

130 TOWNSEND STREET & 50 STANFORD STREET



PLANNING COMMISSION MEETING
2 SEPTEMBER 2021

SA STANTON
ARCHITECTURE
PAGE & TURNBULL
REUBEN, JUNIUS & ROSE, LLP

SITE OVERVIEW



50 STANFORD STREET
47,393 SF
46,464 SF OFFICE
929 SF PDR

130 TOWNSEND
36,496 SF
34,737 SF OFFICE
1,759 SF RETAIL

PROPOSED PROJECT

- DESIGN UNANIMOUSLY APPROVED BY HISTORIC PRESERVATION COMMISSION
- PROJECT REQUIRES LARGE PROJECT AUTHORIZATION AND SMALL CAP OFFICE ALLOCATIONS



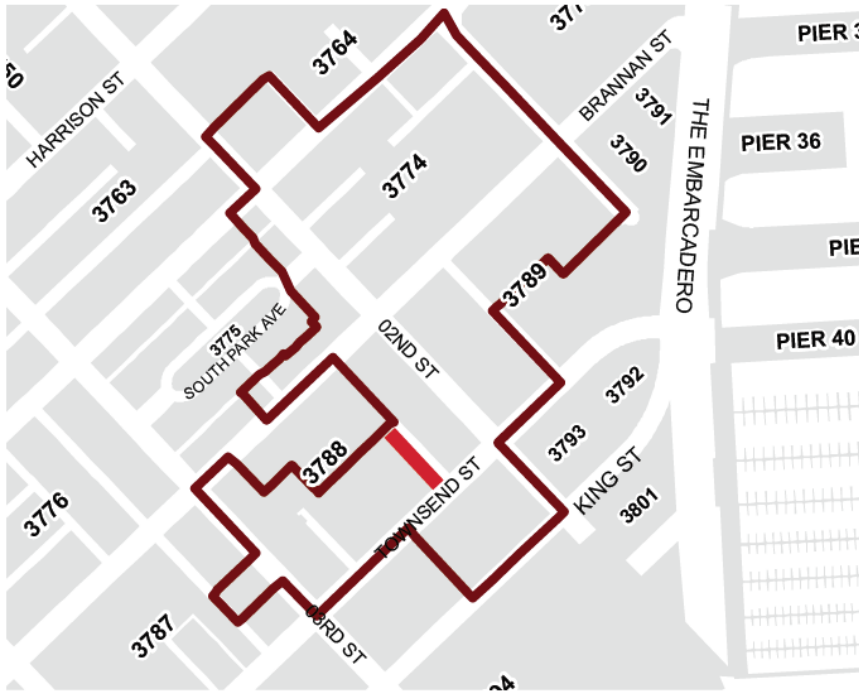
PRESERVATION
OF EXISTING
RETAIL AT 130
TOWNSEND

TWO OFFICE
BUILDINGS WITH
UNIFIED ENTRY
ON STANFORD
STREET

PDR SPACE AT
50 STANFORD

NEIGHBORHOOD OVERVIEW

130 TOWNSEND SITS WITHIN THE ARTICLE 10 HISTORIC DISTRICT
AND THE CENTRAL SOMA SPECIAL USE DISTRICT




ARTICLE 10 HISTORIC DISTRICT
SOUTH END HISTORIC DISTRICT

 130 TOWNSEND ST



MAP SU01
CENTRAL SOMA SPECIAL USE DISTRICT

 130 TOWNSEND ST

COMMUNITY OUTREACH TO DATE

AN INITIAL PRE-APPLICATION MEETING WAS HELD AT THE PROJECT SITE IN NOVEMBER 2019, WITH SUBSEQUENT VIRTUAL PRESENTATIONS THROUGH 2020 WITH NEIGHBORING ASSOCIATIONS. NOTABLE GROUPS ENGAGED ARE LISTED BELOW:

- SOUTH BEACH/RINCON/MISSION BAY NEIGHBORHOOD ASSOCIATION
- SOMA ROTARY CLUB
- INDIVIDUAL RESIDENTS AND COMMUNITY STAKEHOLDERS
- SOMABEND NEIGHBORHOOD ASSOCIATION
- SOMA LEADERSHIP COUNCIL
- AMERICAN FRIENDS SERVICE COMMITTEE
- TODCO IMPACT GROUP
- DISTRICT 6 COMMUNITY PLANNERS
- RINCON HILL RESIDENTS ASSOCIATION
- SF OCII

POST-PANDEMIC WORKPLACE: SUSTAINABILITY & WELLNESS FOCUS

THE PROJECT WILL BE BUILT TO THE HIGHEST SUSTAINABILITY STANDARDS, WITH A GOAL TO STRIVE TOWARDS LEED PLATINUM. IN ADDITION, THE PROJECT WILL APPLY FOR US RESILIENCY COUNCIL AND FITWEL CERTIFICATIONS.







NEIGHBORHOOD DEFINING CHARACTERISTICS

IN ADDITION TO STANTON ARCHITECTS, THE PROJECT ARCHITECT, PBV HAS HIRED PAGE & TURNBULL, AN ARCHITECTURAL / HISTORIC PRESERVATION FIRM WITH NEARLY 50 YEARS OF EXPERIENCE IN SAN FRANCISCO TO ENSURE THAT THE DEVELOPMENT IS COMPLEMENTARY TO THE RICH ARCHITECTURAL HISTORY OF THE NEIGHBORHOOD



1



2



3



4



5



6



7

1. Overall Form and Continuity

Building height is generally within a six-story range, and many of the oldest structures are one or two stories in height.

2. Scale and Proportion

The buildings are of typical warehouse design, large in bulk, often with large arches and openings originally designed for easy vehicular access. There is a regularity of overall form. The earlier brick structures blend easily with the scaled-down Beaux Arts forms of the turn of the century and the plain reinforced concrete structures characteristic of twentieth-century industrial architecture.

3. Fenestration

The earliest structures have few windows, expressing their warehouse function. They are varied in size, rhythmically spaced, deeply recessed, produce a strong shadow line, and relate in shape and proportion to those in nearby buildings. Larger industrial sash windows began to be incorporated in structures built from the 1920s and onward. Door openings are often massive to facilitate easy access of bulk materials.

4. Materials

Standard brick masonry is predominant for the oldest buildings in the district, with reinforced concrete introduced after the 1906 fire, although its widespread use did not occur until the 1920s. Brick and stone paving treatments on Federal and First and De Boom Streets respectively are extant as well as Beltline Railroad Tracks which run throughout the District.

5. Color

Red brick is typical, with some yellow and painted brick. Muted earth tones predominate in shades of red, brown, green, gray and blue.

6. Texture

Typical facing materials give a rough textured appearance. The overall texture of the facades is rough grained.

7. Detail

Arches are common at the ground floor, and are frequently repeated on upper floors. Flattened arches for window treatment are typical. Cornices are simple and generally tend to be abstract versions of the more elaborate cornices found in downtown commercial structures from the nineteenth century. Most of the surfaces of the later buildings are plain and simple reflecting their function. Some of the earlier brick work contains suggestions of pilasters, again highly abstracted. Where detail occurs, it is often found surrounding entryways.

DESIGN VISION



1. **MASSING-**
DEFINED BY
PROPORTIONATE
SETBACKS AND 45 DEGREE
SUN PLANE SETBACK
REQUIREMENT AT ALLEY
2. **FORM-**
SCULPTURAL
3. **CHARACTER-**
INTERPRETATION OF
INDUSTRIAL STYLE OF
NEIGHBORHOOD
4. **CONTINUITY-**
COHESION WITH
HISTORIC BUILDING AND
SURROUNDING DISTRICT

DESIGN VISION



1. SCALE-
CONSISTENT WITH THE
NEIGHBORHOOD
2. NEW CONSTRUCTION AT
50 STANFORD-
MASSING CONSISTENT
WITH ADDITION TO
HISTORIC WAREHOUSE
3. TWO BUILDINGS ARE
DIFFERENTIATED BY USING
CONTRASTING CLADDING
MATERIALS

HISTORIC PRESERVATION FEATURES



- 1. PRESERVES THE SHELL OF 130 TOWNSEND HISTORIC WAREHOUSE**
- 2. RESTORES EXTERIOR FEATURES: BRICK MASONRY, CORNICES, PARAPETS AND ALL EXISTING OPENINGS**
- 3. TERRACOTTA COLORED SUNSCREEN PROVIDES THE SENSE OF OPACITY TYPICAL OF EARLY INDUSTRIAL BUILDINGS WITH LIMITED FENESTRATION**

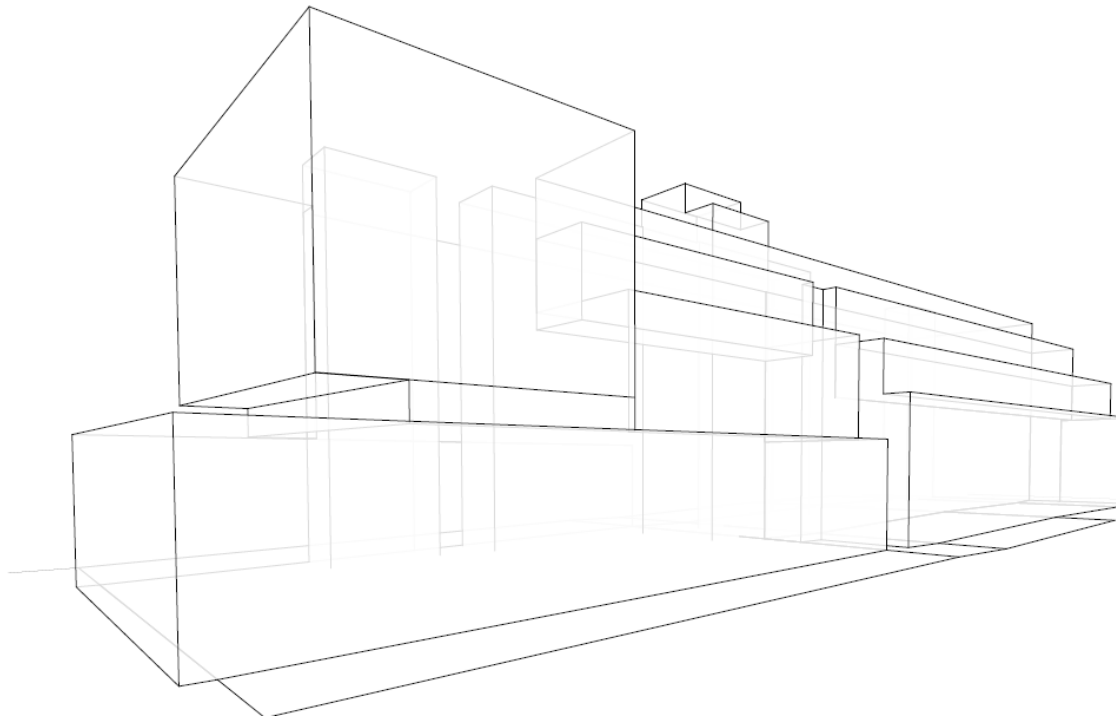
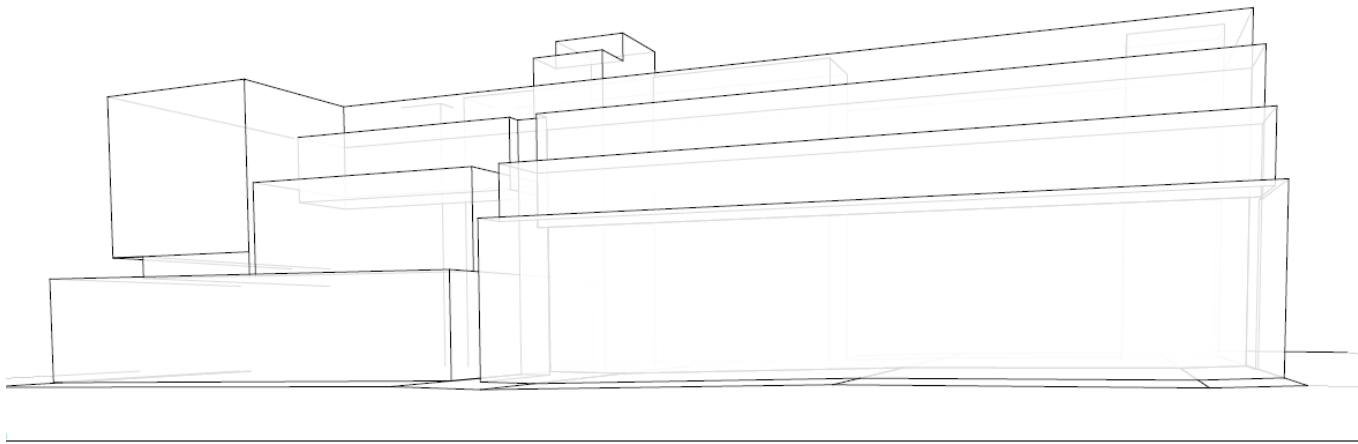




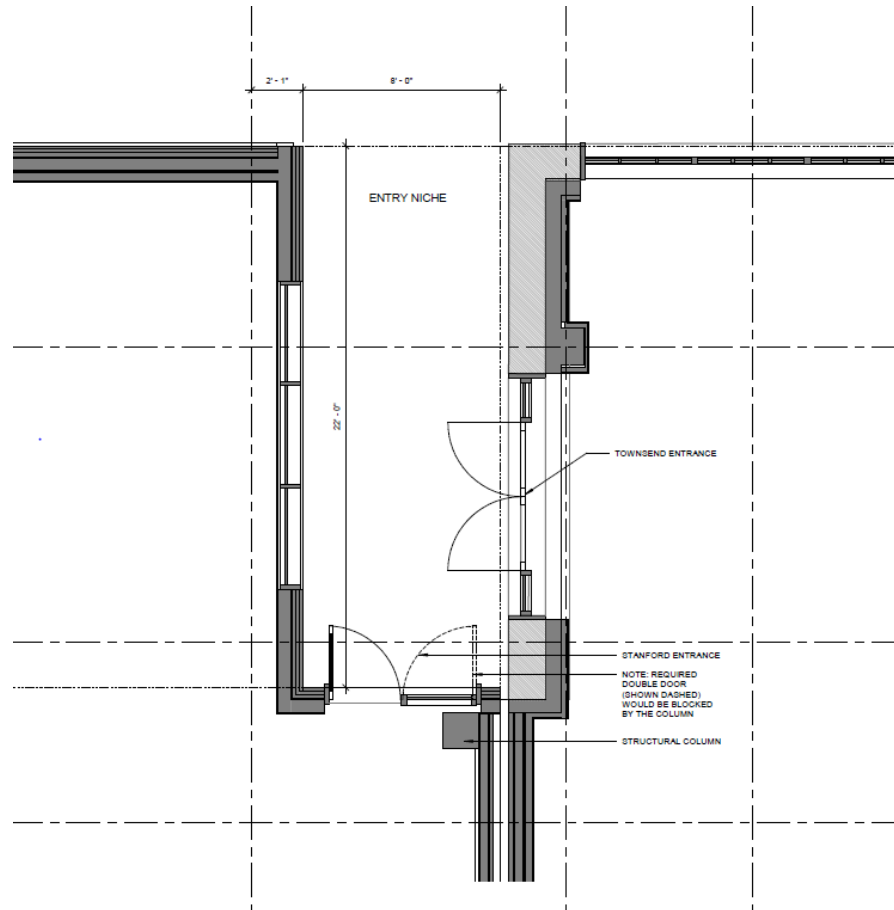
TOWNSEND BLDG.



STREETWALL VARIANCE MASSING STUDY



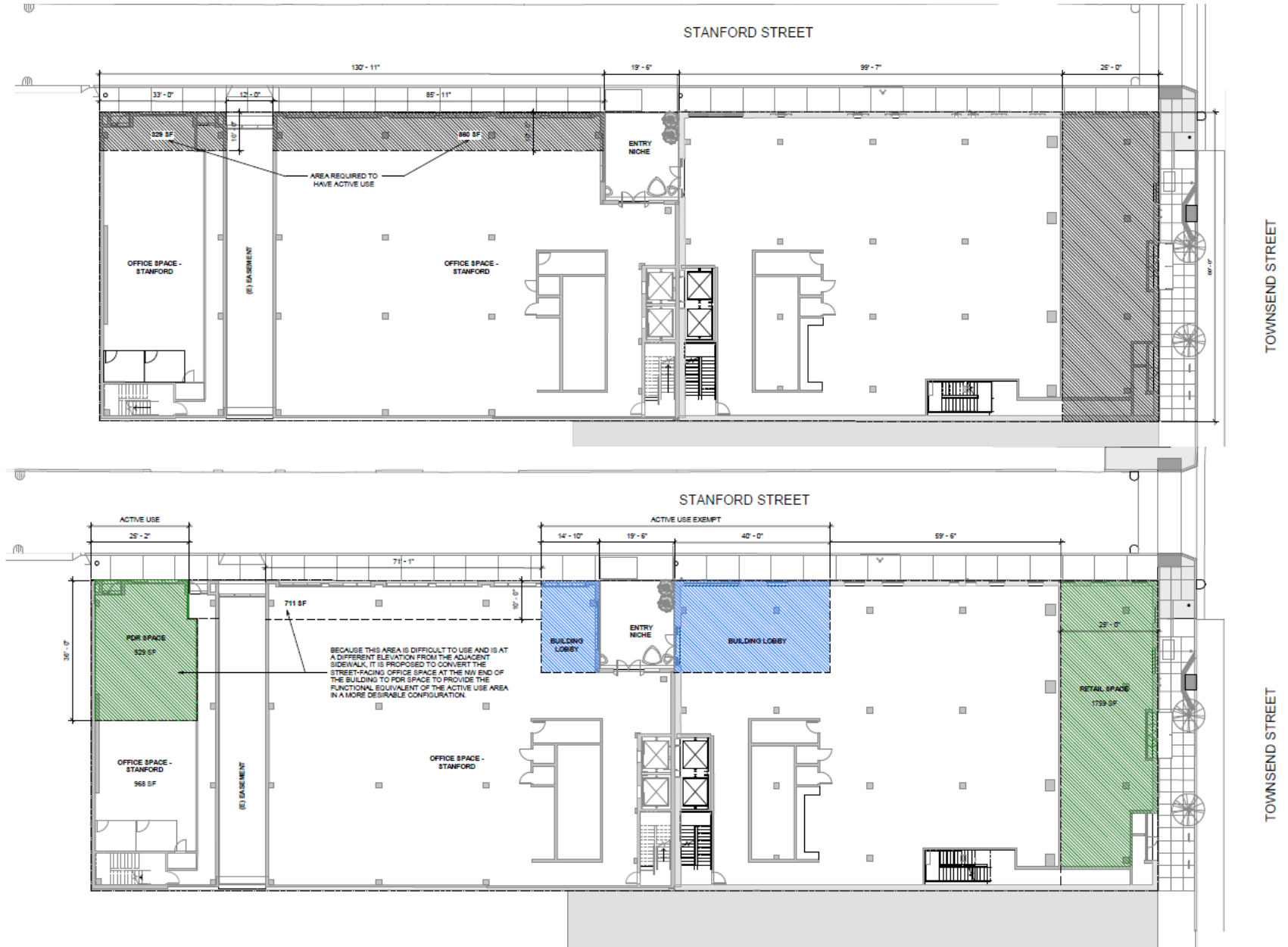
STREETWALL VARIANCE



STREETWALL VARIANCE



ACTIVE USE VARIANCE





THANK YOU!



QUESTIONS?

SA STANTON
ARCHITECTURE
PAGE & TURNBULL
REUBEN, JUNIUS & ROSE, LLP



ADDITIONAL VIEWS



130 TOWNSEND | PROPOSED DESIGN



130 TOWNSEND | PROPOSED DESIGN



130 TOWNSEND | PROPOSED DESIGN





NEIGHBORHOOD INSPIRATION

NEIGHBORHOOD INSPIRATION





DTX COORDINATION

TRANSBAY JOINT POWERS AUTHORITY- DTX COORDINATION



MEMORANDUM

TO: 130 Townsend Property Owner, LLC
c/o Presidio Bay Ventures
Attn: Graham Thiel, Madison DiNapoli & Cyrus Sanandaji

CC: Daniel Osborne - Stanton Architecture
Nina Munj - DCI Engineers

FROM: Christopher A. Ridley, G.E.
Chad A. Ridley

DATE: August 25, 2021

PROJECT: 130 Townsend Street
San Francisco, California
Project No. 1620.1

SUBJECT: Caltrain Downtown Extension Tunnel



As requested by Presidio Bay Ventures and Stanton Architecture, this memorandum discusses the Caltrain Downtown Extension Tunnel which was not originally included in our geotechnical report titled "Geotechnical Investigation, 130 Townsend Street, San Francisco, California" dated November 7, 2021.

Since the publication of our geotechnical report, it has come to the attention of the team that beneath the 130 Townsend Street site, plans are to construct a tunnel for the Caltrain Downtown extension project that will eventually allow trains to reach the Transbay Terminal. We understand this tunnel project will occur after the construction at 130 Townsend Street with construction on the tunnel not starting until at least 2025 (current projection). We further understand that the Caltrain Downtown extension plans are not final and may change. However, the current plans do indicate that the proposed segment of tunnel beneath the site will be constructed using a tunnel boring machine. Also, the drawings indicate that the bottom of the tunnel foundation will bear at approximately Elevation -75 Feet¹ with the top of the tunnel at approximately Elevation -35 Feet.

Based on the architectural drawings (95% Construction Documents Set) prepared by Stanton Architecture, we understand current project plans for 130 Townsend include the construction of two stand-alone, five-story buildings. The two structures would be adjacent to each other and are designated as the "Townsend" and "Stanford" buildings; with the Townsend Building being on the southern portion of the site and the Stanford Building on the northern portion. The Townsend Building will incorporate the existing brick building facade into the design and the Stanford Building will be constructed on the existing parking lot. The Townsend Building will house ground floor retail space facing Townsend Street with

¹ Elevations are in feet based on San Francisco Vertical datum of 2013 (SFVD13). SFVD13 is approximately equal to NAVD88 which is the datum used on the Caltrain Downtown Extension Tunnel drawings.

