This report provides the Waterfront Design Advisory Committee (WDAC) with an opportunity to review the proposed Port-Kenwood/Teatro public private partnership to develop a new hotel, theater and public park at Seawall Lots 323 & 324.

Overview
TZK Broadway, LLC, a California limited liability company (“TZK”), comprised of Kenwood Investments, LLC (“Kenwood”) and Teatro Zinzanni (“Teatro”), proposes a 180-room hotel, an approximate 280-seat theater, entertainment, arts, restaurant/bar and cultural facility (collectively, the “Entertainment Venue”) that will serve as the permanent home for Teatro’s historic “Spiegeltent”, and an approximate 14,000 square foot privately financed public park (the “Project”). The Project site is along The Embarcadero, Broadway and Davis Street and is an irregular block and lot forming a triangle with the apex at Davis and Vallejo Streets (the “Project Site”). The Project site is located in a C-3 district and a 40-X height and bulk district and in the City’s Northeast Waterfront Historic District.

The Project Site is owned by the Port of San Francisco and is currently occupied by a surface parking lot, operating on a short term lease.

Port Commission and Board of Supervisors Endorsements to Date
TZK was awarded the exclusive right to lease the Project site for the Project after securing the Port Commission’s initial endorsement of the Project on October 24, 2014 by a 5-0 vote (Resolution No. 14-58) and similar endorsement from the San Francisco Board of Supervisors on May 5, 2015 by a vote of 11-0 (Resolution No. 170-15).

Subsequently, the Port and TZK submitted a Term Sheet for the Project to the Port Commission, who endorsed the Term Sheet on April 25, 2016 by a vote of 3-0 (Resolution No. 16-18), and to the Board of Supervisors, who endorsed the Term Sheet by a vote of 11-0 on July 12, 2016 (Resolution No. 277-16).

Community Outreach
TZK has presented the Project at over 40 meetings with the public, stakeholders, and City staff, including meetings with: (1) NEWAG, (2) Barbary Coast Neighborhood Association, (3) Golden Gate Apartment Association, (4) Gateway Commons Association, (5) FOGG, (6) Telegraph Hill Dwellers, (7) RENEW SF, (8) Top of Broadway CBD, (9) Chinatown Community Resource Center, (10) North Beach Neighbors, (11) Golden Gate Business Association (12) Hotel and Restaurant Workers Local 2, (13) San Francisco Building...
and Construction Trades Council and (14) the San Francisco Hotel Council. The Project was reviewed by the Historic Preservation Commission’s Architectural Review Committee on September 21, 2016.

Project Description and Location
The Project includes the construction of a single building housing a 180-room hotel, restaurant and bar, the new Entertainment Venue that will be the permanent home for Teatro Zinzanni’s historic “Spiegeltent” and shows; and a new public park - all built to comply with the 40-X height and bulk district. The building will have four above-grade levels (ground level and three additional levels) and one below-grade or basement level.

The basement will be used to provide space for back-of-house facilities for both the hotel and the Entertainment Venue, including a shared main kitchen, employee space, bicycle parking and a substantial amount of mechanical, electrical and plumbing (MEP) facilities for both uses.

The first floor or ground level is 12 feet high and houses the hotel entry and lobby, and the Teatro lobby and three upper levels or floors house hotel guest rooms. The roof-top incorporates a small amount of MEP equipment housed in a penthouse enclosure constructed in accordance with the Planning Code requirements to provide green roofs and green walls, and outdoor areas for hotel guests. The Project also includes an approximate 14,000 square foot public park with pedestrian and fire truck access from Vallejo Street to The Embarcadero. The proposed building would be built to Leadership in Energy and Environmental Design (LEED) Gold standards.

The Project Site consists of two Port parcels, Seawall Lots 323 and 324 (Assessor’s Block 0138, Lot 01 and Assessor’s Block 0139, Lot 02) located at the intersection of The Embarcadero and Broadway and Davis Streets, and two unimproved adjacent right-of-way stubs located along Davis Street and Vallejo Street (collectively, the “ROW Parcels”) and a small adjustment to the Davis Street property line at the corner of Davis and Vallejo Streets to add an approximately 608 square feet of additional strip of land to the Project Site for improved pedestrian access (collectively, the “Port Parcels”). The Project Site is bounded by The Embarcadero to the east, Broadway to the south, and Davis Street to the west. The two Port Parcels are nearly triangular parcels with a combined surface area of approximately 42,734 square feet. The ROW Parcels total approximately 4,618 square feet in area. The public park area is approximately 14,000 square feet. The total surface area for the Project Site is approximately 60,091 square feet.

The Project Site is located within the C-2 Zoning District, and a 40-X Height and Bulk Districts. It is also located within the Waterfront Special Use District No. 3 (Code Section 240.3), and is further governed by the Northeastern Waterfront Special Sign District (Code Section 608.15), Northeast Waterfront Historic District (Article 10, Appendix D), Northeast Waterfront Area Plan (General Plan), and is governed by the Port of San Francisco’s Waterfront Land Use Plan (WLUP). The Project site is also located approximately 4 blocks north of the City’s Central Business District, approximately 2 blocks west/southwest of Port’s James R. Herman Cruise Terminal, and approximately 8 blocks south of PIER 39. The Project Site is served by the MUNI E- and F-Lines, which have a regular stop in front of the Project Site, as well as several other MUNI bus lines, the BART system, water taxis and ferries that operate in the nearby vicinity.

The Project Site is flat and is an irregularly-shaped triangular land parcel with an approximate 603 feet frontage on The Embarcadero, an approximate 209 fee frontage on Broadway Street, and an approximate 294 feet frontage on Davis Street. The northern edge of the Project Site or “point of the triangle” abuts a 3-story office building that is occupied by KGO television. The Golden Gateway
Commons, an approximate 58’-65’ foot tall, 5-story residential condominium building, is located across Broadway Street from the Project Site. Smaller 2- and 3-story office buildings are located across Davis Street from the Project Site, and various Port tenants, including the Waterfront Restaurant, are across The Embarcadero from the Project Site.

The Project Site is currently being used as a surface parking lot, with approximately 225-striped, self-park stalls and leased on an interim basis to a parking operator. There is no vehicular access from Davis and Vallejo Streets to The Embarcadero.

III. PROPOSED PROJECT

The proposed Project would redevelop the existing surface parking lot and construct a new mixed-use development with three use components: (1) a new 280-seat Entertainment Venue featuring Teatro’s historic “Spiegeltent” for its dinner-theater performance, a welcoming and refreshment/bar area, finish kitchen, restaurant, ticket booth, merchandise area and back-of-house space for Teatro; (2) a new 180-room hotel with restaurant and bar, meeting space for the hotel, finish kitchen and lobby area; and (3) a new approximate 14,000 square foot public open space connecting Vallejo Street to The Embarcadero.

The mixed-use components would total approximately 186,967 square feet and include the following: (i) approximately 16,845 square feet of ground level space for the Entertainment Venue featuring Teatro’s historic “Spiegeltent” tent, (ii) approximately 26,680 square feet of ground level uses for the hotel (iii) a total of approximately 91,934 square feet of hotel uses on the three stories above the ground level, (iv) an approximate 44,128 square foot below grade basement for shared use by Teatro (utilizing approximately 12,791 square feet) and the new hotel (utilizing approximately 31,338 square feet), (v) an approximate 4,000 square foot rooftop terrace, (vi) approximately 4,000 square foot space for the mechanical penthouse enclosure and elevator/stairwell access, and (vii) an approximately 14,000 square foot public open space with walkways.

The new Entertainment Venue and hotel will be integrated into one new building with both uses sharing portions of the ground floor and the below grade basement. The new hotel guest room uses are located exclusively on the second, third and fourth floors of the proposed Project. Roof access will be permitted, subject to code requirements and any conditions of approval, as private open space for hotel guests. The project financed and maintained approximate 14,000 square foot public open space with walkways will be integrated into the proposed Project at the northern end of the Project Site as new public open space for the neighborhood and the City.

The new, mixed-use building will be built to conform to the current 40-X height and bulk District requirements. Teatro’s historic “Spiegeltent”, will be placed within a glass pavilion constructed to comply with the City’s Bird Safe Building standards to prevent internal noise from entering the neighborhood, the external street noise of The Embarcadero from entering the tent during performances, and to protect the integrity of the historic Spiegeltent’s original exterior and interiors from the elements.

Table 1, below, presents the proposed project characteristics for all three components, which are described in more detail below.
## TABLE 1—Updated October 16, 2016

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<thead>
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<th>Block and Lot</th>
<th>Total Square Feet</th>
<th>Hotel Use</th>
<th>ZinZanni Use</th>
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<td>Block 139/Lot 2</td>
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<td>Davis Street Lot Adjustment</td>
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<td><strong>TOTAL</strong></td>
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<table>
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<th>Uses</th>
<th>Total Square Feet</th>
<th>Hotel Use</th>
<th>ZinZanni/Theatre</th>
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<tr>
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<tr>
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<td>3,966 (Roof Terrace)</td>
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<td>3,914 (Mechanical)</td>
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<td><strong>157,331</strong></td>
<td><strong>28,301</strong></td>
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### A. The New Mixed-Use Building

The proposed new mixed-use building will have one below-grade level and four above-grade levels. The one below-grade level will be approximately 44,128 square feet and will have shared occupancy by Teatro and the hotel for necessary back-of-house uses including utilities, employee support, mechanical, bicycle storage, and other storage and support spaces.

The ground level and three additional above-grade stories comprise approximately 134,959 square feet. The ground-level story of the proposed Project will incorporate a combination of shared uses between the new theater, entertainment, restaurant and cultural space and the new hotel, comprising approximately 43,525 square feet in total. Approximately 26,680 square feet of the ground-level story will be utilized by the new hotel and another approximately 16,845 square feet of the ground-level story will be utilized by Teatro, including space for Teatro’s historic “Spiegeltent”. The upper three floors will house the hotel guest rooms and will be used for the hotel guests. The main pedestrian entrance and vehicular drop-off to the new Entertainment Venue featuring Teatro’s historic “Spiegeltent” and the hotel will be off Broadway Street at the ground-level story, and there will be secondary pedestrian ingress/egress to the proposed Project’s public areas and Teatro’s theater lounge from The Embarcadero. The building’s rooftop will feature a “green” roof that will include an outdoor, screened terrace as private open space for hotel guests and “green walls” to screen the Project’s rooftop mechanical penthouse and elevator/stairwell access, and green roofs to enhance views from adjacent properties and to help hold and filter storm water run-off. Enclosed utility and service bays that are designed to meet the Planning Code’s requirements will be located on Davis Street. Bulb outs will be constructed for Broadway Street the intersection with The Embarcadero a second at the intersection of Davis Street and Broadway, and a third at the intersection of Davis Street at Vallejo Street.

### B. Theater Component
The new Entertainment Venue use in the new mixed-use building will support Teatro’s dinner-theater, entertainment, restaurant and performance uses and will be approximately 16,845 square feet. This area will include the area for Teatro’s historic “Spiegeltent”, performance, entertainment and restaurant space, green room/performance storage spaces, gathering spaces for guests, entry lobby, ticket booth, merchandise/retail kiosk, kitchen, bar and some back-of-house space.

The “Spiegeltent” is surrounded by and interconnected with its backstage and support areas as a critical piece of the mixed-use building by a curvilinear glass hallway. This glass hallway—part of the glass pavilion which encloses the historic tent—will provide pedestrians and visitors to the Project Site an opportunity to see “behind the scenes” at all performances and will protect the historic “Spiegeltent” from the natural elements, reduce noise originating from the tent from traveling into the adjacent neighborhood, and block exterior noise from penetrating the theater during performances. The glass or brick and glass pavilion will have partially fritted glass and be designed consistent with the City’s Bird Safe Building policies.

C. Hotel Component
The hotel’s ground-level use is approximately 26,680 square feet and will include the hotel’s lobby and guest check-in space, meeting and gathering space, restaurant, bar, retail and commercial spaces, and hotel back-of-house space, including private and secure employee support areas. The second, third and fourth levels will be devoted to hotel guest rooms and hotel support uses. The second level or floor is approximately 30,116 square feet in area and the third and fourth floors are approximately 30,659 square feet each. About 180 new hotel guest rooms will be constructed on the second, third and fourth floors.

The hotel’s rooftop will be “green”, hosting a variety of green walls to screen allowed mechanical enclosures and to provide additional visual buffers to the neighbors, green roofs to mitigate storm water run-off, and private open space for hotel guests. Provisions will be made for the future addition of a small array of solar panels which may be included in the final design.

D. The Shared Basement
The hotel and new Entertainment Venue will share the use of the one below grade basement level for additional back-of-house needs, including the shared main kitchen. Required Class 1 bicycle parking will be located in the basement.

E. Public Open Space Component
The Project proposes to construct an approximate 14,000 square foot public open space with walkways at the northern edge of the Project Site. The public open space’s walkways will allow for pedestrian access from The Embarcadero through to Vallejo and Davis Streets, landscaping and hardscape features that are easily maintainable and consistent with all City requirements, including lighting, seating, recycling and other pedestrian amenities. The public open space will be open 24-hours a day and will be supervised by private security hired by the Project Sponsor.

F. Parking, Loading and Bicycle Facilities
There is no structured parking included in the proposed Project. Instead, the Project Sponsor will follow San Francisco’s Transit First Policy, and other General Plan policies encouraging transit and minimizing automobile use, and will rely on parking the Project via an off-site parking program, with valet services from the Hotel’s drop off point, at the more than 4,000 parking spaces within 1/3 mile of the Project Site at the numerous existing parking lots and parking structures in the immediate vicinity of the Project Site. This is the model that has successfully worked at The Hotel Vitale, another public private partnership on
City property. Along Davis Street the ground-level will also house an approximate 900 square foot fully enclosed loading dock and service area, constructed in accordance with the City’s current requirements, which will be used exclusively for deliveries, service and recycling requirements. A 10-stall Class 2 bicycle parking storage area will be provided at the sidewalk level in the vicinity of the Davis/Broadway corner of the project site.

G. Streetscape Landscaping
The Project will comply with Planning Code Section 138.1 and other applicable provisions that govern streetscape landscaping, as well as The Embarcadero Streetscape Plan and Better Street Plan. As part of the proposed Project, the 22 existing street trees along The Embarcadero and the 4 existing street trees along Broadway Street, and the 2 existing street trees along Davis Street would be selectively trimmed or replaced consistent with the Better Street Plan and in accordance with Planning Code Section 138.1.

H. Street Improvements and Street Vacation
The proposed Project would create three new bulb-outs at the Project Site—the first bulb-out is on the sidewalk along Broadway Street at the corner of Broadway and The Embarcadero, the second bulb-out is on the sidewalk along Broadway Street at the corner of Broadway and Davis Streets and the third is at Davis and Vallejo Streets. The Broadway and The Embarcadero bulb-out would create an approximately 80’ long passenger drop-off zone in front of the proposed Project for public hotel, bar and restaurant and theater entry, without interrupting the existing, westbound Broadway Street traffic lanes.

The project will also create a new curb line and sidewalk/bulb out along Davis Street and include a pull-out/drop-off area along Davis, a curb cut for access to the loading dock, and a curved corner curb/sidewalk transition within the Davis Street Stub at the 90-degree intersection of Davis and Vallejo Streets. At this same 90-degree intersection, the proposed project would adjust the ROW Parcels by adjusting them to parallel the Embarcadero property line at Vallejo Street, thereby adding to the site a triangular area of approximately 608 square feet. These minor adjustments will facilitate integration of the park and the Entertainment Venue. The Project also proposes to have the Vallejo Street Stub vacated.

Historic Review and Compliance
The proposed Project has been presented to Architectural Review Committee (ARC) of San Francisco Historic Preservation Commission.

Compliance with the Secretary's Standards
On September 21, 2016 the San Francisco Planning Department (“Planning”) presented the plans to San Francisco Architectural Review Committee (ARC) of the Historic Preservation Commission for review and comments regarding conformance of the proposed design with Appendix D of Article 10, specifically the provisions of Sections 6 and 7 and with the Secretary of the Interior’s Standards. ARC responded generally favorably to the proposed design and agreed with the Planning Department’s recommendations, and also requested that the Project Sponsor address the following. The Project Sponsor has since modified the project per the attached plans and as described below:

1. Overall Form & Continuity, Scale & Proportion:
Hotel Building
Planning Recommendation:
Full height, glazed portions of the façade should be limited to applications such as a possible connector between the hotel theater building or in applications where it would aid in the creation of pedestrian-level visual connections to the Embarcadero.
Summary of ARC’s Comments:
ARC agreed with the proposed use of setbacks to break up the building massing and accepted the overall scale and proportion of the hotel as proposed.

Theater Building
Planning Recommendation:
The sponsor’s submittal includes an alternate design for a glass roof on the theater building (see the “Alternate Studies” section, pages 43-49). A glass roof would further differentiate the theater as new construction, however it could result in greater levels of rooftop illumination than that of the copper-shingle roof proposal.

Summary of ARC’s Comments:
ARC spoke in favor of the sponsor’s Alternate Study for a glass tent enclosure, rather than the option using a brick cladding. The location of the theater footprint was generally accepted however the theater’s back-of-house areas located adjacent to the northern park space were felt to be problematic in their placement and overall solid form.
   The Project Sponsor has made several revisions to address this concern by increasing the amount of transparent glass by substituting out brick and replacing it with glass.

2. Fenestration
Planning Recommendation:
Entrance Arcade: The design of the ground floor fenestration should eliminate the full-height arches, incorporate a compatible lower bulkhead design and remove any exterior arcades.

Summary of ARC’s Comments:
ARC agreed with the Department’s recommendation that the uncharacteristic arch forms be removed from the design. ARC indicated to Project Sponsor to study alternatives to current ground level arched openings.
   The Project Sponsor has replaced all ground level arched openings and provided a single recessed area adjacent to the main front entrance on Broadway.

Planning Recommendation:
The design of the ground floor exterior cladding and fenestration, except at areas where building entrances occur, should allow for a continuous lower bulkhead next to the curb. In select ground floor bays, operable ground floor windows may be considered if designed in a manner compatible with historic loading and shipping bays characteristic of the district.

ARC Comments:
ARC did not feel an integral brick or stucco bulkhead was necessary along the entirety of the ground floor. In lieu of a solid lower storefront bulkhead, the incorporation of concrete or masonry planters where operable storefronts are proposed was discussed as a way to maintain a visual base at the ground floor without building a high bulkhead impenetrable in appearance along the Embarcadero elevation.

Overall the use of a metal window system referencing the industrial sash of historic warehouses in the district was viewed as a compatible approach in the new construction proposal. Emphasis was placed on compatibility of the fenestration versus exact replication.
The project uses a metal window system that references the industrial sash found in the district.

3. **Materials, Color & Texture**

Planning Recommendation:

*Red brick is a more compatible material color for the exterior cladding. Additional texture should be incorporated into the design, drawing from character-defining features such as pilasters, quoins, belt coursing and masonry cornice details to bring the new construction into further compatibility with historic brick buildings in the district.*

ARC Comments:

**Materials**

ARC agreed that the predominant building material needed to be brick. The northern section of the project however, where the theater will be housed, was preferred to be predominantly glass to set it apart as a contemporary design element and maintain a high level of transparency.

**Color**

ARC has mixed opinion regarding the golden blond color brick, the preferred color of brick, but thought the HPC might prefer red brick. ARC thought the design of the building was appropriately rough-grained and detailed as proposed.

The Project Sponsor has since prepared studies of an all red brick building and continues to refine the belt coursing and soldier coursing details.

**Texture**

ARC appreciated the introduction of texture through recesses in the brick coursing and suggested this could be increased in the use of this technique or select introduction of contrasting material in the façade detailing.

The Project Sponsor has since prepared studies of an all red building and continues to refine the belt coursing and soldier coursing details.

4. **Details**

**Rooftop**

Planning Recommendation:

*The project should not introduce new visible rooftop features into the district, but rather should minimize rooftop structures to what is required for safe roof deck egress. Setbacks from street-facing building walls, the relationship of the finished roof height to the parapet, and massing forms in keeping with industrial skylight shapes should also be studied to ensure minimal visibility and design compatibility of any required rooftop structures.*

ARC Review and Comments:

ARC commented that the design appeared to do a good job at minimizing the rooftop appurtenances. The need to mimic industrial rooftop forms, such as sawtooth skylights, was not stressed as being necessary for compatibility. Green roof surfaces were highly encouraged.

**Cornice**

Planning Recommendation:
The proposed rooftop parapet should be either brick or stucco, consistent with the final exterior wall cladding material, and should be finished in a form and profile that relates to historic cornices in the district such as an outward-projecting profile with corbel or dentil detailing.

ARC Review and Comments:
ARC commented that the metal cornice proposed is a successful contemporary interpretation for the termination of the façade. It was felt to differentiate the new building while also being compatible with simple cornices found in the district.

Ground Floor Arches & Arcade Entrance
Planning Recommendation:
Particular attention should be paid to the detailing of the façade where building entrances are located. The incorporation of ornament and texture may be used to help identify the entrance portals in the overall building design, and draw from character-defining features of the district.

Planning Recommendation:
The removal of the nonconforming Broadway arcade in favor of a primary building entrance more in keeping with those found on contributing buildings in the district.

ARC Review and Comment:
ARC agreed that the recessed, 3-bay arcade designed for the Broadway hotel entrance was not compatible and should be removed.

The Project Sponsor has revised its design to eliminate the recessed arcade and provide a single recessed area adjacent to the main front entrance on Broadway.

Connections: Hotel to Theater
ARC commented that the connection between the hotel and theater feels “unresolved,” and a general desire to pull the two structures apart somehow was voiced by Committee members. The use of glass as a primary cladding material for the northern theater building and supporting back-of-house areas was strongly preferred.

The Project Sponsor revised the design to use glass as the primary material for the connection structure to the pavilion.

Awnings
Planning Recommendation:
In order to provide some level of protection from sun and weather, an awning of compatible material and design located at the primary hotel entrance bay and not extending beyond the width of the rough opening could be considered.

ARC Review and Comments:
The Committee indicated that any proposed exterior cover provided at the hotel and theater entrances shall be restrained in size and shall meet the design standards for new awnings in historic districts.

The Project Sponsor has indicated that there are no awnings. A marquee is included, which is a permitted feature in the District.

Signage
Planning Recommendation:
Planning recommended that a sign program for the development be submitted and reviewed separately.

ARC Review and Comments:
ARC did not address signage as part of their initial design review.

Environmental Review
The Project Sponsor has submitted required studies and materials (historic, transportation, shadow, noise, air quality, archeological, Maher Ordinance, street vacation applications) for Planning Department and other relevant City agency review. It is anticipated that a mitigated negative declaration would be issued by the Planning Department if all required reviews during the next several months led to that determination. Thereafter, the Port Commission, the Planning Commission and the Board of Supervisors would be requested to consider approving, as applicable, the proposed long-term lease, and the required conditional use authorization for the hotel use and street vacation, sidewalk and encroachment ordinances and permits, including a General Plan consistency. The Port Commission, the Planning Commission, and the Board of Supervisors will not individually or collectively take any discretionary actions in connection with this Project until each has reviewed and considered environmental documentation prepared in compliance with the California Environmental Quality Act (CEQA).

Project Evaluation
The Design Advisory Committee should make recommendations to ensure that the Project is consistent with the policies of the Waterfront Land Use Plan’s Waterfront Design & Access Element. To assist in this evaluation, the policies and requirements are set forth below.

Waterfront Design & Access Element policies directly related to the hotel:
Chapter Three/Policies For the Waterfront

“This Chapter examines the four most important “waterfront design resources” which define the urban design characteristics of the Port waterfront—open space and public access, views, historic resources and city pattern. …. To provide a baseline for analysis, inventories were prepared to record the types and location of existing open space and public access areas, views and vantage points, historic and non-historic buildings and components of the City’s pattern. … In order to enhance existing resources or provide well designed new resources, the Port will balance the opportunities and constraints of public access and open space, views and historic resource preservation with the Port’s commercial and maritime activities. … “Development on the ‘inland’ seawall lots shall complement the character of adjacent city districts. (Pages 18-19)

The Project, located at the inland Seawall Lots 323 and 324, compliments the character of the adjacent Northeast Waterfront Historic District insofar as the Project is designed to meet the Northeast Waterfront Historic District requirements and the Secretary of the Interior’s standards for new construction in historic districts.

Waterfront Views (Page 42-46)
“Existing Views: The public views now enjoyed along the waterfront are summarized as follows: Major views, views of maritime activities, street views, views back to the City, hilltop of elevated views of the waterfront.” (Page 42)

“Streets connecting to the waterfront should have views of the Bay, historic structures, or architecture that provides a waterfront identity.” (Page 42)

Broadway is designated as a street with a “Street Corridor View of Water” and Vallejo is designated as a “Street Corridor View of Architecture with Waterfront Identity” (Page 44) although on other pages of the document, Vallejo is not designated as a Street Corridor View of Architecture of Waterfront Identity (See Pages 46, 80, 82, 126, 127, Appendix A).

“Maintain City street corridor views shown on the City Street View map in chapter 3” (Page 63)

Chapter Four/Subarea Design and Access Criteria (Northeast Waterfront)

Page 63, “RESPECT CITY FORM” – Respect City form by stepping new buildings down toward The Embarcadero or other waterfront roadways.
The proposed 40-foot building height is consistent with the allowable height on the site and is less than the adjacent Golden Gateway Commons building to the south (approximately 55’ height). The 40-foot height does not require additional stepping of the height.

Page 63, “EMBARCADERO SCALE” – Use strong and bold building forms and detailing on the new buildings to reinforce the large scale of The Embarcadero.
The proposed Project includes large scale massing elements, recessed window openings, and a substantial cornice to respond to the large scale of the Embarcadero.

Pages 91, “MASSING” – Complement the established scale of the adjacent neighborhood by providing breaks or changes in building massing at ½ block intervals (minimum) by varying building form. Maintain the view of the Pier 9 bulkhead building from Vallejo St. to the extent feasible.
The proposed Project includes variation in the building massing along all streets through sections of multi-story glazing. The project reflects the adjacent neighborhood by having substantial portions of its glazing express the individual floor levels. Views of the Pier 9 bulkhead are available from several blocks back as Vallejo rises into the hill, however closer to the Project views are blocked by the Tent Pavilion.

Page 91, “HEIGHT” – Use building height at or near the sidewalk edge to emphasize the corner of Broadway and The Embarcadero. North of this edge feature, step height down to 40 feet along The Embarcadero frontage. Allow increased building height along Broadway and in the interior of the site.
The project is at its full allowable height of 40-feet at the Broadway – Embarcadero corner. The Project also includes an articulated corner section and illuminated screen to emphasize the corner. Other portions of this Design Criteria no longer apply due to the sites change in allowable height.

Page 91, “MASSING” – Building(s) should extend to the sidewalk along the Embarcadero and Broadway for at least 75% of street frontage to emphasize the relationship to the bulkheads and the site’s role as a gateway to Broadway.
The proposed Project extends to the sidewalk along its entire length.
Pages 91, “ENTRY” – Primary uses and pedestrian entrances should be oriented toward Broadway and The Embarcadero by providing a clear expression of pedestrian entrances. The Project has primary pedestrian entrances along both The Embarcadero and Broadway Street, which are clearly defined by the architecture. The primary vehicular entrance to the garage is on Davis Street.

Pages 91, “ARTICULATION” – Use a variety of architectural treatments to provide visually interesting street facades and complement the established neighborhood character. The proposed Project includes breaks in the building massing along all street frontages, articulated and recessed windows and doors, and greater base level material detailing to provide interesting street facades and be compatible with neighborhood buildings.

Page 91, “CHARACTER” – Facades facing The Embarcadero should reinforce the large scale of the street with bold forms, deep recessed building openings, and strong detailing. The Embarcadero frontage includes changes to the building wall treatment by varying the finish materials and window sizes in large blocks of the building. The Project also includes large recessed ground level window and door openings providing strong building forms.

Page 91, “CHARACTER” – Use materials, style, and detailing that complement the architectural character of the adjacent Northeast Waterfront Historic District. Buildings in the Northeast Waterfront Historic District were built at different time periods with detailing and finishes often based on the building’s function. The character of the District includes a variety of architectural styles and materials that suited warehouse and secondary office functions. The proposed detailing and materials architecturally communicate the use of the buildings and draw upon detailing and finishes in the District. The window and door openings are in simply arranged large masses with the openings being deeply recessed on the ground floor and moderately recessed for upper levels, and the buildings have distinct base and cornice features compatible with other buildings in the District. Proposed brick finishes and metal windows are common throughout the district.

Pages 91, “TRANSPARENCY” – Avoid blank ground floor walls by providing views into the ground floor of buildings. Windows are provided along all street frontages of the Teatro building.

Pages 91, “SERVICE” – Avoid service, parking, and auto-court entries from The Embarcadero and Broadway. The Project provides service entry only on Davis Street. Passenger drop-off is located on Broadway Street without an auto-court.

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