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Mr. Michael Kriozere
Rincon Ventures LLC
c/o UrbanWest Associates of San Diego
6335 El Camino del Teatro
La Jolla, CA 92037

Re: Proposed Residential Development at One Rincon Hill

Dear Mr. Kriozere:

Thank you for submitting the proposed new Residential Development Project at One Rincon Hill for consideration by our Endorsement Subcommittee. We are pleased to inform you that the Subcommittee voted in support of this project at our February 22 meeting.

The mission of the SPUR Urban Design Review Committee and Endorsement Subcommittee is to consider projects that are of citywide importance and to evaluate them according to criteria related to land use, public realm interface and environmental effects. In all cases, we are seeking a combination of excellent design solutions that will ensure the positive contribution of each project to a safe, comfortable, visually appealing and useful urban setting for the people who live and work in San Francisco.

This project will include 680 residential units in two towers of 550 and 450 feet respectively, with an additional 14 stacked two- and three-story townhouses for a total of 694 units. Independently accessible parking will be provided for 375 cars, with the possibility of accommodating 694 vehicles using car lifts and valet service. The project site will provide a small amount of convenience retail, and will generate at least 118 inclusionary units off-site. In particular, the Subcommittee identified the following features for special mention:

1) Land Use:

SPUR's support of this project was strongly influenced by its full compliance with the Rincon Hill Area Plan administered by the San Francisco Department of City Planning. In order for area planning to replace project planning as the default planning mode in San Francisco, individual projects must conform to area plans. In this regard, One Rincon Hill is exemplary. The project provides for high-density housing in a neighborhood that is to be characterized by a commitment to high-density residential

(in close proximity to transit and jobs); it constructs tall, widely-spaced towers where they will make the most sense as visual landmarks; it commits to following design guidelines for street and sidewalk improvements; it provides active uses at street level (townhouses and convenience retail); it will add to the character of the neighborhood *as* a neighborhood by loaning funds for accessibility improvements to the Sailors Union of the Pacific (intended for use as community space) and by investing approximately \$1 million in open space improvements; it provides for substantial offsite inclusionary housing (destined for the SOMA area); and finally it commits to participating in a Mello-Roos community facility district that will provide for neighborhood-enhancing public realm amenities in the Rincon Hill area.

1) Public Realm Interface and the Promotion of a Pedestrian-Oriented Environment

One Rincon Hill occupies a very challenging site, which stands at the crossroads of major arterial thoroughways and freeway ramps. The project has done much to address this challenge (including its support of improvements to the Sailors Union of the Pacific as a community center and its participation in a Mello-Roos district). We urge the project sponsors to continue to work with City Planning and the Department of Public Works to create as many opportunities and amenities for to encourage walkability as possible, remembering that the project site will ultimately house thousands of people who will be better connected to their community if they have welcoming spaces for encounter (park and plaza, sidewalks, lobbies, elevators, convenience retail or cafés, spaces to put their strollers and shopping carts, etc.). SPUR very much wants to see a model for high-density housing that will change the way people live—for the better.

2) Building and Landscape Design

The Subcommittee noted with pleasure the redesign of the townhouses to better hold the street edge of this very challenging site and to create a more compelling visual relationship to the Sailors Union of the Pacific building across the street. There was some discussion of ongoing refinements to the tops of the towers, particularly with respect to enhancing their character as visual landmarks with a clock, art or light enhancement. The general consensus was that the tower design should be kept as simple and elegant as possible.

3) Environmental Effects and Sustainability

While we understand from your project team that the decision to pursue LEED (Leadership in Energy and Environmental Design) certification is still pending, we support your commitment to using LEED standards as a benchmark for environmental sustainability in this project. In particular, we note the appropriateness of the site for high density housing, as well as the commitment to recycling demolition waste from existing structures on the site, and the decision to use local and recycled materials in construction. When completed, the project will feature reduced parking ratios and increased bicycle parking/storage (200 spaces!), high efficiency mechanicals and thermal regulation (including the choice of glass in

the tower), water-efficient landscaping and reduced water-use interior fixtures, 100% natural ventilation and the availability of natural light in all major rooms of each unit.

In sum, SPUR is pleased to support this project, which will provide much-needed housing and a compelling visual landmark in the emerging Rincon Hill downtown neighborhood. We look forward to watching the development of a project that could set a standard for building within the parameters of neighborhood-based planning.

Please do not hesitate to contact us for questions/clarifications.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeannene Przyblyski", with a long horizontal flourish extending to the right.

Jeannene Przyblyski
Co-Chair, SPUR Urban Design Review Committee

cc: David Prowler
Steve Vettel, Esq.
SPUR Board of Directors