



January 8, 2021

Kelly Pretzer
Brookfield Properties
875 Howard St., Suite 330
San Francisco, CA 94103
VIA ELECTRONIC MAIL

RE: Pier 70 Special Use District
Building 2 Historic Rehabilitation Design Review Application – “Approval” Letter

Dear Ms. Pretzer,

Thank you for your submittal of a design review application for Building 2 dated August 24, 2020 and revised schematic design package dated December 14, 2020 in accordance with Planning Code Section 249.79(l) and the form Vertical Disposition and Development Agreement (“VDDA”) for Pier 70. Per the VDDA, Port staff have reviewed the schematic design application to determine consistency with the D4D and compliance with the Secretary of the Interior Standards, and have conditionally approved the schematic design dated December 14, 2020, subject to the following conditions:

Conditions of Approval:

1. On the exterior of the building, if the extent of the exterior concrete repair and patching cannot be accomplished without creating an unacceptable exterior appearance, the Port may consider authorization of the application of coatings or murals as a means to create a more uniform exterior finish.
 - a. Any proposed murals on the exterior of the building shall undergo staff review for further analysis and approval, prior to review of permits and/or construction drawings.
2. Port staff continue to have concerns about the design approach to the commemoration of the former openings on Buildings 2 and 12 to the historic connecting bridge that was authorized for removal by the Port. The proposed design treatment should include visual evidence of the former openings and support the ability to reintroduce a connecting bridge if needed by future tenancies; therefore, please continue to work closely with Port staff during the design development phase to address these concerns prior to submittal of construction drawings.
3. Port Staff shall review an on-site mockup of proposed materials and colors to ensure that the material is of high quality, provides contrast (where applicable), and is consistent with schematic design approval. This would include but not limited to window replacements, building exterior treatments, entry materials, and railings.

Pier 70 Special Use District
Building 2 Office Building Design Review Application – Conditional Approval
January 8, 2021

4. Port's Biodiversity Ordinance: The Port has adopted the City's Biodiversity Ordinance goals and policies (see link below). Plants selected for the site should follow the SF Plant Finder list (see link below), which are adapted to San Francisco's unique environment, climate, and habitats. When submitting construction drawings that include landscaping sheets, the applicant should provide evidence that plants selected are consistent with the SF Plant Finder list and explain how the landscaping meets the City's Biodiversity Ordinance.
 - a. <https://sfenvironment.org/article/the-biodiversity-program/biodiversity-program-summary>
 - b. <http://sfplantfinder.org/>

We look forward to continuing the Port's partnership on this development project with your team. Please do not hesitate to contact us should you have any questions or concerns.

Sincerely,



Ryan Wassum
Port Planner

CC: Mark Paez, Port Senior Planner
Christine Maher, Port Development Project Manager

APPROVED

PIER 70 BUILDING 2
REVISED_Schematic Design Package

December 14, 2020

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RESPONSE TO PORT DESIGN REVIEW ANALYSIS COMMENTS - Dated 10/22/20

Please see below for comments to Port Staff requested items to be addressed:

1. Project Information (Sheet G0.01): In the "Project Information" box, please provide required vs. proposed bicycle parking data (for both Class 1 & 2 parking).
 - a. Correspondingly, please label and number the amount of bicycle parking spaces provided on Sheet A1.01 (not Sheet A1.00).

RESPONSE #1: See revised Sheet G0.02 (formerly G0.01) and Sheet A1.01 for proposed bicycle parking data.

2. West Elevation Loading Dock (Sheet A3.01 & A3.03): the loading dock guard railing should utilize industrial materials in-lieu of glazing, similar to what is proposed for the first floor terrace on the east elevation (Sheet A2.01). The use of a steel open railing with vertical pickets would maintain the visibility of the building and be more consistent with the industrial character.

RESPONSE #2: See Sheets A2.01 and A3.01 thru A3.03 for revised loading dock rail information (1-1/2" square steel post and rail). Due to limited height of the loading docks, the rail does not need to comply with Code required 4" max openings so the openness of the proposed rail will maximize visibility of the building beyond. Note that if the loading docks are not made to be accessible as part of the Project, no rail/barrier will be provided (loading docks are less than 30" from adjacent sidewalk grade).

3. South Elevation Bridge Opening (Sheet A3.03): per previous discussions, please address how the design of the south elevation will recognize the former bridge opening that has recently been demolished and a window is now proposed. In addition to the proposed window, what are some design techniques that could highlight and identify the uniqueness of the former bridge opening?

RESPONSE #3: See Page 18 of the Design Overview Package and Sheet A3.03 for additional information. Design Intent is to provide an accent color (exact color tbd) at the extents of the historic bridge outline at the South facade, and additionally to slightly recess the concrete infill below the new window to denote the historic door location.

4. Consistency Findings with Secretary of the Interior Standards: while the SD package is updated, please also update any findings that have been revised or expanded upon.

RESPONSE #4: See slightly revised Narrative on page 9 (Comment #6) and pages 27-29 of the Design Overview Package for reference change to highlight proposed window replacement imagery.

PROJECT OVERVIEW

BUILDING & SITE

Building 2 is located on Pier 70 in the Dogpatch neighborhood of San Francisco and is a contributing building to the Union Iron Works National Historic Register District. It was constructed during the expansion of Pier 70 by the U.S. Navy in WWII. This expansion, called the “New Yard,” shifted the site’s focus toward welding and ship repair.

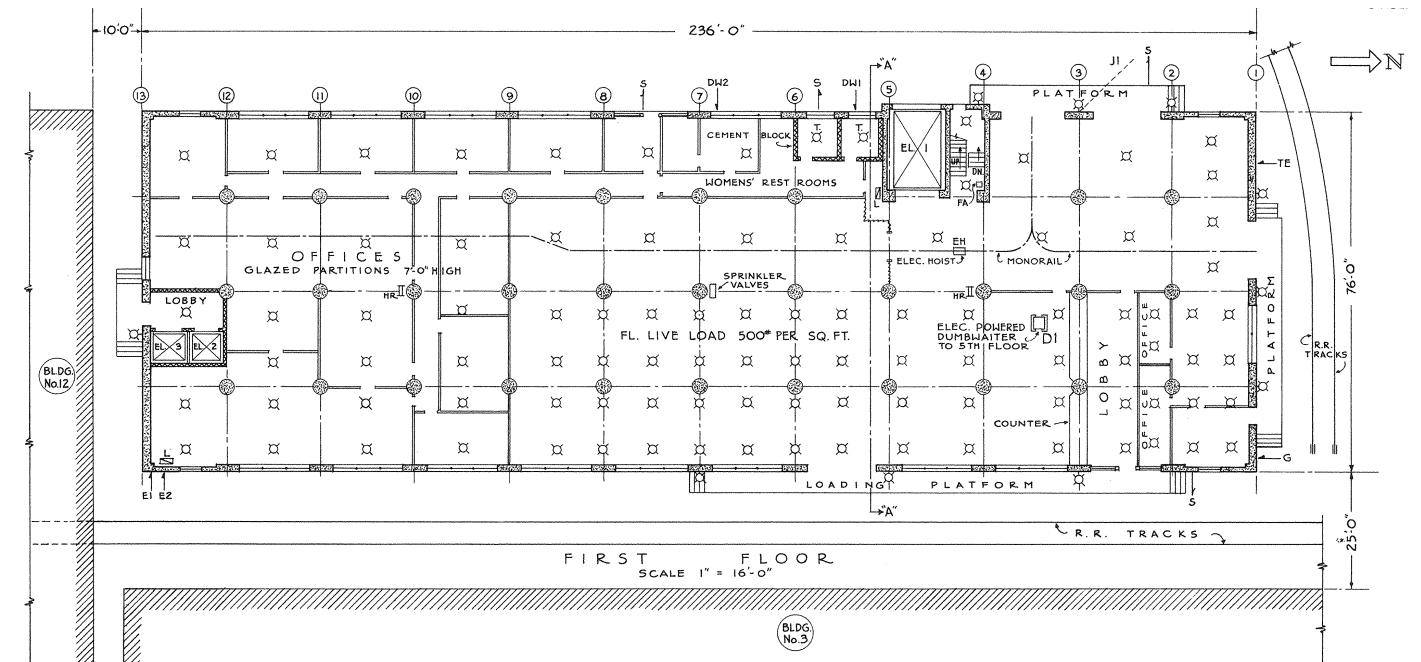
Built in 1941, Building 2 is a six story, concrete structure of approximately 97,000 GSF, with a rectangular footprint of approximately 265ft x 77ft. It was originally used as a warehouse (and called “Warehouse No. 2”) with a top story drafting room addition built in 1944.

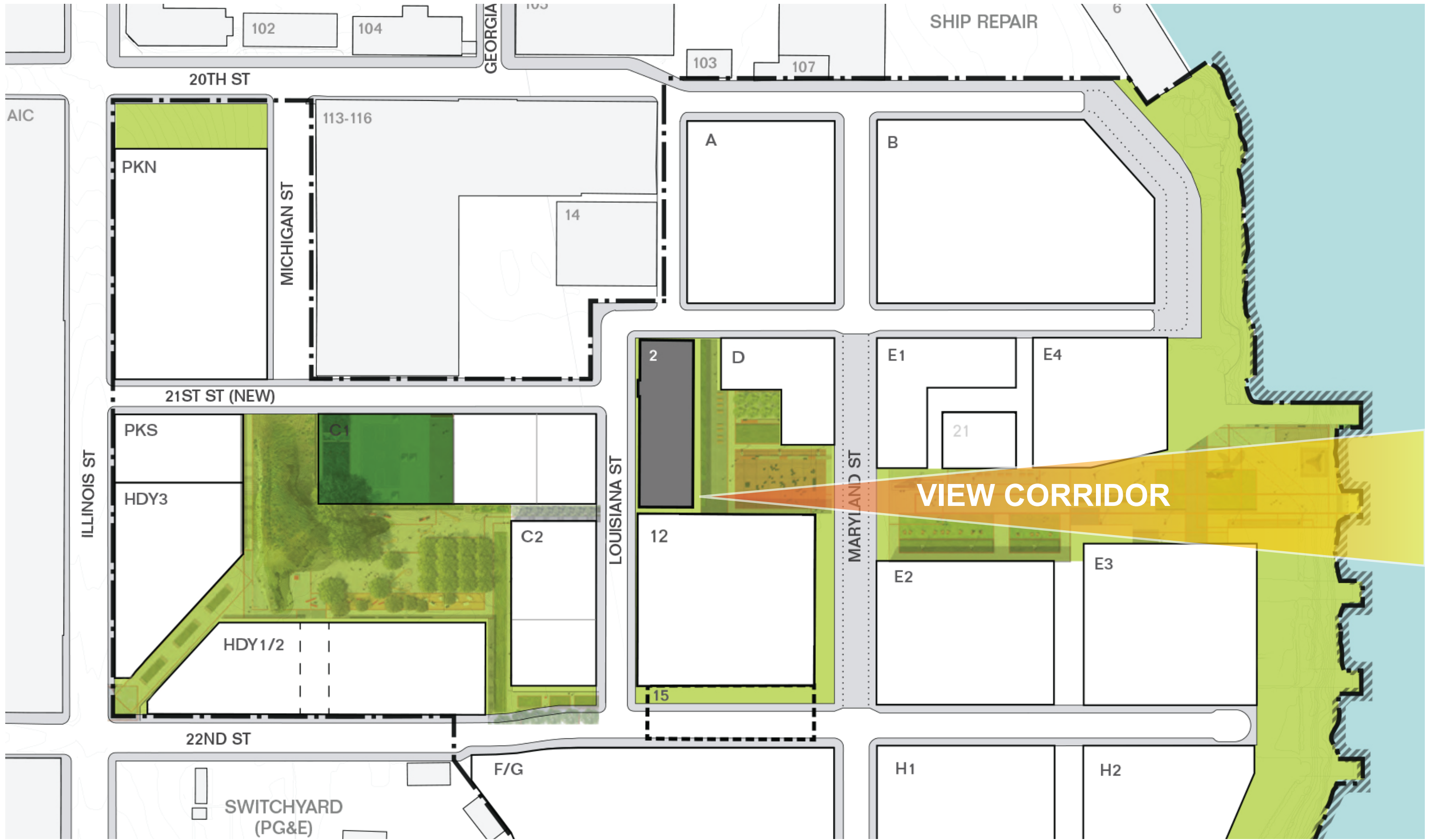
SCOPE OF WORK

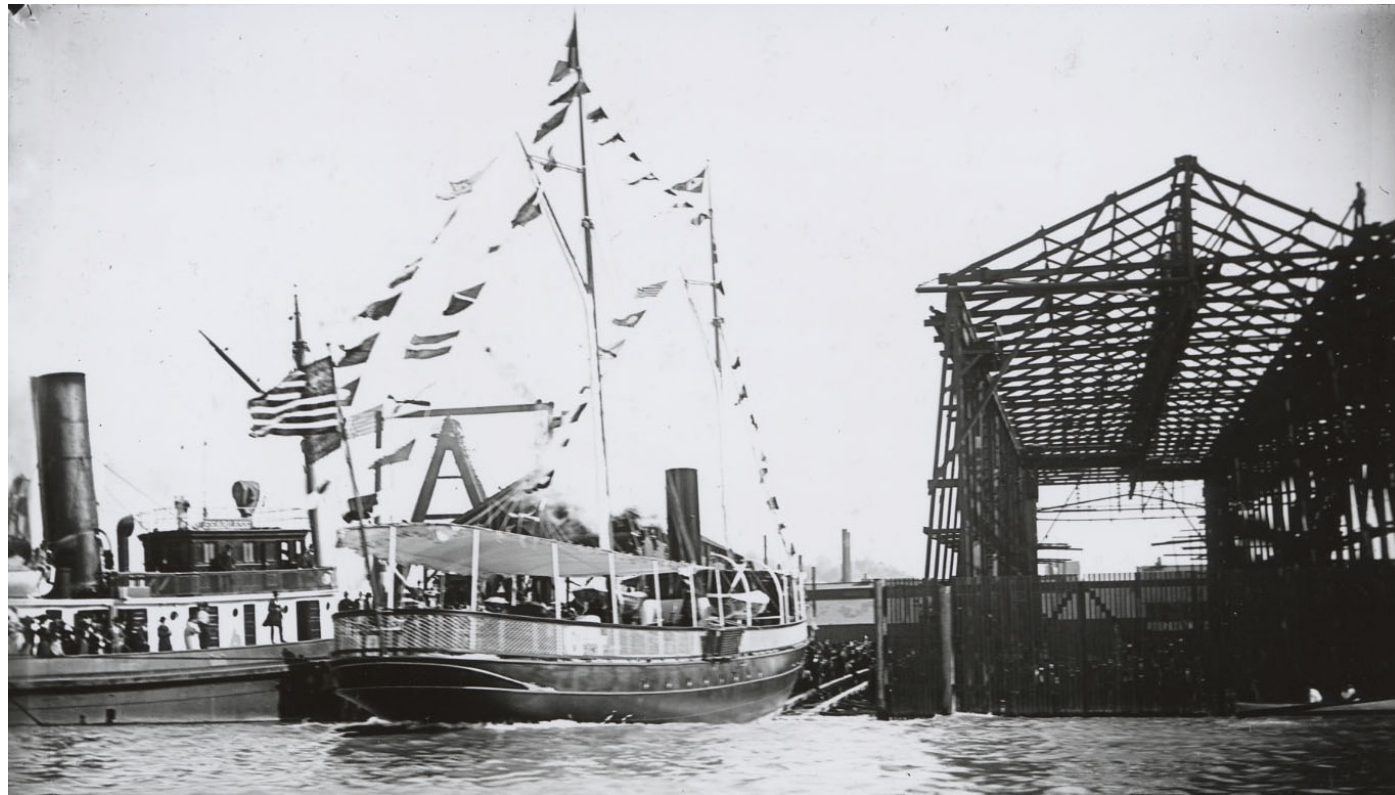
The project entails base building rehabilitation, including envelope improvements and structural retrofit, and adaptive reuse for commercial office use. Building systems, including HVAC, electrical, plumbing, and fire protection, will be all new. The project also includes new vertical circulation elements complying with modern egress requirements, including new elevators and egress stairs.

As part of the larger Pier 70 Development, the project scope will include new sidewalks and underground utility connections in the immediate vicinity of Building 2.

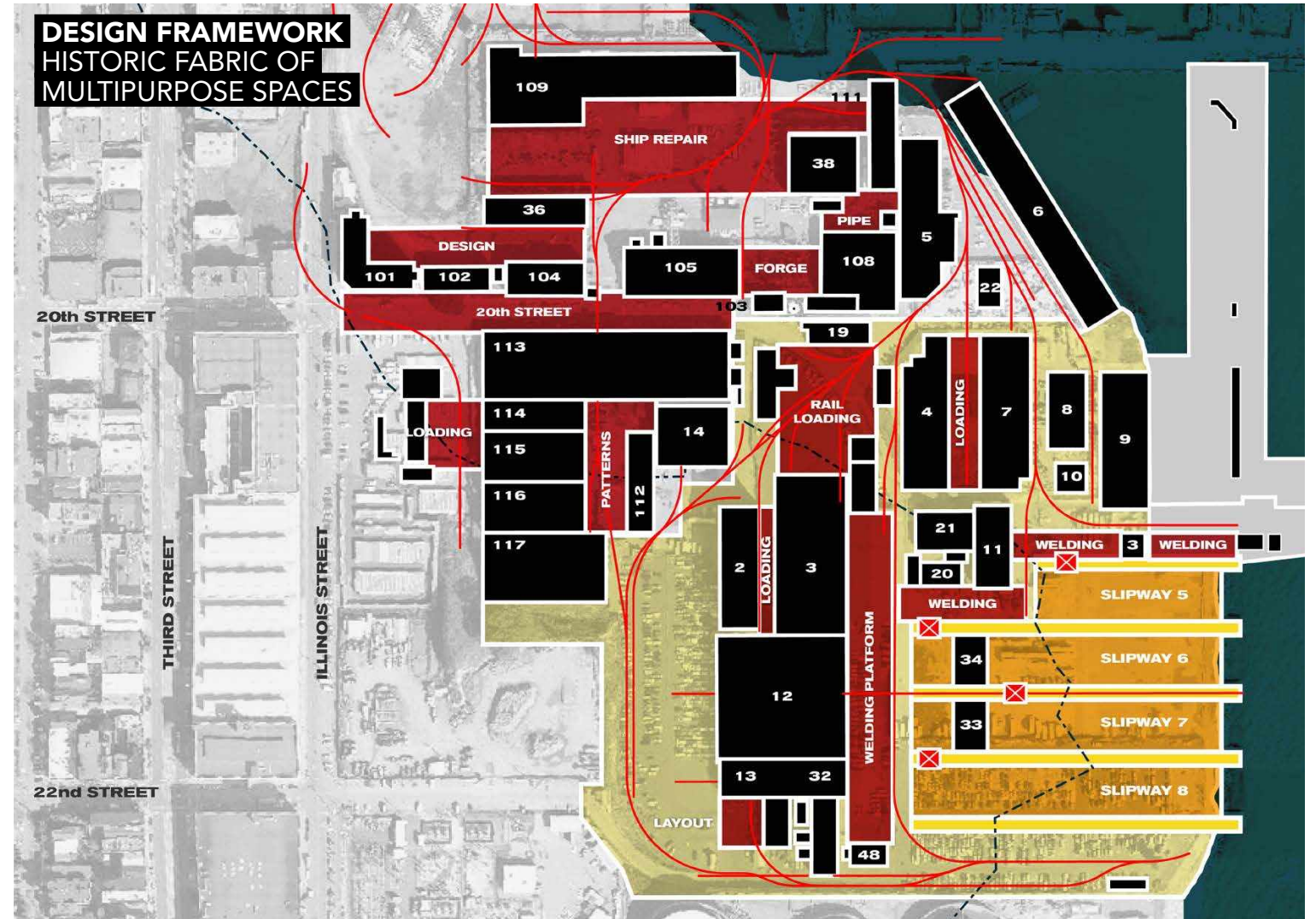
The project will be reviewed by the Port of SF. The project schedule anticipates delivery of the Building in the Fall of 2023.







El Primero (steam yacht) launching (Union Iron Works, San Francisco) (UC Berkeley, Bancroft Library)



Union Iron Works Historic Function Diagram (James Corner Field Operations - Pier 70 Presentation)



World War II Aerial View of the New Yard (Union Iron Works National Register Nomination)



Workers on strike outside Bethlehem Steel at 20th and Illinois Streets, 1941 (SF Public Library)



Ships being repaired at the San Francisco shipyard of the Bethlehem Steel Company, 1944 (SF Public Library)

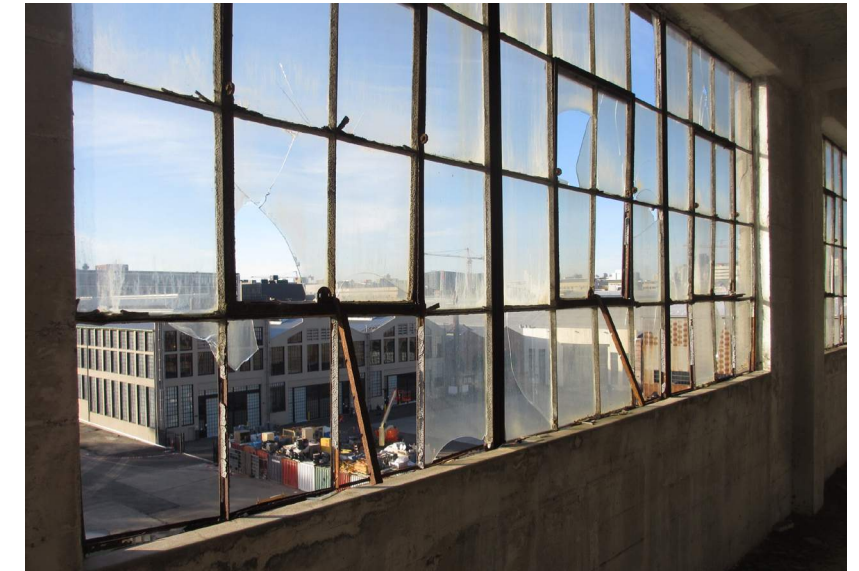
CHARACTER-DEFINING FEATURES

Building 2 is one of 45 contributing resources to the Union Iron Works Historic District. It is oriented in the north-south direction and exhibits an industrial-vernacular style. The Building's historic character is defined by the following features:

- rectangular plan and flat roof
- board-form concrete facade
- loading docks at the north, west, and east facades
- steel sash, multi-pane windows at levels 1 - 5
- wood sash, multi-pane windows at level 6 (matching the steel windows below)
- slightly projecting stair and elevator tower on the west facade
- painted signage of "Warehouse 2" at the north facade
- facade-mounted light fixtures at the west facade



Detail: Board-Form Concrete & Painted Signage



Interior View: Steel Sash Window



West Elevation with Stair/Elevator Tower



Detail: Level 6 Wood Sash Window



East Elevation with Loading Dock



Interior View of Columns



Detail: Example of Facade Condition



View of Connection to Building 12



West Elevation with Stair/Elevator Tower



View of Stair/Elevator Tower Condition



Detail: Example of Window Condition

CONSISTENCY WITH SECRETARY OF THE INTERIOR STANDARDS

Pier 70 Building 2 is a contributing structure to the Union Iron Works National Register District. Constructed in 1941 with a one-story addition completed in 1944, according to the National Register Nomination form “the building is a contributing resource because of its associations with World War II shipbuilding. Also, it is one of the few concrete buildings from the WWII period and adds to the diversity of materials used at the district.” The proposed project is the rehabilitation and adaptive reuse of the six-story concrete warehouse for multifamily residential apartments and associated amenities. The proposed design is consistent with the Secretary of the Interior’s Standards for Rehabilitation as described with each Standard below.

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

Building 2 was constructed as a storage warehouse and drafting space for the Bethlehem Steel company. While the project proposes a change in use to commercial office, the majority of original materials and structure of the building will be retained and repaired, and the new use is compatible with the character defining features of the building. The majority of modifications proposed will be interior as needed to provide both structural and egress improvements. Distinctive interior materials and features, such as the windows, columns and concrete finishes will remain visible in large part.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.

The historic character of Building 2 is defined by its overall rectangular massing, reinforced concrete facade, and large multi-lite steel and wood frame windows. The proposed design maintains the building’s overall shape and massing and seeks to preserve and rehabilitate the building’s distinctive board-form concrete facade. While the deteriorated and unsafe condition of the building’s original windows necessitates removal and replacement, new windows that generally match the dimensions, design and scale of the historic windows are being proposed.

3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as

adding conjectural features or elements from other historic properties, will not be undertaken.

This project does not propose any additions that would create a false sense of historical development. New design elements, where occurring, are designed to be distinct, contemporary features that are compatible with the existing industrial massing and materials.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

Building 2 is a five-story structure built in 1941 with a sixth-story added in 1944. The sixth floor has wood-frame windows similar to the design and scale of the steel windows on the floors below. The added floor will be retained and rehabilitated. The treatment of elements on the 1944 addition will or be similar to the treatment of the original structure: the concrete facade will be rehabilitated and the deteriorated wood-frame windows will be replaced with new windows of a similar design and scale. Other building modifications, such as non-historic roll-up doors at the ground floor and non-historic advertising signage have not acquired significance in their own right.

5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.

Historic craftsmanship is evidenced in the thin horizontal board-form bands of the concrete facade. This project proposes the repair of the facade and blending of patched areas using new concrete that matches the existing color. Given the level of deterioration, small repair mockups are anticipated to better determine if the required patch materials will adequately match the color of the existing facade. Pending review of these mockups, an opaque coating may be recommended (retaining board form appearance while providing a more uniform color to mimic the historic condition). While the multi-lite steel and wood frame windows are proposed to be replaced, new windows of a similar design and scale are proposed.

CONSISTENCY WITH SECRETARY OF THE INTERIOR STANDARDS

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

This project proposes repairs to the building's distinctive concrete facade that would blend with the existing concrete pattern and coloration. While the extreme deterioration of the building's original windows requires removal and replacement, new windows that match the dimensions, design and scale of the historic windows are being proposed. Additional detail on the proposed replacement windows can be found on **pages 27-29**. The project is proposing fixed aluminum windows as the replacement window for all levels (in lieu of steel windows at levels 1-5 and wood windows at Level 6). We are following National Park Service (NPS) Technical Preservation Services Guidelines for Replacement Windows that Meet the Standards. Aluminum has been chosen as the replacement material for the following reasons:

1. For energy conservation and tenant comfort, the project proposes to replace the existing single pane windows with double glazed windows. We have had extensive discussion with window manufacturers and have found that the manufacturers of aluminum windows are able to offer a thermally broken window with a much closer match to the dimensions of the existing windows (frame and muntin dimensions) than steel window manufacturers.
2. The frame and muntin dimensions for a double glazed steel window (which is not thermally broken) are much larger than the existing windows.
3. Because of the significant weather exposure at level 6 wood windows are not a recommended material, and the details of these windows are less visible from the ground. The historic wood windows were originally designed to match the appearance of the steel windows. (See Figure 1 below) The NPS Replacement Window Guidelines note that "variations in the details and the use of substitute materials can be considered in individual cases where these differences result in only minimal change to the appearance of the window and in no change to the historic character of the overall building." The aluminum replacement windows provide a close match in appearance to the wood windows and no change to the character of the building.

Figure 1. The sixth floor windows (wood) were originally designed to match the steel windows on the lower floors

As shown on Sheets A3.01 thru A3.03 of the Schematic Design Submittal the replacement windows will match the tile pattern of the existing windows. While the replacement windows will have a central frame that matches the operable panel of the existing windows, and thus will match the overall design and pattern of the existing windows, that central frame will not be operable for the following reasons:

1. With double glazed windows, due to the weight of the assembly and the requirement to meet current Building Codes for wind loading (which the existing windows do not meet) creating an operable central frame results in a larger frame dimension that is less of a close match to the dimensions of the existing windows.
2. The existing operable frame is at an extremely high location from the interior floor, and would not meet ADA reach ranges.
3. The NPS Guidelines note that operability is not required as long as the appearance of the window is not impaired: "The way a historic window operates is an important factor in its design and appearance. A replacement window, however, need not operate in the same manner as the historic window or need not operate at all as long as the change in operation does not change the form and appearance of the window to the point that it does not match the historic window or otherwise impair the appearance and character of the building."

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

This project does not propose treatments that would damage existing historic materials. The existing board-form concrete shell will necessitate a protective coating to prevent further deterioration, but the coating will not have deleterious impacts to the concrete.

8. Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

There are no known archaeological resources existing at Building 2. If, during the course of construction, such resources are found, proactive measures to preserve

CONSISTENCY WITH SECRETARY OF THE INTERIOR STANDARDS

such resources will be followed.

9. New additions, exterior alterations or related new construction will not destroy historic materials, features and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The historic character of Building 2 is defined by its heavy concrete facade punctuated by a regular pattern of punched windows with steel frame windows. At the ground floor, roll-up doors and loading docks served the industrial use. This project proposes a series of interventions designed to be compatible with existing features, yet distinct in design and materiality. Proposed interventions include:

- New main building entries at the southern portion of the east and west facades, with new elevators adjacent to the existing passenger elevator shaft which will be removed. Historically, the building had multiple entries on the west, north, east, and south elevations with no primary entrance. During the building's period of significance, the west and east sides were used primarily for loading and unloading (**see map on page 5**). The location of the proposed new entries is consistent with the building's historic circulation patterns. These entries would be metal and glass overlays on the existing concrete facade with minimal projections (**see pages 22**). The design of these elements would relate to existing windows and openings, but be differentiated in scale and materiality. Portions of the existing concrete sill at 5 locations would be cut down to accommodate new doors and glazing at these entries. The remaining 21 ground floor windows would be replaced in kind and the 5 overhead overhead coiling openings and 3 pedestrian scale entries would be infilled with new glazed storefront assemblies that maintain the historic openings.
- An occupied roof deck housing viewing and recreation space as permitted by Planning Code Section 249.79(h)(2). The majority of the deck would not be visible from the street (structures setback 15 ft). The built elements of the enclosed roof deck volumes would be of contrasting materials to the historic facade and designed to be of secondary importance / recede from view. This element could be removed in the future.
- Glazing at the west facade stair/elevator tower. The existing stair tower has

small windows misaligned with the floor plates. To better align with the proposed stair configuration and enhance the experience of the building from the terminus of 21st Street, we are proposing to vertically elongate the existing openings and infill with larger windows at this tower (**see page 15 thru 17**). The overall proportions and massing of the tower would remain, with symmetrical window relationship retained.

- Murals on all or part of each facade. Given the extensive patching required at the existing concrete facade, we may look to integrate a series of murals that would help disguise patched areas when viewed from street level. These murals would help protect the existing and patched concrete and could be removed in the future. As the project develops, the location, extents, and visual appearance of the mural will be more fully developed.

These interventions are proposed both to accommodate the change in use from warehouse to commercial office and/or help remediate the deterioration of the existing concrete facade. These interventions would utilize compatible materials (steel, metal, glass, and paint), yet would be differentiated from the historic materials through color, scale, and proportion. The majority of these new interventions could be removed in the future and would not destroy historic materials or features. The overall massing of the building and industrial character will remain unchanged and continue to provide association with its significance related to the WWII period.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

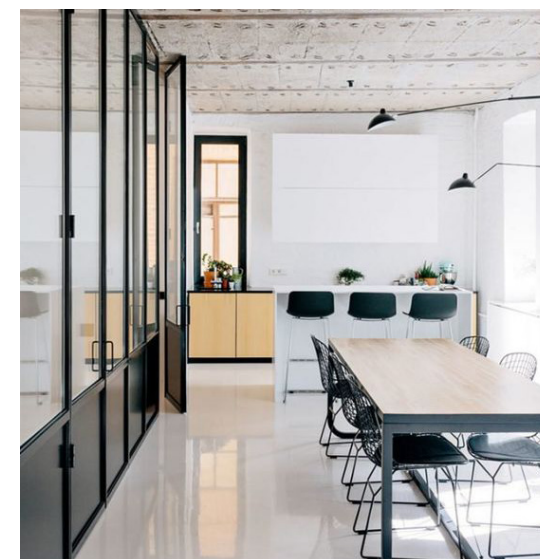
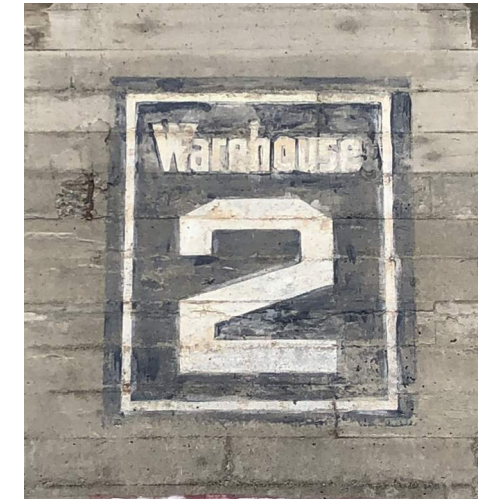
The proposed project would not change the essential form and integrity of Building 2 – its materials, scale, and massing would all remain intact and/or be rehabilitated. In addition, the majority of the new design interventions proposed could be removed in the future without affecting the overall form of the building (see items in #9 above).

CONCEPT | STATEMENT

CELEBRATE the historic character of Building 2

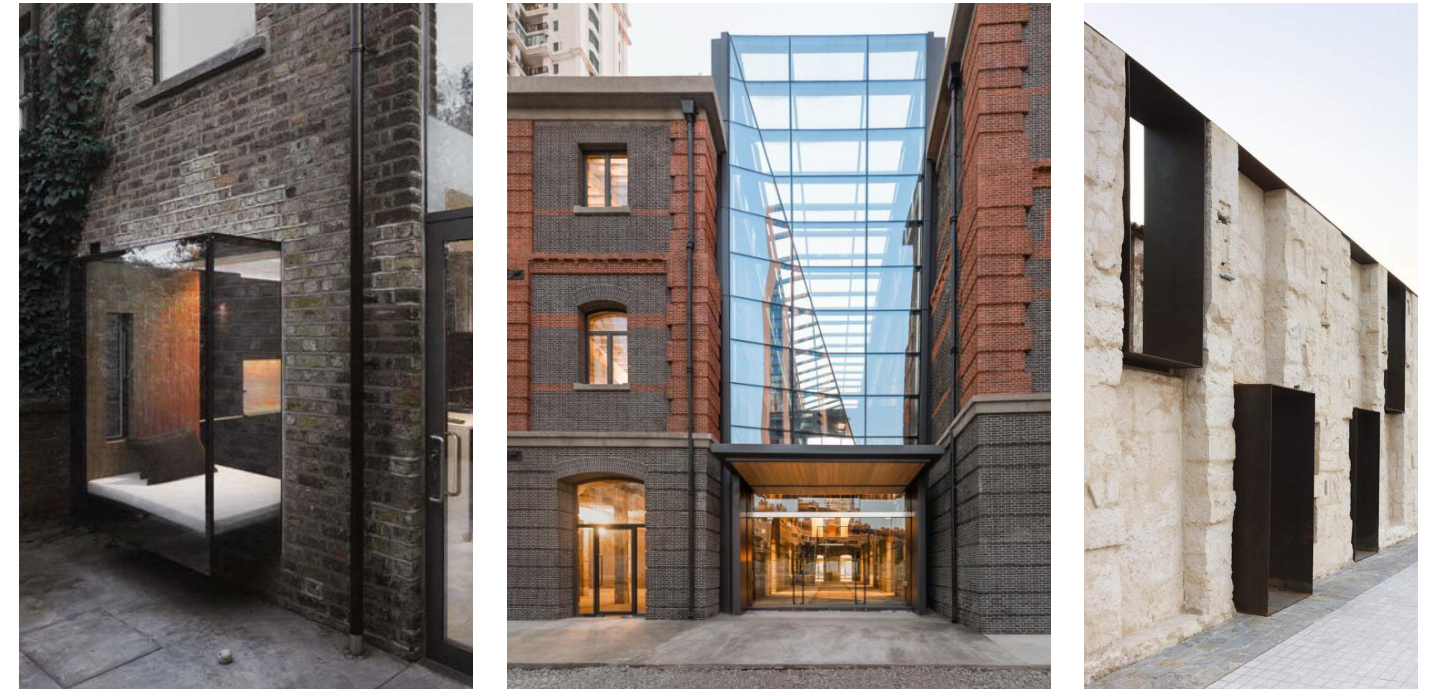
CONNECT to the new urban context of Pier 70

ESTABLISH a unique office experience

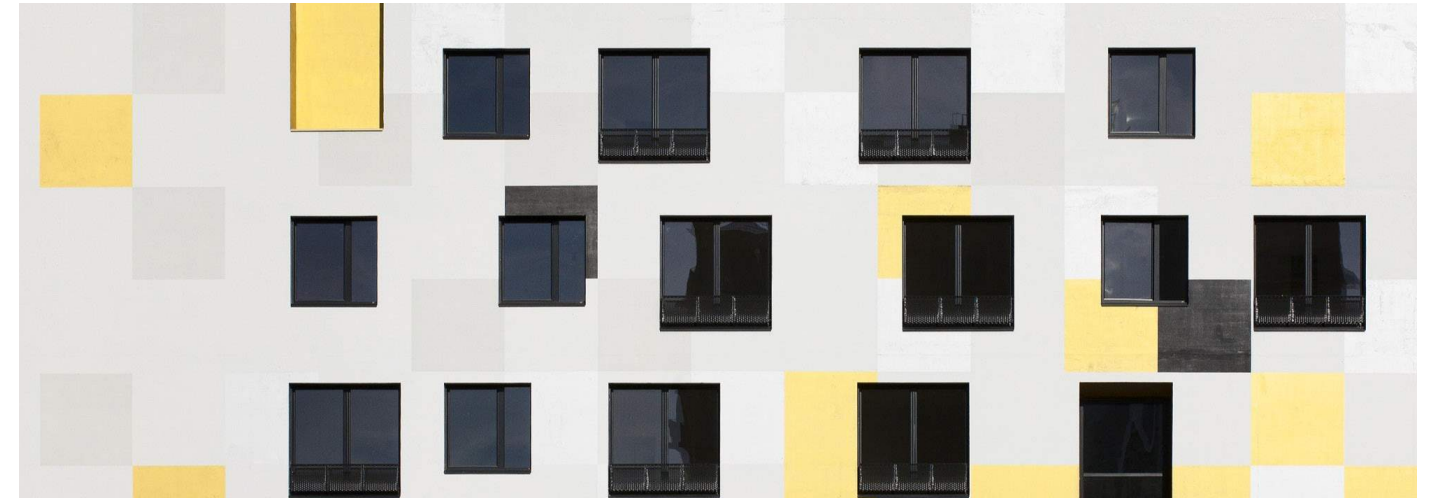


CONCEPT | INTERVENTIONS

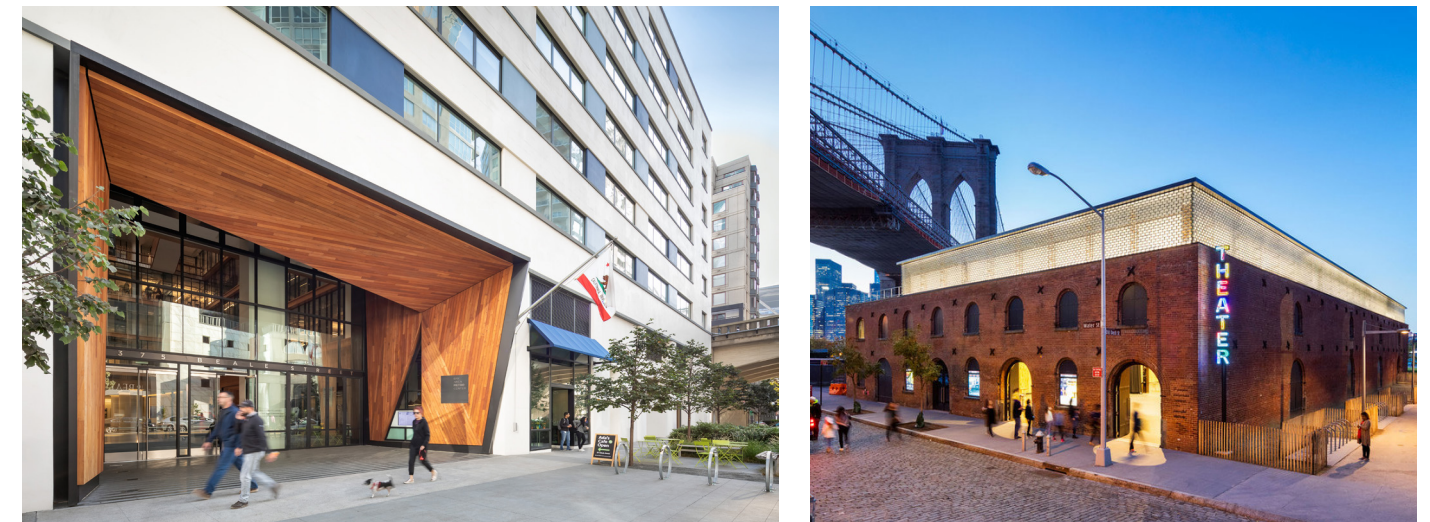
HIGHLIGHT the contrast between old and new



INTEGRATE new spaces, colors, and materials

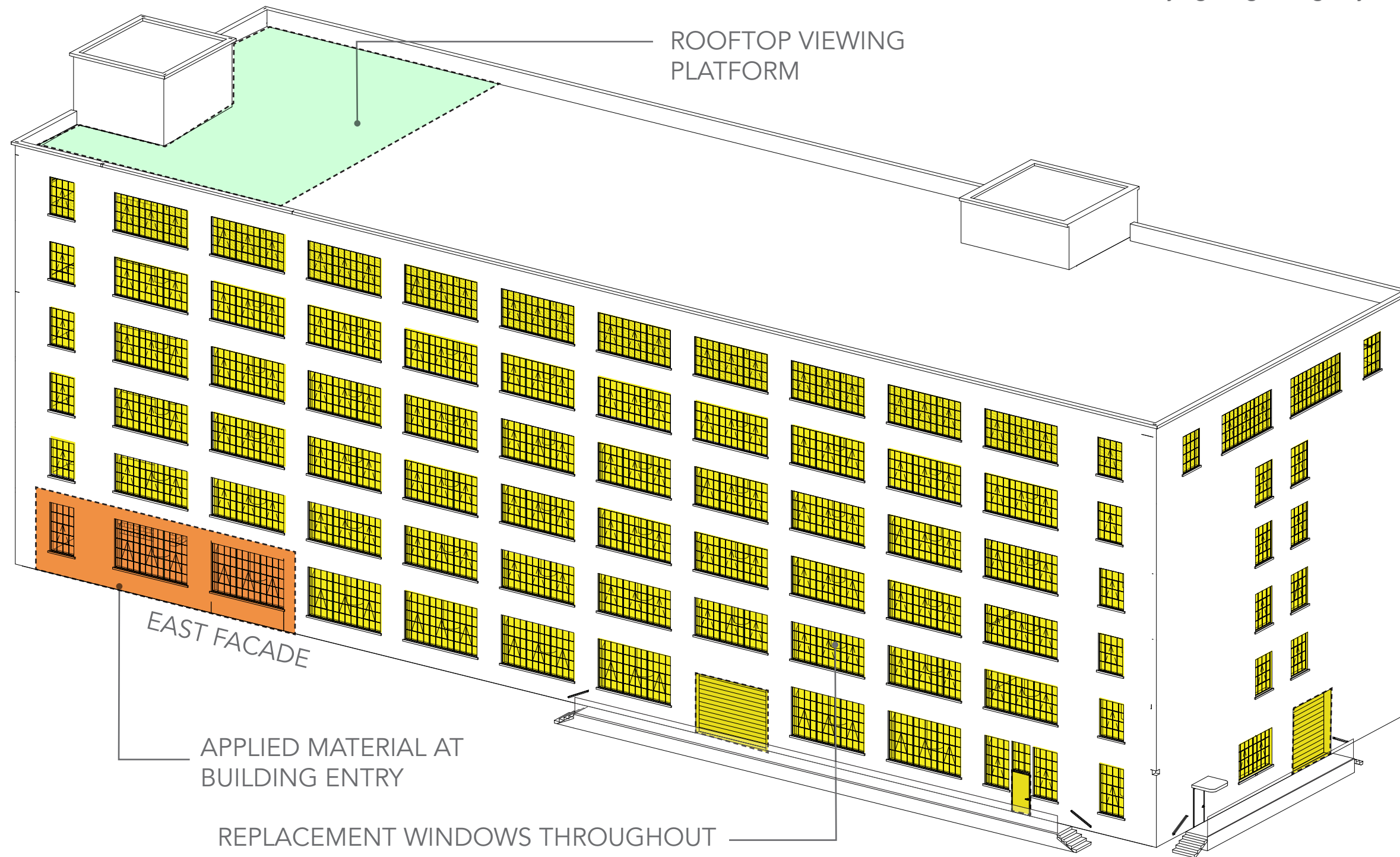


LINK interventions with a common language



INTERVENTION DIAGRAM

Note: Limited exterior lighting is proposed. Lighting at each new entry frame (southeast and southwest) is expected. Street facades will be illuminated primarily from pole street lighting (design by others) with the Market Square and south alley illuminated by overhead catenary lighting (design by others).

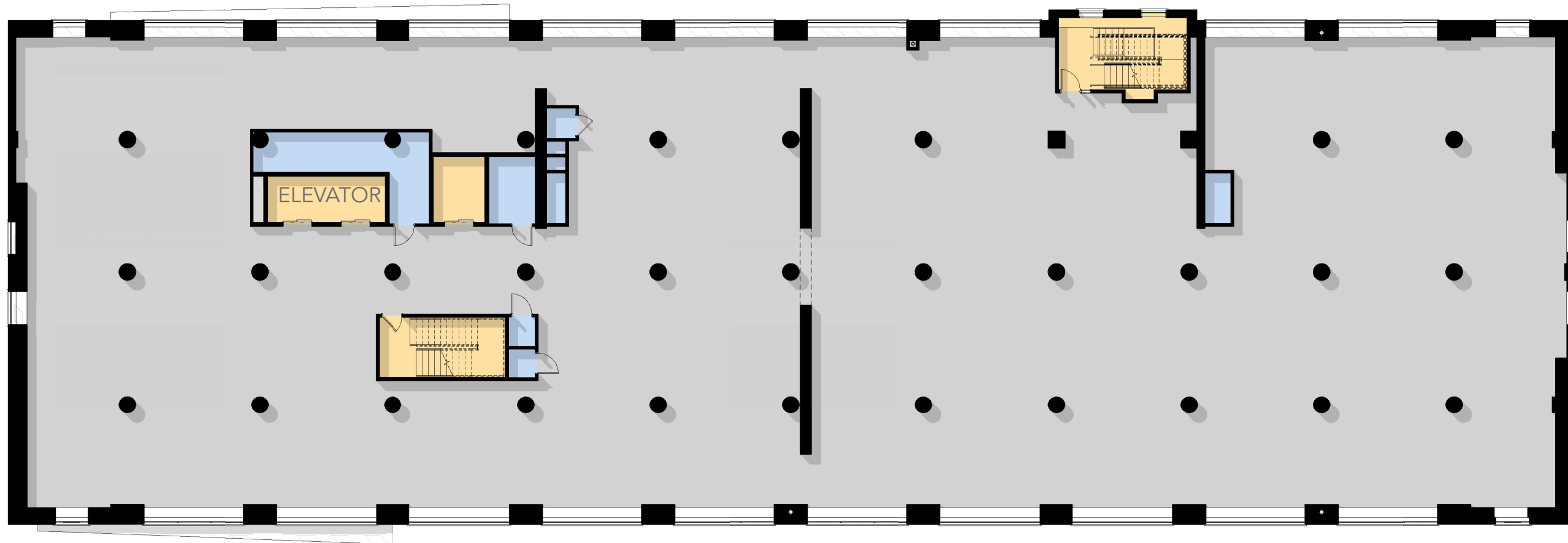


GROUND FLOOR



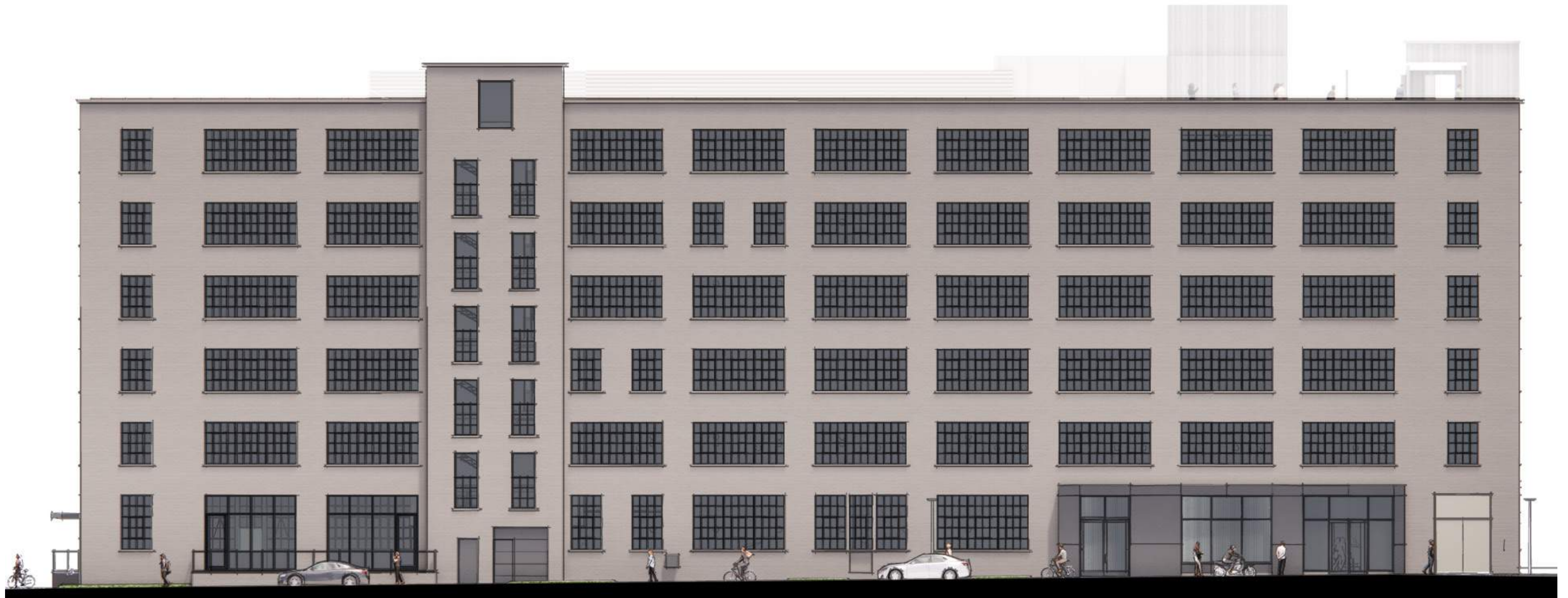
East Entry with view down Slipway Commons
Lounge is below window level allowing views to the interior

TYPICAL PLAN

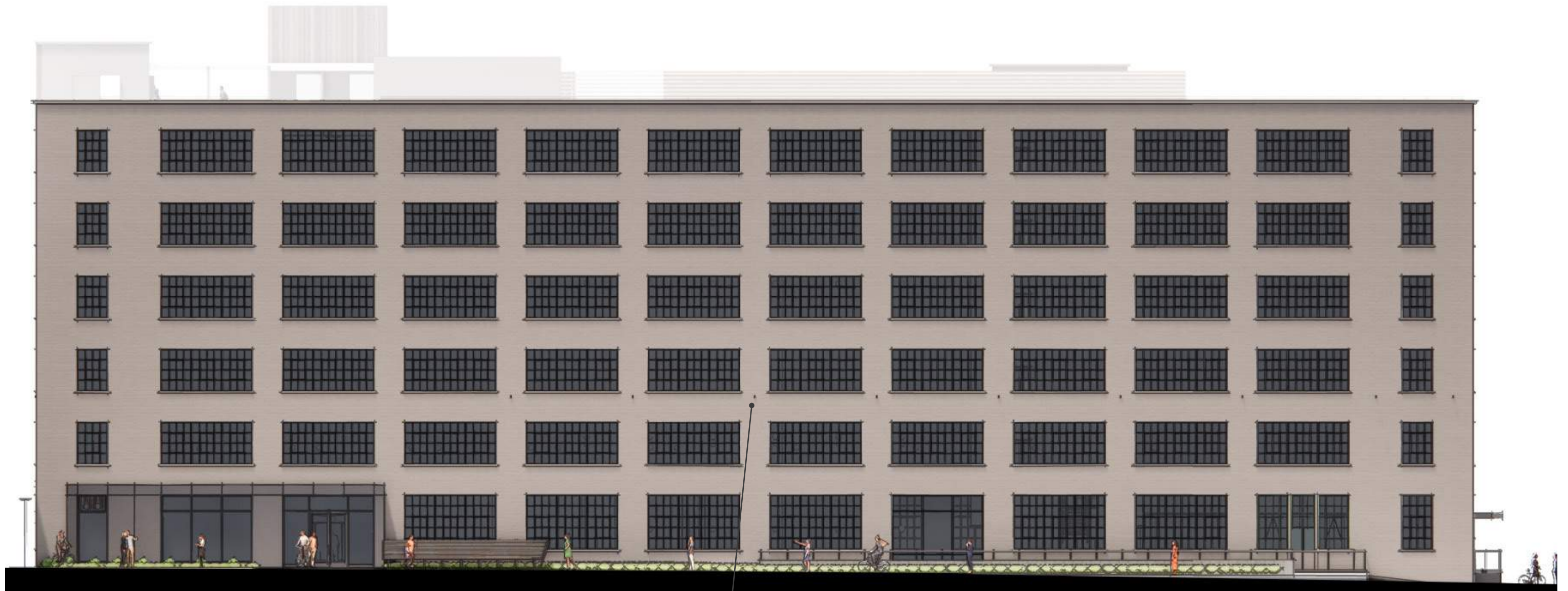


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WEST ELEVATION



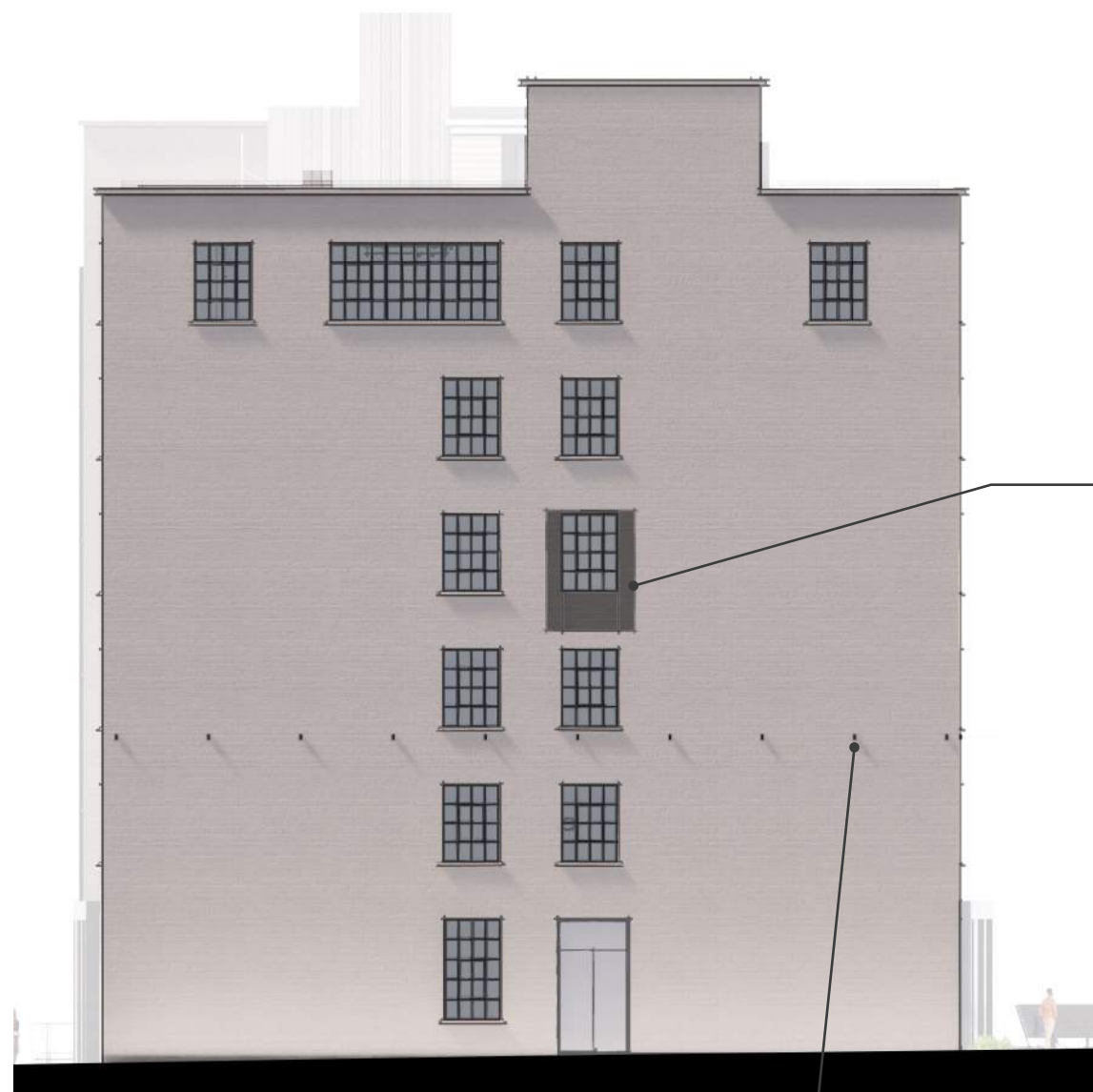
EAST ELEVATION



Catenary Light Anchors

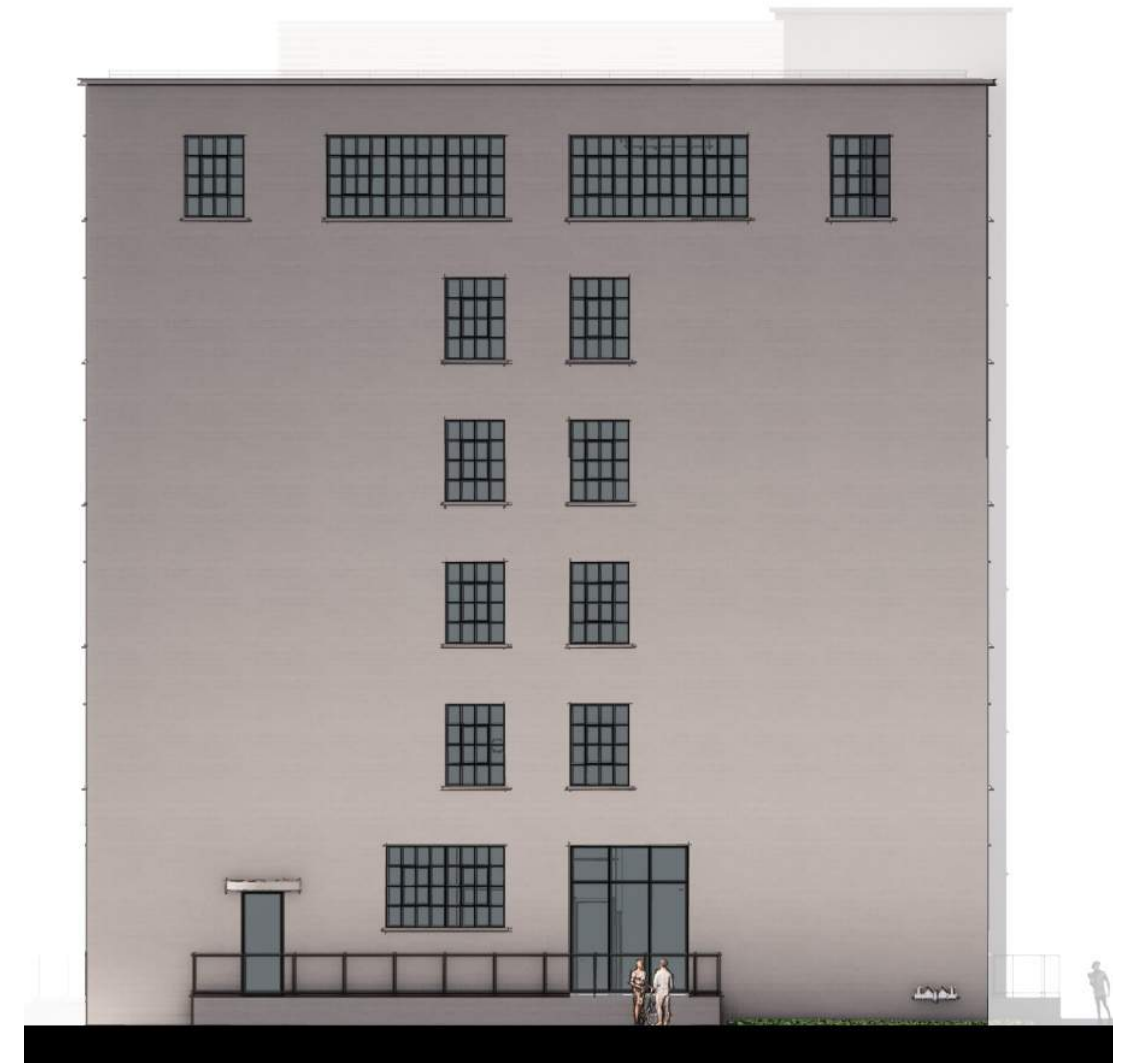
SOUTH ELEVATION

NORTH ELEVATION



Accent Color at Historic Bridge Location w/ Recessed Infill at Door Location

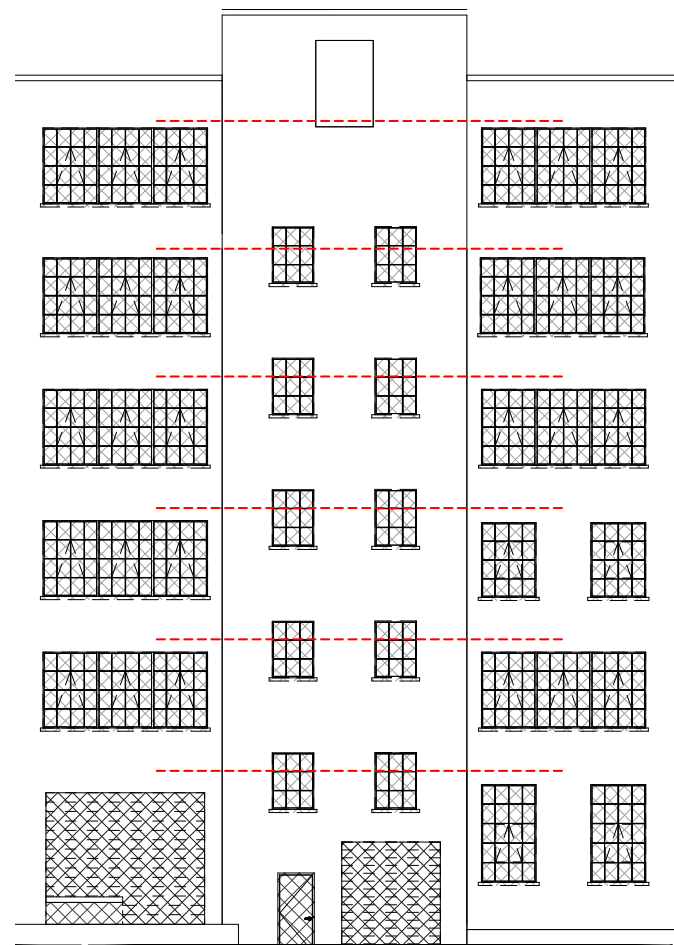
Catenary Light Anchors



EXISTING CONDITIONS (WEST FACADE)

Goal: enhance the Building's connection to 21st by accentuating the historic openings with vertically enlarged openings that also provide more light to an activated interior stairwell

Existing windows at the old stair tower occur at mid-slab. Their existing locations are not optimal in relation to the new floor / stair landings.



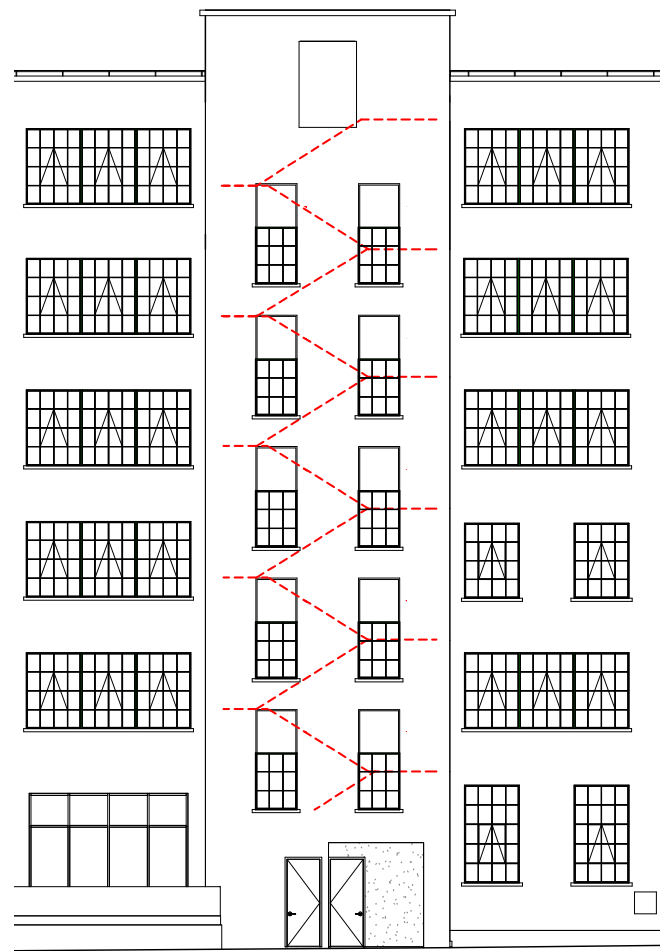
PREVIOUS PROPOSAL (WEST FACADE)



PROPOSED CONDITION (WEST FACADE)

Goal: enhance the Building's connection to 21st Street by accentuating the historic openings with vertically enlarged openings that also provide more light to an activated interior stairwell

Enlarged openings (vertically) provide additional light and visibility for the reconfigured stairwell. Existing opening infill window to be multi-lite, while new window area to be detailed to contrast



ENTRY FRAMES

Goal: to anchor the new building entries and juxtapose with the historic fabric to clearly denote the modification. Materiality to be in keeping with the industrial character of Pier 70.

Aluminum panel cladding at entries frames new intervention

Aluminum and glass storefront infill at new entry and flanking spaces



ENTRY FRAMES

Goal: to anchor the new building entries and juxtapose with the historic fabric to clearly denote the modification. Materiality to be in keeping with the industrial character of Pier 70.



Aluminum panel cladding at entries frames new intervention

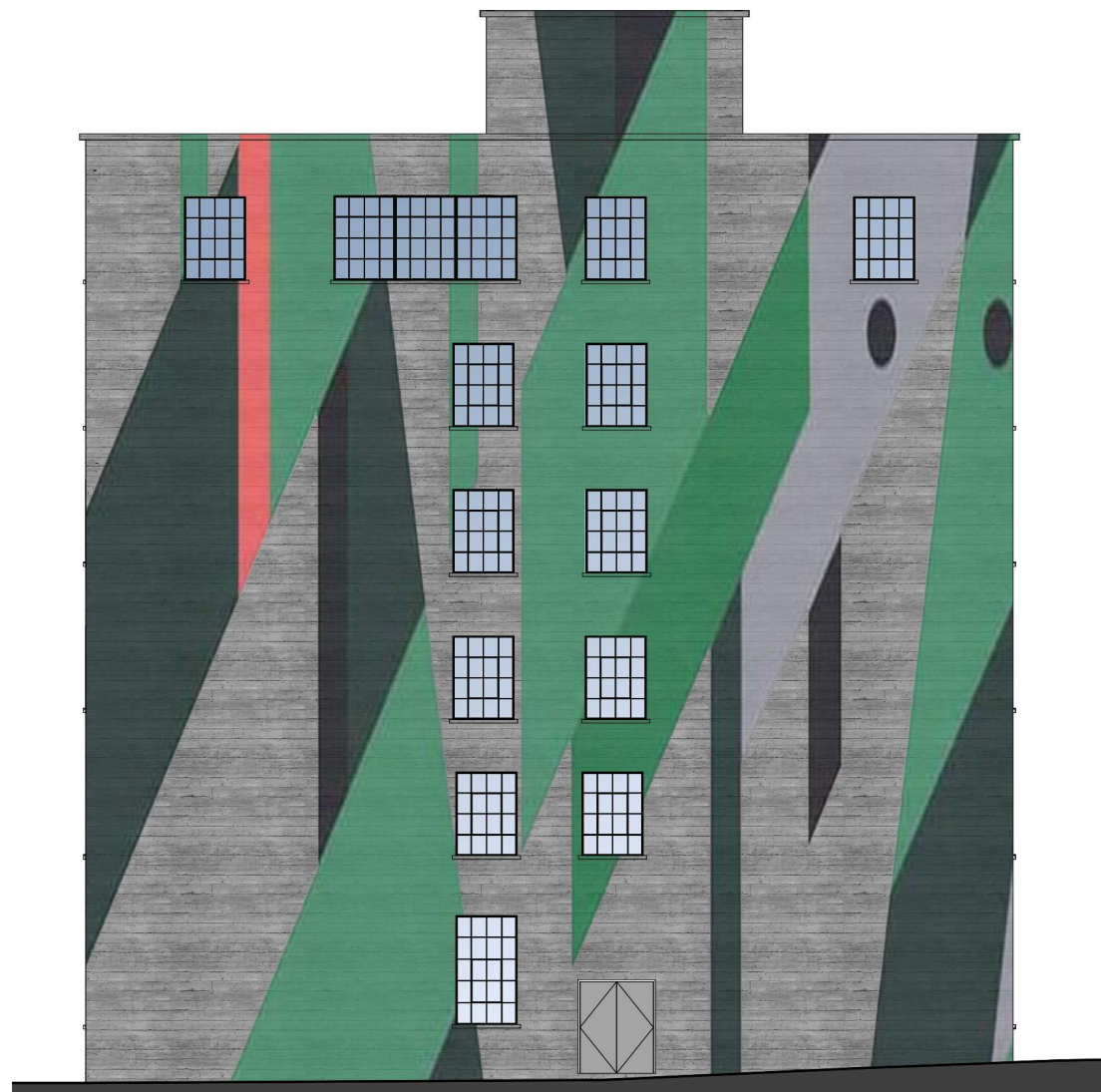
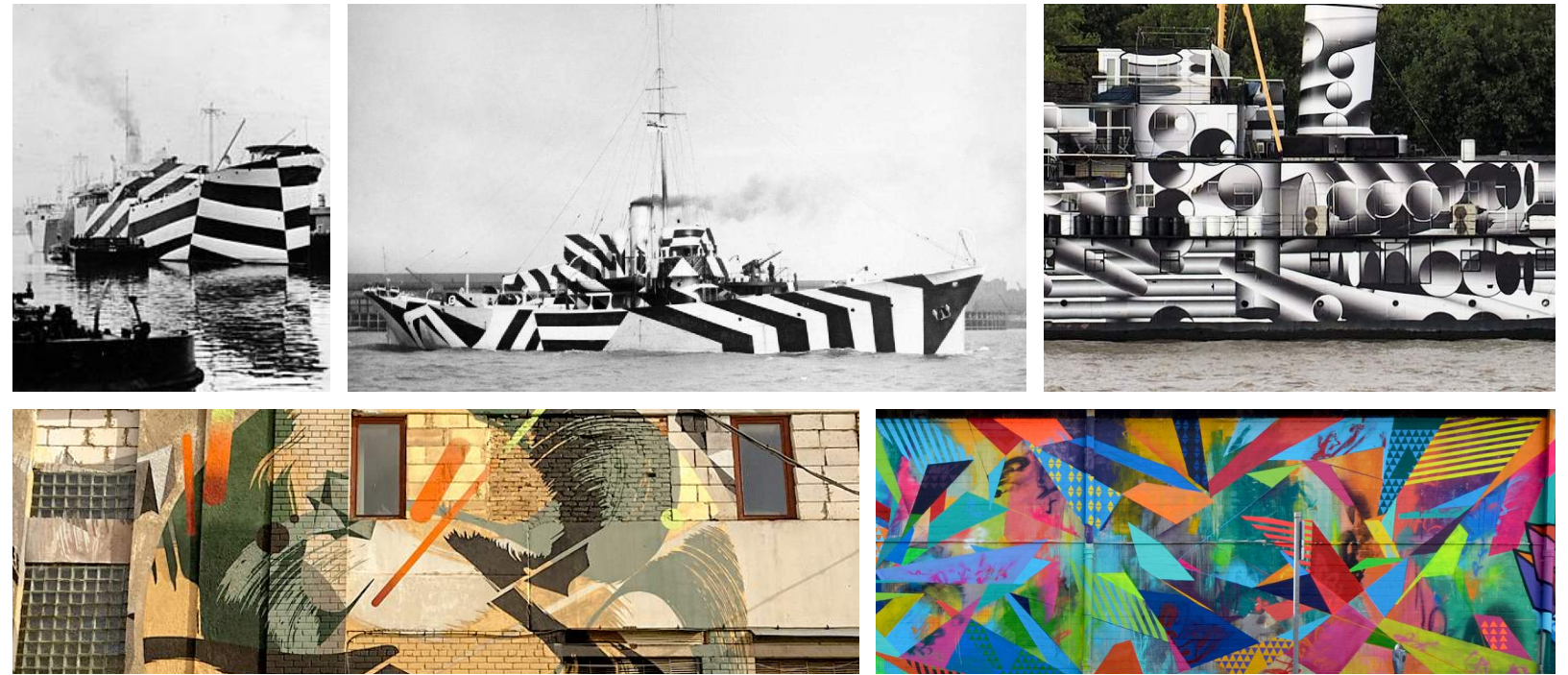
Aluminum and glass storefront infill at new entry and flanking spaces



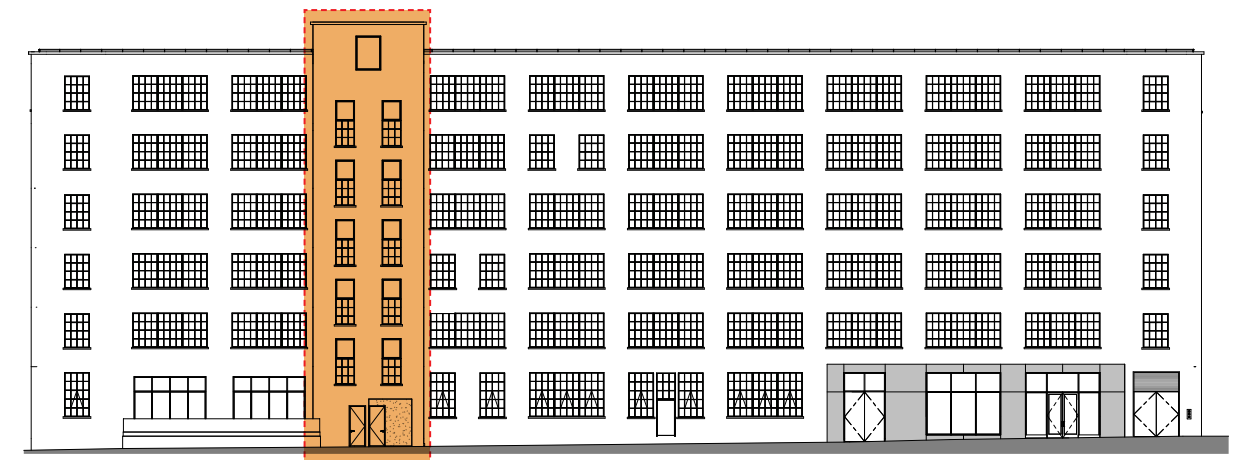
MURAL OPPORTUNITIES

Goal: activate the pedestrian narrow alley between Building 2 and Building 12 by the use of an applied mural (final mural to be developed). Opportunities to connect public open space with building by use of mural graphics on east facade. Potentially conceal heavily deteriorated concrete repair areas.

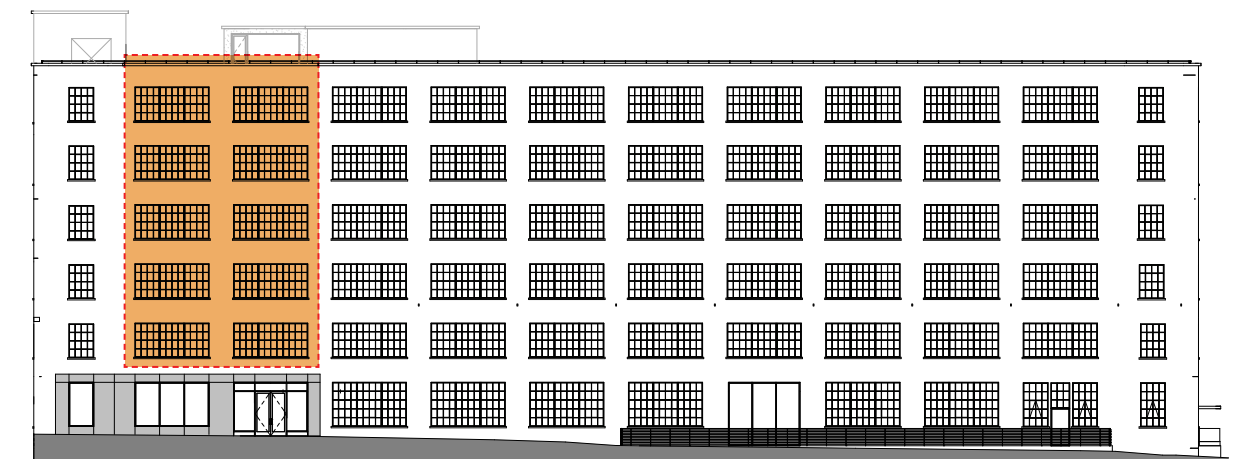
Note: Historic building marker signage is being developed by others. Small marker signs are anticipated to occur adjacent to each new main entry.



Heavily Deteriorated Areas



Connection to Open Space Corridor



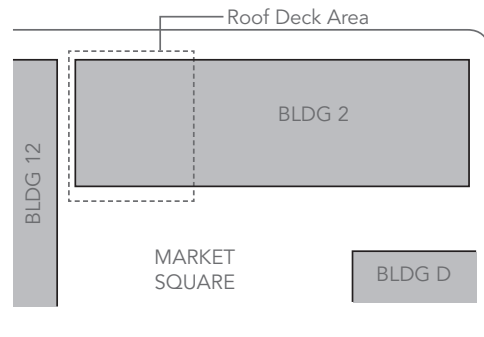
LOBBY

Goal: maintain existing exposed concrete structure and juxtapose with new materials and tones. Provide a clear visual pathway through the lobby towards Market Square.



ROOF DECK

Goal: create an occupied roof deck for Building 2 tenants to further engage with their Pier 70 surroundings.



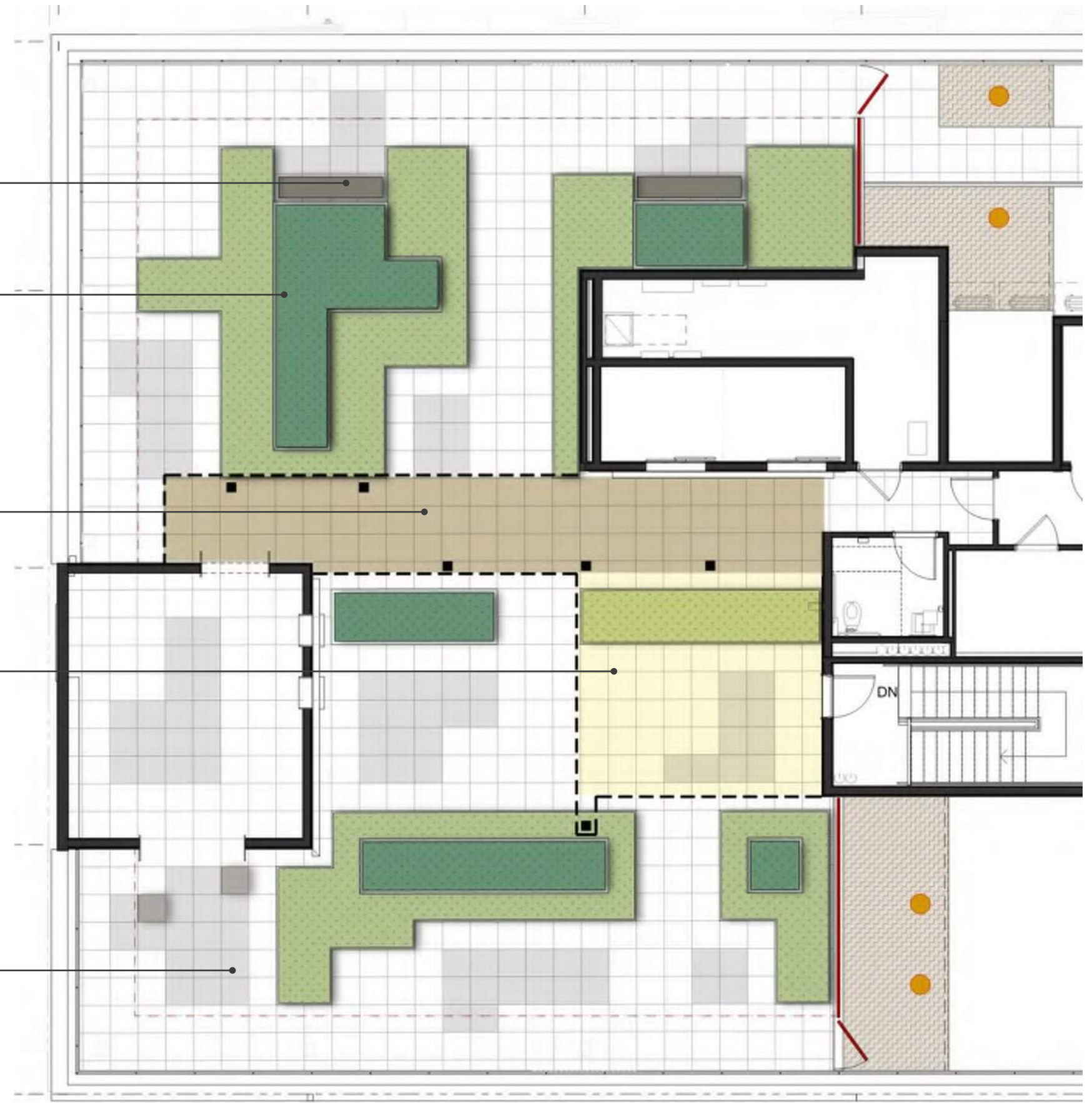
Bench Seating

Raised Planters

Canopy Above

Trellis Above

Pavers on Pedestals



WINDOWS

Existing Steel Window
to be Removed

Existing Concrete to be
Repaired



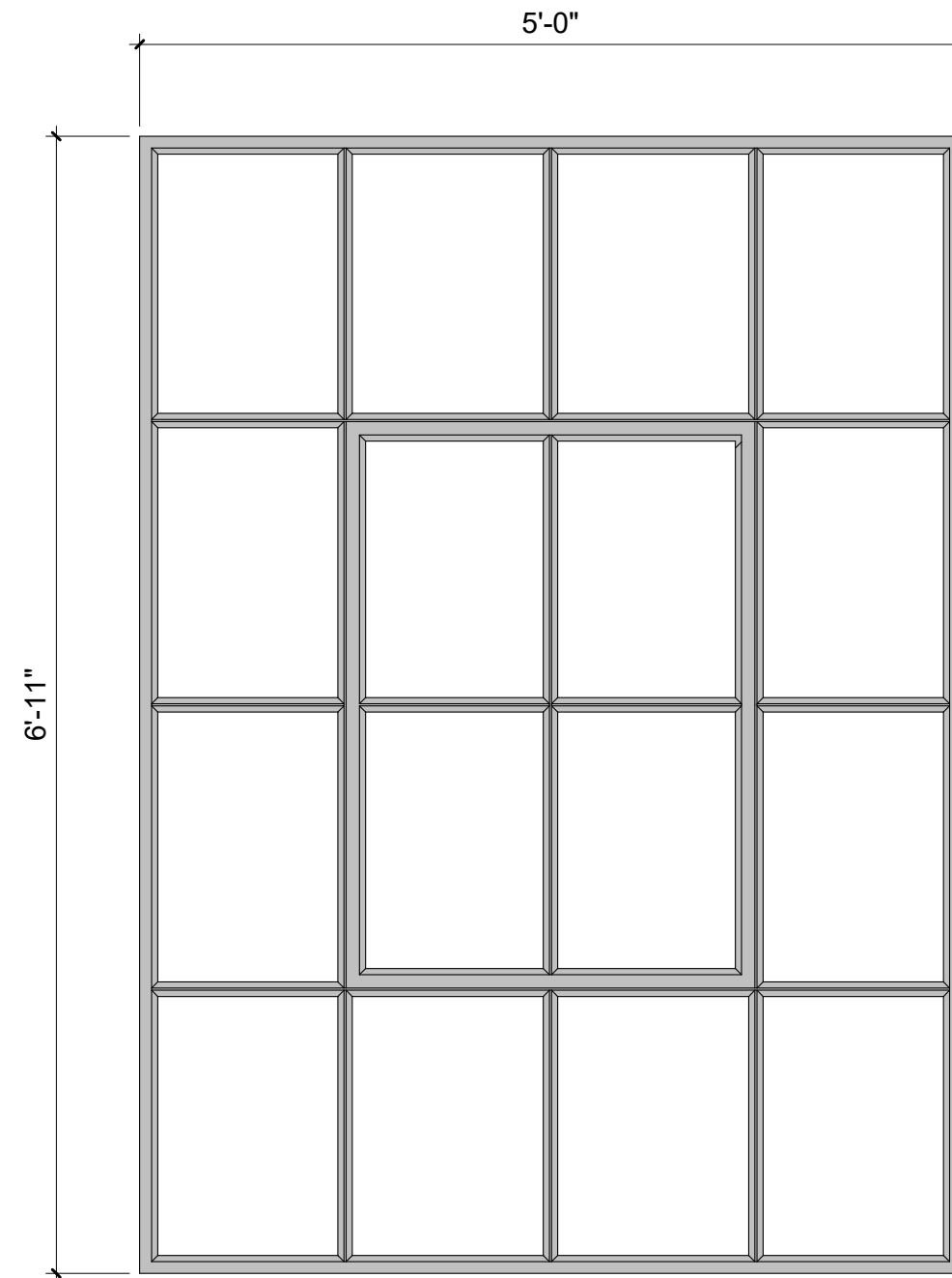
Level 1 Window - Typical



WINDOWS

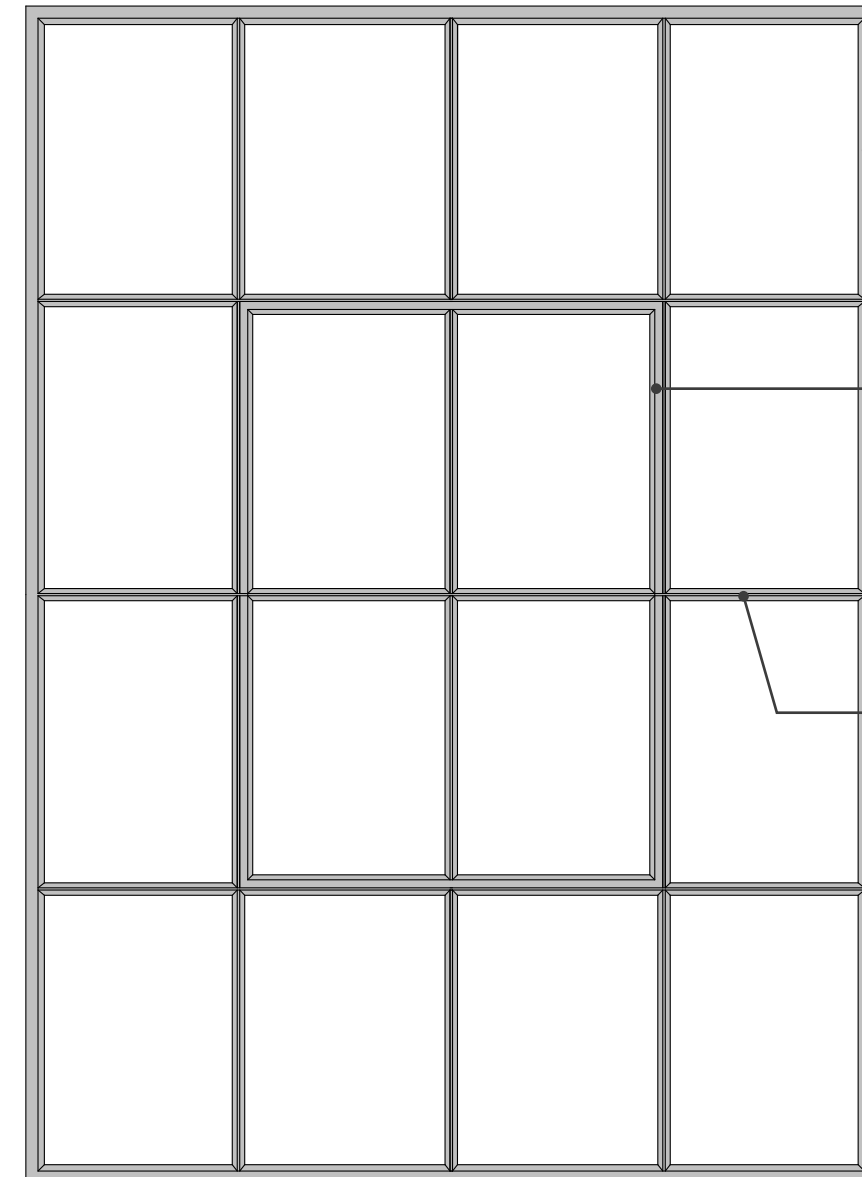
A scaled down window mock-up was reviewed on site with Port staff on 11/16/20. Port staff commented that the muntins and frame that mimic the appearance of the operable lite in the original window appeared to be much thicker than the original. In response, we are proposing Option B below, in which the muntins surrounding this fixed former-operable panel have been narrowed to more closely match the historic appearance of the operable lite.

NPS Guidelines note that operability is not required as long as the appearance of the window is not impaired. For that reason we feel it is important to retain the appearance of the central operable panel frame.



OPTION A

PROFILES OF SCALED WINDOW SAMPLES AS REVIEWED ON SITE (11/16)



OPTION B

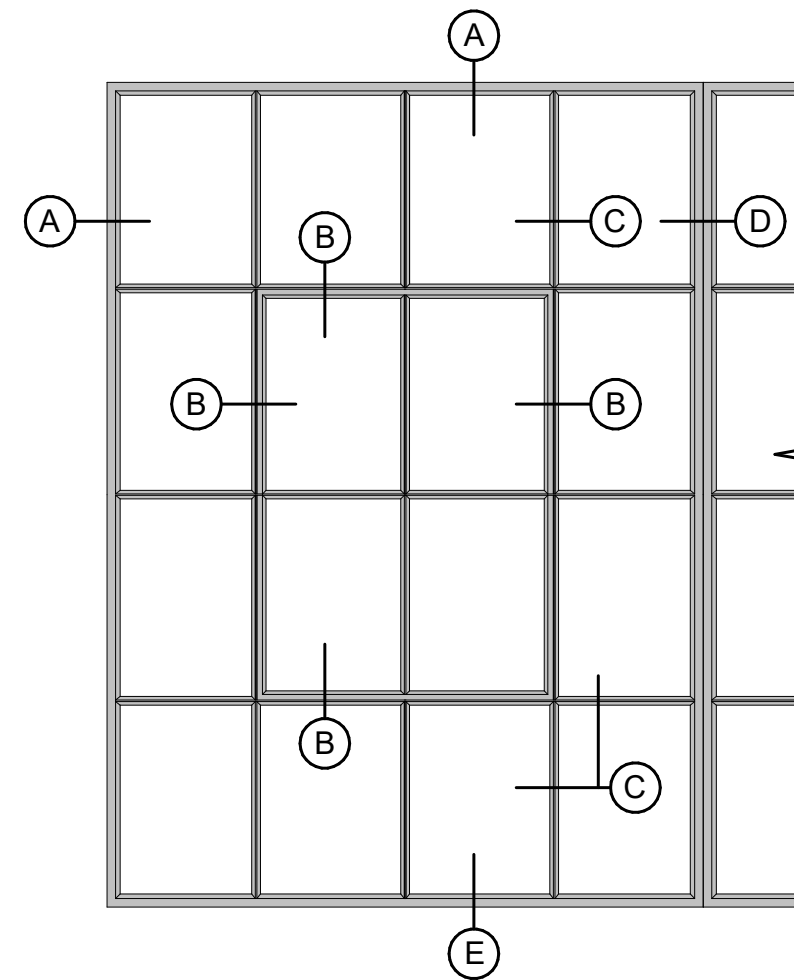
PROPOSED PROFILES PER FEEDBACK AND MFR DISCUSSION

WINDOWS

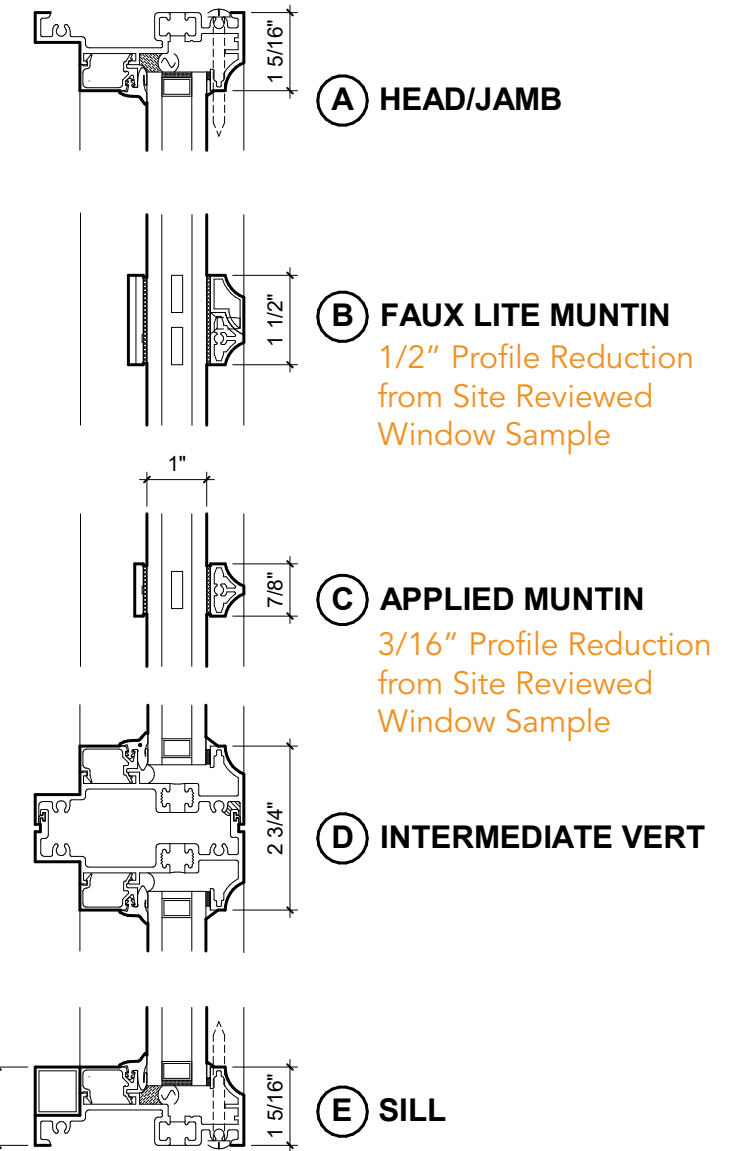
Views of proposed revised window profiles, based on changes described on Page 28



Level 1 Window - Typical
Option B Profiles (see page 27)



REFERENCE WINDOW ELEVATION (NTS)



1 TYPICAL MULLION PROFILES