

February 18, 2009

Derrick Roorda, SE
DeSimone Consulting Engineers
160 Sansome Street, 16th Floor
San Francisco, CA 94104

RE: 301 Mission Street, Settlement Issues

Dear Derrick,

Handel Architects, in conjunction with DeSimone Consulting Engineers, has designed 301 Mission for the settlement anticipated in the original Geotechnical Report prepared by Treadwell & Rollo. In addition, we are aware that additional settlement has occurred, and may continue to occur, and we have taken these conditions into account with modifications to the original design where necessary:

- Utility lines have been designed and installed with flexible connections (allowing for horizontal and vertical movement) wherever they cross the expansion joint between the buildings and at service entry points in the tower.
- Hinge slabs between the two buildings, which were originally designed for settlement that would not result in slopes exceeding requirements where handrails would have been required, have now been equipped with handrails which can be adjusted in the future if required.
- Utilities under portions of the tower but above ceilings and walls supported from the Mid-Rise have been routed to avoid possible interference from future anticipated settlement.
- Expansion joint covers at walls, ceilings and floors have been designed to accommodate settlement and seismic movement. Where the current additional or anticipated future settlement has affected waterproofing design at settlement joints, we have worked with the installer to modify the joint design to accommodate the anticipated future settlement up to 4" and continue to function as originally intended.
- Interior floor surfaces adjoining exterior walkways on the north and west of the tower have been raised where possible to allow for increased sidewalk slope away from entry and exit doors in case future settlement might decrease or negate the current slope. Where interior floor levels could not be raised, new trench drains have been installed outside the entry doors in case settlement causes a reversal of sidewalk water flow. The porte cochere driveway elevations were redesigned, taking into account the current settlement and relationship to existing street and sidewalk elevations, so that the main entries, stairs and elevator sills could remain at their original floor elevations relative to floors above, even though they are now lower than originally predicted.

Sincerely yours,



Gerald W. Sams, AIA
Handel Architects, LLP

cc: Glenn Rescalvo
Steve Hood