5.3.1 Shipyard R&D – General Description

Intent

The Shipyard R&D neighborhood, lying east of Fischer Street along the shoreline, is a neighborhood with a primary focus on research and development related commercial buildings (see Figure 5.10). It has approximately 2 million sq ft of space for companies focused on emerging technologies, and a mix of residential uses and retail. R&D adaptive re-use may occur if a non-stadium option is pursued (see below). The neighborhood is also a transit hub for the Shipyard with a transit center located in the southwest corner of the neighborhood. The transit center will link both the BRT and Muni system to the Shipyard, enhancing the overall pedestrian and bicycle circulation systems.

Land Use / Built Form – The primary use in this precinct will be R&D commercial space contained in buildings generally ranging from three to eight floors. Mixed-use blocks contain at-grade commercial and residential low-rise and one high-rise tower at the intersection of Galvez and Fischer. Parking structures will be embedded in several of the buildings, and additional parking will be available in free standing structures and there will be on-street parking on most local streets. Spear Avenue will be framed with taller buildings, animated along the street with commercial uses, and will have a visual connection through to the Bay. Spear Avenue at Galvez Avenue will also be the locus of the transit center, which will be a highly concentrated area of pedestrian and commercial activity. Street level frontage will be required to ensure active uses consistent with fulfilling the diverse needs of this high density area.

A historic building retention option may also be pursued for the Shipyard R&D neighborhood. In that option all or some of the Navy buildings, known as Buildings 211, 224, 231 and 253 will be retained and retrofitted for commercial R&D and/or parking, resulting in a revised road layout and building heights (see Section 5.3.4). A marina is proposed to the south of the neighborhood.

Open Space – The neighborhood’s primary open space will be the adjacent Cultural Heritage Park surrounding the Dry Docks 2 and 3. The park will have several passive areas set amidst a variety of historic naval Shipyards elements. Additionally, a linear waterfront park, the Waterfront Promenade, surrounds the entire site, linking it to other parks north and south. Several of the blocks will include small pocket parks and plazas with seating and landscaping.

Streets – Spear Avenue at its western end will serve as a transit center for the Muni and BRT services. Muni bus stops will be on the south side of Spear Avenue, with BRT stops on the north; auto traffic will flow through the center of the street. Fischer Street is the retail main street with travel lanes, bike lanes, and parallel parking. All other streets will be local serving with two travel lanes and pockets of parallel parking.
Figure 5.10  Shipyard R&D Illustrative Site Plan
United Nations Center for Global Warming – a potential catalyst partner.

Precedent – Iconic office building marking important location along water’s edge.

Precedent – Research building with pedestrian orientated ground floor uses.
Shipyard R&D looking northwest.
5.3.2 Shipyard R&D – Block Plan

**Standards**

Block dimensions are shown in Figure 5.11 for all development blocks within the Shipyard R&D 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 5.3 Shipyard R&D Block Areas

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</table>

* Total does not include open spaces and streets
Figure 5.11  Block Plan
5.3.3 Shipyard R&D – Urban Design

Refer to Figure 5.12 for the location of the following standards and guidelines.

Standards

S1. Required Ground Floor Commercial
- Commercial ground floor use shall front the entirety of Fischer Street: retail is preferred, live/work is allowed.
- 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 – A continuous street wall shall be built to a minimum height of 35 ft along Fischer Street.

S3. Activated Ground Plane
- The ground floor of Spear Avenue shall be animated with a minimum of 70% active uses in order to create an animated pedestrian experience along the street. These uses can include: office, retail, lobbies, cafes, R&D-related commercial, residential.

S4. Parking and Loading Entrances – Parking and loading entrances are not permitted on Spear Avenue or on the face of buildings fronting the Shoreline Promenade and Cultural Heritage Park.

S5. View Corridor – Spear Avenue serves as an important view corridor extending from Crisp Road to the Bay. The view corridor shall be maintained from the west to the Bay by means of mid-block breaks on blocks 5 and 6.

S6. Architectural Reinforcement – The intersection at Crisp Road, Spear Avenue, and Fischer Street is a gateway into the district; the corner of Spear Avenue and B Street is a focal point within the neighborhood. Buildings surrounding these intersections shall have distinguishing architectural elements.

S7. Tower – One tower shall be located within the neighborhood as described in Section 4.2.2. The tower location is fixed to preserve view access from Hillpoint Park.

S8. Mid-block Break – Mid-block breaks are required on Blocks 2,3, 5, 6, and 7.
S9. **Sustainable Design** – R&D commercial buildings shall be built to LEED Gold or equivalent standards. Building rooftops shall incorporate common open space, landscaping, and/or sustainable features such as solar panels.

S10. **Pedestrian Plazas** – Three small pedestrian plazas shall be provided within the neighborhood. Two at the southern and northern ends of Fischer Street; serving as transitions between the City park system and the Fischer Street main street; the third on the north east corner of Fischer and Galvez, in line with the pedestrian access to the arts plaza (see Section 5.2.3). The plazas shall be a minimum of 3,000 sq ft each.

S11. **Parking Structures** – A parking structure is anticipated within Block 1 to serve commercial and residential requirements. If developed, the structure shall be screened with mechanical or landscape screening where there are not active uses.

S12. **Pocket Parks** – There shall be a minimum of 4 pocket parks in the neighborhood located at its perimeter approximately where shown in Figure 5.10, one on the north side of the neighborhood, one on the east and two on the south side.
Guidelines

G1. **Encouraged Ground Floor Commercial** – Additional ground floor commercial is encouraged along the BRT transit center, on those blocks fronting the Cultural Heritage Park and at the southern portion of Block 9.

G2. **R&D Parking** – Parking for R&D uses should be provided on a district basis. Parking requirements may be unbundled, with larger structures in one block helping to serve parking requirements of adjacent blocks.

G3. **Marina** – A marina with approximately 150 slips is proposed at the southern edge of the neighborhood. The marina should be accessed by a centrally located marina building, designed as part of the open space, and containing facilities for potential live-aboard users, such as showers and laundry facilities. Additionally, opportunities for guest docks and future water taxi service should be considered. Slips should include potable water, electrical, cable television, and telephone connections. Land side improvements adjacent to the marina could include parking, rest room facilities, a classroom to teach sailing, and a harbor master’s office.
Figure 5.12  R&D Urban Design

Legend
- S1 – Required Ground Floor Commercial
- S2 – Minimum Street Wall 35 ft.
- S3 – Activated Ground Plane
- S5 – View Corridor
- S6 – Architectural Reinforcement
- S7 – Tower
- S8 – Mid-block Break
- S10 – Pedestrian Plazas
- S11 – Parking Structure
- S12 – Pocket Parks
- G1 – Encouraged Ground Floor Commercial
- G3 – Marina
- Parks
- Block Number

2010 HUNTERS POINT SHIPYARD DESIGN FOR DEVELOPMENT

SECTION 5 – NEIGHBORHOOD STANDARDS & GUIDELINES 211
5.3.4 R&D Historic Preservation Option

Intent

In the event a non-stadium option moves forward, four Navy buildings within the Shipyard R&D District will be considered for retention, subject to an economic and physical feasibility analysis that will be undertaken at such time that a non-stadium option has been chosen. Retention of the buildings will occur if an economic and physical feasibility analysis prepared under the direction of the Redevelopment Agency clearly demonstrates the viability of the Preservation Option. The Agency will ask the Historic Preservation Commission to review and comment on the economic and physical feasibility analysis and the Preservation Option prior to the Agency making a final determination. The four buildings considered for retention are:

- Building 211 – a rectangular plan, monitor roof building. Set on a concrete base and clad with wood shiplap siding, the building was constructed by the Navy in 1942 for machinery and electrical tests and repairs.
- Building 224 – reinforced concrete bomb shelter that was built in 1944.
- Building 231 – steel framed, curtain wall industrial building that functioned as a machine and ship repair shop. The eastern half of the building was constructed in 1942, the remainder constructed between 1944 and 1945.

If historic preservation occurs, in full or partially, the balance of the district slated for R&D use will consist of new buildings. Thus, foreseeably, the ultimate R&D campus would consist of both new and renovated buildings.

Various preservation schemes are possible; this section illustrates four: a full preservation option as shown in Figure 5.13, and three partial retention options (see Figure 5.14 – Figure 5.16). Other possibilities could occur. In any scheme, adjustments to height limits would be allowed so that up to 2 million sq ft of R&D space could be accommodated in this District.

Navy Buildings within R&D District at the Shipyard
**Full Preservation Scheme**

In a full preservation scheme, the road layout for the Shipyard R&D District will change slightly, as B Street will shift to the East; A Street will not be constructed. In addition, Building 211 blocks the sightline along Spear Avenue. The sightline will instead terminate with a civic plaza. Adjusted building height limits of new R&D buildings are shown in Section 4.2.1 Height, Figure 4.3. Allowable heights have been changed on blocks 3b, 4, and 7 in order to maintain the total 2 million sq ft across the District. Taller buildings are sited behind the high-rise tower on Block 2 and in front of the historic buildings in order to preserve a larger view shed from Hillpoint Park than the baseline option.

**Figure 5.13**  Historic Preservation Option – Full Preservation

---

**Legend**

- **R&D Commercial**
- **Historic Building**
- **Parking Podium Roof-deck**
Partial Preservation Schemes

The following illustrates three conceptual partial preservation schemes. Additional schemes are possible. The purpose of these conceptual illustrations is to provide planning guidance for which ever preservation scheme may come to fruition.

**Scheme 1** – In preservation Scheme 1 (see Figure 5.12), Building 253 and Building 224 are retained in their entirety. The block configuration to the east and north is the same as the baseline option; B Street has shifted to the east. Heights of buildings that have replaced historic buildings are subject to the height restrictions of the baseline option (see Figure 4.3). Scheme 1 provides new construction that is more efficient than the historic structures replaced; as such, buildings along Spear Avenue may be lower than the 120 ft maximum height as depicted in Figure 4.3, while still maintaining 2 million sq ft of R&D space across the district.

**Scheme 2** – In preservation Scheme 2 (see Figure 5.13), Building 253, Building 231 and Building 224 are retained in their entirety. The block configuration is most similar to the full preservation scheme, except that the removal of Building 211 allows for the Spear Avenue sightline to extend to the Bay. Heights of buildings that have replaced historic buildings are subject to the height restrictions of the baseline option (see Figure 4.3). Scheme 2 preserves most historic buildings that provide less efficient land use than new construction. As a result, building heights along Spear Avenue likely would reach the height limit allowed in Figure 4.3 in order to achieve the full 2 million sq ft of R&D space.

**Scheme 3** – In preservation Scheme 3 (see Figure 5.14), only the tower portion of Building 253 is retained. The block configuration to the east and north are the same as the baseline option; B Street has shifted to the east. Heights of buildings that have replaced historic buildings are subject to the height restrictions of the baseline option (see Figure 4.3). Scheme 3 provides the greatest opportunity for the construction of new buildings that are more efficient than the historic structures replaced. Scheme 3 would likely result in the greatest reduction of building height along Spear Avenue from the 120 ft maximum height as depicted in Figure 4.3, while still maintaining 2 million sq ft of R&D space across the district.
5.4 Shipyard South – Baseline Option
5.4.1 Shipyard South – Baseline Option

General Description

Intent
The Shipyard South neighborhood is proposed to be the home of the new NFL football stadium, community uses and sports fields, and incubator research development space. With the re-gunning crane in the distance, the Shipyard South will become the home of two iconic San Francisco structures (see Figure 5.17).

Land Use/Built Form – A new 69,000 seat stadium, home of the San Francisco 49ers, will be constructed south of Crisp Road. The stadium is conceived of having a continuous faceted lower bowl; an origami-shaped upper bowl on the north, east and south sides; a glass one-sided building on the west containing executive suites; and a large elevated concourse connected to street level by a cascading plaza that fronts Crisp Road. The plaza, which will include retail and concession operations, will complement game day events as well as non-game day activities occurring at the playfields (see below). A two level parking structure is located to the west of the stadium.

The land on the north of Crisp Road is available for construction almost immediately. As such, it offers an ideal opportunity for incubator R&D space, creating the beginnings of an R&D campus on the Shipyard.

Community use parcels are allocated along both sides of Crisp Road, the programming of which will be determined in future community consultation.

The re-gunning crane will serve as a magnetic draw to the Waterfront Recreation and Education Park. Located proximate to the stadium and a new marina, the re-gunning crane will be a highly trafficked area of pedestrian activity along the waterfront.

Stadium Parking (including Dual-use Parking/Playfields) – The parking strategy for game-day is designed to minimize impact on the environment and maximize community benefits. Only a small portion of stadium parking will be paved or structured. The majority of game-day parking will be provided by turf grass areas that will be specifically engineered to support vehicular loads on game days while promoting healthy grass for playing fields or lawn on non-game days. These ‘dual-use’ playing fields will make up the Community Sport Field Complex, a city-wide recreational asset containing a mixture of soccer fields, warm-up fields, a field house, rest rooms and food concessions.

Streets – Crisp Road is the primary street connecting the Shipyard and Bayview neighborhoods to the west. They are arterial roads designed to accommodate game day traffic that are reconfigured on non-game days as smaller, more local serving streets. The stadium ring roads and secondary roads wrap the stadium site in order to serve parking and recreation uses.
Figure 5.17  Shipyard South Illustrative Site Plan

Legend
- Community Use
- Research and Development
- Commercial
- Parking

1. Stadium
2. Stadium Plaza
3. Structured Parking
4. Surface Parking
5. Dual Use Parking
6. Dual Use Parking with Community Sports Fields
7. Building 813 (existing)
8. Grasslands Ecology Park
9. Re-gunning Crane
Conceptual drawing – Game day stadium view.

Conceptual drawing – Stadium plaza.

Building 813 conceptual restoration.
Conceptual Drawing – Stadium and dual-use parking/playfields, Shipyard Phase I (Hillside) and R&D buildings in foreground.
5.4.2 Shipyard South – Block Plan

Standards

Block dimensions are shown in Figure 5.18 for all development blocks within the Shipyard South neighborhood.

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 5.4 Shipyard South Block Areas

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* Total does not include open spaces and streets
Figure 5.18  Block Plan

Legend
- Neighborhood Boundary
- Parks
- Development Block
- Street – Public Right of Way
- Mid-block Break – Public Easement
- Dual-use Parking/Turf
5.4.3 Shipyard South – Urban Design

Refer to Figure 5.19 for the location of the following standards and guidelines.

Standards

S1. Stadium – The new football stadium shall be designed to the highest current standards for this type of facility.

S2. Stadium Plaza – The stadium shall have a large and well designed plaza located between the stadium and Crisp Road.

S3. Minimum Street Wall Height – A research and development commercial street wall to a minimum of 35 ft shall be built along Crisp Road on Block 1.

S4. Sustainable Design – R&D commercial buildings shall be built to LEED Gold or equivalent standards.

S5. Community Use – 5.3 acres of land shall be allocated as community use parcels. Final uses shall be determined through a public consultation process.

S6. R&D Parking

- Structured parking for research and development uses shall be located in the northern portion of Block 1, behind office buildings and screened from view along Crisp Road.
- The roof decks shall incorporate landscape and other screening devices to mitigate their visual impact on the adjacent Hillside and Hilltop neighborhoods and Hillpoint Park.

S7. Stadium Parking

- Parking for stadium use shall be dual-use turf in all areas except for the locations immediately adjacent to the stadium site.
- A portion of the dual use parking not on State Trust lands shall incorporate sports play fields.
- A parking structure site is reserved to the west of the stadium to meet parking demand.

S8. Re-gunning Crane – The large World War II era re-gunning crane shall be preserved in its current location. It will be a visual landmark at the Shipyard.

S9. Building 813 – An historic resources evaluation will be conducted for Building 813 in conjunction with the adaptive reuse of the structure.
Guidelines

G1. Encouraged Ground Floor Commercial – Additional ground floor commercial is encouraged within the stadium plaza. Encouraged use is stadium associated retail or restaurants.

G2. Marina – A marina with approximately 150 slips is proposed at the southern edge of the neighborhood. The marina should be accessed by a centrally located marina building, designed as part of the open space, and containing facilities for potential live-aboard users, such as showers and laundry facilities. Additionally, opportunities for guest docks and future water taxi service should be considered. Slips should include potable water, electrical, cable television, and telephone connections. Land side improvements adjacent to the marina could include parking, rest room facilities, a classroom to teach sailing, and a harbor master’s office.
Figure 5.19  Shipyard South Urban Design

Legend
- S1 – Stadium
- S2 – Stadium Plaza
- S3 – Minimum Street Wall – 35 ft
- S5 – Community Use
- S6 – R&D Parking
- S7 – Stadium Parking Structure
- S8 – Re-gunning Crane
- G1 – Encouraged Ground Floor Commercial
- G2 – Marina
- Dual-use Turf
- Parks
- State Trust Boundary
- Block Number

2010 HUNTERS POINT SHIPYARD DESIGN FOR DEVELOPMENT

SECTION 5 – NEIGHBORHOOD STANDARDS & GUIDELINES
5.4a Shipyard South – Non-Stadium
Housing Option
5.4.1a Shipyard South – Non-stadium Housing Option
General Description

Intent
In the event the 49ers do not relocate to the Shipyard, the first option for Shipyard South is a housing option (see Figure 5.20). The neighborhood district boundary is different from the Baseline Option as parking is not required on State Trust lands. The housing option provides for a mixed-use neighborhood comprised of housing, R&D space, neighborhood retail, and a regional sports-field complex. Up to 1,625 additional homes transferred from the Candlestick site would be developed along with an additional 500,000 sq ft of R&D and office uses, bringing the total amount of such uses to 1.0 million sq ft in Shipyard South and 3.0 million sq ft in the Shipyard as a whole. Fischer Street will extend from the north, creating a continuous retail main street.

Land Use/Built Form – Housing will be predominantly low-rise, with mid-rise flats at the center of the development. Taller buildings will frame the linear park street to emphasize the re-gunning crane, front Dry Dock 4, and frame Fischer Street and Crisp Road. R&D buildings will be robust along the south side of Crisp Road, with lower buildings on the north of Crisp and at the park interface on the south side of Crisp in order to preserve views from the Hilltop development.

Open Space – Two urban parks are key elements to the neighborhood. A large linear park street extends from the core of the development to the re-gunning crane, while a wedge shaped park extends to the west, mirroring the Bayview Gardens Wedge Park at Candlestick Point. A regional multi-field sports field complex is located along the western and southern edges of the neighborhood, with a mixture of soccer, baseball, basketball, tennis, volleyball courts and other sports fields, and associated support buildings and parking. The portion of dual-use-field within State Trust in the Stadium option will instead be a passive-use great lawn.

Streets – Crisp Road, configured as a boulevard park street, serves as the main entry into the neighborhood from the north with BRT lanes and class I bicycle facilities. The Crisp/Fischer alignment differs from the Baseline Option in that Fischer Street extends straight from the northern neighborhoods into Shipyard South. Fischer Street has parallel parking on both sides serving commercial at-grade uses. Extending from Crisp at Building 813 to the re-gunning crane is Crane Road, a wide park street that links the two prominent historical structures retained within the neighborhood. The remaining streets serve local uses or the sports-field complex and have intermittent parallel parking on one or both sides.
Figure 5.20  Shipyard South Illustrative Site Plan – Non-Stadium Housing Option

Legend
- Low-rise Residential
- Mid-rise Residential
- Mixed-use Residential Over Retail
- Commercial
- Research and Development
- Community Use

1. Grasslands Ecology Park
2. Community Sports Fields
3. Building 813 (existing)
4. Great Lawn
5. Marina
6. Shipyard Village Center
7. Re-gunning Crane
Looking southeast – low-rise to right and in mid-ground, community sports fields in background.

Conceptual design – Stacked flats along community park.

Precedent – Low-rise townhomes along local street.
Looking northwest – Crane Park in foreground center, low-rise to right, sportsfields to left.
5.4.2a Shipyard South Non-Stadium Housing Option Block Plan

Standards
Block dimensions are shown in Figure 5.21 for all development blocks within the Shipyard South neighborhood.

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 5.5 Shipyard South – Non-Stadium Housing Option Block Areas

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* Total does not include open spaces and streets
Figure 5.21  Block Plan – Non-Stadium Housing Option

Legend

- Neighborhood Boundary
- Parks
- Development Block
- Street – Public Right of Way
- Mid-block Break – Public Easement
5.4.3a Shipyard South Non-stadium Housing Option
Urban Design

Refer to Figure 5.22 for the location of the following standards and guidelines.

Standards

S1. **Mixed-use Zone** – The extension of Fischer Street shall be mixed-use, with a mixture of retail and live/work at grade and residential above.

S2. **Minimum Street Wall Heights** – Minimum street wall heights have been assigned to particular blocks in order to frame important streets and create a distinct ‘center’ to the neighborhood:
- Minimum height 35 ft – A street wall to a minimum of 35 ft shall be built fronting the entirety of Fischer Street.
- Minimum height 40 ft – A street wall to a minimum of 40 ft shall be built along: the portion of Fischer Street between Dry Dock 4 and Crane Road; the entirety of Crane Road; the south side of Crisp Road; and the eastern side of blocks 15b, 16b, and 17b.
- Minimum height 60 ft – A street wall to a minimum of 60 ft shall be built along those portions of blocks 5b, 7 and 14 that front Crane Road.

S3. **Pedestrian Plaza** – One pedestrian plaza shall be included within the neighborhood at the southern portion of Block 14 at the intersection of Crane Road and Fischer Street. It serves as a transition between the City park system and Fischer Street main street. The plaza shall be a minimum of 3,000 sq ft.

S4. **Architectural Reinforcement** – There are three gateways within the district that should be accentuated with distinguishing architectural elements: the corners of Crisp Road and Ring Road, Crisp Road and Crane Road, and Crisp Road and Fischer Street.

S5. **R&D Parking**
- Structured and/or surface parking for R&D uses shall be located in the northern portion of Block 1 and internal to Block 3 in order to screen the structures from view along Crisp Road and from adjacent uses. Surface parking shall have vegetated islands with a minimum of 1 trees/10 cars. In addition, if surface parking is developed on Block 1, the entire northern edge shall be planted with a dense buffer of trees.
- Structured parking serving R&D will likely serve users of the sports-field complex during non-business hours. Adequate signage indicating parking entrances should be utilized.
S6. **R&D Campus Sub-parcels** – Block 1 and Block 3 shall be broken down in scale into informal sub-parcels by way of roads, paths, and/or open space in order to reduce the bulk of buildings and enhance pedestrian and vehicular movement. Block 1 shall have a minimum of 2 sub-parcels; Block 3 shall have a minimum of 3 sub-parcels. No sub-parcels shall be less than 15% of the total block area. Figure 5.17 illustrates one example of how the blocks may be broken down.

S7. **Sustainable Design** – R&D office buildings shall be built to LEED Gold equivalent standards. The district shall be a showcase for sustainable technologies developed both within the precinct and beyond.

S8. **Community Use** – 5.3 acres of land shall be allocated as community use parcels. Final uses shall be determined through a public consultation process.

S9. **City Parks** – Four City parks shall be located within the neighborhood (see Section 3.3 for more detail).
   - Wedge Park extends from the heart of the development, mirroring the Bayview Gardens Wedge Park on Candlestick Point. It is framed by low-rise residential buildings and terminates at the Grassland Ecology Park.
   - Crane Park is a linear park that runs along the center of the neighborhood, connecting Building 813 to the historic re-gunning crane. Low-rise and mid-rise buildings frame the park, with a focal point at the intersection of Fischer Street.
   - Two small pocket parks are located along the western and southern edges of development adjacent to the sportsfields.

S10. **Mid-block breaks** – Mid-block breaks shall be located as shown. Pedestrian mews are required on blocks 8, 18 and between 9b and 11.

S11. **Re-gunning Crane** – The large World War II era re-gunning crane shall be preserved in its current location. It will be a visual landmark at the Shipyard.
Guidelines

**G1. Encouraged Ground Floor Commercial** – Additional ground floor commercial is encouraged at the southern terminus of the Crane Road, and associated with the R&D parcels on Blocks 1 and 3.

**G2. Marina** – A marina with approximately 150 slips is proposed at the southern edge of the neighborhood. The marina should be accessed by a centrally located marina building, designed as part of the open space, and containing facilities for potential live-aboard users, such as showers and laundry facilities. Additionally, opportunities for guest docks and future water taxi service should be considered. Slips should include potable water, electrical, cable television, and telephone connections. Land side improvements adjacent to the marina could include parking, rest room facilities, a classroom to teach sailing, and a harbor master’s office.

**G3. R&D Parking** – Parking for R&D uses should be provided on a district basis. Parking requirements may be unbundled, with larger structures in one block helping serve parking requirements of adjacent blocks.
Figure 5.22  Shipyard South – Non-Stadium Housing Option Urban Design
5.4b Shipyard South – Non-Stadium
R&D Option
5.4.1b Shipyard South – Non-Stadium R&D Option

General Description

Intent

In the event the 49ers do not relocate to the Shipyard, the second option for Shipyard South will be an R&D option (see Figure 5.23). The neighborhood boundary is different from the Baseline Option, as parking is not required on State Trust lands. The R&D option provides for an extension of the R&D campuses north along Crisp and within the Shipyard R&D neighborhood. A total of 3.0 million sq ft of R&D would be developed within the neighborhood, resulting in a total of 5.0 million sq ft of such uses in the Shipyard as a whole. Fischer Street will extend from the north, creating a continuous sightline from the Bay to the north to Candlestick in the south.

Land Use/Built Form – Taller buildings will frame the linear park street (Crane Park) to emphasize the re-gunning crane, front Dry Dock 4, and frame Fischer Avenue and Crisp Road. Shorter buildings are located at the interface with the parks and open spaces to the south and west.

Open Space – Two urban parks are key elements to the neighborhood. A large linear park street (Crane Park) extends from the core of the development to the re-gunning crane, while a wedge shaped park (Wedge Park) extends to the west, mirroring the Bayview Gardens Wedge Park at Candlestick Point. A regional multi-field sports field complex is located along the western edge of the neighborhood, with a mixture of soccer, baseball, basketball, tennis, volleyball courts and other sports fields, and associated support buildings and parking. The portion of dual-use-field within State Trust in the Stadium option will instead be a passive-use great lawn.

Streets – Crisp Road, configured as a boulevard park street, serves as the main entry into the neighborhood from the north. Crisp has two BRT lanes, as well as auto and bike lanes with wide sidewalks. Extending from Crisp Road to the re-gunning crane is Crane Road, a wide parkway that links the center of the neighborhood to the prominent historical structure. The Fischer Street sightline extends from the north; Fischer has parallel parking on both sides. The remaining streets serve local uses or the sports-field complex and have intermittent parallel parking on one or both sides.
Figure 5.23  Shipyard South Illustrative Site Plan – Non-Stadium R&D Option

Legend
- Research and Development
- Community Use

1. Grasslands Ecology Park
2. Community Sports Fields
3. Building 813 (existing)
4. Great Lawn
5. Marina
6. Shipyard Village Center
7. Re-gunning Crane
5.4.2b Shipyard South Non-Stadium R&D Option Block Plan

Standards
Block dimensions are shown in Figure 5.24 for all development blocks within the Shipyard South neighborhood.

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 5.6  Shipyard South – Non-Stadium R&D Option Block Areas

<table>
<thead>
<tr>
<th>BLOCK NUMBER</th>
<th>AREA (ACRES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>11.64</td>
</tr>
<tr>
<td>2</td>
<td>1.00</td>
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<tr>
<td>3</td>
<td>4.95</td>
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<tr>
<td>4</td>
<td>2.16</td>
</tr>
<tr>
<td>5</td>
<td>3.01</td>
</tr>
<tr>
<td>6</td>
<td>2.18</td>
</tr>
<tr>
<td>7</td>
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<tr>
<td>10</td>
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<td>11</td>
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<td>19</td>
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<td>20</td>
<td>1.38</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>62.09</strong></td>
</tr>
</tbody>
</table>

* Total does not include open spaces and streets
Figure 5.24  Block Plan – Non-Stadium R&D Option
5.4.3b Shipyard South Non-stadium R&D Option
Urban Design

Refer to Figure 5.25 for the location of the following standards and guidelines.

Standards

S1. **Required Ground Floor Commercial** – Activated uses associated with R&D shall front the entirety of Fischer Avenue between the Crane Park and Dry Dock 4, and those blocks surrounding the northern half of the Crane Park. Active uses include: office, retail, lobbies, cafes, R&D-related commercial.

S2. **Minimum Street Wall Heights** – minimum street wall heights have been assigned to particular blocks in order to frame important streets and create a distinct ‘center’ to the neighborhood:
   - Minimum height 30 ft – A street wall to a minimum of 30 ft shall be built along the south side of the Wedge Park; the portion of Fischer Avenue between Dry Dock 4 and the Crane Park; the ring road adjacent to Dry Dock 4; the entirety of Crisp Road.
   - Minimum height 40 ft – A street wall to a minimum of 40 ft shall be built along the north side of the Wedge Park; those portions of blocks 15 and 17 that front the Crane Park.
   - Minimum height 60 ft – A street wall to a minimum of 60 ft shall be built along those portions of blocks 9, 10, 14, and 16 that front the Crane Park.

S3. **Architectural Reinforcement** – The corners of Fischer Avenue and Crane Road South and North are focal points within the neighborhood. Buildings surrounding these intersections shall have distinguishing architectural elements; special landscape treatments and at-grade retail are encouraged.

S4. **View Corridor** – A view corridor shall be maintained extending from Spear Avenue to the east, along Crisp Road to Yosemite Slough, and from the north along Fischer Street.

S5. **Parking and Loading Entrances** – Parking and loading entrances are not permitted along Fischer Avenue or the face of a building fronting any City park.
S6. **Sustainable Design** – R&D office buildings shall be built to LEED Gold or equivalent standards. Building rooftops shall incorporate common open space, landscaping, and / or sustainable features such as solar panels.

S7. **Community Use** – 5.3 acres of land shall be allocated as community use parcels. Final uses shall be determined through a public consultation process.

S8. **City Parks** – Two City parks shall be located within the neighborhood (see Section 3.3 for more detail).
   - Wedge Park extends from the heart of the development, mirroring the Bayview Gardens Wedge Park on Candlestick Point. It extends from the heart of the development to the sportsfield complex, terminating at the Grassland Ecology Park.
   - Crane Park is a linear park that runs along the center of the neighborhood, connecting the heart of the neighborhood to the historic re-gunning crane. There shall be a visual focal point at the intersection of the Crane Park and the Fischer Avenue view corridor.

S9. **Mid-block Break** – Mid-block breaks are required on the blocks indicated. Location and orientation may vary.

S10. **Re-gunning Crane** – The large World War II era re-gunning crane shall be preserved in its current location. It will be a visual landmark at the Shipyard.
Guidelines

G1. **Encouraged Ground Floor Commercial** – Additional ground floor commercial is encouraged along Dry Dock 4, the southern portion of the Crane Park, and the portion of blocks fronting the sports field complex.

G2. **R&D Parking** – Parking for R&D uses should be provided on a district basis. Parking requirements may be unbundled, with larger structures in one block helping to serve parking requirements of adjacent blocks. Structured parking serving R&D will likely serve users of the sports-field complex during non-business hours. Adequate signage indicating parking entrances should be utilized.

G3. **Marina** – A marina with approximately 150 slips is proposed at the southern edge of the neighborhood. The marina should be accessed by a centrally located marina building, designed as part of the open space, and containing facilities for potential live-aboard users, such as showers and laundry facilities. Additionally, opportunities for guest docks and future water taxi service should be considered. Slips should include potable water, electrical, cable television, and telephone connections. Land side improvements adjacent to the marina could include parking, rest room facilities, a classroom to teach sailing, and a harbor master’s office.

G4. **Encouraged Open Space** – Open spaces in the form of plazas and pocket parks are encouraged throughout the district, particularly those that contribute to the internal park system.
Implementation

6.1 Design Review Process
6 Implementation

6.1 Design Review Process

Implementation

Implementation of this Hunters Point Shipyard Phase 2 Design for Development shall be in accordance with the Shipyard Redevelopment Plan as well as any disposition and development agreement or owner participation agreement entered into by the Redevelopment Agency of the City and County of San Francisco, as more fully described below.

Hunters Point Shipyard Redevelopment Plan

Hunters Point Shipyard Phase 2 lies within the Hunters Point Shipyard Redevelopment Plan Project Area. This Hunters Point Shipyard Design for Development (‘D4D’) provides the detailed design standards and guidelines for all development within the Redevelopment Project Area.

Review and Approval of Design Documents

Any disposition and development agreement pertaining to the Hunters Point Shipyard Phase 2 shall abide by the Design Review and Document Approval Procedures (DRDAP). The DRDAP shall establish the processes by which applications for various Agency approvals required under the disposition and development agreement or owner participation agreement are to be submitted and reviewed by the Agency and other City agencies as well as the standards by which such approvals are to be granted by the Agency. The DRDAP shall further establish the processes and timelines for Agency review of architectural and design documents – such as schematic design documents, design development documents, and construction documents – for various improvements within the area subject to the disposition and development agreement or owner participation agreement.

In addition, it is anticipated that the Agency and City agencies having jurisdiction over the development contemplated by this D4D will enter into one or more Interagency Cooperation Agreements that will set forth the City agencies’ obligations in connection with review and approval of applications pursuant to the DRDAP as well as review and approval of various permits, subdivision maps, and other authorizations required from the City.

As provided in the Shipyard Plan, Agency review of any application relating to development within Hunters Point Shipyard Phase 2 shall be evaluated for consistency with the standards set forth in the Redevelopment Plan and the standards set forth in this D4D and shall follow the process set forth in the applicable DRDAP.
**Variance**

The owner or developer of any property that is subject to this D4D may make a written request for a variance from the development standards, design guidelines, or any other provision within this D4D or the Redevelopment Plan pursuant to Section VII of the Redevelopment Plan. Such request for a variance shall state fully the grounds of the application and the facts pertaining thereto.

The Redevelopment Agency Commission may grant a variance from the development controls of this D4D or the Redevelopment Plan under the following circumstances:

- Due to unique physical constraints or other extraordinary circumstances applicable to the property, the enforcement of development regulations without a variance would otherwise result in practical difficulties for development and create undue hardship for the property owner or developer or constitute an unreasonable limitation beyond the intent of this Plan; and
- The granting of a variance would be in harmony with the goals of this Plan and would not be materially detrimental to the public welfare or materially injurious to neighboring property or improvements in the vicinity.

The Agency’s determination to grant or deny a variance will be final and will not be appealable to the Planning Department.

**Process for Amendment**

Amendments to this D4D shall be approved by both the San Francisco Planning Commission and the Agency Commission.
Appendix

7.1 Appendix A – Term Definitions

7.2 Appendix B – Case Studies
### Appendix A – Term Definitions

<table>
<thead>
<tr>
<th><strong>Term</strong></th>
<th><strong>Definition</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Block</td>
<td>An area of land bounded by public lands, including streets or parks.</td>
</tr>
<tr>
<td>Building</td>
<td>Any structure having a roof supported by columns or walls.</td>
</tr>
<tr>
<td>Building Entry</td>
<td>Any point of a building associated with the accessibility of the user, not including service or loading access.</td>
</tr>
<tr>
<td>Building Face</td>
<td>The major or primary plane of the exterior wall of the building. The term is often used in context with its relationship to an adjacent street or public area.</td>
</tr>
<tr>
<td>Building Height</td>
<td>The vertical distance between finished grade and the top of a building. The building top is defined as the top of the finished roof in the case of a flat roof, and the average height of the rise in the case of a pitched or stepped roof.</td>
</tr>
<tr>
<td>Building Projection</td>
<td>A portion of the building that extends beyond the primary building face, either into a setback or beyond the property line.</td>
</tr>
<tr>
<td>Build-to Line</td>
<td>The primary building face, of which a certain percentage of the building must be built to.</td>
</tr>
<tr>
<td>Bulk</td>
<td>The maximum physical dimensions of built volume. Standards include: maximum plan dimension and maximum floor plate size.</td>
</tr>
<tr>
<td>Court</td>
<td>Any space on a lot other than a yard which, from a point not more than two ft above the floor line of the lowest story in the building on the lot in which there are windows from rooms abutting and served by the court, is open and unobstructed to the sky, except for obstructions permitted by the San Francisco Planning Code. An &quot;outer court&quot; is a court, one entire side or end of which is bounded by a front setback, a rear yard, a side yard, a front lot line, a street, or an alley. An &quot;inner court&quot; is any court which is not an outer court.</td>
</tr>
<tr>
<td>Dwelling Unit</td>
<td>A residential use that consists of a suite of one or more rooms and includes sleeping, bathing, cooking, and eating facilities.</td>
</tr>
<tr>
<td>Façade</td>
<td>Any vertical exterior face or wall of a building that is adjacent to or fronts on a street, public or semi-private right-of-way, park, or plaza.</td>
</tr>
</tbody>
</table>
Floor Area, Gross: The sum of the gross areas of the several floors of a building or buildings, measured from the exterior faces of exterior walls or from the centerlines of walls separating two buildings. Where columns are outside and separated from an exterior wall (curtain wall) which encloses the building space or are otherwise so arranged that the curtain wall is clearly separate from the structural members, the exterior face of the curtain wall shall be the line of measurement, and the area of the columns themselves at each floor shall also be counted.

Floor Area Ratio: The ratio of the gross floor area of all the buildings on a lot to the area of the lot. In cases in which portions of the gross floor area of a building project horizontally beyond the lot lines, all such projecting gross floor area shall also be included in determining the floor area ratio.

Floor, Ground: The lowest story of a building, other than a basement or cellar as defined in the Building Code.

Focal Point: An area within the public realm that is at a major intersection or within the park system, which will have a high degree of pedestrian use due to the immediately adjacent uses.

Gateway: A primary vehicular or pedestrian point of entry into the development project, typically at a key intersection between two or more public streets.

Ground Floor Retail Required: The percentage of building frontage facing the street that requires ground floor space suitable for retail use.

Guideline: Design recommendations for both private and public design and construction activities within the development project.

Live / Work Unit: A structure or portion of a structure combining a residential living space for a household or group of persons with an integrated work space principally used by one or more of the residents of that unit. Work spaces uses in a Live/Work Unit must comply with the other non-residential uses allowed within the respective land use District.
Modulation  Major variation in the massing, height, or setback of a building (as a means of reducing the structure’s perceived bulk).

Neighborhood Retail  A commercial use that provides goods and/or services directly to the customer, whose primary clientele is customers who live or work nearby and who can access the establishment directly from the street in a walk-in basis. This use may provide goods and/or services to the business community, provided that it also serves the general public. This use would include those that sell, for example, groceries, personal toiletries, magazines, smaller scale comparison shopping; personal services such as laundromats, health clubs, formula retail outlets, hair or nail salons; and uses designed to attract customers from the surrounding neighborhood. Retail uses can also include outdoor activity areas, open air sales areas, and walk-up facilities (such as ATMs or window service) related to the retail sale or service use and need not be granted separate approvals for such features.

Pedestrian Mews  A pedestrian pathway that provides a mid-block connection - either between parallel street frontages or between street frontages and rear parking areas. Pedestrian mews are landscaped and may also include front doors to residential or retail uses. They are intended for public pedestrian use and provided through public easements over private land.

Property Line  The boundary line between two pieces of property.

Regional Retail  A commercial use that provides goods and/or services directly to the customer, whose primary clientele is customers who live throughout the surrounding region and may include both small and large format tenants up to 120,000 square feet. This use would include those who sell apparel, electronics, furniture, durable goods, specialty items, formula retail outlets, and other more expensive, and less frequently purchased items; beyond the surrounding neighborhood. Regional Retail sales and services can include counter and other walk-up facilities as well as adjacent outdoor activity areas accessory to such uses.

Setback  A required distance that the Building Face shall be built in relation to the property line. Buildings with a setback of zero ft are built at the property line.

Setback, Landscaping  The portion of the required setback area that shall be and remain unpaved and devoted to plant material, including the use of native/drought resistant plant material.
<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Setback, Required</td>
<td>The minimum required distance between a building or a structure and the adjacent public right-of-way line; or any adjacent private vehicle access way easement, excluding private driveways; or any interior property line. A required distance that the Building Face shall be built in relation to the property line. Buildings with a setback of zero ft are built at the property line.</td>
</tr>
<tr>
<td>Standard</td>
<td>The specific rules or measures establishing a level of quality or quantity, or a condition that must be complied with or satisfied</td>
</tr>
<tr>
<td>Stepback</td>
<td>The distance that upper levels of a building may be set back from the primary building face.</td>
</tr>
<tr>
<td>Street</td>
<td>A right-of-way, 30 ft or more in width, permanently dedicated to common and general use by the public, including any avenue, drive, boulevard, or similar way, but not including any freeway or highway without a general right of access for abutting properties.</td>
</tr>
<tr>
<td>Street Property Line</td>
<td>The boundary line between a street and an abutting property.</td>
</tr>
<tr>
<td>Streetwall</td>
<td>A continuous façade of buildings generally built along the property line facing a street or open space.</td>
</tr>
<tr>
<td>Tower Bustle</td>
<td>A portion of a tower that extends horizontally past the main vertical form of the building. Generally confined to the lower four to six floors of the tower.</td>
</tr>
<tr>
<td>Units Massing</td>
<td>The overall exterior shape of a building or structure; the proportion aspect of the elements of the form.</td>
</tr>
<tr>
<td>Use</td>
<td>The purpose for which land or a structure, or both, are designed, constructed, arranged or intended, or for which they are occupied or maintained, let or leased.</td>
</tr>
<tr>
<td>Wall</td>
<td>Any streetwall area that is not transparent, including solid doors and mechanical area wall(s).</td>
</tr>
<tr>
<td>Vehicular Laneway</td>
<td>A vehicular access way located on a private parcel, but having a public easement over it.</td>
</tr>
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Appendix B – Additional Studies

A number of additional studies have been developed for a variety of parcels. These may help to inform design decisions, regarding the Standards and Guidelines set forth in this document. These studies were undertaken prior to the formulation of the D4D and may not conform to current block configurations and/or all Standards and Guidelines.
Shipyard North – Additional Studies

The central portion of the Shipyard North neighborhood (Blocks 5–10) was tested to confirm that the proposed Standards and Guidelines set forth herein would meet the vision and objectives set forth in Sections 1 and 2. The results were encouraging and are shown in the following pages.

The way in which blocks were massed addressed the objectives of defining important public streets and open spaces, in particular the Park Boulevard (Horne Avenue), the retail street (Fischer Street), and the mid-block breaks that permeate each of the blocks and create additional connectivity to the water’s edge.

The Park Boulevard was lined with taller buildings along its length. These were 60 ft tall buildings on the blocks closest to the waterfront and up to 85 ft high on the southern blocks. The buildings themselves were articulated as large scale urban residential buildings, in contrast to the smaller buildings on the smaller parcels and on local streets of secondary importance.

The buildings facing the neighborhood retail street (Fischer Street) were built to the property lines and have ground floor spaces that are 15 to 20 ft high in order to accommodate retail or other street animating non-residential uses, such as workplaces, artist’s studios, workshops or community services.

The mid-block breaks were fronted with lower buildings such as two or three story townhomes with a maximum height of 35 ft and building entrances at 30 ft or less.

The figure on page 262 highlights these objectives in addition to other opportunities that developers may wish to explore. These include making the blocks more permeable by way of portals leading to courts, and on some of the waterfront blocks creating building wings that are perpendicular to the water’s edge in order to open up the block.
Hierarchy of Street Types and Building Types.

To achieve the quality and complexity of a vital, living, neighborhood, the Hunters Point Shipyard Plan proposes a hierarchy of streets of different type, width and character. These include a 95' wide north-south Park Boulevard, with a green median, an 81' major east-west street that can accommodate game-day and BRT traffic, a 60' wide retail street, typical 51' wide residential streets and 40' wide mid-block lanes.

The charrette designs suggest some specific measures to strengthen this essential idea of street hierarchy. To make the differences between larger streets and mid-block lanes more emphatic, the charrette team recommended that mid-block lanes be decreased from 40' to 35' making them more like typical San Francisco lanes. The mid-block lanes should not have any required setbacks in order to retain their narrowness and sense of enclosure. Mid-block lanes could be without curbs; paving them with unit masonry would enhance their urbane, pedestrian character.

There are three areas on the study blocks (and by extension on other blocks in Parcel B) where the neighborhood would benefit from a prescribed relationship between street type and building type. These are as follows:

The Park Boulevard should be lined with taller buildings along its length. These can be 60' high four-story Type V wood-frame buildings on the blocks closest to the waterfront and up to 85' high, mid-rise construction for the southern blocks of the Boulevard. These boulevard buildings should be articulated as large scale urban residential buildings and should not mimic the articulation of smaller buildings on smaller parcels.

The mid-block lanes should be faced with lower buildings such as two- or three-story townhouses with a maximum height of 35' and building entrances at 30' intervals or less.

The buildings facing the proposed neighborhood retail street, (a continuation of Fisher Street to the waterfront) should be built to the street property lines and have ground floor spaces that are 15 to 20 ft. high to accommodate retail or other street animating non-residential uses, such as workplaces, workshops or community services.

In addition, the block designs produced in the charrette show the benefits of restricting parking podiums to the outer northeastern and southwestern thirds of each block with no large aggregations of parking in the middle portion flanking the mid-block lanes. This arrangement is what enables most of the charrette designs to achieve their remarkable qualities of public and common spaces in the middles of blocks.

Permeable Blocks, Courtyards and Lanes.

The most dramatic contribution of the charrette designs is to demonstrate the potential richness that the design of mid-blocks can contribute to the experience of living in an urban neighborhood. A sharp contrast in scale between large dramatic gestures and vistas and tiny intimate ones characterize the best of San Francisco’s townscapes. The charrette block designs show how these aspects of the charm and character of the City can be created de novo.

Many cities benefit in different ways from a complex sub-scale of urban space within city blocks. There are openings, portals and gates, sometimes providing public access, sometimes providing views into private or semi-private interior courtyards to give spatial relief from the continuous street wall around the perimeter block.

On some of the charrette blocks, courtyards are located above ground floor parking garages with grand stairs to provide access to the upper level open space, replicating the changes in topography one frequently finds in San Francisco neighborhoods.

The frequent portals to lanes and courts in the block designs are all at least two-stories high to provide light and air into the courtyards and dramatic punctuation to streetscapes.

Street frontage setback, stoops and entries.

The urban design guidelines for Hunters Point call for 10’ setbacks for all buildings from the right-of-way on the residential streets and boulevards. This setback zone is intended to accommodate stairs and stoops to ground floor units as well as provide space for outdoor decks and gardens. In order to protect the privacy to ground floor units while avoiding blank walls at street level, the charrette designs limit the height of this setback zone to no more than 3’ above sidewalk level.

Midrise buildings facing Park Boulevard

Two level garages with pedestrian courtyard above

Finger blocks open to waterfront at corner.

Highrise tower articulated massing integrated with base building

Ground Floor shops or workshops facing Fisher Street.

Permeable blocks with portals and mid block courts

Taller buildings facing Park Boulevard

Mid-block lane with townhouses

2010 HUNTERS POINT SHIPYARD DESIGN FOR DEVELOPMENT
Block Study – Block 6

Northeast / Southwest Section (block 6A)

Typical Upper Floor Plan

Ground Floor Plan

Basement Garage Plan

Figure Ground

Northwest / Southeast Section

Northeast / Southwest Section (block 6A)

Northeast / Southwest Section (block 6B)
**Block Study – Block 7**

- Parcel B: East/West Section Looking South – Detail
- Parcel B: East/West Section Looking South
- Section Elevation Looking South – Detail
- Section Elevation Looking South

**APPENDIX**

2010 HUNTERS POINT SHIPYARD DESIGN FOR DEVELOPMENT

MERRILL, PASTOR, AND COLGAN ARCHITECTS

AUGUST 29 2009

HUNTERS POINT
SAN FRANCISCO, CA

APPENDIX

COURTYARD VIEWS, PARCEL B

2010 HUNTERS POINT SHIPYARD DESIGN FOR DEVELOPMENT

MERRILL, PASTOR, AND COLGAN ARCHITECTS

AUGUST 29 2009

HUNTERS POINT
SAN FRANCISCO, CA

APPENDIX

VIEWS INTO COURTYARD SPACES, PARCEL A
Block Study – Block 8

North/South Section

East/West Section

Open Space
Block Study – Block 9:

Legend
- Landscape and Open Space
- Parking/Service
- Residential – Multi-story
- Residential – Flats
- Retail

East/West Section
Block Study – Block 10

Hunters Point Shipyard Design Charrette

PLANS

SECTIONS

Flats
Townhouses
Parking
Retail

Fourth Floor

Basement

Appendix
Shipyard Village Center – Additional Studies

Artists Studios Replacement Space Study – A study was conducted to examine the feasibility of Artists’ replacement space north of Building 101, with artists’ direction. The following drawings illustrate the design based on the artists’ input. The concept has a large plaza between the replacement space and building 101. The replacement studio building depicted engages Robinson Street with an atrium gallery level, and includes a possible café and other retail studio options.
Artist Replacement Space – Site Plan

North South Section

East West Section