

COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE

RESOLUTION NO. 06-2021

APPROVING AN AMENDMENT TO THE DESIGN FOR DEVELOPMENT FOR THE MISSION BAY SOUTH PROJECT AREA IN CONNECTION WITH MISSION BAY SOUTH BLOCK 9A, PROVIDING NOTICE THAT THIS APPROVAL IS WITHIN THE SCOPE OF THE MISSION BAY REDEVELOPMENT PROJECT APPROVED UNDER THE MISSION BAY FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (“FSEIR”), A PROGRAM EIR, AND IS ADEQUATELY DESCRIBED IN THE FSEIR FOR THE PURPOSES OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (“CEQA”); AND, ADOPTING ENVIRONMENTAL REVIEW FINDINGS UNDER CEQA; MISSION BAY SOUTH REDEVELOPMENT PROJECT AREA

WHEREAS, On September 17, 1998, the former Redevelopment Agency of the City and County of San Francisco (“Redevelopment Agency”) approved, by Resolution No. 190-98, the Redevelopment Plan for the Mission Bay South Redevelopment Project (“Redevelopment Plan”). The Redevelopment Agency also conditionally authorized, by Resolution No. 193-98, the Mission Bay South Owner Participation Agreement with Catellus Development Corporation, a Delaware corporation (“Catellus”) (“South OPA”), the Design for Development for the Mission Bay South Project Area and related documents. Together the Redevelopment Plan, South OPA, Design for Development and related documents constitute the “Plan Documents.” On November 2, 1998, the San Francisco Board of Supervisors (“Board of Supervisors”), adopted, by Ordinance No. 335-98, the Redevelopment Plan. The ; and,

WHEREAS, FOCIL-MB, LLC, (“FOCIL-MB”), a subsidiary of Farallon Capital Management, LLC, assumed all of Catellus’s obligations under the South OPA, as well as all responsibilities under the related public improvement agreements and land transfer agreements with the City and County of San Francisco (“City”). FOCIL-MB and its Transferees are bound by the South OPA and related agreements, including the requirements of the affordable housing program, equal opportunity program, and design review process; and,

WHEREAS, On February 1, 2012, state law dissolved the former Redevelopment Agency and required the transfer of certain of its assets and obligations to the Successor Agency to the Redevelopment Agency (“Successor Agency”), commonly known as the Office of Community Investment and Infrastructure (“OCII”). (Cal. Health & Safety Code §§ 34170 *et seq.* “Redevelopment Dissolution Law”) On June 27, 2012, state law clarified that successor agencies are separate public entities and that they succeed to the organizational status of the former redevelopment agency to complete any work related to an approved enforceable obligation, Cal. Health & Safety Code § 34173 (g); and,

- WHEREAS, The Board of Supervisors adopted Ordinance No. 215-12 (Oct. 4, 2012), which, among other matters: (a) acknowledged and confirmed that the Successor Agency is a separate legal entity from the City, and (b) established this Successor Agency Commission (this “Commission”) and delegated to it the authority to (i) act in place of the Redevelopment Agency Commission to, among other matters, implement, modify, enforce and complete the Redevelopment Agency’s enforceable obligations, (ii) approve all contracts and actions related to the assets transferred to or retained by the Successor Agency, including, without limitation, the authority to exercise land use, development, and design approval, consistent with applicable enforceable obligations, and (iii) take any action that the Redevelopment Dissolution Law requires or authorizes on behalf of the Successor Agency and any other action that this Commission deems appropriate, consistent with the Redevelopment Dissolution Law, to comply with such obligations; and,
- WHEREAS, The Board of Supervisors’ delegation to this Commission includes the authority to grant approvals under specified land use controls for the Mission Bay Project, as defined in the Redevelopment Plan, consistent with the approved Redevelopment Plan and enforceable obligations; and,
- WHEREAS, The Design for Development for the Mission Bay South Project Area was originally adopted by the former Redevelopment Agency Commission on September 17, 1998 (Resolution No. 191-98), and amended on February 17, 2004 (Resolution No. 24-2004), March 16, 2004 (Resolution No. 34-2004), March 17, 2015 (Resolution No. 13-2015), November 3, 2015 (Resolution No. 71-2015), October 17, 2017 (Resolution No. 42-2017), June 5, 2018 (Resolution No. 25-2018), May 19, 2020 (Resolution No. 09-2020), and November 17, 2020 (Resolution No. 33-2020) (the “MBS D for D”); and,
- WHEREAS, The MBS D for D sets forth certain design standards and guidelines for development of buildings within the Mission Bay South Redevelopment Project Area (“Project Area”), including standards related to building height and bulk, tower location and separation, streetwalls and setbacks, parking and loading, view corridors and signage; and,
- WHEREAS, The MBS D for D allows for 39% of the developable area, or 28,824 square feet, to be developed within the six development blocks of Height Zone 4 at the Midrise Height of between 65 feet and 90 feet; and,
- WHEREAS, The MBS D for D limits the height of portions of buildings fronting on certain neighborhood streets, including Bridgeview Way and China Basin Way, to an average maximum height of 55 feet; and,
- WHEREAS, Under the Plan Documents, Mission Bay South Block 9A (“MBS 9A”) is a 29,939 square feet parcel located in Height Zone 4, between Mission Rock Drive, Bridgeview Way, China Basin Way and public open space P19 along Terry A. Francois Boulevard, and is designated as an Approved Site for an Agency Affordable Housing Parcel in the Mission Bay South Housing Program (Exhibit F to Attachment C to the South OPA); and,

- WHEREAS, As part of its application for the Basic Concept and Schematic Design of MBS 9A, the project sponsor is requesting an amendment to the MBS D for D (“D for D Amendment,” attached hereto as Exhibit A and incorporated herein) that would facilitate the development of additional affordable units on MBS 9A, by increasing the developable area at the Midrise Height in Height Zone 4 and thus allowing for a building height of 90 feet covering most of MBS 9A, and by exempting MBS 9A from the average maximum street-fronting façade height of 55 feet on Bridgeview Way and China Basin Way. Pending before the Commission for its consideration on February 16, 2021 is Resolution No.07-2021, which would conditionally approve an amendment to the Major Phase for Block 8, 9, 9A, 10, 10A and Parks P18, P19 and P20 and conditionally approve the Basic Concept and Schematic Design for MBS 9A to develop an affordable housing project consisting of 148 for-sale dwelling units. This number of dwelling units is within the maximum number of dwelling units allowed for under the Redevelopment Plan and the Plan Documents; and,
- WHEREAS, MBS 9A is unusually constrained by public right-of-way frontages on all four of its sides, which requires the construction of four street-fronting facades within a buildable area of 25,267 square feet. MBS 9A is the smallest of the Agency Affordable Housing Parcels designated in the Mission Bay South Housing Program. MBS 9A’s size limits the amount of the ground floor to be programmed for automobile parking at a parking ratio of 0.23:1 per residential units. The physical and programmatic constraints of MBS 9A affect the overall constructability of affordable housing on the site. The D for D Amendment allows for construction and cost efficiencies that can be gained by providing additional affordable housing units on MBS 9A; and,
- WHEREAS, The maximum 90-foot height, bulk and massing that would be allowed on MBS 9A by the D for D Amendment is consistent with the heights, bulk and massing of existing and proposed buildings in the Project Area and within the Mission Rock development adjacent to MBS 9A, creating a waterfront edge along Terry A. Francois Boulevard of buildings of similar heights; and,
- WHEREAS, The Redevelopment Plan has an objective of “[s]trengthening the community’s supply of housing by facilitating economically feasible, affordable housing through installation of needed site improvements and expansion and improvement of the housing supply.” Redevelopment Plan, Section 103. G; and
- WHEREAS, OCII staff finds that the D for D Amendment complies with the land use controls and development limitations of the Redevelopment Plan and is consistent with the Redevelopment Plan’s redevelopment and planning objectives, including strengthening the supply of affordable housing and creating building forms that relate to the adjacent buildings in the Project Area; and,
- WHEREAS, OCII staff recommends approval of the D for D Amendment to facilitate the development of affordable units on MBS 9A, to improve the economic feasibility of the proposed project, and to allow for a continuous streetwall height and urban design along the Project Area’s waterfront edge; and,

WHEREAS, On September 17, 1998, the Redevelopment Agency Commission adopted Resolution No. 182-98 which certified the Final Subsequent Environmental Impact Report (“FSEIR”) for Mission Bay North and South pursuant to CEQA and State CEQA Guidelines Sections 15168 (Program EIR) and 15180 (Redevelopment Plan EIR). On the same date, the Redevelopment Agency Commission also adopted Resolution No. 183-98, which adopted environmental findings (and a statement of overriding considerations), in connection with the approval of the Redevelopment Plan and other Mission Bay project approvals (the “Mission Bay Project”). The San Francisco Planning Commission (“Planning Commission”) certified the FSEIR by Resolution No. 14696 on the same date. On October 19, 1998, the Board of Supervisors approved Motion No. 98-132 affirming certification of the FSEIR by the Planning Commission and the Former Agency, and approved Resolution No. 854-98 adopting environmental findings and a statement of overriding considerations for the Mission Bay Project; and,

WHEREAS, Subsequent to certification of the FSEIR, the Redevelopment Agency and the Successor Agency issued several addenda to the FSEIR (the “Addenda”). The Addenda do not identify any substantial new information or new significant impacts or a substantial increase in the severity of previously identified significant effects that alter the conclusions reached in the FSEIR; and,

WHEREAS, The FSEIR is a program EIR under CEQA Guidelines Section 15168 and a redevelopment plan EIR under CEQA Guidelines Section 15180. Approving the D for D Amendment is consistent with the project analyzed in the FSEIR, and is compliant with and in furtherance of the Redevelopment Plan; and,

WHEREAS, OCII is making the necessary findings for the approval of the D for D Amendment contemplated herein, has considered and reviewed the FSEIR, and has made documents related to the D for D Amendment and the FSEIR files available for review by the Commission and the public, and these files are part of the record before the Commission; and,

WHEREAS, The FSEIR findings and statement of overriding considerations adopted in accordance with CEQA by the Redevelopment Agency Commission by Resolution No. 183-98 dated September 17, 1998, reflected the independent judgment and analysis of the Redevelopment Agency, were and remain adequate, accurate and objective and were prepared and adopted following the procedures required by CEQA, and the findings in said resolutions are incorporated herein by reference as applicable to the approval of the D for D Amendment; and,

WHEREAS, On November 3, 2015, the Commission certified the Event Center FSEIR, a project EIR pursuant to CEQA and CEQA Guidelines Section 15161, and on the same date, adopted environmental findings, including a statement of overriding considerations for the significant and unavoidable impacts of the Event Center project, rejected project alternatives, and adopted a mitigation and monitoring program; and,

WHEREAS, The Event Center FSEIR provided project-specific environmental analysis for a multi-purpose event center and related office, retail, parking and open space uses within the Project Area. The Event Center FSEIR also considered the development program for affordable housing in the Project Area in its analysis of cumulative construction and operational impacts of the Event Center; and,

WHEREAS, Subsequent to certification of the Event Center FSEIR, the Successor Agency issued an addendum to the Event Center FSEIR; and,

WHEREAS, Copies of the FSEIR and its Addenda, the Event Center FSEIR and its addendum, and supporting documentation are on file with the Commission Secretary and are incorporated in this Resolution by this reference; and, now, therefore be it,

RESOLVED, The Commission has reviewed and considered the FSEIR and Addenda, has reviewed and considered the Event Center FSEIR and its addendum, and hereby adopts the CEQA findings set forth in Resolutions No. 182-98 and No. 183-98 and hereby incorporates such findings by reference as though fully set forth in this Resolution; and, be it further

RESOLVED, The Commission finds and determines that its approval of the D for D Amendment is within the scope of the Mission Bay Project analyzed in the FSEIR and requires no further environmental review beyond the FSEIR or the Event Center FSEIR pursuant to the State CEQA Guidelines Sections 15180, 15162 and 15163 for the following reasons:

- (1) The implementation of the D for D Amendment does not require major revisions to the FSEIR or the Event Center FSEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant impacts; and,
- (2) no substantial changes have occurred with respect to the circumstances under which the “Mission Bay Project” analyzed in the FSEIR will be undertaken that would require major revisions to the FSEIR or the Event Center FSEIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the FSEIR and the Event Center FSEIR; and,
- (3) no new information of substantial importance to the project analyzed in the FSEIR will have significant effects not discussed in the FSEIR or in the Event Center FSEIR; such as, (i) the project as modified by the D for D Amendment will have significant effects not discussed in the FSEIR or in the Event Center FSEIR (ii) significant environmental effects will be substantially more severe; (iii) mitigation measures or alternatives found not feasible, which would reduce one or more significant effects, have become feasible; or (iv) mitigation measures or alternatives, which are considerably different from those in the FSEIR or in the Event Center FSEIR, will substantially reduce one or more significant effects on the environment that would change the conclusions set forth in the FSEIR or in the Event Center FSEIR; and, be it further

RESOLVED, That the MBS D for D as amended by the D for D Amendment, substantially in the form attached hereto as Exhibit A, is consistent with and advances the objectives and policies of the Redevelopment Plan; and, be it further

RESOLVED That the Commission approves the D for D Amendment.

I hereby certify that the foregoing resolution was adopted by the Commission at its meeting of February 16, 2021.

Commission Secretary

Exhibit A: Amendment to the Design for Development for the Mission Bay South Project Area

DESIGN FOR DEVELOPMENT

FOR THE MISSION BAY SOUTH PROJECT AREA

ORIGINAL DOCUMENT APPROVED
BY THE REDEVELOPMENT AGENCY COMMISSION
RESOLUTION No. 191-98, SEPTEMBER 17, 1998

AMENDMENTS APPROVED
BY THE REDEVELOPMENT AGENCY COMMISSION
RESOLUTION No. 24-2004, FEBRUARY 17, 2004
RESOLUTION No. 34-2004 MARCH 16, 2004

AMENDMENTS APPROVED
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE
RESOLUTION No. 13-2015, MARCH 17, 2015

AMENDMENTS APPROVED
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE
RESOLUTION No. 71-2015, NOVEMBER 3, 2015

AMENDMENTS APPROVED
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE
RESOLUTION No. 42-2017, OCTOBER 17, 2017

AMENDMENTS APPROVED
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE
RESOLUTION No. 25-2018, JUNE 5, 2018

AMENDMENTS APPROVED
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE
RESOLUTION No. 09-2020, MAY 19, 2020

AMENDMENTS APPROVED
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE
RESOLUTION No. 33-2020, NOVEMBER 17, 2020

AMENDMENTS APPROVED
BY THE COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE
RESOLUTION No. XX-2021, FEBRUARY 16, 2021

SOUTH

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I. Introduction

The Redevelopment Plan (“Redevelopment Plan”) for the Mission Bay South Redevelopment Project, as approved by the San Francisco Board of Supervisors, establishes the basic land use standards for the Mission Bay South Plan Area (“Plan Area”), and includes general objectives, including planning objectives, that apply to the Plan Area. This Mission Bay South Design for Development (“Design for Development”) is a companion document containing Design Standards and Design Guidelines which apply to all development within the Plan Area. The Redevelopment Plan and this Design for Development supersede the San Francisco Planning Code in its entirety, except as otherwise provided in the Redevelopment Plan. In the event of any conflict between this Design for Development and the Redevelopment Plan, the Redevelopment Plan provisions shall control. The Redevelopment Agency Commission may also enter into one or more owner participation agreements related to development projects in the Plan Area. Such agreements may contain design guidelines as well as design review and document approval procedures.

Section II. of this Design for Development Document contains a listing of definitions used in this document. Section III. contains Design Standards that govern development of the Plan Area. Section IV. consists of Design Guidelines that apply to the Plan Area. Section V. contains, for informational purposes, Design Objectives that were adopted by the Mission Bay Citizen’s Advisory Committee (CAC).

Plan Boundary, Development Block and Street Grid Map



II. Definition of Terms

The following definitions apply to certain terms used in this Design for Development.

Articulation:

Variation in the massing, setback, height, or design features of a building, such as vertical recesses, changes in wall plane, changes in apparent height, changes in materials and colors, changes in facade recesses and projections, changes in floor levels, changes in roof forms, parapets, or cornice treatments, changes in the shape and location of garage and residential entries, or changes in window forms and patterns.

Awning:

A light roof-like structure, supported entirely by the exterior wall of a building; consisting of a fixed or movable frame covered with cloth, plastic or metal; extending over doors, windows, and/or show windows; with the purpose of providing protection from sun and rain and/or embellishment of the facade; as further regulated in Sections 4506 and 5211 of the San Francisco Building Code (in effect as of the adoption of this Design for Development).

Base Height:

The first tier in the overall height of buildings within the Plan Area as prescribed in the Height Zone Chart and Diagram included herein, and which includes an Event Center up to 135 feet in height.

Block:

An area of land as designated numerically on the Plan Boundary, Development Block and Street Grid map.

Blocks 29-30 Hotel Project:

A mixed-use building on Blocks 29 and 30 that may contain hotel rooms (and associated facilities such as banquet and conference rooms and retail uses), Dwelling Units, and retail uses.

Building:

Any structure having a roof supported by columns or walls intended for permanent occupancy.

Building Base:

Architectural term used in the guidelines to describe the portion of a building typically consisting of the first two floors and usually associated with its relationship to human scale.

Building Height:

Building height is the vertical distance between finished grade and the top of a building. The allowable height of a building is specified by the Height Zone in which the building is located. Building top is defined as the top of the finished roof in the case of a flat roof, and the average height of the rise in the case of a pitched or stepped roof (See Figs. 7 & 8 on p. 26). On a sloping site, this measurement is taken at the median grade height for each building face. Total building height is calculated by determining the average height of all individual building faces. Exemptions to building height include:

- Mechanical equipment and appurtenances necessary to the operation or maintenance of the building.
- Enclosed space related to the recreational and/or community use of the roof, not to exceed 20 feet in height above the roof level.

- Ornamental and symbolic features of buildings, including towers, spires, cupolas, domes, where such features are not used for human occupancy.

Bulk:

These standards specify the maximum physical dimensions of upper stories of new buildings, above 90 feet. Standards include: maximum diagonal, maximum plan dimension, and maximum floor plate area.

Canopy:

A light roof-like structure, supported by the exterior wall of a building and on columns or wholly on columns, consisting of a fixed or movable frame covered with approved cloth, plastic or metal, extending over entrance doorways only, with the purpose of providing protection from sun and rain and embellishment of the facade, as further regulated in Sections 4504, 4506, 4508, and 5213 of the San Francisco Building Code (in effect as of the adoption of this Design for Development).

City Serving Retail:

A retail use that is designed to draw customers from the entire city.

Connector:

Term used to describe a pedestrian path along a street linking open spaces within Mission Bay.

Corner:

The first fifty feet of a block measured from the intersection of two or more streets.

Court:

Any space on a lot other than a yard which, from a point not more than two feet above the floor line of the lowest story in the building on the lot in which there are windows from rooms abutting and served by the court, is open and unobstructed to the sky, except for obstructions permitted herein. An “outer court” is a court, one entire side or end of which is bounded by a front setback, a rear yard, a side yard, a front lot line, a street, or an alley. An “inner court” is any court which is not an outer court.

Developable Area:

Developable Area shall be the net area of land excluding dedicated streets, public open space, and view corridors.

Dwelling Unit:

A room or suite of two or more rooms that is designed for residential occupancy for 32 consecutive days or more, with or without shared living spaces, such as kitchens, dining facilities or bathrooms.

Event Center:

A primarily indoor structure located on Blocks 29-32 having tiers of seats rising around a central court, field, or stage, intended for assembly and entertainment or other public use purposes and which may include such accessory uses as snack bars, restaurants, retail sales, team and facility administration offices, sports team practice facilities, media/broadcasting functions and other support facilities, and may include below-grade or podium parking facilities.

Event Center Project:

A mixed-use project located on Blocks 29-32 that includes an Event Center.

Facade:

Exterior walls of a building which are adjacent to or front on a street, mid-block walkway, park, or plaza.

Floor Area, Gross

The sum of the gross areas of the several floors of a building or buildings, measured from the exterior faces of exterior walls or from the centerlines of walls separating two buildings. Where columns are outside and separated from an exterior wall (curtain wall) which encloses the building space or are otherwise so arranged that the curtain wall is clearly separate from the structural members, the exterior face of the curtain wall shall be the line of measurement, and the area of the columns themselves at each floor shall also be counted.

- A. Except as specifically excluded in this definition, "gross floor area" shall include, although not be limited to, the following:
 - 1. Basement and cellar space, including tenants' storage areas and all other space except that used only for storage or services necessary to the operation or maintenance of the building itself;
 - 2. Elevator shafts, stairwells, exit enclosures and smokeproof enclosures, at each floor;
 - 3. Floor space in penthouses except as specifically excluded in this definition;
 - 4. Attic space (whether or not a floor has been laid) capable of being made into habitable space;
 - 5. Floor space in balconies or mezzanines in the interior of the building;
 - 6. Floor space in open or roofed porches, arcades or exterior balconies, if such porch, arcade or balcony is located above the ground floor or first floor of occupancy above basement or garage and is used as the primary access to the interior space it serves;
 - 7. Floor space in accessory buildings, except for floor spaces used for accessory off-street parking or loading spaces as described herein, and driveways and maneuvering areas incidental thereto; and
 - 8. Any other floor space not specifically excluded in this definition.
- B. "Gross floor area" shall not include the following:
 - 1. Basement and cellar space used only for storage or services necessary to the operation or maintenance of the building itself;
 - 2. Attic space not capable of being made into habitable space;
 - 3. Elevator or stair penthouses, accessory water tanks or cooling towers, and other mechanical equipment, appurtenances and areas necessary to the operation or maintenance of the building itself, if located at the top of the building or separated therefrom only by other space not included in the gross floor area;

4. Mechanical equipment, appurtenances and areas, necessary to the operation or maintenance of the building itself (i) if located at an intermediate story of the building and forming a complete floor level; or (ii) if located on a number of intermediate stories occupying less than a full floor level, provided that the mechanical equipment, appurtenances and areas are permanently separated from occupied floor areas and in aggregate area do not exceed the area of an average floor as determined by the Redevelopment Agency
5. Outside stairs to the first floor of occupancy at the face of the building which the stairs serve, or fire escapes;
6. Floor space used for accessory off-street parking and loading spaces and driveways and maneuvering areas incidental thereto;
7. Arcades, plazas, walkways, porches, breezeways, porticos and similar features (whether roofed or not), at or near street level, accessible to the general public and not substantially enclosed by exterior walls; and accessways to public transit lines, if open for use by the general public; all exclusive of areas devoted to sales, service, display, and other activities other than movement of persons;
8. Balconies, porches, roof decks, terraces, courts and similar features, except those used for primary access as described in Paragraph (a)(6) above, provided that:
 - a. If more than 70 percent of the perimeter of such an area is enclosed, either by building walls (exclusive of a railing or parapet not more than three feet eight inches high) or by such walls and interior lot lines, and the clear space is less than 15 feet in either dimension, the area shall not be excluded from gross floor area unless it is fully open to the sky (except for roof eaves, cornices or belt courses which project not more than two feet from the face of the building wall).
 - b. If more than 70 percent of the perimeter of such an area is enclosed, either by building walls (exclusive of a railing or parapet not more than three feet eight inches high), or by such walls and interior lot lines, and the clear space is 15 feet or more in both dimensions, (1) the area shall be excluded from gross floor area if it is fully open to the sky (except for roof eaves, cornices or belt courses which project no more than two feet from the face of the building wall), and (2) the area may have roofed areas along its perimeter which are also excluded from gross floor area if the minimum clear open space between any such roof and the opposite wall or roof (whichever is closer) is maintained at 15 feet (with the above exceptions) and the roofed area does not exceed 10 feet in depth; (3) in addition, when the clear open area exceeds 625 square feet, a canopy, gazebo, or similar roofed structure without walls may cover up to 10 percent of such open space without being counted as gross floor area.
 - c. If, however, 70 percent or less of the perimeter of such an area is enclosed by building walls (exclusive of a railing or parapet not more than three feet eight inches high) or by such walls and interior lot lines, and the open side or sides face on a yard, street or court whose dimensions satisfy the requirements of this Code and all other applicable codes for instances in which required windows face upon such yard, street or court, the area may be roofed to the extent permitted by such codes in instances in which required windows are involved;

9. On lower, nonresidential floors, elevator shafts and other life-support systems serving exclusively the residential uses on the upper floors of a building;
 10. One-third of that portion of a window bay conforming to the requirements of Section 136(d)(2) of the San Francisco Planning Code (in effect as of the adoption of the Design for Development) which extends beyond the plane formed by the face of the facade on either side of the bay but not to exceed seven square feet per bay window as measured at each floor;
 11. Ground floor area devoted to building or pedestrian circulation and building service;
 12. Space devoted to personal services, restaurants, and retail sales of goods intended to meet the convenience shopping and service needs of workers and residents, not to exceed 5,000 occupied square feet per use and, in total, not to exceed 75 percent of the area of the ground floor of the building plus the ground level, on-site open space.
 13. An interior space provided as an open space feature in accordance with the requirements herein;
 14. Floor area devoted to child care facilities provided that:
 - a. Allowable indoor space is no more or no less than 3,000 square feet and no more than 6,000 square feet, and
 - b. The facilities are made available rent free, and
 - c. Adequate outdoor space is provided adjacent, or easily accessible, to the facility. Spaces such as atriums, rooftops or public parks may be used if they meet licensing requirements for child care facilities, and
 - d. The space is used for child care for the life of the building as long as there is a demonstrated need. No change in use shall occur without a finding by the Redevelopment Agency that there is a lack of need for child care and that the space will be used for a facility described herein dealing with cultural, educational, recreational, religious, or social service facilities;
 15. Floor area permanently devoted to cultural, educational, recreational, religious or social service facilities available to the general public at no cost or at a fee covering actual operating expenses, provided that such facilities are:
 - a. Owned and operated by a nonprofit corporation or institution, or
 - b. Are made available rent free for occupancy only by nonprofit corporations or institutions for such functions. Building area subject to this subsection shall be counted as occupied floor area, except as provided herein, for the purpose of calculating the off-street parking and freight loading requirements for the project.
- C. For the purpose of calculating the off-street parking and freight loading requirement for the project, building area subject to this subsection shall be counted as occupied floor area, except as provided herein.

Floor Area, Leasable:

Leasable Floor Area means Floor Rentable Area, as defined and calculated in the 1996 Building Owners Management Association International publication, "Standard Method For Measuring Floor Area in Office Buildings."

Floor Area, Occupied:

Floor area devoted to, or capable of being devoted to, a principal or conditional use and its accessory uses. For purposes of computation, “occupied floor area” shall consist of the gross floor area, as defined herein, minus the following:

- a. Nonaccessory parking and loading spaces and driveways, and maneuvering areas incidental thereto;
- b. Exterior walls of the building;
- c. Mechanical equipment, appurtenances and areas, necessary to the operation or maintenance of the building itself, wherever located in the building;
- d. Restrooms, and space for storage and services necessary to the operation and maintenance of the building itself, wherever located in the building;
- e. Space in a retail store for store management, show windows and dressing rooms, and for incidental repairs, processing, packaging and stockroom storage of merchandise for sale on the premises; and
- f. Incidental storage space for the convenience of tenants.

Floor Area Ratio:

The ratio of the gross floor area of buildings to the developable land area measured for Commercial Industrial, Commercial Industrial/Retail, and Retail areas as described in the Redevelopment Plan. In cases in which portions of the gross floor area of a building project horizontally beyond the lot lines, all such projecting gross floor area shall also be included in determining the floor area ratio. If the height per story of a building, when all the stories are added together, exceeds an average of 18 feet, then additional gross floor area shall be counted in determining the floor area ratio of the building, equal to the average gross floor area of one additional story for each 18 feet or fraction thereof by which the total building height exceeds the number of stories times 18 feet; except that such additional gross floor area shall not be counted in the case of live/work units or a church, theater or other place of public assembly.

Frontage:

Building width along a street, park, or plaza.

Live/Work Unit:

A building or portion of a building combining residential living space with an integrated work space principally used by one or more of the residents. Live/Work Units are subject to the same land use controls as Dwelling Units.

Lot:

A block, or subdivision thereof, that is under one ownership.

Marquee:

A permanent roofed structure attached to and supported entirely by a building; including any object or decoration attached to or part of said marquee; no part of which shall be used for occupancy or storage; with the purpose of providing protection from sun and rain or embellishment of the facade; as further regulated in Sections 414 and 4506 of the San Francisco Building Code (in effect as of the adoption of this Design for Development).

Massing:

The exterior shape of a building or structure.

Mid-block Lane:

A pedestrian-oriented walkway through a development project.

Midrise Height:

The second tier in the overall height of buildings within the Plan Area as prescribed in the Plan Area Height Zone Charts and Diagrams.

Modulation:

Major variations in the massing, height, or setback of a building.

Neighborhood-Serving Retail:

Retail uses providing goods and services to a population within the immediate neighborhood. Also referred to as “local-serving” retail in the Redevelopment Plan.

Parcel:

Same as lot.

Parking:

A parking facility serving uses located on either parcels or blocks occupied by said facility or on other parcels or blocks.

Plan Dimensions:

The linear horizontal dimensions of a building or structure, at a given level, between the outside surfaces of its exterior walls. The “length” of a building or structure is the greatest plan dimension parallel to an exterior wall or walls, and is equivalent to the horizontal dimension of the corresponding elevation of the building or structure at that level. The “diagonal dimension” of a building or structure is the plan dimension between the two most separated points on the exterior walls.

Principal Facades:

Exterior walls of a building which are adjacent to or front on a public street, park or plaza.

Setback:

The area between the edge of a building and the property line.

Story:

That portion of a building, except a mezzanine as defined in the San Francisco Building Code (in effect as of the adoption of this Design for Development), included between the surface of any floor and the surface of the next floor above it, or if there is no floor above it, then the space between the surface of the floor and the ceiling next above it.

Story, Ground:

The lowest story of a building, other than a basement or cellar as defined in the San Francisco Building Code (in effect as of the adoption of this Design for Development).

Street:

A right-of-way permanently dedicated to common and general use by the public, as described in the Plan Area Project Boundary, Development Block and Street Grid Maps.

Streetwall:

Continuous facade of buildings generally built along the property line facing a street or open space.

Structure:

Anything constructed or erected which requires fixed location on the ground or attachment to something having fixed location on the ground.

Tower Base:

Term used within the Height Zone standards to describe the portion of a building below the tower height as defined herein.

Tower Height:

That portion of any building, except for an Event Center, with height above 90 feet.

Vara Block:

San Francisco's historic city block measuring 275 feet (100 Varas) by 412.5 feet (150 Varas). A Vara is an early Spanish unit of measure equal to 2.75 feet. The Vara block is used within Mission Bay as an extension of the City's historic urban fabric.

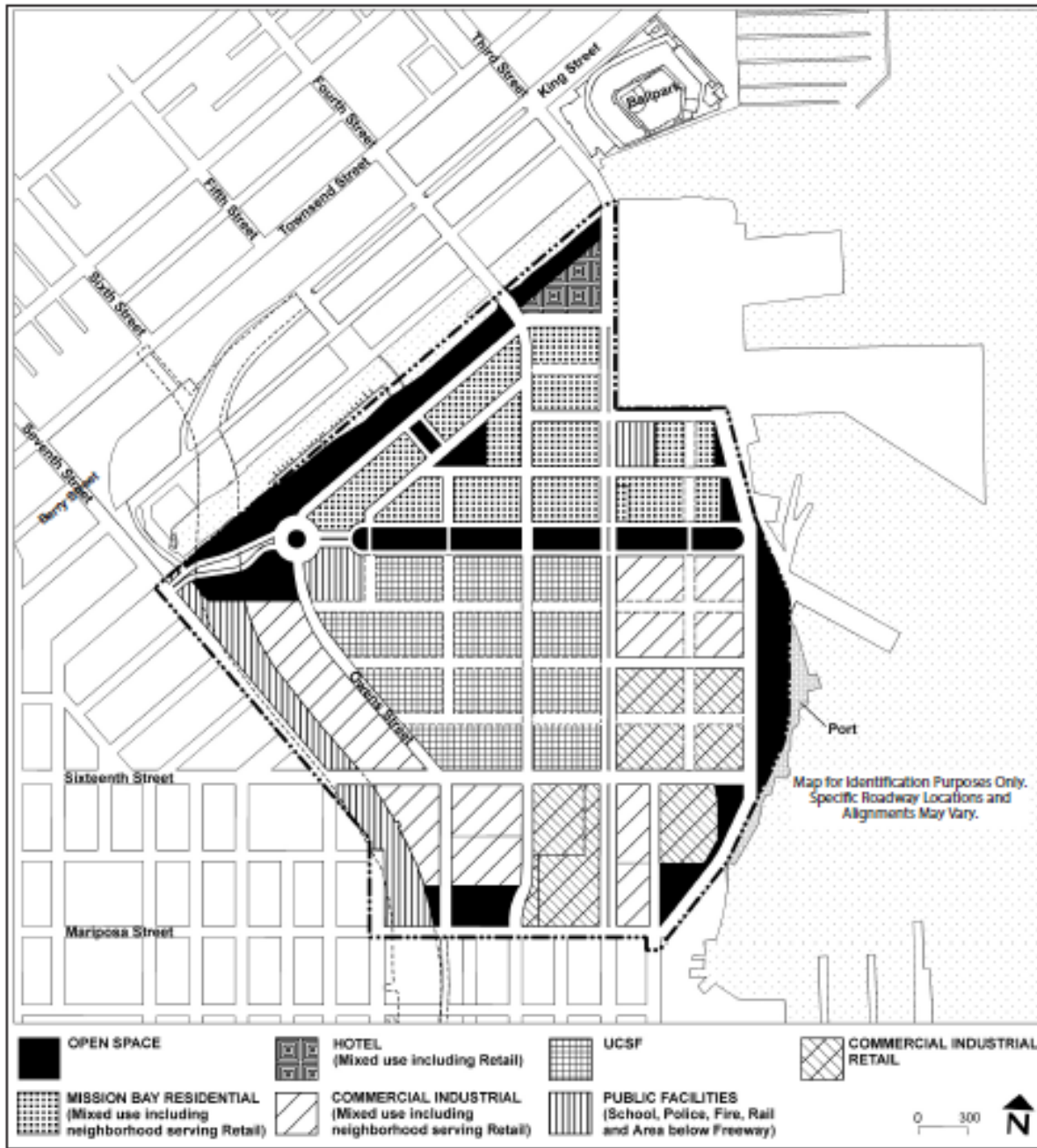
III. Design Standards

Introduction:

The Design Standards contained in this document are mandatory provisions that will govern the development of the Plan Area unless a variance is obtained. They regulate areas such as land use, height, bulk, setbacks, coverage, streetwalls, view corridors, open areas, parking/loading and access. The Agency may, in its discretion, grant variances to the design standards contained in this Design for Development where the enforcement would otherwise constitute an unreasonable limitation beyond the intent and purpose of the Design for Development and the Redevelopment Plan and is consistent with the public health, safety and welfare.

Design Standards for the Plan Area are described herein. For informational purposes, a Land Use Map is provided on the following page. Land uses are described in the Redevelopment Plan.

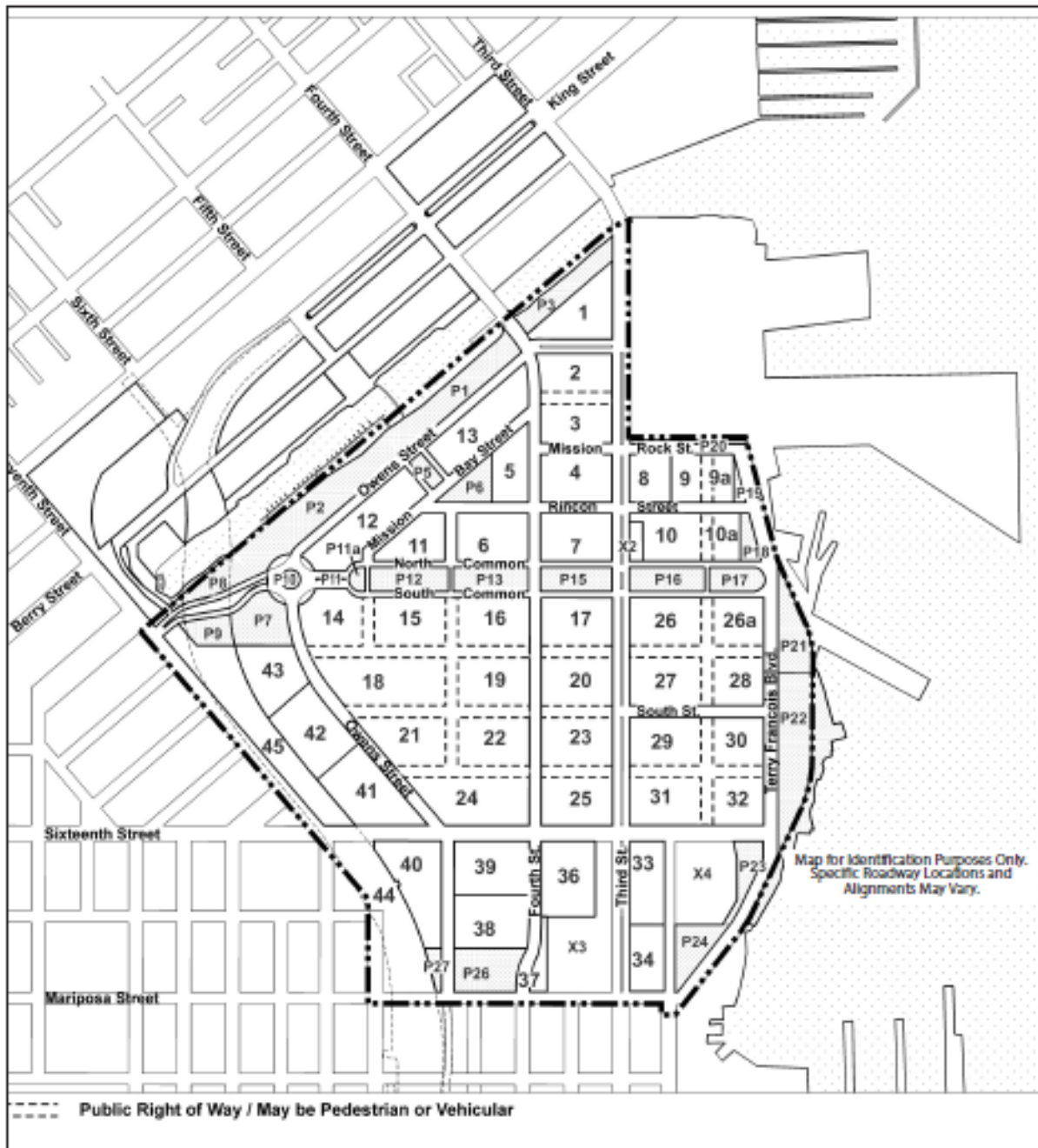
Land Use Plan



Maximum Development

The maximum development program that has been established for the Plan Area is outlined in the Redevelopment Plan.

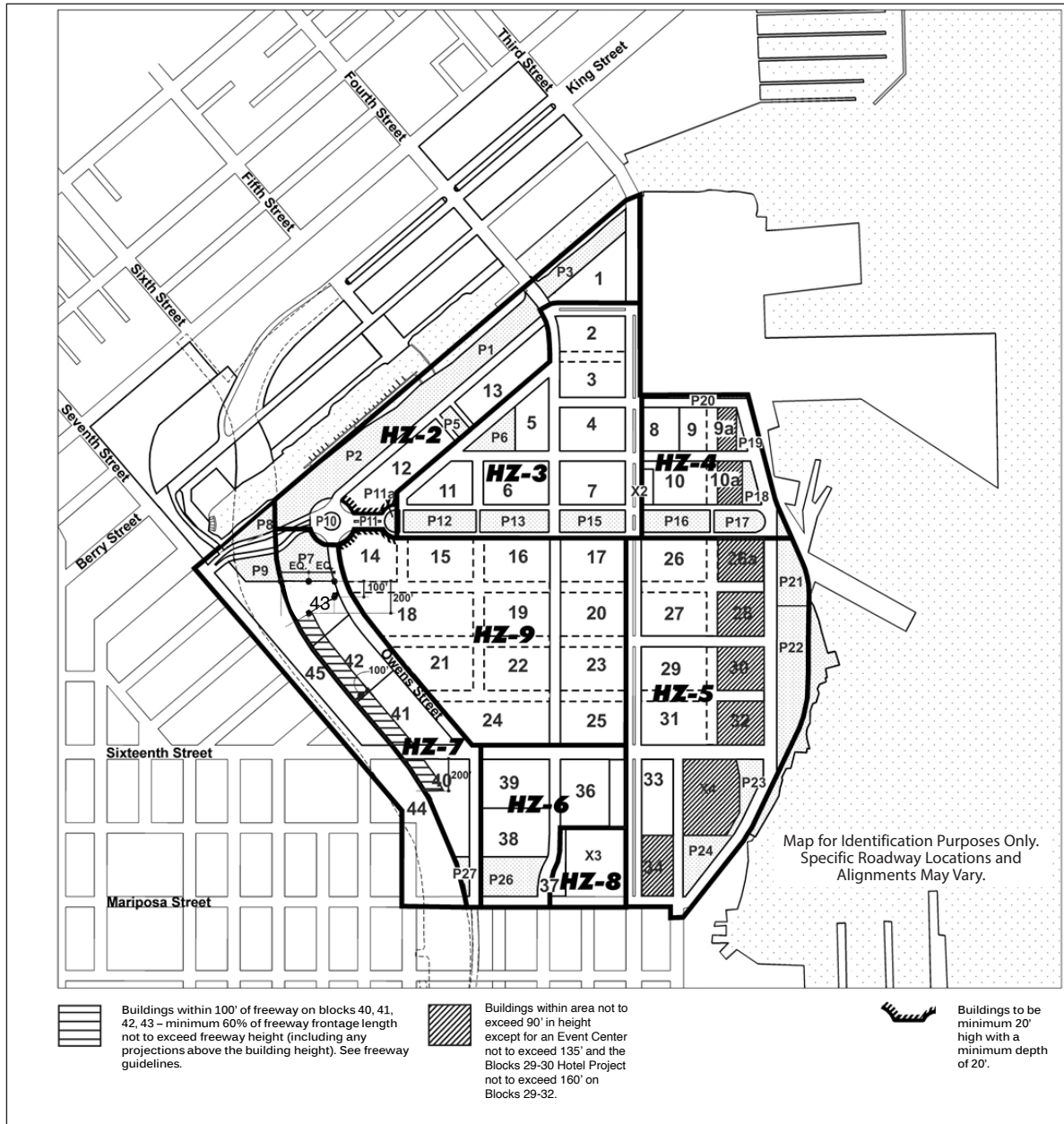
Plan Boundary,
Development Block and
Street Grid Map



Map 3

Height

For the purposes of establishing height limits within the Plan Area, Height Zones are established as generally illustrated on the Height Zone Chart and Height Zone Diagram included herein. Refer to Definition of Terms section for “Building Height” and “Developable Area.” The percentage of Developable Area at a specified height is calculated for the entire developable area within a height zone, not on a block by block basis.



III. DESIGN STANDARDS

	Residential/Hotel			Commercial/Industrial			
	HZ-2	HZ-3	HZ-4	HZ-5	HZ-6	HZ-7	HZ-8
	Total Developable Area: 418,180 SF	686,505 SF	221,720 SF	942,200 SF	424,270 SF	551,467 SF	190,964 SF
Base Height	65'	65'	65'	90' (Event Center 135')	90'	90'	90'
% of developable area at base height	75%	80%	80% 75.2%	89.8%	90%	80%	89%
Midrise Height	90'	90'	90'	NA 17.8% (39,656)	NA	NA	NA
% & sq. ft. of developable area with midrise height max.	10% (41,818 sq. ft. of develop. area)	13% (89,246 sq. ft. of develop. area)	13% (28,824 sq. ft. of develop. area)	NA	NA	NA	NA
Tower Height	160'	160'	160'	160'	160'	160'	160'
% & sq. ft. of developable area with tower height max.	15% (62,726 sq. ft. of develop. area)	7% (48,055 sq. ft. of develop. area)	7% (15,520 sq. ft. of develop. area)	10.2% (96,104 sq. ft. of develop. area)	10% (42,427 sq. ft. of develop. area)	20% (110,293 sq. ft. of develop. area)	11% (21,006 sq. ft. of develop. area)
Maximum number of towers at max. bulk and height	6	6	2	5, 3 of which must be on Blocks 29, 30 or 31.	2	4	1
Location	NA	NA	No towers on parcels 9a and 10a. Max. 50' average on Bayfront to a depth of 20' on each block.	No towers on Blocks 26a, 28, 32, 34 & X4		Buildings above height of freeway in limited locations (see map).	NA
Corners	Except for 16th Street and Third Street, no intersection to allow more than 2 towers within 50' of corner.						
Tower Separation	Minimum 125' when located on the same block. Exceptions considered for slim/multiple tower designs with Agency approval, subject to further shadow and visual analysis (see Fig. 6)			Minimum 100' when located on the same block, and a minimum of 40' between a tower and an Event Center, except that (in each case, excluding canopies and architectural projections) (1) the minimum separation above 90' between the Blocks 29-30 Hotel Project and an Event Center shall be 24'0", (2) the average separation above 90' between such structures shall be at least 31.5', (3) the minimum separation below 90' between such structures shall be 20.5' and nothing herein shall permit less than 23'3" of separation at the pedestrian level, and (4) the average separation below 90' between such structures shall be at least 41.5'.		Min 200' or separated by 16 th Street.	NA
Orientation	Tower width along 3rd street not to exceed 160'						
Rooftop Recreation/Community Structures	For the purposes of height measurement, rooftop recreation structures are exempted, provided that the total height measured from the top of roof does not exceed 16' in height, including mechanical appurtenances, and their use is strictly limited to community recreation.			NA, except that for the Blocks 29-30 Hotel Project, for the purposes of height measurement, rooftop recreation structures are exempted, provided that the total height measured from the top of roof does not exceed 16' in height, including mechanical appurtenances, and their use is strictly limited to private open space for Blocks 29-30 Hotel Project residents and their guests.			
% of total roof area	Total area of rooftop recreation/community structures is limited to 25% of the roof area.			NA, except that for the Blocks 29-30 Hotel Project, total area of rooftop recreation/community structures is limited to 30% of the roof area.			
Mechanical Equipment	Mechanical equipment and appurtenances necessary to the operation or maintenance of the building or structure itself, including chimneys, ventilators, plumbing vent stacks, cooling towers, water tanks, panels or devices for the collection of solar or wind energy, elevator, stair and mechanical penthouses, skylights, and window-washing equipment, together with visual screening for any such features are exempt from the height restriction. This exemption shall be limited to the top 10' of such features where the height limit is 65' or less, and the top 36' (20' for a mechanical penthouse, 16' for top of a ventilator stack) of such features where the height limit is more than 65'.						

Notes:

Method of Measurement: Refer to Definition of Terms section for "Building Height" and "Developable Area" for method of measurement and exemptions from height limits.

Calculation method for the Blocks 29-30 Hotel Project tower separation: The average building separation shall be calculated parametrically, as outlined on Page 105 of the approved Blocks 29-30 Hotel Project Basic Concept/Schematic Design, with the horizontal separation zone of calculation based on the last perpendicular point from the Event Center curvature in plan view, and the vertical zone(s) of calculation for (1) the tower base below 90': from finish floor at the Level 200 Esplanade up to the Blocks 29-30 Hotel Project tower base at 90', and (2) the tower portion above 90': from the Blocks 29-30 Hotel Project tower base at 90' to the maximum height of the Event Center's roof parapet.

These diagrams are intended to illustrate the Base, Midrise, and Tower concepts:

RESIDENTIAL DISTRICTS
HEIGHT DIAGRAM
HEIGHT ZONES 2, 3, 4

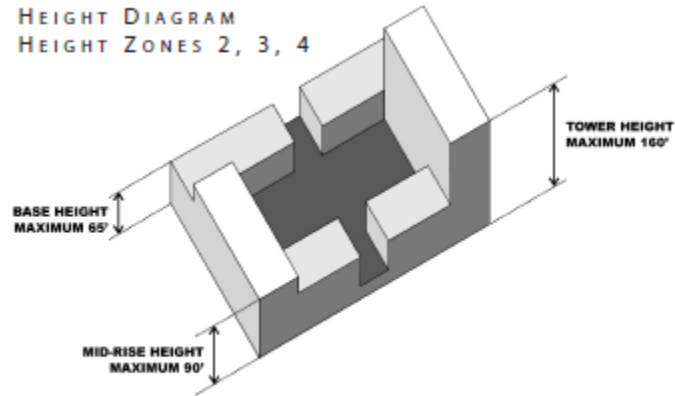


Fig. 1

COMMERCIAL INDUSTRIAL
DISTRICTS HEIGHT DIAGRAM
HEIGHT ZONES 5, 6, 7 & 8

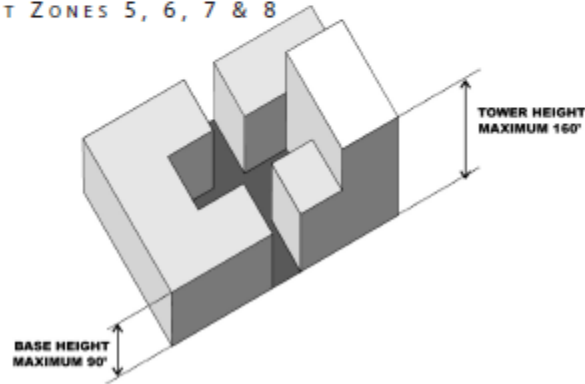
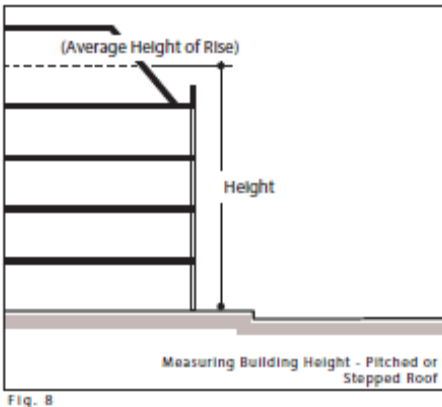
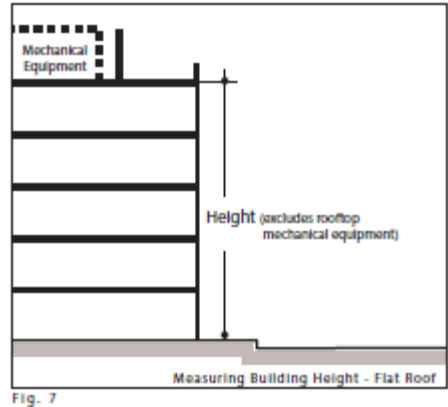
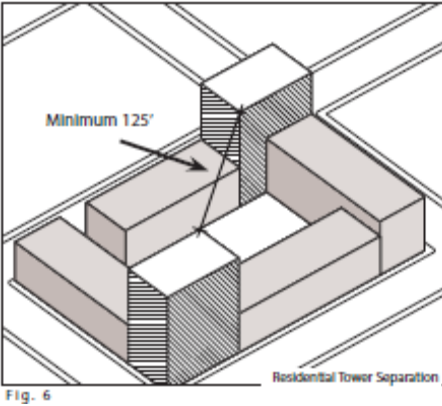
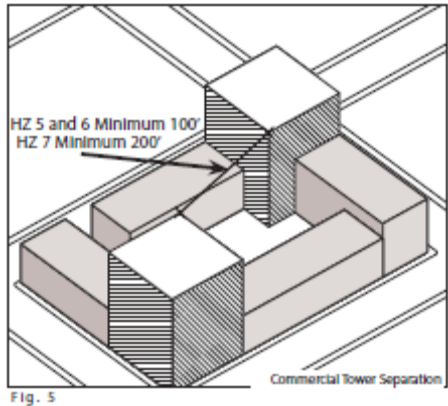
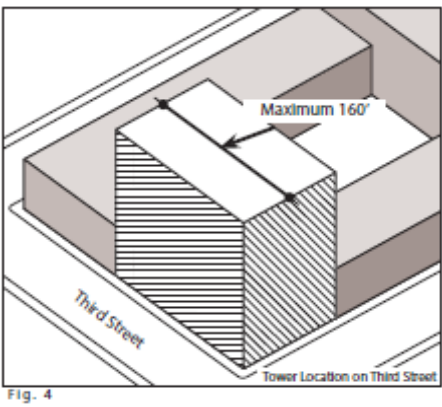
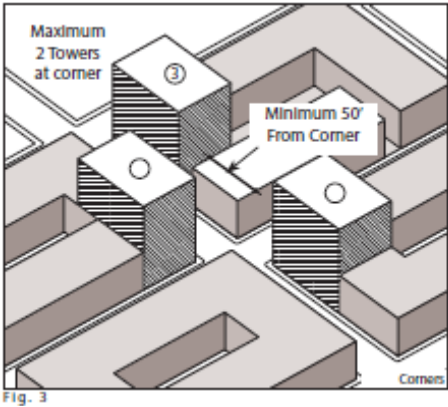


Fig. 2

These diagrams are intended to illustrate the Height Standards.*



* Except as otherwise provided in exceptions regarding Tower Separation in the Height Zone table on page 23.

Bulk

Bulk standards control the length and width of towers to preserve light and air and prevent construction of massive buildings which block views and generally disrupt the character of the city.

Bulk controls shall apply as follows:

	Residential/Hotel	Commercial Industrial
Height Zones	HZ-2 HZ-3 HZ-4	HZ-5 HZ-6 HZ-7 HZ-8
Bulk (above 90')	Max. residential plan diagonal 190' Max. residential plan length 160' Max res. floor plate 17,000 sq. ft. Max. hotel plan length 200' Max. hotel floor plate, 20,000 sq. ft.	Max. plan length 200' For the Blocks 29-30 Hotel Project: Max. plan length 240' with an average plan length of 220'. Max. floor plate 20,000 sq. ft. For an Event Center: Max. diagonal plan dimension 600' Buildings in HZ-7 not subject to freeway height restrictions on Map 4 may have a maximum plan length of 260' and a maximum floor plate of 30,000 sq. ft.

These diagrams are intended to illustrate the bulk concepts:

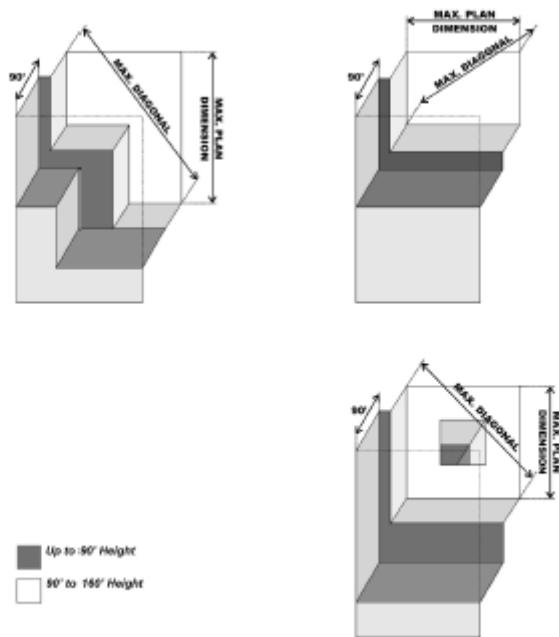
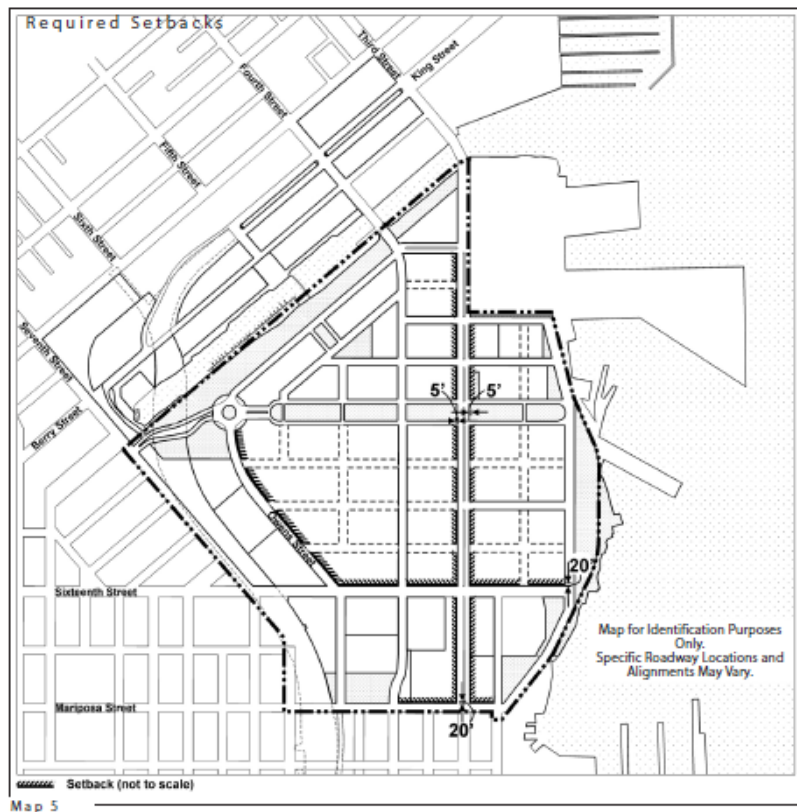


Fig. 9 Bulk

Setbacks

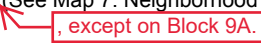
Setbacks are required to provide space for certain pedestrian and bike path links and for connection of major open spaces. Setbacks shall be generally as indicated in the Setbacks Diagram and Setbacks Chart included herein. These setbacks are in addition to specified sidewalk widths on these streets and may be used for paved pathways and landscaping as appropriate.

Setbacks	Residential/Hotel	Commercial Industrial
Required Setbacks	5' setback on west side of Third Street from one block south of the Channel to Mariposa Street. 5' setback on east side from Mission Rock to Mariposa Street.	
	NA	20' setback on north side of 16th Street from Terry Francois to Owens. 20' setback on east side of Owens from 16th to the Commons. 20' setback on north side of Mariposa from Terry Francois to Owens Street. The Event Center shall be permitted to encroach within the required setback on the north side of 16th Street between Terry Francois Boulevard and Third Street as long as a minimum average of 20' is provided along that frontage.

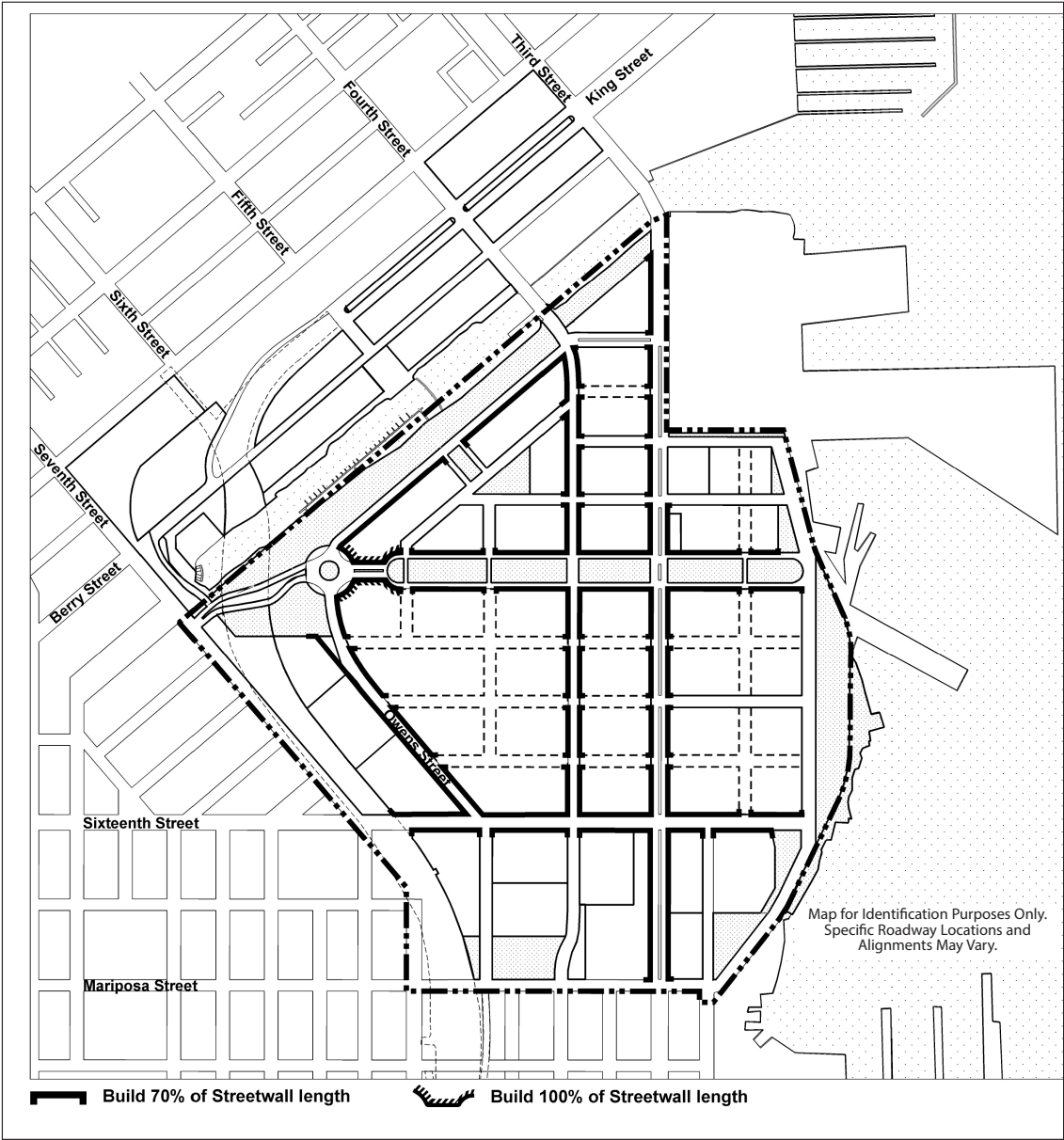


III. DESIGN STANDARDS

Streetwall and lot coverage standards are required as follows to maintain the consistent building to street relationship that is common throughout San Francisco:

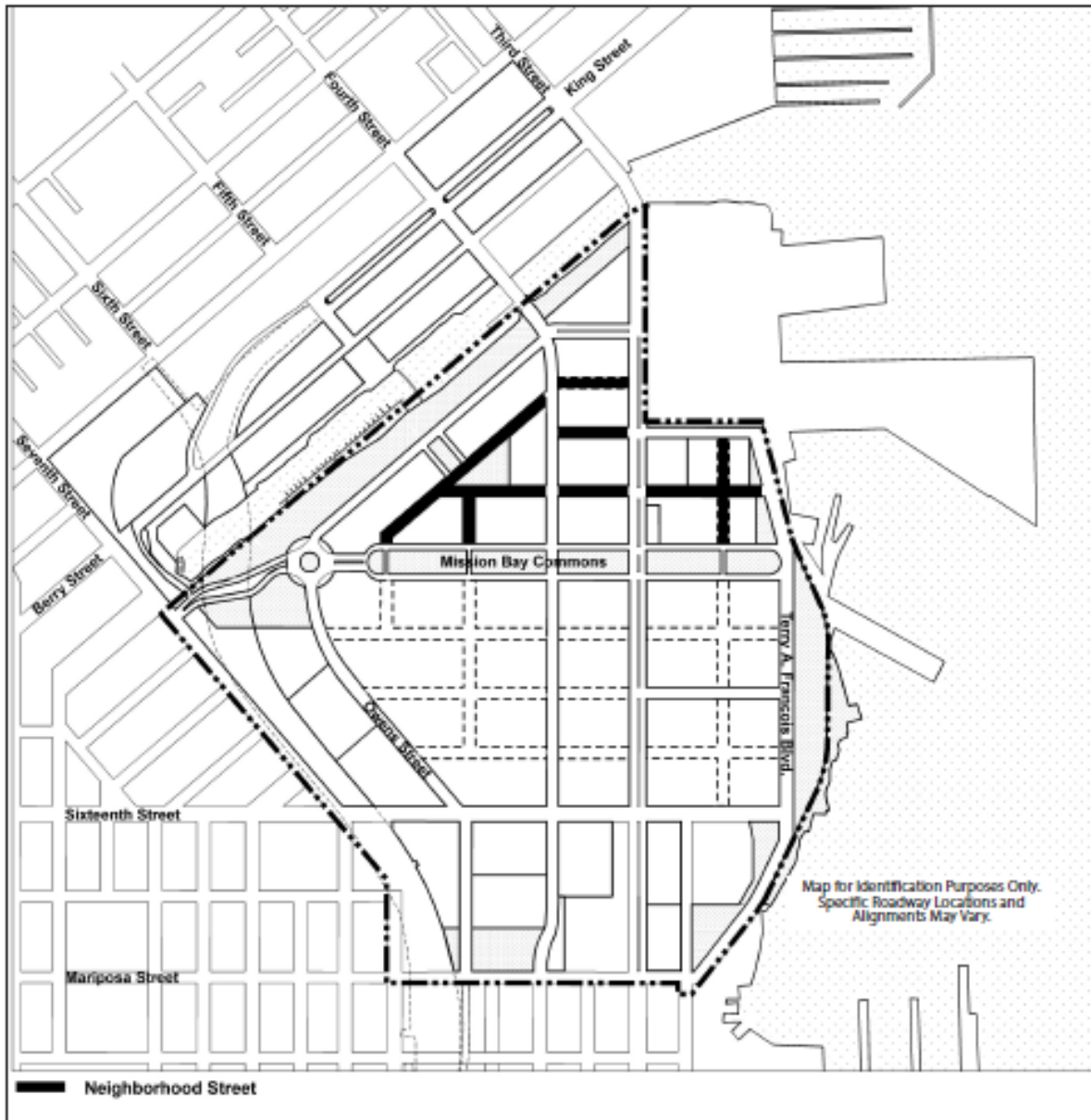
	Residential/Hotel	Commercial Industrial
Lot Coverage		
Maximum Lot Coverage	100% lot coverage to a maximum height of 40'. For buildings above 40' in height, a maximum of 75% lot coverage is allowed for those portions of the building above 40' (See Fig. 10). Parking structures serving residential uses, and not exceeding a maximum height of 65' shall be allowed 100% of lot coverage.	NA
Streetwall		
Minimum Length	Minimum 70% of block length frontage required for streetwalls along primary streets including 3rd, 4th, 16th, Commons, and Owens (See Map 6, Fig. 11). 70% refers to a total measurement from street to street with no exceptions for pedestrian pathways, except for 3rd and 16th frontages surrounding an Event Center. On development on Blocks fronting the rotary at the intersection of the Commons and Owens St., 100% streetwall is required. On Owens Street Block 43 Parcel 7, the streetwall frontage aligns with the western edge of the City Storm and Sewer no-build easement on the parcel. See Map 6.	
Minimum Height	15 feet	
Maximum Height	Height not to exceed 65' (except for mid-rise and towers). Average streetwall height along a block not to exceed 55' to a depth of 20' on designated neighborhood streets (See Map 7: Neighborhood Streets). 	Height not to exceed 90' (except for mid-rise, Event Center, and towers).
Corner Zone Conditions	At all intersections along primary streets, (as identified on Map 6: Primary Streets) build to streetwall at all corners for a distance of 50' (See Fig. 14). Height of building at corner to be no less than 15 feet. Corner and Event Center entries are exempted. On blocks 12 & 14, development fronting the rotary, height of buildings to be no less than 2 stories.	
Streetwall Variation	10' variation within the streetwall frontage is allowed. Additional variations may be permitted subject to design review (See Fig. 12).	NA
Required Step-backs	Buildings in HZ-2 and HZ-3 along P5 and P6 are required to use a stepback of 20' from the property line at or below 65' in height.	Buildings in HZ-5 along the Commons are required to use a stepback of 30' from the property line at the 55' height, and 110' feet from the property line at 90' height (See Fig. 15). Buildings on parcel X4 are required to use a stepback of 60' from the property line at 55' at P23 (Bayfront Park); and a stepback of 30' from the property line at 55' at P24 (Mariposa Bayfront Park). Buildings on parcel X3 are required to use a stepback of 50' from the property line on Mariposa Street at 90' height.
Pedestrian Walkway	A minimum of one north-south exclusively pedestrian public walkway 30' wide and open to the sky required on each of Blocks 12 & 13. Pedestrian walkways shall be publicly accessible during daylight hours.	NA
Projections	Architectural projections over a street, alley, park, or plaza shall provide a minimum of 8 feet of vertical clearance from the sidewalk or other surface above which it is situated. Projections include: - Projections of purely architectural or decorative character such as cornices, eaves, sills, and belt courses, with a vertical dimension of no more than two feet six inches, not increasing the floor area of the volume of space enclosed by the building, and not projecting more than three feet over streets, alleys, and public open spaces, except that for the Blocks 29-30 Hotel Project entry canopy, such projection is limited to not more than five feet. - Bay windows, balconies, and similar features with a maximum projection of three feet over streets and public open spaces.	

Primary Streets for Streetwalls



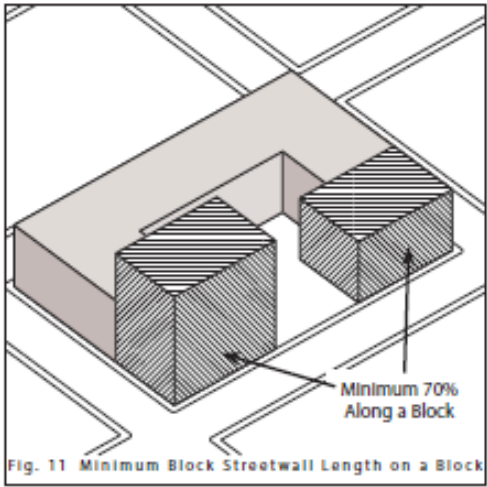
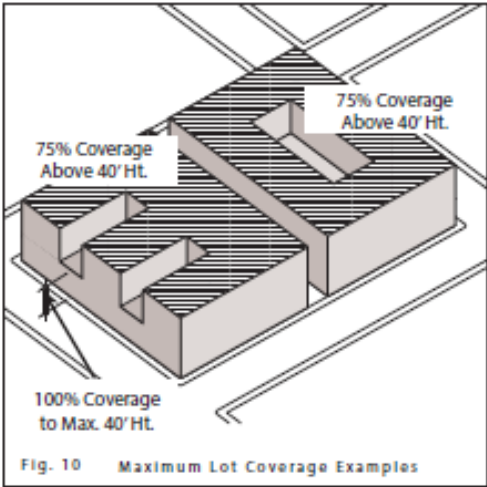
Map 6

Neighborhood Streets for 55' Average Height



Map 7

These diagrams are intended to illustrate the coverage and streetwall concepts:



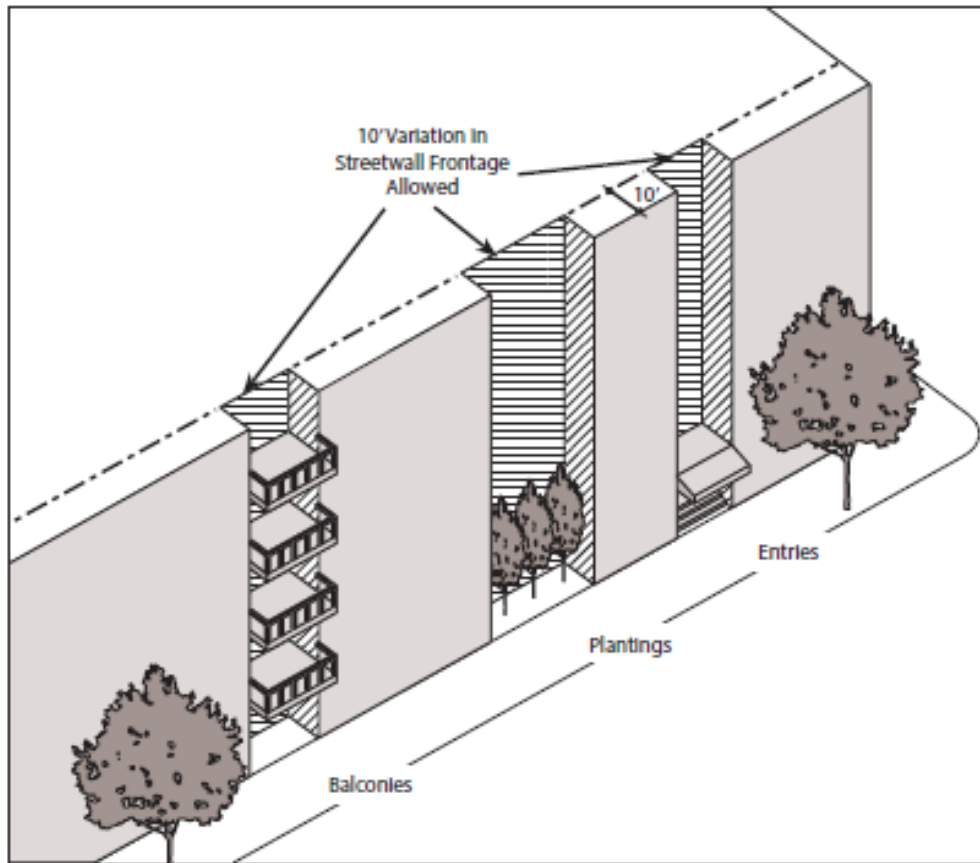


Fig. 12 Streetwall Variation Examples

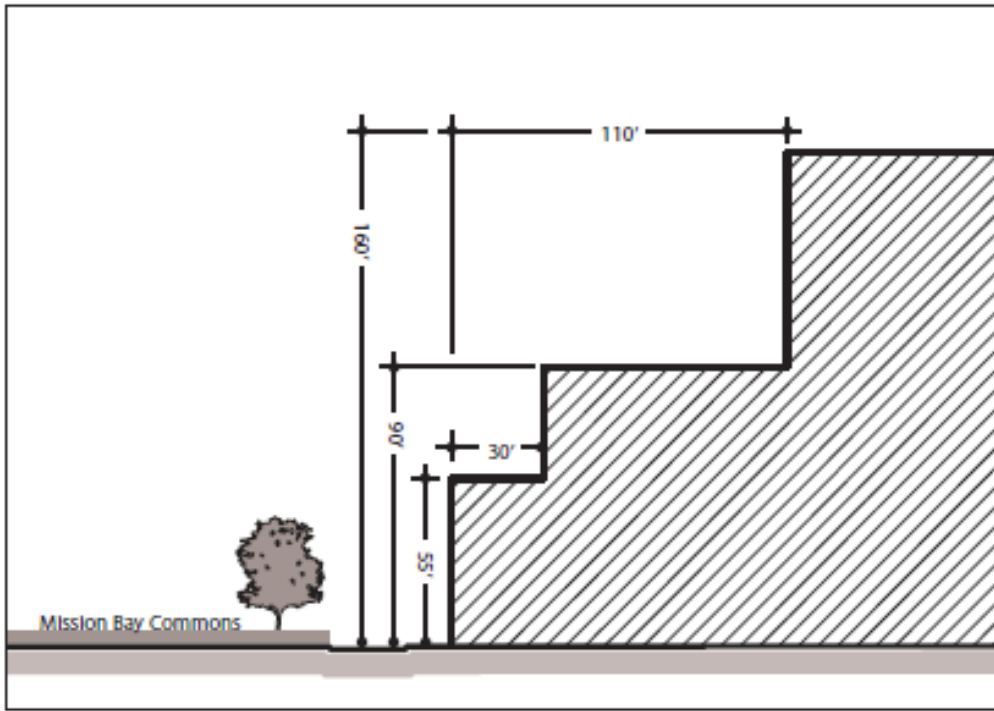


Fig. 13 Required Setbacks in HZ5 for Blocks 26 & 26A

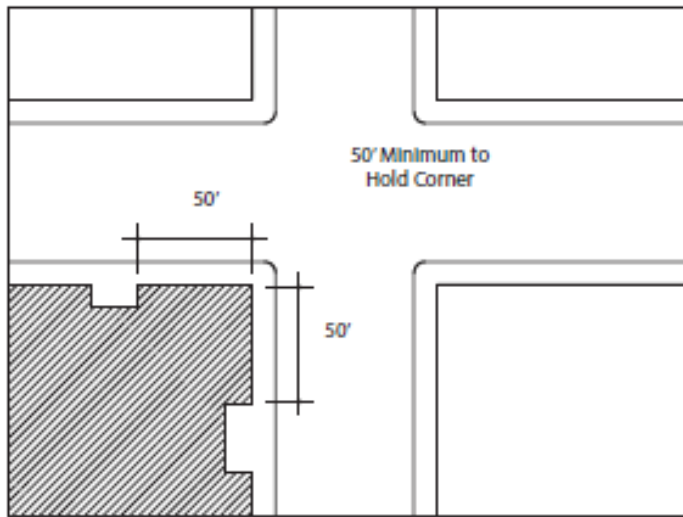


Fig. 14 Corner Zone Conditions

Open Space (Public)

At full buildout, the Plan Area shall include approximately 41 acres of publicly accessible open space, including a minimum of 8 acres of publicly accessible open space within the UCSF campus (see Map 8). Connectors and setbacks, while they will be publicly accessible, are not included in the 41 acres of public open space noted above.

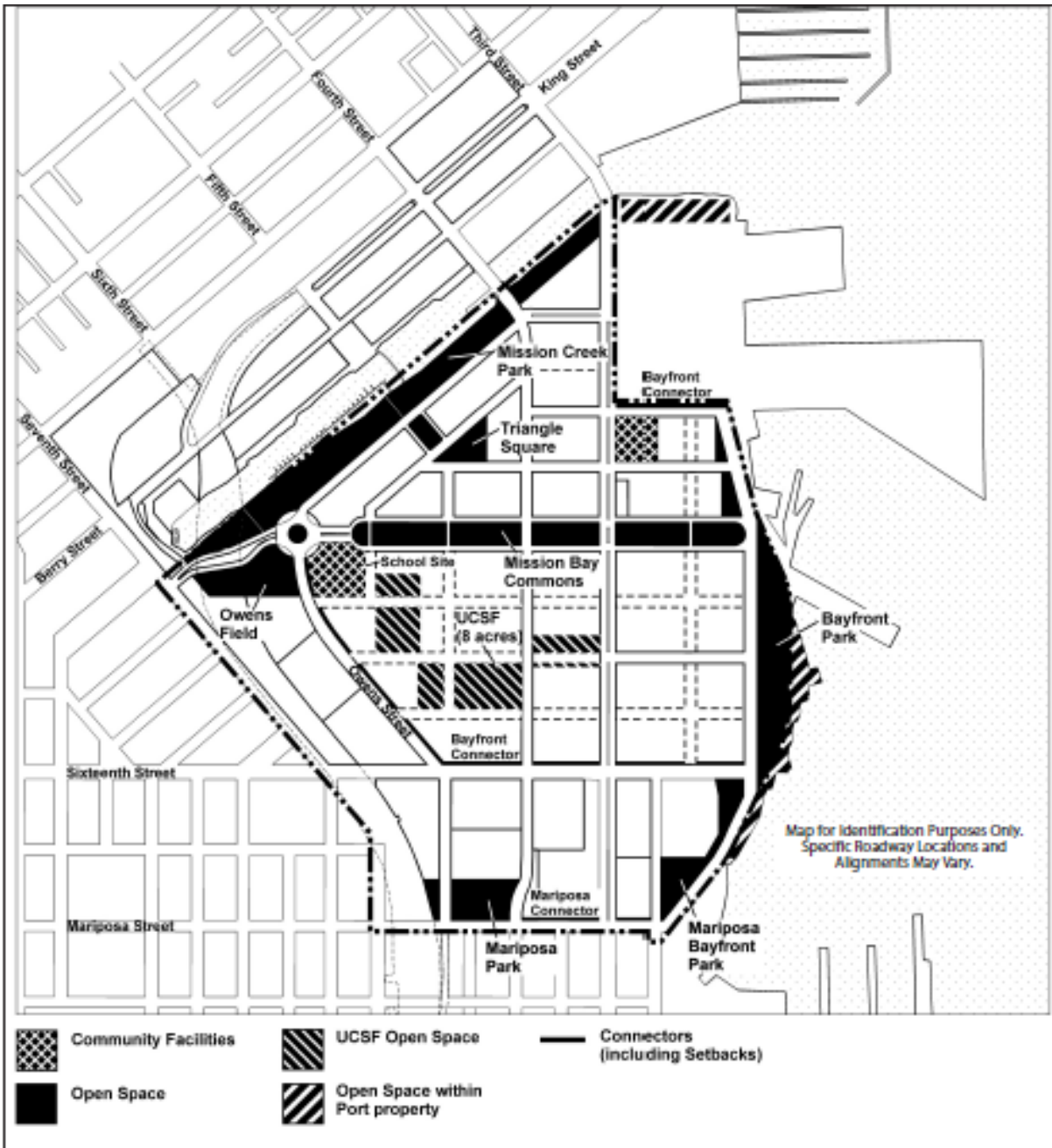
Open Space (Private)

Private open space shall be provided for each dwelling unit in the amount of 70 square feet.

Private residential open space may consist of open space for an individual unit or common usable open space shared by all residents. The requirements can be satisfied in a number of ways and in a variety of areas such as:

- Individual unit open space: patios, terraces, or balconies adjacent to the unit. For individual unit open space to be counted towards the private open space requirement, the minimum horizontal dimension shall be 6 feet.
- Common open space: mid-block lanes (provide they do not permit through traffic other than emergency vehicles), gardens, building courtyards at grade level, rooftop and parking podium level gardens, decks, solaria, and atria open to sun and air, open terraces or recreational facilities for use by residents.
- Sufficient soil depth shall be provided to ensure adequate growth and health for planting within open space on roof decks. The minimum size of trees at installation should be 24" box, and irrigation and under-drainage should be provided for all planting.

Open Space



Map 8

Sunlight Access to Open Space

Design Standards outlined in this document have been prepared with the objective of encouraging new developments to ensure sunlight access to public open spaces and limit the area and duration under shadow. Shadow studies have determined that development complying with the Design Standards will reasonably limit areas of shadow on public open spaces during the active months of the year and during the most active times of the day.

Additional shadow analysis will not be required unless, as a part of a specific project application, the project applicant seeks a variance from the Design Standards herein that establish the shape and location of buildings. Standards determining the shape and location of buildings include:

1. Height
 - Base, Midrise, & Tower Heights
 - Maximum Number of Towers
 - Height Location
 - Tower Orientation, & Separation
2. Bulk
3. Coverage & Streetwall
 - Streetwall Heights
 - Required Stepbacks

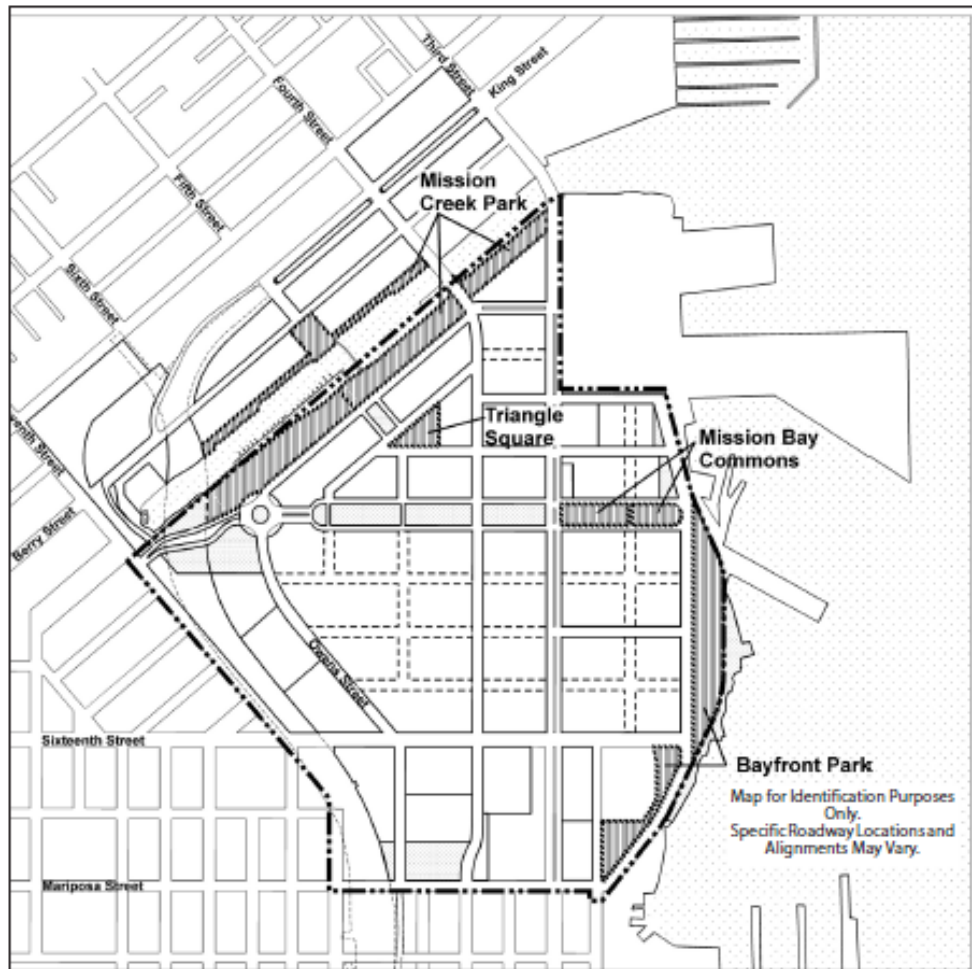
If a project applicant requests approval for an exception to the above standards shadow analysis is required. The amount of area shadowed, the duration of the shadow, and the importance of sunlight to the use patterns of open spaces should be taken into account when determining the impact of shadows from development. A project for which an exception is sought shall not create additional areas of public open space in continuous shadow for periods of one hour, as determined by shadow analysis using the following methodology:

1. For the purposes of assessing the impact of shadows on Mission Bay open spaces, open spaces have been divided into four areas: Mission Creek Park (which includes both North and South), Bayfront Park, Triangle Square, and the section of Mission Bay Commons, between Third Street and Terry Francois Boulevard (see Map 9 on page 38)
2. Shadow analysis should study the area of public open space in continuous shadow for periods of one hour, during the most active months of the year (March-September) and during the most active times of the day (10am-4pm).
3. Analysis for a specific development proposal should take into account aggregate shadow impacts from all buildings over 40 feet in height adjacent to the public open space. For the purpose of shadow analysis, undeveloped parcels should be analyzed using either approved plans for future development or a plan that resembles the maximum allowable building envelope for that parcel.

4. The total area of each of the described public open spaces should be the basis for shadow calculation. To reasonably limit areas of open space in continuous shadow for extended periods of time, the area of public open space in continuous shadow for a period of one hour from March to September between 10am and 4pm should not exceed the following percentages:

Mission Creek Park	13%
Bayfront Park	20%
Triangle Square	17%
Mission Bay Commons	11%

Shadow Analysis:
Open Space



Wind Analysis

Standard:

Wind review will be required for all projects that include buildings over 100 feet in height. Wind tunnel testing may also be required for these buildings unless, upon review by a qualified wind consultant, and with concurrence by the Agency, it is determined that the exposure, massing, and orientation of the building are such that adverse wind impacts will not occur. Wind analysis shall be conducted to assess wind conditions for the project in conjunction with the anticipated pattern of development on surrounding blocks. The objective shall be to use all feasible means to eliminate wind hazards and to reduce adverse wind impacts, including uncomfortable wind conditions, if predicted.

Guidelines:

For blocks that are exposed to winds from the west or north-west, particularly if they front open space, attention should be paid to wind-conscious design. The following guidelines are examples of methods that can be used to eliminate wind hazards and/or to address adverse wind impacts:

- Western facades can be modulated through the use of architectural devices such as surface articulation, variation of planes, wall surfaces, and heights, as well as the placement of stepbacks, courtyards, plazas, and other features.
- Landscaping in appropriate locations, can be used to mitigate wind. Porous materials (vegetation, hedges, screens, latticework, perforated or expanded metal) offer superior wind shelter as compared to a solid surface. Such wind sheltering elements should be located west of the area being protected, and should be of sufficient height. Wind shadows behind porous wind screens provide shelter for a distance downwind equivalent to 3-5 times the height of the wind screen.
- “Breezeways” or notches at the upwind corners of the building should be avoided.
- Building stepbacks can be used to ameliorate ground level wind accelerations. If these stepback areas are used as terraces, they are likely to need properly designed wind screening elements or even partial enclosure to ensure usability. Any wind sheltering strategy should address the likely significant downward component of these winds, particularly below west facing building elements

View Corridors

View corridors follow street alignments and are defined by the Mission Bay South Project Boundary, Development Block and Street Grid Map 3 on page 21.

View corridors are based on the following principles: to preserve the orientation and visual linkages to the Bay and Channel; as well as vistas to hills, the Bay Bridge and the downtown skyline; to preserve orientation and visual linkages that provide a sense of place within Mission Bay.

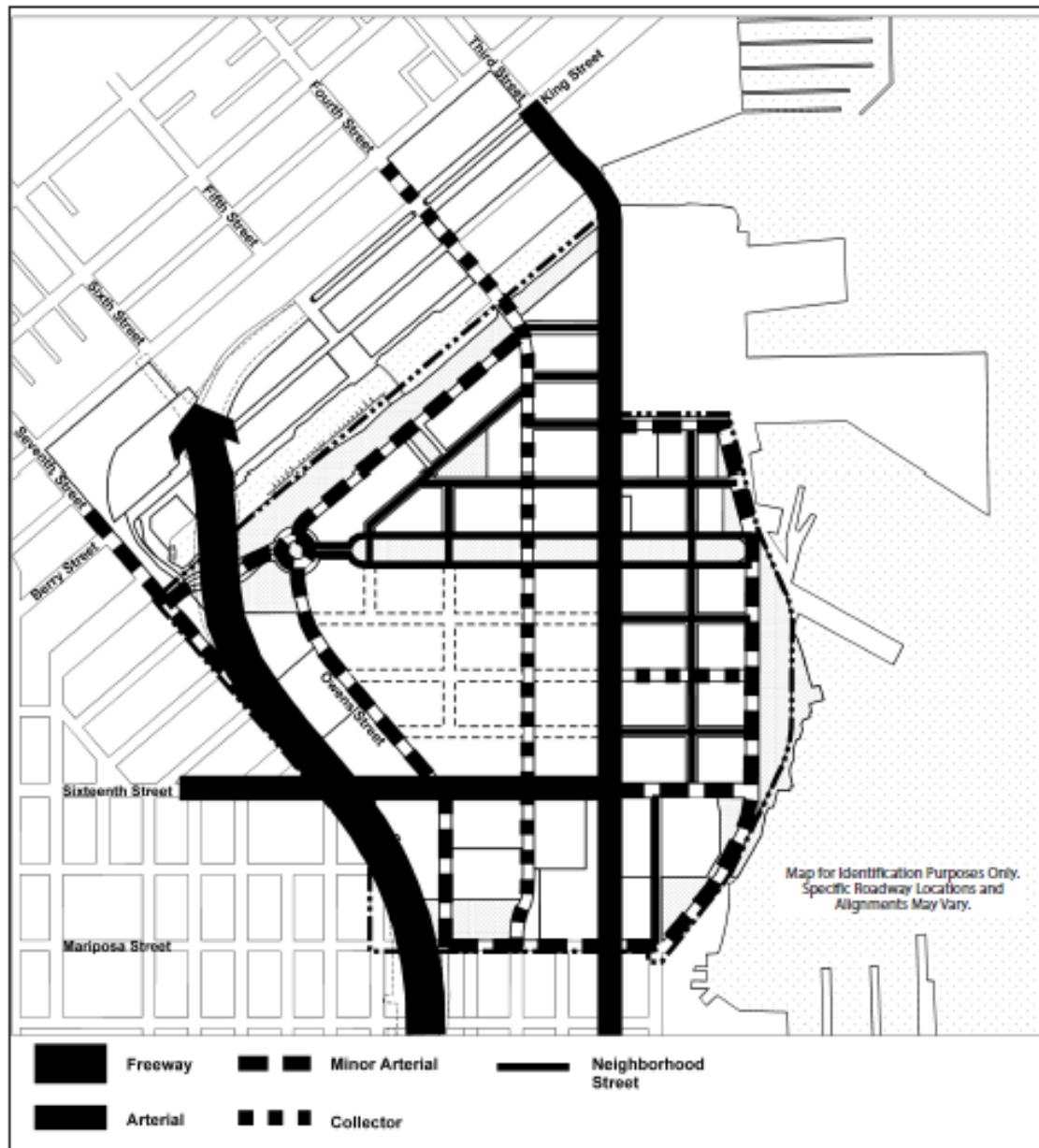
- No building or portion thereof shall block a view corridor, provided, however, that a view corridor on Blocks 29-32 may terminate in an Event Center that provides an important architectural statement as recommended in the Commercial Industrial Guidelines.
- The street grid is an extension of San Francisco's historic urban pattern of Spanish measure Vara blocks.

Street System

The Mission Bay South Street Grid system shall be generally as described and illustrated in the Mission Bay Street Grid Diagram provided herein.

Street	Description
Arterial Streets	
Third Street	Existing arterial connecting to the South of Market and Bayview Districts. Bus and Light Rail.
Sixteenth Street	Major east-west arterial. Main link to Potrero Hill under I-280.
Minor Arterial Streets	
Mariposa Street	Minor arterial linking Potrero Hill to the Bayfront and providing Freeway access.
Owens Street	Minor north-south arterial. UCSF campus service street. Link to I-280 exit south of Mariposa.
Seventh Street (& Seventh Street Connection)	Minor arterial linking Mission Bay to South of Market and downtown.
Terry Francois Boulevard	Bayfront scenic boulevard providing access to water-edge uses, Bayfront Open Space, and the Bay Trail.
Collector Streets	
Fourth Street	Local collector and bicycle commute street that serves as a connector to the South of Market District, UCSF, and the core of the Mission Bay South Neighborhood Commercial District
Illinois Street	Local collector south from Sixteenth Street.
Warriors Way	Local collector south from Third Street to Terry Francois Boulevard.
Neighborhood Streets	
Fifth Street	Minor residential/neighborhood street with open space and segments for pedestrian use.
Mission Bay Commons	Couplet of neighborhood streets running east-west along the Mission Bay Commons from Owens Street to Terry Francois Boulevard.
Residential Streets	Minor streets in the residential district designed to be pedestrian-friendly and discourage through traffic.

Street Hierarchy



Map 10

Parking

The number of off-street parking spaces required and/or allowed for uses within Mission Bay South shall be as prescribed in the table included herein. Parking calculations shall be based on the total aggregate anticipated square footage by structure (and in the case of the Event Center, total number of seats) rather than applied to any single tenant. When the calculation of off-street parking spaces results in a fractional number, it must be adjusted to the closest whole number of spaces.

- Parking for residential and retail uses shall be screened from view of pedestrians. (See guidelines for recommended methods).
- One secure bicycle parking space must be provided for every 20 vehicular parking spaces or fraction thereof.
- The entrance to any offsite parking facility shall not be more than 600' from the entrance to the building in which units are located. The existence of offsite parking facilities may be used to satisfy some portion of the parking requirements for a project on Blocks 29-32 that is approved to include an Event Center, provided that the entrance to any such offsite parking facility is located within 300' of an Event Center Project building entrance.
- Parking spaces provided for a project on Blocks 29-32 that is approved to include an Event Center may be shared among various users of Blocks 29-32 as determined by such users (for example, without limitation, parking spaces provided for daytime office use may be used by the Event Center on nights and weekends).
- Rooftop parking in residential and mixed-use areas shall be screened from views of above utilizing such methods as landscaping, trellises or structures.
- The required ratio of compact spaces to standard size spaces is 50%.
- The minimum size requirement for parking spaces is: compact = 127.5 s.f.; standard = 160 s.f.

Use	Number of Parking Spaces
Residential	Maximum of one space for each dwelling unit
Retail (Excepting specific uses addressed below)	Maximum of one space for each 500 square feet of gross floor area up to 20,000 square feet, plus one space for each 250 square feet in excess of 20,000 square feet. For retail greater than 20,000 square feet, the minimum amount of parking required is 75% of the maximum number of parking spaces allowed. For retail greater than 50,000 gross square feet, a ratio could be established by the Redevelopment Agency based on development specific parking demand and not to exceed 10% greater than the limit stated herein.
Restaurants, bars, clubs, pool hall, dance hall, or similar enterprise.	Maximum of one space for each 200 square feet of gross floor area, where the occupied floor area exceeds 5,000 square feet. For these uses greater than 20,000 square feet, the minimum amount of parking required is 75% of the maximum number of parking spaces allowed.
Commercial Industrial	One space for each 1,000 square feet of gross floor area shall be provided (maximum and minimum); except that two spaces for each 1,000 square feet of gross floor area shall be permitted for up to 1,734,000 feet of gross floor area of life sciences, biotechnology, biomedical, or similar research facility uses.*
Commercial Industrial Retail	Commercial Industrial uses subject to Commercial Industrial standards. Retail subject to applicable Retail standards.
Theater	Maximum of one space for each eight seats up to 1,000 seats where the number of seats exceeds 50 seats, plus one for each 10 seats in excess of 1,000 seats. The minimum amount of parking required is 75% of the maximum number of parking spaces allowed.
Hotel	Maximum of one space per 16 guest bedrooms.
Event Center	1 space per 50 seats

* For purposes of this parking provision only, "life sciences, biotechnology, biomedical or similar research facility uses" shall refer to any structure occupied primarily for such use or uses, provided, however, that any structure occupied primarily for administrative functions shall be subject to the one space per 1,000 square feet of floor area standard.

Loading

Off-street loading spaces shall be provided per gross square feet of floor area as indicated in the following chart. Service and loading docks shall be screened from streets and adjacent uses. For multi-parcel developments, including development on Blocks 29-32, loading spaces can be aggregated. A lower ratio may be established by the Redevelopment Agency based on a development-specific loading study.

- The dimensions of loading spaces shall be at least 10' wide by 35' long by 14' high.
- Loading areas and all refuse storage and dumpsters shall be enclosed within structures and out of view from pedestrians areas.

Use	Spaces	Gross Floor Area
Commercial*	0	0 to 100,000
	1	100,001 to 200,000
	2	200,001 to 500,000
	3	Over 500,000 plus 1 for each additional 400,000
Retail	0	0 to 10,000
	1	10,001 to 60,000
	2	60,001 to 100,000
	3	Over 100,000 plus 1 for each additional 80,000
Residential	0	0 to 100,000
	1	100,001 to 200,000
	2	200,001 to 500,000
	3	Over 500,000 plus 1 for each additional 400,000

* Including hotel use in the Blocks 29-30 Hotel Project for purposes of loading requirements only.

Off-street tour bus loading for hotel use shall be provided as follows:

Number of Hotel Rooms	Number of Loading Spaces
0 -200	0
201 - 350	1
351-500	2

The dimensions of each space shall be a minimum of 45 feet by 9 feet with a minimum clearance of 14 feet. Spaces for tour bus loading can be provided at adjacent curbs or immediate vicinity provided that they do not cause substantial adverse effects on pedestrian circulation, transit operations, or general traffic circulation.

Signage

The following are general signage standards that apply to all development within the Plan Area. The Agency may require the submission of a uniform signage program in connection with an owner participation agreement. Signage will be reviewed by the Agency as part of the design review process.

- No billboards are permitted.
- No general advertising signs are permitted in the public right-of-way except as integrated in MUNI or DPW street furnishings.

Residential Land Use District:

- Flashing signs, moving signs and roof signs are not permitted.
- Business signs are allowed for retail uses.
- No business signs are permitted above 1/2 of the base height of the building.

Hotel Land Use District (Block 1):

- The hotel parcel is a triangle bounded by the Channel, Third Street and a new street linking Third Street to Fourth Street. Flashing signs, moving signs, and roof signs should not be directed towards the channel edge or the new street at the southern edge of the block.

Commercial Industrial and Commercial Industrial/Retail Land Use Districts:

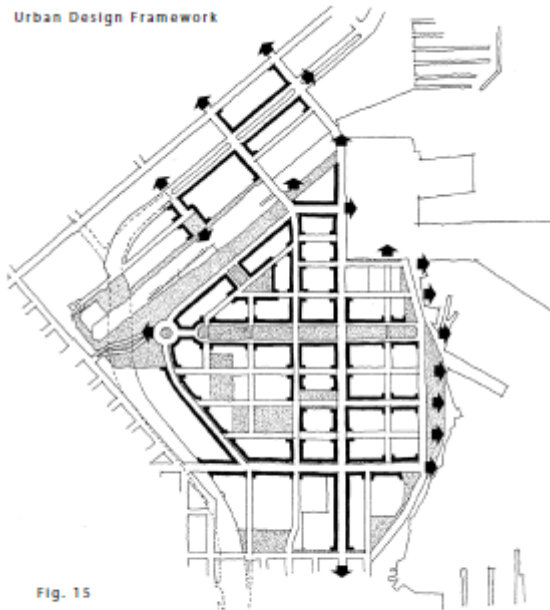
- Flashing signs, moving signs and roof signs are not permitted.
- Business signs are allowed.
- No business signs are permitted above 1/2 of the base height of the building, except in the following cases:
 - For signs placed along the western facade of buildings located west of Owens Street:
 - Signs may be placed up to a maximum of 80 feet in height of the building;
 - Signs are limited to 200 square feet in size per parcel; and
 - Signs placed above 1/2 of the base height of the building must be lowered to no more than 1/2 of the base height of the building within one year of the I-280 freeway being removed from its current location.
- A comprehensive signage program for an Event Center Project appears in the Mission Bay South Signage Master Plan (the “Event Center Sign Program”), which shall exclusively govern signs and displays on the Event Center Premises (as defined in the Event Center Sign Program); provided, however, that such signs and displays shall comply with applicable laws. In the event any element of the Event Center Sign Program conflicts with, or would be limited by any provisions of the above-described Design Standards for Signage in this Design for Development, the Event Center Sign Program shall control.

IV. Design Guidelines

Introduction

The Design Guidelines contained in this document provide design recommendations for both private and public design and construction consistent with the Redevelopment Plan.

A few key urban design concepts work together to provide a framework for all elements of future design and construction in the Plan Area. These concepts are reflected to the extent feasible in this Design for Development. First is an urban street grid which builds off of the primary existing streets and a traditional San Francisco pattern of Vara blocks, to allow for the transformation of an industrial pattern to one which welcomes the buildings and open spaces of a living/working/shopping neighborhood. In the tradition of cities by the water, this same framework of streets serves as view corridors that visually connect Mission Bay to the Bay and the City's downtown. A network of varied open spaces located to take advantage of the area's distinctive natural features, sized to serve area needs, and linked visually and physically to invite intensive use is a third key urban design feature. Finally, the concept of interesting, urban scale buildings which establish a clear and consistent building edge along primary streets in both residential and commercial areas will complete a flexible urban design framework within which incremental development can occur to create a new City district.



Taken together, and as illustrated on the attached Urban Design Framework diagram, the pattern of streets, open space and buildings will bring an awareness of the Channel and the Bay front into all subdistricts of Mission Bay. It will open vistas to the City and region -- the downtown skyline, Twin Peaks, Buena Vista Park, Potrero Hill, the Embarcadero and the East Bay. And, it will showcase Mission Bay's own distinctive open spaces and new residential and commercial structures.

A. Open Space Guidelines



Fig. 16

The Mission Bay South open space system creates a linked system of parks, plazas, and play areas providing a variety of public amenities and spaces for passive and active recreation which are appropriate in their location and respond to adjacent uses.

The system is reinforced by its visual and physical connections to features and activities within Mission Bay South, ties into the minimum 8 acres of publicly accessible open space provided by UCSF within its campus, and integrates into the citywide distribution of public open space existing and proposed. Existing and proposed bicycle and pedestrian pathways connect the Mission Bay South Open Space and Street System with adjacent uses, surrounding neighborhoods, and the citywide network of bicycle and pedestrian routes.

It is anticipated that Mission Bay South open spaces will serve a wide range of constituents with a variety of active and passive uses. Open spaces will be designed to include essential accessory facilities, where appropriate, including bicycle parking areas and adequate lighting.

Horticulture:

Existing soil and drainage conditions in Mission Bay are a result of the site's evolution from a bay marsh land to its present form over a period of more than fifty years and may affect successful development of proposed plant material. It is important that each parcel, as it is developed, be carefully evaluated for soil fertility and subsurface drainage quality and that the program of soil preparation, drainage and plant selection be adapted to these specific environmental conditions.

Mission Creek Park - South Channel:

Develop the south side of the Channel (P1, P2, & P3), consistent with regulatory requirements, as a primarily green space with pedestrian pathways, children's play area, gardens, and water-oriented viewing and seating areas.

- Provide planting along Channel edge to elevation of mean low tide with vegetation compatible with each tidal zone.
- Provide reinforcement as required for bank stability and to prevent erosion, using natural materials and including vegetation where feasible.
- Remove existing concrete rip-rap and replace it with plantings from the top of bank to the water, consistent with stabilization requirements.
- Establish shoreline island and/or perch piling to support intertidal bird activity.
- Integrate design with existing Mission Creek Harbor Association, Inc. (MCHA) Park and required MCHA leasehold access and amenities.
- Continue public park between Fourth and Third Streets along the Channel, and include intertidal habitat where viable, recognizing intensive use from hotel patrons in character of landscape and use of paving materials.
- Incorporate boat storage and parking for Mission Creek Harbor.
- Integrate bike path for recreational uses.
- Develop majority of park as lawn to encourage informal recreation.
- Explore, as feasible, the development of a fresh water pond as a passive recreational opportunity and as a component of wildlife habitat, using storm/reclaimed water.

Mission Creek Park - Bank Treatment

- If pilings must be removed, they will be replaced, if permitted by regulatory agencies, in locations acceptable to the Mission Creek Conservancy. Alternative perching opportunities may be provided acceptable to all parties.
- Consider provision of additional piling and/or floats for roosting habitat.
- Develop an appropriate vegetation program for Mission Creek that recognizes the tidal vegetation ranges: low marsh, high marsh, transition zone, and upland vegetation.
- Pickleweed will be retained to the extent possible. If existing pickleweed is disturbed, it will be replaced from existing stock as feasible.
- Maintain and expand gently sloping banks in the intertidal area to encourage foraging shore birds.
- Design storm water outfalls to minimize scouring and erosion of mudflats.

Owens Field:

Develop Owens Field (P7, P8, P9) to accommodate a variety of zones for active recreation such as a softball field, and in areas under the freeway, compatible recreation such as skateboarding, rollerblading and basketball.



Triangle Square:

Develop the Triangle Square (P6) as a symbolic center for the community (similar to Sidney Walton Park where a central green space accommodates flexibility in programming and use), including uses for children and families and that invite daily and active use.

- Include features that symbolically establish a link to Mission Creek.



Public Open Space

Mission Bay Commons:

Design the Commons (P11, P12, P13, P15, P16, P17) as a focal point of activity similar to South Park and as a meeting ground between UCSF and Mission Bay neighborhoods.

- Reinforce views to the Bay, Buena Vista Park, and Twin Peaks from the deepest location of the Commons.
- Encourage diversity in activities and respond to surrounding land uses while providing an overall unified character.
- Develop the Commons as an inviting urban open space. Maintain design continuity and spatial definition from east to west using durable and vegetative materials and by maintaining a continuous pedestrian pathway and built edge of appropriate scale and character along its length.
- Encourage retail development on the ground floor of buildings fronting the Mission Bay Commons, between Third and Fourth Streets. Integrate small accessory concessions uses to be located in the Commons as determined feasible and appropriate.
- Allow appropriate hardscape areas to accommodate a variety of uses.



Bayfront Park:

Develop the park along the Bayfront, both within and adjacent to the project area, with a character predominantly defined by water-oriented activities and open flexible-use lawn areas which can accommodate a variety of passive, active and major recreation uses, such as soccer or other field related sports or informal performance areas, similar to Marina Green.

- Provide a focal point or significant design feature at the end of the Commons and integrate Commons with the design of the boat launch.
- Work with the Port to maintain essential waterfront access and integrate with Port destinations adjacent to the project area such as the existing Agua Vista Park.
- Encourage an accessory use such as a restaurant or a pavilion in areas under Port ownership with a recognition of the potential visual impact that this structure could have in the Bayfront Park and from Mission Bay streets.
- Provide pathways that link to city and regional pedestrian and bicycle trail systems, such as the continuation of the Bay Trail along the length of the eastern edge.
- Incorporate boat trailer parking.



Public Open Space

Mariposa Walk and Parks:

Design Mariposa Park (P26) and Mariposa Bayfront Park (P25) as green, active, flexible use parks connected by Mariposa Walk, providing an open space resource to surrounding neighborhoods including Potrero Hill and a landscaped connection to the Bay.

- Mariposa Park: Develop the Mariposa Park (P26) as a green flexible use community park, available as a junior soccer field.
- Mariposa Walk: Develop a 30' wide (20' publicly accessible building setback and 10' public sidewalk) pedestrian/bicycle connection from Potrero Hill to the Bayfront Park along the northern edge of Mariposa Street.
- Mariposa Bayfront Park: Provide a neighborhood open space at the waterfront edge of Mariposa Street for waterfront viewing, community activities, picnic benches and informal play areas.
- Design utility structures to include public amenities or public art to complement surrounding open space and to minimize impacts on waterfront areas.

Pedestrian Bridge Over Channel:

To create a pedestrian link between neighborhoods, provide a pedestrian bridge for neighborhood use across the Channel (subject to regulatory approval and designed to ensure reasonable navigable access) in the vicinity of 5th Street effectively linking North and South of Channel and creating a pedestrian route from Fifth Street Square to Mission Creek Park, and on to Triangle Square, the Commons, and the Bay.

Special Landscape Linkages:

Where specific sidewalks form essential linkages between and along public open space areas, consideration should be given to special landscape treatment to encourage use of these sidewalks. This might involve tree selection, additional plantings or special paving, and might be considered for linkages such as the Fifth Street extension from King Street in Mission Bay North to Triangle Square and the Commons, or for Fourth Street as an important link from Mariposa Walk to Mission Creek Park.

Private Open Space

Residential Open Space:

Private residential open space, as required by the Design Standards, may consist of open space for an individual unit or common usable open space shared by residents. The requirements can be satisfied in a number of ways and in a variety of areas such as:

- Individual unit open space: patios, terraces, or balconies adjacent to the unit.
- Common open space: mid-block lanes (provided they do not permit through traffic other than emergency vehicles), gardens, building courtyards at grade level, arcades, rooftop and parking podium level gardens, decks, solaria, and atria open to sun and air, open terraces or recreational facilities.
- Where feasible, the residential open space should maximize sunlight and be oriented to significant natural features such as the Channel and the Bay.
- Private open space, where feasible, should enhance public open space areas utilizing design features such as: views to private open space from sidewalks and parks, enhanced walkways and pedestrian linkages, and similar measures.



Rooftop Recreation/Community Structures:

For rooftop recreation/community structures as permitted in the design standards:

- The walls enclosing such structures are set back from the roof perimeter in such a way that they are not visible from the opposite sidewalk along the adjoining street.
- The walls enclosing such structures should be predominately transparent (clear glass or open).

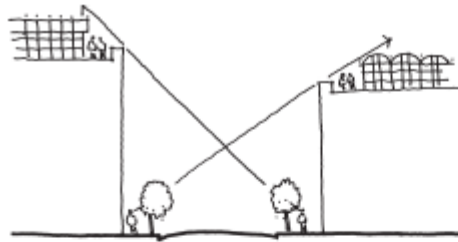


Fig. 17 Rooftop Community Structures



B. Residential Guidelines



Fig. 18

The Mission Bay South Residential District, located in the northern portion of the Plan Area is a mix of market-rate and affordable family units, and neighborhood retail, forming a tightly knit urban community in the heart of an emerging, vibrant mixed use district in San Francisco.

Situated along major access routes, and bordered by UCSF to the south, and the Channel to the north, the District combines the excitement of living in a bustling city with the potential for respite through orientation towards the Channel, neighborhood parks, the Bayfront, and the life of mid block open spaces.

It is envisioned as a district of walkable streets with a network of private and public open spaces. It is a district that is built to the street edge with a lively pedestrian-friendly ground level of residential entries, neighborhood stores, and well designed sidewalks. It is a district of buildings that are sensitively scaled and that accommodate variations in design features and materials, providing interest and character in a way that is reminiscent of the best architecture of San Francisco.

Residential Guidelines, outlined and illustrated in the following pages provide recommendations for all new housing construction on blocks designated Mission Bay South Residential in the Land Use Plan on page 20.

Street Frontage

Mid-Block Walkways:

- Mid-block lanes should complement the primary street system, and shall be publicly accessible during daylight hours.
- To promote better pedestrian access and modulate the scale of development, additional mid-block lanes may be provided (in addition to these required on Blocks 12 & 13 as outlined in the Design Standards). These mid-block lanes may be for pedestrians only or may also provide vehicular access, additional building frontage, and on-street parking.

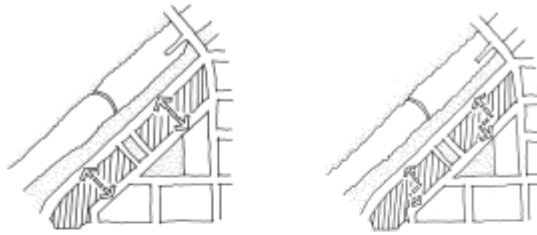


Fig. 19 Mid-Block Walkway Examples on Blocks 12 & 13



Street Frontage

View Corridor

In a few locations in Mission Bay, view corridors may terminate in buildings rather than in vistas. These visual termination points are important architectural opportunities and should be designed in a manner that reflects their importance.

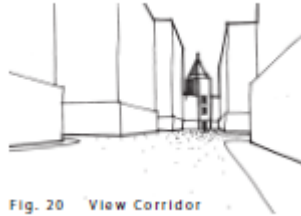


Fig. 20 View Corridor

Street Frontage

Streetwall and Setbacks:

Residential buildings should be continuous at the property line on streets, except for occasional breaks in the streetwall for entry to a courtyard, building, or mid-block lanes.

- Other streets not specifically mentioned in the Design Standards are also encouraged to have continuous streetwalls.
- While mid-block lanes should also be designed to generally adhere to these guidelines, they may include more generous setbacks to create additional open space.
- Certain streets have mandatory setbacks from the property line and are identified in the section on Setbacks in the Design Standards. Streetwall guidelines should be observed at the boundary of these setbacks.



Fig. 21 Streetwall Setbacks

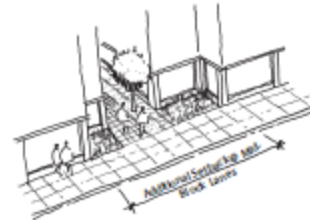


Fig. 22 Additional Setback for Mid-block Lanes



Street Frontage

Pedestrian Scale:

At the ground level, the design and scale of building facades and sidewalks should enhance the pedestrian experience by being visually interesting, active, and comfortable.

- Neighborhood-serving retail, where feasible, is encouraged on the ground floor of residential buildings. Guidelines that specifically address neighborhood retail are discussed in the Retail Guidelines.
- Residential uses at or near street level enliven the pedestrian experience, as well as foster a sense of community and safety. Privacy issues for residents should be considered along with opportunities for direct access to the street.
- Buildings at street level should create pedestrian scale and interest by minimizing the use of blank walls and incorporating architectural and landscape features of interest and utility.
- (See following sub-section on Architectural Details for suggested design character for building bases at the street level.)
- Attention should be given to the choice of trees, sidewalk details, and street furniture in order to maintain pedestrian scale.
(See section on Street Guidelines for specific recommendations on streetscape design.)



Street Frontage

Entries:

Frequent residential entries are encouraged to create the fine-grained, pedestrian-oriented streets that are characteristic of San Francisco neighborhoods.

- For larger buildings with shared entries, entry should be through prominent entry lobbies or central courtyards facing the street. From the street, these entries and courtyards can provide visual interest, orientation, and a sense of invitation.
- Provide multiple entries at street level where appropriate, if consistent with security and other concerns.
- Ground floor residential units are encouraged to have their principal entrance from the neighborhood streets where feasible.



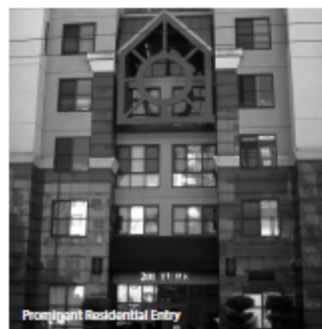
Fig. 24A Prominent Residential Entries



Fig. 23 Residential Entries



Fig. 24B Prominent Residential Entries



Building Height & Form

Height Locations:

The predominant residential height zone in Mission Bay North allows buildings to a maximum of 65'. Mid-rise buildings up to 90' high and towers up to 160' may be constructed within a percentage of the developable area of each height zone as indicated in the Design Standards

- It is anticipated that within the residential areas of Mission Bay, there will be a range of building heights as is typical in high density San Francisco neighborhoods. Many of the developments will be around 50' tall, and developments along the Channel will have an average streetwall height of 50'. The height of residential buildings should generally step down to the Channel and the Bay.
- The placement of 160' tall buildings should mark significant areas and reinforce locations of more intense activity along King Street, Third Street, Fourth Street and Fifth Street (e.g. major intersections, transit stops, and gateways) and preserve, frame, and enhance views and view corridors. Their location should also be sensitive to the fact that seen together, these buildings will determine the skyline character of Mission Bay.
- Traditional development patterns in older San Francisco neighborhoods also provide a model for reference including three story buildings typically modulated at approximately 25' increments, four story buildings at 50'-100' increments, and taller buildings at approximately 100'.
- Towers directly along Channel Street should be oriented with the short facade facing the park.



Fig. 25 Vertical Articulation

Building Height & Form

Skyline Character:

Skyline character is a significant component of the overall urban composition that is San Francisco and the guidelines encourage developments which will complement the existing city pattern and result in a new, attractive view element as seen from nearby vantage points.

- Locate taller buildings in clusters so as to establish a distinctive and memorable skyline which reinforces activity and density patterns in Mission Bay.
- Reflecting their importance in the skyline and in deference to prevailing San Francisco patterns, tall buildings should avoid unusual shapes which detract from the clarity of urban form by competing for attention with buildings of greater public significance.
- Recognizing the views of the site from the north, variety in building heights, massing, and building articulation are recommended to promote visual variety and reduce the scale of development.
- Towers should be expressed as vertical elements. If a tower element is adjacent to a mid-rise element, the tower should be distinguished visually. Methods to consider for such tower articulation include stepbacks or other design treatments (such as a vertical “notch”) that set the tower apart visually.

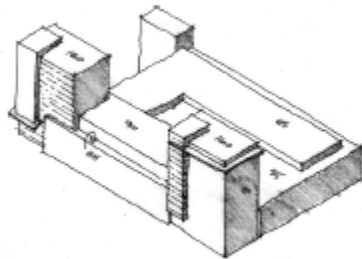


Fig. 26 Tower Articulation: stepback

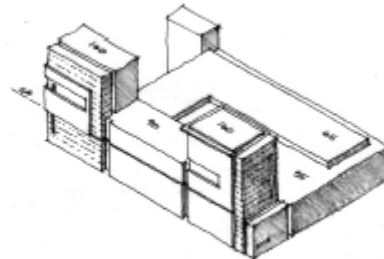


Fig. 27 Tower Articulation: "notch"

Building Height & Form

Building Base:

For pedestrians, the character of the building base is particularly important in establishing a comfortable scale and environment.

- Variety at street level for pedestrian scale can be achieved through the use of design features such as stairs, stoops, porches, bay windows, rusticated materials and landscaping.



Fig. 28 Building Base



- In the case of taller buildings, stepbacks above the tower base should not be so significant that towers have no presence at the ground level.
- Towers should be expressed as vertical elements and integrated into the overall design of the structure.

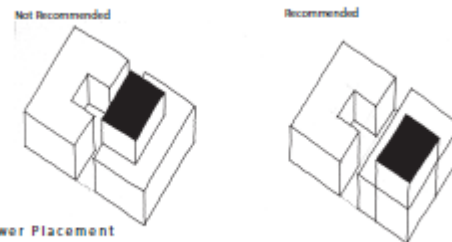


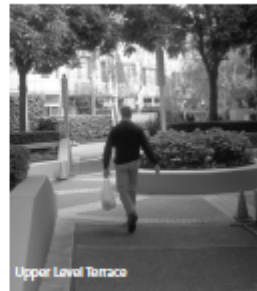
Fig. 29 Tower Placement

Building Height & Form

Roofscape:

Recognizing that Mission Bay South building roofs may be visible from higher surrounding locations, they should be designed consistent with the architecture of the building.

- Roofs should be visually interesting and should use non-reflective, low intensity colors.
- Mechanical equipment should be organized and designed as a component of the roofscape and not appear to be a leftover or add-on element. Mechanical equipment should be screened as provided in the Design Standards.
- Upper level terraces on residential buildings, particularly on the roof of parking podiums, are encouraged, and if improved, may qualify as required private open space.



Architectural Details

Visual Interest:

To mitigate the scale of development and create a pedestrian friendly environment, building massing should be modulated and articulated to create interest and visual variety.

- A selection of architectural details such as vertical and horizontal recesses and projections, changes in height, floor levels, roof forms, parapets, cornice treatments, window reveals and forms, color, and location of garage and residential entries, as appropriate to each site can create shadows and texture and add to the character of a building.

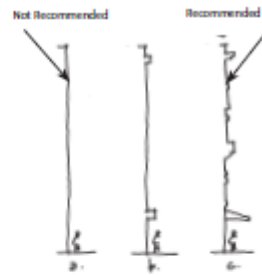


Fig. 30 Architectural Details Create Visual Interest



Architectural Details

- As is common in San Francisco Neighborhoods, building variety on a block is desired while maintaining a consistent street frontage.
- Tall buildings should reflect the San Francisco building pattern of base, shaft, and capital separated by cornices, string courses, stepbacks, and other articulating features.

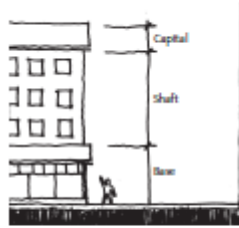


Fig. 31 Base, Shaft, Capital
- A Typical San Francisco Building Pattern



Color and Materials:

Extreme contrasts in materials, colors, shapes and other characteristics which will cause buildings to stand out in excess of their public importance should be avoided.

- Taller buildings should avoid dark tones thereby reinforcing the visual unity and special character of the City.

Architectural Details

Corner Zone:

Each street corner site in the Plan Area offers an opportunity to maximize views and sunlight exposure. To realize this advantage and encourage architectural variety, each corner should hold the street wall by building to the street face for a minimum distance of 50' as outlined in the Design Standards.

- Corner buildings should be given special architectural treatment to make them stand out from the building pattern along the rest of the block.

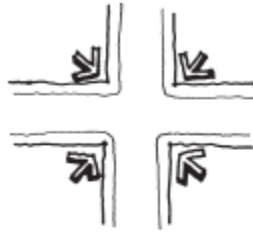


Fig. 32 Build to Corner



Fig. 33 Mark Corners



Fig. 34 Corner Pass Throughs



C. Commercial Industrial Guidelines

C. COMMERCIAL INDUSTRIAL GUIDELINES

The following guidelines refer to uses such as office, research and development, light industrial, general commercial and retail uses in areas designated Commercial Industrial and Commercial Industrial Retail in the Plan Area. It is anticipated that these commercial uses will complement the planned UCSF research campus and will contribute to the mixed-use vibrancy of the Mission Bay community. The guidelines encourage an active and visually interesting pedestrian environment and building placement and character that will give the commercial areas a distinctive identity and one that will complement the overall visual perception of Mission Bay.



Fig. 35 Mission Bay South Commercial Industrial

Block Development

View Corridors:

View corridors are defined by the Mission Bay street grid. No building, or portion thereof, shall block a view corridor established by that grid of streets and dedicated right-of-ways.

- The view corridors serve primarily to retain views to the Bay, the Channel, and the downtown skyline, and to reinforce visual linkages between the UCSF campus and surrounding development.
- In a few locations in Mission Bay (e.g. near the Freeway and on Blocks 29-32 to accommodate an Event Center Project), view corridors may terminate in buildings rather than in vistas. These visual termination points are important architectural opportunities and should be designed in a manner that reflects their importance. The building design of an Event Center and its accessory structures should terminate these vistas and internal circulation and complement publicly-accessible pedestrian routes with functional and attractive responses to the public realm. Transparent façades and/or layered views to development beyond the property line, and in particular to dramatic views of the Event Center Building and its accessory structures, should be prioritized.

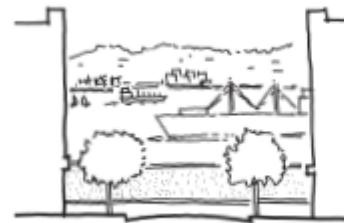


Fig. 36 View to Bay

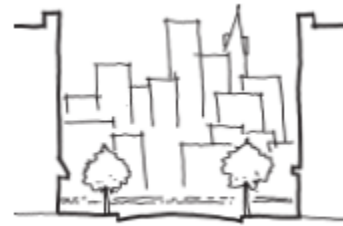


Fig. 37 View to City

Block Development

Open Spaces:

Encourage the development of publicly-accessible open spaces at ground level. Where feasible, design these open spaces in relation to local serving retail such as cafes and to the public open space network.

- Public right-of-ways in the Commercial Industrial area that are not needed for vehicular access should be considered for open space and pedestrian uses.



Fig. 38 Ground Floor Open Space



Pedestrian Walkways:

Walkways are encouraged to enhance the pedestrian experience in the Commercial Industrial area.

- Walkways to mid-block open spaces or courtyards are encouraged.
- In the large blocks between 16th and Mariposa Streets, and along the freeway, mid-block pedestrian and/or service-only or parking access lanes are encouraged in the east-west direction to provide needed access and reduce the scale of these blocks.



Mid-Block Walkway



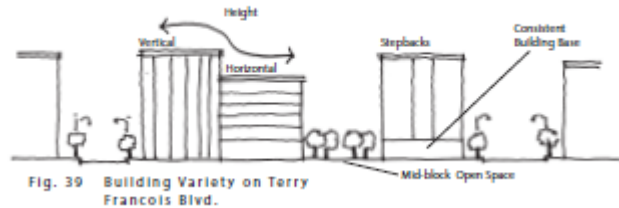
Mid-Block Walkway & Open Space

Block Development

Streetwall:

Commercial areas in San Francisco are noted for streets with buildings at the property line where there is little or no space between buildings. This historical pattern of development gives San Francisco its intense urban quality and should be a model for Mission Bay development. Commercial Industrial buildings should be continuous at the property line on streets, except for occasional breaks in the streetwall.

- Setbacks up to 10' from the property line are allowed within a continuous streetwall.
- Variations from the streetwall are allowed to create open space, pedestrian circulation space, mid-block lanes, and landscaping areas. However, open spaces should not be so frequent or close together that they undermine the sense of a continuous streetwall.
- Other streets not specifically mentioned in the Design Standards are also encouraged to have continuous street walls.
- Buildings along Terry Francois Boulevard are encouraged to provide variety within the streetwall and visual relief for the Bayfront Park. This streetwall variety may include techniques such as surface articulation, variation of planes, wall surfaces, and heights, differences in materials and colors, as well as the placement of stepbacks, courtyards, plazas, and other features.



Street Frontage

Streetwall Height:

Within high density commercial areas of San Francisco such as downtown and south of Market, a typical ratio of street width to streetwall height is approximately 1:1.25.

- The building-street relationship in Mission Bay Commercial Industrial areas should reflect this city pattern.

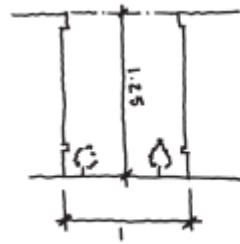


Fig. 40 Streetwall Height



Pedestrian Scale:

Office and other commercial buildings are encouraged to be active and to incorporate visually interesting details and/or decoration into the design of the building base. (See subsection on Architectural Details for specific guidelines towards creating visual interest and variety.)

- Where a substantial length of windowless wall is found to be unavoidable, a contrast in wall treatment, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian area vitality, thereby eliminating blank walls.



Fig. 41 Pedestrian Scale on Blank Walls

Curb Cuts:

In order to preserve the continuity and quality of the pedestrian environment, curb cuts for parking and service uses are strongly discouraged along Third Street.

Street Frontage

Height Locations:

The predominant commercial height zone in Mission Bay allows buildings to a maximum of 90' high. Buildings up to 160' high may be constructed within a percentage of the developable area of each height zone as indicated in the Design Standards.

- The placement of buildings up to 160' tall should mark significant areas along Third Street, Sixteenth Street, and the Freeway (e.g. major intersections, transit stops, and gateways), reinforce major destinations and elements within Mission Bay, and preserve, frame and enhance views and view corridors.

Skyline Character:

Skyline character is a significant component of the overall urban composition that is San Francisco and the guidelines encourage developments which will complement the existing city pattern and result in a new, attractive view element as seen from nearby vantage points.

- Tall building locations should also be selected with a recognition that taller buildings in particular, when seen together, will create the skyline character of Mission Bay South.
- Locate taller buildings in clusters so as to establish a distinctive and memorable skyline which reinforces activity and density patterns in Mission Bay South.
- Recognizing the views of Mission Bay from surrounding areas, variety in buildings heights, massing, and building articulation are recommended to promote visual variety and reduce the scale of development.
- Reflecting their importance in the skyline and in deference to prevailing San Francisco patterns, tall buildings should avoid unusual shapes which detract from the clarity of urban form by competing for attention with buildings of greater public significance.
- Where tall buildings are constructed as civic amenities and symbolic spaces, unusual shapes and iconic architecture are encouraged to emphasize public significance within the urban form of the existing skyline.

Building Height & Form

Freeway Zone:

Mission Bay buildings near to the 280 Freeway (Height Zone HZ-7) should take into account their importance in establishing a design character for the area, as seen from surrounding neighborhoods and from a highly traveled regional access route, and in contributing to a dramatic and attractive arrival sequence for the City of San Francisco. Issues of building placement, massing, facade materials and height are all important in this consideration.

- Separation and Placement of Towers - Taller buildings, above the typical 90' base in this district, should be separated by a distance of 200' and should be oriented perpendicular to Owens Street wherever possible.
- Lower Elements at Freeway Frontage - Lower portions of the buildings on each parcel should be oriented to give variety to the area views and "breathing space" for motorists. Along 60% of the freeway frontage of each parcel and for a depth of 100' from the freeway, buildings should hold to a maximum height, including any projection above the building height, equal to the average height of that portion of the freeway adjacent to the parcel. The freeway height should be measured to the top of the edge barriers. Due to the unusual configuration of the parcels and in order to flank the developed setback along the freeway within Blocks 40 and 43, the above guideline applies only to the special height area defined on the Height Zone Map.
- Any tower, i.e., portion of a building above 90 feet, to be constructed on Block 40 should be sited and shaped in a way to retain the broad view to downtown from the Interstate 280 freeway, to the greatest extent feasible. The viewpoint is defined as being from the northbound lanes of the Interstate 280 freeway, extending north from the point where the freeway crosses under Eighteenth Street to a point 100 feet north of Mariposa Street.

Building Height & Form

- Building Design - Recognizing their prominent location, buildings along the freeway should be visually interesting, articulated, and generally light in tone, and should avoid the use of reflective glass. Careful consideration should be given to the visual experience of residents in surrounding areas and users of the adjacent freeway.

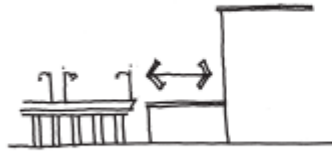


Fig. 42 Lower Elements at Building Frontage



Fig. 43 Open Space/Panorama

Building Base:

For pedestrians, the character of the building base is important in establishing a comfortable scale and environment and should be designed to achieve this. (See the following subsection on Architectural Details for specific recommendations.)

- Variety at street level for pedestrian scale can be achieved through the use of design features such as stairs, entries, expressed structural elements, arcades, projections, rusticated materials, and landscaping.
- In the case of taller buildings, setbacks above the tower base should not be so significant that towers have no presence at the ground level.
- Towers should be expressed as vertical elements and integrated into the overall design of the structure.

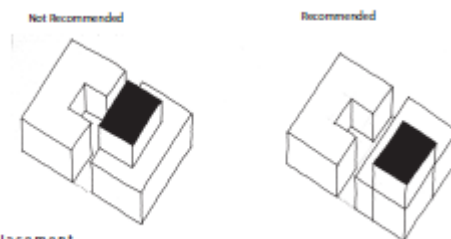


Fig. 44 Tower Placement

Building Height & Form

Roofscape:

Recognizing that Mission Bay building roofs may be visible from higher surrounding locations, they should be designed consistent with the distinctive architecture of the building.

- Roofs should use non-reflective, low intensity colors.
- Mechanical equipment should be organized and designed as a component of the roofscape and not appear to be a leftover or add-on element. Mechanical equipment should be screened as provided in the Design Standards.



Fig. 45 Screen Mechanical Equipment

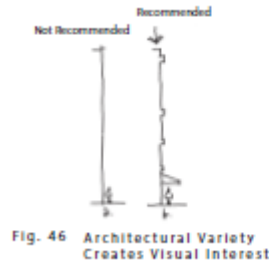


Building Height & Form

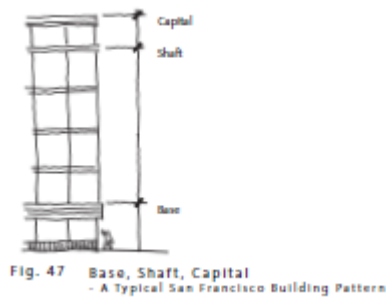
Visual Interest:

To mitigate the scale of development and create a pedestrian friendly environment, building massing should be modulated and articulated to create interest and visual variety.

- A selection of architectural details and devices such as vertical and horizontal recesses and projections, changes in height, floor levels, roof forms, parapets, cornice treatments, window forms, and location of garage entries, as appropriate to each site can create shadows and texture and add to the character of a building.



- Variety in building heights is encouraged to promote visual interest and modulate the scale of development, especially along the Bayfront. Strong horizontal and vertical elements also serve to modulate the scale of development and create interesting streetscapes for pedestrians.
- Tall buildings should reflect the San Francisco building pattern of base, shaft, and capital separated by cornices, string courses, stepbacks and other articulating design features.
- Buildings along the Bayfront Park should avoid homogeneous and unrelieved facades.



Architectural Details

Extreme bulk and massive appearance of facades should be reduced. These efforts may include variation of planes and wall surfaces, fenestration, height variation, and differences in materials or colors and surface articulations.



Color and Materials:

Extreme contrasts in materials, colors, shapes and other characteristics which will cause buildings to stand out in excess of their public importance should be avoided.

- As consistent with the general visual character of the City, buildings should be light in tone, particularly if they are highly visible on the skyline.

D. Retail Guidelines

Retail guidelines refer to the range of retail and mixed-use development that is anticipated throughout the Plan Area development. Much like other neighborhoods in San Francisco, Mission Bay South will have a wide variety of retail services for its residents, workers, and visitors including shops that serve the needs of residents, stores that attract residents from throughout the City, and retail/entertainment that is a regional destination. The goal of the guidelines is to integrate the retail development with the anticipated residential and commercial uses making Mission Bay South a vibrant and inviting mixed-use neighborhood.

NEIGHBORHOOD-SERVING RETAIL*

The following guidelines refer to neighborhood retail uses in residential and commercial areas throughout the Mission Bay South area. The guidelines are directed at integrating neighborhood retail activities into neighborhoods as is typical throughout San Francisco.

* Referred to as “local-serving retail” in the Redevelopment Plan.

Street Frontage

Neighborhood Retail Locations:

Neighborhood retail uses are permitted throughout the Mission Bay South area, and are encouraged near major intersections, open spaces, and at transit stops.

- In the Plan Area, neighborhood retail uses are primarily encouraged on Third Street near light rail stops along 4th Street and along the Commons.



Fig. 49 Neighborhood Retail

Pedestrian Scale:

In neighborhood retail areas, street level frontage should be primarily devoted to entrances, shop windows, or other displays.

- Clear, untinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings.
- Where a substantial length of windowless wall is found to be unavoidable, eye-level displays, a contrast in wall treatment, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian area vitality.
- Buildings at street level might also create pedestrian scale and interest by minimizing blank walls and incorporating architectural features of interest and utility. (See following sub-section on Architectural Details for suggested design character for building bases at the street level.)

Street Frontage

Setbacks:

In order to maintain a continuous block facade line, building setbacks beyond the 5' allowed are discouraged for neighborhood retail.

- Outdoor features and activities such as arcades, sidewalk cafes and walk-up windows may be accommodated by recessing the ground story.



Corner Stores:

The typical San Francisco pattern of corner store entrances and corner bay windows is encouraged in neighborhood retail districts.

- Other traditional elements of San Francisco corner stores, such as raised corner parapets and free-standing corner columns should also be considered.



Fig. 50 Corner Store

Street Frontage

Curb Cuts:

In order to preserve the continuity and quality of the pedestrian environment, curb cuts for parking and service uses are strongly discouraged within neighborhood retail frontages.

Facades:

Neighborhood retail facades should be compatible with the proportions and design features of the residential and commercial facades above and the facades of adjacent buildings.

- Architectural detailing is encouraged to create visual variety and maintain pedestrian scale.

CITY-SERVING RETAIL USES WITHIN COMMERCIAL INDUSTRIAL LAND USE

The following guidelines refer to city-serving retail uses in commercial areas in parcels 29, 30, 31, 32, 36, 37, X3, and X4 in Mission Bay South. City-serving refers to retail uses offering goods and services to a population greater than the immediate neighborhood. The guidelines are directed at integrating such retail activities into the fabric of Mission Bay and minimizing impacts they have on the adjacent residential neighborhoods.

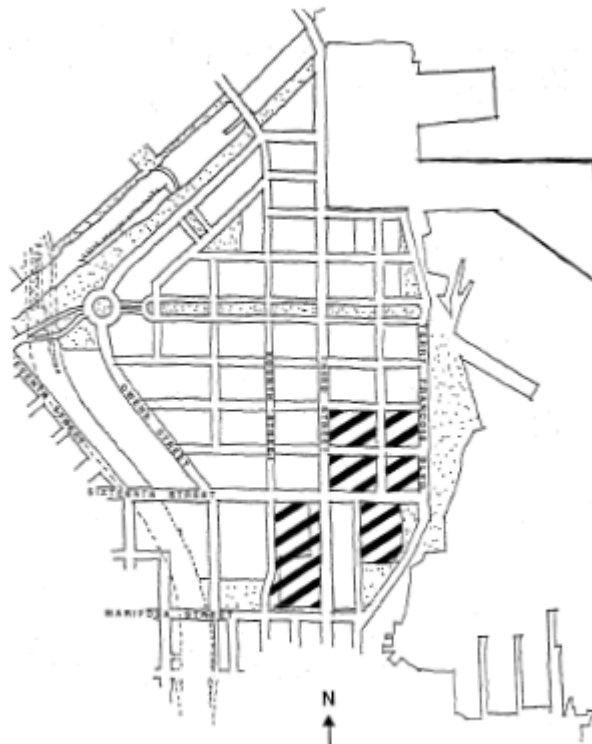


Fig. 51 City-Serving Retail Locations

Street Frontage

Pedestrian Scale:

Large-scale city-serving retail developments should attempt to maintain an inviting pedestrian experience on the street. Street level frontage, where feasible, should be primarily devoted to entrances, shop windows, displays, or other visually interesting features.

- Clear, untinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings.
- Buildings at street level might also create pedestrian scale and interest by eliminating blank walls and incorporating architectural features of interest and utility such as a contrast in wall treatment and/or landscaping.
- In city-serving retail, streetscapes are particularly important in maintaining pedestrian scale. Attention should be given to elements that enhance the pedestrian experience such as landscaping, sidewalk details, hardscape areas, street furniture. (See section on Street Guidelines for specific recommendations on streetscape design.)



An attempt should be made to maintain a continuous block facade line consistent with block development throughout Mission Bay.

- Where feasible, the buildings should be sited at the property line on Third Street.
- On Mariposa Street, the required 20 feet setback from the property line will establish the Mariposa streetwall edge. Buildings should be sited at this streetwall line where ever feasible. Exceptions for outdoor activities such as arcades, sidewalk cafes and walk-up windows may be accommodated by recessing the ground story.
- An attempt should be made to orient parking areas away from Third and Mariposa Streets.

Curb Cuts:

In order to preserve the continuity and quality of the pedestrian environment in City Serving Retail areas, curb cuts for parking and service uses are strongly discouraged along Third Street.

- One area where a curb cut or the addition of a mid-block access road or pedestrian Street may be considered is the long block from 16th Street south to Mariposa.

E. Hotel Guidelines

E. HOTEL GUIDELINES

The following guidelines are directed at integrating the planned hotel development on Block 1 in the Plan Area with the quality and character of the overall Mission Bay development. It is expected that this block will include a hotel with retail/entertainment, restaurants, and conferencing facilities.

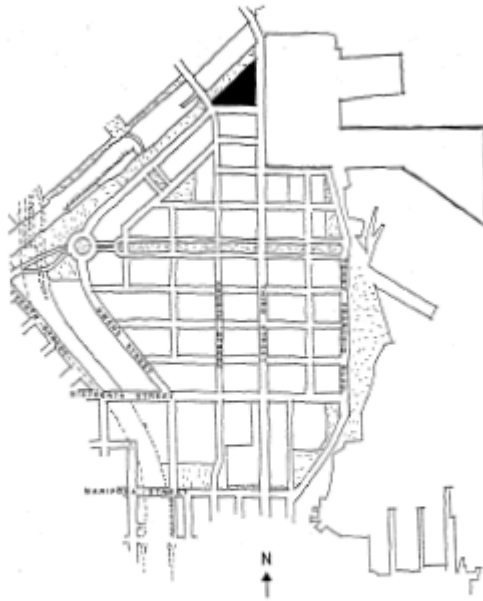


Fig. 53 Mission Bay South Hotel

Public Open Space

Open Space:

Hotel development along Mission Creek Park should be sensitive in scale to the adjacent open space and should locate active uses along the Channel that complement the character and quality of the space.



Fig. 54 Open Space with Adjacent Active Uses



Fig. 55 Open Space with Adjacent Retail Frontage

Street Frontage

Pedestrian Scale:

Buildings at the street level and along Mission Creek Park should be active, interesting, and pedestrian-friendly.

- Variety and interest may be achieved by using significant transparency of built forms, vertical modulations, and street level activities.
- Where feasible, orient public functions such as restaurants, retail, and lobby areas to public streets and public areas on Mission Creek.
- In retail areas, clear, untinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings.
- Where a substantial length of windowless wall is found to be unavoidable, eye-level displays, a contrast in wall treatment, offset wall line, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian area vitality.

Streetwall:

In order to maintain a continuous block facade line, building setbacks are discouraged along principal streets, with the exception of drop-off areas.

Building Height & Form

Skyline Character:

Skyline character is a significant component of the overall urban composition that is San Francisco and the guidelines encourage developments which will complement the existing city pattern and result in a new, attractive view element as seen from nearby vantage points.

- Reflecting their importance in the skyline and in deference to prevailing San Francisco patterns, tall buildings should avoid unusual shapes which detract from the clarity of urban form by competing for attention with buildings of greater public significance.
- Recognizing the views of the site from the north, variety in building heights, massing, and building articulation are recommended to promote visual variety and reduce the scale of development.

Building Base:

For pedestrians, the character of the building base is important in establishing a comfortable scale and environment and should be designed to achieve this.

(See the following sub-section on Architectural Details for specific recommendations.)

- In the case of taller buildings, stepbacks above the tower base should not be so significant that towers have no presence at the ground level.
- Towers should be expressed as vertical elements and integrated into the overall design of the structure.

Roofscape:

Recognizing that Mission Bay South building roofs may be visible from higher surrounding locations, they should be designed as an integral element of the building.

- Roofs should be visually interesting and should use non-reflective, low intensity colors.
- Mechanical equipment should be organized and designed as a component of the roofscape and not appear to be a leftover or add-on element. Mechanical equipment should be screened as provided in the Design Standards.
- Usable roof terraces on building bases should be considered for gardens, restaurants, pools and other such amenities.

Architectural Details

Visual Interest:

To mitigate the scale of development and create a pedestrian friendly environment, building massing should be modulated and articulated to create interest and visual variety.

- A selection of architectural details such as vertical and horizontal recesses and projections, changes in height, floor levels, roof forms, parapets, cornice treatments, window forms, and location of garage entries, as appropriate can create shadows and texture and add to the character of a building.
- Tall buildings should reflect the San Francisco building pattern of base, shaft, and capital separated by cornices, string courses, stepbacks and other articulating design features.



Fig. 56 Base, Shaft, Capital
- A Typical San Francisco Building Pattern

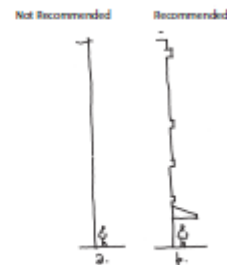


Fig. 57 Architectural Variety Creates Visual Interest

Color and Materials:

Consider materials that relate to surrounding existing buildings and the ballpark.

- Taller buildings should avoid dark tones thereby reinforcing the visual unity and special character of the City.

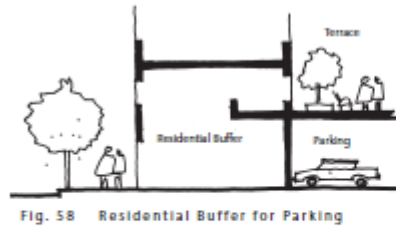
F. Parking Guidelines

Parking guidelines are for parking facilities throughout the Plan Area, including integrated and free-standing structures. It is anticipated that a most all of the parking will be provided above grade. The guidelines are directed at ensuring that parking facilities are well integrated into the scale and character of Mission Bay neighborhoods.

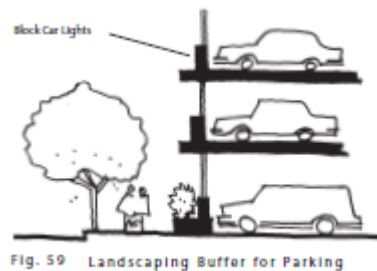
Street Frontage

Residential Sidewalk Edge:

Parking for residential uses may be buffered at grade by street-oriented uses such as housing units with street access, retail uses, residential entrance lobbies and foyers, parking podium access stairs and elevators, common areas, community facilities, or landscaping.



- Parking frontage should be predominately an active use as described above.
- Where parking adjacent to the sidewalk cannot be avoided (e.g. where perimeter housing or retail are not feasible or desirable), the building base along the parking frontage should be designed with attention to detail compatible with adjacent buildings.
- Openings to parking areas other than garage doors should be limited to those required in the San Francisco Building Code for ventilation. Openings should be well above or below eye level and should be covered with visually attractive screening to minimize the parking and its lighting from being seen from the street.



Street Frontage

- Residential garage entries should have doors that are visually opaque and attractively designed.
- Curb cuts should be spaced and arranged to maximize on-street parking and minimize sidewalk interruptions.

Commercial Industrial Sidewalk Edge:

Parking for commercial industrial uses may be buffered at grade by street oriented uses such as retail, building entrance lobbies, common areas such as cafeterias, business service uses, or landscaping with the objective of eliminating blank walls.

- Where parking adjacent to the sidewalk cannot be avoided (e.g. where entrance lobbies or retail are not feasible or desirable), the building base along the parking frontage should be designed with attention to detail compatible with adjacent buildings.
- Openings to parking areas other than garage doors should be limited to those required in the San Francisco Building Code for natural ventilation. Openings should be well above or below eye level and should be covered with visually attractive screening to minimize the parking and its lighting from being seen from the street.
- Curb cuts should be spaced and arranged to maximize on-street parking and minimize sidewalk interruptions.

Automobile Access to Parking:

Avoid breaking up the continuity of the retail frontage on streets throughout Mission Bay South. Access to parking for commercial and residential uses is discouraged on Third and Fourth Streets.

- Curb cuts should be spaced and arranged to maximize on-street parking and minimize sidewalk interruptions.
- On Third and Fourth Streets, south of 16th Street, a limited number of curb cuts for access to parking may be allowed.

Street Frontage

Pedestrian Access:

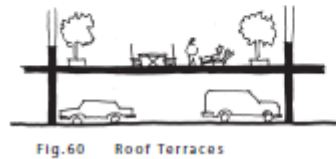
Where feasible, the design of parking structures should promote the use of public side-walks and mid-block connections for access to dwelling units from parking structures.

- Pathways and stairways linking parking structures to buildings (in addition to public walkway areas) should be interesting, well-lighted and secure.
- Landscaping, enriched paving materials and trellises can be used to improve the pedestrian experience.
- Access directly from parking to lobby or residential units should be avoided.



Parking Podium Roofs:

The roofs of residential parking podiums should be attractively finished in landscaping, walking surfaces, or recreational uses where feasible.



Street Frontage

Lighting:

Design lighting for vehicular and personal safety. Minimize dark areas, nooks, and other areas without clear sightlines.

- Light spillage from fixtures should be controlled to avoid conflicts with surrounding uses.
- Control impacts from vehicle headlights in parking garages on surrounding areas..

Entries:

Both on-site and street-side entries for vehicles and pedestrians should receive careful design treatment in keeping with the image quality they convey and the intense level of use they will receive.

- Stairs and elevator lobbies should be conveniently located, visually accessible from the building entry, well lit, and secure.



Shared Parking:

Parking structures are allowed in all areas. Parking structures should be designed with a similar degree of care as the buildings they serve.

- Where feasible, include active uses or landscaping such as retail on the ground floor of satellite parking structures.



Architectural Details

Architectural Character:

Parking garages should be compatible in color and materials with adjacent buildings and the development pattern in Mission Bay.

- For visual and security reasons, avoid solid wall surfaces at the street level where feasible. Where retail uses are not feasible, break up massing of large walls using design features such as changes of plane, textural changes, landscaping, and a visually pleasing pattern of solid and void.
- Setbacks from the property line are permitted to accommodate landscaping and other buffer features subject to design review. These features might include climbing vines, trellises, trees or similar landscape elements.



Fig. 61 Texture Solid Walls



Loading Access:

Loading facilities (and outdoor refuse storage and dumpsters) should be located away from major pedestrian routes and intersections and shared with residential parking entrances where feasible.

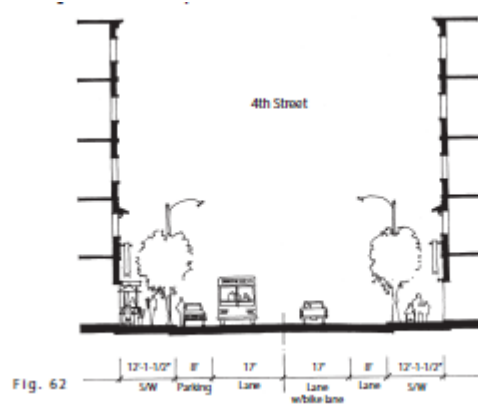
- Entrances to loading facilities should be minimized in size and be designed with visual buffers, where feasible.

G. Street Guidelines

Key Streets

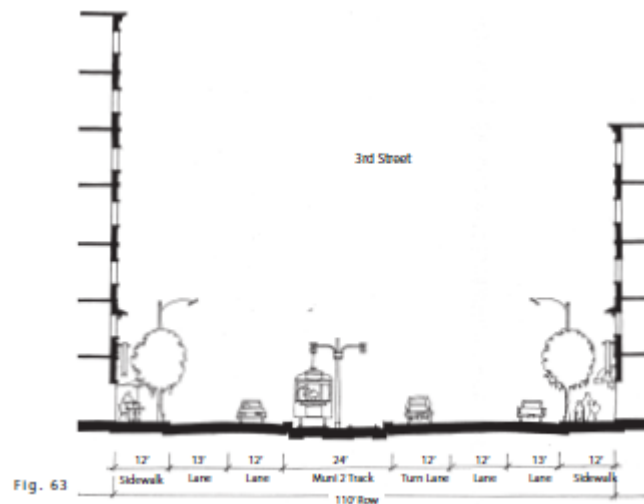
4th Street:

A neighborhood commercial street with consistent pedestrian-scale retail frontages and wider sidewalks, where feasible. The street should be designed as a bicycle and pedestrian connection through the area, including UCSF. Vehicular circulation south of Mariposa should be discouraged with traffic calming and other control devices that do not negatively impact pedestrian or bicycle connections.



3rd Street

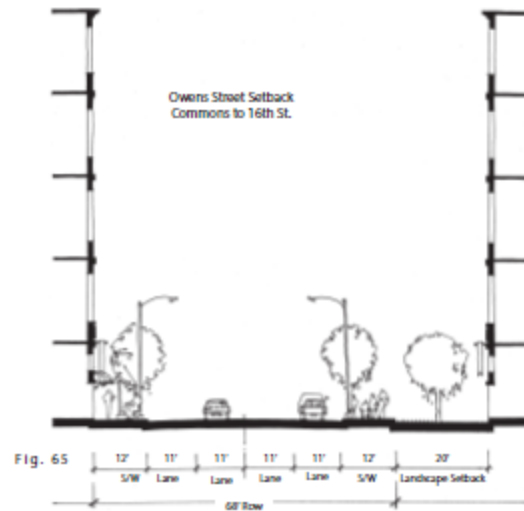
A mixed-use transit street with a strong urban definition marked by concentrations of taller buildings and active uses at key locations.



Key Streets

Owens Street:

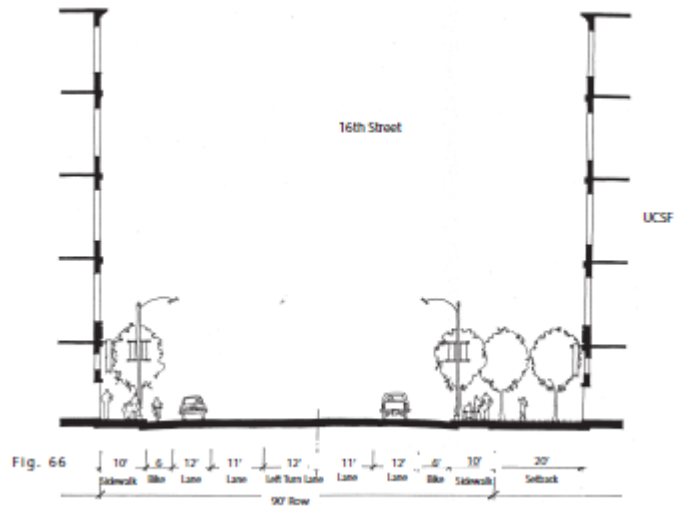
A boulevard street with landscaping and pedestrian paths, bikeways, adjacent and connected interior block open spaces, and an urban character defined by consistent building frontages and buildings. Owens Street will provide important access to the Commons and to the Seventh Street connector road.



Key Streets

16th Street:

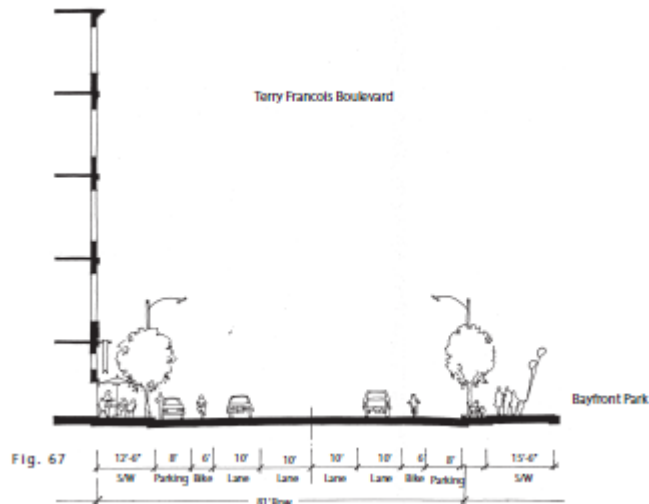
An important landscaped street linking Mission Bay to Potrero Hill and other areas in the City. The street should be designed to reinforce this linkage with bike lanes, preservation of the view corridor, and a built urban edge.



Key Streets

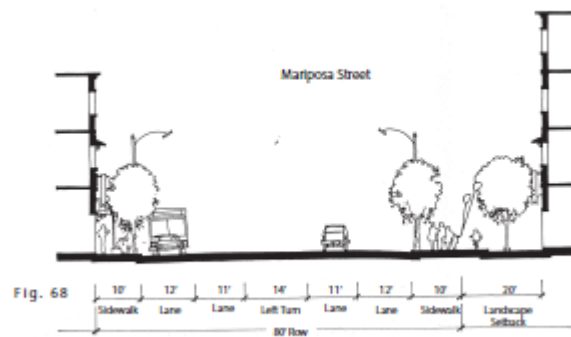
Terry Francois Boulevard:

A waterfront boulevard linking Mission Bay to the Bayfront Park and the Port properties and encouraging regional use by bicyclists and pedestrians.



Mariposa Street:

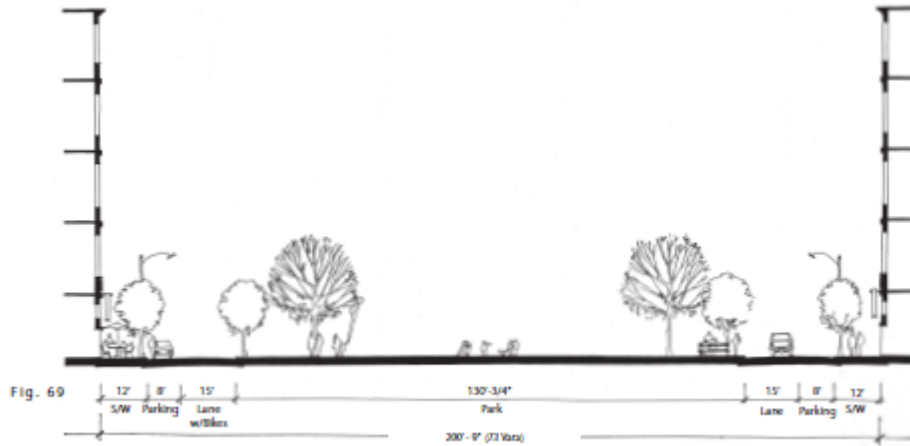
An important landscaped street between Potrero Hill and, Interstate 280 and the Bay. Includes pedestrian and bicycle paths.



Key Streets

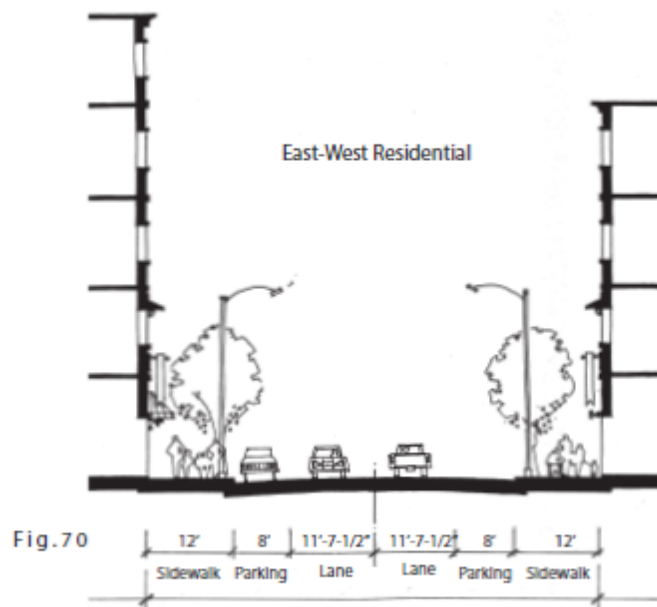
Mission Bay Boulevard:

Elegant Urban Boulevard with narrow street areas and grand central open space connecting the Bay with points west.



Neighborhood Streets

Narrower, more intimate streets in residential areas with reduced vehicular traffic and lower building heights.



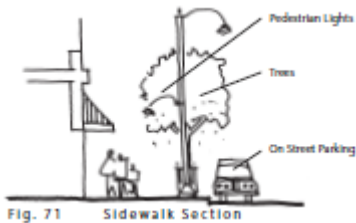
Streetscape

The design of the streetscape is an essential element that will determine the public character and pedestrian quality of the Mission Bay neighborhood. Streetscapes should be designed to create an attractive and pleasant walking environment, minimize pedestrian obstructions, promote pedestrian safety, and unify sidewalk details. The Agency may require the submission of a uniform streetscape program in connection with an owner participation agreement. Streetscape design will be reviewed by the Agency as part of the design review process.

Sidewalk Furniture:

Seek to create a distinctive and consistent streetscape character for the Plan Area through the development of a cohesive design vocabulary for planting, paving, street furnishings, utilities, signage and lighting.

- Street furniture designs should address newsracks, trashcans, benches, light standards, utility covers, tree grates, kiosks, city bus shelters and bollards, as appropriate to special street character. Street furniture should be sited to ensure that a minimum of 6' clear through path of travel exists on the sidewalk at all times.



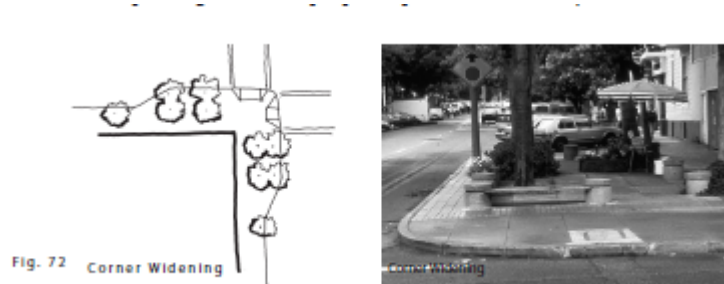
- Sidewalk cafes, planters, benches, public art and other pedestrian-oriented details installed by individual property owners are encouraged within the guidelines established by the Department of Public Works.
- Sidewalk utility boxes, such as transformer vaults, should be placed underground integrated into building walls, or integrated into the overall street furniture program. Free-standing utility boxes, independent of the comprehensive Mission Bay Street Infrastructure Plan are not permitted. Above-ground media boxes within the 16th Street sidewalk frontage of Blocks 29-32 shall be permitted, subject to obtaining City-required minor encroachment permits.

Streetscape

Corner Widenings on Residential Streets:

Wherever appropriate, sidewalks should be widened at corners to provide more space for pedestrians and reduce the crosswalk distance.

- Consistent with the Mission Bay South Infrastructure Plan, corner widenings are especially encouraged on the residential neighborhood streets as a means of creating slower, safer streets, and providing more landscaped public space for the community.



On Street Parking:

Parking is encouraged on Mission Bay streets, where appropriate, as a means of buffering pedestrians from vehicular traffic and for providing short term parking for adjacent retail and commercial uses.

Lighting:

Appropriate lighting is essential for maintaining pedestrian safety throughout Mission Bay.

- Pedestrian-oriented lighting attachments are encouraged on all lighting standards, especially residential and retail streets..
- Property owners should install sidewalk lighting as appropriate, consistent with overall streetscape design.

Streetscape

Horticulture:

Tree species should be selected which will perform well within the specific environmental conditions of each parcel including, but not limited to, wind exposure, soil and sub-surface drainage and solar orientation.

- Provide planting pockets with sufficient space and depth for the root ball (typically twice the size of the root ball). Backfill planting pockets with a good, horticultural quality soil.
- Ensure appropriate irrigation and underdrainage for each street tree.

Design:

Locate street trees at consistent intervals and at adequate spacing which responsibly address the issues of site context including, but not limited to, the dimensions of the roadway and parking lanes, the width of the sidewalk, and the heights of adjacent buildings.

- Consider and reflect the physical characteristics and growth habit of the tree species selected. It is recommended that trees be selected and maintained so that at maturity, they will be a dominant feature in the streetscape.
- Locate trees away from buildings to allow for full canopy development. Space and protect trees as necessary to prevent damage from parking cars. Investigate locating trees in the parking lanes by creating a widened sidewalk or using bollards.
- Street trees should be generally no further apart than 30', nor closer than 20' on center.
- Develop spatial continuity, define character and establish a locational identity for each street. It is recommended that one tree species be selected for planting along each street, thereby affording a visual identity and spatial coherence to each street.
- Recognize that planting of adjacent parks or open spaces may impact the configuration of street tree planting.

Infrastructure:

Placements of utilities shall be coordinated with proposed configurations and spacing of street trees to minimize any detrimental effects on street trees.

- Utility lines and conduits should be placed sufficiently inboard towards the street from the centerline of the trunks of trees.
- Lateral utility lines and conduits should be placed sufficiently distant from the centerline of the trunks of street trees.

V. C A C D e s i g n O b j e c t i v e s

The general objectives listing below were developed by the Mission Bay Citizens' Advisory Committee (CAC). These objectives were considered in the preparation of these Design Standards, the Redevelopment Plan objectives and policies, and in other documentation pertaining to the Project Area. They have been incorporated into the Design Standards to the extent feasible and are listed here for background and informational purposes only. Note that the entire list of objectives for Mission Bay are included here for reference but some may be applicable only to Mission Bay North.

Urban Design Vision

1. Work to create a design of merit, in the context of distinctive San Francisco neighborhoods, and as a national and international model for excellence. Respect and acknowledge San Francisco's unique architectural styles, history and standards. Create a distinctive neighborhood which reflects the natural and historic character of Mission Bay and forms a gateway experience into San Francisco.
2. Acknowledge the Giant's Stadium as a key neighbor - in terms of its level of activity, scale and architectural character.
3. Sensitively integrate height and bulk while respecting and maintaining a pedestrian scale at street level where appropriate.
4. Enhance the view potential to the City, Mission Creek and the Bay.
5. Incorporate design transitions (scale, character, physical and/or visual linkages) that interface with other nearby residential neighborhoods including transitions to single family residences on Potrero Hill, South Beach, the park along the creek and the Lefty O'Doul bridge.
6. Establish an urban fabric of buildings and spaces that respects Mission Creek and the Bay, considering sun exposure and wind characteristics. Work to establish a human scale along the creek.
7. Provide varying building heights generally transitioning to a lower scale adjacent to the channel. In the South of Channel area, establish a similar transition of varying heights to a lower scale adjacent to the Bay.
8. Encourage Mixed-Use within Mission Bay, enhancing and supporting the quality of life for area residents, workers, and visitors alike.
9. Create a sense of place with clearly defined street hierarchy and character. Reinforce streets as defined public open space by establishing build-to-edge, setback and street section guidelines.
10. Design with consideration of existing and future major utility easements and storm overflow requirements.
11. Create a design that allows and encourages the integration of UCSF with the rest of Mission Bay.
12. Acknowledge the Port as a significant neighbor and potential future amenity. Integrate its planning with Mission Bay.
13. Establish an Urban Design Framework that provides a graceful transition between North and South of Channel neighborhoods.
14. Seek design opportunities for concentrated mixed-use development at transit stops which will enhance both development and transit potential.

Transportation Infrastructure

1. Make Mission Bay a model San Francisco “Transit First” community, taking advantage of multi-modal transit opportunities, minimizing dependence on automobiles fostering a pedestrian environment, and working to avoid conflicts between different modes of transportation. Make real, attractive linkages to CalTrain, Muni light rail and bus service, a pedestrian and bicycle access network and potential water transportation services.
2. Address the physical and visual barriers created by infrastructure impediments. Consider elements such as linked uses (retail, residential, open space) that provide continuity through the neighborhood. Test whether there are locations that merit elevated access, to avoid barriers, ensure safety or to reinforce desired linkages.
3. Establish an efficient street network that allows for a seamless integration of Mission Bay with the existing city fabric.
4. Aesthetically integrate parking and automobile uses.
5. Provide usable, strategically located access linking north and south sides of the Channel.
6. Seek Muni light rail routing and stations that maximize service to Mission Bay.

Open Space

1. Create substantial dynamic, people friendly public open space by considering the following:
 - variety of usable public open space
 - semi-public and private open spaces that enhance the public open space
 - enliven the open space by considering elements such as provision of occasional recreational water access and water uses
 - utilize public open space as a focus for residential and appropriate retail development
 - provide views of private open space, where possible
2. Make the Channel and the Bay key focal points of the development.
 - create destination open space and park areas, with a sense of invitation and comfort for a diversity of people.
 - undertake both north and south of channel as a coordinated design of varying widths and dimensions appropriate to the uses beyond mere circulation.
 - work towards a balance of active and passive areas
 - respect and enhance the natural environment and wildlife potential of the area, both in the location and scale of open space areas and selection of landscape and channel edge materials
 - design for families, children and older people
 - develop opportunity to provide a greater variety of water edge related uses
 - create zones of transition from soft edges to hard edges that integrate public access.
3. Create a public open space concept that allows for variety in scale and uses, along with visibility and accessibility from public streets and walkways.
4. Acknowledge the street and view corridor network as part of the overall open space concept, and promote public access through vehicular, bicycle, and pedestrian connections where practical.

Livability and Constructability

1. Create structurally efficient and cost effective designs.
2. Effectively integrate affordable housing sites into overall site plan.
3. Effectively integrate local serving retail, amenities, and open space throughout Mission Bay.
4. Address servicing requirements, and unique building features associated with R&D/ Biotech uses.