Figure 4.3a Building Heights – Non-Stadium Housing Option

Legend

Low-rise and Mid-rise Maximum Height*

- 40 ft
- 50 ft
- 55 ft
- 60 ft
- 65 ft
- 85 ft

- 105 ft
- 120 ft

- Mid-block break height (See Figure 4.10)

- Existing Building Height
  (See Section 5.3.4 for more detail)

*Note: Maximum allowable height on open space is 40 ft

High-Rise Tower Location

- High-rise location
  (See Table 4.1 for maximum heights)
Figure 4.3b  Heights – Non-Stadium R&D Option

Legend
Low-rise and Mid-rise Maximum Height*

- 40 ft
- 50 ft
- 55 ft
- 60 ft
- 65 ft
- 85 ft

- 105 ft
- 120 ft

- Mid-block break height (See Figure 4.10)
- Existing Building Height (See Section 5.3.4 for more detail)

*Note: Maximum allowable height on open space is 40 ft

High-Rise Tower Location
- High-rise location (See Table 4.1 for maximum heights)
4.2.2 Bulk and Massing

Intent
The following standards governing bulk and massing intend to facilitate building shapes that fit comfortably within their surroundings, are friendly and unimposing to pedestrians, achieve an attractive urban form, and are interesting. The mass of buildings should be shaped in such a way as to create fine-grained forms, reinforce the street and block pattern, and protect surrounding views and sunlight.

Standards

Development Block Coverage – Block coverage by all habitable and non-habitable buildings, including projections and structured parking, is limited as indicated in Table 4.2. A development block is defined as all land inside the legal property line. For the purpose of calculating coverage, the area of the block shall be exclusive of required setbacks and mid-block breaks. Notwithstanding the parcel coverage standards, individual buildings within the parcel shall not exceed the sizes set forth in Table 4.3.

Table 4.2 Development Block Coverage

<table>
<thead>
<tr>
<th>DEVELOPMENT BLOCK COVERAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BUILDING TYPE</strong></td>
</tr>
<tr>
<td>Low-rise</td>
</tr>
<tr>
<td>Low-rise</td>
</tr>
<tr>
<td>Mid-rise and High-rise</td>
</tr>
</tbody>
</table>

Building Size – Maximum floor plate size, plan lengths, and diagonals to limit the massing of buildings are listed by building type in Table 4.3. All building types are to be defined as including the total height of the building, from the top to the street level. The diagram at left shows how a low, mid and high rise building would be defined. Additional standards regulating specific building types such as high-rise buildings are contained in Section 4.3.
Apparent Face – The unbroken plane of a building or ‘apparent face’ shall not exceed a maximum length without being broken by a change – either an offset in the horizontal plane, or a change in fenestration and/or material, or both in the case of high-rise buildings. There are different standards for the base section and upper section of the building to reflect the desire for a finer grain of building articulation at the street level. See Table 4.3 and 4.4.

Upper Floor(s) Stepback – The floor plate of the upper floor(s) of low and mid-rise buildings shall stepback a minimum of 20% of the floor plate size relative to the floor immediately below. See Table 4.3 and 4.4.

Diagonal – The maximum diagonal dimension shall be measured between the two points of a building’s longest diagonal separation.

Table 4.3  Massing – Residential/Mixed-use/Commercial Buildings

<table>
<thead>
<tr>
<th>BUILDING LENGTHS AND SIZES</th>
<th>UP TO 65 FT</th>
<th>66 - 85 FT</th>
<th>120 - 180 FT</th>
<th>181 - 240 FT</th>
<th>241 - 350 FT</th>
<th>351 - 370 FT</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUILDING TYPE</td>
<td>LOW-RISE</td>
<td>MID-RISE</td>
<td>HIGH-RISE</td>
<td>HIGH-RISE</td>
<td>HIGH-RISE</td>
<td>HIGH-RISE</td>
</tr>
<tr>
<td>Max Floor Plate</td>
<td>n/a</td>
<td>n/a</td>
<td>12,000 sq ft</td>
<td>10,500 sq ft</td>
<td>12,000 sq ft</td>
<td>12,500 sq ft</td>
</tr>
<tr>
<td>Max Plan Length</td>
<td>n/a</td>
<td>215 ft</td>
<td>140 ft</td>
<td>140 ft</td>
<td>140 ft</td>
<td>145 ft</td>
</tr>
<tr>
<td>Max Diagonal</td>
<td>n/a</td>
<td>n/a</td>
<td>170 ft</td>
<td>160 ft</td>
<td>170 ft</td>
<td>175 ft</td>
</tr>
<tr>
<td>Maximum Apparent Face – Base (Base is defined for low &amp; mid-rise as min first 20 ft height; for high rise as min first 35 ft height)</td>
<td>30 ft</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Change in Apparent Face – Base</td>
<td>Offset in the horizontal plane of minimum 2 ft depth and 3 ft length or a major change in fenestration and/or material</td>
<td>30 ft</td>
<td>100 ft</td>
<td>105 ft</td>
<td>100 ft</td>
<td>105 ft</td>
</tr>
<tr>
<td>Maximum Apparent Face – Above Base</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Change in Apparent Face – Above Base</td>
<td>Offset in the horizontal plane of minimum 1 ft depth and 1 ft length or a minor change in fenestration and/or material</td>
<td>Offset in the horizontal plane of minimum 10 ft depth and 10 ft length or a major change in fenestration and/or material</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upper Floor(s) Stepback relative to floor immediately below</td>
<td>20% of floor plate above 55 ft height</td>
<td>20% of floor plate above 65 ft height</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>
| High-rise Shaping | n/a | n/a | Additional standards regulating segmentation of the high-rise elevation and floor plan. See Section 4.3.1 A.
<table>
<thead>
<tr>
<th>Portion of Building</th>
<th>Up to 85 ft</th>
<th>85 ft – 120 ft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Floor Plate</td>
<td>n/a</td>
<td>20,000 sq ft</td>
</tr>
<tr>
<td>Maximum Plan Length</td>
<td>n/a</td>
<td>200 ft</td>
</tr>
<tr>
<td>Maximum Apparent Face - Base</td>
<td>30 ft</td>
<td>n/a</td>
</tr>
<tr>
<td>Minimum Change in Apparent Face - Base</td>
<td>Offset in the plane of the building face of minimum 2 ft depth and 3 ft length or a major change in fenestration and/or material</td>
<td>n/a</td>
</tr>
<tr>
<td>Maximum Apparent Face - Above Base</td>
<td>No change required.</td>
<td></td>
</tr>
<tr>
<td>Upper Floor(s) Stepback relative to floor immediately below</td>
<td>20% of floor plate: 1. Above 55 ft for building to 65 ft height 2. Above 65 ft for building to 85 ft height</td>
<td>20% of floor plate: 1. Above 85 ft for building to 105 ft height 2. Above 100 ft for building to 120 ft height</td>
</tr>
</tbody>
</table>
4.2.3 Street Wall

The section has a definition of the key controls, sets forth the standards, and concludes with a series of cross sections that illustrate the standards by building use.

**Intent**

In order to control the quality and character of the block edges and street walls, and for controlling the expression of the mass of the buildings, standards for building uses are set forth for:

A  Setbacks  
B  Build-to lines  
C  Projections  
D  Stepbacks  

As a means of controlling the quality of the at-grade environments these streetwall controls also include considerations for grade separation, retail space heights and depths, and underground parking.
A – Setback

Intent

A building setback is the minimum required distance between the property line and the nearest face of the building. Setbacks apply to the ground floor use of a building. Setback zones, where specified, should be used for the purpose of landscaping or for active uses such as patios and entrance areas. This D4D calls for extensive setbacks throughout the community affording a comfortable and pleasant pedestrian experience that will be a departure from the development practices of most other San Francisco neighborhoods where buildings typically abut or are close to the property line.

Standards

Residential Setbacks – A minimum setback of 10 ft to building face is required for residential buildings to allow for the provision of private landscaping and street facing patios and stoops. The setback shall not vary along the predominant wall of a building once established (aside from minor variation which are described in Build-To Percentages).

Exceptions:

1. Residential use that is located above retail use (i.e. mixed-use) may extend to property line.

2. Portions of a residential building that are adjacent to or across the street from a park/open space shall have a minimum setback of 6 ft.

Mixed-Use/Commercial Setbacks – There are no required setbacks for mixed use/commercial buildings, except for parking structures, which shall have an 18 inches setback.

For additional guidelines on establishing appropriate setbacks, please refer to Section 4.3.1 Building Types and Section 4.3.2 F Private Open Space.
B – Build-to Line

Intent

Build-to lines are intended to ensure that buildings are situated at or close to setback lines in order to create and maintain defined street walls. Street walls are important in the framing and animation of the public right of way. This framing intent is particularly important, for example, along the two wedge parks illustrated in Figure 3.4. A successful development of street wall will create defined ‘outdoor rooms’ which will invite greater activity of residents and visitors alike.

The build-to line is expressed as a percentage of the setback line for building faces that front a public street. For instance, with a 70% build-to line, 70% of all building faces fronting a public street must meet the setback, while no more than 30% of building faces may be behind the setback.

Standards

The build-to line standard for residential and R & D buildings is 70% and for mixed-use and commercial buildings is 85%.

Exemptions – Minor variations excluded from the calculation of the minimum build-to percentage are:

- For retail uses, recesses including entrances, walk-up window or street patio area shall not be allowed on more than 25% of the total frontage of the building and no recess shall be greater than 12 ft in depth.
- Recessed balconies.
- Recessed building entries to a maximum depth of 8 ft.
- Pass-through up to 2 floors in height.
- Recession in the building face for the purpose of building articulation.
- Stepback on the top floor or top two floors.
- Stepback for high-rise sculpting.

C – Stepback

Intent

A stepback is that portion of a building that must be stepped back from the setback line. Typically, this is regulated for the upper floor(s) of mid-rise buildings as a means of sculpting their mass.

Standards

A stepback of the upper floor(s) of 20% of the floor plate size relative to the floor plate immediately below is required:

- Above 55 ft for buildings to 65 ft height.
- Above 65 ft for buildings to 85 ft height.
- Above 85 ft for buildings to 105 ft height.
- Above 100 ft for buildings to 120 ft height.

Allowable uses with the stepped back roof area include usable open space, landscaping, and railings. Mechanical space is not allowed.
D – Projection

Intent

A projection is that portion of a building that projects beyond the main building face. There are a number of types of projections as described below.

Standards

Habitable Projections – Habitable space within a projection means a portion of the building enclosed by walls and a roof. Typically this will be a bay window, corner element, or regularly occurring bay that extends through some or all floors of a building. A habitable space may project 3 ft beyond the building face, either into a setback zone or the public realm. No individual habitable projection may exceed 15 ft in length. All projections shall have a minimum clearance to the sidewalk of 9 ft.

Non-habitable Projections – non-habitable projections are spaces utilized by residents that are not enclosed by walls and a roof. Non-habitable spaces include all usable balconies, which may extend no more than 6 ft into a setback or common open space, or 3 ft into the public realm. No individual non-habitable projection may exceed 15 ft in length. All projections shall have a minimum clearance of 9 ft to the sidewalk.

Cumulative Projections – The cumulative total of all types of projections shall not exceed 67% of the building face.

Other Projections – Other allowable projections include:

- Decorative elements such as belt courses, cornices, sills and eaves to a maximum 2 ft 6 inches beyond the setback.
- Decks, patios and steps at the first floor of occupancy may project to the property line but not beyond.
- Fences, railings, chimneys, awnings and canopies may project to the property line but not beyond.
- Retail signs, canopies and awnings may project 5 ft beyond property line; a minimum 9 ft vertical clearance to the sidewalk shall be maintained.
- Sustainable elements such as solar shades and wind fins.
The table below lists the prescribed street wall standards by use:

<table>
<thead>
<tr>
<th>STREET WALL CONDITIONS</th>
<th>USE</th>
<th>MINIMUM SETBACK (ft)</th>
<th>MINIMUM BUILD-TO (%)</th>
<th>MINIMUM STEP-BACK (%)</th>
<th>MAXIMUM PROJECTION (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Non-retail Uses</td>
<td>At-grade Retail</td>
<td>Non-retail Uses</td>
<td>At-grade Retail</td>
<td>Habitable</td>
</tr>
<tr>
<td>A</td>
<td>Mixed-use Low-rise</td>
<td>0</td>
<td>0</td>
<td>70</td>
<td>85</td>
</tr>
<tr>
<td>B</td>
<td>Mixed-use High-rise</td>
<td>0</td>
<td>0</td>
<td>70</td>
<td>85</td>
</tr>
<tr>
<td>C</td>
<td>Commercial Parking Structure</td>
<td>1.5</td>
<td>0</td>
<td>70</td>
<td>85</td>
</tr>
<tr>
<td>D</td>
<td>Residential Low-rise</td>
<td>10¹</td>
<td>0</td>
<td>70²</td>
<td>85</td>
</tr>
<tr>
<td>E</td>
<td>Residential Mid-rise</td>
<td>10¹</td>
<td>0</td>
<td>70</td>
<td>85</td>
</tr>
<tr>
<td>F</td>
<td>Residential Mid-block Break</td>
<td>20</td>
<td>n/a</td>
<td>70</td>
<td>n/a</td>
</tr>
<tr>
<td>G</td>
<td>Commercial Mid-block Break</td>
<td>20</td>
<td>20</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>H</td>
<td>R&amp;D</td>
<td>0</td>
<td>0</td>
<td>70</td>
<td>85</td>
</tr>
</tbody>
</table>

¹ When residential building fronts or is located across the street from a park/open space, the minimum setback shall be 6 ft.

² Minimum build-to percentage is reduced to 50% for buildings fronting waterfront.

³ Building stepback shall be at a line of 1 horizontal to 1.2 vertical above 35 ft height to a maximum of 85 ft, thereafter being permitted to the full allowable height for the zone.

Uses are defined as follows:

A Mixed-use Low-rise – Retail or other commercial uses at-grade with residential or other uses above. Total building height to a maximum of 65 ft.

B Mixed-use High-rise – Retail or other commercial uses at-grade with residential or other uses above. Total building height to a maximum of 370 ft.

C Commercial Parking Structure – Structured parking with retail allowed at base, residential or other uses allowed above, which, if developed must conform to standards for building type A and/or B.

D Residential Low-rise – Residential building to a maximum height of 65 ft. Limited retail allowed in base.

E Residential Mid-rise – Residential building to a maximum height of 85 ft. Limited retail allowed in base.

F Residential Mid-block Break – Building facing mid-block break shall be maximum height of 35 ft at building face, thereafter stepping back at a 1 horizontal to 1.2 vertical plane to a maximum of 85 ft height, thereafter being permitted to the full allowable height for the zone.

G Commercial Mid-block Break – Commercial (office, retail, R&D) buildings face a mid-block break.

H R&D – A commercial office building to a maximum of 105 ft height.
Figure 4.4 Street Wall Conditions

Legend

A. Mixed-use Low-rise
B. Mixed-use High-rise
C. Commercial Parking Structure
D. Residential Low-rise
E. Residential Mid-rise
F. Residential Mid-block Break – Laneway or Pedestrian Mews
G. Residential Mid-block Break – Pedestrian Mews Only
H. Commercial Mid-block Break
I. R&D
Figure 4.4a  Street Wall Conditions – Non-Stadium Housing Option

Legend

A. Mixed-use Low-rise
B. Commercial Parking Structure
C. Residential Low-rise
D. Residential Mid-rise
E. Residential Mid-block Break – Laneway or Pedestrian Mews
F. Residential Mid-block Break – Pedestrian Mews Only
G. Commercial Mid-Block Break
H. R&D
Figure 4.4b  Street Wall Conditions – Non-Stadium R&D Option

Legend
- G. Mixed-use Low-rise
- H. Mixed-use High-rise
- I. Commercial Parking Structure
- J. Residential Low-rise
- K. Residential Mid-rise
- L. Residential Mid-block Break – Laneway or Pedestrian Mews
- F. Residential Mid-block Break – Pedestrian Mews Only
- G. Commercial Mid-block Break
- H. R&D
**SETBACK** – There is no setback.

**STEPBACK** – Building footprint shall step back 20% in size above 55 ft height.

**PROJECTION** – Maximum 3 ft for habitable space and 3 ft for balcony.

**BUILD TO LINE** – Minimum 70% of floors above the retail (not including the stepback) must be built to setback line; 85% of retail building face must be built to property line.

**RETAIL** – Minimum height of 12 ft and an average depth of 35 ft. Provide at least 60% fenestration to full height.

**SEPARATION** – Retail grade must meet the grade of the adjacent sidewalk.

**U/G PARKING** – May be built to the property line provided a minimum of 36 inches soil depth maintained where landscape is provided.
Figure 4.6 Mixed-Use: High-Rise

**SETBACK** – There is no setback.

**STEPBACK** – There is no required stepback. Other high-rise shaping standards are contained in Section 4.3.2.

**PROJECTION** – Maximum 3’ for habitable space and 3’ for balcony.

**BUILD TO LINE** – Minimum 70% of floors above retail (not including the stepback) must be built to the property line; 85% of retail building face must be built to property line.

**RETAIL** – Minimum height of 12 ft and an average depth of 35 ft. Provide at least 60% fenestration to full height.

**SEPARATION** – Retail grade must meet the grade of the adjacent sidewalk.

**U/G PARKING** – May be built to the property line provided a minimum of 36 inches soil depth maintained where landscape is provided.
SETBACK – Setback is 18 inches.

BUILD TO LINE – Minimum 70% shall be built to the property line.

Roof – Shall be landscaped with soft and hard landscaping to be visually unobtrusive.

Screening – Where there is not an active use, the face of structure shall be screened with mechanical or vegetative screens.

Figure 4.7 Commercial: Parking Structure
**SETBACK** – Building face must be set back 10 ft from the property line. Patio and underground parking may extend to the property line.

**STEPBACK** – Building floor plate shall stepback 20% in size above 55 ft height.

**PROJECTION** – Maximum 3 ft for habitable space and 6 ft for balcony.

**BUILD TO LINE** – Minimum 70% of building to 40 ft height must be built to setback line. When buildings front Waterfront Park, build to line is 50%.

**BUILDING ENTRANCE** – Maximum 8 ft recess.

**SEPARATION** – Ground floor units must be 2 ft to 4 ft above street; main building entry may be at street level.

**U/G PARKING** – May be built to the property line provided a minimum of 36 inches soil depth maintained where landscape provided.
**SETBACK** – Building face must be setback 10 ft from property line. Patio and underground parking may extend to property line.

**STEPBACK** – Building floor plate shall stepback 20% in size above 65 ft.

**PROJECTION** – Maximum 3 ft for habitable space and 6 ft for balcony.

**BUILD-TO** – Minimum 70% of building to 65 ft height must be built to setback line.

**BUILDING ENTRY** – Max. 8 ft recess.

**SEPARATION** – Ground floor units must be 2 ft to 4 ft above street; main building entry may be at street level.

**U/G PARKING** – May be built to the property line provided a minimum of 36 inches soil depth maintained where landscape is provided.
All standards for pedestrian mews set forth above shall apply to vehicular laneway, except there is no required separation.

### Vehicular Laneway Standards

**Setback** – Building face must be setback 20 ft from center line of mid-block break.

**Stepback** – Building shall step back at a plane of 1:1.2 above 35 ft height to a maximum of 85 ft height after which the height may be the maximum permitted for the zone.

**Projection** – Maximum 3 ft for habitable space or 6 ft for balcony.

**Build To** – 50% of building face must be built to setback line.

**Separation** – Units must be 2 ft to 4 ft above the pathway if fronting a pedestrian mews.

**U/G Parking** – May be built to the property line provided a minimum of 36 inches soil depth maintained where landscape is provided.
PROJECTION – Maximum 3 ft for habitable space or balcony.

SETBACK – Building face must be setback 20 ft from center line of mid-block break.

U/G PARKING – May be built to the property line provided a minimum of 36 inches soil depth maintained where landscape is provided.
**SETBACK** – There is no required setback.

**STEPBACK** – Building floor plate shall step back in size 20%.
- Above 55 ft for buildings to 65 ft height.
- Above 65 ft for buildings to 85 ft height.
- Above 85 ft for buildings to 105 ft height.
- Above 100 ft for buildings to 120 ft height.

**PROJECTION** – Maximum 3 ft; must be minimum 9 ft vertical clearance to sidewalk.

**BUILD TO LINE** – Minimum 70% of floors above retail (not including the stepback) must be built to property line; 85% of retail building face must be built to property line.

**BUILDING ENTRANCE** – max. 8 ft recess.

**SEPARATION** – Ground floor office or retail must meet the grade of the adjacent sidewalk.

**U/G PARKING** – May be built to the property line provided a minimum of 36 inches soil depth maintained where landscape is provided.
4.2.4 Sunlight/Shade

**Intent**

Parks and open space should have significant solar access. Buildings should be oriented and designed to mitigate solar heat gain.

**Standards**

**High-rise Buildings** – All proposed high-rise developments have been subject to a shadow analysis within the EIR. No further shadow analysis required.

**Guidelines**

**Park Shadowing** – In order to minimize shadowing, the angle and direction of the sun should be a significant consideration in the placement and orientation of taller buildings. Taller buildings should be held back wherever possible from significant public parks, to avoid shadowing at times of day when parks are most used.

**Building Shadowing** – To reduce shadowing of adjacent buildings and associated open spaces, taller buildings should be located to the north of shorter buildings wherever possible.

**Heat Gain Mitigation**

- Shading strategies – To reduce solar heat gain in buildings, sun shading strategies should be employed for west and south facing façades.

- Orientation – Where possible, buildings should be aligned in a generally east/west direction. Given that the goals of wind mitigation and connection to the existing street grid have strongly influenced the 45 degree orientation of the street and block alignment (which in turn influences building alignment), it may not be possible to achieve optimum solar alignment in all case.
4.2.5 Wind

Intent
The effects of the prevailing westerly winds should be mitigated by careful orientation of streets and blocks, and by specific building strategies.

Standards
Building Design Wind Analysis – Prior to design approval of Project buildings, if recommended by Agency staff, the Applicant shall retain a qualified wind consultant to provide a wind review to determine if the exposure, massing, and orientation of the building would result in wind impacts that could exceed the threshold of 26-mph-equivalent wind speed for a single hour during the year. The wind analysis shall be conducted to assess wind conditions for the proposed building(s) in conjunction with the anticipated pattern of development on surrounding blocks to determine if the Project building(s) would cause an exceedance of the wind hazard standard. The analysis shall be conducted as directed by the City’s wind study guidelines, including, if required, wind tunnel modeling of potential adverse effects relating to hazardous wind conditions.

The Agency shall require the Applicant to identify design changes that would mitigate the adverse wind conditions to below the threshold of 26-mph-equivalent wind speed for a single hour of the year. These design changes could include, but are not limited to, wind-mitigating features, such as placing towers on podiums with a minimum 15 ft setback from street edges, placement of awnings on building frontages, street and frontage plantings, articulation of building façades, or the use of a variety of architectural materials.

Guidelines
Street and Block Orientation – Streets and blocks in the plan have been oriented close to 45 degrees from the prevailing wind direction in order to mitigate ‘wind tunnel’ funneling. This strategy has been employed as illustrated.

Pedestrian Zones – Pedestrian zones and other outdoor spaces should be located in sheltered locations wherever possible.

Street Level – At the street level awnings and street trees should be encouraged in order to disrupt and reduce wind flows, particularly important in retail or café patio locations.

Tower Block Location – Staggered tower locations are preferable to aligned tower locations in order to reduce funneling.

Tower Alignment – Towers should not be aligned parallel to the prevailing wind direction.

Building Shape – Taller buildings should be designed to mitigate ‘downwash’ effects. Design features include rounded and/or complex geometry, a bustle/buttress (low and mid-rise extension at base of tower) and podiums.
4.3 Building Design

The standards and guidelines pertaining to building design and the mechanisms that will promote a positive built environment are contained in this section. It begins with the standards and guidelines that apply to the various building types by use, serving as a basis for differentiating buildings and creating variations in character within the neighborhoods. Following, there are standards and guidelines that apply to the general building elements for all building types within the development.

The chapter is organized as follows:

4.3.1 Building Types

A Residential
- Low-rise
- Mid-rise
- High-rise

B Commercial
- Retail and Entertainment
- Research & Development (R&D)
- Artists Space
- Stadium

C Other
- Community Use
- Community Serving
- Adaptive Reuse
- Park Buildings

D Parking Structure

4.3.2 General Building Elements

A Base Activation
B Façade Articulation
C Materials and Colors
D Corners
E Roofs
F Private Open Space
G Sustainable Features
H Building Lighting
I Building Signage
4.3.1 Building Types

A variety of building types serving a range of functions are incorporated into the plan, as follows:

A – Residential
- Low-rise to 65 ft
- Mid-rise to 85 ft
- High-rise to 370 ft

B – Commercial
- Retail and Entertainment
- Research & Development (R&D)
- Artists Space
- Stadium

C – Other
- Community-Use
- Adaptive Reuse
- Park Buildings

D - Parking Structure
A – Residential: General

Intent

Several key characteristics of residential buildings will differentiate the Shipyard from many San Francisco neighborhoods. In particular, the lower floors of residential buildings are intended to engage the street by having activated ground floor uses and lush landscaping in setbacks, helping to animate the streets and create a vibrant pedestrian oriented neighborhood.

A palette of residential building types is proposed to structure and define development that includes:

- Low-rise – tuck-under townhomes.
- Low-rise – free-standing units with individual garages or shared underground parking.
- Low-rise – liner townhomes that are located at the face of the building and have shared podium or underground podium parking.
- Low-rise buildings to a maximum of 65 ft height with shared corridors and vertical circulation.
- Mid-rise buildings to a maximum of 85 ft height with shared corridors and vertical circulation.
- High-rise buildings to a maximum of 370 ft height with shared corridors and vertical circulation.

These types control the intensity and form of development while allowing some flexibility for how buildings are used and how they evolve over time. Within blocks, several building types may be combined, thus creating diverse characteristics throughout the neighborhoods. Ground floor uses for all building types other than townhomes include residential units, live/work units, retail, or office space depending on location.
Standards

Ground Floor Unit Entrances – Ground floor units fronting public streets, parks, or along pedestrian mews shall have an access point along the fronting building face in addition to the main access from interior corridor, lobby, or parking structure. Entrances shall occur at intervals no greater than 30 ft, and may be ganged together.

Grade Separation – Ground floor units shall be elevated between 2 ft and 4 ft above the street for privacy.

Setbacks – A minimum setback of 10 ft to building face is required for residential buildings to allow for the provision of private landscaping and street facing patios and stoops. The setback shall not vary along the predominant wall of a building once established (aside from minor variation which are described in Build-To Percentages).

Exceptions:

1. Residential use that is located above retail use (i.e. mixed-use) may extend to property line.

2. Portions of a residential building that are adjacent to or across the street from a park/open space shall have a minimum setback of 6 ft.

Build-to Line – The minimum build-to percentage is 70% excluding stepback requirement for all residential except 50% where the building fronts or is located across the street from waterfront open space.

Stepback – The building floor plate shall stepback 20% in size compared to the floor plate below.

- Above 55 ft for buildings to 65 ft height.
- Above 65 ft for buildings to 85 ft height.

Projections – Projections into the setback to 3 ft for habitable space and 6 ft for balconies and other non-habitable space are permitted.
A – Residential: Low-Rise/Mid-Rise

**Intent**

Both low-rise and mid-rise building types should be designed to ensure visual interest from the street through changes in plane and a fine attention to architectural detail.

Low-rise buildings are the most common building type in the development, and thus have a profound effect on the streetscape. Care should be taken to ensure buildings engage the street, and are visually interesting on upper floors.

Mid-rise buildings are planned in strategic locations in order to emphasize and frame important spaces.

**Standards**

**Townhome Garages** – Street fronting townhome garages are prohibited on public streets. Any townhomes that incorporate garages shall engage the mid-block break with design characteristics to limit the visual presence of garage doors, emphasizing the garage as secondary to the main entrance and front yard. The maximum number of garage doors per unit is one with a maximum width of 8 ft. Side-by-side garages are prohibited.

**Guidelines**

**Freestanding Townhome Form (‘Tuck-under’)** – Freestanding townhomes may be designed with individual character, or in a consistent style. Modular rhythm should be emphasized through the use of common elements such as bay windows, door recesses materials and fenestration. Variety in form at the pedestrian level is encouraged. Townhomes that form the base of a multi-story building should have elements and proportions that tie them to the building above.

**Residential Courtyards** – Residential courtyards that may be accessed or at least viewed from public streets and mews are encouraged.
A – Residential: High-rise (Tower)

Intent

Towers are meant to punctuate the low and mid-rise skyline at important locations. As individual buildings, they should be seen as slender and vertical planes whose proportion and detailing creates an elegant and simple composition.

The tower standards and guidelines are intended to demonstrate design possibilities within a basic framework. This approach will encourage a rich variety of buildings, while ensuring that towers are graceful beacons that contribute to the built form of the community.

Standards

Elevation segmentation – Towers should be conceived as vertical planes that are extrusions of the floor plates. There should be a primary and a secondary plane(s). Both should be generally unbroken in order to accentuate the verticality of the tower. For towers over 300 ft height, the primary plane should be unbroken for the entire height of the tower, and the secondary plane(s) should be subordinate in height so that the tower has a clearly defined top and does not have an overbearing mass.

Towers over 300 ft height shall have a minimum of two vertical planes, primary and secondary. The size of the primary plane shall be no more than 2/3’s and no less than 1/3 of the full floor plate size (ie for a floor plate of 12,500 sq ft, the primary plane shall be between 4,200 sq ft and 8,350 sq ft). The primary plane shall be the full height of the tower. The secondary plane(s) shall be no taller than 90% of the height of the primary plane.
Floor plan segmentation – The edges of tower floor plans shall be broken into segments in order to more finely articulate the basic vertical form and avoid monolithic buildings that are out of proportion with the community’s finely scaled buildings. Within these divisions there can be subdivisions to respond to specific unit layouts; however, simpler forms are encouraged. Segmentation can be in either symmetrical or non-symmetrical fashion.

Both the long and the short side of floor plates shall have a minimum of two segments and no segment shall exceed the maximum permitted apparent face (100 – 110 ft, depending on tower height, see Table 4.3 for specific requirements).
**Guidelines**

**Tower Base** – Tower base (podium) and tower shaft should be in proportion. Shorter towers will look more elegant if they reach the street and if the podium they are set upon is short; taller towers may look more stable if set on a taller podium, although consideration should also be given to letting them reach the street level, particularly where they are intended by the urban design to be landmarks.

**Innovation** – Innovative materials and forms that creates distinctive buildings is particularly encouraged for towers, since they are intended to be landmarks.

**Boot** – Boots (low-rise or mid-rise extensions of towers) should have a character that is consistent with the tower in order to unify the two forms. Tower should be positioned at the end of the boot, so that the tower meets the ground. The tower should not sit on top of the boot.
B – Commercial: General

The following standards and guidelines apply to all commercial buildings. Standards and guidelines specific to the commercial building type are set forth on the following pages.

Standards

Setbacks – There are no required setbacks for commercial buildings.

Build-to Line – 85% of the building face shall be built to the property line. Patio spaces, entrances, publicly accessible plazas and walk-up windows are exempted provided they are stepped back no further than 12 ft from the property line and cumulatively for no more than 25% of the building face.

Projections – Projections are permitted for awnings, canopies, signage and lighting to a maximum of 5 ft into the public right-of-way provided they have a minimum of 9 ft clearance to the sidewalk.
**B – Commercial: Retail and Mixed-use**

Note: See residential standards for residential levels above retail.

**Intent**

Retail should engage and enliven the street. Emphasis should be placed on using glazing and creating an architectural rhythm at the ground plane.

**Standards**

**Sidewalk Relationship** – Retail buildings shall be oriented to and meet the sidewalk at grade.

**Storefronts** Shall promote pedestrian interest at the ground level and provide visual connection to the store interior with:

- Store frontage shall have at least 60% glazing; glazing shall be transparent. Large multi-story retailer’s upper floor levels shall also meet this glazing requirement.
- Outdoor displays and patios are encouraged, but shall maintain a minimum 6 ft wide clear pedestrian zone within the public sidewalk.
- Interior displays shall provide visual permeability into store interior.

**Store Height and Depth** – All retail spaces shall be a minimum of 12 ft height and average at least 35 ft in depth exclusive of service corridors.

**Façade Articulation** – Retail bays shall be no wider than 30 ft in order to create a fine-grained pattern of shops. Where a larger retailer is anticipated, bays can be combined; however the bay articulation shall be maintained. The impact of large retail stores can be mitigated by ‘wrapping’ exterior façades with smaller retail stores, thereby breaking up the façade and reducing large expanses of blank walls.

**Blank Walls** – Areas without entries or windows are prohibited on pedestrian-oriented retail streets. Blanks walls shall be no longer than 8 ft along other retail street frontages. Display windows are not considered blank walls provided they allow visual access into store interior.

**Guidelines**

**Entrances** – Retail entrances should be easily identifiable and distinguishable from residential entrances. They should be reinforced with such elements as recessed doorways, awnings, special lighting, fenestration, color and materials, and special paving. Multiple entrances to larger stores are encouraged.

**Materials** – Façades should be designed with high-quality materials that offer color, variety, and visual interest to the pedestrian (such as stone, tile masonry, brick or terra-cotta).

**Canopies/Awnings** – Canopies or awnings should be provided for the sun, wind and rain protection of pedestrians. Their design should be integrated with the building architecture. Permanent materials are encouraged over vinyl or fabric.
B – Commercial Research & Development (R&D)

Intent

R&D office buildings are located throughout most of the Shipyard R&D neighborhood and a portion of the Shipyard South neighborhood. Their design should be consistent with the spirit of innovation that is sought for this type of building.

Additional small non-research oriented office spaces may be located throughout the site, but will be designed in accordance with at-grade retail space.

Standards

Main Pedestrian Entrance – Main pedestrian building entrances shall be located on primary streets including Spear Avenue and Robinson Street, and be clearly identifiable while maintaining an architecture vernacular consistent with the building above.

Fume-hood Venting – Exhaust vents shall be carefully designed and situated in order to minimize possible air contamination to common open spaces and nearby buildings. Prevailing wind direction shall be a principal factor in identifying an optimal location.

Garage and Service Entrances – Parking entries and loading shall be located on secondary streets; none are permitted on Spear Avenue. Parking entries or loading shall not be permitted on a building face that fronts a public park or open space.

Setbacks – There are no required setbacks for R&D buildings.

Build-to Line – Shall be a minimum of 70% except where buildings face public open space where they shall be a minimum of 50%.

Stepback – The building floor plate shall stepback 20% in size compared to floor below.

• Above 55 ft for buildings to 65 ft height.
• Above 65 ft for buildings to 85 ft height.
• Above 85 ft for buildings to 105 ft height.
• Above 100 ft for buildings to 120 ft height.

Projections – Projections into setback to 3 ft are allowed.
### Guidelines

**Main Building Façade** – Building faces fronting primary streets and open space should be reinforced with distinguishing architectural treatments such as projections, special materials and color, and articulated rooflines.

**Building Mass** – The bulk of large and/or taller buildings should be broken down through the use of recesses or stepbacks on upper levels to reduce their apparent mass.

**Roofline** – Building heights and rooflines should be modulated to create a visually appealing skyline and add character to the overall massing.

**Common Open Space** – Centrally located common open space should be incorporated at grade, on parking roof-decks, and/or on building roofs. The bulk of building faces surrounding open space should be mitigated through the use of balconies, terracing, landscaping, or other appropriate means. Open spaces should maximize solar gain and serve as inviting and comfortable spaces for eating lunch or other leisure activities. They should provide appropriate landscaping including shaded and/or covered seating areas.

**At-grade Mechanical Equipment and Material Storage** – At-grade mechanical equipment/material storage should be screened from view.
B – Commercial: Artists’ Space

Intent
Replacement artists’ studio space and an arts center will be provided within the Village Center neighborhood. Replacement studios should provide a range of studio spaces as related to privacy, lighting, noise, fumes, and other requirements. The replacement space should be able to support the creation of a variety of media.

The arts center will engage the street, terminating the Fischer Street retail. Additional requirements for the design of the Artists Space and surrounding areas is contained in Section 5.1.

Standards
Streetwall – All streetwall edges shall conform to general commercial standards. See B – Commercial: General and Figures 4.5 and 4.6.

Guidelines
Streetwall – All streetwall edges shall conform to general commercial standards. See B – Commercial: General and Figures 4.5 and 4.6.

Ground Floor Studios – Spaces located on the ground floor should be designed and allocated to artists who would like to have their workshop double as gallery space in order to showcase and sell their work.

Studies – Studio spaces should have sufficient natural light for artistic activities, adequate natural or mechanical ventilation to exhaust fumes generated by artistic activities, and be serviced by loading docks and elevators.

Common Outdoor Space – Common outdoor plaza space should be supplied in a location convenient to studios.
B – Commercial: Stadium

Intent
The new 49ers stadium is located in close proximity to the Shipyard Village Center, and is intended to engage the public realm. A large plaza between Crisp Road and the stadium building will be designed to be inviting and celebrate the excitement of stadium events, both on game days and non-game days. Small shops and entertainment uses may be incorporated into the plaza and stadium building fronting Crisp Road.

The stadium’s western façade will be directly visible from Hilltop and Candlestick Point residential areas; therefore, it should be visually appealing, both architecturally and in the use of graphic advertisement.

Standards
Build-to Line – Standards are exempt.

Stadium Main Entrance – The main stadium pedestrian entrance shall be on the north side of the stadium site, off of Crisp Road.

Commercial Uses – Stadium associated retail, if developed, shall be located adjacent to the main entrance and be clearly identifiable from Crisp Road. Retail spaces shall be integrated with the overall stadium architectural vernacular.

Blank Wall – The blank wall standards as described in Section 4.3.1 do not apply to the stadium. Stadium blank walls shall be limited to 20% of a given building face. A break in the blank wall includes a stadium entrance (pedestrian or vehicular), architectural screening, advertising, sustainable features or landscaping elements that extend 80% of the height of the wall.

Guidelines
Streetwall – All streetwall edges should conform to general commercial standards. See B – Commercial: General and Figures 4.5 and 4.6.

Architectural Rhythm – The façade of the stadium should establish a rhythm at a maximum interval of 60 ft to a minimum height of 60 ft in order to achieve a building scale consistent with surrounding buildings and animate the ground plane.
C – Other: Community Use

Intent
There are several development parcels allocated for community uses. The specific uses of these parcels will be determined in the future through community consultation, but may include: fire facilities, police facilities, day care, senior's housing, recreational and meeting space, performance spaces, substations and other uses deemed to benefit the community.

The purpose of the following standards and guidelines is to facilitate the design of the buildings that will be consistent with the architectural character, in particular commercial buildings.

Standards
Active Frontage – The buildings shall be sited at the street frontage in order actively engage the public and contribute to the fabric of the streetscape, unless it is within a park system where it shall be sited to be highly accessible to the majority of park users.

Community Developed Program – Program shall be determined through consultation with the community.

Sub-station Screening – Sub-stations shall be screened from view of public spaces (streets, parks) by a minimum of 8 ft high hedgerow or full screen fence.

Streetwall – All streetwall edges shall conform to general commercial standards. See B – Commercial: General and Figures 4.5 and 4.6.

Guidelines
Transparency – Should provide a minimum 50% transparency within the vertical plane on the street-facing side(s), unless specific programming requirements preclude this.

Contextual Design – Where building is an integral part of the street wall, it should complement the scale, massing and general proportions of surrounding buildings.

Iconic Architecture – Where building stands alone, it should be an expressive design that includes a simple roof form and unique elements that distinguish it as a civic building.
C – Other: Adaptive Reuse Buildings and Facilities

Intent

The Shipyard has a unique array of Navy infrastructure, including naval drydocks and associated buildings, as well as other Navy buildings from the World War II era. Several of the buildings will be preserved and rehabilitated, while others are considered for retention.

The Hunters Point Commercial Dry Dock and Naval Shipyard Historic District has been identified as eligible for listing in the National Register of Historic Places (NRHP). The Project proposes to retain the buildings and structures in this District: Drydocks 2, 3, and 4, and Buildings 140, 204, 205, 207 and 208. Standards and Guidelines for the preservation of the Drydocks are discussed in the Parks, Open Space, and Habitat Plan.

Four additional buildings contributing to the District have been identified as eligible for listing with the California Register of Historic Resources: Buildings 211, 224, 231 and 253. Development at the Shipyard would result in the demolition of these buildings under the Baseline Option. In a non-stadium option, these buildings will be evaluated for retention, rehabilitation and reuse.

Other facilities may also be considered for adaptive reuse, including the re-gunning crane and Building 813.

Standards

Buildings 140, 204, 205, 207 and 208 – Secretary of the Interior Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings shall apply to rehabilitation for adaptive reuse.

Buildings 211, 224, 231 and 253 – To reduce the adverse effect on historical resources, prior to any structural demolition and removal activities, a professional who meets the Secretary of the Interiors’ professional qualifications standards for architectural history shall prepare a written and photographic documentation of the potential District based on the National Park Services’ Historic American Building Survey (HABS) / Historic American Engineering Record (HAER). Under either non-stadium option, the buildings shall be further evaluated for retention, rehabilitation and reuse at the time that development is proposed at this location.

Guidelines

Buildings 211, 224, 231 and 253 – Should any of the buildings be retained, effort should be taken to preserve the exterior façade of the building to the extent possible. Additions to any of the buildings may have a differing architectural composition in order to contrast the architectural eras.
C – Other: Park Buildings

Intent
New park buildings will be located throughout the development to enhance the park experience for users. Small auxiliary buildings will include rest rooms and covered picnicking areas, while other larger buildings may be included, such as a gymnasium, gazebo, covered performance space, restaurant, and park staff office space.

Standards

Location and Design

- The maximum height of a park building shall be 40 ft.
- Park buildings shall not have blank walls greater than 16 ft or service entries on those sides facing residences.
- Buildings shall be sited in areas of high activity within the park system, including as extensions of development streetwalls along major streets.
- Layout, fenestration and entrances shall encourage public use.
- Adequate signage shall be placed within the park system and streetscape to facilitate wayfinding.
- Buildings are not permitted on the northern portion of the Grasslands Ecology Park or the entirety of Northside Park (see Section 4.2.1 Heights).

Guidelines

Expressive Design and Character

- The building should have an expressive design that includes a simple roof form and unique elements that distinguish it as a publicly accessible building.
- New buildings within the park system should have a high degree of transparency and an architectural style and composition consistent with industrial history of the Shipyards.
D – Parking Structure

Intent

Parking structures, whether stand alone or part of a multi-use block or building, should be screened so that they do not negatively impact the streetscape or other public spaces. Façades should be wrapped by active uses or visual screens and roofs should be screened with landscaping or active uses. The standards described herein are for both independent free standing parking structures, and parking structures integrated into residential or commercial buildings. Additional details related to parking structures are included in Sections 4.2.3, Figure 4.7 and 4.4.1.

Standards

Wrapping Uses in Multi-Use Buildings – All multi-use buildings or blocks shall have active uses that wrap the street frontage so that parking is concealed internally.

Wrapping Uses in Single-Use Parking Structures – With the exception of the parking structure at Spear Avenue, the street level building face of all single-use parking structures shall have active uses. For the street level of the structure at Spear, and for levels above the street when there may not be active fronting uses, visual screening shall be utilized (see below).

Visual Screen – The face of parking structures shall have at a minimum ‘living’ landscape wall screening or baffles where there is no active use. Active uses are encouraged wherever possible. Screening shall utilize a rhythm of entrances and bays in a scale compatible with the surrounding buildings.
Entrance – For structured parking, including off-street loading, the combined parking ingress and egress shall be a maximum 24 ft width. Separate parking ingress/egress shall be a maximum 11 ft width (12 ft if combined with loading) and be spaced a minimum of 60 ft apart to re-establish the building façade. The sharing of parking entrances and loading is encouraged. The number of entrances is limited to a single ingress and egress unless a traffic impact analysis (TIA) substantiates the need for a second ingress/egress based on either volume or travel distance requirements. Shared parking entrances shall be a minimum of 40 ft from block corners and 20 ft from building entrances. The maximum width for a freestanding townhome entrance shall be 8 ft.

Landscaping – Underground parking structures that extend beyond the building face shall provide a minimum 36 in soil depth above where landscaping is provided.

Roof Deck – Parking stalls on any roof deck shall be 50% shaded through the use of landscaping (5 years from construction), photovoltaic trellises or any other appropriate high albedo shading techniques.

Guidelines

Entrance Concealment – Parking entrances should be situated away from direct sightlines and in areas that are away from high pedestrian or vehicular traffic areas, and concealed by the use of canopies, landscaping and setbacks.
4.3.2 General Building Elements

For all building types, there are various common characteristics that create a strong sense of place within the plan. These are:

A  Base Activation
B  Façade Articulation
C  Materials and Colors
D  Corners
E  Roofs
F  Private Open Space
G  Sustainable Features
H  Building Lighting
I  Building Signage
A – Base Activation

Intent
The base of buildings should animate the street by containing active uses supported by generous windows, entrances and outdoor spaces at the street level. Active uses include street-level residential units with street-facing entrances, retail and restaurants that meet and engage the sidewalk with ample glazing, displays and inviting entrances, entertainment, offices and lobbies.

Standards

At-grade Activation – In order to activate the ground plane along public streets and mid-block breaks, uses at-grade shall be active. These include residential, retail, office, R&D, lobbies and corridors.

Blank Wall – A blank wall is defined as having no active uses including no glazing or doorways, excluding parking garage entrances. A building facing a street, mid-block break, or open space shall have no single blank walls more than 16 ft in length for residential buildings and 8 ft for commercial buildings. The total amount of blank wall shall be limited to 20% or a total of 40 ft of building face, whichever is greater.

Main Building Entrance – The main building entrance shall be prominent and expressed by such elements as taller volumes, recessed doorways, canopies, lighting, public art, water features, special materials and paving. Entrances shall be easily identifiable and well lit for convenience, visual interest and increased safety.

Individual Entrances – All ground floor units facing a public right of way or pedestrian mews shall have street-facing entrance area (patio/stoop) that serves as a transitional area between the building and public realm. Design shall emphasize safety, security, and render the entrance easily identifiable and visually appealing. Entrances shall define private space by creating a sense of ‘territoriosity’ while remaining visually accessible from the street.
Garage Entrances – Entrances to individual residential garages shall be limited to one per unit to a maximum 8 ft width. Entrances may be located on private lanes including in mid-block breaks. They are not permitted on public streets (for standards on common parking structure entrances, see Section 4.4.1).

Guidelines

Neighborhood Retail – Neighborhood serving retail is encouraged in the base of residential buildings at higher pedestrian traffic areas.

Decorative Elements – Decorative elements that evoke the community character are encouraged. These include use of color, banners and signage.

Artful buildings – Buildings themselves are encouraged to be artfully designed. This may include dynamic building elements or public art that is incorporated into building façades or entrances and lobbies.

Safety – Buildings and public space should be made safe by ensuring natural surveillance and clear legible boundaries and pathways. ‘Eyes on the street’ principles should be employed by locating doors, windows, and open spaces to face public streets and parks.
B – Façade Articulation

Intent

The façade of buildings should be purposefully articulated (defined, made clear) in order to make legible the various building functions (i.e. lobby, residential and retail) and segments (i.e. base, middle, top), and reduce its apparent mass.

The building façade should also help create a strong sense of identity for the building and be designed at one holistic scale where the massing, building details, and entries are proportionally related.

Standards

Vertical Articulation – The three segments of the building, base, middle and top, shall be articulated by such elements as cornices, string courses, stepbacks, recesses and projections, changes in floor height, and changes in color and material.

• Base Section – Retail/Residential
  - Shall relate directly with the street and add to the vitality of the public realm.
  - Shall ‘ground’ the building;
  - Retail shall have maximal glazing, and characterful signage and awnings (see Section 4.3.1 B).
  - Residential shall be defined through active elements such as doors, patios/stoops, and/or material and/or color differences.

• Mid Section
  - Shall define the principle building façade.
  - Shall differentiate from base- and top-sections through the use of materials and/or color.

• Top Section
  - Shall define roofline.
  - Penthouse units shall be stepped back from primary building face (see Section 4.2).
Horizontal Articulation – The first 20 ft height of the building face shall have a rhythm of modules that serves to break down the scale of the building face. The maximum dimension of any module shall be 30 ft. A module shall be defined as a portion of the façade that is differentiated from the adjacent façade by a change in the line of the face of building, and/or a substantial change in material color or fenestration. Characteristics between modules should relate to one another to achieve a unified composition.

Guidelines

Fenestration – Windows should be proportioned relative to the scale of use. They should be elegant in form and complement the palate of other elements.

Balconies – Balconies should be designed as an integral component of the building form in order to not appear ‘tacked on’. Full depth balconies are encouraged. Shallow depth ‘Juliet’ balconies are allowed, but balconies with a depth of under 6 ft may not be counted as open space.

Sustainable Features – Green (planted) walls, photovoltaics, and other sustainable features that reduce the overall energy consumption of a building are encouraged. Buildings façades should be designed to take advantage of passive solar design principles and maximize natural ventilation and interior day lighting.

Innovation – Innovation in building form, sustainability, and energy use is encouraged providing it meets the overall intent of the building design guidelines.

Lighting – Lights should be subtle and reinforce the overall façade design.
C – Materials and Colors

Intent
Building materials and colors should be carefully selected to achieve an overall built form that accentuates the uniqueness of individual buildings, and adds to the fabric of the street. Materials should be high quality and durable, and should suit the local environment. Materials on any one building should be carefully chosen to form a pleasing and controlled composition of the elevations and building mass.

Standards
Walls – Permitted materials include: high quality finish cast in place or precast concrete, unitized ceramic panels, high quality metal panels, brick, stone, wood, stucco, cement fibre lap, curtain wall glazing systems and photovoltaics forming an exterior wall system.

Glass Types – All glass inclusive of the glazing system, shall perform to the minimum or better of the State Energy Standards. Innovation related to sustainability is encouraged in the choice of glass and glazing products. Not permitted: reflective glass; greater than 10% tinted glass.

Durable Materials – Materials shall be durable and of high quality and respond to the site’s maritime climate by utilizing appropriate envelope systems.

Guidelines
Smart Buildings – The use of intelligent building skins, such as self-cleaning façades and glass, is encouraged.

Local and Sustainable Materials – To the extent possible, locally sourced materials should be used to help establish a palette that works with climate, light, history, and culture. Sustainable and recycled materials are highly encouraged.

Building Form – Materials and colors should highlight and reinforce unique forms within a building, such as base and corner elements, entrances, and other features.

Colors – Building should be composed of a well controlled and balanced palette of colors and textures. The color and material palette should contribute in a thoughtful manner to the overall fabric of the neighborhood.
D – Corners

Intent
Key intersections within the plan serve as gateways into the overall development or neighborhoods; these locations are identified in Section 5, Neighborhood Standards and Guidelines. Building corner design at these locations will help create a unique emphasis on such gateways and establish an overall character for the neighborhood. Buildings at all other street corners should also be carefully designed to reinforce the importance and visibility of these locations.

Corners are important elements of the public realm; therefore, mechanical, service, exposed parking and loading are prohibited at block corners.

Guidelines
Corner Expression – Buildings at intersection locations should have special architectural treatments that reinforce the street corner’s importance as a public realm element. This may be achieved through a change in massing, a contrasting façade finish and/or transparency.

Materials – Building materials should turn the corner. Where materials change from one façade to the next, such a change should be thoughtfully developed as an integral part of the design theme for the building.
E – Roofs

Intent
Building roofs will be visible in many cases either by surrounding buildings or neighborhoods. Accordingly, roofs should be an integral aspect of the building and an expressive opportunity that should be attractive and usable for outdoor use, energy production, stormwater storage.

Standards

Mechanical Equipment – Rooftop mechanical equipment including elevator/stair cores more than above 6 ft above the roofline shall be screened from view of neighboring units. The mechanical screens shall form part of the building top composition and consist of materials consistent with the overall building color and material palette. The maximum permitted coverage by mechanical equipment is 30% of the roof top area for all buildings with the exception of R&D buildings which shall have a maximum 50% coverage for rooftop mechanical equipment.

Solar Energy – Buildings shall provide ‘solar ready’ infrastructure such as solar panel curb standoffs, conduit, and roof water spigots that minimize the cost and effort of adding solar capacity at a later date. As an alternative, infrastructure shall be provided for solar hot water panels, minimizing future disruption to the building envelope and roof membranes.

Stormwater – Roofs shall be designed to accommodate water quality objectives. See Section 4.3.1 F and separate ‘Infrastructure Plan’ and ‘Sustainability Plan’ for more details.

Guidelines

Fifth Façade – Where roofs are viewed from above they should be considered as a ‘fifth façade’ and designed to provide an attractive view from above.

Articulation – The roofline should be articulated to reinforce its role as the top of the building and should form an integral part of the overall building composition. Expressive and sculptural roof forms that will be seen from a distance are encouraged. Wherever possible, roof mechanical exhaust vent and equipment projections should be clustered and set back from the edge of buildings that are visible from the street or points above.

Color – The use of high albedo, non-reflective and landscaped roof is encouraged to prevent heat island effect.

Usable Roof Terraces – Usable terraces on building roofs and podiums are encouraged where possible. Trellises and open structures should be designed as part of the overall roof composition.

Green Roof – Green roofs are encouraged and should be insulated to minimize heat and noise transfer and use regionally appropriate plant species to minimize water consumption requirements. Drip or bubbler systems to establish green roof plants are permitted, but once the planting has been established the temporary irrigation systems should be disconnected and rendered unusable.
Townhome entrances and elevated patios with privacy screening.

Precedent – Private above grade balconies and rooftop decks.

Precedent – Common open space. Private open space zones.

F – Private Open Space

Intent
Buildings have three distinct open spaces:

- Private at-grade patios and stoops within the building setback zone.
- Private above grade balconies and rooftop decks.
- Common (shared) open spaces.

Private at-grade patios and stoops create spaces for individual expression and opportunities for casual neighborly encounters. They should contribute to a safe and engaging public realm by having direct access from the street.

Private above-grade outdoor open spaces should be designed to a high standard and be carefully programmed and located to ensure usability. Private open spaces include terraces, patios, balconies, and possibly rooftop space, and are intended for the use of individual residents within a unit.

Common open spaces are intended for the use of all residents within a building or building cluster, and include rooftop spaces and internal courtyards.
Standards

Total Open Space Area – Every building shall have a minimum net usable open space equivalent to 60 sq ft per unit. Areas underneath a projection that has less than 9 ft clearance shall not be included. At the developers’ option, open space shall be permitted as either Private Open Space or Private Common Open Space or any combination of both.

Private Open Space – Individual private open spaces shall be a minimum of 36 sq ft. Areas underneath a projection that has less than 9 ft clearance, and open space with a dimension of less than 6 lineal ft in any direction shall not be counted towards total.

Private Common Open Space – Shall be a minimum of 100 sq ft open space. Areas underneath a projection that has less than 9 ft clearance, and areas with a dimension of less than 10 lineal ft in any direction shall not be counted towards total.

At-grade Open Space – The setback zone of all residential buildings shall be used either to create high quality, usable open space for street-facing units, or in the case of building entrances to create a transition zone between private-use and the public realm. Permitted uses within the setback zone include street-facing stairs, stoops, porches, patios, landscaping, driveways and entry plazas. The setback zone shall be landscaped with high quality materials from the building edge to the public sidewalk.

Grade Separation – Ground floor units shall be elevated above the street by between 2 ft and 4 ft.

Fences and Gates – Fences and gates shall be a maximum height of 4 ft as measured from their base.

Stormwater Treatment – Standards are contained in Section 4.3.2 G.
Guidelines

At-grade design – stoops and patios at grade should be designed in order to achieve usable space for residents, while also providing safety measures to ensure the space is defensible. Defensible design includes gates and railings, and appropriate landscaping to provide a buffer from street, while also allowing visual connections between the street and the residence.

Orientation – Orientation of all open spaces should maximize solar access and views. Balconies on high-rise towers are encouraged to be located away from building corners that face the prevailing wind direction.

Safety – Common spaces should be inviting, interesting, and safe.

Rooftop / Podium Deck Design – Deck design should provide visual interest from surrounding overview homes.

Common Space Programming – A variety of programming uses should be provided to appeal to various constituents. This may include planters, paved areas, gardens, pools and play areas.

Plant Palette – Native and climate appropriate plants are encouraged.

Irrigation – Water demand should be minimized by carefully controlling irrigation timing and application.
G – Sustainable Features

Intent

Sustainable development practices are highly encouraged in implementing the sustainability vision summarized in Section 2.3. A variety of standards and guidelines are described below to ensure that baseline practices are followed.

Buildings and their associated landscapes should utilize industry-leading sustainability features. Innovative sustainable approaches at all levels are strongly encouraged.

Standards

**Stormwater Treatment** – Water quality storm runoff from development parcels shall be treated before draining to the stormwater system; this shall be accomplished using low impact development treatment measures as prescribed in the ‘San Francisco Stormwater Design Guidelines,’ San Francisco Public Utilities Commission, Port of San Francisco. For volume based treatment methods, the LEED sustainable sites Credit 6.2 shall be followed.

**Green Building Ordinance** – All new buildings shall be subject to the City and County of San Francisco Green Building Ordinance.

**Reclaimed Water** – Reclaimed water infrastructure (purple pipe) shall be installed as part of land development.

**Climate Appropriate Vegetation** – All buildings shall use climate appropriate vegetation that does not require permanent irrigation for landscaping open spaces, rooftops and green walls.

**Title 24 (2008) Energy Standards** – All new buildings shall be designed to exceed Title 24 (2008) energy standards by at least 14%.

**Landfill Diversion** – Construction of new buildings and demolition of existing buildings shall require that at least 75% of generated debris and waste be diverted from landfill, with a goal of 90%.

**Recycling** – Dedicated recycling facilities are required for all buildings.

**Concrete** – Concrete used in building construction shall include at least 25% fly ash or slag.

**Solar Ready** – All new buildings shall be required to provide ‘solar ready’ infrastructure such as solar panel standoffs, conduit or roof water spigots that minimize the cost and effort of adding solar capacity at a later date.
Guidelines

- Sustainable elements should contribute to the cohesive whole of the building and site design.
- Encourage building form, orientation and thermal mass that optimize solar radiation, natural ventilation and day lighting.
- Reduce heat-islands by providing light colored / high albedo materials, pervious landscape, high emissivity roofing and green roofs.
- Eliminate light trespass from the building and site, improve night sky access and reduce development impact on nocturnal environments.
- Use regionally manufactured building materials.
- Use durable, thermally efficient roofs, walls and windows that reduce heating and cooling and enhance thermal comfort.
- Use landscaping that requires little or no irrigation or application of synthetic chemicals.
- Rainwater is encouraged to be harvested for on-site uses such as irrigation.
- Use efficient HVAC and electrical lighting systems.
- Use water efficient supply and waste fixtures.
- Reduce the use of finite raw materials and long-cycle renewable materials by replacing them with rapidly renewable materials.
- Use building products that incorporate recycled content materials.
- Where possible, use wood-based materials and products certified by the Forest Stewardship Council.
- Use adaptable interior designs, providing visual access to the outdoors and access to daylight.
- Use interior finishes and installation methods that have lower toxic emissions.
- Incorporate ‘smart metering’ building management systems and feedback panels into homes.
- Incorporate bird-friendly building design elements (e.g. non-reflective tinted glass).
H – Building Lighting

Note: For information on street and park lighting, refer to the companion ‘Parks, Open Space, and Habitat Concept Plan’ and ‘Streetscape Plan’.

Intent

Lighting on buildings should be integrated into the architectural design to creatively illuminate pedestrian areas and highlight building elements.

Standards

Fixtures – Full cutoff or fully shielded fixtures shall be used in order to avoid light being directed upwards. Zero candela intensity shall occur at an angle of 90° or greater above nadir. Additionally, no more than 10% candela intensity shall occur at an angle greater than 80° above nadir.

Guidelines

Pedestrian Areas – Pedestrian areas should have adequate illumination for safety.

Retail – Lighting should integrate with retail signage, storefront windows and other building elements to enhance visual interest.

Residential –

- Lighting should be sensitive to nearby residential developments by:
  - Limiting Glare.
  - Minimizing spill light beyond the property boundary.
- Within a development, common outdoor lighting should be designed to mitigate light trespass into adjacent units.

Energy Consumption – Sensor or timer-based shut off controls should be used for residential, pedestrian and parking areas.
I – Building Signage

The following signage controls are intended to provide basic direction for how signage is displayed. Additional more detailed signage information will be contained in the ‘Signage Master Plan,’ which will be created subsequent to the creation of this D4D. For information on street and park signage, refer to the companion ‘Parks, Open Space, and Habitat Concept Plan’.

A variety of building signage serving a range of functions are discussed in the following section and include:

i Commercial Signage
ii Residential
iii Temporary Signage
iv Prohibited Signage

General

Intent

Signage should be artful, creative, add visual interest to the street, and complement the overall building design. Signage should be utilized to identify a business, and be clearly identifiable to customers, yet not be visually objectionable.

Guidelines

Location – Signs should not obscure architectural elements such as pilasters, cornice lines, capping or openings.

Legibility – Sign typeface should be clearly legible.

Materials – Signs should be designed of high quality materials consistent with the overall building architecture.

Style – Signs should be of a style representative of the overall building and district character, while ensuring the business is appropriately represented.

- Visually representational rather than textual signs are encouraged.
- Signs should be artful, creative, and highly graphic.

Orientation – Signs should be oriented to face pedestrians.

Lighted Signs

- Externally lighted fascia and blade signs are encouraged.
- Internally lighted or backlit are discouraged.
i – Commercial Signage

Standards

Area Calculation – Sign area is measured by drawing a rectangular box around the most extreme points of a sign. In cases where the sign extends in a second direction greater than 20 degrees from the primary sign face, a second box around the most extreme points of the secondary sign face shall be drawn and added to the area of the primary face to generate the total sign area.

Electrical Services – Lighted signs shall conceal any junction boxes, lamps, tubing, conduits and raceways.

Sign Types –

Window Signs
- Permanent or temporary window signs shall not exceed 1/3 the area of the window to a maximum of 20 sq ft on or in which the signs are located.
- Signs shall be of a durable/low maintenance material or adhered or permanently printed on the interior surface of the window.

Wall Signs
- The area of all wall signs shall not exceed one square ft per foot of street frontage occupied by the business measured along the wall to which the signs are attached, or 20 sq ft for retail spaces < 30,000 sq ft or 60 sq ft for retail spaces > 30,000 sq ft for each street frontage, whichever is less.
- The height of any wall sign shall not exceed 10 ft for small retail spaces < 30,000 sq ft or 15 ft for large retail spaces > 30,000 sq ft or the height of the wall to which it is attached.
- Signs shall be mounted directly on a wall facing the public realm.

Projecting Signs
- The area of projecting signs combined when there are multiple signs shall not exceed 24 sq ft.
- Projecting signs shall be located no closer than 20 ft apart.
- The height of a projecting sign shall not exceed 30 ft or the height of the wall that it is attached or the windowsill of residential above.
- No part of the projecting sign shall project more than 75 percent of the horizontal distance from the street property line to the curb-line, or six ft six in, whichever is less.
- The sign may be non-illuminated or indirectly illuminated, or during business hours, may be directly illuminated.

Signs on Awnings
- The area of awning signs shall not exceed the lesser of: 50% of the area of the vertical face of the awning, or 200 sq ft.
- Maximum letter height is 12 inches.
- Sign copy may be non-illuminated or indirectly illuminated.

Nameplate
- One nameplate sign is permitted per business.
- The area shall not exceed 2 sq ft.
ii – Residential Signage

Standards

1. Common Entrance Signage

Area – The area of a sign at the common entrance of a multi-unit building and shall not exceed 20 sq ft; additional common entrances are permitted one sign to a maximum of 5 sq ft.

Sign Types

- Wall Signs
  - The height of any wall sign shall not exceed the second floor windowsill.
  - Signs shall be mounted directly on a wall facing the public realm.

- Projecting Signs
  - The height of projecting sign shall not exceed 20 ft or the height of the windowsill of residential above.
  - No part of the projecting sign shall project more than 4 ft.
  - The sign may be non-illuminated, indirectly illuminated, or directly illuminated.

- Signs on Awnings
  - The area of awning signs shall not exceed 50 percent of the area of the vertical face of the awning.
  - Maximum letter height is 12 inches.
  - Sign copy may be non-illuminated, indirectly illuminated, or directly illuminated.

2. Individual Entrance Signage

Area – The area of a sign for an individual unit at grade shall not exceed 2 sq ft.

Sign Types

- Nameplate
  - One nameplate sign is permitted per unit.
iii – Temporary Signage

**Contractors** – One sign for persons or businesses connected to work on buildings under actual construction or alteration. Signs shall not exceed 12 sq ft in size. Signs must be removed within seven days following completion of the contract.

**For Sale / Lease** – One sign is allowed for each street frontage of the total parcel involved. The sign shall not be greater than 10 ft tall, and may not extend above the roofline if attached to the building. Sign area shall not exceed 6 sq ft for each lot or for each 3,000 sq ft in such total parcel, whichever permits the larger area; no sign shall exceed 18 sq ft. Signs must be removed within seven days following removal of the property from the market.

**Public Events** – Signs noticing public events must be removed immediately after the event has taken place.

iv – Prohibited Signage

The following sign types are prohibited:

- Blinking, flashing, and oscillating lighting signage
- Animated signs
- Portable signs
- Inflatable signs
- Roof Signs
4.4 Parking and Loading

4.4.1 Off-street Parking

Intent

Off-street parking in shared structures should be provided for all land uses in convenient locations that are visually concealed from view of the street by active users. Additional standards and guidelines are contained in Section 4.2.3, Figure 4.7 and Section 4.3.1 D.

Standards

**Numbers/Ratio** – The maximum amount of off-street parking by use is described below. For residential parking, the maximum represents a cumulative total number of spaces equal to one space per unit. In the event some residential buildings provide for less than one space per unit, these unallocated spaces may be re-allocated to other residential buildings. But in no event shall the residential parking ratio exceed 1:1 at any given time. Re-allocation of any unused parking spaces shall be identified during the Design Review and Document Approval Procedure submission by sponsor. For additional detail, refer to the companion ‘Transportation Plan’.

<table>
<thead>
<tr>
<th>USE</th>
<th>MAXIMUM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>1 space/unit</td>
</tr>
<tr>
<td>R&amp;D</td>
<td>1.3 spaces/1000 sq ft</td>
</tr>
<tr>
<td>Office</td>
<td>1 space/1000 sq ft</td>
</tr>
<tr>
<td>Neighborhood Retail</td>
<td>3 spaces/1000 sq ft</td>
</tr>
<tr>
<td>Artists Space</td>
<td>1 space/2000 sq ft</td>
</tr>
<tr>
<td>Community Uses</td>
<td>1 space/2000 sq ft</td>
</tr>
<tr>
<td>Marina</td>
<td>0.6 space/slip</td>
</tr>
<tr>
<td>Stadium</td>
<td>Total 16,415 spaces</td>
</tr>
</tbody>
</table>

**Stadium Parking** – A total of 16,415 parking spaces shall be provided for use by the stadium on game days. Parking spaces located between the stadium ring road and the inner service road shall be ‘dual-use’ turf surfaced.

**Bicycles** – Shall be located in a secured and convenient location that is near the garage entrance and does not conflict with autos. The standards for bicycle parking by use are listed in Table 4.6 and 4.7.
### Table 4.6  Bicycle Parking Spaces for Residential Uses

<table>
<thead>
<tr>
<th>Dwelling units in all Districts</th>
<th>MINIMUM NUMBER OF BICYCLE PARKING SPACES REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td>For projects up to 50 dwelling units: 1 Class 1 space for every 2 dwelling units.</td>
<td>For projects over 50 dwelling units: 25 Class 1 spaces, plus 1 Class 1 space for every 4 additional dwelling units over 50.</td>
</tr>
<tr>
<td>Group Housing</td>
<td>1 Class 1 space for every 3 bedrooms</td>
</tr>
<tr>
<td>Dwelling units dedicated to senior citizens or physically disabled persons</td>
<td>None required</td>
</tr>
</tbody>
</table>

### Table 4.7  Bicycle Parking Spaces for Commercial Uses

<table>
<thead>
<tr>
<th>COMMERCIAL USE</th>
<th>MINIMUM NUMBER OF BICYCLE PARKING SPACES REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td>New commercial buildings whose primary use consists of medical or other professional services, general business offices, financial services, business and trade schools, and development or manufacturing.</td>
<td>Where the gross square footage of the floor area exceeds 10,000 sq ft but is no greater than 20,000 ft, 3 bicycle spaces are required, of which at least 1 must be a Class 1 space.</td>
</tr>
<tr>
<td>New commercial buildings whose primary use consists of retail, eating and drinking, or personal services.</td>
<td>Where the gross square footage of the floor area exceeds 20,000 sq ft but is no greater than 50,000 feet, 6 bicycle spaces are required, of which at least 2 must be a Class 1 space.</td>
</tr>
<tr>
<td>New commercial buildings whose primary use consists of parking spaces for rent or other fee to the general public, and facilities which offer automobile parking space solely to building tenants, or a combination of both.</td>
<td>Where the gross square footage of the floor area exceeds 50,000 sq ft, 12 bicycle spaces are required of which at least 4 must be Class 1 spaces.</td>
</tr>
<tr>
<td>Every garage shall supply a minimum of 6 bicycle spaces regardless of the number of automobile spaces.</td>
<td>Where the number of automobile spaces is between 120 and 500, 1 bicycle space shall be provided for every 20 auto spaces.</td>
</tr>
<tr>
<td>Where the number of auto spaces is more than 500, 25 bicycle spaces shall be provided plus 1 additional space for every 40 auto spaces over 500 spaces, up to a maximum of 50 bicycle spaces.</td>
<td></td>
</tr>
</tbody>
</table>
Car-sharing – Local car-share organizations will have access to both on-street and off-street parking in order to provide car-share vehicles throughout the Project site. Car-share services are intended to reduce the overall parking demand by reducing the need for private vehicle ownership. Car-share vehicles are owned and maintained by the car-share service; members access vehicles when needed, paying based on how much they drive.

- Required Car-share Spaces – For new buildings, car-share spaces shall be provided as follows:

Table 4.8 Required Car-share/Residential

<table>
<thead>
<tr>
<th>RESIDENTIAL UNITS</th>
<th>REQUIRED CAR-SHARE PARKING SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 49</td>
<td>0</td>
</tr>
<tr>
<td>50 - 200</td>
<td>1</td>
</tr>
<tr>
<td>201 or more</td>
<td>2, plus 1 for every 200 additional dwelling units over 200</td>
</tr>
</tbody>
</table>

Table 4.9 Required Car-share/Non-residential

<table>
<thead>
<tr>
<th>PROVIDED NON-RESIDENTIAL PARKING SPACES</th>
<th>REQUIRED CAR-SHARE PARKING SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 24</td>
<td>0</td>
</tr>
<tr>
<td>25 - 49</td>
<td>1</td>
</tr>
<tr>
<td>50 or more</td>
<td>1, plus 1 for every 50 additional parking spaces over 50</td>
</tr>
</tbody>
</table>

- Location – Required car-share vehicle spaces shall be located within 800 ft of the building site. Spaces may be located on-street or off-street at the discretion of the Executive Director.

Unbundled Residential Parking – With the exception of stand alone affordable housing developments, all residential developments with more than 10 units excluding individually parked townhomes, shall have parking that is unbundled and sold or leased separately from units. Unbundling parking makes the cost of parking visible to households, and may encourage some residents to save money by opting for a single off-street space or no dedicated parking.
4.4.2 On-street Parking

Intent
On-street parking will be provided in select street locations for the short term convenience of residents and visitors.

Standards
Location – Parking for the use of the general public shall be provided on the streets shown in Figure 4.12.

Dimension – Parallel parking spaces shall be a minimum of 7 ft by 22 ft.

Guidelines
Parking Bays – Curb bulb-outs that define on-street parking zones are encouraged where possible.

Figure 4.12 On-street Parking Locations.
4.4.3 Loading, Mechanical Equipment and Meters

**Intent**

The service component of buildings should be shielded from view of primary public areas such as significant streets and parks.

**Standards**

**Off-street Loading Areas** – Off-street loading spaces are not required for residential and retail buildings; however, R&D commercial buildings do have off-street loading space requirements. If off-street loading spaces are supplied, they shall be a minimum length of 35 ft, minimum width of 12 ft, and minimum height of 14 ft and they shall not exceed 42 spaces for the entire project. Where off-street loading spaces are not supplied on-street curb management practices must be utilized, meaning there shall be no disruption to transit operations or auto traffic at peak travel times or on critical routes.

For R&D loading, the required number of off-street spaces is as follows:

<table>
<thead>
<tr>
<th>USES</th>
<th>SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>R&amp;D</td>
<td></td>
</tr>
<tr>
<td>0/0</td>
<td>0 – 10,000 sq ft</td>
</tr>
<tr>
<td>1/1</td>
<td>10,001 – 60,000 sq ft</td>
</tr>
<tr>
<td>2/2</td>
<td>60,001 – 100,000 sq ft</td>
</tr>
<tr>
<td>3&gt;</td>
<td>&gt; 100,001 sq ft plus 1/each additional 80,000 sq ft</td>
</tr>
</tbody>
</table>

The Redevelopment Agency may establish a lower loading ratio than that listed above based on a development-specific loading study.

**Location** – Loading areas and utility meters shall be located on mid-block breaks where possible. Where there is no mid-block break, locate loading and meters on the short dimension of the block.

**Curb Cuts** – The maximum width of a curb cut shall be 24 ft. Curb cuts shall be a minimum of 30 ft form the end of a street corner radius.

**Screening** – Loading areas, trash storage and mechanical equipment and meters shall be enclosed within structures and hidden from view of the public realm.

**Guidelines**

**Shared Entrances** – Shared loading and parking entrances are encouraged.
4.5 Streets

Street standards are set forth for streetscape (furnishings) aspects of public streets. Section 3.2 contains conceptual illustrations for the various primary street types, while additional standards controlling other aspects of the street such as the width of rights of way, lanes and sidewalks are contained in the Transportation Plan. Standards are also set forth herein for mid-block breaks, which are public easements on private land.

4.5.1 Streetscape

Note: Because construction of the project will occur over a period of many years Master Specifications are recommended to insure consistency of design, materials, and construction quality over the long range build-out of the project. Master specifications, based on the Streetscape Concept Plan would be developed with the design of the first phase of the project.

Standards

Sidewalks – Standard sidewalk paving shall be concrete. Sidewalk paving shall also include special treatments such as concrete with integral color, special scoring patterns, and special finishes, or unit pavers.

Curb/Gutter – Standard curb/gutter shall be concrete per City Standard. In certain areas, curb and gutters may include special features such as wider curb widths, integral color and special finishes, or use of stone.

BRT Lanes – BRT lanes shall be distinguished by special paving that may be concrete with integral color and special texture or colored asphalt. In some areas BRT lanes may also include planted strips between tire tracks.

Sustainable Landscaping – Street landscaping shall consist of native and regionally appropriate planting. Street landscaping shall be strategically planted to help regulate climate, control stormwater, cleanse air and water, and provide habitat.

Trash/Recycling/Compost Receptacles – Shall be provided on retail streets, at bus stops and near seating or bench areas or on bulb-outs near the street corner.

Benches and seating – Shall be provided on retail and park boulevard streets and in bulb-out areas. Benches and seating should be oriented to create social spaces. Additionally, locate seating along steep streets and paths to provide a place to rest.
Bicycle Racks
- On public streets, provide bicycle racks on streets fronted by retail, commercial, multi-unit housing, and public service buildings. Additionally, provide bicycle racks adjacent to transit stops, and park entrances.
- Locate bicycle racks in the furnishing zone and on bulb-outs or curb-extensions so that parked bicycles do not block the pedestrian throughway.

Newspaper Racks
- Install newspaper racks in retail zones and near transit stops.
- Locate newspaper racks in the furnishings zone or on bulb-outs.

Tree Grates
- Use tree grates where pedestrian traffic is high and where sidewalk space is limited.

Utility vaults
- Locate utility vaults in the furnishings zone where possible. Group and arrange vault covers in an orderly fashion.

Street Lighting
- Locate street lighting in the furnishing zone.
- Lamps should use high-efficiency technology such as LED to minimize energy consumption.
- Design lighting to maximize public safety while minimizing light pollution.
- Custom pole and fixtures styles.

Guidelines
Permeable Parking Lanes – Permeable parking lanes may be porous asphalt, porous concrete, permeable pavers, or concrete-grass-block grid.

Special Crosswalks – Special crosswalk paving may be colored, imprinted asphalt, concrete with integral color and special texture, or unit pavers. Raised crosswalks are encouraged where they will not impede transit or truck routes.

Customized Style – Elements and furnishings such as bicycle racks, tree grates, benches and lighting are encouraged to be customized.
4.5.2 Mid-Block Break

Mid-block breaks are intended to allow public access through the middle of private development block in order to create a more porous circulation system and decrease the scale of building massing.

Residential Intent

The mid-block break will be a public easement on the private land of the development block. The easement may be developed as either a pedestrian mews or a vehicular laneway at the discretion of the developer.

Standards

Mews vs. Laneway – All mid-block breaks shall be either pedestrian mews or vehicular laneways or a combination of both with the exception of blocks that front onto waterfront park which shall be pedestrian mews only.

Public Access – Mid-block breaks shall have unrestricted public access.

Building Face-to-face Dimension – The minimum building face-to-face dimension, exclusive of projections, shall be 40 ft.

Path Dimension – The minimum pedestrian path dimension for pedestrian mews shall be 10 ft.

Drive Aisle Dimension – The maximum drive aisle dimension for vehicular laneways shall be 16 ft.

Garage Entrances

• Garage entrances to individual units shall be restricted to one per unit at a maximum width of 8 ft.
• Garage entrances to common parking structures shall be regulated per Section 4.3.1.D.
• Garage entrances for all types cumulatively shall be restricted to no more than 45% of the block face.
• Garage entrances shall not extend beyond the main building face; garage entrances that are recessed behind the building face are encouraged.

Grade Elevation – Paths and drive aisles shall be at the grade of the public sidewalk.

Surfaces – Hard surfaces shall be restricted to 70% of the ground plane.

Street Trees – A double row of street trees shall be planted at a spacing that is encouraged to match the town home modules, and in any case is not greater than 30 ft on center.

Main Entrance – The main entrance to the unit shall be located on the mid-block break side of the building.
**Activation** – The street level building face that is not garage shall be activated with ample glazing, entrances, stoops and porches.

**Lighting** – Adequate lighting shall be provided to ensure pedestrian and vehicular safety.

**Guidelines**

**Entrance Elements** – Entrance elements that reinforce the main unit entrance such as porches, stoops and terraces are encouraged.

**Community Spaces** – Social spaces, seating and places for informal play are encouraged.

**Landscaping** – The mid-block break is intended to be an outdoor room. Rich landscaping is encouraged so that the drive aisle (in the case of a vehicular laneway) is subordinate. This includes street trees, shrub beds, patios and steps, benches and lighting.

**Permeable Ground** – Permeable paving and stormwater gardens are encouraged.

**Minimizing Vehicle Speeds** – Features to reduce vehicle speeds are encouraged, such as narrow drive aisle and offsets in the drive aisle alignment.

**Commercial Intent**

Commercial mid-block breaks are intended to allow public access through the middle of private development blocks and meet the requirements of the adjacent building. The mid-block break will be a public easement on the private land of the development block.

**Standards**

**Pedestrian Access** – All mid-block breaks shall provide a minimum 10 ft pedestrian only access in the form of a grade separated sidewalk along the entire length of the break. The access can be configured as two 5 ft sidewalks on either side of the mid-block break, or as one 10 ft sidewalk.

**Public Access** – Mid-block breaks shall have unrestricted public access.

**Street Trees** – Street trees shall be planted at a spacing of no more than 30 ft on center within the pedestrian access zone, and shall serve as a buffer between the sidewalk and vehicular lane(s).

**Garage & Loading Entrances**

- Garage & loading entrances shall be no more than 20% of the block face.
- Garage & loading entrances shall not extend beyond the main building face; and are encouraged to be recessed behind the building face.
- Garage & loading entrances shall not be closer than 20 ft to the corner of the building at the entry to the mid-block break.
Grade Elevation – Paths and drive aisles shall be at the grade of the public sidewalk.

Building Face-to-face dimension – The minimum building face-to-face dimension, exclusive of projections, shall be 40 ft.

Drive Aisle Dimension – The minimum drive aisle dimension for vehicular laneways shall be: 20 ft for two-way laneways; 16 ft for one-way laneways.

Lighting – Adequate lighting shall be provided to ensure pedestrian and vehicular safety.

Guidelines

Activation – The corners of mid-block breaks should be active. Commercial activities are encouraged to wrap the corner to a minimum of 20 feet into the mid-block break.

Permeable Ground – Permeable paving and stormwater gardens are encouraged.

Minimizing Vehicle Speeds – Features to minimize vehicle speeds are encouraged.
Pedestrian Mews.

**Legend**

1. Pedestrian Path – min 10 ft width; at grade of public sidewalk
2. Elevated Private Patio
3. Landscape buffer including street trees at max spacing of 30 ft on center.

Vehicular Laneway.

**Legend**

1. Drive Aisle – max 16 ft width; at grade of public sidewalk
2. Driveway
3. Landscape buffer including street trees at max spacing of 30 ft on center.
4. Pedestrian Entrance
Mid-Block Break – Commercial

Legend

1. Pedestrian Path – min 10 ft width
2. Drive Aisle
3. Landscape buffer including street trees at max spacing of 30 ft on center

Example: Pedestrian path in center with adjacent landscaping.
Example: Drive aisle in center with path one side, landscaping other side.
Example: Drive aisle in center with path one side, combination of loading and landscaping other side.
Neighborhood Standards and Guidelines

5.1 Shipyard North
5.2 Shipyard Village Center
5.3 Shipyard R&D
5.4 Shipyard South – Baseline Option
5.5 Shipyard South – Non-Stadium Housing Option
5.6 Shipyard South – Non-Stadium R&D Option
5 Neighborhood Standards and Guidelines

5.0 General

Chapter Summary
This section describes the Standards and Guidelines that are specific to each of the neighborhoods within the Shipyard. Each neighborhood is described in terms of its general character, design rationale, Standards and Guidelines. Special studies that have been undertaken as a means of testing the Neighborhood Standards and Guidelines are included in Appendix B.

Neighborhoods Summary
There are four distinct neighborhoods in the Shipyard as shown in Figure 5.1. They are designed to have a range of building types, from predominantly low-rise near the waterfront to taller buildings located at and reinforcing the Shipyard Village Center mixed-use area. Across all neighborhoods the ground floor will be activated with residential or commercial uses, thereby enhancing the pedestrian experience and creating a unique sense of place. Each neighborhood has defining open spaces, including parks and urban plazas, and all have immediate access to the shoreline park. The neighborhoods are:

Shipyard North – The residential core of the Shipyard. Buildings range from low-rise near the waterfront, with mid-rise buildings that are located to reinforce important streets and intersections. One high-rise tower is strategically located at the northern terminus of the Fischer Street retail main street.

Shipyard Village Center – The creative backbone of the development, the Village Center is a mixed-use neighborhood that includes the largest artists community in North America in the existing Building 101 and additional replacement space. The retail main street (Fischer Street) is lined with residential uses above neighborhood serving retail.

Shipyard R&D – The economic engine of the Shipyard, the research and development park will contain up to 2 million sq ft of research and office uses. Several mixed-use blocks lie to the north of the neighborhood, with retail at grade, and residential low-rise and one high-rise above. Shoreline parks and the striking dry-docks from the wartime era surround the district.

Shipyard South, Baseline Option – The new NFL stadium and re-gunning crane are the dominant feature of the Shipyard South neighborhood. Surrounding the stadium will be dual-use sports fields, which serve as parking on game days and a community amenity the remainder of the year. In addition, the neighborhood contains 500,000 sq ft of research space and over five acres of land dedicated to community uses.

Shipyard South, Non-stadium Options – In the event the 49ers elect not to relocate to the Shipyard, the Shipyard South neighborhood will be developed as either a Housing Option which will have up to an additional 1,625 units (transferred over from Candlestick Point) and 500,000 sq ft of R&D; or an R&D Option which will have 3.0 million sq ft of additional R&D space.
Figure 5.1 Character Neighborhoods

Legend

1. Shipyard North
2. Shipyard Village Center
3. Shipyard R&D
4. Shipyard South (Baseline Option)
5.1 Shipyard North
5.1.1 Shipyard North – General Description

**Intent**

The Shipyard North neighborhood (as shown in the Illustrative Site Plan in Figure 5.2) is a compact residential neighborhood with animated local streets and parks, including a major waterfront promenade and community park (Northside Park). A main street anchors the neighborhood; the foot of Fischer is filled with shops and services as shown in Figure 5.2.

**Land Use/Built Form** – The Shipyard North is primarily a residential community. The predominant building typology is a combination of low-rise stacked flats and townhomes, with the lowest buildings fronting the shoreline and mid-block breaks. A taller street wall of up to 85 ft is envisioned along Horne Avenue, a parkway. One high-rise tower is located on a mixed-use block fronting Fischer Street. Its location emphasizes the importance of Fischer Street and the Cultural Heritage Park.

**Open Space** – The Waterfront Promenade on the east side of the neighborhood defines the community. This linear recreational amenity is comprised of the Bay Trail and several waterfront gathering spaces, typically located at the termination of north/south streets. The Northside Park at the north edge of the community is a larger park with passive and active open spaces that form a clear northern edge to the Shipyard. Small open spaces are included within the Horne Avenue medians.

**Streets** – Streets follow the rectangular pattern typical of the Bayview area. Donahue Street is the gateway into the site from the north; from Innes Avenue to Robinson Street it has four lanes serving automobile and public transit, bicycle lanes, and one side parallel parking. Robinson Street is a wide two-lane boulevard, linking from Donahue into the heart of the development. It has shared transit/auto lanes, dedicated bike lanes and parallel parking on both sides, as well as wide sidewalks for pedestrian mobility. Robinson has been sized to accommodate extra lanes of traffic on football game-days, where the bike lanes and parallel parking are converted into auto lanes. Fischer Street is the primary access from the south; it is a retail main street with two lanes of auto traffic, parallel parking both sides, bike lanes, and wide sidewalks. Horne Avenue is configured as a two lane broad parkway that connects the foot of Hillpoint Park to the waterfront promenade.

Other streets are local serving, comprised of two travel lanes and intermittent parallel parking. Local streets have bulb-outs and other traffic calming measures to enhance the public realm and increase pedestrian and bicycle safety. Each block has a publicly accessible mid-block break that reduces the scale and massing of buildings and creates additional corridors throughout the neighborhood.
Figure 5.2  Shipyard North Illustrative Site Plan

Legend
- Low-Rise Residential
- Mid-Rise Residential
- High-Rise Residential
- Commercial

1. Northside Park
2. Waterfront Promenade
3. Cultural Heritage Park
4. Artists District
5. R&D Neighborhood
6. Hillpoint Park
Waterfront Promenade Park at the foot of Horne Avenue.

Precedent – Mid-rise building on Horne Avenue.

Precedent – Low-rise townhomes on Waterfront Promenade.
Shipyard North looking southeast down Robinson Street.
5.1.2 Shipyard North – Block Plan

Standards

Block dimensions are shown in Figure 5.3 for all development blocks within the Shipyard North neighborhood. Certain corners are rounded to accommodate bus and fire truck turning radii (see Section 4.1.1).

The chart below indicates the area of each development block in the neighborhood. Final dimension and areas will be defined by the sub-division mapping process.

Table 5.1 Shipyard North Block Areas

<table>
<thead>
<tr>
<th>BLOCK NUMBER</th>
<th>AREA (ACRES)</th>
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<tbody>
<tr>
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<td>0.68</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>26.89</strong></td>
</tr>
</tbody>
</table>

* Total does not include open spaces and streets.
Legend

- Neighborhood Boundary
- Parks
- Development Block
- Street – Public Right of Way
- Mid-block Break – Public Easement

Figure 5.3 Block Plan
5.1.3 Shipyard North – Urban Design

Refer to Figure 5.4 for the location of the following standards and guidelines.

Standards

S1. Required Ground Floor Commercial/Minimum Height
- Commercial ground floor use shall be developed on the portion of Block 8 that fronts Fischer Street. Retail is preferred, live/work is allowed. Minimum floor to floor height shall be 12 ft.
- If developed, a minimum of 30% of Live/Work units along Fischer Street shall have publicly accessible uses, such as studio space.

S2. Minimum Street Wall Height – Minimum heights have been set along specific streets within the district to reinforce their importance in the plan.
- Minimum height 35’ – A street wall to a minimum of 35 ft shall be built fronting the entirety of Fischer.
- Minimum Height 40’ – A street wall to a minimum of 40 ft shall be built along the entirety of Horne Avenue except for those blocks noted below.
- Minimum height 60’ – A street wall to a minimum of 60 ft shall be built on blocks 5b and 8a fronting Horne Avenue.

S3. Architectural Reinforcement – Two gateways within the district shall be accentuated with distinguishing architectural elements: the corners of Donahue Street/Galvez Avenue, and Donahue Street/Robinson Street.

S4. Tower – One tower is planned for within the neighborhood as described in Section 4.2.2. The tower location is fixed to preserve view access from Hillpoint Park and to serve as a visual landmark within the Shipyard.

S5. Mid-block Breaks – Mid-block breaks on blocks 3, 7, 10 and 11 shall be pedestrian mews; laneways are prohibited.

Guidelines

G1. Encouraged Ground Floor Commercial
- Additional ground floor commercial or live/work units are encouraged along the remaining northern blocks of Fischer, around the northern terminus of Horne, and at the north end of Robinson.

G2. Mid-block Breaks
- On those blocks not discussed in S5, pedestrian mews are preferable to laneways to enhance the overall pedestrian circulation network.
Figure 5.4  Shipyard North Urban Design

Legend
- **S1** – Required Ground Floor Commercial
- **S2** – Minimum Street Wall Height 35 ft
- **S2** – Minimum Street Wall Height 40 ft
- **S2** – Minimum Street Wall Height 60 ft
- **S3** – Architectural Reinforcement
- **S4** – Tower
- **S5** – Mid-Block Break – Pedestrian Mews Only
- **G1** – Encouraged Ground Floor Commercial
- **G2** – Mid-block Break
- Parks
- Block Number

2010 HUNTERS POINT SHIPYARD DESIGN FOR DEVELOPMENT

SECTION 5 – NEIGHBORHOOD STANDARDS & GUIDELINES 187
5.2 Shipyard Village Center
5.2.1 Shipyard Village Center – General Description

Intent

The Shipyard Village Center neighborhood is the nexus of activity at the Shipyard (see Figure 5.5). It is a mixed-use neighborhood with housing, artists’ spaces, and neighborhood retail.

Land Use/Built Form – The primary uses in the Village Center are retail, arts space, and residential on and surrounding Fischer Street. There are mixed-use buildings on Fischer that contain retail at street level and residential lofts and flats on the upper floors. Building 101 will be preserved and will continue to house artist’s studios. The development area to the north of Building 101 has been identified as a location for additional artists’ studio space, while the area to the southwest of Building 101 is reserved for an Arts Center. Parking is located within a structure tucked under and behind the Fischer Street mixed-use buildings.

Open Space – The primary open spaces for this district are the plazas to the north and south of Building 101, and a smaller plaza at the base of the Hillpoint Park along Fischer. The southern plaza is a cultural focal point incorporating public art, and is connected to the ‘main street’ (Fischer Street) with several pedestrian access points. The steeply sloping hill of Hillpoint Park is an additional open space that forms a natural edge on the district’s northwestern boundary.

Streets – Fischer Street serves as the ‘main street’ of the district, with bicycle lanes, retail uses and on-street parking. The neighborhood is also bound by Robinson Street, which is the primary bus and auto route from the north. Horne Avenue to the north is a parkway, with parallel parking on both sides and a bike lane on one side for safe uphill travel.
Figure 5.5  Shipyard Village Center Illustrative Site Plan

Legend

- Mixed-use Residential Over Retail
- Artists Use and Commercial

1. Building 101
2. Artists Replacement Space
3. Arts Center Site
4. Public Plaza
5. Cultural Heritage Park
6. Drydock 3
7. Drydock 4
8. R&D District
9. Shipyard North District
10. Shipyard South District
11. Hillpoint Park
Conceptual option for artists replacement space.

Precedent – Retail street with residential above.

Precedent – Art exhibition in plaza.

Conceptual option for artists replacement space.
Shipyard Village Center with Drydocks 2 and 3 and Cultural Heritage Park in foreground, Fischer Street mixed-use, two high-rise towers and Building 101 in background.
5.2.2  Shipyard Village Center – Block Plan

Standards

Block dimensions are shown in Figure 5.6 for all development blocks within the Shipyard Village Center neighborhood. Certain corners are rounded to accommodate bus and fire truck turning radii (see Section 4.1.1).

The chart below indicates the area of each development block in the neighborhood. Final dimension and areas will be defined by the subdivision mapping process.

Table 5.2  Shipyard Village Center Block Areas

<table>
<thead>
<tr>
<th>BLOCK NUMBER</th>
<th>AREA (ACRES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>7.34</td>
</tr>
<tr>
<td>Total</td>
<td>7.34</td>
</tr>
</tbody>
</table>

* Total does not include open spaces and streets.
5.2.3 Shipyard Village Center – Urban Design

Refer to Figure 5.7 - Figure 5.9 for the location of the following standards and guidelines.

Standards

S1. Required Ground Floor Commercial/Minimum Height
- Commercial ground floor use shall front the entirety of Fischer Street, with the exception of pedestrian access to the arts plaza (see S5): retail is preferred, live/work is allowed. Minimum floor-to-floor height shall be 12 ft.
- A continuous street wall shall be built to a minimum height of 35 ft along Fischer Street.
- If developed, a minimum of 30% of Live/Work units along Fischer Street shall have publicly accessible uses, such as studio space.
- Building 101, the area to the north of Building 101, and the area at the southern corner of the block shall be reserved for arts uses.

S2. Artist Use
- Building 101, the area north of Building 101, and the area at the southern corner of the block shall be reserved for arts uses.
- The site north of building 101 shall include the artists' replacement space and associated arts plaza (see S5).
- The area at the southern corner of the neighborhood shall include the arts center and pedestrian plaza.

S3. Artists' Replacement Space
- The artists' replacement space shall be constructed north of Building 101. It shall be L-shaped, running along Horne Avenue and Robinson Street. The portion of the building along Robinson Street shall have a minimum separation of 20 ft from Building 101, and be a maximum height of 40 ft from plaza level at the closest point. The portion of the building running along Horne Avenue shall be a minimum of 105 ft distance from Building 101 in order to accommodate the northern arts plaza (see S5). Refer to Figure 5.7 for more detail.

S4. Arts Center
- The arts centre shall be constructed in the zone defined in Figure 5.7 and Figure 5.8. The southwest development parcel boundary runs parallel with the northern side of Drydock 4. The maximum allowable building height is restricted to 35 feet at the south and 65 feet to the north as shown in order to preserve views from Hillpoint Park.
S5. **Arts Plaza** – two arts plazas are included in the neighborhood:

- **Arts Plaza South** – A pedestrian oriented plaza shall be created between Building 101 and those buildings fronting Fischer Street. The minimum building face-to-face distance between Building 101 and those fronting Fischer shall be 60 ft. The maximum height of the buildings fronting Fischer as measured from plaza level shall be 45 ft. There shall be a minimum of three pedestrian access points to the plaza, one along Robinson Street, one along the Fischer Street frontage in line with the northeast corner of Galvez Avenue, and one at the southern edge of Block 1.

- **Arts Plaza North** – A second arts plaza shall be created between Building 101 and the artists’ building at the northern end of Block 1. It shall have public access points from Galvez Avenue and Robinson Street.

Figure 5.7  Artists’ Replacement Space – Illustrative Site Plan and Section
S6. **Architectural Reinforcement** – The intersection at Fischer Street and Crisp Road is a gateway into the district that shall be reinforced with distinguishing architectural elements.

S7. **Pedestrian Plaza** – One small pedestrian plaza shall be provided within the neighborhood at the southern end of Fischer Street. The plaza serves as a pedestrian node, linking Hillpoint Park and surrounding parks with Fischer Street. The plazas shall be a minimum of 3,000 sq ft.

S8. **Hilltop Connection** – A pedestrian access path shall connect the Hillpoint Park with the arts district below. Final location is yet to be determined.
Figure 5.9  Shipyard Village Center Urban Design

Legend
- S1 – Required Ground Floor Commercial/Minimum Height
- S2 – Artist Use
- S5 – Arts Plaza
- S6 – Architectural Reinforcement
- S7 – Pedestrian Plaza
- Connection to Arts Plaza
- Parks
- Block Number

Hillpoint Park
Crisp Rd.
Galvez Ave.
Robinson St.
Lockwood St.
Horne Ave.
Fischer St.
Drydock 3
Drydock 4
Spear Ave.

Figure 5.9
Shipyard Village Center Urban Design

Legend
- S1 – Required Ground Floor Commercial/Minimum Height
- S2 – Artist Use
- S5 – Arts Plaza
- S6 – Architectural Reinforcement
- S7 – Pedestrian Plaza
- Connection to Arts Plaza
- Parks
- Block Number

0 100 200 500 1,000

2010 HUNTERS POINT SHIPYARD DESIGN FOR DEVELOPMENT

SECTION 5 – NEIGHBORHOOD STANDARDS & GUIDELINES 199
5.3 Shipyard R&D