>
<td>Y</td>
<td>The horizontal elements do not project past 3’, nor a height of 2.5’. The vertical elements do not extend beyond the 2’ form property line. All upper level non-occupiable projections will comply to this standard. Please refer to pages 38 - 43 for Proposed Elevations for location and sizing of projections.</td>
</tr>
<tr>
<td>6.10.3 Occupiable Projections</td>
<td>Compliance with bay window and occupiable projection standard in Planning Code (Figure 6.10.2) Aggregated occupiable projections limited to maximum 60% if length of building facade and beyond 4’ of property line (Figure 6.10.3).</td>
<td>NA</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>6.11.1 Mechanical Screening</td>
<td>Rooftop equipment shall step-back at a minimum ratio of 1.2” in a horizontal dimension from exterior wall facing public ROW, for every foot above maximum height limit of building; must include screen that is at least height of equipment</td>
<td>Y</td>
<td>Please refer to page 27 for Plan at Roof for location of mechanical screening.</td>
</tr>
<tr>
<td>6.11.2 Roof line</td>
<td>Direct replication of particular geometries of historic roof line (Building 113-116) not permitted.</td>
<td>Y</td>
<td>Please refer to page 6 for Typology and Massing demonstrating no replication in historic roof line of Building 113-116</td>
</tr>
<tr>
<td>6.11.3 Better Roof Requirements</td>
<td>Must comply with Better Roof Requirements in San Francisco Environment Code 6.10.3</td>
<td>Y</td>
<td>Roof will comply to Better Roof Requirements. Please refer to page 27 for Plan at Roof. Proposed project to comply with Better Roof Requirements.</td>
</tr>
<tr>
<td>6.11.4 Rooftop Structures</td>
<td>Rooftop amenities shall be oriented toward common use, though non-rooftop open spaces may be dedicated to a single unit. Rooftop structures shall be limited to common access elements or furnishings. Private rooftop structures for use by individual units, are not permitted.</td>
<td>Y</td>
<td>Rooftop serves mechanical and contain common residential open space. Please refer to page 27 for Plan at Roof.</td>
</tr>
<tr>
<td>G6.11.1 Rooftop Sustainability Strategies</td>
<td>Roofs are encouraged to provide usable open space and/or sustainable design strategies to reduce carbon emissions and mitigate urban heat island effect. Specific rooftop strategies include living roofs, rainwater harvesting, or renewable energy capture. Refer to Section 6.14 and the Pier 70 SUD Sustainability Plan.</td>
<td>Y</td>
<td>Please refer to page 27 for Plan at Roof for size and location of solar ready areas.</td>
</tr>
<tr>
<td>G6.11.2 Railings</td>
<td>Subject to compliance with OSHA standards; railings should be set back from the facade plane to minimize visibility of railings from streets and open spaces.</td>
<td>Y</td>
<td>Railings are setback from the facade plane.</td>
</tr>
<tr>
<td>6.12.1 Residential Usable Open Space</td>
<td>Minimum quantity of usable open space equivalent to 40 square feet per dwelling unit (common courtyards, terraces, rooftop spaces, winter gardens, private balconies, stoops, other facilities) - Common Terraces and Courtyards = minimum of 20’ - Private balconies and stoops = minimum width of 5’ or 36 square feet in area</td>
<td>Y</td>
<td>Please refer to page 16 for the Data Summary – Proposed Vertical Project for open space calculations.</td>
</tr>
<tr>
<td>6.12.2 Rear Yard Requirements</td>
<td>Not required to comply with rear yard requirements set in Planning Code Section 134</td>
<td>Y</td>
<td>Noted.</td>
</tr>
<tr>
<td>6.12.3 Dwelling Unit Exposure</td>
<td>Units shall face onto a public or private ROW or open area (street/passage at least 20’ in width; open area (no less than 25’ in any horizontal direction)</td>
<td>Y</td>
<td>Please refer to page 18 for Plan at Level 1 with Landscape for location of ground level units. Please also refer to pages 38 - 43 for Proposed Elevations showing the percentage transparency at the Ground Floor.</td>
</tr>
<tr>
<td>6.12.4 Residential Ground Floor Transparency</td>
<td>Ground floor lobbies and amenities shall have a minimum of 50% transparency; Ground floor units shall have a minimum of 25% transparency</td>
<td>Y</td>
<td>The residential entry is located on Illinois Street, recessed with an canopy above. The entry maximizes transparency to the inner courtyard and common amenity spaces. Please refer to page 18 for Plan at Level 1 with Landscape for location of entry and lobby. Refer to page 35 for a Rendered view of entry from exterior.</td>
</tr>
<tr>
<td>G6.12.1 Residential Entry Design</td>
<td>Changes in material, swingings, and stoops are encouraged to create residential ground floor rhythm. Lobby entrance areas should maximize transparency to interior common spaces or interior open spaces.</td>
<td>Y</td>
<td>Not-Applicable</td>
</tr>
<tr>
<td>G6.12.2 Courtyard Bridges</td>
<td>Bridges connecting building circulation across internal or external courtyards are encouraged to be open air or at least 80% transparent.</td>
<td>NA</td>
<td>Not-Applicable</td>
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<tr>
<td>D4D Section</td>
<td>Summary of Standard or Guideline</td>
<td>Compliant (Y/N/NA)</td>
<td>Summary of Project Compliance</td>
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</tr>
<tr>
<td>6.13.1</td>
<td>Parking Garage Treatment</td>
<td>NA</td>
<td>Not Applicable</td>
</tr>
<tr>
<td></td>
<td>Parking garages shall comply with the applicable standards and guidelines in Sections 6.7 - 6.11. Frontages over 200’ long and located in key facade locations shall meet the minimum requirements in 56.18.4.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.13.2</td>
<td>Accessory Parking Treatment</td>
<td>Y</td>
<td>Project accessory parking proposed to be located below grade. Some parking is exposed due to grading conditions. Parking basements that are exposed due to grading conditions are exempt from the first four feet of height above adjacent sidewalk grade. Basement parking may be exposed due to grading conditions. Such exposed frontages shall be architecturally consistent with, or complementary to, the overall facade design or adjacent public realm design.</td>
</tr>
<tr>
<td>6.15.1</td>
<td>Locations and Views</td>
<td>Y</td>
<td>Garage entry will be screened and designed to be integrated into facade via color and materiality. Key locations shall respond to related resource(s) and key views shall preserve sight lines and visual corridors to cultural resources, as shown in Figure 6.15.1.</td>
</tr>
<tr>
<td>6.15.2</td>
<td>Setback and Massing Standards</td>
<td>NA</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>6.15.3</td>
<td>Height References of Historic</td>
<td>NA</td>
<td>Not Applicable</td>
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<td></td>
<td>Buildings</td>
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<tr>
<td>6.15.4</td>
<td>Dimensional Quality</td>
<td>NA</td>
<td>Not Applicable</td>
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<tr>
<td>6.15.5</td>
<td>Related Treatment to Adjacent</td>
<td>Y</td>
<td>Please refer to pages 72-74 for Cultural Adjacency Strategy addressing building relationship to adjacent cultural resource, Building 113-116 and Building 101.</td>
</tr>
<tr>
<td></td>
<td>Resources</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>PKN must comply on East and North side to adjacent Buildings 113-116 (Figure 6.15.6)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.15.6</td>
<td>Limited Facade Materials</td>
<td>Y</td>
<td>Please refer to page 38 for the Proposed North Elevation, and pages 42 and 43 for the Proposed East Elevation for material use location.</td>
</tr>
<tr>
<td></td>
<td>Materials listed shall be limited (not a primary facade material) on facades adjacent to cultural resources (§6.15.3)</td>
<td></td>
<td>Please refer to pages 36 and 37 for Proposed Building Materials for facade material choices.</td>
</tr>
<tr>
<td>6.15.7</td>
<td>Prohibited Facade Materials</td>
<td>Y</td>
<td>Facade materials will comply. Please refer to pages 42 and 43 for Proposed Building Materials for facade material choices.</td>
</tr>
<tr>
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<td>Transparency</td>
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<td></td>
</tr>
<tr>
<td>6.15.1</td>
<td>Public Garages at Irish Hill</td>
<td>NA</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>6.15.2</td>
<td>Corner Treatment at Irish Hill</td>
<td>NA</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>6.15.3</td>
<td>Materiality</td>
<td>NA</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>6.16.1</td>
<td>Location-Related Standards</td>
<td>NA</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>D4D Section</td>
<td>Summary of Standard or Guideline</td>
<td>Compliant (Y/N/NA)</td>
<td>Summary of Project Compliance</td>
</tr>
<tr>
<td>-------------------------------------------------</td>
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<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>6.16.2 Feature-Related Standards</td>
<td>Shall apply to any features listed herein that occur within 60' of building, measured from grade</td>
<td>Y</td>
<td>- The qualifying Feature-Related elements on the proposed project are glass guardrails which will be divided into glazed segments smaller than 24 sq. ft. Refer to pages 38 - 43 for Proposed Elevations for glazed features divided into less than 24 square feet.</td>
</tr>
<tr>
<td>6.16.3 Bird-Safe Glazing Treatment</td>
<td>Bird-safe glazing treatment shall include fritting, netting, permanent stencils, frosted glass, exterior screens, physical grids placed on the exterior of glazing or UV patterns visible to birds. To qualify for bird-safe glazing treatment vertical elements of window patterns shall be at least 1/4&quot; wide at a maximum spacing of 4&quot; or horizontal elements at least 1/8&quot; wide at maximum spacing of 2&quot;.</td>
<td>Y</td>
<td>- Bird Safe glazing treatment shall comply to these standards if it is determined that the project contains Feature or Location related bird hazards.</td>
</tr>
<tr>
<td>6.16.4 Exception for Historic Buildings</td>
<td>Existing features of historic buildings shall not be subject to Bird-Safe Controls specified herein.</td>
<td>NA</td>
<td>- Not Applicable</td>
</tr>
<tr>
<td>6.17 Mid-Block Passage Connectors</td>
<td></td>
<td>NA</td>
<td>- Not Applicable</td>
</tr>
<tr>
<td>6.18 Long Facades in Key Locations</td>
<td>PKN long facades on Michigan and Illinois considered Secondary facades (200'-350') (Figure 6.18.1 &amp; Figure 6.18.3)</td>
<td>Y</td>
<td>Please refer to pages 63-71 for long facade diagrams and qualifying credits (Table 6.18.1).</td>
</tr>
</tbody>
</table>

**Ch. 7 Lighting, Signage, & Art**

<table>
<thead>
<tr>
<th>Section Number</th>
<th>Feature Description</th>
<th>Compliance</th>
<th>Description</th>
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<tbody>
<tr>
<td>7.4.1</td>
<td>Energy Consumption</td>
<td>Y</td>
<td>Smart lighting technologies shall be incorporated (automated controls that adjust based on occupancy and daylight availability, high efficiency technology)</td>
</tr>
<tr>
<td>7.4.2</td>
<td>Prohibited Lighting</td>
<td>Y</td>
<td>Building lighting that blinks or flashes not permitted</td>
</tr>
<tr>
<td>7.4.3</td>
<td>Building Entrances and Ground Level</td>
<td>Y</td>
<td>Lighting provided at building entrances and ground level provided for security</td>
</tr>
<tr>
<td>G7.4.1</td>
<td>Accent Lighting</td>
<td>Y</td>
<td>Accent lighting at focal points, art installation, building facades and historic assets is encouraged. Accent lighting should incorporate opportunities for art and technology</td>
</tr>
<tr>
<td>G7.4.2</td>
<td>Energy Efficiency</td>
<td>Y</td>
<td>Lighting to be energy efficient.</td>
</tr>
<tr>
<td>G7.4.3</td>
<td>Glare Reduction</td>
<td>Y</td>
<td>Lighting will not illuminate or produce glare on adjacent properties.</td>
</tr>
<tr>
<td>G7.4.4</td>
<td>Building 15 Structural Frame</td>
<td>NA</td>
<td>Lighting should be subtle and used to display key features</td>
</tr>
<tr>
<td>Parcel</td>
<td>6.6 Rehabilitation of Historic Buildings</td>
<td>Dimensional Height Reference</td>
<td>Relation to Adjacent Resources</td>
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</table>

Note: Table indicates building façades subject to various controls noted in separate sections of this chapter.

¹ Partial façade subject to requirements (as shown in Figure 6.2.1)
² Façades subject to location-based controls. Feature-based controls also apply.
### 6.18 - Long Facades in Key Locations - Secondary // Architectural Requirements

#### Façade Length (Required Credits)

- **200' to 350'**
  - Minimum Total Credits
  - **4**
  - **Primary**
    - 2 Modulation Strategies + 3 Materiality Strategies + 4 Credits Total
  - **Secondary**
    - 1 Modulation Strategy + 3 Materiality Strategies + 4 Credits Total

- **Over 350'**
  - Minimum Total Credits
  - **6**
  - **Primary**
    - 3 (Q) Massing Strategies - 3 Materiality Strategies - 6 Credits Total
  - **Secondary**
    - 2 (Q) Massing Strategy + 3 Materiality Strategies - 6 Credits Total

- **Garage**
  - Minimum Total Credits
  - **4**
  - **Primary**
    - 2 Massing of Modulation + 1 Materiality
  - **Secondary**
    - 1 Massing or Modulation + 1 Materiality

#### Example Strategies

1. **Primary**
   - 2 Massing of Modulation + 2 Materiality Strategies + 4 Credits Total

2. **Secondary**
   - 1 Massing of Modulation + 3 Materiality Strategies + 4 Credits Total

#### Qualifying Credits: Massing and Modulation (1 credit each, worth 2 credits for every additional beyond prerequisite amount)

<table>
<thead>
<tr>
<th>Credit Type</th>
<th>MAX. CREDITS</th>
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<th>SECONDARY</th>
<th>PRIMARY</th>
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<td>Seaways</td>
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<td>Building Over Mid-Block Passages</td>
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<td>Roofline Modulation</td>
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</table>

#### Qualifying Credits: Materiality (1 credit each, 1 credit for every additional beyond prerequisite amount)

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<th>Credit Type</th>
<th>MAX. CREDITS</th>
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</thead>
<tbody>
<tr>
<td>Preferred Materials</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Material Treatment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Façade Depth</td>
<td>Unlimited</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sheathing</td>
<td>Unlimited</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Qualifying Credits: Creative Design (1 Credit)

<table>
<thead>
<tr>
<th>Credit Type</th>
<th>MAX. CREDITS</th>
<th>PRIMARY</th>
<th>SECONDARY</th>
<th>PRIMARY</th>
<th>SECONDARY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creative Design</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

1. Any qualifying massing or modulation strategy above the prerequisite amount will be counted as two credits.
2. Numbers shown in parentheses denote total number of credits after double counting massing and modulation strategies beyond prerequisite amounts.
LONG FACADES STRATEGY - WEST FACADE

200 TO 300 FEET

QUALIFYING CREDITS: MASSING AND MODULATION (1 credit each, worth 2 credits for every additional beyond prequisite amount)

Pre requisite minimum combination of massing or modulation strategies

QUALIFYING CREDITS: MATERIALITY (1 credit each, 1 credit for every additional beyond prequisite amount)

Pre requisite minimum materiality strategy

QUALIFYING CREDITS: CREATIVE DESIGN (1 CREDIT)

TOTAL CREDITS REQUIRED

TOTAL CREDITS PROVIDED

Does this project meet minimum requirements? (Y/N)

<table>
<thead>
<tr>
<th>MATERIALS</th>
<th>CONCRETE</th>
<th>STONE</th>
<th>WOOD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metals</td>
<td>Board-formed concrete</td>
<td>Terracotta, Ceramics, Brick</td>
<td>Corrugated construction that expresses joints, cast-in texture, or formwork</td>
</tr>
<tr>
<td>Earthens</td>
<td>Bathed, Burnished, Sandblasted, Blasting</td>
<td>Examples include: Texturing, Bonding, Embedding, Perforation, Forming, Hammering</td>
<td>Stone materials that give relief and tactility. Glass, composites, or plastics that are textured. Extruded forms are considered acceptable acceptable material treatment</td>
</tr>
<tr>
<td>Woods</td>
<td>Examples include: Cast, Etched, Carved, Printed</td>
<td>Laser cut</td>
<td>Wood products that add texture and tactility, as well as human scale</td>
</tr>
</tbody>
</table>

TABLE 6.18.6: Preferred Materials

Materials that cast shadows, have visual depth, seams, and articulated reveals.

Examples Include:
- Weathered or Rustic Steal (treated)
- Articulated Metal Panels such as standing seam (SSM), shingle, flat panel
- Copper

Materials that have texture and articulation

Examples Include:
- Precoat with Texture Bonded-Formed Expessed Joints/ Fornwork
- Bush-Hammered Etched, Chiseled

Materials that have texture with extruded, cast, or fired materials

Examples Include:
- Terracotta, Ceramics, Brick

Materials that accentuate the human scale, with preference for façades or rain screen panels, bower systems, or accent elements

Examples Include:
- True wood, Timber hardwood, Engineered wood products

Materials that have texture and articulation

Examples Include:
- Bathed, Burnished, Sandblasted, Blasting

Materials that have texture and articulation

Examples Include:
- Texturing, Bonding, Embedding, Perforation, Forming, Hammering

Materials that have texture and articulation

Examples Include:
- Cast, Etched, Carved, Printed

Materials that have texture and articulation

Examples Include:
- Laser cut

TABLE 6.18.7: Material Treatment and Application of Craft

Materials that cast shadows, have visual depth, seams, and articulated reveals.

Examples Include:
- Weathered or Rustic Steal (treated)
- Articulated Metal Panels such as standing seam (SSM), shingle, flat panel
- Copper
MODULATION: Multiple Facade Systems

The facade is expressed in multiple facade systems: Type A = Metal Frame Glazing Assembly System, Type B = Precast Profiled Frame

Two Facade Systems

In this example:
X+A ≥ 20% & Y+A ≥ 20%

CREDITS ACHIEVED: 1

MODULATION: Multiple Facade Systems

2 FACADE SYSTEMS: TYPE X / TYPE Y

Limit of Measure
Plane of Measure

Baseline Denominator
Area of (A) Building Profile Excluding Through Passage Area = 19,355 SF

Facade Y, Numerator Area = 8,138 sf

Facade X, Numerator Area = 5,831 sf

Y / A = 8,138 / 19,355 = 0.420 = 42% > 20%
X / A = 5,831 / 19,355 = 0.301 = 30% > 20%

Limit of Measure: 1/2 Passage width = 20"
LONG FACADES STRATEGY - WEST FACADE

MASSING: External Courtyards

The outlined frame projects out 20" from the glass line to create depth in the facade.

MATERIALITY / TREATMENT: PRECAST CONCRETE

Precast Concrete frames with Integral Color, Polishing, and Applied Glaze. Frames are cast in a profile shape for articulation. As such we have applied 1 Credit for Preferred Material (Concrete with articulation, aggregate polishing, applied treatment) (Concrete that expresses 3-dimensional formwork).

Materiality, Numerator Area

Without Glazing = 4,008 sf

4,008 / 19,952 = 0.20 = 20.1% > 20%
PERPENDICULAR WALLS WITHIN LIMIT OF MEASURE

Limit of Measure = 1/2 Passage Width = 20'

THROUGH PASSAGE

MATERIALITY NUMERATOR = Area of material excluding glazing area

MATERIALITY DENOMINATOR = Area of (A) profile excluding through passage

\[
\text{MATERIALITY NUMERATOR} = 2,846\,\text{sf} + 1,162\,\text{sf} = 4,008\,\text{sf}
\]

\[
\text{MATERIALITY DENOMINATOR} = 15,077\,\text{sf} + 4,875\,\text{sf} = 19,952\,\text{sf}
\]

\[
\frac{4,008}{19,952} = 0.20 = 20\% > 20\%
\]
LONG FACADES STRATEGY - EAST FACADE

MASSING - External Courtyards

MASSING - Setbacks
(Upper Level Setbacks)

10' DEEP SETBACKS @ LVL 6
23' DEEP SETBACKS @ LVL 6
11' DEEP SETBACKS @ LVL 5

QUALIFYING NUMERATOR
12'+12'+12'+12'+62' = 110'

BASELINE DENOMINATOR
200' + 62' = 262'
110'/262' = 41% > 33%

Upper level setbacks create visual variety at the upper floors and roof line, creating visual interest and reduce the volume, especially near the adjacent cultural resource (see Cultural Adjacency Strategy).

An external courtyard with secondary project entrance, terraced landscaping, and amenity “look-out” patio add variety to this long facade.
MATERIALITY / TREATMENT: PRECAST CONCRETE

Precast Concrete frames with Integral Color, Polishing, and Applied Glaze. Frames are cast in a profiled shape for articulation. As such we have applied 1 Credit for Preferred Materials (Concrete with an inclusion, aggregate polishing, applied glaze) and 1 Credit for Material Treatment (Concrete that expresses 3-dimensional formwork).

FACADE DEPTH (Building Structure Articulation)

The outlined frame projects 20" from the glass line to create depth in the facade.

PROPOSED PROJECT GLAZING SPECIFICATIONS:

GL01: PRIMARY WINDOW UNIT VISION GLASS
Insulating Low-E Glass Unit, Safety Glass Where Required By Code
Outer Lite: Heat Strengthened, Optiwite HS; Inner Lite: Fully-Tempered (Safety Glass), Optiwite HS
Glass Panel Manufacturer To Be Selected In Visual Mock-Up:
Alternate 1: Viracon 1" Insulating Vne24-63; Alternate 2: Vitro Solarban 70XL On Clear Low-E Glass

GL02: SAFETY GLASS AT STOREFRONTS AND LOBBY ENTRANCES
Low Iron Insulating Glass Unit, Vision; Safety Glass To Interior Side And Exterior

GL03: GUARDRAIL GLASS AT UNIT BALCONIES, TERRACES AND JULIETS
Low Iron Fully Tempered Glass; Eased And Polished Edges
Glass Divided With Mullion Spacing As Per Applicable Bird Safe Requirements
PERPENDICULAR WALLS WITHIN LIMIT OF MEASURE

Limit of Measure = \( \frac{1}{2} \)
Pavement Width = 2'0"

THROUGH PASSAGE

25'-0"

25'-0"

68'-2"

34'-0"

86'-1"

10,021 sf
BASELINE DENOMINATOR

3,608 sf
MATERIALITY NUMERATOR

5,940 sf
BASELINE DENOMINATOR

1,629 sf
MATERIALITY NUMERATOR

MATURATION NUMERATOR = Area of material EXCLUDING glazing area

3,608 sf + 1,629 sf = 5,237 sf

BASELINE DENOMINATOR = Area of (A) profile excluding through passage

16,621 sf + 5,940 sf = 22,561 sf

\[ \frac{3,608 \text{ sf} + 1,629 \text{ sf}}{16,621 \text{ sf} + 5,940 \text{ sf}} = \frac{5,237 \text{ sf}}{22,561 \text{ sf}} = 0.232 > 20 \%

\]
6.15.5 RELATED TREATMENT TO ADJACENT RESOURCES.
In locations shown in Figure 6.15.6 and indicated in Table 6.15.3, new construction shall incorporate elements that relate to the adjacent resources while keeping with contemporary construction.

Related treatment may highlight the following from the adjacent resource:
- Perfect alignment, datum.
- Bay rhythm/vertical modulation.
- Glazing proportions and/or pattern.
- Horizontal banding.
- Material grain.
- Alignments with key edges, datums, or openings.

TABLE 6.15.3: Related Treatment to Adjacent Resources

<table>
<thead>
<tr>
<th>PARCEL</th>
<th>FAÇADE</th>
<th>BUILDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>Northeast</td>
<td>Building 5</td>
</tr>
<tr>
<td>D</td>
<td>West and South</td>
<td>Buildings 2 and 12</td>
</tr>
<tr>
<td>F1</td>
<td>East (partial) and South</td>
<td>Building 21</td>
</tr>
<tr>
<td>E4</td>
<td>West (partial)</td>
<td>Building 21</td>
</tr>
<tr>
<td>E2</td>
<td>West</td>
<td>Building 12</td>
</tr>
<tr>
<td>F/G</td>
<td>North</td>
<td>Building 12 or Building 15 structural frame</td>
</tr>
<tr>
<td>PKN</td>
<td>East, North</td>
<td>Buildings: 113–116, Building 101</td>
</tr>
</tbody>
</table>
The massing and design of PKN’s East facade has been carefully considered in relation to the adjacent cultural resource (Building 113-116). The following elements have been integrated in the design:

1. **Bay Rhythm and Glazing Proportion:**
   The facade expression of large format window bays highlights the striking large-frame glazing patterns in Buildings 113-116. The rhythm of evenly spaced oversized windows that runs along the West facade of buildings 113-116 is reflected in the East facade of PKN, so that the overall size of the window bays have a complimentary rhythm. On PKN, the verticals of the large window frames are continuous, emphasizing the vertical proportion - also seen on 113-116.

2. **Material Grain:**
   Precast concrete cladding materials are selected with integral warmth and variation which relate in a contemporary manner to the similar historic materials in the adjacent resource. Because the proposed material is of integral color with polishing and applied glaze, there will be tonal variation in each panel. This variation is intended to be complimentary to the weathered brick of 113.

3. **Alignments and Horizontal Banding:**
   The existing horizontal band created by a change in material and shape in building 113 has been continued through the design of PKN. This horizontal band in PKN is created by a similar change of material and aligns with the cornice datum in building 113.
The massing and design of PKN’s North façade has been carefully considered in relation to the adjacent cultural resource (Building 101).

The following elements have been integrated in the design:

1. **Bay Rhythm and Vertical Modulation:**
   A strong verticality is expressed through the use of decorative columnnades in the middle facade of Building 101. This vertical expression is carried into the middle facade design of PKN by the use of precast concrete frames and extruded vertical profiles. Both measure to be approximately 29’ in height and repeat in a similarly spaced rhythm along the 20th St facades.

2. **Glazing Pattern:**
   The glazing pattern of 3 windows per large bay in Building 101 has been similarly expressed in the glazing patterns of PKN with 3 windows per bay.

3. **Horizontal Banding:**
   The shape and proportions of the cornice in the upper portion of Building 101 have been incorporated in the upper facade of PKN. Both cornices wrap continuously along the corner their corners of 20th Street and Illinois Street.

Building 101 has a repetitive pattern of 10’ wide bays divided into 3 panels that wraps the corner of 20th St. and Illinois St. This pattern is mirrored in PKN and wraps all sides of the building.