

MANDELA STATION



There were significant construction cost increases during and post-Covid as well as higher interest rates that far exceeded expectations. This required the team value engineer the proposed project to bring the budget in line with available funding and cost expectations.

The proposed design maintains 240 affordable units as the originally approved entitlements.

PROJECT DATA		
	ORIGINAL DESIGN	PROPOSED DESIGN
SETBACKS	FRONT (5TH STREET): 3'- 4" SIDE (CHESTER ST): 1'- 3" SIDE (EAST): 0" REAR (BART STATION): 1'- 1"	FRONT (5TH STREET): 0' -0" * SIDE (CHESTER ST): 0'-0" ** SIDE (EAST): 0-0" *** REAR (BART STATION): 0'-2"
DENSITY	188.98 DU/AC	188.98 DU/AC
F.A.R.	4.49	4.37
RETAIL:	15,944 SQ.FT.	12,842 SQ.FT.
NO. OF STORIES	7 STORIES	6 STORIES
BUILDING HEIGHT	80' (TOP OF ROOF)	75'-7" (TOP OF ROOF)
OPEN SPACE	PRIVATE OPEN SPACE: 10,187 SQ.FT. COMMON OPEN SPACE: 14,628 SQ.FT. TOTAL OPEN SPACE: 24,815 SQ.FT.	PRIVATE OPEN SPACE: 1,410 SQ.FT. COMMON OPEN SPACE: 15,888 SQ.FT. TOTAL OPEN SPACE: 17,298 SQ.FT.
UNIT COUNT	240 UNITS	240 UNITS
UNIT MIX	STUDIOS: 42 UNITS (17.5%) 1-BED: 137 UNITS (57%) 2-BED: 47 UNITS (19.5%) 3-BED: 14 UNITS (6%)	STUDIOS: 59 UNITS (24.5%) 1-BED: 136 UNITS (57%) 2-BED: 34 UNITS (14%) 3-BED: 11 UNITS (4.5%)
VEHICULAR PARKING	50 SPACES	50 SPACES ****
BICYCLE PARKING	SHORT TERM: 20 STALLS LONG TERM: 68 STALLS TOTAL: 88 STALLS	SHORT TERM: 37 STALLS LONG TERM: 121 STALLS TOTAL: 158 STALLS

Minor Design Modifications required for financial feasibility

1. Reduction in no. of stories.
2. Realigned Building Footprint
3. Modified Retail
4. Modified Common Areas
5. Modified BOH Areas
6. Modified Building Facades
7. Proposed Art Wall

Design Modification: Reduction in No. of Stories

The entitled design was for a 7-story building which consisted of 2-levels of concrete construction and 5-levels of wood or light-gauge steel construction. The additional level of concrete construction became a significant financial feasibility burden and is not typical for affordable housing projects. We therefore revised the plans to remove the second concrete level but kept the same number of affordable units by densifying the remaining residential levels (thus **now a proposed 6-story building**).

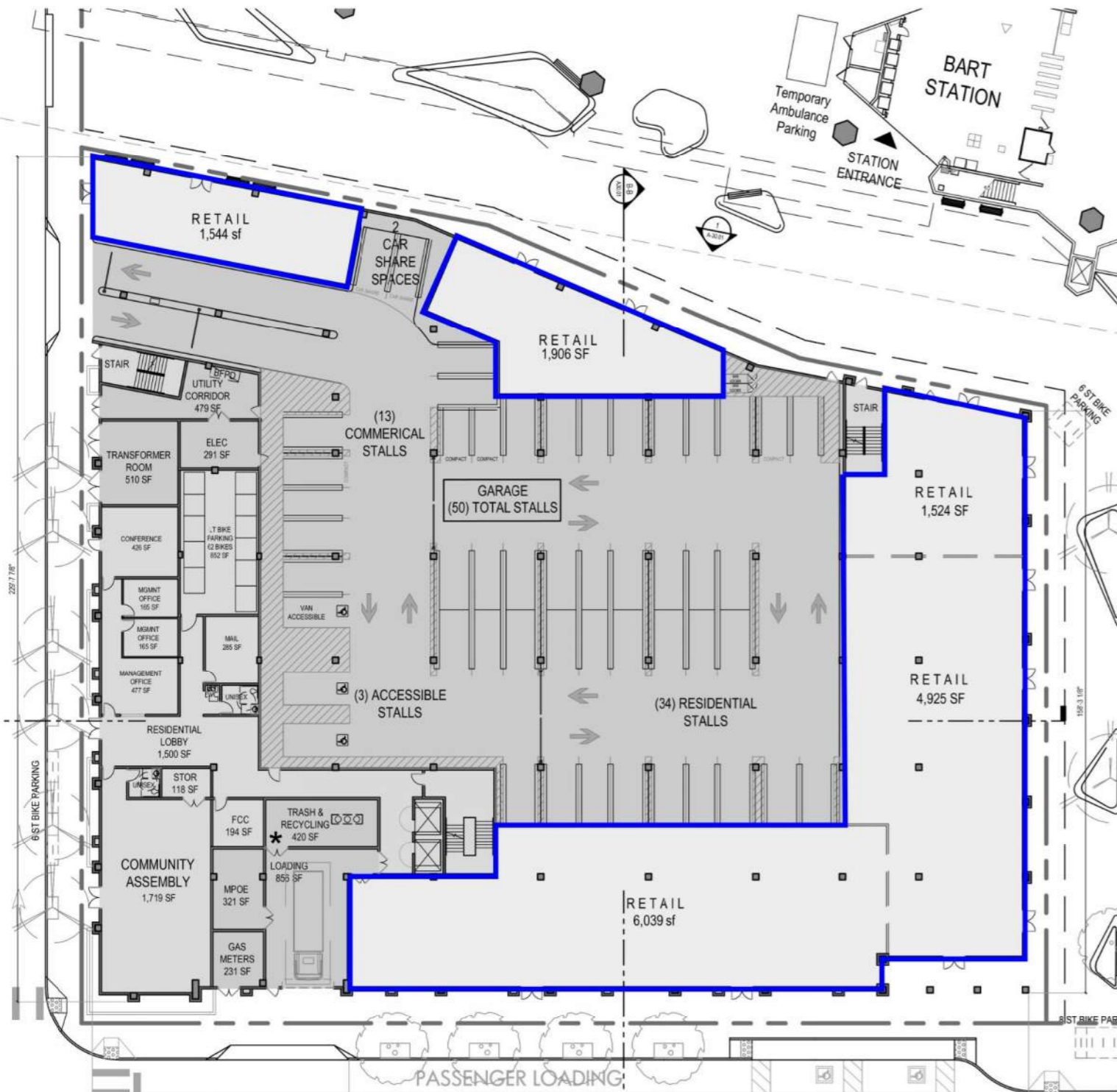
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Design Modification: Modified Retail

Reduction in ground floor storefront spaces from ±18,000 square feet to ±14,000 square feet (largely to accommodate required utility rooms).



LEVEL 1
ORIGINAL DESIGN

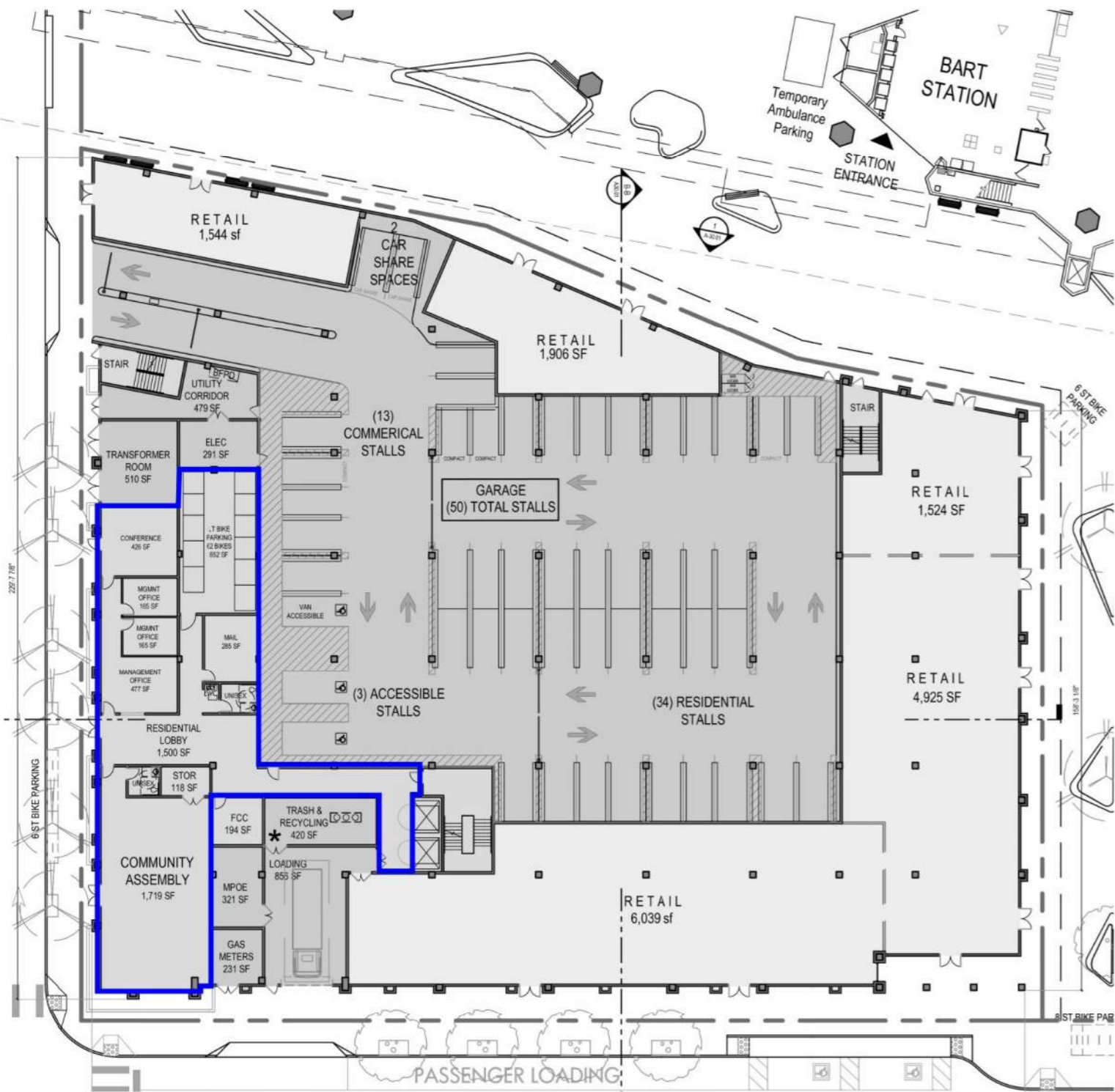


LEVEL 1
PROPOSED DESIGN

MANDELA STATION



Design Modification: Modified Common Areas



LEVEL 1
ORIGINAL DESIGN

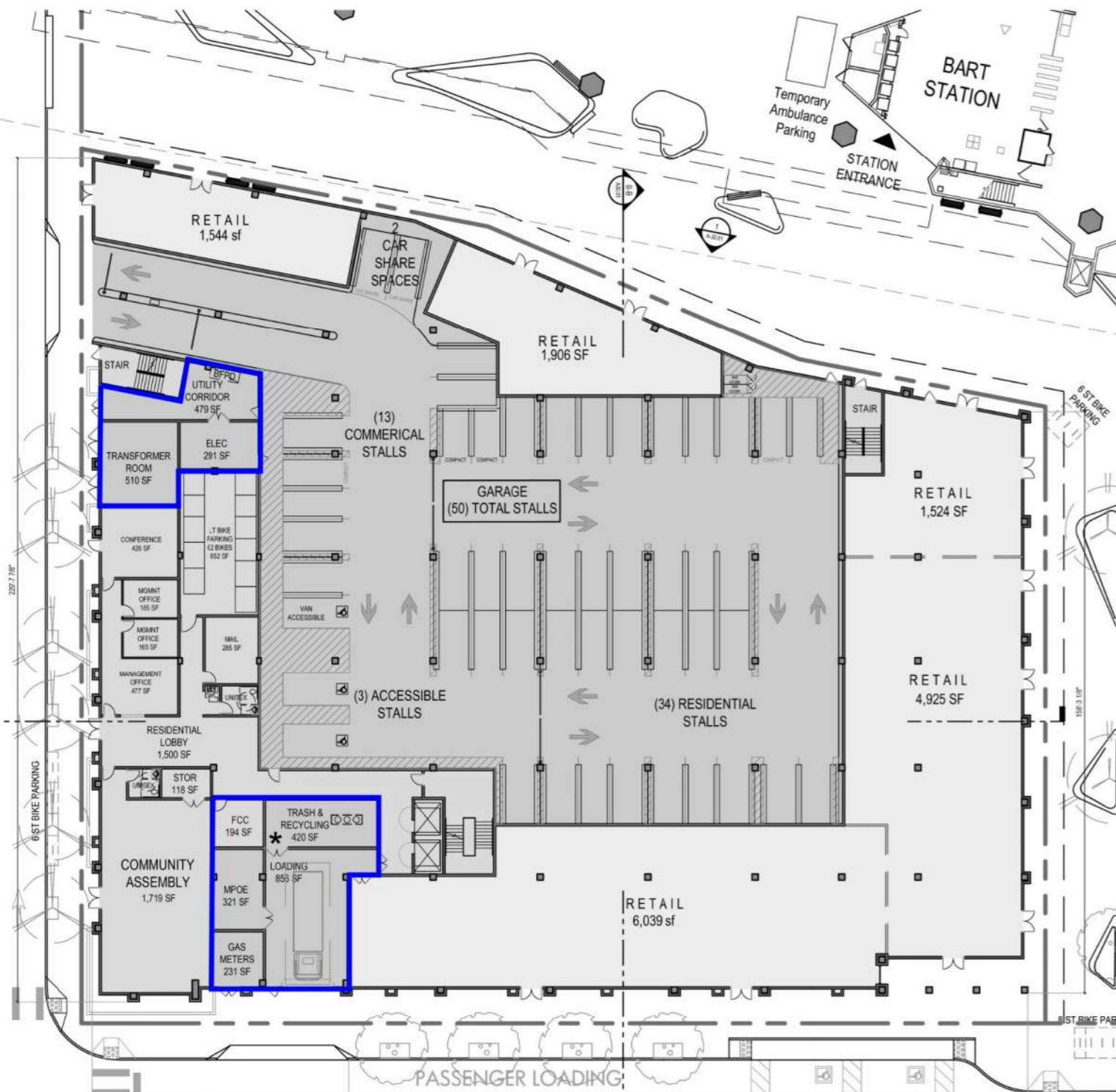


LEVEL 1
PROPOSED DESIGN

MANDELA STATION



Design Modification: Modified BOH Areas



LEVEL 1
ORIGINAL DESIGN



LEVEL 1
PROPOSED DESIGN

MANDELA STATION



Design Modification: Level 3



LEVEL 3
ORIGINAL DESIGN



LEVEL 3
PROPOSED DESIGN

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Design Modification: Level 5



LEVEL 5
ORIGINAL DESIGN



LEVEL 5
PROPOSED DESIGN

MANDELA STATION



Design Modification: Modified Building Façades

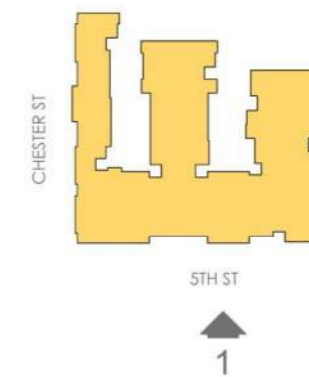


1. PROPOSED NORTH ELEVATION



1. EXISTING NORTH ELEVATION

KEY MAP



MANDELA STATION



Design Modification: Modified Building Façades

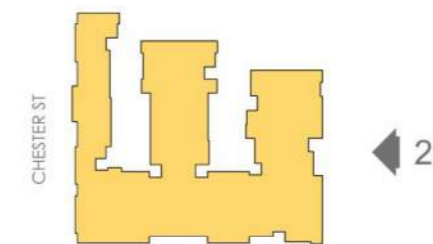


2. PROPOSED WEST ELEVATION



2. EXISTING WEST ELEVATION

KEY MAP



MANDELA STATION



Design Modification: Modified Building Façades



3. PROPOSED SOUTH ELEVATION

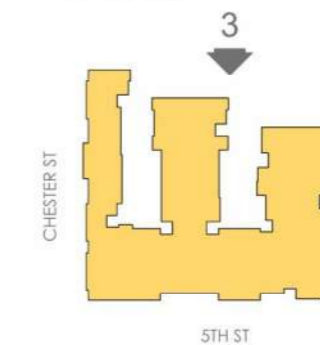


1/16"=1'-0" AT 36" X 24"
3. EXISTING SOUTH ELEVATION

Art Wall:

Pursuant to the Conditions of Approval, the wall facing the BART tracks can stand alone and is consistent with other approved projects adjacent to the BART tracks and is more articulated than the prior plan. The wall will be constructed so that it can serve as the background for a rotating art exhibit in the future pursuant to the project's original vision. The project's public art will be located on a different elevation and/or location.

KEY MAP



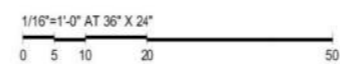
MANDELA STATION



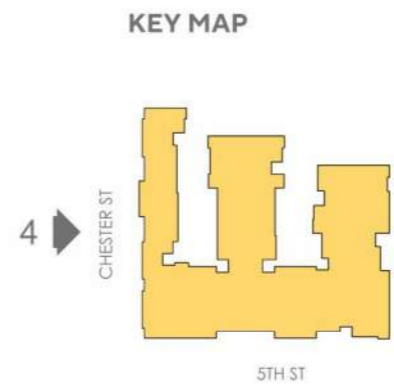
Design Modification: Modified Building Façades



4. PROPOSED EAST ELEVATION



4. EXISTING EAST ELEVATION

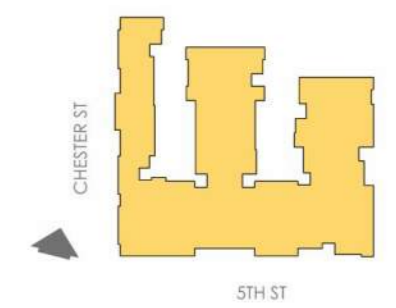


MANDELA STATION

View along Chester St.



KEY MAP



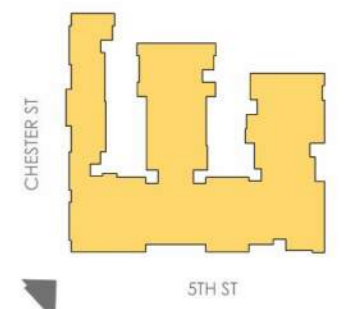
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View from the corner of 5th St. & Chester St.

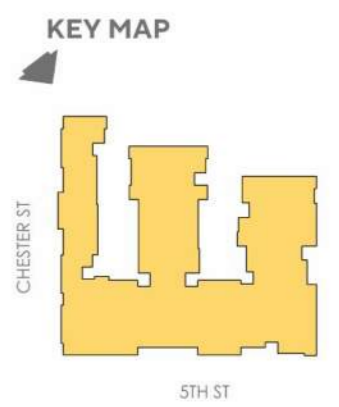


KEY MAP



MANDELA STATION

View from Chester St. and BART Platform

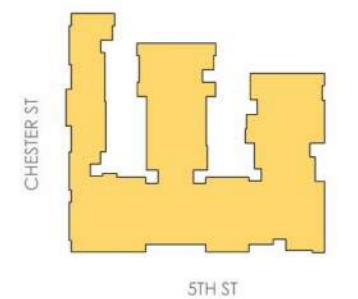


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View from across the BART Station



KEY MAP

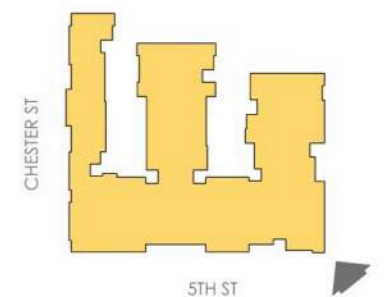


MANDELA STATION

View from Paseo (Southeast corner)



KEY MAP



MANDELA STATION



Proposed PTAC Units

