

**DESIGN FOR DEVELOPMENT**  
**Rincon Point - South Beach Redevelopment Project**

Originally Approved by the Redevelopment Agency Commission  
Resolution No. 326-80, October 28, 1980  
Resolution No. 408-80, December 16, 1980

Amendments Approved by the Redevelopment Agency Commission  
Resolution No. 312-83, November 29, 1983

Amendments Approved by the Redevelopment Agency Commission  
Resolution No. 236-85, August 20, 1985

Amendments Approved by the Redevelopment Agency Commission  
Resolution No. 9-87, January 20, 1987

Amendments Approved by the Redevelopment Agency Commission  
Resolution No. 121-91, May 14, 1991  
Resolution No. 227-91, August 27, 1991

Amendments Approved by the Redevelopment Agency Commission  
Resolution No. 37-92, March 24, 1992

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Resolution No. 48-96, April 2, 1996

Amendments Approved by the Redevelopment Agency Commission  
Resolution No. 14-97, February 11, 1997

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Resolution No. 19-97, February 11, 1997

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Resolution No. 105-97, June 24, 1997

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Resolution No. 8783, December 4, 1980

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Resolution No. 10409, August 22, 1985

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Resolution No. 10909A, January 22, 1987

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Resolution No. 13160, August 22, 1991

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Resolution No. 13343, April 30, 1992

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Resolution No. 14101, April 18, 1996

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Motion No.14326, March 6, 1997

Amendments Approved by the Planning Commission  
Motion No.14380, May 22, 1997

Amendments Approved by the Planning Commission  
Motion No.14402, June 26, 1997

Amendments Approved by the Planning Commission  
Motion No.14416, July 10, 1997

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Motion No.14604, March 19, 1998

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## I. INTRODUCTION

The Redevelopment Plan for the Rincon Point-South Beach Project, as approved by the San Francisco Board of Supervisors, establishes the land use standards for the development of the project area. This document, approved by both the Planning Commission and the Redevelopment Agency Commission, outlines the design objectives and contains the development standards and urban design guidelines which apply to the project.

Architects and developers, in their joint efforts, are encouraged to attain architectural and environmental excellence in the Rincon Point - South Beach Redevelopment Area. To this end, design review will be directed at producing a safe and attractive environment while enhancing the financial investment in the project area.

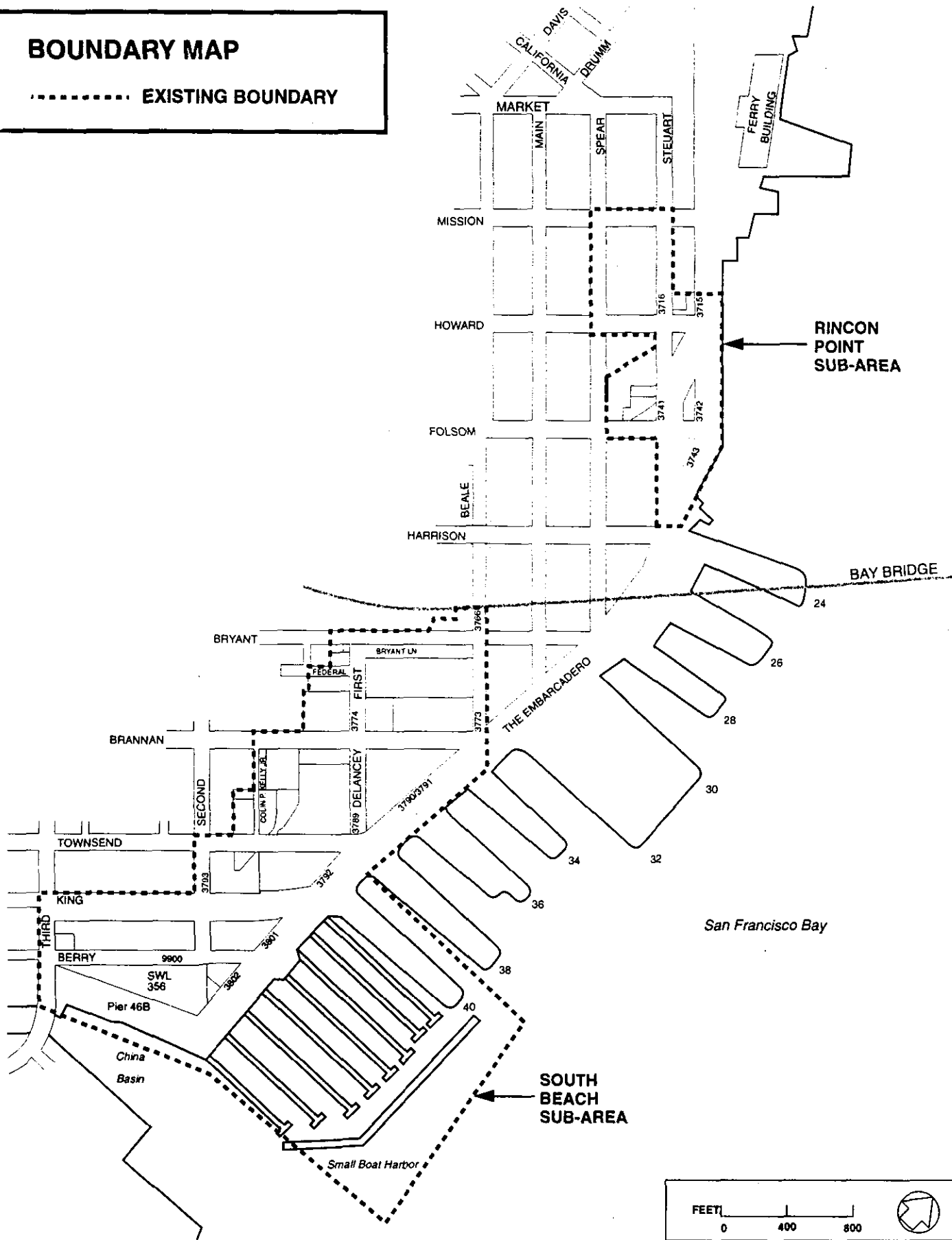
The standards and criteria for development presented herein shall apply to all new construction in the Project whether on property acquired by the Agency or not. Where applicable, the development standards contained herein shall also apply to rehabilitation in the Project. In such instances, this document is specifically referenced in "Minimum Property Standards for Rehabilitation." Development standards shall be subject to minor variances duly granted by the Agency Commission.

An architect registered in the State of California should be engaged to design the building or buildings to be constructed. However, drawings prepared by a registered building designer will be accepted. The design professional must also utilize, as necessary, members of associated design professions, including engineers and landscape architects. A registered civil engineer must review and certify final foundation plans and grading plans.



# BOUNDARY MAP

..... EXISTING BOUNDARY



## RINCON POINT - SOUTH BEACH REDEVELOPMENT PROJECT SAN FRANCISCO REDEVELOPMENT AGENCY



## II. DESIGN OBJECTIVES

The following overall design considerations shall be examined by the Agency in its design review:

1. Compliance with the objective of the Redevelopment Plan.
2. Compliance with the objectives and policies of the General Plan, the City Planning Code and to all applicable codes and ordinances of the City and County of San Francisco as modified by the express provisions of the Redevelopment Plan.
3. Building scale relationship of the development to the street and to the overall urban design of the adjacent areas.
4. The relationship of all improvements to adjacent structures to provide a harmonious composition and transition between building masses, materials, colors and textures.
5. Integration of off-street parking with the total development, its functional relationship to the overall vehicular circulation system and its effective screening from public view.
6. Efficient functional relationship of loading facilities to the overall vehicular circulation system.
7. Provision of an efficient and convenient system for pedestrian movement and the quality of its environment.
8. The preservation and enhancement of views.
9. The appearance of the development from public rights-of-way.
10. Harmony of landscape elements throughout the area.
11. Integration of spaces and building forms with the topography of the site, including compliance with the recommendations of the Agency's soils engineer.
12. Use of the most cost-effective energy efficient measures feasible.

### III. DEVELOPMENT STANDARDS

#### A. Height and Bulk

The height of structures within the Project Area shall not exceed the standards identified on map entitled "Height Limitations." The boundaries of the various height districts shall be generally as indicated on that map and are subject to minor adjustments at the time of final site planning for a specific development proposal. The bulk of structures shall be subject to the standards of Article 2.5 of the City Planning Code. Provided, however, and notwithstanding the foregoing:

(1) The following bulk limitation shall apply to the former Rincon Annex Post Office building in Assessor Block 3716 which has a maximum height limit of 84 feet: The maximum plan dimensions above 80 feet shall be 275 feet in length and 320 feet in diagonal dimension; and

(2) On the southern 200 feet of Assessor Block 3716, the maximum height limit of 240 feet may, for the purpose of reducing a proposed building's bulk below 240 feet, be increased to not to exceed 264 feet, by the amount of square footage of bulk removed from below 240 feet, all in the absolute discretion of, and with the express approval of, the Agency Commission.

(3) In 40 foot height limit districts, additional building volume may be used to enclose or screen from view the features listed in Section 260(b)1 of the City Planning Code, and/or to provide a more attractive roof form, provided that: (1) the total additional volume being enclosed does not exceed three-fourths of all the roof areas of the building times 10; and (2) the occupied square footage in the building is not increased thereby.

Approval of this increase in volume requires the express approval of, and is in the absolute discretion of, the Agency Commission, with approval shall not be granted unless the volume increase is consistent with the Design Objectives and Urban Design Guidelines set forth in this Design for Development.

(4) The Height Limitations Map has been amended to reflect the height of the ballpark which shall not exceed one hundred and fifty (150) feet except for light standards for the purpose of lighting the ballpark, which shall be exempt for the height limitations. There shall be no bulk limitations for the ballpark site.

(5) On Assessor Block 3766 the heights shall not exceed 52 feet. Approval of the building heights along Beale Street adjacent to the Bay Bridge abutment requires the express approval of and is in the absolute discretion of the Agency Commission, which approval is consistent with the Design Objectives and Urban Guidelines set forth in the Design for Development.

(6) The following height, bulk, and volume reduction limitations shall apply to the Assessor Block 3741, Site C-1 (expanded by the inclusion of Site X-1):

BASE: The maximum height of the base shall not exceed 90 feet.

LOWER TOWER: The maximum height shall not exceed 165 feet. The maximum plan dimension shall not exceed 185 feet in length and 243 feet in a diagonal dimension. The maximum floor area shall not exceed 28,000 square feet and the maximum average floor area shall not exceed 26,600 square feet.

UPPER TOWER: The maximum height shall not exceed 240 feet. The maximum plan dimension shall not exceed 165 feet in length and 215 feet in a diagonal dimension. The maximum floor area shall not exceed 21,000 square feet and the maximum average floor area shall not exceed 20,500 square feet.



The maximum allowable plan dimension of any unoccupied vertical extension to the building shall not exceed 1,225 square feet in cross section and 50 feet in a diagonal dimension.

The minimum required volume reduction between the average floor area of the lower and upper tower shall be 15%.

Approval of this increase in volume requires the express approval of, and is in the absolute discretion of, the Agency Commission, which approval shall not be granted unless the volume increase is consistent with the Design Objectives and Urban Design Guidelines set forth in this Design for Development.

**B. Density of Housing**

The average density of housing (dwelling units per acre) shall not exceed:

300 on the southerly portion of Block 3716

300 on Block 3741 if developed for the alternate use of residential housing; and

110 on Block 3715 if developed for the alternate use of residential housing.

271 on Block 3766 if developed with units not exceeding 300 square feet in average size.

For residential development in the South Beach Sub-Area, the minimum density shall be 40 units per acre and the maximum density shall be 110 units per acre. For Lots 1 and 62 of Block 3774, the maximum density shall be 180 units per acre, if developed for the alternate use of residential housing.

**C. Area Coverage**

The percentage of land or parking podium that may be covered by residential buildings in the South Beach Sub-Area shall not exceed 65 percent. To the maximum extent feasible, the open space shall be provided at ground level. Any open space on top of a parking podium shall be designed to provide easy pedestrian and visual transition from the sidewalk. The percentage of land that may be covered by a building on Assessor Block 3742, Parcel 347-S shall be up to 100 %.

**D. Height and Density Bonus**

Height and density bonuses for housing development may be awarded by the Agency to developers/owner participants in order to encourage the provision of low and/or moderate income housing. Such bonuses are deemed to be a local housing assistance program. Bonuses may be granted in an amount up to 15% of what would otherwise have been permitted under the terms set forth in this document, except that no height bonuses shall be granted on Blocks 3790, 3791, and 3792 which carries a 40 foot height limit.

**E. Off-Street Parking and Loading**

The maximum number of off-street parking spaces that may be provided is as follows:

Residential, Rincon Point Sub-Area: one for each dwelling unit.

Residential, South Beach Sub-Area: one for each dwelling unit.

Hotel: one for each 16 guest bedrooms plus one for the manager's dwelling unit, if any.

Retail Stores: one for each 500 square feet of occupied floor area where the occupied floor area exceeds 5,000 square feet.

Restaurants: one for each 300 square feet of occupied floor area where the occupied floor area exceeds 5,000 square feet.

Business Offices, Rincon Point Sub-Area: one for each 5,000 square feet of floor area.

Business Offices, South Beach Sub-Area: one for each 2,000 square feet of floor area.

Industry: one for each 1,500 square feet of occupied floor area where the occupied floor area exceeds 7,500 square feet.

Small Boat Harbor: one for each two boat slips.

Ballpark: There is no minimum requirement for off-street parking spaces for the development on the ballpark site.

On Assessor Block 3741, Site C-1: one for each 1,475 square feet of floor area but shall not exceed the number of surface parking spaces currently on the development site prior to its redevelopment.

On Assessor Block 3742, Parcel 347-S: one for each 500 square feet of floor area or retail commercial, one for each 300 square feet of restaurant commercial space.

When the calculation of off-street parking spaces results in a fractional number, a fractional number of one-half or more may be adjusted to the next higher whole number of spaces.

Off-street loading spaces shall be provided for the following gross square feet of floor area:

Retail Stores and Industry:	None for 0-10,000 square feet 1 for 10,001 - 60,000 square feet, 2 for 60,001 - 100,000 square feet, 3 for over 100,000 square feet plus 1 for each additional 80,000 square feet.
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All other uses:	None for 0-100,000 square feet, 1 for 100,001 - 200,000 square feet, 2 for 200,001 - 500,000 square feet, 3 for over 500,000 square feet plus 1 for each additional 400,000 square feet.
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**F. Open Space**

Usable, easily accessible open space (including outdoor living, recreation or landscaped yards, decks, balconies, porches and roofs) shall be provided for each dwelling unit as follows:

Rincon Point Sub-Area: 50 square feet minimum.

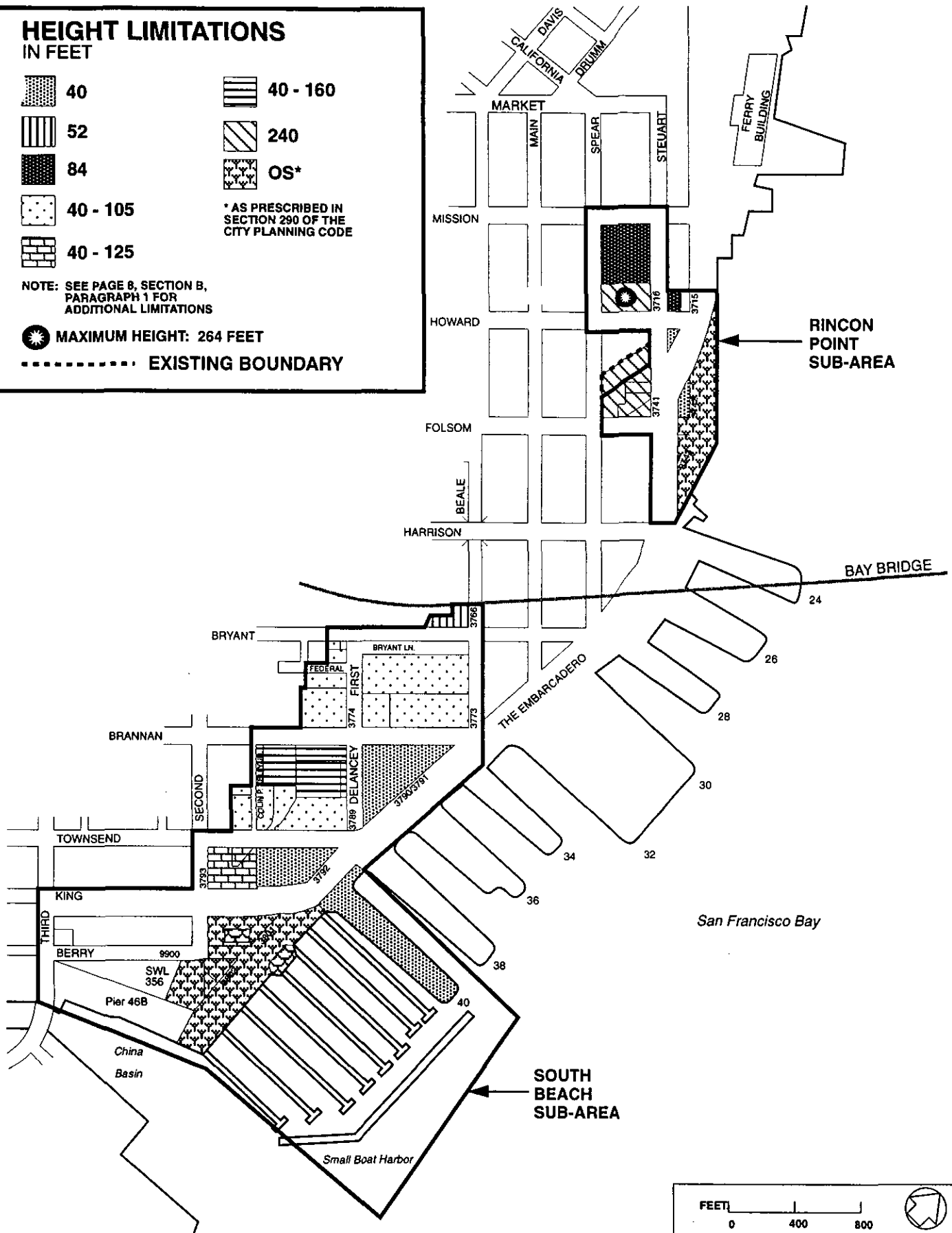
South Beach Sub-Area: 133 square feet minimum. For Lots 1 and 62 of Block 3774, the open space shall be 70 square feet per unit minimum if developed for the alternate use of housing. 50 square feet minimum on Block 3766 if site is developed with units not exceeding 300 square feet in average size.

# HEIGHT LIMITATIONS IN FEET

	40		40 - 160
	52		240
	84		OS*
	40 - 105	* AS PRESCRIBED IN SECTION 290 OF THE CITY PLANNING CODE	
	40 - 125		

NOTE: SEE PAGE 8, SECTION B, PARAGRAPH 1 FOR ADDITIONAL LIMITATIONS

- MAXIMUM HEIGHT: 264 FEET
- EXISTING BOUNDARY



## RINCON POINT - SOUTH BEACH REDEVELOPMENT PROJECT SAN FRANCISCO REDEVELOPMENT AGENCY



## IV. URBAN DESIGN GUIDELINES

### A. Rincon Point Sub-Area

Rincon Annex Block: Design new development with consideration for its historic environment and relationship to YMCA - East Street Row, Rincon Annex Building, the Ferry Building and Hills Brothers Coffee Building. Any addition to the height of the existing Rincon Annex Building shall be consistent with its scale and character and shall not be visible when viewing the principal facades from the opposite side of the public street.

#### Office Complex and Major Park:

1. Design the office complex or alternative uses to maximize views and sunlight and minimize wind exposure. Perform wind tunnel and sun studies prior to final design approval. Locate taller elements as far west and north as possible to reduce shading on waterfront open spaces. Locate elevator cores and service areas towards the elevated freeway to the greatest extent feasible to screen noise and minimize impacts on the rest of the complex and open spaces. If feasible, use roof surfaces for gardens, terraces, and balconies. Develop balconies to take advantage of views and break up the building's mass. Use light colors on the building exterior and encourage bright accents to liven surfaces. Provide garage access from Folsom Street and not from the re-routed Embarcadero roadway.
2. Re-route the Embarcadero roadway onto Steuart Street between Howard and Harrison Streets. In the area vacated by the Embarcadero and on Assessor Blocks 3742 and 3743, build a public park adjacent to and inland of the promenade. Orient the park to the Bay and relate the park to the recreational preferences of residents rather than tourists. Provide large grassy open areas, a range of recreational equipment including a play structure, a tot lot, benches, game tables under shelter, and restrooms. Allow up to 12,000 square feet of space on the inland site north of Folsom Street to be used for a "Tavern-on-the-Green" type restaurant(s) and plaza. Design the restaurant(s) to include opportunities for indoor and outdoor dancing and dining and for special events. Develop hard surface plaza areas and terraces which can vary in elevation adjacent to the restaurant(s) to create a variety of spaces and viewing experiences. Encourage the restaurant(s) to expand their seating into portions of the plazas but ensure that the plazas do not become the sole territory of private establishments. Provide seating which does not exclusively require patronage to adjacent restaurants.
3. The layout of principal streets involves the re-routing of the Embarcadero roadway along Steuart Street between Howard Street and Harrison Street with intersections at Howard, Folsom, and Harrison Streets. Folsom east of Steuart is to be closed. Steuart Street from Mission to Howard is to be closed to through traffic.

### B. South Beach Sub-Area

Residential: Develop housing in small clusters of 100 to 200 units. Provide a range of building heights with no more than 40 feet in height along the Embarcadero and stepping up in height on the more inland portions to the maximum of 160 feet. In buildings fronting on Brannan Street in the 160 foot height area, create a strong base which maintains the street wall created by the residential complex to the east and the warehouse buildings to the west. Orient the mix of unit types to one and two bedrooms and include some three and four bedroom units. Pursue as the income and tenure goals, a mix of 20 percent low, 30 percent moderate and 50 percent middle and upper income, and a mix of rental, cooperative, and condominium units. Organize the dwelling units to maximize views to the water and downtown as well as sun exposure while minimizing shading of open space and blocking of views from adjacent areas. To the extent feasible, locate family units on ground floor levels adjacent to open space and recreational areas. Provide personalized entryways and private open space to all units. Orient the buildings to provide

privacy and security. Design the structures and dwelling units to express character and diversity. Express a human scale in and materials within articulated, multi-faceted facades, bay windows, cornice lines, roofscapes, overhangs, towers and chimneys. Use varied light colors to break up the mass of buildings and liven surfaces. Design the housing complex to be energy efficient, and consider the use of passive solar systems in building design. Incorporate most parking as part of the building within housing clusters. Because garages may be only a half level below grade due to the high water table, landscape or buffer exposed garage edges. Locate residential units above parking structures to stabilize them and minimize differential settlement. To the extent feasible, improve portions of the garage roof not covered by structures for walkways and recreation areas. Use tree wells to allow large trees to grow within residential clusters. Design parking structures to have controlled vehicular access points and direct access to residential units for increased security. Provide additional guest and service parking for the residential units in street rights-of-way or adjacent to the clusters.

Neighborhood Commercial: In the vicinity of the Embarcadero and Brannan Street, orient the building or buildings to buffer the residential area from noise of the adjacent ship repair activity. Design structures to protect views of the water from the residential areas. Carefully consider roof design and conceal roof equipment because of its visibility from adjacent residences. Landscape flat roofs and finish sloped roofs in attractive materials. Allow exposed parking only if the parking areas are extensively landscaped. Consider the use of turf block instead of asphalt paving.

Any structure built on the northwest corner of Bryant and Beale Streets (Block 3766) should be of a subdued color so as not to detract from the dramatic appearance of the adjacent Bay Bridge abutment. Limit the height of any structure to 52 feet. Screen the building with generous landscaping, including tall trees behind the building along the bridge abutment to relate to the trees to the west of the site. Structures along Beale Street immediately adjacent to the bridge abutment should be set back from Beale Street to expose views of the Bay Bridge abutment. Provide access to the site only from Beale Street.

Major Park: As soon as feasible, remove or relocate ramp structure to Pier 46B. Provide approximately five to seven acres of predominantly soft-surface for public recreational use. Include areas for active sports such as volleyball and separate areas for passive activities such as sitting areas, game tables under shelter, and tot lots. Include toilet and drinking facilities. Buffer the park from the Embarcadero with devices such as landscaping, berms, and changes in elevation. Provide for parking and loading to serve the Dolphin P. Rempp Restaurant, the park, the small boat harbor and other adjacent uses as appropriate. For the office building that may remain, allow for a limited amount of executive parking with auto access from Second Street. Provide a hard-surface pedestrian promenade along the water's edge with opportunities for sitting and viewing; connect the promenade to the peripheral public access areas on Pier 40 and to the breakwater. Permit pedestrian access to the small boat harbor only from the pier and breakwater and not directly from the park. Give special care to the location of any boat ramp so as not to interfere with the park. Prohibit commercial activities in the park but allow a limited amount of commercial recreation incidental to and supportive of the open space. Allow emergency access at all times to the pier, park, and small boat harbor.

Small Boat Harbor: Remove Piers 42, 44, 46A and the easternmost wooden portion of Pier 40. Construct facilities which include approximately 700 berths for small boats. Construct a breakwater along the southern end of the harbor and provide public access and encourage fishing on it. On Pier 40, a new or rehabilitated building should reflect the bold, simple lines of traditional pier sheds; interior spaces should accommodate a variety of activities and services related to a small boat harbor, including up to 150 parking spaces within the building. Provide continuous peripheral public access along the water sides of Pier 40 including sitting and fishing areas except for portions of the pier which may remain in ship repair use and related activities, where such public access might conflict. A prominent sitting area should be located at the eastern end of the pier. Pier railings and other design elements should be compatible with the design of the promenade and breakwater. Allow emergency vehicle access. Do not obstruct navigational requirements of major ships between Piers 40 and 38.

Oriental Warehouse: Remove the building to the north of the Oriental Warehouse along the line of Brannan Street and orient replacement structures to enhance the form and visibility of the warehouse. Maintain the exterior facade and remove those windows that have been added without regard to the general exterior. Preserve portions of the existing paving as a public plaza and setting for the warehouse and remove unused spur tracks.

Walkways and Open Space: Close the following streets to through allowing only limited local and service vehicle access: Townsend between Second and the Embarcadero; Colin P. Kelly Jr. between Townsend and Brannan; First Street between the Embarcadero and Brannan; Beale between Bryant and Brannan. Develop a major plaza next to the Oriental Warehouse and connect it to smaller open spaces within the proposed neighborhood. Have walkways open onto small plazas to create intimacy and spatial definition and orient them to be protected from winds. Enhance the feeling of outdoor security through use of lighting, walkways design, ingress and egress points and good surveillance by building orientation. Widen King Street between the Embarcadero and Second Street. The following streets are to be closed completely: Berry between Second and the Embarcadero; the Embarcadero south of King Street; and Fremont south of Brannan.

With regard to the ballpark site, close Berry Street between Second and Third Streets, close Second Street from King to Berry Streets, and provide public access to the shoreline along the ballpark's waterfront edge with the provision of a pedestrian walkway from the South Beach Park to Third Street.

Ballpark: The area designated for this land use shall be developed with an open-air ballpark for Major League baseball with a maximum of 45,000 seats plus related commercial uses.

## V. DESIGN REVIEW PROCEDURE

Design advice and guidance will be made available to developers as part of the review process. This review will serve to coordinate individual efforts and realize the best possibilities inherent in each project. Better architecture, site planning and engineering are the most obvious results of these procedures; but benefits also accrue in overall visual harmony and in achieving the broad functional objectives of the design.

New proposals will undergo design review and approval by the Agency prior to and subsequent to the conveyance of title by deed. This review will assure compliance with the requirements of the Redevelopment Plan and will evaluate the quality and appropriateness of the proposal on the basis of the design standards and criteria stated herein.

### Staff Participation

Design review will be conducted by the Agency and its staff or, at the discretion of the Agency, a qualified independent individual or review panel may be selected to make design evaluations and recommendations to the Agency. The staff member responsible for maintaining liaison with the developer's architect will be the Agency's project architect or a designated alternate. Formal required submissions shall be made to the Agency through the Chief of Architecture.

It is expected that continuous contact will be maintained between the developer's architect and the Agency architectural and engineering staff during the design and working drawing process and that reasonable requests for progress prints in addition to those required below will be met at any time.

Design for new development will be reviewed by the Director of Planning or his designees. This review will occur before critical decisions in the design process are made and will include review of pre-preliminary plans, preliminary plans and outline specifications, and final plans and specifications as described below.

Review by the Department of Planning shall occur within ten working days when such time limit is requested by the Agency; failure to meet such a time limit shall be deemed to be a waiver of the right of review.

In the event of a disagreement between the Director of Planning and the Executive Director of the Redevelopment Agency regarding design, the matter is to be resolved by the Redevelopment Agency Commission.

### Citizen Participation

Advice and consultation will be sought by staff from the Citizens Advisory Committee established by and pursuant to San Francisco Redevelopment Agency Resolution No. 206-80, adopted on July 22, 1980, regarding proposed development before related Land Disposition Agreements or Owner Participation Agreements are approved by the Agency.

### Conformity to General Plan, Codes and Ordinances

All new development shall meet the requirements of the General Plan, the City Planning Code and all other applicable codes, including changes or amendments thereto as may be made subsequent to the adoption of the Redevelopment Plan, except to the extent that changes and amendments conflict with the express provisions of the Redevelopment Plan and this Design for Development. With respect to Assessor's Block 3741, Site C-1, the Redevelopment Agency may, by express approval and in its absolute discretion, grant approval of a business sign incised on the upper tower and indirectly lit at a location in excess of the height limit set forth in the City Planning Code, provided that such signage does not exceed 240 feet in height at its highest point or cover an area in excess of 275 square feet.



Because of the unique character of a major league ballpark, the above submission requirements and review procedures may be modified for the ballpark site at the discretion of the Agency.

#### Acceptance of Plans

Required submissions will occur at three stages in the preparation of the new development proposal. Additional informal reviews at the request of either the developer or the Agency staff are encouraged. A time schedule for the required submissions will be agreed upon at or before the time of execution of the Land Disposition Agreement and will be set forth therein or in a separate document. A time period for review will also be established. It is the intention of the Agency that once acceptance has been granted at submission stage, further review will be limited to the development or refinement of previously accepted submissions or to the review of new elements which were not present in previous submissions.

In evaluating the design of a building or buildings and its relationship to the site and adjoining areas, the Agency will avoid imposing arbitrary conditions and requirements. The Agency will reject designs which fail to conform with the Redevelopment Plan, or the Design for Development. The Agency pledges to work constructively with the developer and the developer's architect in resolving problems. However, the Agency's approval or rejection shall be final.

In the disposition of land, the Agency may establish additional design criteria for specific parcels to insure an attractive and harmonious urban design and may implement these criteria with appropriate provisions in the disposition documents.

The Development Standards and Urban Design Guidelines within this document shall be applied by the Agency in order to achieve the purposes of the Redevelopment Plan for this Project Area; provided, however, that with respect to the development standards the Agency may, in its discretion, grant minor variances to such standards where, owing to unusual and special conditions, the enforcement of the development standards would result in undue hardships, or would constitute an unreasonable limitation beyond the intent and purpose of such standards, subject to the condition that the Agency shall find and determine that such minor variances result in substantial compliance with the intent and purpose of these standards.

#### Submission Requirements:

Formal submissions of plans shall occur in three stages as follows:

##### **1. Pre-Preliminary Plans**

- a. Site Plan @ 1" = 16' showing general relationships of buildings, landscaped areas, parking areas, loading areas, roads and sidewalks. The building plan(s) shall distinguish between residential area, commercial area, office area, manufacturing area, storage area, etc. Adjacent existing and proposed roads and structures shall be shown. Phasing possibilities, if any, shall be shown.
- b. Site Sections @ 1" = 16' showing height relationships in addition to those shown above.
- c. Building Plans, Elevations and Sections sufficient to indicate general architectural character, structural system, and materials proposed @ 1/8" = 1'-0" scale.
- d. Written statement of proposal including: number of parking spaces, size and use of the facilities provided, structural system, and principal building materials.
- e. Written statement regarding integration with existing and proposed transit lines, provisions for maintenance of solar access to adjacent buildings and open spaces, preservation and creation of views, and projection of shadows.

**2. Preliminary Plans and Outline Specifications**

Upon approval by the Agency of Pre-Preliminary Plans, the following submissions are required:

a. Site Plan or Plans @ 1" = 16' showing: building(s), landscaped areas, parking areas, loading areas, roads and sidewalks. All land use shall be designated. All landscaping and site development details, including walls, fences, planting, outdoor lighting, street furniture, and ground surface materials, shall be indicated. Streets and points of vehicular and pedestrian access shall be shown, indicating proposed new paving, planting and lighting by the City.

All utilities, easements or service facilities, insofar as they relate to work by the City or by "others", shall be shown.

Those areas of the site proposed to be developed "by others" or easements to be provided for others shall be clearly indicated.

In addition, Site Plans shall indicate (1) existing and finish contours; (2) yard drainage and roof drainage; (3) an acceptable transition of overhead utilities to underground system within the site; (4) the required connections to existing utilities; (5) the utilization of public utility easements relative to electric, gas, telephone and water requirements of buildings within the site; (6) the planned use or modification of existing public right of way improvements; and (7) all existing structures around the site.

b. All building Plans and Elevations @ 1/8" = 1' - 0" or other sufficiently large scale.

c. Building Sections showing all typical cross sections @ 1/8" = 1' - 0".

d. All sign locations and sizes.

e. Perspective sketches (at eye level) and/or model showing the architectural character of the proposed design.

f. Outline Specifications for materials and methods of construction.

g. Expanded statement of proposal 1-d above to include the major building dimensions and gross area of buildings.

h. Where variances, waivers, or deviations from existing City, State, or Federal regulations are proposed, they shall be listed and progress toward obtaining such variances shall be stated.

**3. Final Plans and Specifications**

Upon acceptance by the Agency of the Preliminary Plans and Outline Specifications, the following submissions will be required:

a. Completed Site Plans for the final parcel development to working drawing level of detail.

b. Completed Working Drawings and Specifications ready for bidding.

c. Complete presentation of all exterior color schedules including samples, if appropriate.

d. Complete design drawings for all exterior signs and graphics.

### **Issuance of Building Permits**

Final plans and specifications shall conform to the plans accepted by the Agency and to all applicable codes and ordinances of the City and County of San Francisco and the State of California at the time a building permit is filed with the City.

To obtain the necessary building permits, final plans and specifications shall be submitted directly to the Central Permit Bureau of the City and County of San Francisco.

The Central Permit Bureau will forward all final plans and specifications to the Agency for a confirmation of their adherence to the Agency-accepted final plans. Upon confirmation by the Agency, the final plans and specifications will be approved by the Agency and returned to the Central Permit Bureau for issuance of the Building Permit directly to the owner.

Once construction is started the only items subject to an additional review would be requests for change orders in the construction. The developer is strictly required to construct the Project in accordance with all details of the approved drawings. Permission to make changes from such approved drawings must be solicited by the developer, in writing, to the Chief of Architecture of the Agency, who in turn will reply in writing giving his acceptance or rejection of the changes. No changes in the work are to be undertaken until such acceptance has been obtained.

### **Disclaimer Clause**

The Agency's review and acceptance shall be of a general nature only for apparent compliance with the requirements of the Design Guidelines. It shall not be a detailed check of dimensions, materials, design and construction processes. It shall not relieve the developer, contractor, vendor, etc., from complying with all aspects of the Design for Development, or applicable codes, and utility company requirements. The Agency shall not be held responsible for any errors or omissions or failure of performance of the work constructed or incorporated in the construction by reason of this review.

## **VI. PROCEDURE FOR AMENDMENT**

If and when it becomes necessary and appropriate to amend this document, said amendment(s) shall be approved by both the San Francisco Planning Commission and the San Francisco Redevelopment Agency.

## **VII. CONDITIONAL USE AUTHORIZATION**

Pursuant to Section 3 of Proposition B, the Planning Commission shall review and may authorize the following uses as conditional uses on the ballpark site based on the criteria contained in Section 4 of Proposition B: an open air ballpark; assembly and entertainment uses; and various uses accessory to or related to ballpark and assembly and entertainment uses, including sports clubs, restaurants and retail shops.

